

Captain H. A. Deller, Master of the Edinburgh Castle, admiring, with Chief Officer F. J. Pye, a picture of a famous South African scene presented to him in November on behalf of the Meteorological Office in Pretoria. His ship, along with the other mail vessels, despatches regular meteorological reports to the Met. Office in Pretoria every six hours throughout every 24 hours that they are in the South African Meteorological area.



[Photo: The Cape Argus]

CADET TRAINING

An interesting exchange experiment is being conducted between the Clan Line on the one hand and the Hansa Line of Bremen on the other. Three deck cadets from each company are being seconded for a year's service in the other company's ships. The experiment, which has the blessing of the M.O.T. and the Chief Examiner of Masters and Mates, should prove very valuable to the cadets concerned. At present Cadet Innes is serving in the m.v. *Trautenfels*, Cadet H. N. Jones on the *Schwartzfels* and Cadet C. W. Kirby on the *Trewenfels*. In return Cadet Peter Grelle is at sea in our *Ayrshire*, Cadet Kurt Schoenborn joined our new vessel, *Clan Macindoe*, for her maiden voyage, and Cadet D. Arp, joined m.v. *Clan Macduvall* on 25th January, 1960.

The German system of training varies considerably from British practice. All prospective deck officers start their career as deck boys and qualify as able seamen after three years' service. After this the best of these young men are selected to complete their training as officer cadets. The German boys who have joined our vessels are therefore all qualified seamen.

Seconds Out

From a report in the *Southern Daily Echo* we learn that an amateur boxing contest for members of the ship's crew is held every homeward voyage on the *Athlone Castle*.

The contests are held on the foredeck, where a ring, complete with bell and arc lights, is fitted up. Passengers and crew form an enthusiastic audience, and after the bouts collecting boxes are passed round for contributions to help swell the funds of the liner's social club.

Captain Patey thinks his vessel the only one in the fleet to have boxing for the crew. Any challengers—and if so, what about a photo of that K.O.?

MAIDEN VOYAGE

The *Clan Macindoe* (Captain S. S. Davidson) sailed from Liverpool on 9th December on her maiden voyage to India.

The *Clan Macindoe*, of 10,000 tons d.w., was built by John Brown & Co. (Clydebank) and is a sister-ship of the *Clan Maciver*, delivered by the Greenock Dockyard Company twelve months ago. She is the second of the Company's general cargo ships to have her engine-room aft.

Gale-lashed

During the rough weather encountered in November the *Clan Maclean*—when in position Lat. 40.40 N. Long 09.20 W.—received at 1648 hours an S.O.S. from the s.s. *Transcarib* stating that she was in difficulties eight miles off Port Leixos and was drifting towards the shore in a strong north-westerly gale, high seas and swell, and was out of control.

Captain H. Whitehead was 50 miles from the stricken vessel, bearing 053. At 1720 hours the *Transcarib* reported that no other vessel had answered her call and requested the *Maclean* to continue to head towards her. Within the next three hours three vessels reported that they could not go to the assistance of the *Transcarib* because they were in ballast and the weather was too bad. At 2005 hours Captain Whitehead was seven miles from the ship when a message was received from her Master that she was now under control and able to enter Leixos.

The S.O.S. having been cleared, the *Clan Maclean* proceeded on passage to London.



"Bloemfontein Castle"

Mr. Bradford and his assistant pictured during the last voyage with Stewardesses and Ladies. (Front row) Misses G. Broomham, E. Pritchett, B. Vincent; (centre row) Misses B. Watson, D. Van de Velde, M. Stonebridge, Mrs. W. Lambert, G. Long; (standing) Misses D. Taschereau, D. Smith, Mr. L. Lambert (Jnr. Second Steward), Miss A. Dawson, Mr. J. Bradford (Chief Steward), Misses M. Whittington, M. Steele, S. Cummins

NEW VESSELS FOR THE CLAN LINE

An order has recently been placed with Swan, Hunter & Wigham Richardson Ltd., of Wallsend, for three dry cargo vessels, each 10,000 gross tons,

for service with the Clan Line Fleet. It is anticipated that the ships will be completed by March, June and September, 1961, respectively.