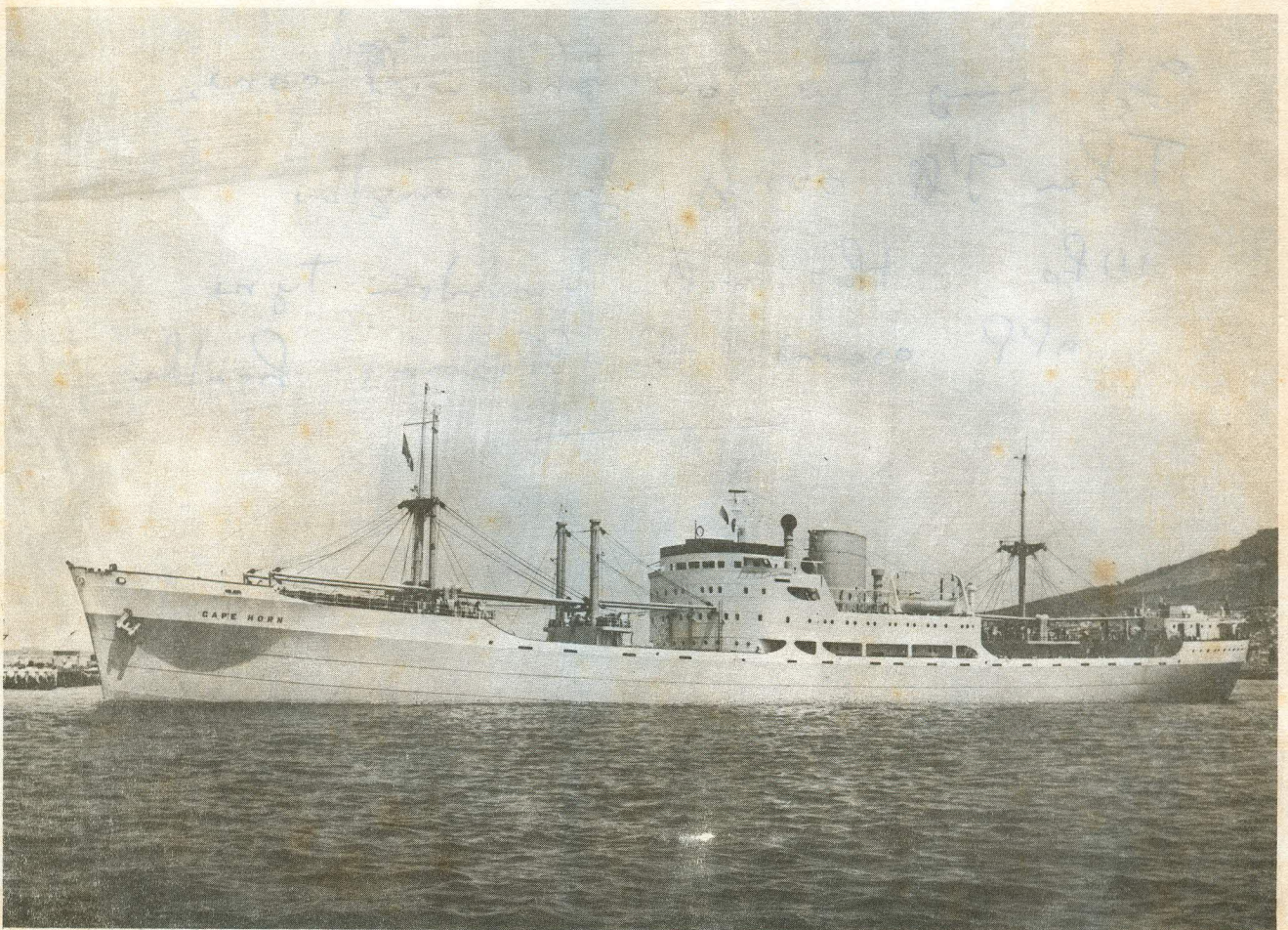




# **LYLE NEWSLETTER**

8/66 - JANUARY



M. V. "CAPE HORN" at Cape Town, February, 1965.



By postponing the issue of this edition, we've rather missed out in being able to send our Christmas Greetings, but we hope you have made the most of it wherever you were. However, there is still time to wish you a very happy 1966 which we hope will prove a most successful one for the Company and all its staff.

The principal news is, of course, that Lyle has ordered yet another ship, this time with a difference. The new vessel due for delivery in the summer of 1967 will be an 18,600 tons deadweight bulkcarrier, 532 ft. long, 71 ft. in breadth and 30'3 $\frac{3}{4}$ " draft with a service speed in excess of 15 knots and built in Norway by the Haugesund Shipyard, situated south of Bergen and about 30-40 miles north of Stavanger. You can imagine that this Company took the unprecedented step of ordering a ship abroad only after the most thorough investigation of the home market. Indeed, the most intensive study ever was undertaken before we reluctantly decided that such a step was necessary. The order was placed at the end of November after a survey of U.K., Swedish and Norwegian shipbuilding yards and is being effected with certain credit terms from Norwegian sources.

The programme of the new building at John Brown's, Clydebank, visualises the launching taking place in early May next year followed by trials end May 1966. The name selected for this ship has not been finally decided but we will be able to disclose this in our next issue. The ship will be launched complete with engines and funnel, which distinguishes her from previous Lyle launches.

In our next edition we hope to announce further details of our future building programme.

Contract staff may expect to hear of a new proposal we hope to introduce shortly. Information will be despatched to individuals as soon as the details are finalised.

We continue to suffer from the effects of the unusual bad weather conditions being experienced at Ocean Island and Nauru since June of last year. The "CAPE SABLE" was caught again at Nauru. The situation off these Islands is causing acute anxiety not only in this Company and we can imagine only too well the feelings of those on board vessels affected by the phenomena.

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Have You Heard.....

Bulk sugar handling facilities at Casablanca, Morocco, are to be improved, and two alternative schemes are at present under consideration.

The present method of shipment of sugar in bags and then man-handling to warehouses is to be replaced by mechanical handling for the transfer of the sugar by suction or grab direct to a silo of 20,000 tons capacity.

Work should commence next year. Also under consideration is the erection of a grain silo of 30,000 tons capacity, together with ancillary handling equipment.  
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## CONTRACTS AND FREIGHTS

A further contract to load phosphate from Tampa for discharge in Australia has now been concluded and will extend well into 1967. The present Nauru contract completes in June 1966 and will probably be shared by "CAPE SABLE" and "CAPE WRATH". There is also a commitment for several coal cargoes from Newcastle for Japan during 1966.

## INDIVIDUAL SHIP NEWS AND MOVEMENTS

ORE CARRIERS: Mainly South Atlantic and African coast trading.

"CAPE HORN": On B. P. C. time charter until June 1966.

"CAPE RODNEY": On time charter to A/S Bulkhandling of Oslo from January 1966 for 9 to 12 months.

"CAPE SABLE": Nauru with phosphate and Newcastle/Japan with coal until March, 1966.

"CAPE WRATH": Durban/West Coast Italy with anthracite, thereafter Tampa/Australia with phosphate followed by coal to Japan thence Nauru to load phosphate.

"CAPE RONA": On time charter to Seaboard Shipping until April 1966.

New building delivery Clyde end May 1966.

Norwegian new building delivery Haugesund June 1967.

## PERSONAL

Mr. T. S. SHEARER & MR. H. A. WALKINSHAW carried out a short business tour of Sweden and Norway at the end of October during which they met with a friendly reception at the Oslo Office of the "CAPE RODNEY's" charterers, Messrs. A/S Bulkhandling.

MR. E. J. MACKERRON also visited Scandinavia in connection with the Norwegian newbuilding during November. We regret very much to report that Mr. MacKerron suffered a coronary attack early in December and was taken to hospital where he makes good progress. We offer our best wishes for an early and complete recovery.

MR. A. MCKENZIE - Our long distance flier added to his mileage by visiting vessels in Australia before winging his way to Durban to supervise the survey of "CAPE WRATH".

CAPTAIN R. D. LOVE, CAPTAIN A. B. SUTHERLAND & CAPTAIN T. P. EDGE have attended a course of study being run by the Shipping Federation on Personnel Relations. They found it interesting and worthwhile and we hope to obtain similar facilities for contract seagoing staff as opportunity offers. The initial reaction of officers may be to recoil from such activities but we think we can promise that if you are fortunate in obtaining a place you will not regret the experience.

Old Soldiers - and Sailors - never die! It is good to know that Mr. J. R. Morton is still keeping a watchful eye on our activities - vide the drawing on page 8. His previous 'accomplice', Mr. A. M. Duguid, is also flourishing and we were glad to have a visit from him in the middle of December.

MR. D. BORDER has now completed a rather trying removal in blizzard conditions and we wish him every success in his new home in Lenzie, outside Glasgow.



## LETTERS

The Editor of the Newsletter having been good enough to publish my first attempt at a thumb nail sketch of the lives of "Lyle" Admirals, I am emboldened to try again, this time dealing with the man after whom our largest vessel is called.

Richard Howe, afterwards Earl Howe, was born in 1726 the second son of the 2nd Viscount Howe. He entered the Navy in 1740 at the tender age of 14. In 1755 he went to North America in command of the "Dunkirk" and his seizure of the French vessel "Alcide" was the first action of the war with France at that time. In 1759 while in command of the "Magnanime" he led the fleet under Admiral Hawke at the battle of Quiberon. In July 1758 following on the death of his elder brother he became Viscount Howe, an Irish peerage, and in 1762 he became M. P. for Dartmouth. In 1776 he became C. in C. of the North American Station. At that time the trouble with the North American Colonists was brewing and as he and his brother General Howe were known to be in sympathy with the colonists' aspirations, it was hoped that their presence might be taken as a conciliatory gesture. Nothing unfortunately came of this appointment and a new commission being appointed Howe sent in his resignation. Before this could be effected war with France was renewed and Howe, being heavily outnumbered, had to use delaying tactics to prevent the French taking Rhode Island.

In 1782 he was elected to command the Channel Fleet and in the autumn of that year he finally relieved the siege of Gibraltar, although heavily outnumbered by a combined French and Spanish fleet, and he himself being encumbered by a large convoy of store ships. From 1783-88 he was First Lord of the Admiralty under Pitt, but on the outbreak of the French Revolution he was again given command of the Channel Fleet. In 1794 he won the epoch making battle of the First of June. It has been said that although nearly seventy he displayed an originality not excelled by any of his successors, even Nelson, as they had his example to follow and also had a better trained fleet. After this action he saw no more active service but on the outbreak of the mutiny at Spithead, he was recalled and owing to the trust the seamen had in him and his personal popularity, he was able to pacify and settle the mutiny without bloodshed. In 1788 he was granted the title of Baron and Earl Howe and in 1797 he became a Knight of the Garter. Owing to his swarthy complexion he was given the nickname of "Black Dick" by the men who served under him. He died on August 5th 1799 and a monument to him was erected in St. Paul's Cathedral.

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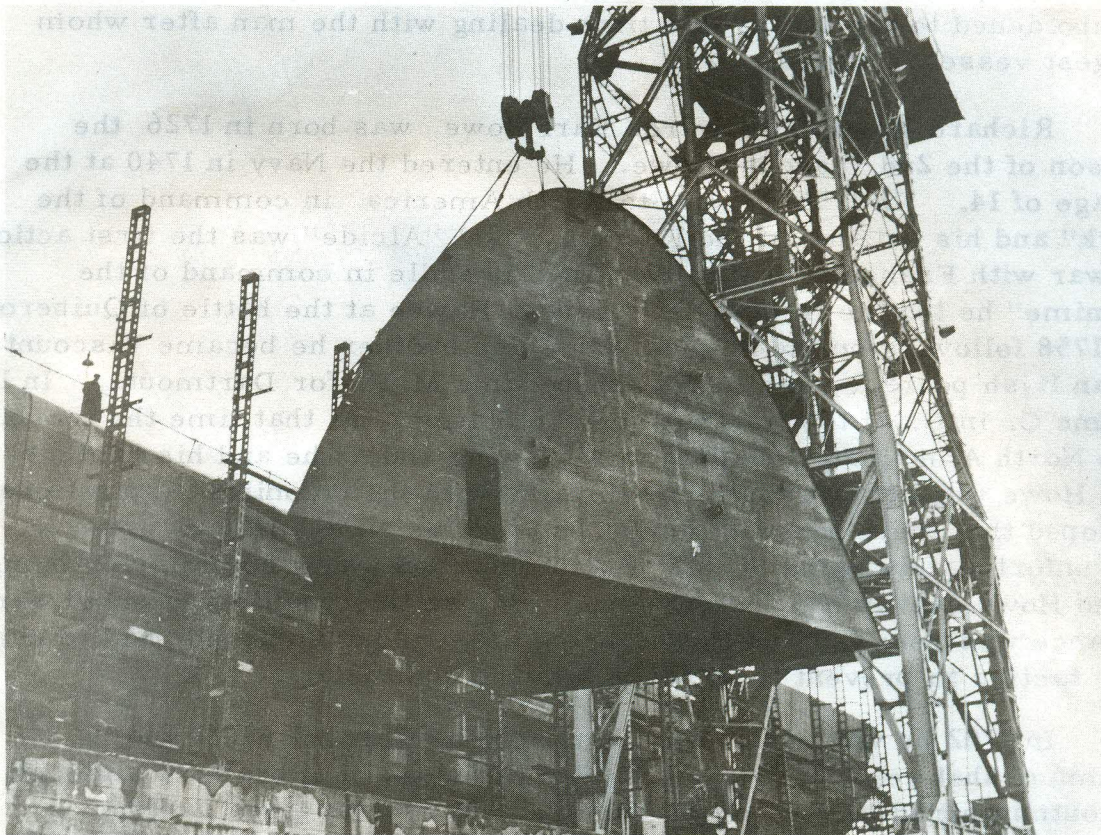
Have you heard.....

The Premier of West Australia, Mr. Brand, officially opened the new land backed wharf at Esperance, part of a £1,500,000 port improvement project on the 19th November, 1965. "CAPE WRATH" (see letter) was the first vessel to berth and so formed an important focal point of the ceremony. Afterwards, the Premier and other notables were entertained on board the ship which dressed overall for the occasion. We understand "CAPE WRATH's" hospitality was much appreciated by the guests.

"CAPE RODNEY" recently loaded the largest cargo of sugar yet lifted from Cairns during August of this year.

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Modern method of ship construction is illustrated in the top photograph which shows the tiller flat section of the stern section being lifted into position - its weight 50 tons.

Below you can see the progress being made on the ship due for launching early in 1966. The newest Cape should be in service by June, 1966.





### TIMES THEY ARE A-CHANGING

Now that seamen serve under conditions that make life at sea reasonably tolerable on most occasions, it may be of interest to them to see that an office job in days gone by was not always the "cushy" number it may today appear to be to seafarers. A notice for the guidance of an office staff, rather more than a century ago, appeared in a commercial publication recently and although it did not refer to a shipping office, the implication was that the conditions were probably ahead of their time, so that in general, office life would not be any better, whatever worse, elsewhere.

The notice commenced with the observation, unaffected by changing times, that "godliness, cleanliness and punctuality are the necessities of a good business." It then went on to announce that hours of work were to be reduced to 7 a.m. to 6 p.m. and that "daily prayers would be held each morning in the main office". Clothing was prescribed to be of a sober nature. It stated, "The clerical staff will not disport themselves in raiment of bright colours, nor will they wear hose, unless in good repair, neck scarves and headwear may be worn in the office in inclement weather".

Apparently a stove was provided for the benefit of clerical staff and a locker for coal and wood. It went on, "It is recommended that each member of the clerical staff bring four pounds of coal each day during cold weather". The comfort of the staff was the subject of a further provision, "No member of the clerical staff may leave the room without permission from the senior clerk. The calls of nature are permitted and clerical staff may use the garden below the second gate. This area must be kept in good order".

In return for such provisions concerning the wellbeing of their staff, the employers expect certain rules to be observed such as, "No talking during hours of business", and, "although the partaking of food is allowed between 10.30 a.m. and noon, work will not on any account cease." Office Boys and Juniors were required to report to the senior clerk 40 minutes before Prayers and for a similar period after working hours to take care of cleaning the office. Brushes, brooms and scrubbers were provided by the employers.

There followed a scale of New Increased Weekly Wages:-

Boys	-	1/4d - 2/1d per week
Juniors	-	4/8d per week
Clerks	-	8/7d - 10/9d per week
Senior Clerks	-	21/- per week
(after 15 years with Employers)		

The notice closed with the sentence, "The employers recognise the generosity of the new Labour Laws, but will expect a great rise in output of work to compensate for these near Utopian conditions." It will be observed that a century ago as now the watchword was "increased productivity" in return for better conditions. Will the cry be the same a century hence?



## VOYAGE AND RUNNING COSTS

In the December 1964 issue one of our Ship Broker friends contributed a brief but very comprehensive study of how charters are arranged and how the machinery of the Baltic Exchange works. In this article we endeavour to outline some of the management problems which are integrated in the task of securing profitable employment for our ships. In any voyage estimate the principal factor is running costs, which consist of a variety of expenses, all adding up to a formidable sum. The biggest items are Portage, (which incorporates all crew costs) Provisioning and Storing, Marine Insurance and Repairs. Marine Insurance is a very complex matter and could not be adequately covered in the space of this article. The object is easier to understand, if less simple in practice, and that is to avoid claims as far as possible. The idea that "the Insurance pays for it" is a dangerous fallacy and can only lead to higher premiums.

By far the major item in running costs is Portage, under which title we allocate crew wages, overtime, leave pay, etc., and the itinerant expenses which accrue from crew changes. The steady increase in these costs is common to all Shipowners operating under National Maritime Board conditions and the pace is more or less dictated by the demands for labour by competitive industries. Here we are up against the fact that foreign owners have fewer personnel on board and, contrary to what might be expected, this is not reflected in the condition of the ship. The "CAPE RONA", time chartered from Norwegian Owners, has a total crew of 34, and was in first class order when taken over last July.

There is scope for economy in this field and some progress has been made in our ore carriers with the recent reductions in the number of crew carried, giving a correspondingly more competitive operation.

Crew overtime is a variable factor and, for accounting purposes, can only be averaged over a year. It is an encouraging sign that this expense is seldom now regarded as being wholly inevitable, and the guiding principle must always be one of necessity rather than convenience.

With the introduction of the Stores Control Procedures, the cost of Provisioning is being kept well in control and the budgeted figures adhered to. The general opinion is that the standard of catering has not suffered and menus continue to offer a reasonable variety for the most fastidious palates. The main source of savings is the marked reduction in waste, better purchasing terms and a firm policy of storing in the right places at the right times. Deck and Engine Stores are quite different in that some variance in this expense can be expected owing to the differing physical characteristics of each ship, allied to the fact that the consumption of these stores, unlike provisions, cannot be regulated on a daily basis. The information gained from monthly reports is gradually forming a picture from which some tangible conclusions will emerge, and which will assist us in arriving at an accurate assessment of our outlays. That is, of course, the whole purpose of these exercises - to enable us to put reliable figures against all the charges which make up "running costs". This brings us to the last and certainly the most incalculable factor in our reckoning, that which appears in our books as "Docking and Upkeep Account". It embraces voyage repairs, drydocking expenses, survey work/fees, electrical, navigational equipment and instrumental repairs and any other charge for maintenance. This is an extensive list and it is not simply a question of dividing the annual total by 365 to work out the daily cost. Repairs are often deferred as a matter of policy when they do not/



not affect the seaworthiness of the ship and are usually put in hand at the next drydocking or quadrennial survey. The general effect of this procedure is to produce in the survey year greatly inflated repair bills which must be carefully analysed by our Superintendents to sift out the wheat from the chaff, and to apportion the charges in such a way that a clear distinction is drawn between ordinary running repairs and other work which may never recur during the ship's lifetime. This particular exercise calls for a real aptitude to identify the exact nature of certain work as possibly being within the scope of our Insurance Cover and other alterations which may increase the capital value of the ship. From this assortment we eventually arrive at the figure we may estimate for ordinary day to day repairs in addition to other fiscal measures necessary to provide for the large and ever-increasing survey costs. It is extremely doubtful if even a computer, fed with the appropriate data, could come within £1,000 of the correct answer to this problem, for it cannot foretell when a relatively minor breakdown may have far-reaching consequences and disastrous results on a voyage estimate.

In this essay, which only fringes the subject, we have endeavoured to give some idea of the role of management, and to enable you to understand, if not appreciate, the statistical returns required from our fleet. These keep us up to date with actual expenditure against budgeted figures and allow us to adjust our own estimates as and when required. The Shipping and Shipbuilding Industries are highly competitive and the unfortunate developments which currently surround the future of Fairfields Yard further emphasises the fact that only the most efficient can survive.

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### SOMETHING EXTRA HAS BEEN ADDED!

Since this is the Christmas edition, the Editor is breathing down various necks, and recently it was observed a young R.N. rating stirring some rum into the ingredients of government plum puddings a story of the past came to mind.

The "CAPE....." was due to sail from the United Kingdom shortly before Christmas and this did not occasion any particular joy. However, the 3rd Engineer's wife thought since she was not going to have the pleasure of her husband's company over Christmas, the least she could do, being a good wife, would be to bring a bit of home to her husband whilst he was voyaging across the Atlantic.

She knew her husband was very partial to cloutie dumplings rather than the plum duff variety and thought it would be a good idea to make one suitable in size for the good man himself, and also the Chief, 2nd and 4th. Possibly the Chief would like it and as the 2nd was leaving next trip/



trip her husband's allotments would reflect the Chief's appreciation of her gesture.

So before the ship sailed, she sent a parcel to the Cook and enclosed instructions on just how the last rites of the dumpling were to be prepared.

The Cook, being one of the temperamental variety, thinking this act was a reflection on his capabilities, was not for this procedure at all so took his complaint along to his counsellor and friend, the Chief Steward. This gentleman, on whom few flies settled, had one look at the creation and advised him just to go ahead and make the usual number of Christmas puddings before the day of celebration arrived.

As is normal, Christmas Day came along and the Engineers in their Messroom went through the initial courses of dinner at break-neck speed so that they could devote plenty of time and appreciation to the piece de resistance - the cloutie dumpling - well advertised beforehand by the 3rd.

With looks of great expectation, the Engineers watched the Messroom Steward lift the dumpling from the pot, but expectation turned to horror when it was seen that the cloutie had the unmistakable signs of being half of a lady's nether garment with lace decorations round the lower fringe.

Poor old 3rd, doomed to many more watches on the 12 to 4 and many isolated helpings of dumpling.

-----  
"Are we alone, and unobserved"?





## SAILING

Since the first GP.14 sailing dinghy was purchased by the Company for the "CAPE YORK" in September, 1964, four more dinghies have been acquired and have been placed on board the "CAPE HORN", "CAPE RODNEY", "CAPE SABLE" and "CAPE WRATH". The sale of the "CAPE YORK" enabled the dinghy from this vessel to be placed on board the "CAPE HOWE" and we understand that several keen dinghy sailors presently serving in the "CAPE HOWE" are looking forward to a voyage to Vitoria, to take advantage of the attendant loading delays at that port in order to try out their latest acquisition.

On the whole, we are sure that these dinghies give considerable pleasure and relaxation to those interested in sailing, but we realise fully that there is little time to spare for this recreation in some of our trades, and the allocation of a dinghy to an ore carrier is perhaps by way of an experiment in view of the normally rapid turnaround received by these ships.

We have heard of several interesting experiences from some members of the fleet in the use of the dinghies and we would like to receive more news from anybody who would be willing to put pen to paper. We are very glad to note that new friendships have been made with sailing people here and there which have led to invitations being extended to several of our personnel to sail in larger boats in organised races in Australian ports, for example.

Following the purchase of our first dinghy we enquired about membership of the GP.14 Association which has, we are led to believe, local branches throughout the world. We decided against this move until we had received more information from our dinghy sailors about the facilities for sailing encountered in the various ports to which we trade regularly. If any enthusiast feels that membership of this Association would be an advantage for making contacts during Australian calls, then we would be very pleased to take the matter further.

### ----- Extracts from Marine Observer, July, 1965.

Included in the 11th successive short list of those ships who sent us the best Met. Log Books during the year is "CAPE FRANKLIN", Captain C.G. Mallett, H. Jackson Moss, 2nd Officer, H.S. Taylor, M.J.V. Rickets, R. Marshall, Radio Officer, W. McLeod observing and Radio personnel concerned.

We congratulate "CAPE FRANKLIN" on their third appearance in an annual short list. Customary photographs of the three top ships appear opposite page 124. This year it will be noticed that the three ships again give a good indication of the heterogeneous nature of the voluntary observing fleet on an ore carrier, a refrig. ship on the New Zealand run, and a Western Ocean general trader.

.....  
The "CAPE NELSON", under the command of Captain A.M. Fraser, was a regular Met. ship. The Officers responsible for reports were G. Anderson, L. Hocking, J.K. Thompson, N. MacBeth, N. Macfarlane and Radio Officer W. Rennie, V.C. M.B.E. (Ipsissima Verra).



## PERSONNEL

We are sorry to report that Mr. Alex. Harbinson is still on the sick list. He has been undergoing treatment for a chest condition since he had to be discharged to hospital at Nauru from M. V. "CAPE HORN" in July subsequently being flown home from Australia. He is well on the mend, however, and it is hoped that he will be given a clear bill of health in the New Year.

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We offer congratulations to Mr. J. Lincoln, 3rd Engineer, S. T. S. "CAPE SABLE", on his recent engagement to Miss Kathy Grimshaw of Melbourne, Australia. We understand the wedding will take place prior to the vessel's return to the United Kingdom.

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Cadet Alan M. M. Hill commenced service with the Company in April, 1963, on completing a three year training course at H. M. S. "WORCESTER" at the end of which he successfully sat G. C. E. "O" Levels and gained a 12 months remission of sea time. He served as Cadet on the vessels "CAPE NELSON", "CAPE YORK", "CAPE HOWE", and "CAPE SABLE". For three weeks he sailed as Acting 3rd Mate on the "CAPE SABLE" when that ship had to sail from the U.K. an Officer short. The diligence shown in carrying out his duties and satisfactory examination results throughout his cadetship have earned for Cadet Hill the award of a handsome sextant as Company Cadet of the year 1965. The award was recently presented at the Company's Office by the Managing Director, Mr. W. Nicholson.

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M. V. "CAPE FRANKLIN"

T. P. Edge	Master
D. Cormack	1st Mate
J. King	2nd Mate
E. Morrison	3rd Mate
L. Cameron	Radio Officer
A. Agnew	Cadet
C. McKay	Cadet
W. Anderson	Chief Engineer
N. Nicolson	2nd Engineer
J. Jack	3rd Engineer
R. McInnes	4th Engineer
B. Scorgie	Junior Engineer
I. McInnes	Junior Engineer
A. Stewart	Junior Engineer
R. Munn	Electrician
A. Randle	Chief Steward
A. Rendall	2nd Steward
N. Carpenter	Chief Cook
R. Sharmon	Bosun
W. Tomlinson	Carpenter

M. V. "CAPE HORN"

T. C. D. Hogg	Master
J. May	1st Mate
J. Murray	2nd Mate
G. Young	3rd Mate
J. Rowland	Radio Officer
P. Dyson	Cadet
J. Loughran	Chief Engineer
A. MacDonald	2nd Engineer
M. Henry	3rd Engineer
R. Wallace	4th Engineer
G. McClement	Junior Engineer
W. Muir	Junior Engineer
J. Schofield	Junior Engineer
J. McMillan	Electrician
P. Coles	Chief Steward
J. Pemberton	2nd Steward
D. McLean	Chief Cook
J. MacNeil	Bosun
A. Burns	Carpenter

M. V. "CAPE HOWE"

T. R. Baker	Master
S. Readman	1st Mate
P. Richardson	2nd Mate
A. MacRae	3rd Mate
H. Chalmers	Radio Officer
P. Smart	Cadet
B. Smith	Chief Engineer
B. Sharpe	2nd Engineer
J. McLauchlan	3rd Engineer
T. Kelly	4th Engineer
G. Walsh	Junior Engineer
A. Seago	Junior Engineer
A. Smithson	Chief Steward
S. T. Hammill	2nd Steward
B. Thomas	Chief Cook
F. MacKinnon	Bosun
A. Tregidgo	Carpenter

M. V. "CAPE NELSON"

D. M. Taylor	Master
R. Roberts	1st Mate
J. MacKay	2nd Mate
B. Lawson	Extra 2nd Mate
B. Breslin	Radio Officer
R. Reid	Cadet
J. Daniels	Cadet
D. MacLeod	Chief Engineer
G. Law	2nd Engineer
D. Dempster	3rd Engineer
J. Carmichael	4th Engineer
C. K. MacGregor	Junior Engineer
J. Caldwell	Junior Engineer
T. McIntyre	Junior Engineer
B. Cuthell	Chief Steward
R. Ilderton	2nd Steward
L. Burke	Chief Cook
J. MacFarlane	Bosun
J. Dawson	Carpenter



M. V. "CAPE RODNEY"

D. Sinclair	Master
F. Dalby	1st Mate
G. Kewley	2nd Mate
J. Purdon	3rd Mate
A. McEachan	Radio Officer
C. MacDonald	Cadet
G. Gove	Cadet
H. Ingle	Chief Engineer
G. Caughey	Extra Chief Engr.
D. Anderson	2nd Engineer
R. Hutchison	3rd Engineer
J. Milne	4th Engineer
J. Patton	5th Engineer
J. Wightman	Electrician
H. McKinlay	Chief Steward

S. T. S. "CAPE SABLE"

A. MacLeod	Master
H. Weddell	1st Mate
A. Williamson	2nd Mate
R. Matthews	3rd Mate
O. Mahon	Radio Officer
D. Rankin	Cadet
W. Reay	Cadet
G. Watterston	Cadet
R. Taylor	Chief Engineer
J. MacCrimmon	2nd Engineer
J. Lincoln	3rd Engineer
K. Blight	4th Engineer
J. McMillan	Junior Engineer
R. McLean	Junior Engineer
C. Logan	Junior Engineer
T. Pate	Electrician
R. Shields	Chief Steward
P. O'Brien	2nd Steward
C. Perkins	Chief Cook
P. Gudiskis	Bosun
D. MacKay	Carpenter

S. T. S. "CAPE WRATH"

A. M. Fraser	Master
R. Marshall	1st Mate
L. Hocking	2nd Mate
H. Taylor	3rd Mate
W. Rennie	Radio Officer
M. Pickup	Cadet
N. Battersby	Cadet
A. Hunter	Chief Engineer
J. Denzil	2nd Engineer
A. Prime	3rd Engineer
M. Bryce	4th Engineer
A. Cloud	Junior Engineer
R. Franklin	Junior Engineer
C. Woodforth	Junior Engineer
P. Ready	Junior Engineer
M. McCreadie	Electrician
J. Clancy	Chief Steward
N. Vander Heim	2nd Steward
A. Keyes	Chief Cook
W. Hockings	Bosun
F. Dixon	Carpenter

New Building at John Brown's  
Shipyard, Clydebank

P. Smith	Master
A. Farquhar	1st Mate
W. Moore	Chief Engineer
G. Mains	2nd Engineer



### PRESENTLY ON LEAVE

Captain C. G. Mallett

Captain A. B. Sutherland

Captain A. C. Hunter

I. Campbell, 4th Engineer

J. Smith, Chief Steward

D. Gudgeon, Radio Officer

J. Fleeting, Junior Engineer

R. Smith, Junior Engineer

J. Robertson, Electrician

R. Sherriff, Chief Cook

G. Daddy, 2nd Steward

J. Jack, 3rd Mate

W. MacLeod, Radio Officer

C. Pearson, Cadet

J. Hetherington, 1st Mate

J. Johnstone, Cadet

N. Brewer, Cadet

J. Daniels, Cadet

A. Dias, 3rd Engineer

J. Robertson, Electrician

A. Sharp, Junior Engineer

### PRESENTLY STUDYING FOR CERTIFICATES

J. Purdon, 2nd Mate's

P. Cooney, 1st Mate's

D. Smart, 2nd Engineer's

W. Kinnear, 2nd Engineer's

G. Harrison, Chief Engineer's

G. Mains, Chief Engineer's

D. Campbell, Chief Engineer's

C. MacLean, Master's

T. Hamilton, 2nd Engineer's

A. Hill, 2nd Mate's

K. Curry, 1st Mate's

ANIMAL  
MINERAL OR  
VEGETABLE  
CAPTAIN

No! No! No!  
ABSTRACT  
CHIEF





LETTERS (Continued from page 3)

Letter received from Captain A. M. Fraser dated Durban, 1st December, 1965.

It is with much pleasure that I write to give you details of a particularly important and pleasing occasion on which "CAPE WRATH" played a prominent part - a truly historic occasion in the development of what will certainly be one of the greatest agricultural areas in the world in years to come. While steaming westward across the Bight on passage from Ocean Island to the port of Esperance we received a telegram from Mr. W. Wright, Manager of The British Phosphate Commissioners in Western Australia, informing us that our arrival would coincide with the official opening of the new port by The Premier of Western Australia, The Hon. David Brand, M. L. A., and "CAPE WRATH" would be the first vessel to use the new port, berthing at the first of five projected land-backed berths. Mr. Wright's telegram was received the day before our expected arrival, and arrangements were quickly put in hand to dress ship in honour of The Premier and the great event.

At 1000 hours on 19th November, as the vessel approached the new breakwater at Dempster Head bunting was hoisted from stemhead to fore-truck, to main truck, to funnel top, and as the vessel berthed at the new wharf hundreds of people from all over Australia watched us moor. The sun shone brightly, a gentle southerly wind caused the bunting to fly bravely and there was an air of festivity all around. When the usual Quarantine and Customs formalities were completed we were able to go ashore to inspect the new land-backed wharf, and for those interested I give the following brief details. This first berth, 634 feet in length, is a composite steel and concrete structure founded on steel tube piles driven to a minimum of 20 feet depth, with a reinforced concrete flush deck providing facilities for road and rail servicing of the berth. The deck is 73 feet wide and 12 feet above low water mark, and the depth of water alongside is 34 feet at all stages of the tide. The berth has a 220 feet long triangular-shaped approach structure for future rail connection, and a 50 ton road weigh-bridge is already in service. A port Authorities Building is constructed near the entrance to the berth, and some short distance away a waterside workers' amenities building. Normal water, oil, telephone and electrical services are installed. Electricity is supplied from the town system - 250 volts, 50 cycle A. C. for lighting and 440 volts for cargo handling equipment. The berth is floodlit for night working. Construction of the berth was commenced in March 1964 and was completed in October, 1965, the cost of this first berth being £524,000 and the ancillary works cost £129,000. The Breakwater, consisting of about 321,000 tons of granite and stone quarried from nearby Dempster Head, and costing approximately £302,000, is 3,425 feet long and 14 feet above low water mark.

Mr. A. Hunter, Chief Engineer, and I were invited by The Minister for Works and Water Supplies to be present at the official opening ceremony to take place at 1500 hours on that afternoon. From a bunting-decked rostrum at the head of the wharf, The Chairman - The Under Secretary for Works - welcomed a large crowd of guests and visitors to the new port of Esperance, a description of the project was then given by The Director of Engineering, after which, a granite plinth to which a commemorative bronze plaque was affixed, was unveiled by The Hon. David Brand, M. L. A., Premier of Western Australia. A vote of thanks was then proposed by The Minister for Works to The Hon. Premier, to which the guests and visitors responded heartily, and to conclude the ceremony some supporting remarks were given by The Member for Boulder-Eyre, the district of which Esperance forms a part.

After /



LETTERS (Contd.)

After the Official Opening Ceremony was concluded, the official party and invited guests adjourned to the new amenities building where tea and cakes were served, and Mr. Hunter and I received the singular honour of being invited to meet The Hon. Premier and Mrs. Brand and to dine with them, on which occasion we were introduced to several distinguished members of the West Australian Government. In conjunction with Mr. Wright, I had the pleasure of inviting the Hon. Premier, Mrs. Brand and some thirty of the guests to visit the ship. This was graciously accepted and we spent a very happy couple of hours on board, during which time refreshments were served to our guests, The Hon. Premier was presented with two framed photographs of the launching of the "CAPE WRATH", and Mrs. Brand was presented with a pearl brooch by the Officer personnel of the ship as a souvenir of their visit. Before their departure our guests expressed their pleasure at having the opportunity of visiting the first vessel to sail into the new port of Esperance, and we, in turn, assured them of our pleasure in having them with us on board "CAPE WRATH" on such an historic occasion in the history of Western Australia.

Mr. Wright, on behalf of the British Phosphate Commissioners, and many other Port Officials and interested parties have since expressed their appreciation of the personnel to make The Opening Ceremony of the Port of Esperance a happy and memorable occasion, and I cannot speak too highly of the co-operation I received from my Deck Officers, Engineer Officers and Catering Staff to this end.

Before our departure from Bunbury yesterday, there was delivered on board, with the compliments of The Hon. Premier and Mrs. Brand, a beautifully framed photograph consisting of six views of events at the Opening Ceremony. This will be mounted either in the Dining Saloon or the Officers' Smokeroom, and I hope to have reproductions of these views made and forwarded to you at an early date.

It might be of interest to many readers to recall at this time that the first vessel to use the new land-backed berth at the Port of Bunbury was our sister-ship "CAPE SABLE", so, it would seem that, in the maritime history of the rapidly developing State of Western Australia, ships of The Lyle Fleet have "scored two decisive firsts".

It only remains for me, Mr. Editor, to wish you, and all readers of "The Newsletter", on behalf of all on board "CAPE WRATH", a Very Happy and Prosperous New Year.

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Have you Heard.....

Following the introduction of all-weather loading at Timaru, South Island, New Zealand, it is now proposed to introduce the same facilities at Lyttelton, Wellington, New Plymouth, Napier and Auckland. Estimated cost of these schemes is in excess of £2 million.

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