

# manifest

Seagoing supplement  
to CLANSMAN magazine

## Engineer cadets' visit

**SOUTHAMPTON**—A party of Cayzer Irvine engineering cadets from Plymouth paid a visit to Southampton on November 8 and 9. On arrival they were met by W. K. Mabbett (training supt., fleet management). Senior cadet C. S. Scriven introduced each cadet to Capt. A. J. R. Tyrrell, sea staff manager.

After lunching in the Tendimus Restaurant, the cadets were shown round the deck and engine room areas of *Windsor Castle* and met David Aris, assistant technical manager and superintendent engineer, Southampton.

That evening at the Merchant Navy Hotel, Southampton, the cadets attended a reception given by G. McNee, deputy fleet manager. The next morning, after a visit to the engineering works of Vosper Thornycroft, they watched *Windsor Castle* depart for Cape Town.

## A B & C fleet review at Lourenco Marques

At Lourenco Marques we had the pleasant opportunity of having four British & Commonwealth vessels at the Inhaca Pilot Station together recently, writes A. G. Nobrega. They were *Clan Macgregor* (Capt. P. N. C. Rewell), *Clan Macilurath* (Capt. Eric Lawrence Besley), *Clan Macindoe* (Capt. Samuel Hagan) and *Clan Macinnes* with Capt. L. Kirby in command. We were also happy to see Mrs. Kirby who was doing a voyage with her husband.

Unfortunately these vessels arrived when our port was experiencing bad weather causing certain berthing delays and we were unable to have them on berth simultaneously which would have made a pretty picture.

However, three of them, *Clan Macilurath*, *Clan Macindoe* and *Clan Macinnes*,

berthed together, *Clan Macgregor* having already berthed and sailed while the other vessels were still riding at anchor. While these three ships were in berth on October 19 we welcomed *Clan Robertson* and were looking forward to seeing *Clan Ranald* before the end of the month. It was quite a fleet review.

An interesting job was carried out in Lourenco Marques while *Clan Macilurath* and *Clan Macgregor* were at anchor in the inner harbour quite a fair distance apart. We managed, under unfavourable weather conditions with rain and quite rough seas, to effect a complete crew change between these two ships. The operation was undertaken by motor launch with the supervision of Manica staff. All went well, and we thereafter bade farewell to *Clan Macgregor* on her way to India.

We recall nostalgically the good old days when it was commonplace to see not three, but maybe five or six B&C vessels together in the port.

## Nearly ran out of water

**MANCHESTER**—The old racing term "home and dry" nearly took on a grim new meaning for *Clan Grant* recently as she lay peacefully in Manchester.

Following the ramming of the lower gates at Mode Wheel Lock by the outward bound small container ship *Frontier* during the evening of November 15, the water level in the main dock area fell by almost six feet. Fortunately it recovered overnight and we are pleased to say that *Clan Grant* remained safe throughout, reports Peter Coultas.

■ A group of the Plymouth cadets touring the engine-room of *Windsor Castle* during the two-day visit. These three pictures by W. K. Mabbett.



■ At the start of the Southampton event, executive cadet Scriven introduces Capt. A. J. R. Tyrrell to cadets Beadell, Brown, Cortee, Goodnow and Leach. Capt. Tyrrell, sea staff manager, welcomed the cadets on their arrival from Plymouth.

■ November 8 at the Merchant Navy Hotel, Southampton: G. McNee, deputy fleet manager, addressing cadets at dinner. With him from left to right, David Aris, assistant technical manager, cadet Jones, Mrs. McNee, cadet Love.

