

April, 1955.

NEWS SHEET.

J. & J. Denholm Limited,
GLASGOW.

SHIPS.

"CARRONPARK": Since the last News Sheet, we are glad to say that Captain Furneaux has fully recovered and is now in Command again.

This vessel will be drydocking in New Zealand when she has completed discharging her present cargo. Since going on Time Charter to the British Phosphate Commissioners, she has done nine voyages to the Islands.

"GARVELPARK" : Is at present at Auckland and on completion of discharge of her present cargo of basic slag and motor cars, will be going on Time Charter to the Messagerie Maritimes. This Charter will take her to Noumea in April and we expect her to return via Curacao and discharge her cargo at Marseilles, Le Havre, and Dunkirk. Quite a pleasant change after all her Ore Voyages.

"HOLLYPARK" : Unfortunately shortly after leaving Newcastle outward bound last voyage, she dropped her propeller and spent two weeks in Middlesbrough. Luckily this happened only some 40 miles from the Tees, and in a position where the vessel could quite easily anchor and thus, we hope, avoided a large salvage claim. She is due in Glasgow 24th April to discharge her present cargo.

"LYLEPARK" Sailed on the 23rd March from Adelaide homeward bound and arrived Aden 17th April. Her Charter to the British Phosphate Commissioners is at last over and she now has a cargo of Barley in bags for discharge in the U.K. or Continent. She should be home early in May.

"MOUNTPARK" : Is now also on Time Charter to Messrs B.I.S.C.(Ore) and is at present completing her fourth voyage on this Time Charter, discharging at Middlesbrough.

"WELLPARK" : Has completed her Shaw Savill Charter out to New Zealand and is now loading at Seattle for Australia.

"ORMSARY" : Has just completed discharge at Glasgow. Her next voyage is to Pepel.

"GLEDDOCH": Spent about eleven days in Port Talbot discharging and repairing at end of March. She is now at Pepel.

"NORSCOT" : Left Rotterdam 26th March for Banias in Syria, returned to Hamburg to discharge and is now bound for the Persian Gulf, but we have found Charterers change the orders so often that we have/

have very little idea of where she will actually go next. This makes the business of getting the ship's mail delivered extremely difficult.

MOUNTPARK.

As most of you have at one time or another sailed in a "Mountpark", it may be of interest to you to know something about previous ships of the same name, the present one being the seventh to hold the name.

The first was of 1100 tons deadweight and was built in 1884 by the Sunderland Shipping Company. She was a steamer as all vessels bearing this name have been. The first year's profit for this vessel was £332. 1. 10d. She was employed mainly in trading between the Baltic and North European ports and Greenock. She was lost in the Sound of Islay on 13th June, 1887, on a voyage from Hamburg to Greenock.

The second was of 650 tons deadweight and was built by Pearce Bros., of Dundee and was launched 16/11/1887. The only notable event in her career was when she was stranded on the Coast of Denmark from 18/2/93 - 13/6/93, from which she appeared to be none the worse. She was traded in in part exchange for No. 3 built by Robert Duncan & Co., Port Glasgow, in 1897. This No. 3 was of 1500 deadweight. Her career ended with a collision with s.s. "Tremont" in February 1911 off the Kent Coast with a loss of 14 lives. The s.s. "Tremont" was held wholly to blame.

Dunlop Bremner Company, Port Glasgow, built the fourth and launched her 1/12/1912. She was of 2225 deadweight and was requisitioned by the Admiralty in 1914. She was lost during the War in a collision in the Bristol Channel with s.s. "Alexandra" on 24th August, 1917, with a loss of 5 lives.

Once again the deadweight of the new ship was nearly double that of the last. This fifth "Mountpark" was built by Hills of Bristol in 1921, employed for a short time in 1922 and laid up during 1922. She was laid up again during 1931/32 and was finally sold to the Russian Government on the 12th January 1933 and re-named "Ijova".

As most of you will know the sixth was built by C. Connell & Co. Scotstoun, and launched 2/2/38. She was of 8635 tons deadweight and as with No. 4, was a victim of the War. She was bombed and sunk off the North Coast of Ireland on the 27th April 1941 with a loss of 6 lives.

The seventh was built immediately after the War in 1946, again at Connells and is still going strong.

These ships show the general upward trend of the Fleet's tonnage -

1880 - 1900	500 - 1000 tons dwt.
1900 - 1910	1000 - 1500 " "
1910 - 1920	2000 - 2500 " "
1920 - 1930	4000 - 4500 " "
1935 - 1945	8000 - 9000 " "
1946 - 1955	9500 - 10500 " "

COMPETITION.

With new tonnage on order, we feel it would be interesting to have your views on what form a modern tramp should take. Accordingly, we have decided to hold a competition. The terms of it are as follows:-

- (1) It is open to all Deck and Engine Officers, including Apprentices.
- (2) Submit a plan for a general tramp ship.
- (3) She must be a motor cargo vessel to carry about 10,500 tons.
- (4) Give the fullest details, with drawings and descriptions and reasons.

All entries must be sent to this Office when completed, at the Company's expense, but not by air mail ! No time limit is set because of the length of time the mail takes to Australia and New Zealand, but we would hope to be able to announce the result in the News Letter due out on 30th September. Provided the response to this proposal is reasonable, and the results are good, we will award small prizes to those we consider the best.

AMIDSHIPS OR AFT .

We believe the article on this alternative form of ship construction was read with interest. In the case of the engine aft proposal, one constructive comment offered was the possibility of carrying a portion of the bunkers forward, adjacent to the forepeak bulkhead, to improve the trim as the bunkers were consumed.

OFFICE NEWS.

Unfortunately Mr. Cowan, the Secretary, is still not well enough to return after his long illness. Mr. Shearer is acting as Secretary in his place.

Mr. Jack's Appointment as President of the Chamber of Shipping ended in March and he is now taking a well earned rest on the Maiden Voyage of the "Southern Cross".

GENERAL.

Since the last News Letter we have had a newspaper strike affecting all London papers, and it looks as if there will be a rail/

rail strike in May. Both of these resulted after arbitration and we feel it may be of interest to include here Mr. Willie's remarks on arbitration at a Shipping Federation Meeting some time ago -

"Speaking at the Executive Council of the Shipping Federation here today, Mr. W.L. Denholm, the vice-chairman described arbitration in industrial disputes as a drug and like most drugs, eventually dangerous.

Where industrial relations were entirely healthy, there was seldom need for it, he said, and where they were ailing or diseased, the drug might indeed be necessary, but it was to be avoided wherever possible. It could so easily become habit-forming and if taken regularly, would cause paralysis of the system of real negotiation.

There had been a good deal of industrial uneasiness in many industries in recent months and it was therefore perhaps not unnatural that the suggestion had been gaining prominence- if not ground - that every single industry should pledge itself in advance to send its disputes to arbitration should it fail to settle them amicably for itself.

NEEDED ON OCCASIONS.

Arbitration might be very necessary where industrial relations were bad or the representative capacity of one or both the parties to a negotiation was inadequate. Arbitration might also be necessary where one of the parties was for political or other reasons, not even attempting to negotiate a settlement.

But Shipowners were completely opposed to arbitration being written into collective agreement as a normal procedure. The shipping industry had got along without arbitration or any other form of third-party intervention for at least 35 years, and he hoped it would long continue to do so.

Arbitration should always be treated as a last resort and not as a desirable or natural and normal method of settling disputes. Arbitration was not likely to develop voluntary collective agreements, but much more likely to weaken them.

CASTING RESPONSIBILITIES.

When employers and workers came together to negotiate on wages or conditions of employment, their feeling of responsibility for hammering out a solution for themselves would be seriously weakened if they knew that failure to reach agreement would only mean that they could cast this responsibility on to an arbitrator.

Each side would hesitate to take that last little step, always unpopular with those who have to take it - beyond the limit which they had previously set for themselves/

themselves - but which would in the absence ,
of arbitration, have clinched a settlement. No
one would play their last card in negotiation.
They had to keep a little in reserve.

The process of disintegration might be slow,
but it would be inexorable. It would give great
power to back-seat drivers and minorities on both
sides. It would weaken leadership and the will to
settle, and if one thing was certain in these
matters, it was that the will to settle enforced
by leadership which was confident that if it had
done its best it would be supported, was the most
important factor in industrial harmony ".

CREW.

The following personnel have been successful in the
Ministry of Transport Examination:-

R. Richards	Master's Certificate.
R. Kinder	2nd Mate's Certificate.

The following personnel are studying at school for
examinations:-

J. Rhodes	Master's Certificate.
D. MacAllister	1st Class Engineer's Certificate.
T. Balloch	2nd Class " "
D. McKee	2nd Class " "

The following promotion has taken place since the last
News Sheet:-

H. MacDonald to 1st Mate.

CARRONPARKGARVELPARKHOLLYPARKLYLEPARKMOUNTPARK

Captain	W. Furneaux	A. Allan.	W. Tawse.	A. Cant.	R. P. Forrest.
1st Officer	H. Rogers.	I. Campbell.	R. Conway.	J. Macdonald.	H. Macdonald.
2nd Officer	I. Walker.	A. Ramsay.	J. McVicar.	R. Shankland.	R. Buckley.
3rd Officer	W. Favata.	N. Jacotine.	R. Hutchison.	T. McNair.	J. Grove.
Apprentice	W. McAllister	I. Chisholm.	A. Robertson.		D. Algie.
Apprentice	K. Scott.	D. Clark.	J. Johnston.	G. Mackay.	J. McMurren.
Ch. Steward.	H. Beckford.	J. Low.	W. Thomas.	G. Tod.	J. O'Sullivan.
Ch. Engineer.	A. Walker.	J. Acheson.	W. Sivewright.	P. Chalmers.	H. Adams.
2nd "	D. Turner.	A. Smith.	W. Price.	H. Ramsay.	N. Wilson.
3rd "	G. MacFarlane.	A. Stuart.	J. Quigg.	H. Low.	J. Craik.
4th "		L. Marsh.	T. Drummond.	A. Daly.	D. Armstrong.
5th "	H. Fairweather	J. Blair.	R. Watson.	R. Wade.	J. Collins.
6th "	C. Dolan.			J. Allan.	
7th "	P. Quirk.				
Electrician.					

WELLPARKORMSARYGLEDDOCHNORSCOTASHORE.

T. Macdonald.	J. Lothian.	A. Brown.	M. Macphee.	J. Johnston A. Cromarty J. Edwards.
J. Reid.	K. Turner.	A. McInnes.	R. Cormack.	D. McKelvie.
M. McNicol.	A. Blair.	E. Warmah.	A. Cameron.	
P. Kilvington.	W. McCrae.	R. Kinder.	C. Percival.	
J. Currie.	R. Barrett.	A. Galbraith.	R. Barr. F. Keddie.	A. Jackson R. Primrose R. Sharp.
G. Pryde.	R. Valentine.	D. Russell.	J. McEwan.	
G. Wotherspoon.	J. Dwyer.	A. Lees.	J. Bedson.	
H. Halbert	J. Matthews.	R. Davies.	W. Mackay	W. Wailes. M. Mullen.
J. Masson.	H. MacLiver.	W. McAllister.	J. Wallace.	
G. Hendrie.	W. McCann.	B. Leitch.	P. Allan.	
N. Gardner.	L. Gordon.	J. Brown.	I. Davies.	
R. Borthwick.	J. MacIntosh.	I. Shaw.	T. Faggan. N. Sheals. T. McNab. N. McGill.	