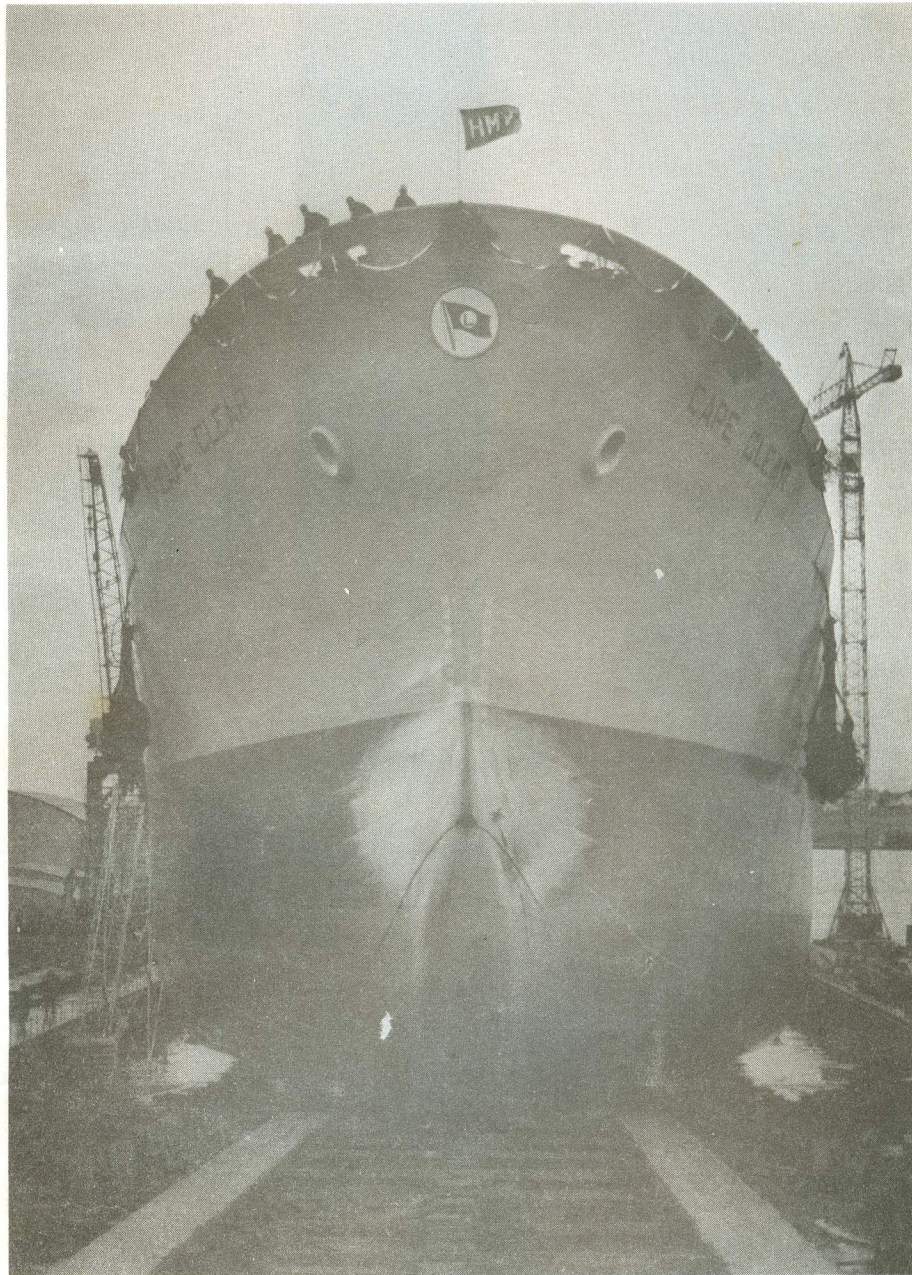




LYLE NEWSLETTER

13/67 - APRIL



LAUNCHING OF M.V. "CAPE CLEAR" -
HAUGESUND, 21ST JANUARY, 1967.

The second part of the Pearson Report on the Shipping Industry has been published recently, and one can see reflected in its pages the extent of the changes which will take place in the British Merchant Marine during the next decade. Lyles are one of the two genuine "Tramp" Companies which contributed evidence to the report and, whilst we have reason to believe it was favourably received, we do not record the fact in any sense of smugness or complacency - the extent of the problem to be faced is becoming too glaringly obvious for that.

The standard of living at sea must continue to improve just as certainly as our "customers" are going to expect us to lift their cargoes at less and less cost. Keeping these two non-parallel lines apart is our problem and so far a complete answer has not presented itself. "Bigger companies" cry some but they do not necessarily mean more ships at sea under the red ensign, rather the reverse. Nationalisation is the cry of the desperate and "last ditchers". Nationally it may work (or may not); internationally it is a non-starter and shipping is, above all, international. No! The more you think of it the more you realise that we are all in the same boat and it is up to us all to make sure it does not sink underneath us.

You will read of the launch of the "CAPE CLEAR" elsewhere in this issue and, all being well, an account of the trials will appear in our next edition. For commercial reasons the delivery of Horten No.1 is likely to be mid-1968, with the remaining vessels of that Class following at approximately six-monthly intervals. We have, with the co-operation of the Horten Yard, made some changes in the accommodation of this Class, designed to improve living conditions. We will also include a gymnasium and, although "CAPE CLEAR" is completing too early to do the same, she will be supplied with certain items of "keep fit" equipment.

The time may come when you will pad your way along a carpeted alleyway if an experiment to be carried out in "CAPE CLEAR" proves a success. A revolutionary new type of carpet is being laid in a heavy traffic area for testing purposes. It is supposed to be the last word and claims for it suggest that cleaning and maintenance are simplified considerably. On our side we hope that it will end the water which is surreptitiously deluged on alleyway decks to the ultimate detriment of the steelwork. Horten yard No. 159, now the "SAGA SWORD", ran trials in February and being the first of her Class naturally we were interested to see her and an account appears elsewhere. Her main external difference is the presence of a sixth crane, as opposed to our own, which will carry five, being the number which we consider sufficient for trading purposes. "SAGA SWORD" looked impressive and purposeful, if not altogether beautiful.

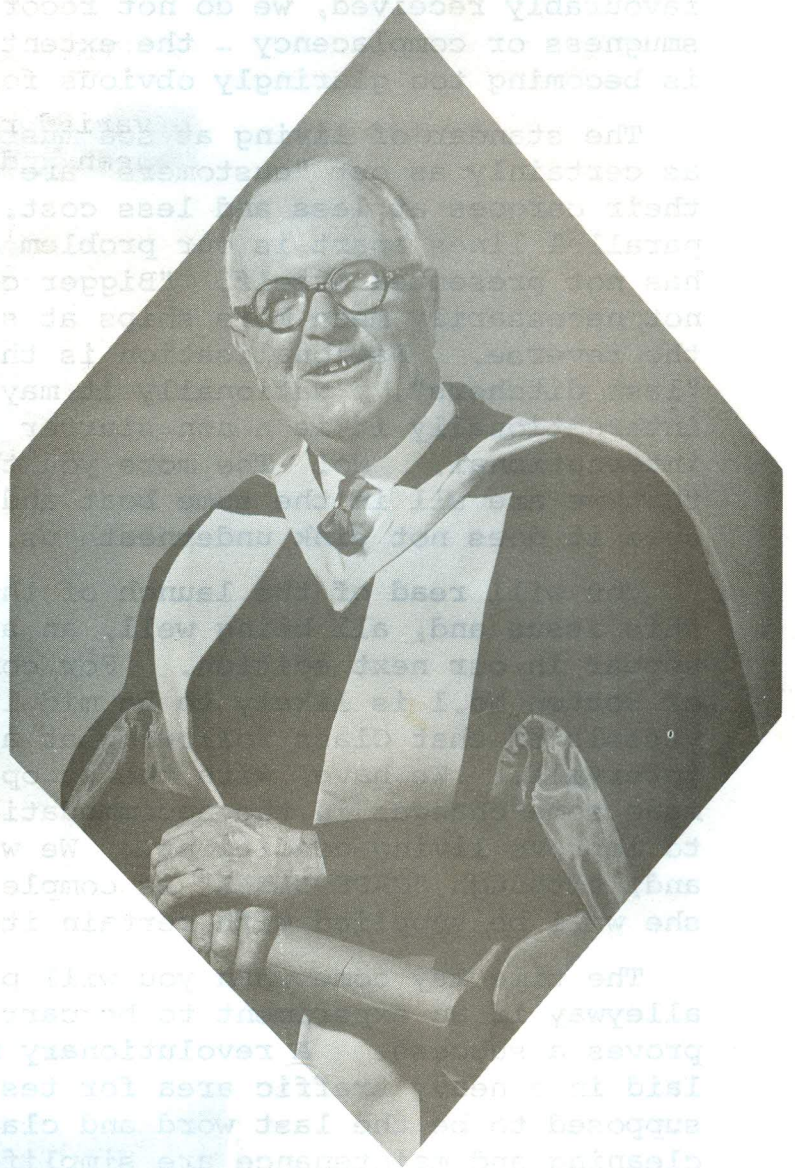
Another mishap to record, this time to "CAPE HOWE" which has once again upset our calculations. On this occasion she spent nearly three weeks alongside in port at Falmouth, repairing hull damage which had been detected during the current voyage. Now underway once again, we fervently hope that it will be plain sailing for her for some time ahead. On the other side of the world "CAPE RODNEY" has been trading for our account, and reports indicate that she has done well and favourably impressed her Charterers.

Whilst we have been fortunate in obtaining a number of contributions/

contributions, we would still welcome more participants in the News Letter and assure you that anyone who will pick up his pen and donate an article, letter or item of interest will assist us very much in maintaining the variety.

PERSONAL

J.P. Agnew: We are pleased to reproduce, opposite, a photograph of the Chairman, taken on the occasion of his being awarded an Honorary LL.D. at Strathclyde University in recognition of his outstanding services to that University and education in general during his association with the Commercial College of Glasgow.



Mr. T. Rebanks: To our intense regret, instead of recording the retiral of Mr. Rebanks after thirty-eight years service in Lyles, we have to express our sincere sympathies with him in his serious illness, from which he is fortunately making a good recovery. Due to ill health, Mr. Rebanks will not now return to the office before retiring and we hope that he will enjoy his well earned leisure for many years to come after he has recuperated from his present illness. All who have known and worked with Mr. Rebanks will be sorry to see him depart. His integrity and loyalty made him a valuable member of the firm he served so long and well. Our good wishes are extended to him and to Mrs. Rebanks who has been such a source of comfort to him in his recent illness.

Miss A. Bell: With great pleasure we welcome back Miss Bell after her long illness and convalescence. Now back on a full time basis, she is eagerly catching up with her normal duties.

Mr. H. Mackinlay:/

Mr. H. Mackinlay: His sudden death at sea in "CAPE RODNEY" was a dreadful shock to all his friends. It was his first trip after having been in hospital in Australia for an operation and this sudden end was most unexpected. Mr. Mackinlay had been due to retire in the near future and it is tragic that he did not live to enjoy his rest after long and loyal service to this Company. His many friends will mourn his passing and join in expressing our deep sympathy with Mrs. Mackinlay and her daughter.

INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Unusually varied ranging from Black Sea to Murmansk - Africa, Mediterranean and North Atlantic.

M.V. "CAPE CLEAR": Tampa/New Zealand - Phosphate, thereafter working to Vancouver for Time Charter trip for U.S.N.H. or U.K.

M.V. "CAPE HORN": Time Charter to British Phosphate Commissioners until July, 1967.

M.V. "CAPE RODNEY": Bunbury/Immingham - Ilmenite; Drydocks for cleaning and painting, thence Tampa/Port Lincoln and Adelaide - Phosphate.

M.V. "CAPE ST. VINCENT": Redelivered from A/S Bulkhandling Time Charter at Belfast. Presently on Tampa/Adelaide - Phosphate, followed by Port Kembla/Japan - Coal.

M.V. "CAPE RONA": B.C./U.K. - Time Charter, thence Rotterdam/Japan Pig Iron, followed by Time Charter B.C./U.S.N.H. or U.K.

M.V. "CAPE DALEMOS": Tampa/Geelong - Phosphate, thence Port Kembla/Noumea - Coke, followed by Newcastle/Rio de Janeiro or Santos - Grain.

M.V. "CAPE MARINA": Tampa/Brisbane and Newcastle - Phosphate, thence Geelong/Japan - Grain, followed by Nauru/Australia or New Zealand - Phosphate.

M.V. "CAPE HORTEN ONE": Due deliver July, 1968.

M.V. "CAPE HORTEN TWO": Due deliver end 1968.

M.V. "CAPE HORTEN THREE": Due deliver first half 1969.

Extract of Letter received from Captain T.C.D. Hogg,
M.V. "CAPE FRANKLIN" at Iljichevsk, 2nd January, 1967.

The Pilot was picked up at Canakkale for the passage through the Dardanelles, the Sea of Marmara and the Bosphorus. I had considered proceeding to Istanbul without a pilot, but the Black Sea pilot advises taking a pilot, due to the density of the traffic now using this area, so this was done. Canakkale lies approximately twelve miles inside the Dardanelles and this is where the vessel receives clearance for the passage through Turkish waters, and it is at this point where the Dardanelles is narrowest and, with a fairly strong current and two right angled turns, this could prove to be a rather tricky spot if there was a lot of traffic, and having to stop for clearance just there makes it all the more difficult. I think with experience in this area a pilot could be dispensed/

dispensed with, but I will be taking a pilot when the vessel is west bound.

Iljichevsk lies about eleven miles SSW from Odessa and is a fairly new port. It has been in operation, as far as we are told, about six years and consists of an inner and outer basin. We are lying, as are most of the shipping in the outer basin, just inside the entrance of the port. The port seems well served with cranes and our method loading is grabs on cranes taking cargo from a dump on the quay.

The approach to the port is straight forward and the navigation lights of the port and the adjacent coast are good. Since we had no chart of the approaches we drew a chart with the information that could be got from the small scale chart and all information that could be got from the Pilot Book, and it turned out to be fairly accurate.

Captain C.G. Mallett,
M.V. "CAPE NELSON",
Pepel,
Sierra Leone.

Dear Editor,

It has been considered aboard that your readers might be interested in our recent visit to Pepel, in Sierra Leone, to load Ore for Holland.

As most of your readers will be aware, the port of Pepel is situated about 15 miles upriver from Freetown. Pilotage from Freetown is carried out by European pilots employed by the mining company. Channel is unlit so that passage is undertaken during daylight hours only.

Port is now provided with two ore berths, one new berth and one old berth. At the new berth, ships are moored alongside in the usual manner and rate of loading is fairly rapid. The second berth however, where incidentally this vessel loaded, is slow and old fashioned. It is, I understand, the original berth as built for the port opening over thirty years ago. The loading plant is fixed so that vessels are required to move up and down to load. Strong tides prevail in this area and especially the ebb tide, so that ships can only be moved when the tide is suitable. Shore springs are provided for each end, made fast to the small jetty. Ships are moored fore and aft to buoys. At each shift European pilot is required to be present. However, it was soon discovered that this European supervision is for shifting only and not loading. It was found that this, in regard to loading, was just nil. Personally this was my first visit to the port but I understand that formerly a European was in charge of the loading but this official has now been replaced by an African. As usual, in this type of vessel this official was handed, on arrival, a list of cargo required in each hatch both for the first and second runs, then the usual amount to be left to the end for trimming as required. Loading and shifting was only carried out during daylight hours but, even so, it was found impossible to get any information in regard to the amounts loaded, or when it was expected that vessel would be required to shift. Due to the strong tides it was difficult to get an accurate draft from the deck so that each time a launch, kept in the vicinity for this purpose, had to be summoned. This berth is also used to discharge oil tankers and should an ore carrier be unfortunate enough to be loading on arrival of a tanker, then the ore vessel must move off to the pier.

