

**CRUISE OF THE
'DUNOTTAR
CASTLE'**

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FOREWORD

HE first suggestion of this Record of a very charming trip came from SIR DONALD CURRIE, the genial and courteous Host of our palatial 'House Boat.' Others pressed the task upon me; but no great pressure was required for so congenial a work. Indeed, I need hardly say that the preparation of the story of our Cruise has given me infinite pleasure.

My efforts have been ably seconded by the artistic skill of my fellow-guests, Dr. LENNOX BROWNE of London, and Miss CECILIA G. BLACKWOOD, whose facile pencils have contributed to the work many clever and beautiful illustrations. I am indebted to Mr. T. MACLAREN for the architectural drawings of the Cathedral and the Earl's Palace at Kirkwall; while a few of the pictures are taken from photographs by Miss MUNN, another of our gifted passengers. The whole have been reproduced with great skill by the various engravers, with the assistance, and under the supervision, of Mr. JOHN GULICH, who has also contributed a few original drawings.

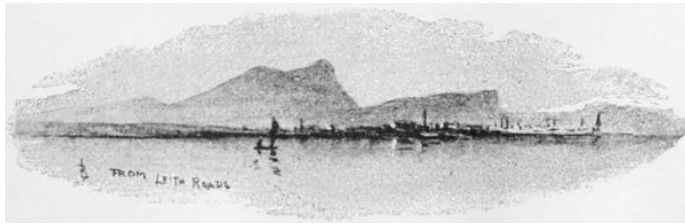
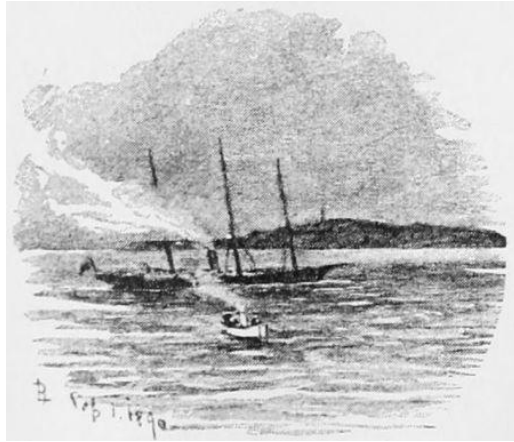
It is perhaps fitting that I should offer an apology to the good folks on board the 'Dunottar Castle,' who may not have been prepared for this realisation of the words of the poet:—

'A chiel's amang ye takin' notes,

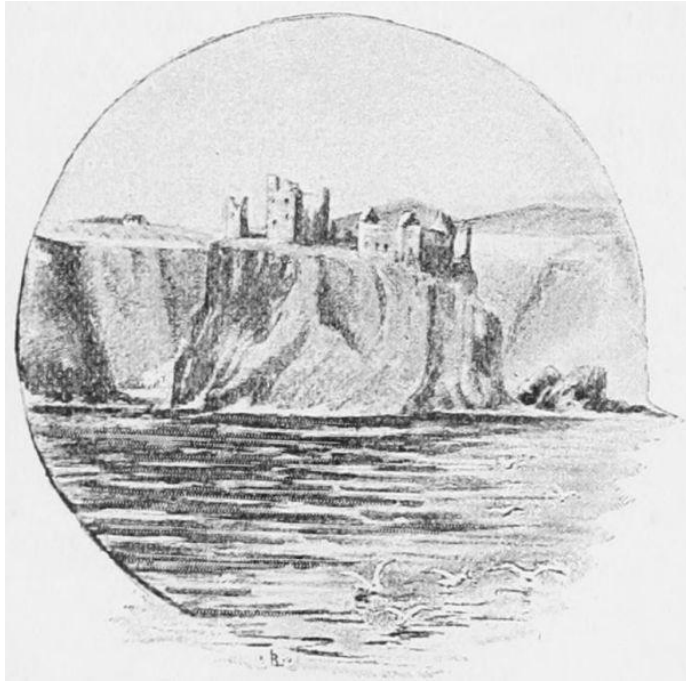
And, faith, he'll prent it.'

W. SCOTT DALGLEISH.

EDINBURGH, October 1890.



FROM LEITH ROADS



Dunottar Castle from the Shore

THE LOG

1890.

August 30. Saturday.—Sailed from Greenock, down the Firth of Clyde, and round Arran. Anchored in Lamlash Bay.

31. Sunday.—Sailed round Mull of Cantire, and through the Sound of Islay. Met the 'Iolanthe.' Anchored off north point of Kerrera.

Sept. 1. Monday.—Lay at anchor all day. Visited Oban.

2. Tuesday.—Sailed up Sound of Mull. Visited Ardnamurchan, Loch Sunart, and Trishnish Islands in 'Iolanthe.' Anchored at Tobermory.

3. Wednesday.—Sailed between Eigg and Rum to Loch Scavaig. Visited Loch Coruisk. Sailed round Skye. Anchored off Portree.

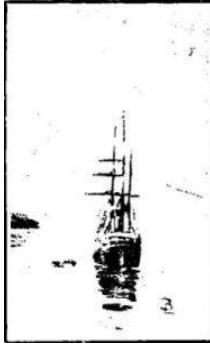
4. Thursday.—Visited Strome Ferry, Loch Alsh, and Loch Duich in 'Iolanthe.' Anchored in Loch Kishorn.

5. Friday.—Sailed up west coast, round Cape Wrath, and along north coast. Anchored in Scrabster Roads, Thurso.

6. Saturday.—Sailed through Pentland Firth, to Kirkwall in the Orkneys. Anchored in Kirkwall Bay. Visited Kirkwall Cathedral, the Maeshowe, and the Stones of Brogar and Stenness. Started at 6 P.M. and sailed southward.

7. Sunday.—Sailed past Aberdeen, Stonehaven, Dunottar Castle, Montrose, the Bass Rock, etc. Anchored at Leith.

8. *Monday*.—Visited the Forth Bridge in the 'Iolanthe.' Ship visited by Corporations of Edinburgh and Leith, and by the public. Guests debarked. Ship sailed for London in the evening.



CRUISE OF THE 'DUNOTTAR CASTLE'

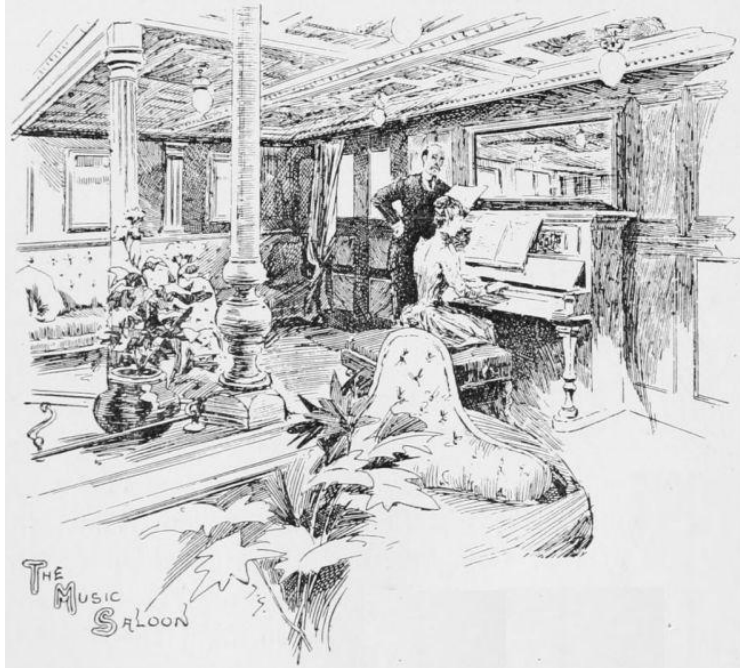
I

CONCERNING THE GOOD SHIP

THE 'Dunottar Castle' is the twenty-first ship built for the 'Castle' Company, and is the largest, and in all respects the most perfect, of all the vessels engaged in the South African Royal Mail Service. This fine vessel was built by the Fairfield Shipbuilding and Engineering Company of Govan, Glasgow, under the direction of Mr. Saxon White, the Manager of that Company, and the supervision of Mr. John List and Mr. George Scott of the 'Castle' Line. The fact that the ship was ordered from the Fairfield Company without competing contracts being invited from other firms, is a proof of the confidence which Sir Donald Currie had in the builders.

This is especially noteworthy when the dimensions and the capacity of the ship are remembered. She exceeds the largest of her sister ships, the 'Roslin Castle' by 1000 tons, the gross tonnage of the 'Dunottar Castle' being nearly 5500 tons, and her net tonnage 3069. Her length is 435 feet; the extreme breadth is 50 feet; and she is 36 feet deep. The hull is constructed entirely of steel, with a continuous double cellular bottom, and with eight vertical bulkheads, which extend to the upper deck, and divide the ship into nine water-tight compartments. The engines are of the triple-expansion type, the cylinders being respectively 38 inches, 61½ inches, and 100 inches in diameter, with a stroke of 5 feet 6 inches. Between 6000 and 7000 horse-power can be developed. Steam is supplied at a pressure of 160 lbs. to the square inch, by four large

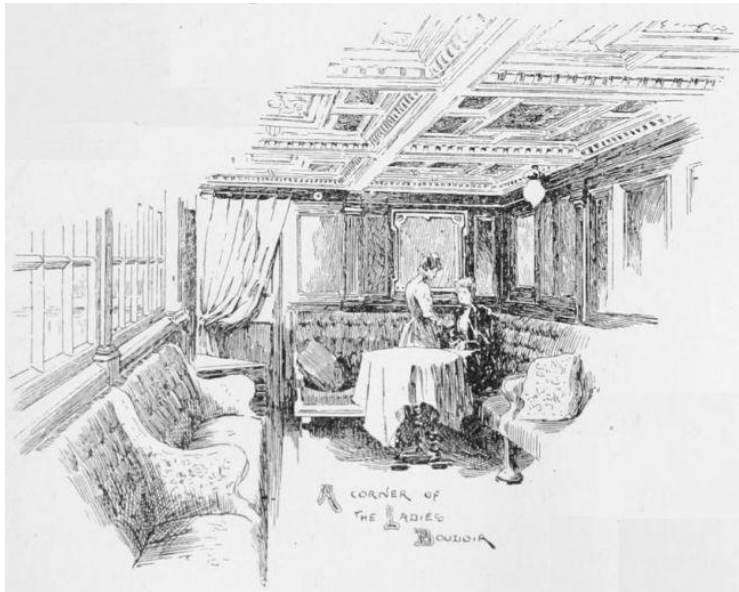
steam boilers and a supplementary boiler, each with six corrugated furnaces.



THE MUSIC SALOON

The steamer has accommodation for 360 passengers—170 first class, 100 second class, and 100 third class; but the last class is capable of being increased by 150 at least. The crew consists of 150 officers and men, commanded by Captain Webster, the senior Captain of the 'Castle' Company. Each of the dining saloons accommodates at one time the whole complement of passengers assigned to it,—a point of no small importance, as the trouble and worry of double meals are thereby avoided. The ship is admirably

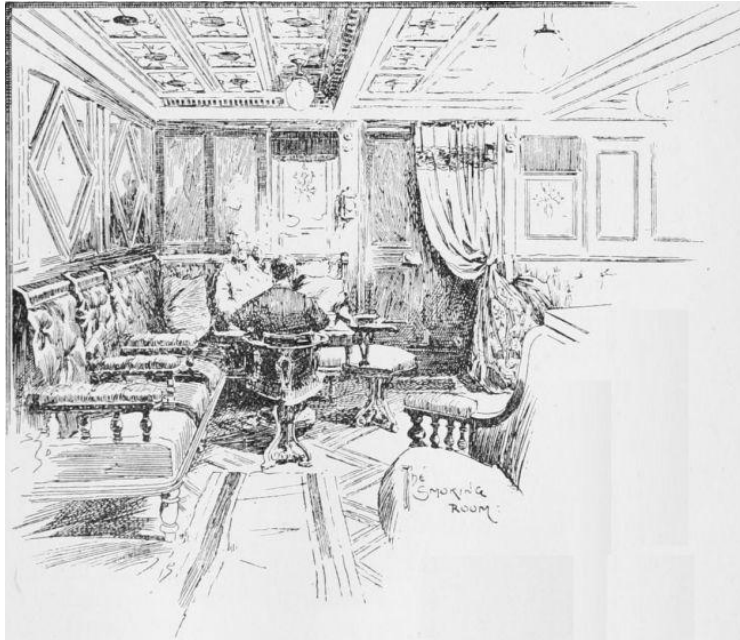
equipped in every particular, and the furnishings are of the most elegant character. The first-class dining saloon is a very handsome apartment, with panelled walls and dado, and is furnished throughout with refined taste. Aft of this saloon, there is a supplementary saloon for children and nurses. Forming a spacious gallery above the dining saloon is the music-room, which is beautifully decorated in white and gold, and exquisitely furnished in old-gold upholstery. Adjoining this, and separated from it by a handsome screen of bevelled glass, is the ladies' boudoir, which is also most luxuriously furnished.



A CORNER OF THE LADIES' BOUDOIR

A notable feature of this part of the ship is the spacious double staircase, leading from the saloon to the main and upper decks. Like the saloon itself, it is handsomely decorated with solid panels,

and every detail is conceived and executed in good taste. Aft the main deck state-rooms, there is a handsome and very comfortable smoking-room, with bar attached, which is much superior to the ordinary smoking-rooms of ocean-going steamers, in respect both of size and of furnishings. Behind the staircase on the upper deck is the reading-room, which contains writing-tables, book-shelves, and lounges.

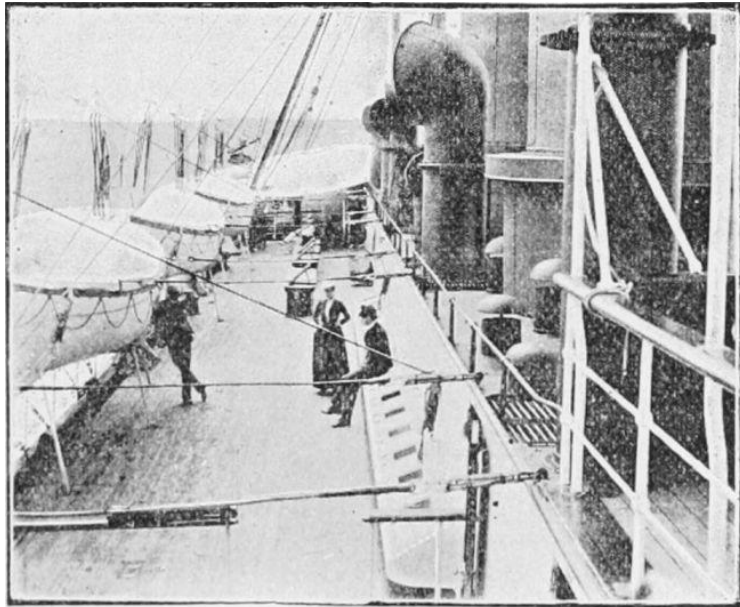


THE SMOKING ROOM

This may be the proper place to mention that the ship's library, of nearly five hundred volumes, is exceedingly attractive and well selected. It contains many standard works in history, travels, and fiction, including some of the most recent publications. It also

contains valuable books of reference, in the shape of atlases and gazetteers, and a representative selection of music, including Scottish, English, and Irish songs and glees. The man or the woman would be very difficult to please who could not find within the ship itself, with its pianos, organ, and library, ample resources for spending pleasantly and profitably three or four weeks at sea.

The promenade deck is exceptionally spacious, and affords ample room for those recreations with which time is wont to be beguiled in tropical seas. The first-class state-rooms are fitted up in a very handsome, luxurious style, with iron spring-beds, sofas, and lavatories, all constructed on the most approved principles.



The Main-Deck.

The Main-Deck.

The intermediate sleeping-berths differ but little, in point of comfort and convenience, from those assigned to first-class passengers; and the dining-saloon, which has its own piano and organ, is infinitely superior to what we were accustomed to in old-fashioned steamers. The third-class accommodation is altogether superior to that provided in the general run of ocean-going steamers.

The sanitary arrangements include some special features, one of which is an improved system of ventilation with compressed air. Marble baths, and all the most approved lavatory appliances, are provided in sumptuous fashion. A novel luxury in the 'Castle' liners is a barber's shop, with a rotatory hair-brushing machine worked by an electric motor. Indeed, scarcely anything is lacking which could be desired by the most fastidious traveller on shore.

One of the greatest charms of the ship is the electric lighting, which is carried out on a perfect scale. Nothing has done so much as the introduction of the electric light to make ocean-travelling comfortable and safe. It is bright and cleanly, and it is always available. It is an immense advantage to be able to turn on a bright light in your state-room at any moment. The evening hours in the saloon, instead of being dreary, are looked forward to with pleasure, and are thoroughly enjoyed. In point of fact, the saloon is quite as brilliant at night as during the day.

The decks also are brightly lighted up at night with electric cluster lights, as well as with single lamps, so that dancing and other recreations can be carried on with the greatest comfort. The ship's band of ten or twelve instruments is also an excellent institution, which does much to relieve the tedium of the voyage.

The rapidity with which the 'Dunottar Castle' was got into working order speaks well for the resources and the organising power of the Clyde shipbuilders. When the ship was launched at Govan, on May 22d, she was a mere hulk—a huge steel case intersected with a few floors and partitions. When the trial trip took place on August 28th, exactly fourteen weeks later, she was completely finished, furnished, and manned, and was ready in every particular to undertake a long voyage. Those who saw her at the Tail of the Bank, off Greenock, at the latter date, had some difficulty in believing that she was the same vessel. Everything was in its place, down to the minutest curtain-ring and the smallest carpet-tack; and every man was at his post, from the Captain to the cabin-boy.

The behaviour of the ship on the trial trip was admirable, and left nothing to be desired. The day was splendid, and everything went well. The ship attained a speed of $17\frac{1}{2}$ knots on the measured mile, off Skelmorlie, and both builders and owners were satisfied with the results, as they had good reason to be.



The Ship on the Stocks—May 22, 1890.

II

IN THE FIRTH OF CLYDE

THE trial cruise will not soon be forgotten by those who were privileged to take part in it. The trip was worthy of the great ship, and worthy of the famous 'Castle' Line. The strangers and foreigners, the Englishmen and the colonists, who were of the party, had an opportunity of seeing all that is grandest in Scottish coast-scenery, such as is enjoyed by few natives; and every Scotsman on board must have felt proud of his country.

The course taken was the converse of that of Agricola, when his galleys sailed round Scotland, and proved for the first time that Britain was an island. While the Romans sailed, or rather rowed in open galleys, from the Firth of Forth to the Firth of Clyde, the 'Dunottar Castle' pleasure-party steamed from the Clyde to the Forth in a veritable floating palace, replete with the comforts of advanced civilisation, and embodying the most recent developments of science in the applications of steam and of electricity. The contrast is almost too great to be appreciated even by the most imaginative modern mind. It is difficult to realise what the feelings of James Watt, or of Henry Bell, would be were they permitted to see to what perfection the results of their inventive genius have been brought by their successors.

Perhaps few of those who entered on the expedition realised the useful purposes which it served. They thought only of the pleasant holiday provided for them; but in truth it answered a more practical and more important end. It was, in fact, a preliminary trial, in which the crew and all the officers, including the stewards, were

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