

Smoke Signals

Now on Shore

Captain John Patrick Dunphy, who retired from the Company in July, is still connected with shipping, on the cargo side, and in his new shore appointment with Hogg, Robinson & Capel-Cure looks forward to meeting many of his old friends when they are in Birkenhead.



Captain J. P. Dunphy

Captain Dunphy sailed on his first voyage on 31st December, 1921, in the Houston Line's *Hyanthes*. He obtained his Second Mate's Certificate in 1926 and joined the *Clan Macgillivray* as Fourth Officer. He subsequently gained his First Mate's and Master's Certificates and just before the outbreak of the Second World War was appointed Chief Officer of the *Banffshire*. With this vessel he remained until she was torpedoed and sunk by enemy action on 29th September, 1943; he was landed at Colombo five days later.

Captain Dunphy received his first command, the *Clan Macnair* in July, 1949, and was later very pleased to be appointed to the new *Clan Macnair* for her Maiden Voyage in February, 1962.

His previous command had been the *Clan Davidson*, which he eventually took to Hong Kong for breaking up.

THE FOUR ENGINEERS

(without distinction of race or creed)

There are many good stories beginning: "An Englishman, a Scot, a Welshman and an Irishman" or, alternatively, "An Anglican, a Presbyterian, a Methodist and a Roman Catholic." Here is a true story which fits both beginnings. Writing from Port Pirie, the reader, Brian Newman, reports:

On one of our car trips on a Sunday afternoon during the month, we combined a tour of the countryside with a visit to a church some forty miles from Pirie. I had been asked by the Bishop to show some films at Gladstone after Evensong. We took with us four engineers from Clan Maclean. What was rather interesting about the trip was that the four men were an Irishman, a Welshman, an Englishman and a Scotsman, and the four of them were, respectively, a Roman Catholic, a Methodist, an Anglican and a Presbyterian. After a visit to some of the beauty spots in the Flinders Hills, we arrived in time for Evensong at 4.00 p.m. The preacher was a Tongan priest, The Vicar of Tonga, who was on a deputation visit to the diocese. After the service we joined with parishioners in a buffet tea, followed by the films. It was interesting to hear the reaction of the four to the service, and to the Bishop, who spent over an hour talking with them in a corner. Hector, the Scot, said that it was the first time he had been to a service where he had had to kneel for prayers; John was impressed with the friendliness of the people in the congregation; while Dave, the Roman Catholic, stated in all seriousness "there would be a rumus at home" if it were known that he had been to an Anglican service. Hector was also highly amused because this was the first occasion on which he had spoken to a "real" bishop!

The evening was rounded off by a visit to the home of an ex Clan Line Officer whose wife laid on a high supper for the whole party. Such folk are typical of an increasing number of residents taking interest in personal contacts with visiting seamen.

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As readers will recall, this vessel was renowned, under the name *Bona-venture*, for the exploits of her midget submarine crews during the Second World War.

Captain Dunphy's last appointment before coming ashore was the *Clan Menzies*.



Clarke—Busch (right)
Mr. David Clarke, Senior Second Engineer, Riebeck Castle, pictured with his bride, the former Miss Edna Busch of South Africa, after their marriage at St. Boniface Church, Shirley, Southampton, on 1st April.

