

## Twenty years' service as master

Sir,  
On Christmas morning I saw the photograph of the ISIS Computer Services stand at the Computer 70 Exhibition, page 2, CLANSMAN No. 5 and would point out that the last sentence in the caption should read "Stephanie Rewell's father is a senior Clan Line master".

I was promoted master in Bullard, King & Co. Ltd., Natal Line (a subsidiary of the Union-Castle Mail S.S. Co. Ltd.) on September 11, 1950, and to date my time as master amounts to 20 years 3½ months.

As a matter of interest my elder daughter Dinah is a multi-lingual secretary with UNESCO in Paris and I am very proud of both my daughters.

I wish you and your staff good health, wealth and good news in 1971.

P. N. V. REWELL,  
Master,  
Clan Alpine,  
Glasgow.

## Much activity at LM

Sir,  
The port of Lourenço Marques was kept pretty busy by B&C vessels during the week November 29 to December 6 1970. Here are the movements of the various vessels which I'm sure readers will find quite interesting.

*Clan Macintyre* arrived on November 29 from Beira to load for West Coast, UK ports on Houston Line; *Clan Sutherland* arrived on December 1 from Beira to load for East Coast UK ports on Union-Castle Line. *Clan Macleay* arrived December 1 from Port Sudan on a voyage charter for the UK. These three vessels were at one stage berthed in one row.

The *Clan Macintyre*, when she sailed on December 2, was replaced by the *Clan Maclean* which arrived on Union-Castle berth from Durban. The *Clan Macdougall* also arrived on December 2 from the Mediterranean on Union-Castle berth. Hence on December 2 there were four B&C ships together in the port of Lourenço Marques, *Clans Sutherland, Macleay, Maclean* and *Macdougall*, besides having had the departure of the *Clan Macintyre* the same day.

I also enclose a card which was received by a certain H. W. Sole who was an army private travelling on a Union-Castle troopship during Christmas of the first world war in 1915. Private Sole's son Basil, who is the manager of Barclays Bank, kindly lent me the card to send to you. No doubt some readers will recall these old days. Signed by then-chairman Owen Phillips, it wishes the troops a speedy victory and a safe return.

A. NOBREGA,  
office manager,  
Manica Trading Co. (LM) S.A.R.L.,  
Lourenço Marques.

## Ripley Castle rescue details

Sir,  
I was interested to read in CLANSMAN for December the letter from Chris Manly about the *Ripley Castle* rescue. From the Union-Castle archives I have been able to trace some papers dealing with this subject. The incident occurred on April 22, 1926, when *Ripley Castle* was on passage from Philadelphia to Cape Town under the command of Captain G. Sinclair. The chief officer was J. C. Brown, who later became Union-Castle commodore.

A fireman trimmer named Madison, feeling faint, came up from the bunker at about midnight to get to the fresh water pump and fell overboard. He was not missed until 1 a.m. and after a search the vessel was turned round and went back on her course. At 1.53 cries were heard and after lifebuoys with flares had been dropped Madison was eventually recovered by ship's lifeboat at 2.10 a.m. The waters were shark infested and in his report Captain Sinclair mentioned that Madison had twice been bitten on his legs. Captain Sinclair estimated that the vessel had steamed eight miles to get back to the position where Madison went overboard.

As a footnote to this story it may be mentioned that Captain Sinclair, J. C. Brown and eight members of the crew were subsequently granted medals and gold awards by the Life Saving Benevolent Association of New York in recognition of this rescue, which was all the more remarkable in that it was made during hours of darkness.

C. H. LEMON,  
Cayzer House,  
2/4 St. Mary Axe,  
London EC3A 8BP.

## BCA focus on Ashton-under-Lyne

Sir,  
Ashton-under-Lyne is a thriving market town with a population of some 50,000. Its people enjoy a high standard of prosperity with an unemployment rate which for some years has been less than the national average. So the recent opening of a BCA Travel branch fits well into our pattern.

It is a pleasant town in which to live and work, with parks and sports facilities, easy access to Manchester or the magnificent countryside, and good road and rail facilities.

Some 150,000 people from the town and surrounding districts look upon Ashton as their natural shopping centre. Nationally known traders and local family firms have their premises side by side in the main street and these services will be supplemented as more premises in the shopping centre are completed. The new shopping area is being developed by Metrolands Investments Ltd., in close co-operation with the corporation and will include new

shops and offices. Thriving open and covered markets right in the shopping area add to the town's attraction.

Of interest to BCA is the large concentration of commercial house travel potential made up in the main of textiles and engineering. In time we will be able to realise some of this potential. By the very nature of the town's expansion-mindedness and the fact that BCA Travel are in at the inception of new developments, we have every confidence in operating a successful office.

With me on the staff here are Valerie Lamb (chief clerk) and Susan Hayes (junior clerk/typist).

BRIAN HUNT,  
branch manager,  
BCA Travel Ltd.,  
Ashton-under-Lyne.

## Well, should we talk about it?

Sir,  
CLANSMAN's whole-page publicity about the wrecking of the *Drunmond Castle* off Ushant, with the loss of 242 lives (almost all on board) indicates some lack of editorial familiarity with shipping sentiment.

It used to be considered that, the lessons having been learned long ago, nothing further was likely to be gained by talking about the tragedy, especially in view of its exceptional circumstances and poignant memories.

Cunard, dependent on transatlantic sea travel, would hardly be expected to highlight the hazards by echoing the *Titanic* disaster, or an airline's publication to recall its worst crash, cryptically.

Fortunately, many happy ships and pleasant sea voyages can readily be remembered.

Sorry for a discordant note when the tone of CLANSMAN is so pleasing.

JOHN S. BEVAN  
(late managing director,  
Union-Castle)  
Redlands, Rewe,  
Exeter, Devon.

## Our private inconvenience

Sir,  
We have been subjected to some disturbance at Glasgow these last few weeks due to a defect in the flooring under the men's toilets. This has entailed breaking up and removing the entire terrazzo floor preceded of course by removal of all the plumbing and fittings. The contractors have been as careful as humanly possible but even so it has been quite a nightmare. Do you think we can prevail on the powers that be to have an official opening of the new accommodation in due course?

R. BURNS BAYNE,  
Cayzer, Irvine & Co.,  
Glasgow, C.2.