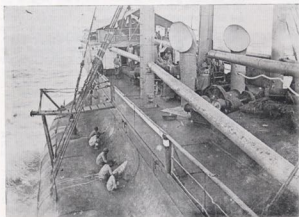


This photograph of a previous *Clan Mackenzie* was found by Mr. R. W. Last among the papers of his father, the late Captain F. W. Last. The vessel, built by Northumberland S.B. Co., Ltd., of Newcastle, with machinery by D. & W. Henderson of Glasgow, was delivered in July, 1917. Of 6,554 g.r.t., 4,120 net, she was a shelter deck vessel with freeboard, length 420.1 ft., breadth 53.4 ft., depth 36.3 ft.

The *Clan Mackenzie*, at about 2.20 in the afternoon of 23rd October, 1937, was in collision with the *Manchester Regiment* in Liverpool Bay, about two miles from the Bar light-vessel at the mouth of the River Mersey. The *Clan Mackenzie* was so severely damaged that she had to be beached on the Little Burbo Bank where she became a total loss. When the case was heard in the Admiralty Division, the President, Sir Boyd Merriman, sitting with two Elder Brethren of Trinity House, apportioned the blame as to four-fifths to the *Manchester Regiment* and one-fifth to the *Clan Mackenzie*.

## TWO OLD CLANS



The photograph of the *Clan Macdonald* has been forwarded by Captain R. Hinton Browne. The second ship to bear the name, she was a Turret vessel of 4,839 g.r.t., built in 1897 by Wm. Doxford & Sons Ltd., of Sunderland. A coal burner, she was 418 ft. in length, breadth 50 ft., draft 24 ft. 9 in.: the machinery supplied by Doxford's gave the vessel a speed of 12 knots. The *Clan Macdonald* was purchased by Japan in 1922 and re-christened *Hokuyo Maru*; she was broken up for scrap in 1928.

Clan Line built 30 Turret ships in 11 years up to and including 1907, when they were superseded by the more modern and efficient shelter deck steamers. The Turret vessels continued to give good service to the Company, however, until the 1930's.