



Left: Mr. John Chalmers pictured with his wife on Table Mountain.



Right: Mr. & Mrs. H. E. Forbes celebrated their Golden Wedding Anniversary on board Stirling Castle—Mrs. Forbes holds a gift presented by her husband's colleagues.

February, 1943. With other survivors he reached the Islands in the ship's lifeboats and spent several months ashore before being repatriated to England via Lisbon. Later that year he was serving in the *Durban Castle* when she transported Royal Marine and Canadian Commandoes for the beachhead landings on the invasion of Sicily.

Mr. Petit was promoted Chief Engineer on 20th January, 1955, and served on Cargo and Mail vessels; latterly he had been employed as Relieving Chief Engineer on a number of Clan Line ships.

Mr. Petit's retirement will not see the end of his family's connection with the Company, however; his son, Frederick David, who is a B.Sc., recently joined the Group as a Junior Engineer.

The career of **Mr. John Chalmers**, Chief Engineer, began with Colvilles, Ltd., of Motherwell, with whom he served his apprenticeship. In 1927 he made his first voyage to sea in one of the Lyle Shipping Company's tramp ships and 18 months later transferred to tankers for 6 years. He subsequently served with the Glen-Blue Funnel Line trading to the Far East, and Furness, Withy on the Pacific Coast run before joining the Union-Castle Line as 4th Engineer, *Capetown Castle*, in September, 1942. In this ship he served for the remainder of the War.

Mr. Chalmers obtained a Steam Endorsement to his First Class Motor Certificate in April, 1952, and was appointed to the *Stirling Castle* as Intermediate Second Engineer. He was promoted to 1st Engineer, *Pretoria Castle*, in April, 1961, and to Chief Engineer on 29th June, 1964. His last ship, prior to proceeding on leave

pending retirement on 1st January, was the *Riebeeck Castle*.

Another retirement on 1st January was that of **Mr. H. E. Forbes**, First Electrician Officer in the Passenger Mail Service.

Mr. Forbes joined the Union-Castle Line on 23rd July, 1928, as Electrician in the *Saxon* and was subsequently appointed to various passenger and cargo vessels.

He served afloat during the Second World War and was promoted to First Electrician on 25th December, 1942.

Thereafter, his service was in vessels of the Mail fleet. A voyage which stands out particularly in his memory is that made in the *Stirling Castle* in June, 1965; his wife was allowed to accompany him and they thus celebrated together their Golden Wedding Anniversary.

Following trips in the *Pendennis Castle* and *Reina del Mar*, Mr. Forbes came ashore in December from his last ship, the *Stirling Castle*.



Mr. T. G. Gray

After 39 years' service with the Union-Castle Line, **Mr. Thomas G. Gray** retired on 1st January.

He joined the *Balmoral Castle* as an Assistant Baker in 1927; promotion to 2nd Baker came in 1936 on his appointment to the *Dunluce Castle* and in 1941 he was made Chief Baker, *Capetown Castle*. For the 2 years following he was Baker & Confectioner in the *Ville de Strasbourg*, a vessel managed by the Union-Castle Line, until she was torpedoed and mined in 1943.

Mr. Gray's next ships were the *Arundel* and *Llanstephan Castles*; in 1949 he was appointed to the *Winchester Castle*, where he remained until 1960. He subsequently served in various Mail vessels, finally coming ashore from the *Stirling Castle*.



Mr. J. T. Matthews

Renewed health is wished for **Mr. J. T. Matthews**, who was landed sick from *Rustenburg Castle* in September, 1965, and retired on 1st January last.

Mr. Matthews joined the Union-Castle Company as an Able Seaman in December, 1928, and was appointed to the *Llandaff Castle*, where he remained for 10 years before trans-