

enquiring skipper—long since gone aloft—wondered if the other might get to hear, on arrival before him, of any likely changes in command advantageously affecting himself.

All these wireless messages had to be sent to Fenchurch Street, and we wondered whether a titter went round the citadel when they read that one, also if they sensed what lay behind the question.

Are there any others still about who have knowledge of this rescue episode in Captain J. C. Brown's distinguished career? I hope so.

C. MANLY (retired),
46 Chalvington Road,
Chandlersford, Hants.

Our canine reader

Sir,

I wonder whether it would be possible for you to send me another copy of the B&C Review Vol. XIII No. 5, October 1969? This one was of particular interest to us and unfortunately our dog's tail knocked a cup of tea over it and all the pages have now stuck together.

Hoping this will not inconvenience you too much.

Mrs. J. E. BARTON,
30 Tollgate Avenue,
Earlswood,
Redhill, Surrey.

Trevessa's boats

Sir,

There are two items in the October issue of CLANSMAN that are of particular interest to me: (1) the account of my friend Captain Ronald Wright's appointment as Commodore of the British and Commonwealth Fleet, and (2) Captain Bessant's account of Trevessa Day in Fort Louis, Mauritius.

Captain Cecil Foster and Mr. Smith, chief officer, decided on the foundering of the *Trevessa* to make for the nearest land rather than drift in the hope of being picked up. That they succeeded made those two officers' names legion in epic stories of open lifeboat voyages. As Captain Bessant states, the chief officer's lifeboat was placed in the museum of Mauritius and Captain Foster's lifeboat was taken to London, quite possibly taken by a Clan Line steamer. Captain Foster's lifeboat was on view at the Empire Exhibition in London in 1924 and I enclose the negative of a photo of Captain Foster's lifeboat which I took at that exhibition.

Although I had to leave the Clan Line as a deck officer many years ago owing to serious illness, I am still very interested in the Clan Line and I wish CLANSMAN every success for the future.

A. E. MACTAGGART,
9 Fort Street,
Largs,
Ayrshire.



■ One of Trevessa's lifeboats was exhibited at the Wembley Exhibition of 1924, and was photographed by our reader A. E. Mactaggart. See letter, this page. It is assumed the other boat was lost with a Clan Line vessel during the second world war. Can any reader tell us if the captain's boat (the one pictured above) survived?

More bottle mail

CAPE TOWN—Mrs. Marion Cumming—wife of John Cumming, Aero Marine Stevedoring—contributes another story in the bottle post service. She writes: "Just one year ago we sailed to England on the *Edinburgh Castle*—we being John Cumming (Aero Marine Stevedoring, Cape Town), wife Marion and two children Jane and Andrew, then 12 years and eight years respectively.

"During the voyage Jane and Andrew joined in the children's visit to the bridge and posted letters in bottles which were launched with large balloons. Last week there was great excitement in the Cumming household when Andrew received a letter from Grand Island, Louisiana, U.S.A., from a 15-year-old girl and her friend. They had picked up the bottle almost a year after it was thrown over the ship's side. They enclosed a photostat copy of Andrew's message giving brief details of the ship's name and position, reading: *Edinburgh Castle*, Voyage Number 40. Thrown overboard Latitude 5° 20S, Longitude 5° 15W.

"The young ladies who found the bottle were naturally very excited but as there was no date enclosed, were interested as to how long the bottle was at sea. Their names are Donna Hubbard (15) and Maxine Ehrke (13). Donna's father seemingly is more interested in what was originally in the bottle—H. H. Teacher and Sons Ltd. So John (Cumming), a Scotsman with 20 years at sea, will be able to fill him in on that one.

"Thanks to the cadets on the *Argyllshire*, recently in Cape Town, we have the following details. The bottle travelled a distance of 5,500 nautical miles (6,330

statute miles or 10,180 kilometres). It must first have travelled west-north-westward in the South Equatorial Current to a point off the North Coast of Brazil. Then it must have been caught up by the Caribbean Current, a branch of the Gulf Stream, which carried it safely past the hundreds of islands in the West Indies to Grand Isle (near New Orleans).

"We feel that this is a fitting if belated sequel to a memorable and enjoyable voyage."

York, delete New

Sir,

Having done a short acclimatisation period at the Leeds office of BCA Travel in July we moved 25 miles east to commence our activities at the new BCA Office in York on August 1. Imagine our surprise to learn from the last issue of CLANSMAN that we were deemed to have moved some 3,000 miles west. However, there are no means of confusing us—our accents are still like that of Truman, Fred, and not Truman, Harry S.

Since coming to York, our office with its modern and attractive layout has proved a big attraction in this ancient and historic city. While we have carried on the normal running of a travel business, we have engaged in other activities as, for example, endeavouring to arrange a chess tournament to be played in the office. We have also become involved to some extent with extolling the attractions of York as a centre for inward tourism. In fact we feel that people from New York, USA, are more likely to move to us than we to them.

Our staff—Kate Glatz, Ian Dingwall and