



■ Pencil drawing of *Clan Macaulay* by K. A. Belcher (see third letter). This *Clan Macaulay*, 10,472 tons, was built in 1936 by Greenock Dockyard Co. She was one of the ships in the famous gauntlet-running Malta convoy. She was sold in December 1963 to W. H. Arnott Young & Co. Ltd., of Dalmeir, for breaking up.

quality control inspector) I have noted with interest the various hobbies pursued by members of the group, especially references to D. A. Hawker and his activities in the field of marine art.

You may be interested in the enclosed picture I have drawn of the *Clan Macaulay*—probably by now broken up. I believe she was built in 1936 and was still in service in 1963. It may bring back memories to ex-crew members who regularly read the magazine.

Although I have been associated with aircraft all my working life, I have a strong liking for ships and the sea. In recent years I have had several requests for drawings of the older type of steam vessel, both Merchant and Royal Navy, and also square riggers, old coastal craft and steam tugs. These apparently interest many people in this age of rather shapeless container ships and bulk carriers.

I hold the *Clan Line* in special esteem, as I was evacuated from Cherbourg in 1940 by *Clan Ross* after serving with the BEF in France. This vessel was later torpedoed—in 1942 I think. It would be nice to know that all survived and that one of them is still around to remember the hundreds of tired, dirty and footsore soldiers and airmen who climbed up her gangplank to enjoy a thankfully safe passage to Southampton.

K. A. BELCHER,  
99, Mayfield Avenue,  
Prittlewell,  
Essex.

## Thanks from sea-wife

Sir,

I would like to thank the company for giving me the privilege of sailing with my husband on board *Clan Ranald*. This was my first deep sea voyage.

The Master and all the officers could not have been kinder to me. My trips ashore were most enjoyable and I also enjoyed my sea time apart from the time the ship seemed to do nothing but roll for three or four days. I was told that it was the Cape rollers that caused the swell. I was really sorry when the voyage ended. Thanks once again to Capt. Campbell, chief engineer Coutts and all the officers for their kindness and good humour.

Elizabeth BLACK  
(purser's wife),  
102 Randolph Drive,  
Clarkston,  
Renfrewshire.

## — and from pensioner

Sir,

Although I have been a retired Union-Castle pensioner for some years now, it was indeed a great pleasure to meet office staff and sea colleagues, when my wife and I boarded *Reina del Mar* to enjoy a delightful

cruise to Venice and other ports.

We would like to express our sincere thanks to the captain, officers and crew for their untiring efforts in making the voyage a most enjoyable holiday, the memories of which will always last.

We feel sad that this fine cruising ship is destined to be withdrawn, but proud that we were lucky enough to sail in her, and to remember a great holiday, and many friends and comrades in Union-Castle.

T. J. PHILLIPS  
(retired supervisory chef),  
26 Chessel Crescent,  
Bliternne,  
Southampton.