

## Redundancy shocks, even when expected

Sir,

When one has served for 22 years under the composite umbrella of Union-Castle and British & Commonwealth and its subsidiaries and associates, it comes as something of a shock when (however long expected) the company with which one is serving goes into voluntary liquidation and one is made redundant.

During my service in the marine, cargo and stevedoring departments of the group and my short spell at Cayzer House I was fortunate in making many friends and acquaintances within the company both at work and socially.

Through the medium of CLANSMAN I would like to take the opportunity of saying to all my old friends and acquaintances thank you for your past friendship and co-operation. I am happy to have known you and wish you well at B&C.

I count myself fortunate to have found other employment quickly as an accountant in the City and hope that this will prove as congenial as, on the whole, my employment within the B&C group has been.

ROY ELKIN,  
(formerly accountant at  
Southern Stevedores Limited).

*Editorial footnote:* Southern Stevedores, a group associate, went into voluntary liquidation on June 2. Some of those made redundant, like Roy Elkin, were originally sent from London & Southampton Stevedoring in 1967. Roy Elkin has written reminding us that a notice should have appeared in CLANSMAN No. 15. We apologise to our former colleagues for that omission and wish them well in their new employment.

## R/O W. S. Joice

Sir,

May my family and I, through CLANSMAN, thank Capt. C. Mitchell (marine superintendent), Capt. Ross and officers of the *Glan Macarley* for helping us to carry out the wishes of the late radio officer W. S. Joice? Also we thank the members and officers of the company who so kindly sent us letters of sympathy. May God bless and take care of all the men who sail in your vessels.

Mrs. M. JOICE,  
12 Rydal Mount,  
Castletown,  
Sunderland.

## Ah, sweet overload!

Sir,

Close examination of the small lettering on the gangway shown in the photograph on page 19 of No. 15 CLANSMAN would tend to suggest a contravention of The Factories Act (1961) section two (overcrowding).

One can only assume that special dispensation



■ CLANSMAN congratulates M. O. Smith, freight department, *Greenly House*—seen here after receiving the Essex County Bowling Association Badge at Wamstead this summer. The badge is awarded on a fourth appearance for the County.

sation was granted by HM Inspector of Factories having had regard to the agreeable way in which the weight is distributed.

P. J. LOVE,  
Work Study Department,  
Cayzer House.

Sir,

As an avid reader of CLANSMAN, may I point out a very amusing situation which appears in issue No. 15.

On page 19 in the British Island Airways supplement I really appreciated the picture of the 10 lovelies on the aircraft staircase, but even more I appreciated the lettering which appears on the bottom right, stating: "No more than six persons allowed on this staircase".

A load factor of 166 per cent is not bad for any airline to have.

D. K. BURTON,  
BCA Travel Limited,  
Burfee House,  
Teville Road,  
Worthing, Sussex.

CLANSMAN thanks all the readers who jocularly pointed out the BIA overload. Sorry we could only print two of your comments.

## Random memories of Reina del Mar

Mrs. J. M. Kirby, London staff, sent us the following list which she titles "Random recollections of a first cruise"—

The insidious doubts of the cruise being delayed or even cancelled by the dock strike.

The relief at getting on board followed by the horror at discovering that the cabin number allocated did not exist.

The scanning and appraising of fellow passengers at the first evening meal.

The decision to avoid all staff and then sharing a table with staff.

The look of disbelief on the face of the night steward when asked to provide cocoa.

The feeling that time had ceased to matter.

The growing hatred of the cabin steward bringing in the morning cuppa after increasingly late and heavy nights in the Ocean or Mermaid.

The reckless abandon with which we plunged into Wild West Night and Hippie Night and the embarrassment at collecting all the prizes.

The inability to associate our small social group with sober commercial activities.

The sight of so much salmon pink flesh.

The discovery that the ship's signature tune, frequently heard, actually announced meal times.

The hesitant trips ashore to grapple with the natives and their currency.

The air conditioning in the cabin that varied between full gale and half a gale.

The marvellous meals with no washing up. The need to catch up on sleep during the day.

The tremendous efforts of the crew to help and the fantastic stamina of the officers entertaining the passengers.

The hope that *Long Reina del Mar*.

## Sorry it was tacet

Sir,

I have before me a copy of CLANSMAN No. 14. Allow me to congratulate you on your spelling of the Chinese laundryman.

You were however, less successful with my own name. I happen to be the bandleader on the *Reina del Mar*. Have been in fact since May 1971. It is not in fact spelt —, but TUCK.

W. R. TUCK, ARCM,  
*Reina del Mar*.



■ Visitors to the Maritime Museum, Cape Town, get plenty of reminders of B&C's connection with the Cape sea routes — including this fine scale model of the twin-screw steamer *Clan Macarthur*. Picture: CISA.