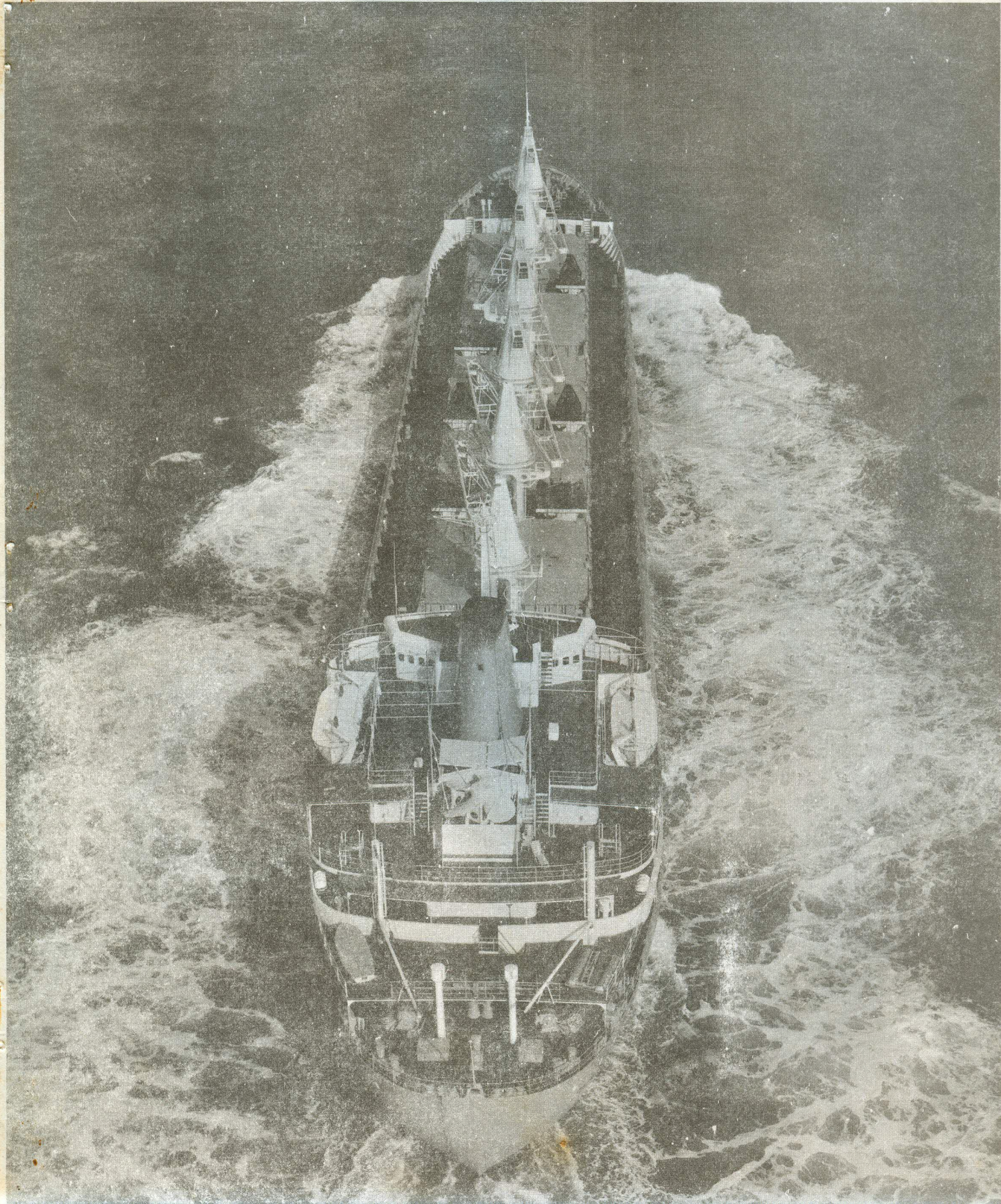




LYLE

JOURNAL

16/68 - JANUARY



were able to make the most of the festive season. We hesitate to say we hope that 1968 will be as eventful as 1967, which saw quite enough events of the wrong kind, but perhaps the famous corner the country has been trying to turn for the past twenty years will come at last.

Talking of events, the closing months of 1967 saw quite a few, of which the following affected this Company more than somewhat.

After a lengthy negotiation, agreement was reached with the Horten Yard at the end of October on the order of a fourth vessel. Concurrently, modifications and improvements to her predecessor were negotiated. The result is that the first two ships (Yard No. 162 and Yard No. 163 now to be named "CAPE WRATH" and "CAPE SABLE") will be identical and fitted with four eight-ton cranes, whilst the latter pair (Yard No. 165 and Yard No. 166, designated names of "CAPE YORK" and "CAPE HORN" respectively) will be identical in accommodation and cargo aspects, being fitted with three ten-ton cranes. However, it is possible that "CAPE HORN" will pioneer a new machinery installation and, if this is so, we will report it in our next edition.

The 18th November realised our fears of the past two years in the shape of devaluation. If you can thread your weary way through the political whitewash you will realise that it was a lucky individual or firm who benefitted from the step, the consequences of which have still to come home to most. It is probably difficult for you to realise the very real problems of building and operating ships under any hue of Government incapable of maintaining stable conditions for a reasonable period of time. Money poured down the Ministerial drainpipe via the tap of political ineptitude could be better spent elsewhere in new ships. Worst still, all future plans have to be scrapped, redrawn and dropped in the pending tray to await a more equitable climate, by which time commercial justification for it may have vanished.

In anticipation of the event, we covered our trading position quite reasonably but our newbuilding vessels will have to earn a good deal more sterling to pay off the extra in building costs caused by devaluation. Even so, it is doubtful if we are facing any greater expenditure now than if we had ordered the same ships in the United Kingdom.

On a brighter note, we are heartened by the good reception our new ships are receiving from old and new friends alike. Lyle bulk carriers are hard to come by on the market these days and we hope they will become increasingly popular as more people begin to appreciate their worth.

Lastly, the Lyle Award for the Cadet of the Year has been somewhat delayed, due to difficulty in selection because reports on all cadets have revealed an above average standard - a matter of some satisfaction.

The final choice rested between J.S. Johnstone and M.D. Pickup and, as we really could not differentiate between their merits, we decided on a joint award. Both Cadets, therefore, will receive a presentation of a pair of prism binoculars in the near future. Masters and Officers who have served with this pair, who, incidentally, are both presently homeward bound in "CAPE CLEAR", will no doubt approve this result.

M.V. "CAPE CLEAR": In ballast to Vancouver, loads Lumber for U.K. and Continent, followed by Pig Iron, possibly loaded at Rostock for Japan; thereafter proceeds again to Vancouver to load Lumber for U.S.N.H. or U.K./Continent. Her last Pig Iron discharge was very poor, taking eighteen days, being due to labour shortages and direct discharge into lorries.

M.V. "CAPE FRANKLIN": At Glasgow discharging Ore from Murmansk; now fixed for a voyage to Brazil, much to the relief of her Officers who experienced abnormally cold weather conditions which made Christmas whiter than white, apart from causing sundry discomforts in the way of burst pipes and heavy icing of accommodation areas.

M.V. "CAPE HOWE": At Seven Islands loading Ore for Tyne, after which vessel drydocks and carries out repairs to windlass.

M.V. "CAPE MARINA": Presently on passage from Nauru to Fremantle with Phosphate. Vessel drifted off Nauru for six days due to bad weather at the Island. "CAPE MARINA" certainly has had little luck lately, having spent eighteen days in July, sixteen days in September, but we are pleased to record only four days in November, all loading Coal at Newcastle, N.S.W. for Japan. On completion Phosphate voyage she will load Oats in Western Australia for Continent, and here we are hoping for a record loading turn.

M.V. "CAPE NELSON": On passage to Port Etienne to load Ore for Birkenhead. This voyage has been marred by the tragic and untimely death of her 3rd Engineer, Mr. D.T. Dempster.

M.V. "CAPE RODNEY": At Kawasaki with Coal from Gladstone. Vessel loaded over 16,000 tons at Gladstone in less than twenty-four hours - a very good performance. Prior to this cargo, she was the first to discharge Phosphate at the new berth, Walsh Island, Newcastle, but due to many shore installation breakdowns, spent twelve days there. Master and ship's Officers acted as hosts at a reception to mark the occasion. On completion discharge Coal, will complete a Phosphate link voyage - Nauru/West Australia, thence Christmas Island/East Australia or New Zealand. Thereafter loads the first cargo of Concentrates under our Contract from Port Pirie for Avonmouth. We understand that this will be the first cargo self-loaded by a bulk carrier with cranes.

M.V. "CAPE RONA": Completing Lumber voyage at Bordeaux, thereafter ballasting to Tampa for first cargo under our new Contract to load Phosphate for Australia/New Zealand. A new port has been added to our list - Gijon (Spain).

M.V. "CAPE ST. VINCENT": Presently discharging Pig Iron in Japan - and again a sad tale of delays due to holidays, shortage of berths and labour. Thence Nauru/Western Australia - Phosphate, followed by Bunbury/Immingham - Ilmenite. We must hope that the Ilmenite voyage will be completed as expeditiously as the previous one.

PERSONAL

Captain P.A. Wallace His many friends at sea will be very glad to learn that Captain Wallace is engaged and plans to marry in the Spring. The fortunate lady is Mrs. Mae Lyon of Glasgow.

Mr. Sandved & Mr. Kolsaker of Haugesund Shipyard paid a courtesy call when passing through Glasgow in October. They were Company guests at the Annual Dinner of the Shipowners' and Shipbrokers' Benevolent Association, a function they enjoyed tremendously, partly because there is no equivalent in Norway.

After judgement by a neutral panel who were unaware of the identity of the artists, an entry, one of three, submitted by the Agency Department of Hunting and Son, Newcastle, was chosen as the winning design for the Lyle Plaque. We congratulate the successful entrants on

