

LAUNCH OF THE "CLAN MACGILLIVRAY"

The *Clan Macgillivray* was christened on Wednesday, 9th May, 1962, by Mrs. G. H. Mayhew, wife of Captain Mayhew, C.B.E., Group Marine Superintendent, and the ceremony took place at Carlsdyke Yard of the Greenock Dockyard Co. Ltd.

This is the latest addition to the Clan Line Steamers fleet of cargo vessels and the sixtieth vessel built by the Greenock Dockyard for the Company.

Speaking at the reception following the naming ceremony, Lord Rotherwick said we were undergoing the stiffest international competition in our history. "We have got to remain competitive, and therefore we have to have new, up-to-date, economic equipment."

The vessel's dimensions are 507 ft. overall length \times 63 ft. 7 in. beam \times 37 ft. 7 in. depth and has a maximum draft of 28 ft. 6 $\frac{1}{2}$ in. The total weight the vessel will carry at this draft is 11,700 tons and the service speed is 16 $\frac{1}{2}$ knots.

The main propelling machinery is a Barclay Curle 6-cylinder Sulzer turbo-charged diesel engine, developing 8,500 b.h.p. at 118 $\frac{1}{2}$ r.p.m. All the auxiliary machinery is electrically driven and the

power is supplied by three Rolls-Royce diesel generators, having an output of 200 kW at 220 volts d.c. Steam is supplied by a Cochran boiler which has automatic firing equipment.

The vessel is intended for the carriage of general cargo but, if desired, she could carry grain and No. 1 hold is specially arranged for the carriage of edible oil or glycerine, having a capacity of about 670 tons.

There are seventeen derricks installed and they range through 5-, 10- and 20-ton capacity and one of 60 tons. They have been arranged to suit the most modern requirements in ease of operation and cargo handling. To enable the hatches to be quickly opened and closed, steel slab hatch covers have been fitted. Mooring arrangements have been made as simple as possible, and include a capstan aft in addition to ordinary winches for warping.

The crew accommodation for European Officers and Asian Seamen

and Firemen is of the highest class and is fitted throughout with plastic-faced bulkheading for easy maintenance and attractive decoration. All the Senior Officers have their own suite including a private bathroom and in addition to an attractive dining saloon and smoke-room, a recreation room is provided for the Officers. The Asian crew have their own recreation room and they are accommodated generally in three-berth cabins. The entire accommodation is air-conditioned.

The vessel is equipped with all the navigational aids, including wireless, radar, echo sounding, Sal-log, speed and distance indicator, Decca navigator, hand and automatic electric steering on the "Arkas" system cabled to a Sperry gyro compass, gyro repeaters being fitted at the bridge wings and at the chart table. The instruments in the wheelhouse have been grouped in the most suitable positions and have been fitted in consoles to give an attractive and tidy layout to the wheelhouse. CO₂ fire extinguishing is fitted with audible and visual indication for smoke detection. Fibreglass lifeboats, including one motor boat, are fitted.

The vessel is suitable for navigating on the Manchester Ship Canal and will be employed on all the Clan Line regular routes.



[Photos: James Hall (Photographs) Ltd.

Mrs. G. H. Mayhew (right) at the naming ceremony of the *Clan Macgillivray*.

The Clan Macgillivray pictured shortly before her launch

