

Promotions

To Master—J. B. Caley.
To Staff Commander—C. B. Walgate.
To Chief Officer—A. Rapkin, V. Swan.
To Second Officer—D. S. MacWilliam,
M. G. Williamson, D. C. Thomson,
R. P. Clarke-Halifax.
To Third Officer—B. R. Richmond, P. A.
Masters, J. C. Barton, B. J. Settartree,
M. J. Phillips, G. W. Arnot.
To Second Engineer Officer—H. A. Pate,
R. J. Atkins, T. A. Ryan, Y. Muflehl,
G. Spurr, R. J. McQuillan, M. Razi,
J. Makau, K. Murray.
To Purser/Catering Officer—D. Cryle,
A. D. C. Forrest, D. M. Nixon,
B. F. Williams.
To Third Purser/Catering—J. J. Grafton.

Certificates

Masters Certificate—D. M. Hawker, S. J.
Ivey, P. D. Ellbeck, F. H. Murray.
First Mates Certificate—T. P. Hazleton,
R. P. Clarke-Halifax, C. Bagwell, D. C.
Thomson.
Second Mates Certificate—B. R. Richmond,
P. A. Masters, J. C. Barton, B. J. Settartree,
M. J. Phillips.
First Class Steam Endorsement Certificate—
G. T. G. Roberts, A. Carside.
Second Class Steam Certificate—M. J.
Hackett, A. F. MacKinnon.
First Class Motor Certificate—P. W. D.
Franks, B. S. Gillott, V. F. G. Stoodley.
Second Class Motor Certificate—B. Hobbs.

New entrants

D. W. Abbey, J. Braddock, M. G. Kirby,
H. A. Mitchell, D. Skarstein (radio officers);
A. B. Etim, J. D. MacMartin (third officers);
M. Razi, J. A. Webster (second engineer
officers); T. Barclay, S. G. Moore (third
engineer officers); A. B. Clubb, D. Garman,
P. Clayworth (fourth engineer officers);
A. D. Abrahams, S. Ackerman, J. C. Ben-
nett, M. K. Busby, R. L. Bracegirdle, P. R.
Cockcroft, J. J. Corcoran, W. Craig, A.
Dougal, J. G. Fisher, R. T. Hearne, C. B.
Jones, R. J. Lippiatt, C. J. Mannings, G.
McAulay, J. J. Margeson, D. G. Matthews,
J. A. Mercer, I. Munro, A. Mortimer, A. J.
Muir, J. G. Murphy, J. F. Norris, R.
Pakuza, D. G. Pope, A. C. Radcliffe, A. J.
Roberts, J. Sankey, J. J. Shuttleworth, P.
Schlechter, W. I. Smith, G. H. Stephens,
J. A. Strettell, A. Swan, J. R. Thomson,
F. J. Wallis, W. G. Whitten, (junior engi-
neer officers); G. M. Lindsay, J. Paton,
C. S. Thomson (chief electrical engineer
officers); P. R. Hill, D. J. Savage, J. V.
Telford (junior electrical engineer officers);
W. D. Edwards, G. C. Smith (third refriger-
ating engineer officers); H. W. Cook, A. D.
Forrest (assistant purser/catering officers);
C. S. Conduit (purserette).

Obituary

N. H. Haley died November 22, 1970,
after a short illness, at the age of 60. He
first went to sea with Glen Line in Novem-
ber, 1932 and joined Bullard King and
Company in November 1935. He was
promoted to chief engineer in September,
1945 and after the merger in 1956 he
served in various vessels of the group's fleet.
His last appointment was on the *Nina*
Bowater. He was married, with three sons.

Hercules Forbes died in the intensive
care unit of Southampton General Hospital
on December 2, where he had been since
being involved in a coach accident in
Salisbury eleven days previously. Hercules
Forbes joined the Union-Castle Line on
July 3, 1928, as electrical engineer officer
in the *Saxon*. He was promoted first elec-
trician on the mail vessels in 1942, and
served in various passenger and cargo ves-
sels until his retirement on December 31,
1965. His last appointment was chief
electrical engineer officer, *Stirling Castle*.

The death occurred on November 14,
1970 of **Albert Wake** who joined the
Union-Castle Line as an assistant pantry-
man on *Winchester Castle* in 1933. In 1941
he was appointed second assistant baker
Arundel Castle, on which vessel he served
from 1939-1948. Later he became first
assistant baker *Durban Castle*, second baker
and finally baker and confectioner *Llan-
stephan Castle* in 1951. His last vessel before
retirement in 1966 was *Capetown Castle*.

Anthony J. Wells, donkeyman aboard
the *Reina del Mar*, was missed and presumed
lost overboard on passage to Cape Town
December 2, 1970. Aged 28, he joined the
company September 17, 1970.

William Robert Gibson, night steward
Windor Castle, died while on leave Decem-
ber 6, 1970 aged 50. He joined the company
November 28, 1962 as night steward
Stirling Castle until February 1966 then
served in *Windor Castle* until June 22,
1970.

Charles William Anderson died Novem-
ber 16, 1970 aged 69. He joined Union-
Castle cargo department, London Docks,
March 24, 1952 as a shipworker. He retired
December 31, 1965.

John E. Varney assistant barman died
December 7, 1970 aged 67. He joined the
company September 19, 1924 and served
continuously on various ships until his
retirement January 1, 1966. He leaves a
widow.

J. W. L. Brown ex Clan Line carpenter
died December 1, 1970 aged 79. He joined
the company June 23, 1947 serving on the
Clan Line vessels until his retirement Sep-
tember 30, 1956. He leaves a widow.

J. A. Harrison died January 3 aged 56.
He joined Caledonian Stevedoring Co.
Limited October 1, 1950 as a rigger/
hatchforeman, transferred to Clan Line
March 1968 and was employed as a virtual-
ling storekeeper until his retirement June 1,
1970.

Captain Harry S. Pengelly died Decem-
ber 27, 1970 aged 85. He joined Houston
Line as a third officer July 19, 1918 and was
promoted second officer September 27,
1921 serving aboard the *Honorius*. In July
1925 he became chief officer aboard *Hesperia*.
He served on the *Clan Macatavish* and was
promoted master July 25, 1938 in command
of the *Clan Macinnes*. He retired on Decem-
ber 31, 1950 from the *Clan Macatavish*.

H. C. Bywater died in hospital on
January 1 aged 81. He joined the Clan Line
Birkenhead staff after service in the 1914-18
war, eventually becoming a quay foreman.
He was a widower.

Ernest Axtell, who died on November
26, had had a varied career, going to sea
at the age of 14 as a saloon boy on the
Briton in 1920. When first class assistant
steward of the *Saxon* in 1928, "Joe" Axtell
went ashore in Cape Town to Government
House. In 1930 he left *Kenilworth Castle* to
join Sir Godfrey Owen's yacht *Surprise*
where he stayed for several years. Joe sailed
on four maiden voyages—*Arundel Castle* in
1921, *Windor Castle* in 1922, *Stirling*
Castle in 1936 and *Capetown Castle* in 1938,
on which vessel he remained until 1945.
From then he was linen steward on various
mail vessels until coming ashore to the
Southampton shore staff in 1956. He became
linen steward/baggage master. He was also
well known to a much larger world since
one of his duties was at the top of the first
class gangway, welcoming passengers on
board mail vessels. He knew all port officials
and many of the passengers by sight and
name. He was also a representative of
Union-Castle Line at the funeral of Sir
Winston Churchill.

Rama, son of Kanoo, engine room
utility hand, ex *Clan Menzies* died at
Stranraer December 2, 1970. The vessel
was diverted when en route from Glasgow
to Birkenhead to land Rama by lifeboat
at Port Patrick, after he suffered a stroke.