

del Mar. Two days are spent in Cape Town before commencing a five day coach tour along the Garden Route and through the Transkei to Durban. Overnight stops are at Wilderness, Port Elizabeth, East London and Kokstad.

A leisurely day in Durban is followed by a day of sightseeing. On December 18 passengers board the mailship *SA Oranje* in Durban for the return voyage via East London, Port Elizabeth and Cape Town. Accommodation is provided on board when in port and while the ship is in Cape Town a full day tour of the Cape Peninsula is arranged. The fun and festivities of Christmas Day are spent at sea and the tour ends on Monday January 6 when the ship arrives

at Southampton.

A specimen fare of £837 would include travel in an outside twin bedded cabin with bath on *Reina del Mar* and a first class outside twin bedded cabin with bath on *SA Oranje*.

British Lines host Conference meeting

This year it was the turn of the British Lines to act as hosts for the summer meetings of the South and East African Conference Lines. These were held at the

Glencagles Hotel, the B&C group being represented by Sir Nicholas and Lady Cayzer, Geoffrey and Mrs. Bedford, Neil Forster and his wife, Desmond and Mrs. Lawrence, Ted Cousins and Mrs. Cousins and Geoff Chandler, while A. E. Lemon (with Mrs. Lemon) was there as conference chairman.

Delegates came in June from many parts of the world—South Africa, East Africa, Europe as well as the United Kingdom. There was much coming and going, for some came for South African meetings only, some for East African and some for both, writes Sydney Smith.

Glencagles hotel is in the heart of lovely Perthshire countryside. It lives and breathes golf, with its own two championship courses. For those among the delegates who were golfers there must have been a temptation to make sure the conference meetings did not drag on.

It was not all business. There was an excursion to Edinburgh, mainly for the ladies, and for everyone a drive through the Trossachs with a trip on Loch Katrine. That evening there was a banquet in the ballroom, with haggis piped in with due ceremony. Dinner over, guests were able to watch on the hotel lawn the Beating Retreat by the 153 Highland Division. Ted Lemon took the salute and gave the dismissal. Someone was heard to suggest that he might now require such martial bearing from all who came to see him at Cayzer House!

Most of the ladies had been persuaded, bullied or cajoled into taking part in a putting competition. Our group supplied three prize winners—Lady Cayzer, Mrs. Forster and Mrs. Cousins—while Mrs. Smith of Safmarine was another.

Everyone agreed that the meetings had been most successful.

OIL INDUSTRY: B&C invests in rig repair firm

As a result of the substantial expansion of the United Kingdom offshore oil industry, a new British company has been formed which will be based in Scotland to specialise in the field of repair and maintenance of drilling rigs in the North Sea. The company will be known as Marine Oil Industry Repairs Limited (MOIRA). MOIRA's shareholders are The British & Commonwealth Shipping Company Limited, through Clan Line Steamers Limited, Finance Corporation for Industry Limited, North Sea Assets Limited, Standard Industrial Trust Limited, and Yarrow & Company Limited. The investment involved will be approximately £3 million.

The Ministry of Energy and the Department of Industry have been involved in the negotiations resulting in the formation of the company, and the Government will be providing support under the Industry Act.

The company will own and operate a specially fitted large capacity repair ship,



■ The Union-Castle/Satour stand won first prize at the important East of England Show. U-C's Terry Brown received the Challenge Cup from Lt.Col. the Hon. Peter Brassey, president of the East of England Agricultural Society. Here, he shows Col. Brassey (left) and H. M. T. Jones the displays of South African flowers. See show story, page nine. Picture: Lance Studios.

■ Below: deck patrol for Clan Line? This Vosper Thornycroft patrol craft was stowed diagonally across No. 2 hatch of Clan Maclean. It was loaded off Portsmouth May 12 and discharged at Zanzibar June 6—both times by ship's gear. Picture: Capt. M. Brackenridge.

