

### AMVER awards

We have a report about AMVER (US Coastguard Automated Mutual Assistance Vessel Rescue Programme). Capt. C. Mitchell writes: "The following vessels are to be congratulated upon receiving Excellent Awards from the US Coastguard: *Gladys Bowater*, *Elizabeth Bowater* (second consecutive award), *Hector Heron*, *King James* and *King Alfred* (second consecutive award). These awards take the form of a pennant and a certificate."

### Go south, baby

On a recent visit to Southampton we were shown a mellow copy of the Union-Castle *Instructions to surgeons* dated 1922. Surprising how far removed those days now sound though the instructions are only 50 years old.

For instance, the instructions remind us that third class passengers were charged 2s. 6d. (12½p) for each surgeon's visit, but only on the homeward run. Outward, the third class passenger was treated free of charge, like crew members.

A third class Union-Castle voyage seemed a good time to have a baby, too. For whereas first class passengers were charged £5 5s. for a confinement, and second class passengers £3 3s., third class babies arrived for only £2 2s. And that applied only on the homeward run, of course.

### Winchester festival

The close shipping links between the ports of Southampton and Portsmouth were once more fostered at the annual Shipping Festival at Winchester Cathedral in June, organised by the Southampton Master Mariners Club.

The band of the Royal Marines (Naval Home Command) played before the service, which commenced with a single toll of the bell from HMS *Iron Duke* and was conducted by the recently retired Bishop of Southampton, Rt. Rev. K. E. N. Lamplugh. Leading the procession into the Cathedral were the captain of the club, Capt. R. A. Stephenson, the Flag Officer Spithead Rear-Admiral P. G. La Niece, the marshal of the parade Capt. H. Charnley (master of *Pendennis Castle*), The Deputy Mayor of Southampton, The Mayor of Winchester and the Lord Lieutenant of Hampshire, Lord Malmesbury. They were followed by the colour party bearing the flags of all shipping companies using the port of Southampton.

In his address the Bishop paid tribute to Canon J. W. Clift of the Southampton Missions to Seamen, who is retiring in August, and referred to his loyal and devoted service in the port for the last 23 years.

### Plymouth prizes

At the prize distribution of the Plymouth School of Maritime Studies, the following engineer cadets were prizewinners:—

First year

Best production techniques—OND, S. Martin.

Institute of Marine Engineers prize, S. T. Reid.



■ Congratulations to the former Mrs. A. Leonard and Capt. A. M. Kennedy who were married at Oakland Register Office, Haywards Heath, Sussex on June 10. Picture: Manor Studios.

### Second year

Best academic progress—METC, C. R. Gorman.

Personnel management prize, J. M. Flynn. Institute of Marine Engineers prize, G. F. Viner.

J. M. Flynn, engineer cadet, was awarded the Chichester prize for being one of the best senior cadets of the year. He also received an award from the college social fund for his services to the college.

### Engagement

Congratulations to R. V. Nelson, fourth engineer, on his engagement to Miss Linda Celia Bultress of 7 June Avenue, Oulton Broad, Suffolk.

■ Below: close to sinking, the dugout canoe gets a line from Clan Macindoe and its five crewmen begin the scramble to safety. Their craft was already breaking up when found, and had to be abandoned. Picture: Capt. P. J. Rose.



### Clan Macindoe saves five from dugout canoe

An unusual rescue was carried out recently off the Kenya coast by *Clan Macindoe* (Capt. P. J. Rose). Five Tanzanian fishermen were found clinging to the mast and outriggers of a large dugout canoe. They had been in distress about 10 hours, a strong current carrying them 50 miles northward. Capt. Rose sent us this report by Samuel H. Kagimu, a Kenya cadet who acted as interpreter during the rescue.

On March 26, 1972 about 16.15 when we were proceeding on course toward Mombasa, the master, Capt. Rose, who was on the bridge together with the chief officer, the second officer and the cadet, spotted a floating object about two points on the port bow. Both the master and the officer on duty took their binoculars to have a better view and classify the type of object. After a short observation they were astonished to see that it was a capsized local dug-out canoe with a number of helpless men floating on it.

On the master's orders, the engine room was notified immediately and at 16.20 the master reduced speed and the second officer took over the wheel. Fortunately I was able to speak the local language of the East African natives and I was sent by the master to hurry up to the forecabin and ask the men if they required to be rescued. Meanwhile the master altered course and brought the sinking canoe right ahead.

I took about a couple of minutes to reach the forecabin. There, I shouted at the top of my voice in Swahili. At the same time, the chief officer was busy lowering the pilot ladder with one of the seamen. The vessel was approaching the sinking boat on the starboard side. As it was amidstships, the chief officer threw them a lifebuoy and the master ordered a heaving line so that they could bring the sinking canoe alongside the pilot ladder.

I tried my best to translate all Capt. (continued in col. 1, page 13)