

DENHOLM NEWS

MARCH 1960

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Vol. II

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No. 4

EDITORIAL

Two new ships have been acquired since the last "Denholm News" was published. The Denholm Line Steamers have bought the ore carrier "Needles" from the Clyde Shipping Co., Ltd., and she will be handed over to us in April, and is to be called "Wellpark." The Naessholm Shipping Co., Ltd., a subsidiary of the Anglo-American Shipping Co., Ltd., have bought the new tanker 527 being built at the Eriksberg Yard in Sweden from the Norwegian Company for whom she was being built, together with her Charter to Shell. The ship will be named "Naess Clansman" and is due to run trials in March.

The "Wellpark" was built by Austin and Pickersgill, Sunderland, in 1957, and is a Port Talbot size motor ship, almost the same as the "Arisaig" or "Clarkavon," but one important difference is that the "Wellpark" has all-electric auxiliaries. The vessel has still got 13 years of her B.I.S.C. (Ore) Charter to run and will continue on this familiar trade. It is not known yet who will command her, as there is a possibility that her present Master may continue in command for us for a period.

The "Naess Clansman" will be commanded by Captain Cormack, who is in Sweden supervising the fitting out, along with the Chief and Second Engineers, Mr Moss and Mr Millan. The vessel will be running trials in March and then commences a five-year Charter with Shell. The "Clansman" is about 25,800 tons and has a 9 cylinder B. & W. engine and should have a service speed of about 15½ knots. One important feature of the accommodation is that it is completely air conditioned.

We have also to report the launch of the "Crinan" on the 17th February. She was named by Mrs W. L. Denholm and should be ready for sea in April. As some of you may know this ship will be run as a cadet ship. For some time now it has been felt that

the training of navigating apprentices could be improved and the cadet ship is the first step in this direction. Elsewhere you will read a detailed report on how the cadet ship is to be run. Captain Furneaux has been appointed to command.

The "Clarkspey" is programmed to be delivered by Lithgows on the 21st March, and has been chartered to an American liner company for nine to twelve months.

The delivery of these four ships has necessitated a number of promotions, details of which will be seen in the "Notes and News," but we take this opportunity of expressing our good wishes to all those promoted.

FREIGHT MARKET

Although the tramp market has shown some improvement in the last few months, the improvement has been localised in some particular areas and has not been general. What it has helped to do is to emphasise the difference in the earning power between the present day tramp ("Clunepark") and a ship which even a few years ago was considered to be a very modern and profitable vessel ("Carronpark"). While the "Clunepark" has made a modest profit during the last few months, the "Carronpark" has found things very difficult and has, in fact, made a trading loss.

The tanker market continues in the doldrums with no prospect of any improvement for some years yet. Owners with free tankers have been able to make some profit by taking grain cargoes, a move not always appreciated by their friends, the dry cargo owners.

There is little doubt that for some years to come shipping is going to have a difficult time and it is going to be the survival of the fittest, and the brokers are, unfortunately, not even optimistic about the market maintaining its present strength.

TELEGRAPHIC ADDRESSES

The volume of radio and cable traffic coming in from the ships is now so great that it has been found necessary to make some re-arrangements of our telegraphic addresses.

As from the 1st April, 1960, DENHOLM, GLASGOW, will only be used by the Agency Company in Glasgow looking after other owners' ships in Glasgow.

Two new telegraphic addresses have been registered.

The first of these is DENSHIP, GLASGOW, which will be used for all routine messages not requiring an immediate reply from ships managed by J. & J. Denholm (Management) Ltd. This address should also be used by all our agents for routine messages.

As with messages to NAESSHOLM, GLASGOW, from vessels managed by Naess Denholm & Co. Ltd., these messages will only be delivered to the office during working hours and will not be 'phoned to the homes of the ship managers during the evening.

The second new telegraphic address which will be used by ships managed by both J. & J. Denholm (Management) Ltd., and by Naess Denholm & Co., Ltd., is SPEEDHOLM, GLASGOW, and this address should be used for all urgent messages requiring immediate attention. Messages addressed to SPEEDHOLM, GLASGOW, will be delivered to the office during working hours or to the homes of the ship managers at all hours of the night, and therefore will be dealt with promptly.

In order that the ship managers may get



Mrs W. L. Denholm being presented with a bouquet after the launch of the "Crinan" on 17th February

some sleep it is stressed that only messages requiring immediate action which cannot wait to be dealt with in the office the next morning should be addressed to SPEEDHOLM, GLASGOW. Everything of a

routine nature which, if it arrives in Glasgow during the night, can be left until the following morning, should be addressed to DENSHIP, GLASGOW, or to NAESSHOLM if from a Naess vessel.

NOTES AND NEWS

Glasgow Office

Sir John and Lady Denholm have made the round voyage to Durban on the "Dun-kyle."

Those of you who normally receive correspondence from Ship Management A may have missed the signature of Mr John Watson recently. Mr Watson has been off for some weeks with glandular fever but we look forward to seeing him fully recovered soon.

Mr P. J. Wordie is leaving H. Clarkson & Co., Ltd., and joining Harrison (Clyde) Limited. We shall miss his familiar figure around the Clarkson ships and wish him well in his new surroundings. His successor in Clarkson's Shipowning Dept. will be Mr John Wheeler.

General

The Office Dance was held in Glasgow on the 14th December and it was a great pleasure to see many old friends once again.

A plaque has been placed in the entrance hall of the Glasgow office commemorating those who lost their lives in both World Wars on the Denholm Line Steamers.

The "Denholm News" is now sent to all ships, to the next of kin of all Company Contract Officers, Petty Officers and all apprentices, as well as to agents and friends in many places. In future copies of the "Denholm News" will also be available on sale at the allotments counter in the Glasgow office, price 1/-.

The editor is most grateful to numerous officers who have sent in contributions for the "Denholm News."

Personnel

Captain McLellan has attended the Radar Simulator Course at South Shields recently and his impressions appear elsewhere. We

hope that eventually all Masters will attend these courses.

Mr Hector McDonald has been away on a B.P. tanker getting tanker experience.

Captain I. C. Campbell is once again fit and will shortly be rejoining us for sea service.

The figures have recently been published showing contributions received by the Glasgow Branch of the Royal National Lifeboat Institution from Clyde-owned vessels for the year 1958/59. The contributions from our ships total by far the greatest contribution from any one company and all who have given to this cause deserve our thanks. The individual totals from ships are tabled below:

| | | | |
|--|-----|----|---|
| s.s. Ormsary, per Captain W. Furneaux | £25 | 7 | 6 |
| s.s. Ormsary, per Captain M. Maclellan | 27 | 5 | 0 |
| m.v. Clarkavon, per Captain J. Lothian | 28 | 0 | 0 |
| m.t. Norscot, per Captain A. Mackay | 25 | 0 | 0 |
| m.t. Norscot, per Captain O. R. Townsend | 23 | 12 | 6 |
| m.v. Clarkeden, per Captain T. Cormack | 12 | 0 | 0 |
| s.s. Mountpark, per Captain H. Towers | 20 | 0 | 0 |
| m.v. Arisaig, per Captain D. McKelvie | 14 | 12 | 0 |
| m.v. Duncraig, per Captain W. Hallum | 17 | 10 | 0 |
| m.v. Clunepark, per Captain W. Tawse | 9 | 7 | 6 |
| m.v. Dunadd, per Captain R. L. Edwards | 14 | 5 | 0 |
| m.t. Norscot, per Captain O. Townsend | 25 | 0 | 0 |
| m.v. Sir Andrew Duncan, per Captain J. Lothian | 21 | 0 | 0 |
| m.v. Sir Andrew Duncan, per Captain J. Lothian | 12 | 2 | 6 |

| | | | |
|--|-------------|-----------|----------|
| s.s. Gleddoch, per Captain T. Macdonald | 18 | 17 | 6 |
| m.v. Carronpark, per Captain K. Turner | 20 | 5 | 0 |
| m.v. Duncraig, per Captain W. Hallum | 15 | 7 | 6 |
| m.v. Clarkavon, per Captain T. C. Campbell | 13 | 17 | 6 |
| s.s. Link One, per Captain Macphee | 11 | 10 | 6 |
| t.v. Morar, per Captain J. I. Edwards | 28 | 2 | 6 |
| m.v. Naess Trader, per Captain H. Towers | 24 | 10 | 0 |
| m.v. Dunkyle, per Captain J. B. Whyte | 34 | 10 | 0 |
| m.v. Lylepark, per Captain MacLellan | 30 | 10 | 0 |
| | <hr/> | | |
| | <u>£460</u> | <u>12</u> | <u>6</u> |

We lose a great servant with the retirement of Mr W. McAllister, Second Engineer, who has been with us since 1929. The McAllister family (including their good ladies) are well known to us all. Mr McAllister's son, Peter, is Chief Engineer on the "Morar," Mr William McAllister, Junior, is Second Officer on the "Naess Clansman," while Mr T. McAllister, then an apprentice, was lost on the "Denpark" in 1942. We are sure that all his friends join us in wishing Mr McAllister a very happy retirement.

Incidentally, Mr McAllister is the first of our officers to receive on retirement our new supplementary Pension Scheme.

Another retirement, this time enforced, is Mr Bob Small. Bob has operated the lift at 37 Renfield Street since the building was erected in 1927 and has recently been made redundant by the installation of self-operated lifts. While we must bow to inevitable mechanical progress it is not quite the same place without Bob or his part-time assistant, Bill, who is one of the most cheerful and young 79-year-olds we have met!

In the sporting field two of the young men in the office have been excelling themselves. Graham McCrae (trainee, at present

in the Bookkeeping Department) has been playing wing three-quarter for Kelvinside Academicals and Tommy Thompson (Accounts Department) has been playing, also wing three-quarter, for Hillhead, and we are now awaiting for the day when the one marks the other.

A prize has been awarded to Mr A. Mitchell, Second Officer, who has sent in a suggestion cutting down the number of charts which we have previously placed on board the ore carriers.

Congratulations

We offer our congratulations to:

Mr and Mrs R. F. Denholm, Mr and Mrs J. S. Murray and Mr and Mrs A. Greene (Chief Steward) on the birth of daughters.

Miss Marion Riddell on her engagement.

Mr and Mrs Douglas Spencer on their marriage.

To the following on their promotion—

To Master—

J. I. Rhodes.
E. Warman.
R. L. Richards.
E. McGregor.
A. F. Cameron.

To Chief Officer—

T. Corbett.
C. Percival.
I. Wildish.

Our congratulations also to the under-mentioned on obtaining their various certificates:

Motor Endorsements—

H. McLiver, 1st Cl. Motor Endorsement.

Certificates—

M. Macmillan, Master's Certificate.
I. Graham, Master's Certificate.
Wm. McAllister, 1st Mate's Certificate.
R. Dawson, 1st Mate's Certificate.
R. Valentine, 1st Mate's Certificate.
A. Simpson, 1st Mate's Certificate.
T. Whyte, 2nd Mate's Certificate.
J. Barrie, 2nd Engineer's Certificate.

SHIPS

"Glenpark"

After discharging her outward cargo at Shanghai and Tsingtao the ship returned to Shanghai and loaded a mixed cargo of cereals for discharge at Antwerp, Rotterdam, Hamburg and Bremen. The sojourn behind the bamboo curtain was fairly uneventful with the exception perhaps of one or two "unfriendly acts" to the Chinese People's Republic. The crew had their moments, too, emulating Dr. Barbara Moore by walking a considerable distance in torrential rain back to the ship during the early hours of the morning, although the curfew expires at midnight. Needless to say the security guard did not approve and an officer called on board the following day to lecture the culprits.

Captain McKelvie and the crew were relieved at Bremen, the new crew being flown out from Glasgow by special charter plane which waited and brought the old crew home. With Captain Allan in command the vessel ballasted to Houston to give delivery on Time Charter to the Orient Mid East Lines for a period of approximately six months.

"Clunepark"

Is still performing very satisfactorily and, after loading phosphates in Casablanca, proceeded out to discharge at a range of Japanese ports, eventually being redelivered at Kuchiro in Northern Japan. She was again fixed on Time Charter loading generals for discharge at Cuba and various U.S.N.H. ports. We expect her to be redelivered in Norfolk News towards the end of March and then return with coal again to Japan.

"Norscot"

After drydocking at Falmouth she went out to the Persian Gulf from where she loaded out to Singapore, thereafter voyaging between Borneo and Japan. There is no indication yet of her coming back towards the U.K.

"Scotstoun"

On leaving Antwerp, proceeded to Naples where she drydocked and repaired, eventu-

ally getting away on the 7th January. She loaded in the Persian Gulf and returned to Swansea to discharge. She then proceeded out towards Mena for orders.

"Clarkavon"

Is still unable to get away from North Africa loading although during the present wintry conditions this should not be a great hardship. She has been trading to Melilla, La Goulette and Bona, but at the end of February had a little variation with a trip to Almeria.

"Gleddoch"

Has continued with rather uneventful voyages out to North African loading ports, having had three to Bona and one to La Goulette. She is now commanded by Captain A. F. Cameron.

"Link One"

Since the repairs carried out in Rochester on the main engines she has been running quite well, with consecutive voyages Monstera/Rochester. During some of the recent voyages to Monstera some difficulty has been experienced with ice and on her voyage at the beginning of February she was only able to get into the port after the use of an icebreaker. With so few crew changes each voyage life on board seems to be quite enjoyable.

"Ormsary"

This vessel has been running well since the boilers were overhauled and has completed voyages to Bona, Takoradi, Almeria and Bona in that order. Captain James Reid has now proceeded home for a spot of leave and he has been relieved by one of our newly promoted Masters, Captain Warman.

"Morar"

Since completion of discharge at Barrow, the "Morar" has completed voyages from Melilla to Port Talbot, Narvik to Ilam and

Monrovia to Irlam, after which she returned to Bona. She will be withdrawn for engine repairs in the Spring and will be out of service for about one month.

"Broompark"

Since the last report this vessel has called at a variety of ports in the Middle East and India, redelivering from the Orient Mid East Lines at Saigon on the 31st January. Delivery on the new Time Charter to Messageries Maritime was given simultaneously, for a trip home to the Continent. Vessel loaded a fairly mixed cargo in Saigon consisting of rubber, rice, latex, copra, paddy, pepper, kapok and timber for discharge at almost a dozen ports ranging from Genoa to Hamburg. On return to the Continent the vessel will drydock and carry out repairs after which she has been chartered once again to the Orient Mid East Lines. The crew will be changed on the Continent.

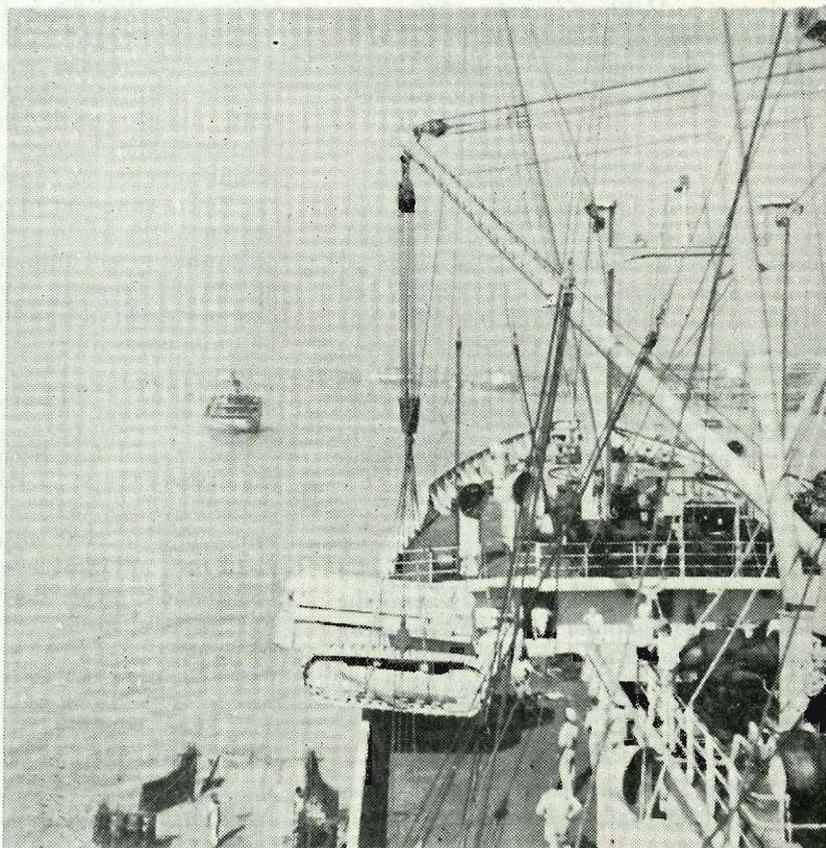
"Dunadd"

The Vitoria cargo was discharged at Birkenhead, this being followed by two quick voyages from Casablanca to Middlesbrough. She returned from Bona to Glasgow and is now on passage to Monrovia.

"Sir Andrew Duncan"

After waiting almost a week, unable to load at Seven Islands, in bitterly cold weather, it was decided to order this vessel to load at Wabana instead. Additional bunkers were shipped at Sidney, N.S., prior to loading and the vessel sailed to Birkenhead for discharge. This was followed by a Bona/Cardiff voyage and then she sailed for a more pleasant trip to Vitoria, returning to Immingham. Owing to congestion at the latter port she was there for 10 days discharging. The "Sir Andrew Duncan" has now sailed to load her next cargo at Bona.

Broompark" discharging a 25-ton tractor at Rangoon. Photograph by N. HEATH, 6th Engineer.



"Carronpark"

On completion of trading in Chinese waters she loaded a cargo of bagged rice for discharge at Batum. Unfortunately, during the transit of the Bosphorus in foggy weather she was in collision with the Turkish ship "Meté." There were more formalities than actual damages to be overcome. Whilst at Batum she was distinguished by a mention on Moscow Radio, when they reported the rescue of a British seaman by a gallant Russian sentry. The seaman in question had fallen between the ship and the quay but the rescue was not quite so dramatic as made out. On completion at Batum she went to Abu Zenima in the Red sea to load for Workington. Here again she was unfortunate in that a vessel ahead of her damaged the loading installation; as a result she had about fourteen days lying waiting to load and a further ten days loading. On returning to the U.K. she will be drydocking in the Bristol Channel about the middle of March.



E. D. H. G. Sales at poop steering compass relaying orders from bridge to warping winch operator, when steering gear trouble occurred, M.V. Carronpark."

"Lylepark"

Special survey was carried out on the Tyne and Captain Towers took over from Captain MacLellan. Repairs were almost completed before vessel was eventually fixed for Time Charter to Elder Dempster for a West African round. Her outward cargo consisted of a quantity of cement from London for discharge at Takoradi. The homeward cargo consists of ground nuts, logs, kernals, timber, etc., having been loaded at Burutu, Warri, Sapele and Lagos for discharge at Amsterdam, Hamburg and Bremen. Vessel is expected to sail from the Coast about the end of February, however, as we know from previous experience nothing is ever very certain on the Coast.

"Arisaig"

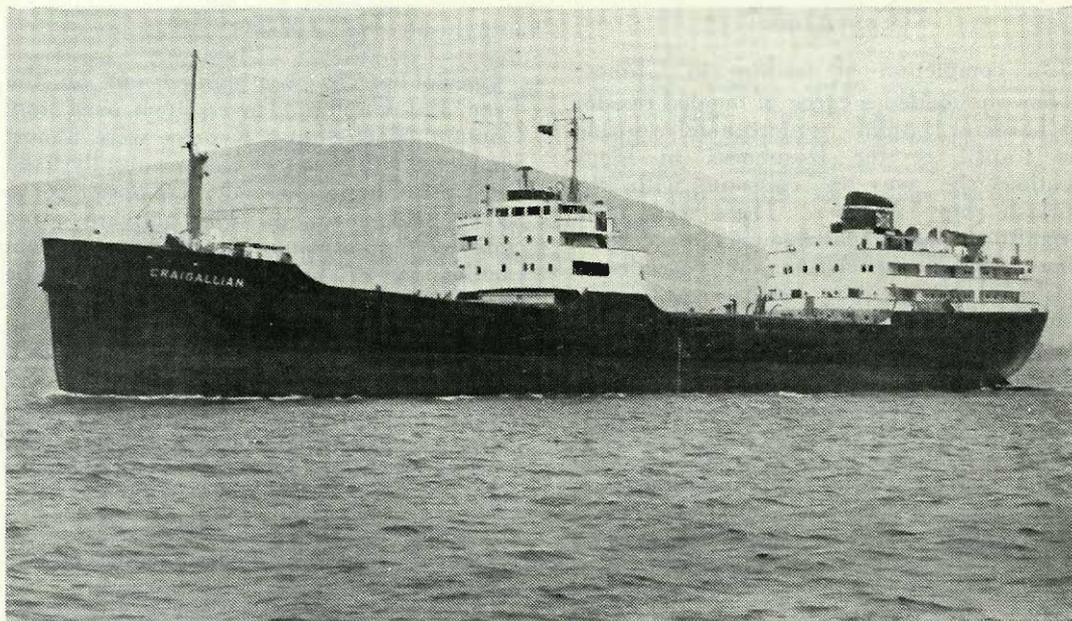
This vessel completed a voyage from Freetown to Port Talbot and, after discharge, entered drydock for painting and repairs. After completion, Captain Johnston remained in command for a further voyage from Narvik to Port Talbot where he handed over to another of our newly promoted Masters, Captain McGregor. Captain McGregor completed his first voyage in command from Bona to Dagenham and then went to Bona for a further cargo.

"Clarkedén"

Under the command of Captain J. I. Edwards, the "Clarkedén" loaded a cargo at Bona for discharge at Birkenhead and Workington. This was followed by Narvik/Port Talbot, Melilla/Workington and another Narvik/Port Talbot in that order. On the last voyage from Narvik very severe weather was encountered resulting in some minor damage. Vessel is now on passage to Pepel where she should arrive about the beginning of March.

"Dunkyle"

The voyage to Casablanca was completed without incident and the cargo was discharged at Newport. Captain Rhodes took over from Captain Furneaux and made his first voyage in command to Vitoria returning to Birkenhead. From Birkenhead she was ordered to load a cargo of manganese



M.V. "CRAIGALLIAN"

ore at Durban. Taking the opportunity to get away from our winter smog, snow and slush, Sir John and Lady Denholm and two friends are making the round voyage with the vessel. Unfortunately, they did not have a very good start to their holiday, as, shortly after leaving Birkenhead, the vessel ran into some very heavy weather and had to put into Lisbon for additional bunkers.

"Clarkspey"

The *"Clarkspey"* will complete trials about the 21st March, and, after handing over from the builders will be delivered on Time Charter to an American Liner Company.

WICK HANDY CAP

Mr Jack Glass, a fish salesman's clerk had his cap whisked off by a gale at Wick. The cap floated in the harbour for days. Then the fishing boat *"Letitia"* was blown against the sea wall and started to sink until the cap was sucked into the hole in the boat and stemmed the incoming water so effectively that the boat was still afloat when the fire brigade arrived, pumped the water out, and gave Mr Glass his cap back.

"Craigallian"

The *"Craigallian"* was taken over officially on the 17th December and her maiden voyage was to Narvik with Captain T. Macdonald in command. This cargo was discharged at Port Talbot and since then she has completed voyages to La Goulette/Port Talbot, Bona/Barrow and is now scheduled to load at Melilla. Apart from minor teething troubles everything is running very well.

"Crinan"

This vessel was launched on the 17th February and will be running her trials about the middle of April.

"EXTRA" SHIPPING FEDERATION SCHOLARSHIPS.

To encourage officers to take the course leading to extra master and extra first-class engineer certificates the Merchant Navy Shipping Federation is financing four scholarships each valued at £250. Closing date of application is June 30, 1960. Particulars and application forms may be obtained from the Secretary, Merchant Navy Training Board, City Chambers, 65a Fenchurch Street, London, E.C.3.

Radar Simulator Course

Having recently attended this course at South Shields I would like to pass along the following comments.

Like many others, I have always considered myself a Radar "expert" and freely quoted the fact that an intelligent appreciation was sufficient to all intents and purposes. However, this five-day course went a long way towards disproving my theory from the expert point of view. This was proved on the plotting course which showed conclusively that although relative bearings on the screen showed a vessel to be on a crossing or passing "safe" course, proper plotting has shown that the vessel could probably be on a collision course—there are actual collisions on record regarding this self same thing. Actually this plotting business is merely our old friend the parallelogram of forces brought up to date with the main factors being apparent motion and true motion. This brings me to the True Motion radar unit which—to my mind—is The Thing. My personal opinion is that plotting is not necessary with the T.M. display but is definitely useful as a check. I presume that most members will have read something about the Simulator set up so descriptions will be unnecessary. For the actual course, only six attend at a time and these are split into three pairs. The three sets are switched on and can be used on either Stabilised, Unstabilised, T.M. Log or T.M. mechanical displays while the Instructor's Console is so arranged that after switching on he cannot interfere with own ship but can adjust course and speed of two other ships as he sees fit—preparing the trap as it were. The Master of own ship is in full control for that session and takes any necessary action to avoid collision while the other five members are busy plotting action taken and preparing for the inquest which follows each session.

In my own particular case I was silly enough to write my name on the paper first and found that I had the doubtful distinc-

tion of being the first Master in charge, the first hare to greyhounds. Normally targets are set at a minimum of 10 miles for each session and for the purposes of post mortem, anything approaching within two miles is deemed to be a collision. Being thrown in at the deep as first Master I think the Instructor was in a hurry for smoko, as my first ship appeared 2.6 miles away on a collision course. Never having seen T.M. before I was so busy admiring the lay out that I'm afraid the .6 miles passed so quickly that it was the crunch of collision that reminded me that I was not there merely to admire. In all due fairness I must add that by going hard a starboard I did clear my tormentor and kept him on a circling vector of 1.8 miles which would have been acceptable at sea but was still a collision from the official point of view. I wonder what our more venturesome members will think of this. My "Mate" for this event was a gentleman with the good solid name of Doherty and it was after this he kept talking about the Radar Stimulator Course and, while I'm not particularly brilliant, I'm still wondering what he meant. I prefer to think that it was a slip of the tongue on his part. However, we all progressed very favourably as the week went on and it was the unanimous opinion that we all benefitted from the course and I would recommend a refresher course at least once a year.

For the benefit of those who many attend the course in future, I send this note of warning particularly if T.M. is new to you. When the Instructor asks for a list of names on paper do *not* be a hero and put your name down first. If you put your name around the middle of the list you'll have a minimum of two mugs ahead of you thereby ensuring that someone else is a goat before you are. To err is human but there is no such thing as a divine mug.

M. MacL.

“STAND FROM UNDER”

By Captain A. G. Course

Some words and phrases used in the English language originated in sailing ships, but I doubt if the title of this story has ever been used on shore. “Stand from Under” was the warning shout given by a seaman when he dropped anything from aloft. And that shout had to be given quickly so that those on deck could jump clear. Young Bill Pitcher, a 17-year-old second voyage apprentice, was the worst offender in this respect in our barque. But he never forgot to shout the warning quickly: once under most difficult circumstances. It happened in Antofogasta Bay in Chile, about six months after we sailed from London.

Our captain was 42 and came from the Shetland Islands. Known on board as the “Old Man” he was 6ft. 6in. in height and weighed 18 stone. He had light blue eyes and his weather-beaten face was topped by wisps of fair hair stretched across the top of his head. His two officers, the mate and second mate, were little more than half his age.

He saw that we first voyage apprentices learnt our profession the hard way. We hadn't been on board a week when he sent for us and said: “Boys! You must learn every job on board so that when you become officers you will never give an order that you can't carry out yourself.”

He boasted that all his apprentices were able seamen in six months. It was certainly not his fault if they were not.

Life on board was hard and we looked forward to a rest on Sundays. But we didn't always get it. “Boys!” the “Old Man” would shout to us lazily reclining on the main hatch, “Cleanliness is next to Godliness! You can't go to church so wash your clothes!” But the advice given us when we rowed him back to the barque from one of his binges on shore, was more amusing than impressive. “Boys!” he would say, in a not too serious way, “Do as I tell you, not as I do!”

Our first port was Sydney, Australia. It took us four months to get there, and after our cargo was discharged, we went northward to Newcastle to load coal for Antofogasta. The passage across the South

Pacific was made mostly in the following gales of the roaring 40s, and we were glad to reach the fine weather of the south-east trade winds and sail up the coast of Chile to Antofogasta.

Arriving off the port we headed inshore towards the arid, narrow strip of land that divides the foot hills of the Andes from the sea. It was a desolate coast with no vegetation.

The crews of the 40 sailing ships anchored in the Bay were employed in discharging their cargoes of coal or loading nitrate for the homeward voyage. Jim, Johnny and I, first voyage apprentices, were spared shovelling coal in the dust filled holds of our barque in the tropical heat, and formed the boat's crew who rowed the captain the three miles to the boat pier. Every day, except Sunday, the “Old Man” went ashore, morning and afternoon, to the Agent's office, while we waited at the boat pier for his return. Sometimes we walked up the street to have a look at the town. The buildings were unattractive with their faded paint, and the only fresh, colourful places were the gardens in the plaza, and the cemetery. So, more often, we yarned with the apprentices from the other ships who had rowed their captains ashore.

One day we discussed the monotonous, unpalatable, limited amount of food served up in sailing ships. Jim said that any improvement we were likely to get would come only by our own efforts. Then he pointed to the shoals of fish congregated in the clear water below. Only when they were disturbed by a sea lion swimming in from the Bay did they move away. But they soon returned.

“Why not catch a few hundred, gut them, and salt them down in a salt beef cask?” he asked. “We could take them on board in relays, so many dozen each day.”

Next morning, as soon as the “Old Man” had left the boat to go up to town, we got our lines out, and within half an hour had as many as we could stow in the boat. We put them under the bottom boards in the stern sheets. It was unfortunate that the “Old Man” sat there

to steer the boat, but it was the only place where they could be hidden from sight.

Our fisherman's luck which had started so well, did not continue. That morning, for the first time, the "Old Man" did not return to the boat at 12 o'clock. In fact it was four in the afternoon before he came back to the pier. It was just when we discovered that we had not taken sufficient care to protect those fish from the heat of the tropical sun. There was no time to throw them back into the sea. But worse was to come. Our captain was escorting a good looking young woman down to the pier.

He helped her into the boat and spread out the cushions on one of the side seats in the stern sheets, right on top of those fish. Our fears were confirmed. After she sat down she held a handkerchief to her nose. The "Old Man" sat at the tiller next to her. He sniffed, glared at us, and then snapped out his orders. "Push off bow! Back port! Give way together!"

Johnny was rowing stroke. He struck off at a terrific rate his one idea being to get out of that boat. I, rowing at bow, found that the additional weight of the fish and the lady in the stern, upset the trim of the boat and gave me a much too high position in the bow. That was bad enough; and what with the fast rate of Johnny's striking, and the boat rising and falling to the heavy swell, it was a wonder that I didn't put my oar in the sea that wasn't there. Something worse happened. I hit a surfacing sea lion. He splashed hard as the boat shot by. The lady sitting at the other end of the boat got drenched. She insisted on being taken back to the pier at once and landed safely on shore.

At six o'clock next morning we three boys joined the coal shovelling gang in the ship's hold. We never rowed that boat ashore again—at least only once—for the captain of the British ship anchored next to us called for our "Old Man" twice a day with his boat. Instead, we worked 12 hours a day for five weeks filling baskets with coal. And when it was all discharged we started cleaning up the holds.

We had swept the coal dust at the bottom of the hold into the middle in a big heap underneath the hatchway. Pitcher was sweeping the dust off the narrow beams 25ft. above our heads. To do this he had to walk across them. Suddenly he

yelled "Stand from Under!" We ran towards the side of the hold to dodge his broom which we felt sure had dropped. It had; but he came with it.

He fell the 25ft. into the heap of dust. When we reached him he was unconscious. The mate heard his shout and hurried down the hold to give him first aid. Fortunately no bones were broken. We carried him carefully up to the main deck and aft to the settee in the saloon.

"Get the boat over the side!" The mate gave the order and then told us to row ashore and tell the captain of the accident.

We rowed the boat to the pier faster than we had ever done before. Then we raced up the street to the Agent's office. The "Old Man" was not there so we went round to the ship chandler's shop. There we were given a clue as to the most likely place he would be. We went there, pushed open the door of the bar, and broke the news to him.

"Oh my God!" he said. What shall I tell his mother?" We told him that we didn't think Pitcher was badly hurt.

"Fallen 25ft. down the hold and not badly hurt!" He looked at us with pity and pondered for a few seconds. Then, walking quickly out of the bar, informed us that he knew of a doctor's place not far from the pier.

Running to keep up with him, we came to a wooden building with a faded green door. "This is it, boys. In here." We walked into a large bare room, where, seated on wooden benches round the whitewashed walls, sat a number of dejected looking Chileans.

"Where's the doctor?" our captain asked loudly. The occupiers of the benches jumped, looked up, and then settled down again to a lethargic silence.

"Can't any of you ruddy fools speak English?" he shouted.

No one answered but one man pointed to a door on the other side of the room. Our captain walked across and gave it two heavy thumps. It sprang back with the force of the unexpected blows. Inside two men stood by a desk holding a conversation in Spanish. Obviously the doctor and a patient.

"I want the doctor to come aboard my ship at once," our captain said loudly in English. The Chilean facing the captain,

a little man under five feet in height, answered indignantly in Spanish, gesticulating wildly.

"Look here," our "Old Man" said sharply. "This is no time for ruddy dramatics. I've got a boy on board my ship badly injured and he wants a doctor quickly."

Our captain was a man of action and before the man could speak again he was lifted by the collar of his coat and carried protesting out of the surgery. "Run on ahead, boys, and get the boat ready, there's no time to lose," the "Old Man" said to us. He was right, for we had scarcely got to the pier when we heard the whistles of the *Vigilantes* blowing back in the town.

The unwilling passenger was dropped into the stern sheets and we started to pull back to our barque, driving the boat hard against a nasty cross sea out in the Bay. The Chilean's face turned green.

"Oh, my God. Don't be sick until you've seen the boy," our "Old Man" implored.

He was helped up the gangway and into the saloon by the same method used on shore. They found the mate attending young Pitcher; by now he had recovered consciousness.

"Thank God you can speak Spanish, mister," the captain said to the mate. "All I could get out of this ruddy horse doctor was a lot of quick-firing Spanish. Tell him to examine the lad and let us know what's wrong."

The Chilean was more than content to do the talking and started to tell the mate what he thought of the captain at some length. The mate had learnt Spanish the practical way, starting with the swear words, so he had no difficulty in understanding what the Chilean said. He was careful not to translate it. The "Old Man" became impatient.

"Tell him he's on board a British barque, not at a ruddy debating society, mister."

"Yes sir, he knows that, but you see, sir—well the trouble is he's not the doctor. You've brought the patient on board."

"Why the hell didn't he say so?" roared the captain.

When we rowed the Chilean ashore he was quite happy. No doubt the "Old Man" had made his sea trip worth while. We returned on board to find Pitcher in his bunk in the half deck. The captain had already decided on his treatment.

"You see, mister," he said to the mate, "he's badly bruised all over so we've got to get the blue blood out of his system. We'll give him a big dose of castor oil every three hours."

Young Pitcher got tired of having to get out of his bunk at frequent intervals, and, in a couple of days begged to start work again.

"There you are mister," the "Old Man" said. "No ruddy dago doctor could have done better than that!"

CRINAN

Cadet Ship

As stated in the Editorial we have recently given much thought to the training of the navigating apprentices. While we are satisfied with the arrangements made for the engineering apprentices, it has been obvious that an improvement could be made in the navigating apprentices training.

The difficulties in obtaining perfection are numerous, not the least being financial, but it is now considered that we are a large enough company to be able to run a cadet-ship and fortunately this view is also shared by the companies for whom we manage ships. It is hoped that *Crinan* will

do a great deal to improve the training which we give.

The intention is that all apprentices will join us from a pre-sea training school and join the *Crinan*. There they will stay for six months before being sent to the other vessels in the fleet to gain experience of all types of ships. About 12 Junior cadets will be carried on the *Crinan* at one time.

There will also be six Senior cadets on board, chosen from the 12 cadets who are in the last six months of their apprenticeship. The intention is that the six best cadets in the company will be selected to

return to the *Crinan* until they are ready to go to school, prior to sitting for their Second Mates certificate.

One of the advantages of this arrangement is that the Senior cadets will get a chance to share in responsible duties, such as cadet captain, and when all the cadets are working on deck, Senior apprentices will be responsible for organising the work and supervising the juniors. Thus it is hoped that the Senior cadets will be able to exercise their powers of responsibility and leadership.

The scheme will, undoubtedly, attract intending apprentices to the company and this in turn will enable us to set a higher standard when we are selecting our new apprentices.

An additional advantage of using an ore carrier as a cadet ship is the convenience of the relatively short voyages which will enable us to change the cadets round as necessary.

On board *Crinan* there will be an instructor. His duties will be to start the Junior cadets on a correspondence course, and continue their course of instruction commenced at the pre-sea training school, and to coach the Senior cadets who will be preparing for their examination.

THE SAGA OF FIVER McGRAIL

Gather round me fellows
Whilst I tell you a tale,
Of a rootin', tootin', sea-faring gent,
With the name of Fiver McGrail.

He came to us a Fiver
The lowlies last engineer,
And the only gear that he carried
Was two crates of Tennant's beer.

Now we all greeted him right social,
Said, "Come in and join our band."
But he just smirked and said to us all,
"I'm the tough frae Auld Anniesland."

So midst winter's coy blast and at midday,
We sailed for Takoradi's fair shore,
With no regrets we crossed the Bay,
To fill our holds with iron ore.

We reached this fine town before Christmas
Before the voyage began to bore,
And you can bet your last bottom dollar,
The Fiver was first man ashore.

It is our intention that in future all the company's deck apprentices will take the same correspondence course and full details of the marks attained in the regular examinations will be recorded in the office. In this way we hope to be able to follow the scholastic progress of each cadet throughout his apprenticeship.

It will not be all work and no play on *Crinan* and every encouragement will be given to the apprentices to have as much sport as possible. It is appreciated that with the swift turn-rounds this will not always be easy but where there is a will there is a way. Visits to shipyards, dry-docks, etc., will also be arranged for the cadets.

It has unfortunately not proved possible to provide single cabins for each apprentice and it has been necessary to have double berth cabins. The apprentices will have their own mess and recreation room although the latter will be used as a school room during the day.

The six Senior cadets who are not selected to return to *Crinan* will not be forgotten, and arrangements are being made to give them more opportunities to study and to have regular bridge experience than has been the case in the past.

Wine, women and songs galore.

He whooped it up in that foreign shore,
Yes, he whooped it up and he whooped it
down,

He sure red painted that Ghana town.

Time then came to sail away.

And Fivers chance to earn his pay,
But not that bloke, 'twas not his line,
His only thought was overtime.

Well that's the end of the narrative.

The awful tale of the Anniesland spiv,
There's no one like him, there is no par,
When he tells us he inhabits a working
man's bar.

Yes, Chiefs pass out and Seconds turn pale,
When they are told their new Fiver is
Tommy McGrail.

W. ROBERTSON, 2nd Eng.

PORT TALBOT BLUES.

We may go to Norway or go to Spain,
 But our U.K. port is aye the same,
 Sammy Stephens is the Agent's name
 I've got those old Port Talbot blues.

For the Glasgow patter I used to sigh,
 The lilt of Stornoway and Skye,
 Now it's Cmru am Byth, Taffy and Dai,
 I've got those old Port Talbot blues.

My coupon always might come up,
 The Clan Bar's best champagne I'd sup,
 But I hear it's Swansea for the Scottish Cup,
 I've got those old Port Talbot blues.

Scotstoun, Morar, Clarkspey, Dunkyle,
 The Scottish names are only guile,
 Don't go there, even once in a while,
 I've got those old Port Talbot blues.

No longer feel that indignation,
 All that's left is resignation,
 To the inevitable destination,
 I've got the old Port Talbot blues.

But while our wages Denholm pays,
 We take our routes from J. & J.'s,
 Soon I'll be due some holidays,
 Till then I'll have those old Port Talbot
 blues.

N. McH.

PORT TALBOT DEVELOPMENT

Our attention has been drawn to the report in the *Western Mail* of 12th February concerning development in Port Talbot. In the newspaper report we read that plans for a new £60 million dock at Port Talbot have been drawn up by the British Transport Commission, as a possible way to meet the growing need for ore for the giant Abbey Works of the Steel Company of Wales. Apparently boring operations have already been carried out near the present Port Talbot docks and a decision by the British Transport Commission is expected shortly.

The report continues: "The existing docks at Port Talbot cannot cope with the large ore carriers which will be required to bring raw materials to the Abbey Works."

The new scheme may allow for ships up to 60,000 tons to use the port. The commission confirmed that preliminary discussions to the extension of the docks were taking place with the steel company.

The spokesman said: "There are many difficult problems involved and nothing can be said at this stage about whether this scheme may be feasible."

It is one of several plans being considered by the company. It is understood that the docks blueprint envisages the building of a new pier about a quarter of a mile east of the existing stone pier at Port Talbot. This would enable a new entrance to be cut into the existing docks where there is plenty of room for expansion.

The report states that it is understood that The Steel Company of Wales are prepared to pay part of the cost of the Port Talbot scheme, and it has been stated that the project includes the provision of a new lock measuring 1200 feet by 110 feet.

LETTER TO THE EDITOR

m.v. "Arisaig."

Dear Editor,

Once more the "Arisaig" lifts her proud head. Alas the occasion is one of profound perfidy. Roguish rumour is "abroad in the land"—the "land" being everyone above an apprentice. Masters and Mates can be seen wailing and weeping in lost lamentation on the bridge. They clutch each other and bid fond farewells. No, they have not been selected for the tankers. They have heard the news (or rumours) that the "Crinan" is to be the new long-promised cadet-ship. "Is this the end of all our glories?"—"Lift not thy spear against the Muse's bower"—"Te morituum saluto."

These rumours, with or without foundation, have been the main moment of the past voyage. However the writer is gratified to mention that Denholm's apprentices, being what they are, the "Crinan" should look and run like the "Britannia."

The apprentices will have the opportunity of enjoying many a social evening together, and it is rumoured that sound effects similar to falling half-bricks, will be heard from time to time in the alleyways.

Her Master might be unusually cordial and generous towards his "boys" and issue toilet-rolls as spot prizes to well-deserving ones.

On this nefarious note we shall conclude our letter.

K. ORCHISON, Apprentice.

PERSONNEL ON LEAVE

| | |
|--------------------------|--|
| Masters | D. McKelvie, J. Johnston, J. Reid, W. Hallum. |
| 1st Mates | H. Rogers, E. Patrick, P. McMillan, D. McAskill, A. Blair, D. MacNeil, H. R. Watson. |
| 2nd Mates | H. Munro, G. Graham, J. Currie, (D. Russell, I. Haldane at School). |
| 3rd Mates | C. Milner, (A. Stuart, E. Sharp at School). |
| Chief Engineers | J. Keay, J. Stevenson, G. Wilkinson, A. Galloway. |
| 2nd " | E. Grogan, A. McManus, A. McKinnon, I. Lindsay. |
| 3rd " | R. Paterson, T. McNab, A. Lyle, W. McSkimming. |
| 4th " | D. Hair, D. Park, A. McKelvie, R. Tinley, D. Clark. |
| Jnr. " | D. Mackay, A. Barbrook, J. Taylor, J. Jack, J. Coster, C. Livingstone. |
| Chief Stewards | H. Beckford, A. Greene, J. Grogan. |
| Ship's Cook | W. Legg. |
| Boatswain | I. Turnbull. |
| Assistant Steward | R. McAskill. |

PERSONNEL

| | DUNADD | DUNCRAIG | DUNKYLE | SIR A. DUNCAN |
|-----------------------|-------------------|----------------|----------------|---------------|
| Master | A. Cromarty | A. McKay | J. Rhodes | J. Whyte |
| 1st Mate | A. Blackie | D. Kidd | R. Buckley | J. Inglis |
| 2nd " | A. Mitchell | D. Keith | K. Rowe | M. Macmillan |
| 3rd " | L. Stewart | J. McAuley | M. Chalmers | A. Campbell |
| Apprentice | J. Keay | N. Morrison | J. Barr | R. Crowther |
| Apprentice | F. McNeillage | | D. Livingston | |
| Chief Engineer | T. Thomson | J. Connel | A. McLean | R. Springham |
| 1st " | | | R. Davies | |
| 2nd " | S. Morrison | G. Butler | | W. Booth |
| 3rd " | G. Pollock | J. Chalmers | R. Donaldson | J. McQueen |
| 4th " | D. McGowan | P. McCabe | K. McSween | R. Clapham |
| Jnr. " | G. Johnston | H. Scott | J. Campbell | H. Atkinson |
| Jnr. " | I. Rodgers | A. Garroway | A. Muir | J. Hunter |
| Jnr. " | J. Baird | D. McLeish | | C. Barber |
| Chief Steward | R. Gallacher | G. Gerrard | P. Dwyer | J. McArthur |
| Ship's Cook | T. O'Connor | F. W. Russon | G. Hobbs | G. Walsh |
| Boatswain | W. Lightfoot | A. Hardie | J. Connor | I. Mathias |
| Carpenter | A. Westcott | B. Paginton | W. Scott | J. Russell |
| | | | | |
| | ARISAIG | CRAIGALLIAN | ORMSARY | GLEDDOCH |
| Master | E. McGregor | T. Macdonald | E. Warman | A. Cameron |
| 1st Mate | T. Corbett | G. McNab | N. Alwood | D. Berry |
| 2nd " | I. Graham | G. Grierson | C. White | P. Hill |
| 3rd " | J. Macaulay | J. Evans | F. Keddie | E. Bauld |
| Apprentice | K. Orchison | J. Whitton | J. Norrie | J. McQuarrie |
| Apprentice | P. Dorans | W. Coutts | A. Milton | |
| Chief Engineer | K. Wainwright | W. Struthers | G. Sutherland | A. Fairley |
| 2nd " | I. Macdonald | T. Miller | W. Robertson | D. Coull |
| 3rd " | S. Henderson | R. McKay | B. Leitch | G. Rutledge |
| 4th " | W. Malcolm | J. Collins | W. Rankin | S. Borthwick |
| Jnr. " | E. Billinghamurst | J. Gillies | B. Aitken | D. Mackie |
| Jnr. " | E. Woodcock | D. Nicholson | | |
| Jnr. " | | A. McQueen | | |
| Chief Steward | J. Cush | J. Seth | L. Rutter | M. Hawthorne |
| Ship's Cook | W. Muir | P. Gaffney | J. Easton | J. Hadley |
| Boatswain | A. Hood | J. Gardner | W. Smedley | A. Grant |
| Carpenter | G. Howells | W. MacLean | L. Cartney | B. Mably |
| | | | | |
| | CLARKSPEY | NAESS CLANSMAN | CRINAN | |
| Master | W. Tawse | T. Cormack | | |
| 1st Mate | J. McVicar | C. Dewar | J. J. Thompson | |
| Chief Engineer | G. Mitchell | I. Moss | J. Turner | |
| 2nd " | D. Balloch | A. Millan | | |
| 3rd " | R. Borthwick | J. Barrie | A. Kelly | |
| Electrician | W. Hendry | A. Gourlay | | |

| | BROOMPARK | NORSCOT | SCOTSTOUN | LINK ONE |
|----------------------------|---------------|---------------|---------------|----------------|
| Master | A. Cant | M. MacPhee | J. T. Reid | K. Turner |
| 1st Mate | D. Macdonald | W. Dunnet | C. Percival | J. Peacock |
| 2nd " | J. Tinney | R. Kinder | A. Galbraith | R. Barr |
| 3rd " | A. Craig | R. Scott | R. Valentine | J. Gavin |
| Apprentice | R. Lamb | W. Lockie | J. McAlpine | |
| Apprentice | A. McKinnon | A. Bate | S. Cameron | |
| Apprentice | | R. Ferguson | G. Marsland | |
| Chief Engineer | F. Ferguson | J. Halbert | L. Scott | T. Law |
| 1st " | | R. Menzies | H. McLiver | K. Rowles |
| 2nd " | J. Robertson | | | J. Bews |
| 3rd " | D. O'Connor | J. Allan | E. Kelly | A. Barrie |
| 3rd " | | J. Roberts | J. Bonnici | |
| 4th " | R. Gunning | J. Fox | D. Rae | |
| Jnr. " | J. Allan | A. Shaw | T. Crawford | |
| Jnr. " | A. Smith | M. Matheson | A. Gow | |
| Jnr. " | | E. Bartrip | C. Bell | |
| Jnr. " | | R. Sage | I. Grant | |
| Jnr. " | | D. Brown | T. O'Hara | |
| Electrician | N. McGill | H. Robertson | M. Austin | W. Brown |
| Pumpman | | W. Jones | T. Lavery | |
| Chief Steward | N. Macfarlane | J. Claque | L. Gaffney | J. Turner |
| Ship's Cook | R. McNeil | T. Smith | W. A. Cooper | T. Hunter |
| Boatswain | S. Dake | A. Newham | J. Dale | D. Macdonald |
| Carpenter | J. Currie | R. Yallop | M. Bond | J. McEnamy |
| Assistant Carpenter | | | R. McRitchie | |
| | CLARKAVON | CLARKEDEN | NAESS TRADER | MORAR |
| Master | A. McInnes | J. I. Edwards | R. Richards | R. P. Forrest |
| 1st Mate | W. Escudier | I. Wildish | G. E. Mayne | D. Macdonald |
| 2nd " | R. Bole | G. Morton | R. Dawson | M. Birchall |
| 3rd " | W. Stevely | A. Simpson | T. Whyte | J. Jones |
| Apprentice | A. Findlay | A. Cant | T. Morton | |
| Apprentice | M. Sweeney | F. Danks | A. Bell | |
| Chief Engineer | P. McMillan | G. Carson | G. Fleming | D. McAllister |
| 2nd " | E. Woodcock | A. Mulgrew | F. Ward | G. Mason |
| 3rd " | J. McLean | K. Rowlands | A. Mitchell | R. Cullen |
| 3rd " | | | | J. Brown |
| 4th " | J. Kelly | R. McNally | A. MacLean | J. Watt |
| Jnr. " | K. H. McLean | J. E. Fryer | D. J. Watson | D. Glatley |
| Jnr. " | N. Maggs | R. Crichton | D. Hall | D. Munro |
| Jnr. " | | | A. Tittensor | |
| Engineer Apprentice | J. Copeland | R. McLaughlin | J. Skinner | |
| Engineer Apprentice | W. Grant | D. Laureson | | |
| Electrician | | | | J. Ferguson |
| Chief Steward | E. Keaveney | W. Anderson | V. Baker | S. Sebury |
| Ship's Cook | B. Lewis | A. Lang | | L. Jones |
| Boatswain | P. Howlin | W. Fletcher | I. Conway | J. McKinnon |
| Carpenter | F. McKittrick | J. B. Smith | J. Blance | W. Price |
| | GLENPARK | CARRONPARK | LYLEPARK | CLUNEPARK |
| Master | A. Allan | M. MacLellan | H. Towers | R. L. Edwards |
| 1st Mate | W. McCrae | J. McConachie | I. Ramsey | J. Nicols |
| 2nd " | W. Taylor | N. Lancaster | D. Watson | P. Kilvington |
| 3rd " | R. Glen | J. Johnston | D. McCallum | I. McKinnon |
| Apprentice | P. Lobban | | T. Phillips | J. Cockburn |
| Apprentice | D. McColl | | A. Wilkinson | W. Howat |
| Chief Engineer | D. McKee | F. McMillan | S. Miller | J. Weir |
| 2nd " | A. McNair | G. Hendrie | W. Keenan | J. Hendrie |
| 3rd " | K. Gray | D. McIntyre | S. Scott | J. Tulloch |
| 4th " | R. Milne | M. Cromarty | E. Bell | J. Glacken |
| Jnr. " | J. Sim | M. McVicar | P. McGrory | R. Steel |
| Jnr. " | J. Farrell | | J. Brown | J. Fleming |
| Jnr. " | C. Walker | | G. Sutherland | A. Dobbie |
| Jnr. " | | | D. Maxwell | |
| Electrician | A. Jarvie | | | A. Austin |
| Chief Steward | S. Dickins | T. Thomas | R. French | J. Costa |
| Ship's Cook | J. Macdonald | | D. Fullerton | Tim Teck Cheng |
| Boatswain | A. McNeil | | I. Crombie | M. Hogg |
| Carpenter | J. Lakeman | | A. Urme | G. Thomson |