



THE HEBRIDEAN TIMES

HEBRIDEAN ISLAND CRUISES

ISSUE THIRTY EIGHT • SPRING 2022



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Cover Image: Lock gates on the Caledonian Canal with Ben Nevis in the background



When you have finished reading this newsletter, please recycle.

Welcome to the Spring 2022 edition of The Hebridean Times

Here at Hebridean Island Cruises we are looking forward to the start of the season with great optimism and excitement. We are now confident that the easing of travel restrictions and testing requirements for fully vaccinated travellers will allow us to operate a full programme of cruises in 2022 on all our ships, including the newest addition to our fleet, *Lord of the Highlands*, which will set sail on her maiden voyage in early April.

On board both *Hebridean Princess* and *Lord of the Highlands*, our crew are busily beaver away, preparing the vessels in readiness for welcoming guests on board in the spring. Essential maintenance has been carried out, together with cleaning, servicing and storing. Our crew have also undertaken training and refresher courses in order that their essential certificates are up to date.

'Meet the Team' in this issue introduces you to the new Captain on board *Lord of the Highlands*, Duncan McNiven, and we also welcome back a familiar face to the engine room. The centre-spread looks at the history of the Caledonian Canal which you can explore on every *Lord of the Highlands* cruise.

Guest speaker, Rear Admiral John Lippiett, shares with us some of the highlights of the River Thames to the Normandy Beaches cruise in late July. Why not join us on this fascinating voyage of historical interest and intrigue?

On board our elegant river cruiser, *Royal Crown*, we are eagerly anticipating our array of wonderful itineraries on the majestic waterways of Europe. Attracting a maximum of just 70 guests, cared for by a dedicated crew and exceptional Hebridean team, our river cruises are the ideal way to explore the continent with the convenience of only unpacking once!

I should like to thank guests Nicola Gibbs and Jim Robinson for their kind contributions to this issue, which you can see on pages 14 and 15.

I do hope that you enjoy this issue of The Hebridean Times and that we have the opportunity to welcome you on board one of our fleet of small and intimate ships in 2022.

Louise

Louise Pratt
Editor



Treasures of the Main and Rhine



10

Captain Duncan McNiven, *Lord of the Highlands*

View from the Bridge

John Hogarth, Third Officer



John Hogarth, Third Officer

Since the conclusion of the 2021 cruising season, the ship has been moored alongside at James Watt Dock in Greenock, our customary winter layup location. She may not be sailing during these months, however, the Deck and Engine departments of *Hebridean Princess* have been working hard to prepare the vessel for the fast approaching 2022 cruising season.

Each year the vessel enters dry dock during the month of December. This offers an opportunity to undertake work which proves to be more difficult to achieve once the season is underway. For example, the Deck department has completed enclosed space entries to inspect tanks and void spaces and carry out maintenance. Meanwhile, the Engine department has carried out main engine survey and repair works.

This year we have been joined by four cadets over the refit period. Ideally they would get to experience the ship whilst at sea, however, the varied tasks and challenges which accompany a dry dock and refit period are nonetheless an experience to remember in their future studies. It must be said, it has been useful to have a few extra hands on deck, particularly when it comes to painting two lifeboats!

As I write this, it is a crisp, but clear winter's day and the ship is looking great with a fresh coat of paint on her hull. It is not too long to go until the start of the new season, the Hotel department will return soon while sea trials and MCA visits are just around the corner. While it was great to get cruising again last summer, in some respects it was all over before we knew it, and so the prospect of a full season to come is one to look forward to.

News in Brief

Many of you may have noticed our brand new website, which showcases our small and intimate ships, *Hebridean Princess*, *Lord of the Highlands* and *Royal Crown*.

We have had to significantly redevelop the whole site as the old version was becoming less and less compatible with Google and other search engines, which would ultimately mean not being discovered in internet searches.

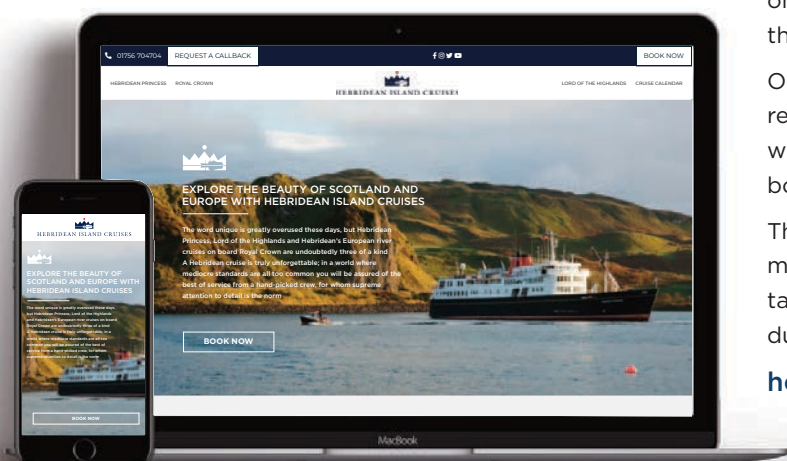
The good news is that the new site is only in it's infancy, meaning that the ever popular *Hebridean Princess* cruise logs will return when the new season starts.

Cabin availability will also feature, but instead of being manually updated as it was on the old site, it will be accurate and up to date as it will be linked live to our booking system. This means that guests will have the opportunity to book on line if they so wish, and even make payments through the website.

Of course, our friendly and professional reservations team will still be on hand for those who prefer to pick up the telephone and make their booking with a real person!

The project is extensive and will take several months to complete, so please do keep returning to take a look. We hope the next stage will go live during the coming weeks.

hebridean.co.uk



Crew News

Caz Palmer has been seconded from her role as Chief Officer on board *Hebridean Princess*, to take up a temporary role, initially for the 2022 season, as Fleet Safety and Compliance Officer.

Caz will be responsible for the on board safety management systems, Covid-19 operating plans, general safety operations, regulatory compliance and company protocols.

She will also act as relief Captain/Chief Officer, if the occasion arises, during the season on any of the ships and will sail on each periodically to review and implement any changes required to make all vessels compliant with relevant regulations.

Managing Director, Ken Charleson said "I am delighted to announce the appointment our first Fleet Safety and Compliance Officer.

The safety of both our guests and crew has always been a top priority for Hebridean and this has never been truer than now with the Covid-19 pandemic.

I am delighted that our ever popular Chief Officer from *Hebridean Princess*, Caz Palmer has agreed to step into this important new role.

Caz will oversee all aspects of safety on board our ships including our Covid Management Plans.

You will still see Caz on board the vessels in her new role and I should like to wish her every success in her new position."



Caz Palmer, Fleet Safety & Compliance Officer

The River Thames to the Normandy Beaches

John Lippiett



Tower Bridge



Cutty Sark, Greenwich



Bruges



Dunkirk



Boulogne-sur-Mer

Joining *Hebridean Princess* in the pool of London is our first exciting experience of the cruise. The setting between *HMS Belfast*, veteran of the Normandy landings, and the Norman Tower of London immediately across the river is magical - a fitting reminder that we will be departing for a wonderful journey linking together ancient and modern history.

Next morning Tower Bridge opens for us and we move downriver, gaining unparalleled views across the city while passing docks that once built our ships and serviced our vital World Trade. The truly magnificent vista of Greenwich comes into sight, initially built by Wren as the Royal Hospital for Seamen, later becoming the Royal Naval College, and now the University of Greenwich. We see the clipper ship *Cutty Sark* in the foreground, and the Royal Observatory perched on the hill behind, home of the Prime Meridian and Greenwich Mean Time. We transit through the impressive silver fins of the Thames barrier, which prevents the low plain of Greater London flooding. Next we pass Tilbury docks, where Henry VIII built fortifications, the principle port of London and the destination for larger cruise ships visiting the city. Reaching the wider river, the Midway estuary stretches to the south of us, site of a devastating attack by the Dutch in 1677. Defending the Thames and London has ever since been seen as primary importance, and we will pass the Second World War forts still standing out of the water on stilts.

Now we have reached the North Sea heading eastwards. It is fitting that our first visit is to Bruges, for its prosperity through the cloth trade was largely dependent on English wool exports. This captivating city will charm us with its mediaeval character, but the Atlantic War Museum will introduce us to the grim realities of the Second World War, illustrating the massive fortifications of the Nazi Atlantic wall, built to defend the German occupation between Norway and the Spanish border. We continue to Dunkirk, scene of the largest evacuation operation in military history, carried out in 1940. Over 330,000 allied troops were rescued, against the odds, though some 20,000 died in the intensive

THE RIVER THAMES TO THE NORMANDY BEACHES

31st July to 9th August 2022 - 9 nights - London to Portland
Prices from £6,820 per person
 based on 2 people sharing an inside double/twin cabin



The Commonwealth War Cemetery, Dieppe



Pegasus Bridge, Caen



Mulberry Harbour



Omaha Beach



Saint Mère-Église

fighting. Onwards to Boulogne-sur-Mer, where a little-known evacuation of the Guards Brigade also took place at that time under intense fire. But our visit to the attractive old town will also show us the historic fortifications of a city occupied by Henry VIII in 1544 for six years. Cruising down the coast to Dieppe, I will be telling you the story of the allied amphibious landing there in 1942. Its purpose was to test defences, and while it was a disaster many lessons were learned by both sides, and it can be seen as the prelude to the major invasion two years later. Nearly 1000 allied troops died at Dieppe, the majority being Canadian, and we will visit the nearby Commonwealth war cemetery, a grim reminder of the battle, and lay a wreath.

Next to Caen, with its wonderful Norman buildings built by William the Conqueror, who is buried in the Abbey there. Twice occupied by English kings, Edward III and Henry IV, the fortifications held out until the intense fighting during the battle of Normandy 1944, when much of the city was destroyed. We will be visiting the Pegasus bridge where six gliders landed the night before the sea assault, and the Memorial Museum shows a replica glider and other interesting displays. Then we have the visit to the coast, where we take in the sheer scale of the allied assault. Gold, Juno and Sword beaches, north of Caen - this is where the British and Canadians concentrated their fighting, and we will see the remains of the extraordinary massive Mulberry harbour with many concrete caissons still in place. The excellent museum looks over the beaches and illustrates the action superbly. Later we visit the Grand Bunker, built by the Nazis as their headquarters. Standing 50 feet above the ground, the range finders had an increased range to control their substantial defensive guns. The massive structures of these gun bastions display to us the awe-inspiring defences that the allies were facing on the 6th June.

Our final visit will be from Cherbourg, from which we will first visit the village of Saint Mère-Église, where US paratroopers landed on the night of 6th June - a scene made particularly memorable by the epic film *The Longest Day*. The Airborne Museum is in the heart of the village and is perhaps the finest of all the displays. Our final viewing will be of Omaha beach, where the Americans had a particularly fraught landing against the massive defences. All these visits help us understand the enormity of the invasion, the largest combined operations ever undertaken in history, giving us a better understanding of what we owe to the brave allied troops who achieved our eventual freedom from Nazi Europe.

As we disembark in Portland, opposite to where *Hebridean Princess* is berthed, we will find two of the Mulberry caissons, abandoned there. Look just beyond them and you will see Henry VIII's castle, built in 1540 to defend England in the coming war, this being the war in which his flagship *Mary Rose* sank in action fighting the French just five years later!



Rear Admiral John Lippiett CB CBE DL

John Lippiett had a 36 year career in the Royal Navy which included command of 3 ships at different seniorities, and culminating in three appointments as an admiral. He was second in command of a frigate engaged throughout the fighting of the Falklands War 40 years ago. His book *War & Peas*, letters from the Falklands War was published for the 25th anniversary of the war. Retiring in 2003, he was Chief Executive of the *Mary Rose* Trust for 13 years, completing the conservation of the ship and building the new award-winning museum. At sea worldwide John much enjoys sharing his stories of maritime history, early cartography, and the *Mary Rose*.

The Caledonian Canal



The Caledonian Canal is Scotland's longest inland waterway. It runs from Fort William in the west to Inverness in the east and follows the course of the Great Glen, a 100km long narrow valley. 60km of it is routed through lochs Dochfour, Ness, Oich and Lochy – leaving 37km of channel which had to be excavated.

The canal was designed as an alternative shipping route to the hazardous Pentland Firth, a strait between the Orkney Islands and Caithness. Pentland Firth was then the main route for ships wanting to get from the east to the west coast of Scotland.

Critics said the canal couldn't be built as it would have to cut a course through the Highlands which is some of the most mountainous and difficult terrain in the UK. Engineers working on the canal faced significant environmental challenges as the Highland ground was hard and the Scottish climate harsh.

Supporters said it could be done and saw the economic value of digging a canal across Scotland. Unemployment was very high at the time and the scheme would create jobs. The country's weak economy had been made worse by the 'Highland clearances' of the previous 40 years. These were evictions from homes and farms across the region following a series of land grabs by aristocratic landowners.

The route was first surveyed by James Watt in 1773 and, in 1803, parliament passed an act that commissioned engineer Thomas Telford to survey and build the canal with the help of William Jessop.

Work started on the 97km canal in 1804. It was the biggest of the building schemes undertaken by the Government to provide work and stem the flood of emigration from the Highlands. The huge scale of the work and the shortage of skilled engineers meant that the seven year schedule and £350,000 budget always looked optimistic. It was. By the time the canal finally opened in 1822, it had taken 17 years and cost £840,000. And instead of the 20 foot depth in Telford's plans, the canal when it initially opened was only 14 feet deep, too shallow for many of the increasingly large ships being built at the time.

The project team was helped by some new technology, however. This included the first steam dredger seen in Scotland, purpose built in 1814. Building the artificial stretches of channel saw around 1,500 workers constructing a total of 29 locks. At the time these were the biggest locks in the world – 55m long, 12.2m wide and 6m deep. More than 300,000 tonnes of earth and stone were dug up to construct the canal's 29 locks – enough to cover a full-size football pitch with a 25m deep pile of rubble.

Unsurprisingly, the canal did not initially prove successful. A second phase of construction was undertaken between



1844 and 1847. What emerged from this was, finally, the canal originally proposed by Telford.

The Caledonian Canal created a new trade route across Scotland. It meant people and goods could be moved quicker and more safely, which helped boost both the local and national economies. The irony was that by the time the canal was finally complete, steam ships could make the passage around Scotland much more easily than the sailing ships in whose era it was designed.

Due to the beautiful scenery the canal itself became more and more popular as a tourist attraction and became known as the 'Royal Route' following its endorsement by Queen Victoria who took a trip along it in 1873. The publicity surrounding the trip resulted in a large increase in people visiting the region and wanting to travel on the canal. The arrival of the railways at Fort William, Fort Augustus and Inverness also brought more tourists to the canal, as trains were scheduled to connect with steamboat services.

The Caledonian Canal is now a Scheduled Ancient Monument and is used for commerce and leisure, attracting over half a million visitors each year from all over the world.

All cruises on board *Lord of the Highlands* include a passage along the Caledonian Canal.

“ The doubters, the grumblers, the prophets and the sneerers were all put to silence.

INVERNESS COURIER
Local Newspaper On The Opening Of The Canal In 1822.

LORD OF THE HIGHLANDS CALEDONIAN CANAL CRUISES

Highland Waterways Discovery

Inverness to Kyle of Lochalsh - 7 nights

2022 Departure dates from Inverness:

18th April	13th June	8th August
2nd May	27th June	22nd August
16th May	11th July	5th September
30th May	25th July	19th September

Caledonian Canal Explorer

Kyle of Lochalsh to Inverness - 7 nights

2022 Departure dates from Kyle of Lochalsh:

25th April	20th June	29th August
9th May	18th July	12th September
23rd May	1st August	26th September
6th June	15th August	

PRICES PER PERSON

Category 1	Twin Deluxe Cabin	£3,850
Category 2	Twin Balcony Cabin	£4,550
Category 3	King Size Suite	£5,250
Category 1B	Single Deluxe Cabin	£6,160

Meet the Team

Captain Duncan McNiven, *Lord of the Highlands*



As of January 2022, I have been going to sea for 43 years, having joined the Merchant Navy in January 1979.

As I sailed from Rotterdam for Canada on a worldwide tramping bulk carrier signed on as a deck boy, I never gave a thought that I would still be sailing all these years later!

Coming from the Isle of Skye, it came as no surprise to my parents that all I ever wanted to do was go to sea. There has long been a seafaring tradition in both my father's and mother's families, especially with my mother coming from the Isle of Lewis, so it was inevitable that I (like thousands of Islanders before me) would join the Merchant Navy.

My career has taken me all around the world and I have sailed on many different types of vessels, including deep sea bulk carriers as a youngster, then various types of offshore vessels such as anchor handling and supply ships in later years.

I have sailed as master and ship's pilot since gaining my masters ticket nearly thirty years ago.

I joined the Hebridean family as designate master in 2019 and that's when I realised 'I'm Home!'. For me, there is no greater feeling after a long career, to have the privilege to command such beautiful ships with terrific crews, in my own part of the world.

Now that we have *Lord of the Highlands* home from Spain, I am really looking forward to the coming season and welcoming our passengers on board to cruise throughout the Highlands, where we will be a very prominent feature.

“ The crew of *Lord of the Highlands* and I look forward to meeting and welcoming you on board in all the seasons to come!

Welcome Back!

Gordon Reid, Chief Engineer, *Lord of the Highlands*

Hebridean Princess guests will be delighted to recognise a familiar face when cruising on board *Lord of the Highlands*.

Gordon Reid first joined *Hebridean Princess* in 2012 and was promoted to Chief Engineer after two years on board. He retired before the start of the 2020 season, however, he since decided that he was too young to hang up his overalls and was tempted by a new challenge on board a new vessel!

Gordon's engineering career started in 1977 with a four year apprenticeship as a toolmaker with IBM in Greenock. Later he progressed through various engineering positions from manufacturing, production to procurement.

In the late eighties however, another interest started to develop as Gordon joined the team of volunteers helping to keep in preservation and operation, the Glasgow based Paddle Steamer *Waverley*. Gradually his involvement increased until, in 1999, he left IBM and joined *Waverley* Excursions as Project Manager on the vessel's £7m Heritage Rebuild, completed in two phases from 2000 to 2003. During this time he accumulated periods of sea time on *Waverley*, her consort *Balmoral*, *RMS St Helena* and in 2004 spent a few months on board Hebridean's former *Hebridean Spirit*. All of this allowed him to progress fully into a sea going career.

Gordon's first introduction to *Hebridean Princess* was back in 2000 when he visited the vessel in Oban to check out her magnificent interior outfit as part of an assessment of George Prior Engineering, who had originally converted her and continued to look after her in refit, and who were short listed for the rebuild of *Waverley*. The contract was subsequently awarded to George Prior and both vessels were 'stable mates' over forthcoming winter refits.

Gordon stayed with *Waverley* as Chief Engineer until the end of 2010 season when he left to take some time out and catch up with house renovations and other projects before joining *Hebridean Princess* in 2012. He is very much looking forward to exploring the magnificent feat of engineering that is the Caledonian Canal, and to being reacquainted with our loyal guests.

Ken Charleson, Managing Director, said "We are delighted to welcome Gordon back to the Hebridean family. He will undoubtedly bring experience and expertise to the engine room of *Lord of the Highlands*."



DISCOVER SCOTTISH GARDENS

Escape and
unwind while you
discover amazing
Scottish gardens,
all year round

Visit our website to find a garden near you
discoverscottishgardens.org

Follow us:

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 @scottishgdns

Discover Scottish Gardens works with more than 400 gardens, estates and nurseries across the country, some of them historic landmarks, others family-run ventures, but all of them an important part of Scotland's cultural and natural heritage.

The aim of Discover Scottish Gardens is to raise awareness of the outstanding gardens that exist in Scotland, many of them curators of important plant collections and often at the forefront of combating climate change. Scotland is home to an exceptional collection of world-class gardens and they are increasingly being recognised for the part they play in attracting tourists and supporting local economies in rural and remote areas.

With gardens offering safe and welcoming spaces, visitors are invited to escape and unwind while you discover amazing Scottish gardens all year round, regardless of the weather. Looking for inspiration?

Visit **discoverscottishgardens.org/days-out** to plan your next visit or getaway to Scotland's gardens. Visitors can plan days out in advance, discovering what's open, where disabled access or cafe facilities are available and if dogs are welcome.

The Scottish Snowdrop Festival will run until 11 March where dozens of gardens, woodlands and estates will be inviting visitors to enjoy sheets of white flowers and collections of special varieties of mid-winter's loveliest bloom. With Festivals on all year round, explore and enjoy the variety of Scotland's gardens at **discoverscottishgardens.org/festivals**.



Mespelbrunn Castle, Bavaria

Treasures of the Main and Rhine

Offering sweeping views, an array of cultures and flavours, plus a rich history that dates back to the Holy Roman Empire, the River Rhine was once considered the boundary of the civilised world. Surrounded by vibrantly coloured tulips, the waterways of the Netherlands feed into the Rhine, displaying incomparable springtime scenery, encompassing every colour of the rainbow.

Meandering through fabled scenery including hillside castles, craggy cliffs, terraced vineyards and mediaeval towns, the Rhine weaves together a tapestry of history and culture. A huge range of UNESCO World Heritage Sites can be found along the Rhine Valley, including the Rhine Gorge, the Cologne Cathedral and the Town of Bamberg.

Along the magnificent Rhine Gorge, between Rudesheim and Koblenz, more castles reach toward the sky than anywhere else on the planet – a towering castle appearing an average of every two-and-a-half kilometres. This fairytale fantasy, also known as the Upper Middle Rhine has earned the moniker, 'The Romantic Rhine'.

The lands along the Main River are the epitome of German history and culture-mediaeval villages, quaint cottages, and ancient castles line the slopes of this peaceful, wandering river. Winding across Central Germany, the Main River is formed by the joining of the Red Main and the White Main, meeting the Rhine River at the town of Mainz.

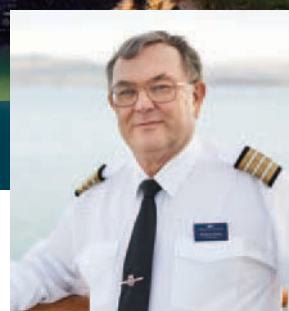
Although the heyday of the Main River region wouldn't come until much later, Celtic architecture dating back to 1000 B.C. can be found along its shores. By the time of the

Roman Empire, settlements along the Main were flourishing. Mainz was established as early as 13 B.C. with other cities popping up along the river's shores in the 1st century A.D. As time wore on, the Main River would rise in status as a critical trade route for the expanding Empire. Charlemagne even left his mark here, investing in canal construction and erecting the mammoth Würzburg Cathedral in the eighth century.

During World War II, the cities along the Main were especially hard hit. On March 16, 1945, about 90 per cent of the city of Würzburg was destroyed by some 225 Lancaster bombers in 17 minutes by a British air raid. Frankfurt's expansive mediaeval city centre was completely ruined and Mainz lost 80 per cent of its buildings.

Bamberg is one of the few cities in Germany that was not destroyed by World War II bombings because of a nearby artillery factory that prevented planes from getting near it.

Join former BBC correspondent and news reader Michael Buerk to explore the romance of the Rhine and the majesty of the Main, all from the comfort of our 1930's style, small river cruiser *Royal Crown*, where everything is included and you will receive superb care from a crew who genuinely care.



ACCOMPANIED BY
HEBRIDEAN HOST
BOBBIE MILNE

TREASURES OF THE MAIN AND RHINE

Amsterdam to Nuremberg

Monday 9th to Tuesday 17th May 2022

8 nights including 2 Gala Dinners

Prices start from £4,070 per person

based on 2 people sharing a twin deluxe cabin

My post-cruise questionnaire 'thank you'

by Nicola Gibbs, *Hebridean Princess* regular guest

Two years it's been to wait for this
A trip of utter stunning bliss!
I've missed the ship, I've missed the crew
I've missed the guests, the things we do.

To be back upon The Princess dear
Has been the highlight of my year.
So thanks are due to all of you
The teams that made my dreams come true.

From that very first welcome warm
(Even tests and masks - yes, we'll conform)
Each single person went beyond the call
To create a trip so special for all.

Familiar faces still aboard - and some new -
Deservéd promotions amongst the crew.
Blessed we were with Pursers three
Their stories brought smiles right after our tea.

A shorthanded week it may have been
But never a wrinkle by guests was seen.
Even when tenders weren't running so well
All safely ferried out over the swell.

Princess shone with love and care
Gleaming new varnish everywhere,
The calf-grazing strips now off the stair,
New coffee tables by each deck chair.

Cabins cared for so beautifully too
With gracing touches old and new -
The bathmats elegant in bags so neat
The carpets clean beneath bare feet.

Captain took us to places long missed
We almost covered all the list!
To Ulva, Mull and past Tiree
Walking in sunshine at Inverie.

Hebridean beauty in every way
With well-planned trips out every day.
Dolphins arched and eagles soared -
Both cruising and shore-time I must applaud.

Our Footloose Guides were ever skilled
So all our days with walks well-filled
With views of lochs and cliffs, field and moor
No wonder now my legs are sore!

Superb the food was once again
Even the sandwiches in the rain!
The salmon buffet deserves special shout -
Some saved for walkers who can miss out!

Delighted breakfasts now as of old
A delicious spread on new tartan fold.
When I'd slept late even service 'express'
To calm me down and ease my stress.

Your hotel team have memories clear
Every choice for wine, tea, toast, and beer...
From day one they just seemed to know
For perfect service the extra mile to go.

A note of praise I usually send
When each cruise is at an end.
This year I hope these verses few
Convey my thanks, SO deservedly due.

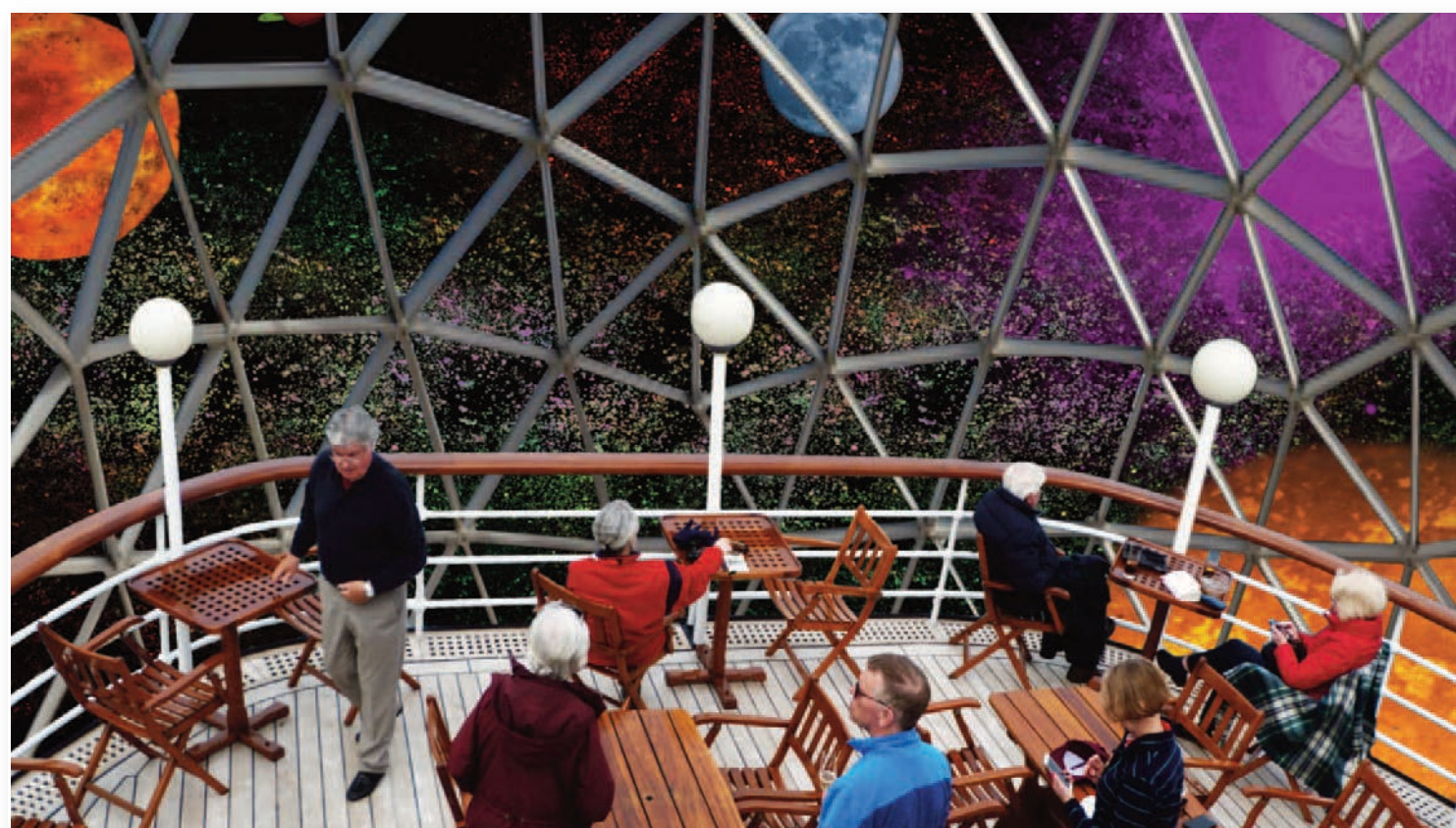
Each and every touch was there
To ease away two years of care.
Your team could not have done any more -
That's why our Princess we all adore.



Out of this World!

Captain Kirk, *Hebridean 'Starship Enterprise'*

Many thanks to guest Jim Robinson for sharing these wonderful images he created of our very own Captain Kirk on the bridge of the Hebridean 'Starship Enterprise'. Mr and Mrs Robinson comment that this goes to prove that *Hebridean Princess* really is out of this world!



CALEDONIAN CANAL ANAGRAM COMPETITION



The anagrams below are all related to the Caledonian Canal and places along its route.

1. ACUTENESS PAINTERS

This amazing feat of engineering raises the canal by 19m (62ft) over a quarter of a mile of continuous masonry.

2. EGG RENTAL

This geological fault runs for 62 miles from Inverness to Fort William.

3. COSH LENS

This most voluminous lake in the UK is home to a legendary monster.

4. LAVA UNENGAGE

A picturesque section of the canal between Loch Oich and Loch Lochy, lined with Scots Pines.

5. ARCH COP

Village where the canal reaches Loch Linnhe and the sea.

6. FATHOMS RETOLD

Civil engineer born in Dumfriesshire in 1757, commissioned to create the canal in 1803.

7. CHIN HELL NO

This 30 mile long sea loch has a ferry crossing at its narrowest point, Corran.

8. AFT GURUS OUST

Originally named after St Cummein, this village was renamed following the building of a fort after the defeat of the 1715 Jacobite uprising.

9. AIRFLOW MILT

Lying at the foot of Ben Nevis, this was the first town in Britain to light its streets entirely by hydroelectricity.

10. DOGFISH ENTHRAL HOLD

Hebridean's newest ship on which to enjoy a Caledonian Canal cruise.

Two lucky winners will be randomly chosen from the correct entries and will receive a £250 voucher to be redeemed against a 2022 *Lord of the Highlands* cruise.

To enter, email the answers, together with your name and address, to louise.pratt@hebridean.co.uk by Thursday 31st March 2022.

COMPETITION QUESTION in ISSUE 37

Our thanks to all who entered the crossword in the last issue and congratulations to everyone who submitted the correct lighthouse spelt out in the highlighted squares:

MULL OF KINTYRE

The lucky winner was Anne Twomey of Surrey who has received a luxury House of Bruar Hamper.

*Please note email addresses may be used for marketing purposes.
If you would prefer not to receive email communications from Hebridean Island Cruises, please state this in your entry.*



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