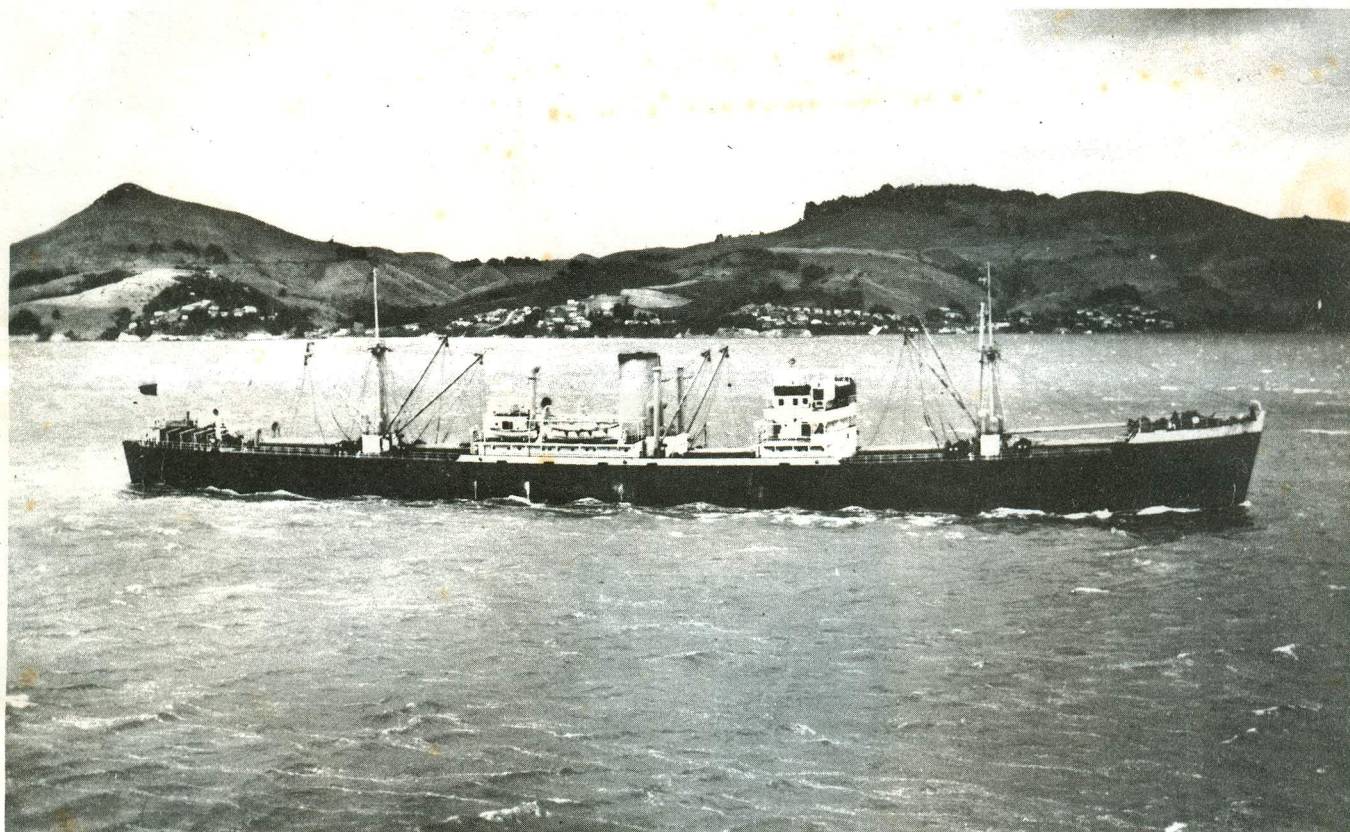




LYLE NEWSLETTER

3/64 - SEPTEMBER

m. v. "Cape Rodney" (Blue Dolphin)



MORITURI !!

Old Cape Rodneys will be intrigued to learn that her present owners have time chartered her to Twentieth Century Fox to make a film. Her present Chief Officer, Mr. Stainthorpe, who served with us, says the "BLUE DOLPHIN" (ex Rodney) has been the subject of many "still photographs" and soon filming will start. She plays the part of a German Blockade runner and the film's name is MORITURI, which, for those unable to appreciate the linguistic niceties, was the gladitorial greeting "We who are about to die". Rumour has it that the stars will be Marlon Brando and Yul Brynner. So far no knowledge of female interest included but no doubt Hollywood will find a way. We understand a fortyfoot model of the "RODNEY" has been constructed and that the film should be distributed next year - watch for it.

Our third Newsletter has had a "facelift" and we hope you will consider it an improvement on its predecessors. Reaction to these Newsletters still appears favourable but there is still a marked reluctance to contribute. Whilst we appreciate there are reasons for this, we are convinced interest could be increased by ship participation.

Film projectors are now issued to most ships of the fleet and those still outstanding will have theirs in the near future. They are proving popular and we hope they will help to make life at sea more pleasant for all concerned. It was good to hear that the "CAPE NELSON" was now not the only ship with a table tennis tournament, the "CAPE HOWE" having recently got the "bug" and going strong. Pity we can't arrange a postal competition!

From the old "CAPE RODNEY" on our front page to the new "CAPE RODNEY" which is the name selected for our bulk carrier building at Lithgow. Work is on schedule and the launch should take place in January with completion in May. Captain Sinclair will be standing by the vessel during the later phases of her construction.

Details of the staff status scheme are being distributed and those invited to join will have heard or will be hearing shortly from the Office with fuller information.

All ships should be by now implementing the new stores control system. We apologise for the upheaval but when the dust settles, we think you will agree it was not so bad after all and it will certainly help the firm considerably.

Lyles have decided to employ their own Radio Operators and ships will gradually be manned by specially trained wireless operators who will relieve Masters of much of the paper work they presently have to cope with. We hope this innovation will be a resounding success and Masters are receiving fuller details.

CONTRACTS AND FREIGHTS: Nothing much to report under this heading though lengthy negotiations on several future contracts still drag on. Politics now enter increasingly into chartering matters with complications which can be imagined. Freight levels are definitely not exciting with the barometer presently forecasting "no change".

INDIVIDUAL SHIP NEWS AND MOVEMENTS.

Ore Carriers: Despite our previous prediction, trading has been quite varied including Norway, West Africa and Brazil.

"CAPE GRENVILLE": Completing a potash cargo from Long Beach to Australia then loads hardwood from Bunbury to New Zealand, thereafter unfixed.

"CAPE HORN": Continues on B. P. C. Time Charter until relieved by "CAPE YORK" towards end of this year when we will be endeavouring to fix homewards.

"CAPE ORTEGAL": Sold to foreign interests and delivered Japan 6th August, 1964.

"CAPE SABLE": Currently completing Nauru/West Australia phosphate cargo and thence loads hardwood at Bunbury for South Africa, thereafter unfixed. The reason for this alteration was the heavy rain experienced in the Bunbury area which destroyed railway bridges and therefore shippers could not provide cargo in time. At such short notice, we were most fortunate in obtaining a stop gap phosphate cargo from our B. P. C. friends who, as usual, did their utmost to co-operate.

"CAPE WRATH": Far East trading Japan, Australia, Canada with coal, phosphate and sulphur until early 1965 when due for homeward fixing.

"CAPE YORK": Fixed phosphate Tampa/Australia thence possibly a coal cargo to Japan afterwards relieving "CAPE HORN" on time charter to British Phosphate Commissioners.

"SCOTTISH MONARCH": Employed on Japan/Australia with coal and phosphate as far as can be foreseen.

We have received a request to publish a letter from the "CAPE YORK" Football Club of which we have heard from time to time and it has been particularly thriving. We have considerable pleasure in including its contents in full as asked. May we add our own congratulations to all concerned on this notable feat. We would also welcome any further such news from other vessels and will be pleased to publish details:-

M. V. "CAPE YORK",
C/o W.R. Carpenter & Co., Ltd.,
SUVA, Fiji.

11th July, 1964.

Dear Editor,

On this ship we have a Football Team which is well above average as a ship's team - so far after 12 months no ship has beaten us - and it was our earnest hope that we would meet, play and beat the "CAPE SABLE" in Bunbury as it seems they have a record second to ours. Alas, fortunate it is for them, but this was not to be.

However, my main reason for writing (if it can be called that) this letter, is not to boast our accomplishments, but in the hope that through the Company's Newsletter we may be able to thank Captain Sutherland publicly for his truly wonderful support for the team. He has given us every encouragement and helped us in every possible manner. We would like him to know that his unstinted support has, and still is, gratefully appreciated. Once again we say, "Thank you Sir". Our gratitude also goes to the Heads of each Department for their co-operation on releasing players when required, often at their own inconvenience, and to the players themselves goes a very well earned, "Well done Lads".

As I am no journalist, and I hate writing, I do sincerely hope that (1) You can find room in your Newsletter for this, or part thereof, (2) That you will be able to decipher this (spectacles free on application), (3) That you will excuse this excuse for what I call handwriting, (4) That I am not being too forward in asking you to publish our thanks to Captain Sutherland.

Hoping that the remainder of our voyage is as pleasant as the last twelve months !!

We remain,

Yours most sincerely,

"CAPE YORK" FOOTBALL CLUB.

P. S. Your Newsletter is of great interest and value, and read by all. Keep up the good work and thank you.

MR. WILLIAM NICHOLSON: We are sorry to report that Mr. Nicholson sustained a slight heart attack early in July, but has since made good progress and with rest and care will be restored completely to his normal good health. His excellent recovery has been a great relief to us all and we look forward to his return to full duty in October with much pleasure.

MR. MCKENZIE keeps creeping into the news, but, nevertheless, we are delighted to announce the birth of a daughter to Mrs. McKenzie in July - both mother and baby are doing well. Father also is in good form and quite recovered from his recent operation.

CAPTAIN RO. ALLEN: It is with deep regret that we have to record the loss of Captain Allen at sea on the 20th July whilst in command of "CAPE NELSON". His death is a tragic event, made all the more so by its suddenness and unexpected nature. All who knew Captain Allen will share our feelings at the premature passing of a first class Shipmaster whose character had been remarked on by many at home and abroad.

MR. BOB WRIGHT: His many friends will share our deep sorrow at the passing of this old servant of Lyles after a short illness in July. Bob Wright joined Lyles in 1943, since when he served with loyalty and devotion the Company interests and with a whole heartedness which endeared him to all.

CAPTAIN C. A. JONES is now employed in a part time capacity and will in future be engaged in relieving duties.

MR. DUGUID: All at the Office were delighted to receive a visit from Mr. Duguid emerging momentarily from an enjoyable retirement. Glad to say both he and Mrs. Duguid are most contented with life and he was asking about all his old friends.

CAPTAIN M. MACLEOD has taken up appointment as Inverness Harbour Master in the face of fierce competition. "Drumnadrochit" will be missed by many Officers who sailed with him and we feel sure he has the good wishes of all his seafaring friends. We extend our congratulations with good wishes for his future.

PERSONNEL: It has been decided to offer a prize for the best all round Final Year Cadet in the Company's service. In compiling marks, details of service from joining will be taken into consideration. When reporting on Cadets, Masters should bear this in mind. The award will be made annually, beginning in June, 1965, and take the form of a telescope suitably inscribed.

APPOINTMENTS - OFFICERS:

<u>Name</u>	<u>Rank</u>	<u>From</u>	<u>To</u>	<u>Date</u>
C. G. Mallett	Master	Cape Franklin	Cape Nelson	28. 7. 64.
A. M. Fraser	Master	Leave	Cape Howe	6. 7. 64.
T. P. Edge	Master	Leave	Cape Franklin	8. 7. 64.
A. MacLeod	Master	Cape Ortegal	Cape Wrath	11. 8. 64.
D. Sinclair	Master	Cape Wrath	Leave	22. 8. 64.
R. MacLeod	1st Mate	Cape Ortegal	Leave	11. 8. 64.
L. Hocking	2nd Mate	Cape Ortegal	Leave	11. 8. 64.
G. Coughy	Chf. Engr.	Cape Ortegal	Leave	11. 8. 64.
D. Henry	2nd Engr.	Cape Ortegal	Leave	11. 8. 64.
A. Harbinson	Extra 2nd	Cape Ortegal	Leave	11. 8. 64.
J. McKee	3rd Engr.	Cape Ortegal	Leave	11. 8. 64.
P. Bell/				

<u>Name</u>	<u>Rank</u>	<u>From</u>	<u>To</u>	<u>Date</u>
P. Bell	Jnr. Engr.	Cape Ortegal	Cape Sable	11. 6. 64.
P. Coles	Chf. Stwd.	Cape Ortegal	Leave	11. 8. 64.
T. Hogg	1st Mate	Leave	Cape Rodney	19. 7. 64.
H. Ingle	Chf. Engr.	Leave	Cape Rodney	13. 7. 64.
R. Taylor	2nd Engr.	Study	Cape Sable	24. 6. 64.
A. Farquhar	1st Mate	Leave	Cape Franklin	4. 8. 64.
B. Smith	Chf. Engr.	New Appointm't	Cape Franklin	6. 7. 64.
G. Mains	2nd Engr.	Study	Cape Franklin	8. 7. 64.
M. Ricketts	2nd Mate	New Appointm't	Cape Franklin	4. 8. 64.
J. Wightman	Electrician	New Appointm't	Cape Franklin	8. 7. 64.
R. S. McColl	Electrician	Cape Franklin	Shore	8. 7. 64.
J. Allan	Chf. Engr.	Reappointed	Cape Howe	5. 8. 64.
S. Readman	1st Mate	Leave	Cape Howe	4. 8. 64.
J. Sharp	2nd Engr.	Study	Cape Howe	15. 6. 64.
D. Ingram	3rd Engr.	Leave	Cape Howe	4. 8. 64.
M. Pepper	Chf. Engr.	Cape Franklin	Cape Nelson	29. 7. 64.
J. Thompson	1st Mate	Shore	Cape Nelson	29. 7. 64.
D. Smith	2nd Engr.	Cape Franklin	Cape Nelson	29. 7. 64.
N. MacBeth	3rd Mate	Study	Cape Nelson	29. 7. 64.
H. Burrows	2nd Engr.	Study	Cape Nelson	11. 8. 64.

APPOINTMENTS - CADETS

D. Rankin	New Appointm't	Cape Franklin	8. 7. 64.
P. Smart	New Appointm't	Cape Howe	6. 7. 64.
J. Foulkes	New Appointm't	Cape Howe	24. 8. 64.
T. Skeffington	New Appointm't	Cape Franklin	24. 8. 64.
C. MacDonald	Cape Nelson	Cape Sable	15. 6. 64.
D. MacKay	Cape Nelson	Cape Sable	15. 6. 64.
N. Battersby	Leave	Cape Wrath	23. 7. 64.
C. MacKay	Cape Franklin	Leave	4. 8. 64.
R. Agnew	Cape Franklin	Leave	10. 8. 64.
M. Pickup	New Appointm't	Cape Nelson	

PRESENTLY STUDYING FOR CERTIFICATES

G. Anderson	Master's	W. MacDougall	2nd Mate's
W. Kilpatrick	Chf. Engr's	W. Purdon	2nd Mate's
P. Richardson	1st Mate's	H. S. Taylor	2nd Mate's
		G. Young	2nd Mate's

PRESENTLY ON LEAVE

Captain P. Smith, W. Moore Chief Engineer, R. Marshall, 1st Mate
 N. MacFarlane 1st Mate, P. Richardson 3rd Mate, G. Askew Electrician,
 D. Campbell 2nd Engineer, H. MacKinlay Chief Steward, J. Smith Chief Steward

We heartily congratulate the following Officers on successful results on their examinations - B. Lawson 1st Mate, N. MacBeth 2nd Mate and P. Cooney 2nd Mate.

VOICE FROM THE PAST:

Mr. Solomon of Cape Town follows in his father's footsteps in being a lifelong admirer of Cape ships. Jointly they have some remarkable records of our sailing vessels and give one example, which, though incomplete, is interesting to compare with modern trading.

"CAPE YORK" (Four Master - Captain Mitchell)

1891	Penarth	San Francisco 6/11
26.11.92.	Barry	Port Pirie
28.8.93.	San Francisco	Dunkirk
19.3.94.	Cardiff	Nagasaki 6/7
24.10.94.	Tacoma	Channel F.O.
21.5.95.	Swansea - Cape Town	San Francisco 7/11
16.1.96.	San Francisco	Channel F.O.
26.1.97.	Port Pirie	Newcastle, N.S.W.
-.2.97.	Newcastle, N.S.W.	Panama
24.7.97.	Panama	Port Townsend
30.10.97.	Tacoma	Channel F.O.
-.9.98.	Barry	Cape Town 1/12
24.12.98.	Cape Town	Newcastle, N.S.W.

Sold to France 1900 - renamed "GERS". Wrecked
Ile de France 16.1.1905

Modern Cape Yorkers please note.

NAVIGATIONAL NEWS: Though we have nothing to write under this heading, we suggest it as a source of contributions from Navigating Officers of all Cape ships. Have you any point or experience of general interest to others? If so we will be pleased to give it prominence here.

ENGINEERING EXPLOITS: Likewise nothing to say, but if any Engineer Officers can tell any real "tall" stories in their experience, of not too technical a nature, we will find space for them with pleasure.

PHOTOGRAPHS: We are now in a position to include pictures in these pages and will give consideration to any photographs (black and white only) forwarded from ships. They should be between post card and half plate in size.

PRINTING MACHINE: We hope you consider the Newsletter's new format an improvement. It is made possible by the installation of new type of duplicating machine which gives better results and, what is almost as important, should help us to cut down office overhead costs.