

Manifest

Seagoing supplement to CLANSMAN magazine

No. 7

Reina in Durban Again

After an absence of five years the graceful *Reina del Mar* tied up alongside Durban's ocean terminal on Sunday, February 14 to embark passengers for her cruise to Mauritius and Lourenco Marques. An all-time record was set as 890 passengers were put through customs and immigration and embarked in two and a half hours. Every member of the Castlemarine Durban staff was at the terminal to help and everything went smoothly under the direction of S. H. Smith. This embarkation was the largest ever peacetime embarkation into one ship in Durban's history, states *B. MacMahon*.

The Del Mar Shellhole

When the *Reina Del Mar* returned from her Mauritius cruise the ship was paid a signal honour by members of the local Moth association. In view of the fact that so many ex-servicemen have travelled on the ship, the O'Pip Shellhole of Durban presented Capt. H. Dryden with the traditional "Tin Hat" and the candle of the order, inscribed "Del Mar Shellhole". It is believed this is the first time a ship has been given the right to have its own Shell-

hole. The hat will be used at all future meetings of Moths on board the ship.

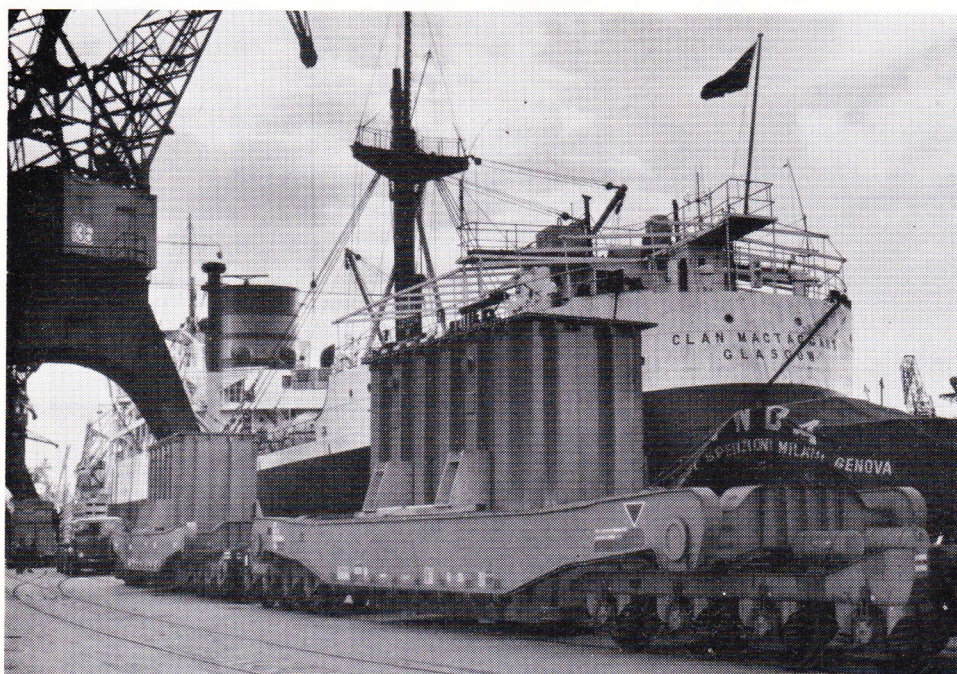
New Shed at H Berth, Durban

The face of the Point, Durban, is changing to make way for large modern goods sheds. The old steel frame shed at H berth has been razed and work on the new buildings will follow soon. New sheds at F and G berths will follow as soon as H shed is completed. The new sheds, according to harbour authorities, will be identical to those in operation at pier No. 1 and will almost double the area available for cargo.

Lady in white dies

Mrs. Perla Siedle Gibson, "the lady in white", died in Durban on March 9. She will be remembered by thousands of allied servicemen who passed through Durban during the war as the lady dressed in white who stood on the Point breakwater and bade welcome or farewell to the troops in song. Her funeral was attended by representatives of the South African and Royal Navies, British and United States consular officials, representatives of the South African Legion and Moths and hundreds of ex-servicemen.

■ *Clan Mactaggart recently loaded three transformers in Genoa for Port Elizabeth. One of these weighed 112 tons and the other two 91 tons each. The ship's 125 ton derrick was used for loading and will again be used for discharging the transformers in South Africa.*



Appointment

John Cameron Forbes has been appointed commodore chief engineer of the British & Commonwealth group. Born in Perth, Scotland, in 1913 he joined Clan Line as a junior engineer officer in September, 1934, his first appointment being to *Stirlingshire*.



He obtained his second class Board of Trade motor certificate in September 1936 and his first class Board of Trade motor certificate in March 1939. As chief engineer, John Forbes' first appointment in January 1949 was to *Clan Maclean*. He later served in various cargo ships before being transferred to his present ship *Good Hope Castle* in June 1968; and since March 1 as commodore chief engineer.

When not at sea John Forbes enjoys a quiet family life in Braco, Perthshire, Scotland.

Retirement

Arthur Mailer, commodore chief engineer of the British & Commonwealth group, retired on February 28 this year.



He is 63. Born in Perth, Scotland, he joined Union-Castle in August 1929 as a junior engineer officer in *Llandoverly Castle*, gaining his first class steam certificate in August 1937 and first class motor endorsement three years later. Promotion to chief engineer of the *Llandoverly Castle* in 1947 saw Arthur Mailer youngest officer to reach the rank of chief engineer within the company; he was 39.