

Au revoir DURBAN CASTLE The Durban Castle, 17,382 tons, was King Line on 29th January, 1962. She

withdrawn from service in April; she has since been sold to the Siema has been sold to Eisen und Metall. Hamburg-the first large British passenger vessel to be sold to Germany for for breaking up. demolition in post-war years.

Ruilt in 1938 for the Intermediate service, the Durban Castle played her part during the war years and many will remember her proud record of service. As a troop transport she was at the Sicily, Salerno and Anzio landings and carried troops for the "D-Day" invasion of the French Riviera

At the end of hostilities she resumed her peacetime role of a passenger liner. engaged initially in the Mail service and later in the Round Africa service carrying thousands of passengers safely to their destinations.

The cargo vessel Clan Chattan, 7,830 tons, built in 1944 by The Greenock Dockyard Company Ltd., and similar to many vessels of this class built prior to and during the war was transferred to Revised Intermediate Service

The withdrawal of the Durban Castle will be followed by that of the Warwick Castle in June, 1962. This decision has been influenced by the serious effect which recent increases in crew costs have had on operating expenses.

From June onwards, the Braemar Castle, Kenya Castle and Rhodesia Castle will be operated in a passenger and cargo service between London and Durban via East Africa and Portuguese East Africa, apart from possibly one or two Round Africa voyages in the period December/February each year, During the rest of the year passengers will still be able to travel round Africa by transferring at Durban to or from vessels operating in the South African Mail Service

## will be handed over in April-May, 1962.



The new South American Saint Liner St. Rosatio discharging at Montevideo. Three of these modern "Saint" Liners are now being managed by the British & Commonwealth Group, adding another and very interesting run to the Group's activities. The South American Service includes calls at North Continental ports, Lisbon, Las Palmas, Rio de Janeiro, Montevideo and Buenos Aires

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[The photograph was taken by Clan Line Purser-Chief Steward P. Mechen

