



One on her own—

the **CLAN MACGILLIVRAY**

"A floating test bed" was how one daily paper described the ship, but the Company is not making any extravagant claims in this direction. What we are trying to do is produce a ship which is efficient in the carriage and handling of cargo and will do this at minimal operating costs. Certainly *Clan Macgillivray* differs from any previous cargo ship in the amount of instrumentation, automatic and remote control equipment and the centralising of them in a control room.

You will see from the photograph that the ship with the streamlined funnel looks very smart indeed. In dimensions she is slightly larger than the *Clan Fergusson* class and is somewhat faster. Much work has been done in providing holds and 'tween decks which are relatively free from obstruction. The same applies to the foredeck which has plenty of clear space for deck cargo. The normal steering gear is fitted, but it is now controlled electrically from the bridge by an Arkas auto-pilot which works in conjunction with the Sperry gyro equipment. The Quartermaster—when he is at the wheel—has a chair to sit on and steers the ship with a wheel very similar to that used on a motor car. At sea the auto-pilot is switched over and no Quartermaster is required.

The officers' and crew accommodation is of the usual high standard. In this

