



DENHOLM NEWS

DECEMBER 1960

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Vol. III

DECEMBER, 1960

No. 3

EDITORIAL

At this time of the year it is customary to look back at the achievements of the previous twelve months. 1960 has certainly been quite a busy year for us. We can look back on the delivery of the "Craigallian," "Naess Clansman," "Clarkspey," "Crinan," "Wellpark," "Naess Spirit" and "Naess Pioneer." It is quite an achievement to successfully absorb such a number of ships and to all who assisted in the delivery and the subsequent operation we extend our thanks.

In the last few months two ships have been in rather difficult positions and, on each occasion, the trouble has been averted by the skill and courage of the Officers.

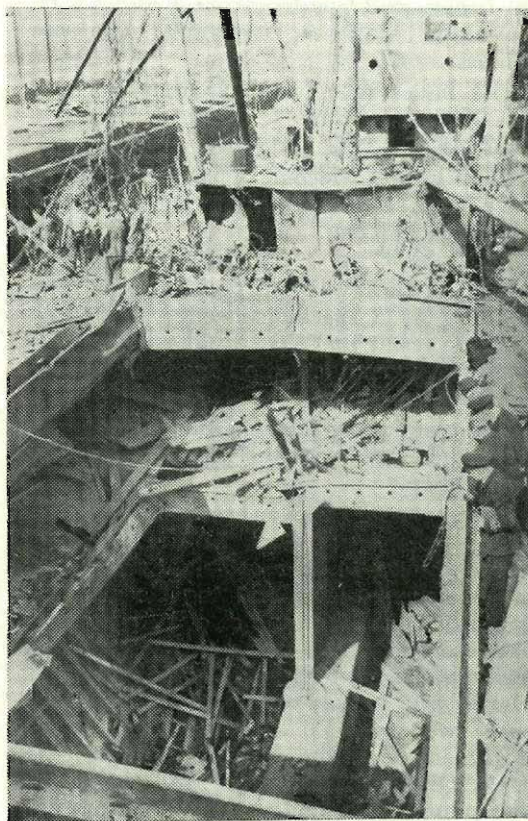
Elsewhere you will read of the "Carronpark" drifting three days in the Western Ocean while No. 1 cylinder was dismantled and the engine restarted on two cylinders, a feat which the Builders themselves thought impossible. Mr Abbott and his engineers displayed a skill which can seldom have been equalled and it was with great pleasure that we sent cheques on behalf of ourselves and the Underwriters to the engineer officers on this ship. Our thanks are due to them and to Captain McLellan for averting what would otherwise have been a most expensive salvage operation.

By one stroke of bad luck after another the "Wellpark" got into a very difficult position on a lee shore off Barrow-in-Furness and here again Captain McNab and Mr Corbett the Chief Officer displayed great skill in getting their ship out of danger. To all these men we extend our congratulations.

Looking forward to 1961 there is just the faintest glimmer of light on the horizon. The tanker market is now higher than at any time since 1957 and this is the first cheering prospect we have had for some time. The dry cargo market has not yet been affected but it is felt that when the improvement

there does come it will originate in the tanker market. Let us hope that we do not have too long to wait for this.

To all who sail with us and to all our friends in this country and abroad we send Christmas Greetings and best wishes for the New Year.



s.s. "Hollypark"—London, 1944.—A view taken from the poop after the ship had been hit by a VI. The next day another Flying Bomb struck the ship on the engine room casing.

NOTES AND NEWS

Mr D. B. Belch has joined J. & J. Denholm (Management) Limited as Financial Director.

Mr T. O'Hare and Mr W. W. Martin have joined the Superintendents' Department as ore carrier Supervisor and Tanker Supervisor respectively. Both gentlemen formerly worked in London, Mr O'Hare with the Clan Line, and Mr Martin with Pappadakis.

Mr M. D. Herbert who was formerly a trainee with us has returned to us and has been appointed Assistant Ship Manager in Ship Management B.

We welcome Mr W. D. Gibb to the Accounts Department and Mr D. Fraser to the Insurance Department, and also C. H. R. Tindall and A. Crawford who are trainees.

The ladies who have joined us recently are Mrs A. Prime (Secretary), Miss O. Chassels and Miss S. Kerr (Typists).

Finally, we welcome a new brigade of office boys, David Leek, Peter Anderson, and John McLean.

Following the "Wellpark's" narrow escape off Barrow when two lifeboats were standing by a special collection was taken with the result that £65 2s 6d was donated to the Lifeboat Institution by the crew. A fine gesture.

Congratulations also to the "Gleddoch" for collecting £31 for the National Spastics Association.

Apprentice F. Danks has done very well by obtaining 3rd place in the whole of Great Britain for the examinations set by the Merchant Navy Training Board. This is the first time that one of our Apprentices has received such an award and we hope that many others will now follow his example. Danks who is now serving on the "Broompark" was awarded a bronze medal which is presented by the Fine Arts Institute in conjunction with this prize and the medal was presented to him by Sir John Denholm.

Denholm Ties are available in the office on sale to all Contract or regularly employed personnel. They can also be obtained on board the ships on request.

The Office Dance was held on Monday, 12th December and we again had pleasure

in welcoming many of the seagoing Officers and Apprentices who were on leave in the West of Scotland at that time.

Our good wishes to Miss Sylvia Blackie and Miss Sylvia Warren who have both left us on being married.

The Crew, and the Cash and Allotments Departments have now moved down to the 3rd Floor to the offices previously occupied by the Agency Company. Officers and Crew visiting the Crew Department and relatives visiting the Allotments Department should use the lift at 37 Renfield Street.

The Agency Company have now moved to 125 Buchanan Street, Glasgow. Telephone Number City 3772. Telegraphic address DENHOLM GLASGOW.

Lines of Counsel and Consolation

by Apprentice K. Orchison

You, who read this, are recommended whether young or old, to choose out those verses which best meet your need. No prize is offered even for the wisest solution:
I. . . Navigation student

"When I began I did not guess
That Navigation would prove so hard
to master:
It's more than normal trickiness
When I began I did not guess.
How could I know the deep distress
Of this late exam's disaster
When I began? I did not guess
That Navigation would prove so hard
to master."

K.O.

II. . . on Radio officers:

"God loves an idle rainbow,
No less than labouring seas."

Ralph Hodgson.

Bos'n shouting down a hold "How many of youse are down there?"

Apprentice—"Five Bos'n"

Bos'n—"Half of youse come up"

Apprentice—"Which half, Bos'n?"

Apprentice O'HAGGER.

CHANTICLEER

ADVENTURES WITH A CATAMARAN—Part I

The author was befriended by the "Carronpark" in Savona—as he later relates—and he has sent us this story by way of repaying our hospitality.

On Sunday we sailed to Teignmouth, arriving there with just enough time to run to the station to catch the last day train back to London. During the journey, as we discussed the places visited so far and all the others we planned to go during the rest of the summer, we never then believed that Teignmouth was to be our last English port of call until three months later, for the next weekend—June 20th—the unexpected certainly did happen.

My crew, Patrick Ridsdill-Smith and I arrived back at Teignmouth on Friday night and moved into the Railway Hotel for the night. On arrival, and again the next morning, I rang the Met. Office: the prediction was a general falling off of the wind which had been blowing near gale force the night before. So, we thought, why not a Channel crossing?—conditions seemed just right with enough wind for a fast passage and not too much for the seas to be dangerously large, and furthermore, I had brought down in the train a half-dozen box of distress signals. Destination—Guernsey or bust. We sailed at 1100 in moderate weather, and although the wind freshened to force five to six clear of Start Point it was fairly steady in strength and direction. The course was beam on to the sea, and until we had gained confidence we luffed into steeper waves but *Chanticleer* behaved magnificently, with little tendency for the weather hull to lift. Occasionally sheets were eased to prevent a nose-dive or to have a let-up ourselves, as spray was usually pouring over and whoever was sitting for'ard—we worked two hour watches—got wet and could barely see out due to the stinging of the salt in his eyes. Hour after hour we rushed on, under a cloudy sky and occasional rain and saw only two or three fishing boats—nothing else.

Five hours and fifty miles later the mast came down, as one of the shrouds had

parted. Dismasted, we thought of securing some canvas to the end of a paddle, but we didn't think it wise to approach Guernsey, and the first Casquets, in such an unmanoeuvrable state, proceeding at only a knot or two in strong tidal waters. Knowing that we were on or close to a busy shipping lane the sensible course seemed to be the sending up of distress signals as soon as a ship was sighted.

Half an hour later Patrick sighted a pair of tall masts appearing over the horizon to the north of us. Up went our flares. Slowly the ship approached, heavily laden, steaming through the water with great dignity. When we considered her to be a mile off, we fired more flares but her course never altered. We fired yet another flare, and still there was no reaction from the ship. In a minute she would be past us. Frantically we waved paddles, standing, hoping that our yellow oilskins would be conspicuous.

Then it happened. Very slowly her bows swung in our direction and then pointed uncompromisingly at us as she approached. She closed to within half a cable and over-shot us as her engines went astern reluctantly bringing her to a halt. "*Navidad*" (of) Monrovia was written across her stern. Where was Monrovia? It sounded like the capital of Rurutania to us then, but we later learned that it is of course, Liberia. A voice hailed us from the bridge, but against the roar of wind and sea the words were incomprehensible. When an hour later we had got no further, a rope ladder appeared over the ship's side. I jumped aboard while Patrick tried to prevent "*Chanticleer*" being dashed against the ship's riveted side in the ten foot waves, which persisted even on her lee side.

The Captain extended a marvellous invitation: he would take us and the catamaran to his destination, Savona, a small port near Genoa in Italy. The ship's crew set about hoisting "*Chanticleer*" on board. In what seemed like no time the boat was sitting on a hold top, lashed down, almost shapeless under a tarpaulin. We had stood on deck watching, our minds

numbered by the cold and sheer speed of events. A seaman led us down to the heat of the engine room, where we could thaw and appreciate our position more fully.

We were in an ancient but well cared for Liberian 'tramp' ship, surrounded by an apparently very good natured Italian crew, and bound on a ten day cruise to Italy. We watched the three great steam pistons jerk up and down as they drove the main shaft, enjoying the warmth, until word came from the Captain that he wanted to speak to us. We were shown into his austere cabin, where he was sitting with his wife. He began questioning us in his loud and fluent, but rather ungrammatical English. What were our names and addresses and our occupations? (The last question was asked to determine with whom we should eat; officers or crew). What were we doing in the middle of the Channel and without passports? This required some explaining as no Italian seems to have heard of the Channel Islands, let alone that they are British. He decided that we would eat with the ship's officers—eating being most important to Italians was mentioned first. Also, he would compose a telegram reporting our rescue; later we saw the telegram in which we were described as being in 'good condition physically and morally!' When we arrived in Italy he would personally hand us over to the British Consul at Genoa. "Dorn't worry" he assured us, "you will be repatriated."

We were to hear this assurance many times during the voyage, as it became his stock answer to any question we might ask: "What is the ship's position this morning?" or, "When do you expect to reach Italy?" or "Could we please have some varnish for our boat's mast?", we would ask out would come the old answer: "Dorn't worry, you will be repatriated, boys!"

After our interview with the Captain, we were taken down below by the Steward, a fat little man called Gabrieli, to a grubby two-berth cabin, which was just being evacuated by a cheerful stoker, whom we had evidently displaced. "Slip, slip,!" he said, and, seeing the looks of incomprehension on our faces, went through the motions of sleeping; "Dormire, dormire!" The light dawned. We removed our wet clothes and gratefully got into the bunks. We were no

sooner comfortable, or as comfortable as one could be on the knobby mattresses, when there was a banging on the door, which burst open revealing the cabin boy. "Mangiare, mangiare,!" he announced; evidently dinner time. In the dining saloon, the ship's six officers in check shirts and jeans beamed at us, but the opening conversation was heavy. The two most junior officers could speak a little English, and, using them as erratic interpreters, we went through the preliminaries—of where we lived, what we did, and of "*Chanticleer*" our boat and "*Navidad*" their ship.

Conversation ceased with the arrival of the first course, spaghetti which was heaped on plates and devoured at speed. We were a little bewildered at this wholehearted devotion to eating, and were certainly no match for these Italians, but the first engineer instructed us and gradually we mastered spaghetti, mastered how to mix from the tomato pulp, olive oil and grated cheese on the table our own sauce to go with it. But spaghetti was not the main course. Having, through politeness, laboriously cleaned off our plates, we found ourselves faced with the main course of veal. We struggled with this and the succeeding dessert, and only just managed to acquit ourselves honourably, washing down each course with unlimited red wine.

From the next morning onwards, we slipped into the easy routine of eating and sleeping—a peaceful existence completely remote from the worries of the outside world. From time to time, when we felt the need to be active, we would work on "*Chanticleer*" scraping, varnishing and painting. It was always a business obtaining materials for these jobs as either the person we approached did not understand what we wanted, or, if he did, he never felt authorised to let us have it, and referred us to someone else. Often this game ended in our having to ask the Captain for a piece of sandpaper or paint-brush and then he, irritated, would say "Dorn't worry . . . etc."

Days passed easily and unnoticeably. As we travelled south towards Gibraltar, the sea became a brilliant royal blue and the weather much warmer. Occasionally we would catch a glimpse of the beautiful rugged coastline of Portugal through a blue haze. One evening the wind backed and

increased to gale strength, but still the sun shone and the sky remained bright blue and unclouded. Enormous waves rose up before "Navidad," but her bows, unimpressed forged straight through them, only lifting slightly and scattering them in the spray. Early next morning we passed the rock of Gibraltar, rising majestic and gigantic out of a calm sea, as the gale had dissipated over night. Then followed the precise silhouette of the mountainous coastline of southern Spain. The weather was glorious, the views magnificent and always there was spaghetti and wine to look forward to—ah, sweet 'vino,' how it made us sleep!

"Navidad" chugged on up the Mediterranean, so slowly that we felt that our travelling must only be an illusion. But new sights appeared: Majorca away in the haze to starboard, and then a sweltering sun-baked French Riviera where through binoculars we could imagine rather than see the belles of the beaches.

All of a sudden our timeless (so it seemed) cruise came to an end. One beautiful morning, very early, just as the red sun was rising out of the sea, we arrived off Savona, which was all pink in the fiery sunlight. A tug came out to tow us through a narrow entrance into a most picturesque harbour sheltered under a cliff—everything looked brilliantly coloured, and beside "Navidad's" berth was a yacht club with gay little sailing boats, such as one never associates with northern sea ports.

The ship was met by an array of customs men, police, tailors and shoemakers and others, who being connected with "Navidad's" line (San Rocco) came to see us and the boat out of curiosity. We arranged to leave "Chanticleer" at Savona while we returned to England until the time of our official holiday. After making innumerable statements to the police, we went to the British Consul at Genoa where we read letters from home and made arrangements to return to England by train (a most prosaic mode of travel). We felt the anti-climax for everything seemed so worldly again. It is the same after all adventures; one craves to have more excitement—in our case we got it, later. Large enough a ration to last us for the rest of the year.

ODD ODES

"The Hostage"

The day we went upon the spree, there was
the Mate, the Steward, and me,
We went ashore in all good time to ogle
the women, and drink the wine,
But though the day was full of jest it had
to end in bitterness,
For who would have thought in this day
and age,

That we would require a Hostage.

Now, the Algiers women, I must admit are
tre-bon and unco' fit.

So, who would guess just to end the day,
We finished up with dames from the
English Caberet.

This Mate did well, his money spent on a
horse-faced blonde frae Kent.

As we sat in that swank hotel, our money
went like snowballs in Hell,
Learned (as we tried to leave) with disgust
and rage,

Someone had to stay on as a hostage.
We looked around, although we knew no
need to work ourselves into a stew.

For at the Hostage Game, Les was no
haddie.

He had a dose of it in Takoradi.

So to the ship the Mate he sped,
To wake the Skipper from his bed,
And tho' that scene may have looked funny,
He returned to us without any money.

But the Mate he was a crafty scout,
His brain had not quite petered out,
He returned to us black as a briquette,
To give up as hostage—his Master's ticket.

So released was Les, from his purgatory,
Spanish dancing he disliked to see,
But the dancing girls took up his mind
Specially when he made a find
That best of all, o'er a' her sex
Was Les's girl from Middlesex.

Now all you Sailor lads so free,
Just take a tip when on the spree,
Stick to dames and bars you know well
And keep away from the swank hotel.

Go ashore and have your sport
But in every foreign port,
Keep away from the caberet,
English girls.—ELSE RUE THE DAY.

Yukon Pete.

"NAESS PIONEER"

This vessel was delivered to her Owners from the Nordseewerke Yard, Emden, on 6th November.

To those of us who are used to the "Dunadd" size of ore carrier she appears to be a big ship. She is, in fact, 27,966 tons summer deadweight, and has the following vital statistics: Length 636 ft., Beam 79 ft. 8 ins., Summer Draft 34 ft. 7½ ins.

The engine is a seven cylinder single acting M.A.N. giving a service speed of just over 14 knots. All the auxiliaries are electric, the power being provided by three M.A.N. generators. An exhaust gas Cochrane boiler feeds steam into a Spanner boiler, a system which, on trial at least, appeared to provide more steam than the vessel could ever use—which is certainly an unusual problem for many of us!

Fore and aft tunnels connect the poop with the midship housing while the port tunnel continues to the forecastle head. There are ballast tanks on each side of the cargo holds, in the lower corners and in

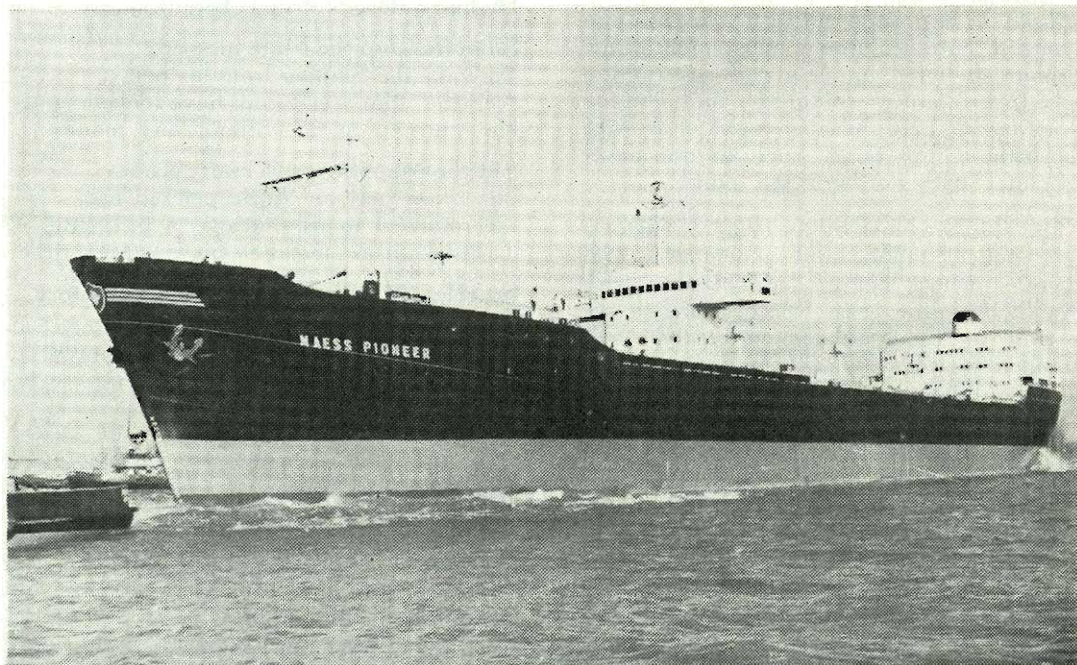
the upper corners, these tanks being triangular in section, while the cargo holds extend right out to the ship's side between these upper and lower tanks.

An unusual feature of the filling of these tanks is that it is done from a stand pipe on the deck which pumps water down through the open hatch lid, thus obviating the need for air pipes and assisting in keeping a very clear deck. The de-ballasting arrangements are also simple, the tanks being emptied by gravity through ship side valves.

The cargo is carried in nine holds, three forward of the bridge and six aft.

Another unusual feature is that the Master's accommodation is aft in the poop house, but he is provided with a sea cabin in the midship housing for use when required. The only other regular inhabitant of the midship housing is the Radio Officer.

The vessel has been Chartered for eight years by Krupp.



"Naess Pioneer"

SHIPS

"Broompark"

After transitting the Suez Canal vessel commenced to discharge her cargo at one or two ports in the Red Sea area, then proceeded to Pakistan and India to complete, finishing up at Calcutta. From Calcutta she ballasted to Marmagoa where a cargo of iron ore was loaded for discharge at Nordenham in Germany about the middle of November. A complete crew change was carried out at the discharging port, a new crew being flown out from Renfrew to Bremen, and the old crew brought home. After completing one or two minor items of repair the vessel ballasted to Galveston where she will give delivery on Time Charter to the same company once more, namely, the Orient Mid-East Lines. As far as we are aware she will load a cargo of grain for discharge in India returning to the States for redelivery. Captain Hector McDonald has taken over from Captain Johnston who no doubt will be rather pleased to have a rest after a rather eventful voyage, and Mr Menzies relieved Mr Wilkinson.

"Carronpark"

Started her fourth Trans-Atlantic round and had an uneventful crossing to Montreal. However, on the return passage to Swansea when she was about two days off Fastnet serious trouble developed in the Engine Room. The bolts securing the slide rods on No. 1 unit fractured, resulting in severe damage, which immobilised the engine. Mr Abbott, the Chief Engineer, and the Engine Room staff did an excellent job of work in disconnecting No. 1 unit, so that vessel's engines could be run on the remaining two units. This involved three days continuous hard work while the vessel was hove to, and it is very fortunate that during this period the Atlantic was very calm. The vessel got under way and was proceeding about five knots, but as a precaution we decided that the tug "Englishman" should give her assistance in case the weather deteriorated. Under the power of the tug and Main Engines vessel carried on to Swansea where she discharged part cargo. She was then towed by local tugs to Avonmouth where discharge was completed and

permanent repairs carried out. Owing to the lateness of the season it was necessary to cancel the last Trans-Atlantic round under the Donaldson Charter. On completion of repairs at the beginning of December, she went on Charter to Elder Dempster's for a West African round voyage and she loaded in Swansea with a miscellaneous cargo of steel rails, corrugated iron, jeeps and six buses on deck. Her first port of call will be Dakar for bunkers.

"Crinan"

The second voyage to Pepel was unfortunately cancelled and vessel was diverted to Bona instead. From there she returned to Barrow for discharge and thereafter sailed for Pepel. This longer type of voyage is of great advantage to this ship as it enables the cadets to settle down to a fixed routine of work and study. After discharging this cargo at Port Talbot the vessel did a La Goulette/Manchester voyage, after which she proceeded once more to Pepel. She has just returned to Port Talbot for discharge fortunately getting in on the last of the tides before they started cutting. Captain Furneaux will be relieved this time by Captain Turner and will proceed home for a spot of leave. Mr Borthwick is now Chief Engineer.

m.v. "Clarkspey"

Left New York on the 24th September on her second round voyage to the Persian Gulf and Indian ports. After calling at Italian, East Mediterranean and Persian Gulf ports, she finally completed the turn-round at Bombay, from where she sailed on 3rd December. She is now on passage back to U.S.A. and is expected to complete at Houston about the middle of January. Some idea of the strain on ship's personnel can be gained from the fact that during 7 months she called at 50 ports. When she completes her present Time Charter she will be returning to the Clyde for guarantee drydocking and repairs and thereafter will be delivered on long-term Time Charter to the Port Line, who will be running her on their regular trades to Australia and New Zealand which round voyages are expected to take about 6 months each.

"Ormsary"

Under the command of Captain R. L. Edwards this vessel continues to trade satisfactorily having completed a series of short voyages, namely, Middlesbrough/Lulea/Port Talbot, Port Talbot/Almeria/Barrow, Barrow/Narvik/Port Talbot, Port Talbot/Melilla/Barrow and she is now on passage to Bona for her next cargo. Apart from some heavy weather damage sustained during severe gales in the Irish Sea on passage to Barrow there has been no untoward incidents to report.

"Morar"

Having discharged her Narvik cargo at Port Talbot she once more loaded at Narvik and returned to Port Talbot. An Almeria/Cardiff voyage was then completed before the *"Morar"* started on her last trip on her old gasifiers to Monrovia, returning to Irlam for discharge. She ballasted round the coast to Port Glasgow where she is now lying at Lithgow's Kingston Basin. The vessel has been shut down completely and the refitting work is expected to take approximately 6 weeks.

"Dunadd"

Discharged her Seven Islands cargo at Glasgow and then proceeded to Vitoria via Las Palmas for bunkers. At Vitoria there was a delay of seven days due to the rainy season but this time was utilised in getting ahead with some maintenance work. From there she returned to General Terminus Quay for discharge and Captain Whyte was relieved by Captain Cameron. Under her new Master her first voyage was to Monrovia returning to Birkenhead. Unfortunately, on entering Bidston Lock she came down heavily on her port side causing quite a bit of damage to her hull which took seven days to repair.

"Sir Andrew Duncan"

This vessel discharged her Vitoria cargo at Middlesbrough and was next ordered to Seven Islands to load one of the last cargoes of the season. After discharging at Birkenhead she did a short voyage from Corunna to West Hartlepool and once more she is scheduled to load at Vitoria. Depending on despatch at Vitoria she will return to this country early in the New Year.

m.v. "Duncraig"

Since September has not had a great deal of variety in her trading, having done a voyage Seven Islands/Glasgow, followed by Bona/Cardiff, then Seven Islands/Glasgow and Bona/Glasgow. It is not often that we get any of the ore carriers calling so regularly at what is virtually their home port. The voyages have been fairly uneventful, with nothing to break the monotony, except an odd scavenge fire now and again. Captain Campbell is still in command but there have been two changes on the engineering side, with Chief Engineer, Mr Ramsay, taking over from Mr McLean, subsequently being followed by Mr Weir.

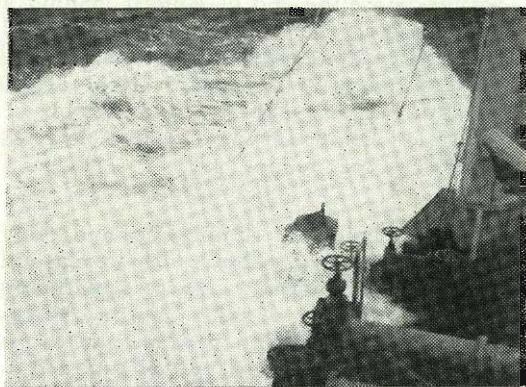
m.v. "Clunepark"

Arrived back at Tampa at the end of September to load a second phosphate cargo for Japan, eventually completing discharge at Niigata on the 11th November. It was rather an unfortunate voyage for three of the crewmembers who had to be hospitalised at Moji, viz. Chief Officer Proudfoot who broke his kneecap, 2nd Engineer Glen-denning with a broken finger, and Junior Engineer Campbell with appendicitis. The vessel was then fixed on a short-term Time Charter to Scindia Lines and delivered to them at New Westminster on the 23rd of November. She loaded at U.S. West Coast ports for discharge about the end of January. Her future employment is not yet decided.

m.v. "Clarkavon"

This vessel arrived back at Port Talbot from Melilla on the 10th of September and, despite the strikers still fairly active in South Wales, she was not delayed at all. Since then, the *"Clarkavon"* has traded without any interruptions, seldom taking more than 2 days to turn round in the U.K. Her next voyage was a trip down to La Goulette with discharge at Irlam, followed by another North African trip to Bona, with discharge at Barrow. Then followed a trip down to Pepel, which brought her back to Barrow for discharge. Her next voyage was up to Narvik, with Glasgow discharge and, at time of writing, the vessel is loading at Benisaf on yet another North African trip.

"CAPTAIN THERE ARE SIGNS OF RUST ON YOUR DECK!"



m.t. "Scotstoun" on passage to U.S.N.H.

m.t. "Scotstoun"

Loaded Bandar Mashur 22nd of August and returned to Wilhelmshaven. During the previous voyages she had been encountering boiler trouble, which became so acute that after Wilhelmshaven we were obliged to put her into Amsterdam for retubing, which took about 11 days. She carried on with her voyage to the Persian Gulf and loaded Bandar Mashur for Angle Bay and Swansea. Unfortunately, it became necessary to carry out engine repairs when she arrived at Swansea. Due to a ban on overtime, shortage of labour and ridiculous union restrictions on work by ship's personnel, she was delayed at this port for about 2 weeks. She left at the end of November and proceeded out to El Palito to load back to Land's End. Whilst at Swansea, Mr Moss took over as Chief Engineer.

m.t. "Norscot"

After discharging at Rotterdam at the beginning of September, she proceeded to Lake Maracaibo. Captain J. T. Reid was transferred to another vessel prior to sailing and Captain Dunnet took over as his first command. She did six Lake Maracaibo voyages which were very trying to all on board, but fortunately there was some relief when she loaded at Cardon for Anacortes, arriving at the latter port at the end of October. She returned to Curacao, about the middle of November and is presently trading between the Maracaibo area and U.S.N.H. ports.

m.v. "Wellpark"

Since the end of September this vessel has done a Narvik to Port Talbot voyage, followed by two voyages Melilla/Port Talbot. On the latter voyage, she was actually bound for Barrow, where she arrived on the 1st November, anchoring off the port to await the tide in the morning. During the night the weather deteriorated to such an extent that Captain McNab decided to put out to sea again. In course of raising the anchor, the windlass went out of commission, so it was decided to steam out to sea, dragging the anchor with her. Unfortunately, due to the heavy weather encountered previously, water had got down into the fuel oil which caused an engine stoppage at rather a dangerous moment. Vessel was drifting on to the lee shore off Walney Island, so there was no option but to let go the second anchor. When the engine was again working, the only solution was to slip both cables, which was done after some arduous work by ship's personnel, who at one time were working in water waist high in the chain locker to try and break free the ends of the cables. It was a very near thing and at one stage the vessel had sent out an S.O.S. and two lifeboats were standing by. It was with great relief that we heard that she had let go her cables and was then out in the Irish Sea again. She was put into Belfast to replenish bunkers and to ship new anchors and cables, finally proceeding to Port Talbot to discharge. Following that voyage, she went to Oxelosund, back to Workington, and at time of going to press is at Algiers. Mr Ferguson, the Chief Engineer, has come ashore and is going out to take over the "Naess Sovereign" in Japan, and Mr Hamilton has re-joined again.

m.v. "Naess Pioneer"

This new vessel was delivered to the Owners on 6th December and sailed the next day on her maiden voyage to load ore at Narvik for discharge at Rotterdam. Thereafter she is expected to go on her proper trade, carrying coal from U.S.A. to Hamburg. She is commanded by Captain Warman and the Chief Engineer is Mr T. C. Thompson.

m.v. "Clarkedén"

At Port Talbot at the end of August, this vessel was badly delayed by the unofficial strike. Over a week elapsed after completion of discharge before she was able to get sufficient deck hands to take her to Oxelosund. Though the strikers were still active on her return to Port Talbot to discharge, vessel suffered no delay. Her next voyage was to Bona, with discharge at Workington, followed by a trip to Bougie with discharge at Port Talbot again. Her next voyage was somewhat out of the ordinary, being nearly a 5 week voyage to Poti, a Russian Black Sea port, with discharge at Workington. At Workington, Captain Cant went on leave, and Captain Cormack took over command.

s.s. "Link One"

Since our last issue, this vessel has continued to trade very regularly, with over half a dozen *Monstera*s voyages completed. A change from her regular routine was a call at Dover to discharge in early October to avoid congestion in Rochester caused by the Tally Clerks' strike in London. The vessel was given excellent service at Dover, though we understand from Captain Turner the harbour is just a little small for a ship of even the "Link One's" size. Captain McInnes took over command from Captain Turner at Dover. It looks as if vessel at time of writing will be loading at *Monstera*s during the Christmas holiday period.

m.v. "Arisaig"

During the second unofficial Seamen's Strike, this vessel sailed from Middlesbrough with Captain Cromarty in command on a voyage to Bougie calling at Algiers for bunkers. The crew shipped on this occasion consisted of Samali Deck and Arab Engine Ratings and these men have remained with the vessel with only a few changes during her subsequent voyages from Port Talbot to Abidjan and Middlesbrough to Takoradi. The "*Arisaig*" is due to discharge her Takoradi cargo in Port Talbot on December 16th.

m.v. "Naess Trader"

Still trading to North Africa with a break on two occasions in the form of voyages to Narvik. The vessel is due to arrive at Port Talbot for discharge in the middle of December, having completed her second voyage to Narvik.

m.v. "Craigallian"

This busy little ship has completed six voyages since the end of August loading at ports ranging from Oxelosund in the north to Pepel in the south. Captain Forrest took over command from Captain Reid at the beginning of December prior to the vessel sailing on her present voyage from Irlam to Melilla.

s.s. "Gleddoch"

Spent September running up and down to Scandinavia loading at Oxelosund, Narvik and Gelle in succession before returning to her normal North African routine. She has remained on the North African run ever since and is expected to discharge a cargo from Algiers in the U.K. just before Christmas.

m.v. "Glenpark"

Over the last three months this ship has been trading in Indian and Far Eastern waters. After sailing from Montreal midway through August, she made a brief call at Aquaba to discharge a small quantity of cargo, bunkered at Aden and then proceeded to the Indian Coast to discharge the major part of her cargo at Bombay, Madras and Chittagong. Thereafter followed calls at Singapore, Djakarta and Manilla during the month of October. During this phase of her trading both Captain McKelvie and the office were kept guessing very hard by Charterers who put out an amended itinerary almost daily.

Eventually firm orders were received to load Ilmenite ore at Kolachel in south India for discharge U.S.N.H. This is an unusual loading port as only one vessel a year calls to load ore. The actual ore loading operation is somewhat protracted, the "*Glenpark*" taking a total of 13 days from time of arrival.

The vessel is now bound for the east coast of the United States for discharge at either New York or Baltimore, and is expected to arrive about Christmas day. After discharge she has been fixed home-wards on voyage charter to Japanese Charterers with a cargo of heavy grain for London or Hull. She will then go into dry dock on the north-east coast to undergo her first special survey and the repair of damage suffered through two St. Lawrence Seaway transits.

m.v. "Dunkyle"

Four runs to Seven Islands in quick succession followed by Narvik and Wabana, leave Master and crew wondering whether they are on an Ore Carrier or a Submarine.

At the beginning of October Captain Rhodes left the vessel to be married and Captain N. A. MacDonald took command.

m.v. "Lylepark"

This vessel has continued to run under time charter to Nitto Shosen. She has been employed on one liner run, loading at Japanese ports of Moji, Yokohama, Nagoya and Kobe for discharge at Hong Kong, Singapore, Penang, Colombo and Aden. 13 days were spent at Aden while the balance of her Japanese cargo was unloaded after which they proceeded to load a full cargo of bulk salt.

The salt cargo is to be discharged at Ube near Shimonoseki in southern Japan. On completion of discharge vessel re-delivers and proceeds immediately to the Mitsubishi dry dock at Shimonoseki. The vessel will then be delivered to her new Charterers—Shinnihon Steamship Company of Japan, for a single voyage U.K. time charter with a cargo of phosphate loaded at Nauru or Ocean Island. Present indications are that U.K. discharge ports will be Middlesbrough and Leith, we shall be glad to have the "Lylepark" close at hand again after quite a long period trading abroad.

m.t. "Naess Clansman"

During the period reviewed in these notes, this tanker has loaded cargoes at Mena, Bahrain and Banias for discharge at Fawley and twice at Rotterdam. After discharge of her Fawley cargo she proceeded to Palermo to undergo Guarantee Dry Docking.

Over the past few months while she has been trading to near Continental ports there have been opportunities to visit her frequently and we are pleased to say that both deck and engine departments are looking in very fine condition.

t.t. "Naess Spirit"

Early in the New Year, with the delivery of the "Naess Sovereign," this vessel will have to relinquish her position as the largest vessel managed by us. However, many very

useful lessons concerning the operation of a giant tanker have been learnt during the first few months of her trading. These will, no doubt, prove extremely helpful when the larger Japanese built tanker of 87,000 tons comes into service.

Captain MacDonald has taken his vessel on two round voyages Ras Tanura/Trinidad. Although there were some minor difficulties to overcome, particularly in connection with cargo discharge arrangements at Trinidad, these two initial voyages were accomplished with remarkable success. The performance of her main engine has been most satisfactory and she has shown herself capable of attaining speeds in excess of 18 knots should the need arise. Mr Jones has worked extremely hard with his engine room staff to master the operation of the large turbines and numerous auxiliaries and has achieved noteworthy success in this. The deck department also worked extremely long hours, especially during the first vital voyage, to get the ship fully and properly protected. On a ship of this size it was a task of some magnitude. Needless to say, we were extremely pleased that after visiting the vessel during her first discharge at Trinidad both Captain Stephens of New York and Captain Henderson had no hesitation in giving deck and engine departments the rating of 'excellent.' It was also gratifying to receive further complimentary remarks about this tanker from her Charterers, Texaco.

Once again vessel is under orders to load at Ras Tanura for discharge this time at Anacortes where she should be due about mid-January. Guarantee dry-docking will be due by February but as yet no definite arrangements have been made as regards dry-docking port.

MAIL

In the month of November, 2318 letters for crew members were received in this office. Of these letters 221 (9.4%) were insufficiently addressed in that they did not have the name of the ship on them.

This meant that these letters were delayed while we checked the names with the crew lists to trace the name of the ship.

If you do not wish your mail to be delayed please ensure that your friends and relatives put the name of your ship on your letter.

THE "CRINAN" CRIES

Since last reporting in the "*Crinan Cries*" the vessel has been three times to Pepel, once to Bona and once to La Goulette.

The school work and deck work has progressed favourably. Three football matches have been played. The first in Bona against the Furness Withy ore carrier "*Edenmore*," in which the "*Crinan Crawlers*" came out on top 3-2, was a good game, the highlight of which was our inside-right Gibson's goal. The outside-left slipped the ball neatly into the middle to the oncoming centre-forward, who promptly slid on his behind. Gibson, taking advantage of the resulting confusion, nipped smartly in and slipped the ball into the back of the net. Our goalkeeper's disgruntled remarks on the two goals scored against him were: "The first one was a mistake and the second one was a penalty."

The "*Crinan Crawlers*" supporters lived up to their advice of the previous match and in our second game in Bona they beat us 2-0.

The other match was against the R.N.R. in Barrow who beat the "*Crawlers*" 3-0. No comment!

During our stay in Pepel on the second voyage, we were invited ashore to the swimming club, a visit which was thoroughly enjoyed by all.

Our last voyage to Pepel provided an interesting run over to Bunce Island, described in a previous article in the "*Denholm News*" to inspect the ruins of the slave camp.

Those of us who were off-duty managed to get ashore in Algiers, Bona and Free-town where we were at anchor for 3 days and as far as can be gleaned, were thoroughly enjoyed.

Whilst in La Goulette a party of cadets on returning from shore by small boat were greeted at the landing stage by a solicitous cadet captain, who was determined to perform his duties diligently and see them all safely ashore.

He offered his hand in assisting the lads ashore. Now, it is not known if someone "seized" a long awaited opportunity or if

fate "took a hand," but the unfortunate cadet captain took a header into 2 feet of oily water. His comments on the stay in La Goulette—"a complete washout."

On arriving back on board on one occasion our new cadet instructor was confronted by a notice outside his door informing him there was "No Waiting." Apparently the local constabulary had left it—or had they?

The other highlights of the 3 months can be condensed into the following "Who dunnits?"

1. Who was the apprentice who walked from Manchester to Irlam for true love's sake?
2. Who was the apprentice who has discovered a method of getting his whites whiter than white by boiling them in the washing machine with his blue shirts?
3. Who is the mate who is giving hair-cuts free to all those who will allow him to practice on them?
4. Who is the apprentice who thinks a "*Lignum Vitae Bush*" is a type of tree found in West Africa?
5. Who was responsible for tying an "*Apprentice Hitch*" to his paint pot while working aloft in a Bosun's Chair—result one multi-coloured boat deck?
6. Who was the senior officer who pushed another senior officer into the swimming pool without inviting him to wear his swimming trunks and as an after-thought asked him if his watch was water-tight?
7. Which senior officer subsequently lost the sides of the alter capstans and later found them—in his cabin?

The Merchant Navy Welfare Board's new £65,000 hotel at South Shields has now been opened. It is on the sea front over-looking the harbour. There are 15 single and five double bedrooms, a games room, television and a bar.

The Camp on Bunce Island

by Apprentice P. Dorrans

On the "Crinan's" latest visit to Pepel, a trip was arranged to the Island of Bunce, about which there was an article in the last "Denholm News."

Seven of the cadets plus Captain Furneaux and Mr MacMillan our instructor, left on the launch which ferried us across to the island. When we arrived there two of the villagers and a few children were on the beach to welcome us.

We were taken immediately to the fortress ruins where there were still a few cannons lying around and when we reached the battlements of the fort we could see for ourselves just how strategic its position was, we were able to see a good distance on either side of the fortress.

Then we saw one of the slave dungeons. It was about 20 feet square with a small slit at the top but with the number of slaves it would hold it wasn't anywhere near sufficiently ventilated.

It was entered by a very small opening and we came to the conclusion that it was only for thin slaves.

All the time I was there, walking through the semi-jungle I felt as if I was in the past, because the place couldn't have changed much since the first "Scousers" came there for their first cargo of slaves. Suddenly, I was brought back to reality when I tripped over an empty beer bottle, whose origin, though unknown obviously didn't go as far back as my thoughts.

When we entered the native village, I noticed the "ancient and modern." The two huts of the village were deeply contrasting. One was made in the traditional style of mud, branches and thatched roof, while the other stood out like a thick ear. It was constructed of wood and a corrugated tin roof. All the villagers were there (the whole dozen of them) and eyed us with curiosity. We were taken to the cemetery mentioned in the previous article about Bunce Island and saw the tombstone of the Scotsman who stayed there for 30 years and who died on the island. I wonder why he decided to stay there, probably because his team was relegated that season.

The lads by this time had gone back to

the village and were taking photographs. One young girl, who after being cajoled and wheedled into posing for us, promptly came over and struck out her hand. Modernisation again!

Our tour of the island was drawing to a close but before we left we all signed the visitors book.

We made our way down to the beach but as the boat had not arrived we went for a walk.

There were hundreds of land crabs scurrying "to" and "fro" and my attention was drawn to two crabs who appeared to be "dancing." On further inspection I noticed the rest of the crabs had stopped and were waving their large pincer claws about in the air. It reminded me of the popular record "Willie and the Hand Jive" and I couldn't help but wonder if we had gatecrashed the local "Palais."

Then the launch returned to take us back and when we arrived on board the cadet captain greeted us with "Get your working gear on. We're shifting ship!" and all dreams of the past were shattered.

CONGRATULATIONS

On their recent marriages to Captain J. Rhodes and Chief Steward F. Fairley.

On the birth of sons to Mr R. Menzies, Chief Engineer, Mr J. Robertson, 2nd Engineer and Mr M. MacMillan, Chief Officer.

On their promotion to Chief Officer to A. Mitchell, M. MacMillan, I. Graham, H. McDairmid, R. Kinder.

On his promotion to 2nd Officer, to R. Sharp, and on his promotion to 3rd Officer, to W. P. McLay.

On their promotion to 2nd Engineer to W. Keenan and J. Campbell.

On obtaining his 1st Officers certificate to K. Inglis.

On obtaining his 2nd Officers certificate to J. Wilson.

On obtaining 2nd Engineers certificates to E. Keenan, J. Campbell, J. Robertson, and to Chief Engineers S. Borthwick and J. Stevenson on obtaining their steam and diesel endorsements respectively.

PERSONNEL

(Some blanks appear where a final appointment has not been made at the time of going to press)

			CLUNEPARK	GLENPARK	BROOMPARK	CLARKSPEY
Master ...	...	...	A. V. McKay	D. McKelvie	H. McDonald	W. Tawse
1st Mate ...	...	...	N. K. Alwood	W. McCrae	P. McMillan	J. McVicar
2nd " ...	...	...	J. H. Johnstone	W. Taylor	K. Inglis	P. Haggarty
3rd " ...	...	...	J. Green	R. B. Glen	W. Graham	J. A. MacAuley
Apprentice ...	...	...	N. B. Morrison	P. Lobban	D. J. Livingston	A. M. Lemay
Apprentice ...	...	...	J. C. Barr		F. Danks	D. Murchison
Chief Engineer ...	...	...	J. Clocherty	D. McKee	R. Menzies	G. Mitchell
2nd " ...	...	...	J. Barrie	A. McNair	D. W. Hogg	I. Lindsay
3rd " ...	...	...	J. E. Fryer	K. C. Gray	J. Allan	R. Borthwick
4th " ...	...	...	J. T. Kelly	R. Milne	A. S. Shaw	A. McArthur
Junior " ...	...	...	W. Robertson	W. Burnett	W. McAlloon	J. Clark
Junior " ...	...	...	I. W. Miller	J. Farrell	J. R. Sim	D. McPhail
Junior " ...	...	...	T. Gillespie	C. Walker	J. Allan	J. McNair
Electrician ...	...	...	J. H. Ferguson	A. Javie	W. Bell	I. Currie
Chief Steward ...	...	...	D. W. Hannah	S. Dickens	E. Keaveney	A. Greene
Ship's Cook ...	...	...	J. R. Ridgway	I. MacDonald	J. Gamble	W. Legg
Boatswain ...	...	...	C. McAlpine	A. MacNiel	J. Brown	W. McBarron
Carpenter ...	...	...	A. McKenzie	J. Lakeman	M. MacDonald	D. McLeod
			NORSCOT	SCOTSTOUN	NAESS CLANSMAN	NAESS SPIRIT
Master ...	...	...	W. Dunnet	R. L. Richards	J. T. Reid	T. Macdonald
1st Mate ...	...	...	D. Y. Berry	I. G. Wildish	F. Botham	D. J. MacNeil
2nd " ...	...	...	R. M. Cooper	M. Russell	J. Tinney	D. E. Watson
3rd " ...	...	...	R. G. Paterson	B. H. Lloyd	T. K. Whyte	J. W. Cowie
4th " ...	...	...	N. McBeth	N. D. Muir	A. J. Milton	D. I. MacNeil
Apprentice ...	...	...	J. Black	J. N. Seymour	W. Ure	A. M. Gordon
Apprentice ...	...	...	T. Morton	R. W. Keay		W. K. McAuslane
Apprentice ...	...	...	P. McMillan	I. S. Moss	L. J. Scott	W. G. P. Sargent
Chief Engineer ...	...	...	G. Park	W. Keenan	J. Campbell	H. E. Jones
2nd " ...	...	...	J. S. McCarthy	J. Watt	D. Rae	C. Mears
3rd " ...	...	...		J. Bonnici	G. B. Routledge	G. Trotter
3rd " ...	...	...		R. Hamilton	W. J. Johnston	A. Melville
4th " ...	...	...	J. Collins	V. McElhinney	J. C. Bairn	J. S. Miller
Junior " ...	...	...	J. Docherty	I. B. Bateman	D. MacMillan	D. G. Martin
Junior " ...	...	...	T. R. Eland	M. R. Bateman	A. Wilkie	L. M. Swan
Junior " ...	...	...	T. L. Purdie	B. D. Edgar (Appr.)		A. Scott (Appr.)
Junior " ...	...	...	F. Grant	R. Fitzpatrick (Appr.)		A. Kerr (Appr.)
Electrician ...	...	...	A. McDonald	J. McKay	K. Graham	W. A. Brown
Chief Steward ...	...	...	G. Parker	J. W. McArthur	J. K. Costa	J. Prentice
Ship's Cook ...	...	...	J. L. Scott	R. C. Luckham	P. Gaffney	A. Solomon
Boatswain ...	...	...	W. Smith	J. Stewart	P. Curley	J. Dale
Carpenter ...	...	...	F. McGowan	J. McKillop	R. Yallop	W. J. Currie
			MORAR	CRINAN	ORMSARY	GLEDDOCH
Master ...	...	...		K. Turner	R. L. Edwards	D. Macdonald
1st Mate ...	...	...		H. McDiarmid	R. Kinder	A. Blackie
2nd " ...	...	...		T. Hughes	R. Dawson	I. McGillivray
3rd " ...	...	...		D. McNair	F. Keddle	D. MacPhail
Apprentice ...	...	...		See separate list		
Chief Engineer ...	...	...		S. Borthwick	T. Law	W. J. Sutherland
2nd " ...	...	...		T. Paterson	H. Gaw	G. Mason
3rd " ...	...	...		D. McGowan	A. McKelvie	J. Bews
4th " ...	...	...		E. Humphreys	D. Park	B. Aitken
Junior " ...	...	...		K. Lindsay	H. Fullerton	A. Charters
Chief Steward ...	...	...		R. Gallacher	J. Seymour	D. J. Lenaghan
Ship's Cook ...	...	...		J. McIntyre	R. French	J. McQueen
Boatswain ...	...	...		A. McMillan	I. Mathias	
Carpenter ...	...	...			P. McDonald	J. King
Instructor ...	...	...		M. MacMillan		

	WELLPARK	NAESS TRADER	CARRONPARK	LYLEPARK
Master	G. McNab	R. J. Duckley	E. D. MacGregor	H. Towers
1st Mate	T. Corbett	R. Paton	J. A. McConnachie	I. Ramsay
2nd „		J. F. Joint	M. C. Birchall	N. Handley
3rd „	I. Donaldson	W. MacLay	J. C. Falconer	D. McCallum
Apprentice	J. Findlay		D. Laurensen	A. Wilkinson
Apprentice	S. Cameron		A. A. Paul	
Chief Engineer	M. Hamilton	J. Scholes	B. W. Abbot	S. Millar
2nd „		A. MacKinnon	W. Booth	H. MacLiver
3rd „	H. Taylor	J. Boyle	R. A. L. Edwards	C. Maragos
4th „	B. Watson	A. Robertson	J. J. Hart	J. Jack
Junior „		C. Bell	A. Bremner	W. Maxwell
Junior „		T. R. Harvey	H. Lindsay	G. Sutherland
Junior „		J. Tarbert		A. McCall
Chief Steward	S. Sebury	J. Weir	L. Rutter	H. C. Beckford
Ship's Cook		B. Holland	T. McFadyen	J. Woltjer
Boatswain	J. Maclean	M. McKinnon	R. Buchan	C. Robinson
Carpenter	T. Murphy	J. Blance	C. Skinner	J. McEnaney

	DUNADD	DUNCRAIG	DUNKYLE	SIR A. DUNCAN
Master	A. Cameron	I. Campbell	M. Macdonald	J. Inglis
1st Mate	H. Rogers	C. Percival	S. Jackson	J. M. MacLeod
2nd „	P. Kilvington	J. D. McKee	A. Macdonald	I. Henderson
3rd „	G. Macleod	M. Reynolds	J. Evans	J. S. Bennetts
Apprentice	W. Moodie	J. Norrie		
Apprentice	A. Cant	R. Lamb		
Chief Engineer	J. Halbert	J. Weir	J. Butler	G. Fleming
2nd „	I. Macdonald	A. Millam	R. Paterson	R. Stewart
3rd „	J. Brown	J. Whyte	D. Glatley	D. McIntyre
4th „	G. Orr	J. Gillies	F. Marsh	E. J. Minton
Junior „	I. Macaskill	L. Black		A. C. Collins
Junior „		I. Wilson		J. Hamilton
Junior „				A. McConnel
Chief Steward	R. R. Gaffney	H. Levett	O. Thomas	J. Clague
Ship's Cook	L. Jones	A. Lang	M. Hewitt	G. Walsh
Boatswain	J. Gardner	R. Hardie	G. Rankin	S. Dake
Carpenter	D. Barrett	D. Giffin		G. Thomson

	ARISAIG	CRAIGALLIAN	CLARKAVON	CLARKEDEN
Master	A. Cromarty	R. P. Forrest	W. Escudier	T. Cormack
1st Mate	D. Keith	J. Legg	H. Munro	E. Patrick
2nd „	J. Innes	R. Valentine	G. Graham	G. Morton
3rd „	L. Spencer	A. Simpson	D. Price	J. Watson
Apprentice		A. McKinnon	W. Lockie	W. Coutts
Apprentice		D. Neil	R. Douglas	J. Cockburn
Chief Engineer	J. Richmond	A. Carson	R. Davies	A. MacQuarrie
2nd „	G. A. Hendrie	A. Whitfield	J. Stephens	G. Butler
3rd „	R. Black	J. Gregg	J. Scott	J. Fox
4th „		A. McQueen	D. McLeish	H. Matheson
Junior „		P. McCrory	W. McLean	C. Seales
Junior „		H. Campbell	J. Ferguson	J. Skinner (Appr.)
Junior „				J. Dillon (Appr.)
Chief Steward	M. Hawthorne	J. Cush	W. Dwyer	T. Cordon
Ship's Cook		A. Duncan	J. Greenland	T. Hunter
Boatswain		J. Conway	P. McIntyre	D. Howlin
Carpenter		A. McMahan	F. McKittrick	R. Mallinson

NAESS PIONEER NAESS ENDEAVOUR NAESS SOVEREIGN NAESS PRIDE

Master	E. Warman	G. Mayne	J. I. Edwards	M. MacPhee
1st Mate	J. Nichol	A. MacGregor		
2nd "	R. Sharp	W. McAllister		
3rd "	G. Chalmers	J. Innes		
4th "				
Apprentice		G. Daly		
Apprentice		R. MacKenzie		
Chief Engineer	T. Thomson	W. Struthers	F. S. Ferguson	A. Robertson
2nd "	A. Mulgrew	W. W. Wright		
3rd "	G. Pollock	J. Gibson		
3rd "	W. Park	T. Miller		
4th "	H. Groning	D. Gallagher		
Junior "	J. Bleckert	R. Parkin		
Junior "	H. Hogrefe	W. Griffiths		
Junior "	K. Sieglitz	R. McLaughlin		
Junior "		T. N. McEwan		
Junior "		T. Copeland		
Electrician	D. Cadenhead	H. Robertson		
Chief Steward	J. Gerrard	F. Fairley		
Ship's Cook	C. Patterson	G. Hobbs		
Boatswain	J. Connor	D. Buchanan		
Carpenter	R. Reid	A. Westcot		

LINK ONE

DECK APPRENTICES ON M.V. CRINAN

Master	A. McInnes	P. Dorans
1st Mate	A. Mitchell	W. Howat
2nd "	W. Colquhoun	G. Marsland
3rd "	S. Scott	J. McAlpine
Chief Engineer	J. Keay	O. Haggart
2nd "	R. Kenny	L. Drummond
3rd "	B. Leitch	J. Cameron
4th "	T. Hendrie	O. Sundalskliev
Junior "		D. Urquhart
Electrician	A. Dowling	D. Vass
Chief Steward	J. Turner	K. Macleod
Ship's Cook	B. Sutherland	R. Gibson
Boatswain		C. Clague
Carpenter		G. Duncan
		R. Murray

PERSONNEL ASHORE

Masters	J. Whyte, J. Rhodes, A. Allan, J. Johnstone, M. McLellan, J. Reid, A. Cant, W. Furneaux, W. Hallum.
1st Mates	L. Dewar, D. Macaskill, A. Blair, I. Graham, D. Kidd, H. Watson, O. Proudfoot, T. Thomson.
2nd Mates	G. Grierson, A. Galbraith, R. Bola, J. Currie, M. Birchall, R. Smith.
3rd Mates	J. Johnstone, J. Wilson, D. McNeil, R. Scott, M. Chalmers, F. McNeillage, W. Wingate.
Chief Engineers	K. Wainwright, A. McLean, P. Leck, A. Fairley, G. Wilkinson, J. Stevenson, J. Boyd, F. Semple, K. Ward, P. McAllister, D. Risk.
2nd Engineers	D. Warlow, J. Robertson, D. McManus, A. Mitchell, D. Coull, W. Robertson, E. Redman, J. McLellan, D. Balloch, A. Harper.
3rd Engineers	W. Henderson, J. Kerr.
4th Engineers	A. Colville, J. Hain, I. Adam, J. Taylor.
Chief Stewards	W. Anderson, J. Seth, J. Crogan, A. McDougal, J. O'Sullivan.
Deck Apprentices	J. Johnston, I. Robertson, C. Robertson, D. Pollock, J. Condon, M. Sweeney, J. McQuarrie, D. Jack, J. Hynds, T. Fitzearle, R. C. Charlesworth, D. Ogilvie (Hospital).
Engineer Apprentices (Stow College)	J. Muir, I. M. Anderson, N. E. Sinclair, A. S. Blackwood, D. J. Miller, L. Boyle, J. Martin, B. Lockhart, A. S. Loggie, J. R. Halliday, C. C. Gunn, S. E. Clarke, A. W. Black, R. B. Gilmour, G. Ford, P. A. Dootson, J. W. Little, R. P. Forteach, J. McLeary, C. Thomson.