



*Au revoir DURBAN CASTLE . . .*

The *Durban Castle*, 17,382 tons, was withdrawn from service in April; she has been sold to Eisen und Metall, Hamburg—the first large British passenger vessel to be sold to Germany for demolition in post-war years.

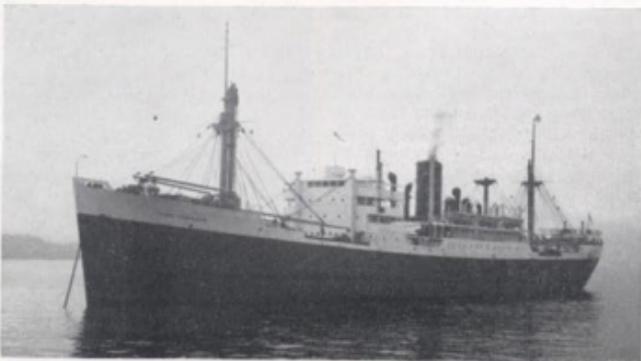
Built in 1938 for the Intermediate service, the *Durban Castle* played her part during the war years and many will remember her proud record of service. As a troop transport she was at the Sicily, Salerno and Anzio landings and carried troops for the "D-Day" invasion of the French Riviera.

At the end of hostilities she resumed her peacetime role of a passenger liner, engaged initially in the Mail service and later in the Round Africa service, carrying thousands of passengers safely to their destinations.

The cargo vessel *Clan Chattan*, 7,830 tons, built in 1944 by The Greenock Dockyard Company Ltd., and similar to many vessels of this class built prior to and during the war, was transferred to

King Line on 29th January, 1962. She has since been sold to the Sigma Shipping Company of Hong Kong, and will be handed over in April-May, 1962, for breaking up.

*. . . and CLAN CHATTAN*



*The new South American Saint Liner St. Rosario discharging at Montevideo. Three of these modern "Saint" Liners are now being managed by the British & Commonwealth Group, adding another and very interesting ran to the Group's activities. The South American Service includes calls at North Continental ports, Lisbon, Las Palmas, Rio de Janeiro, Montevideo and Buenos Aires*

[The photograph was taken by Clan Line Purser-Chief Steward P. Mechen

