

SELANGOR SCOTSMAN

Newsletter of the Selangor St. Andrew's Society
May 2016



www.ssas-online.com

Committee

Chieftain

Ali King
chieftain@ssas.com.my

Vice-Chieftain

Paul Henderson
vicechieftain@ssas.com.my

Hon. Secretary

Donna Miller
secretary@ssas.com.my

Hon. Treasurer

Hector Ingram
treasurer@ssas.com.my

Committee Members

Alistair Millar
Bernie Williams
Grant Ferguson
Jamie Graham
Kelly Brown
Kenny Ross
Kerry Sharp
Lisa Alkalil

Resident Past-Chieftains

Alan Bernard (2014-2015)
Chuck Jeffery (2013)
Ali King (2012)
Johan Murison (2011)
Richard Thompson (2010)
Paul Henderson (2009)
Alistair Paterson (2008)
Hector Ingram (2007)
John Thomson (2006)
Roger McGowan (2005)
Patrick Russell (1997 & 2004)
Tristan Russell (1989)
Stewart Forbes (1987)

Newsletter Editor

newsletter@ssas.com.my

Membership Secretary

membership@ssas.com.my

Charities

Lisa Alkalil

Dance Convenor

Bernie Williams

Alice Smith School Governor

Grant Ferguson

Web-Master

John Thomson

CHIEFTAIN'S CHATTER



One of the main highlight of our social calendar is over and what a weekend it turned out to be! Today, I'm starting to feel human again, after several days of hard work and lack of sleep, may I add!

Indeed everyone on the Organising Committee put in a lot of hours and hard work to pull the whole weekend together. The organising committee and every helper on the day deserve a huge thanks. Without them the Highland

Games and the May Concert would not happen, so a big thank you to each and every one of you.

Saturday night's May Concert, went down a treat, it seems we drank the bar dry. Something that has never happened before, but Hey! there's a first time for everything. Let's hope that it is the last that of that particular "first".

The Red Hot Chilli Pipers and their new singer were met with an enthusiastic welcome. The dance floor was full all night long, the food was fantastic and the drinks were flowing as usual. What more do we need for a superb Scottish night of entertainment? After wrapping up around 1.00am it was time to catch some sleep before Sunday's big event.

The 2016 Kuala Lumpur High Games were opened by the Deputy High Commissioner, Mr Paul Rennie O.B.E. after the key participants had been delivered to the opening ceremony by the Head Hunters on their wonderful Harley Davidson bikes. That was my first treat of the day, but don't be fooled by all the tattoos of those guys, they are all a bunch of gentlemen.

Kuala Lumpur Pipes and Drums played the opening ceremony for us, they were wonderful. I had goose bumps listening to them, I hope all of you watching enjoyed hearing them play as much as we did.

The pipping and drumming competitions have been growing as the years go by and we were especially pleased to see several oversea bands participating, such as the Hong Kong Civil Aid Services Pipe Band

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Lot 6, Jalan Ragum 15/17, Seksyen 15
4000 Shah Alam, Selangor Darul Eshan
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The games themselves were going on all afternoon, even the intense heat and shower of rain didn't dampen the fun. The Tug of war drew large crowds to cheer on their teams.

The heavies came all the way from Scotland and Australia, Well done guys! What a fantastic display of strength and stamina was shown by you all. To be honest, it was fascinating to watch, especially in the heat from the afternoon sun.

The kids village with Alice Smith School's 70th Birthday celebrations together were a wonderful day out for our younger attendees. With the 'Toss the Wellie' - what fun to watch; and then the 'Sack Race', again a lot of fun to watch the kid's faces.

The Tug o' War teams gave their all and our congratulations go to the Ladies KL Cougars team who retained their title from last year. The results were:

Ladies' Winners: KL Cougars
Ladies' Runners-up: Bandar Putri
Men's Winners: PWC
Men's Runners-up: Jarrod & Rawlings

We closed the games around 4.00pm with the magnificent massed pipe bands playing. Again a wonderful display enjoyed by all, a few last drinks in the bar and off home for a much needed early night.

Our next big event will be the St. Andrew's Day Ball at the Hilton Doubletree Hotel on Saturday 26th November 2016.

So put that date for your diary and I look forward to seeing you all there.

Yours Aye
Ali King, Chieftain

The Society was especially pleased to welcome overseas participants such as the Civil Aid Services Pipe Band from Hong Kong.



Some members of the Hong Kong Civil Aid Services Pipe Band together with Past-Chieftain, John Thomson

The 2016-2017 Committee

Chieftain



Ali King

Vice-Chieftain



Paul Henderson

Hon. Secretary



Donna Miller

Hon. Treasurer



Hector Ingram

Immediate Past-Chieftain



Alan Bernard



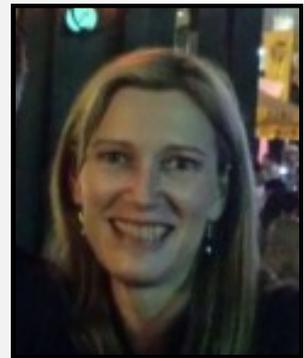
Bernie Williams



Kelly Brown



Kerry Sharp



Lisa Alkalil



Alistair Millar



Jamie Graham



Grant Ferguson

THE RED HOT CHILLI PIPERS IN CONCERT



The Heavies at the KL Highland Games 2016



The Ladies Tug O' War at the Highland Games



Pipes and Drums at the Games



Piping and Drumming Competition Results

Mini Pipe Band Competition

- 1st Place** - Sri Dasmesh Pipe Band
2nd Place - St John's Alumni Pipe Band
3rd Place - Hong Kong Civil Aid Service Pipe Band
Honourable Mention - Malaysia Pipe Band Club "B"

Bagpipes Solo Competition

Novice Piper:

- 1st Place** - Tarminder Singh, Sri Dasmesh Pipe Band
2nd Place - Rifleman Nimes Kumar Gurung, 1st Batt. Royal Gurkha Rifles Pipes & Drums
3rd Place - Lance Cpl Ojasbi Narayan Rai, 1st Batt. Royal Gurkha Rifles Pipes & Drums

D Grade Piper:

- 1st Place** - Ho Yan Wong, Hong Kong Civil Aid Services Pipe Band
2nd Place - Tirath Singh, Sri Dasmesh Pipe Band
3rd Place - Bhupinderjit Singh, Sri Dasmesh Pipe Band

Drumming Solo Competition

Novice Snare Drum:

- 1st Place** - Suraj Veer Singh, Sri Dasmesh Pipe Band
2nd Place - Lance Cpl. Milan Thapa, 1st Batt. Royal Gurkha Rifles Pipes & Drums
3rd Place - Rahul Preet Singh, Sri Dasmesh Pipe Band

D Grade Snare Drum:

- 1st Place** - Au kok Yong, (Affiliation unknown).
2nd Place - Tony Ma, Hong Kong Civil Aid Services Pipe Band
3rd Place - Tripert Singh, Sri Dasmesh Pipe Band

Novice Tenor Drum:

- 1st Place** - Adlan Tarmizi, ACS Alumni Pipes & Drums
2nd Place - No Entry
3rd Place - No Entry

D Grade Tenor Drum:

- 1st Place** - Jasroop Singh, Sri Dasmesh Pipe Band
2nd Place - Manmeet Singh, Sri Dasmesh Pipe Band
3rd Place - Jasbir Kuar, Sunway Sikh Pipe Band

Novice Bass Drum: No entries

D Grade Bass Drum:

- 1st Place** - Irwan Effendi, Kuala Lumpur Pipes & Drums
2nd Place - Ishvinder Singh, Sunway Sikh Pipe Band
3rd Place - Tashdev Singh, Sunway Sikh Pipe Band

Junior Rugby at the KL Highland Games



More Junior Rugby Photos.....



The Kid's Village at the Highland Games



The Cutty Sark



Painting of the Cutty Sark under full Sail

With the Annual Concert and the KL Highland Games over for another year, the committee will take a breather over the summer months and then will embark upon the work to stage the annual St. Andrew's Ball which will be on 26th November 2016 at the Hilton Doubletree Hotel.

Planning is also underway for the Burns' Supper which will also be held at the Hilton Doubletree on 21st January 2017. The committee is always on the lookout for volunteers to speak at that event, but one of the challenges when speaking about Robert Burns is to come up with a new approach as so much has been written about him and spoken about him over the years. Also it is rather difficult to find a connection between Robert Burns and the Far East, but one such connection relates to the Cutty Sark!

"The Cutty Sark was a "China Tea Clipper" built especially for the tea trade between China and London. It was one of the fastest sailing ships of its day and was built to a revolutionary design which incorporated many of the mid-ship attributes of the Firth of Forth fishing boats. This design created a new hull shape which was much stronger than other designs. In consequence the ship could carry more sail and could be driven harder than other ships of the period.

The designer was Hercules Linton, a partner in the Scott & Linton ship-building company from Dumbarton and the ship was built at the Scott & Linton yard on the Clyde. It was launched on 22nd November 1869. The Cutty Sark was built for John "Jock" Willis, a fleet owner operating out of the port of London. Being a canny Scot, he drove such a hard bargain that the firm of Scott & Linton went bankrupt. The final fitting out of the ship had to be completed by William Denny & Brothers.

In the early years, the Cutty Sark produced some of the fastest runs from Far East to London, but its dominance of the China tea trade was short-lived as the Suez Canal was opened in the same year that the Cutty Sark was launched. This allowed steamers to reach the Far East via the Mediterranean, a route which was shorter and much faster, but not accessible to sailing ships.

Within a few years it was no longer profitable to use sailing ships on the China run. The ship was then deployed on the Australian wool trade and repeatedly made the fastest passage from Australia to London. By 1895, the ship was no longer making a profit and was sold to a Portuguese company being renamed as the "Ferreira". She was eventually sold again in 1920 to another Portuguese company and was again renamed as the "Maria do Amparo".



Cutty Sark at the Dry-Dock in Greenwich

By 1922 the ship was dilapidated and in a poor state of repair when she was spotted by Captain Wilfred Dowman, a Cornishman, who re-fitted the ship and restored her original name. Following the death of Captain Dowman in 1938, his widow presented the newly restored clipper to the Thames Nautical Training College. After years of service as a training ship, the Cutty Sark was acquired by the Cutty Sark Society, founded by HRH The Duke of Edinburgh and was eventually moved to a specially constructed dry dock at Greenwich in 1954 where it remains to this day.

But what of the name “Cutty Sark”. It is rather a strange name to give to a sailing ship as the word “cutty” means short and “sark” means a shirt or chemise. For those familiar with Robert Burns’ poetry the answer lies in the poem Tam O’ Shanter. In this long rambling tale of witches and warlocks, the central character of the poem, Tam, happened upon a witch’s coven in full satanic rites while he was riding home from a drunken binge in a local pub. As Tam observed the witches dancing he noticed that one of them was young and very beautiful. She is described in the following passages:

*“But Tam kend what was what fu’ brawlie:
There was ae winsome wench and waulie,
That night enlisted in the core,
Lang after ken’d on Carrick shore;*

*(For mony a beast to dead she shot,
And perish’d mony a bonie boat,
And shook baith meikle corn and bear,
And kept the country-side in fear.)
Her cutty-sark, o’ Paisley harn
That while a lassie she had worn,
In longitude tho’ sorely scanty,
It was her best, and she was vauntie,-
Ah! little ken’d thy reverend grannie,
That sark she coft for he wee Nannie,
Wi’ twa pund Scots, (’twas a’ her riches),
Wad ever grac’d a dance of witches!”*

Of course, Tam didn’t know her name was Nannie and when he eventually threw caution to the wind and shouted out encouragement to the witch, he gave her the nick-name “Cutty-sark”. Again this is described in the ensuing passages:

*To sing how Nannie lap and flang,
(A souple jade she was, and strang),
And how Tam stood, like ane bewitch’d,
And thought his very een enrich’d;
Even Satan glowr’d, and fidg’d fu’ fain,
And hotch’d and blew wi’ might and main;
Till first ae caper, syne anither,
Tam tint his reason ’ thegither,
And roars out, “Weel done, Cutty-sark!”*

Tam eventually had to flee for his life pursued by the witches and Nannie being younger and faster



The Figure-head on the bow of the Cutty Sark which depicts the witch from Tam O' Shanter

than the other witches caught up with Tam and made a grab at his horse, a grey mare named Maggie, pulling off the horse's tail in the process:

*For Nannie, far before the rest,
Hard upon noble Maggie prest,
And flew at Tam wi' furious ettle;
But little wist she Maggie's mettle -
Ae spring brought off her master hale,
But left behind her ain gray tail;
The carlin claut her by the rump,
And left poor Maggie scarce a stump.*

So what has all this to do with the China Tea Clipper, the Cutty Sark? Well! The ship is named after the witch from Tam O' Shanter and in fact the figure-head on the bow of the ship depicts the witch Nannie (nick-named Cutty-sark) clutching a horse's tail in her hand.

As an interesting footnote, the Portuguese crews who sailed on the ship under the names "Ferreira" and "Maria do Amparo" always referred to her as "Camisola Pequena" which means in Portuguese "little shirt" or cutty-sark.

The Cutty Sark was almost destroyed in 2007. A disastrous fire occurred while the ship was undergoing a £25,000,000 restoration.

The fire engulfed the ship and was apparently caused by an industrial vacuum cleaner which had been left running for two days and had eventually over-heated and set the ship ablaze.

Somewhat fortuitously, the masts, saloon, deck-house and other woodwork had been removed during the restoration work and consequently these were not damaged in the fire. But the hull sustained severe damage and it was not until several years later that the ship was once again restored to her former glory.

An extensive investigation by the London Fire Service and the Metropolitan Police could find no evidence of arson. The source of the fire was pinpointed to a single location close the industrial vacuum cleaner. In most cases of arson there are generally several seats of fire.

The conclusion was that the fire was an unfortunate accident. It apparently cost a further £46,000,000 to complete the restoration with many donations from the public and support from public funds.

John M. Thomson