

readers' letters

Clan Line pictures wanted

Sir,

While in the process of compiling an illustrated album dealing with shipping on the Manchester Ship Canal, I wondered if any reader has in his possession photographs of Clan Line vessels on passage in the canal, or tied up at berths, dating from when the canal was first opened.

The loan of any negatives would be very much appreciated, they would be handled with care and sent back without delay, as would any similar photographs or information, preferably pre-war.

A. K. SHAW,
99 Ellesmere Road,
Walton,
Warrington, Lancs.

Union-Castle trooping days

Sir,

The recent death of the Duke of Windsor brought back to me very vivid memories of what might almost be called an historic occasion.

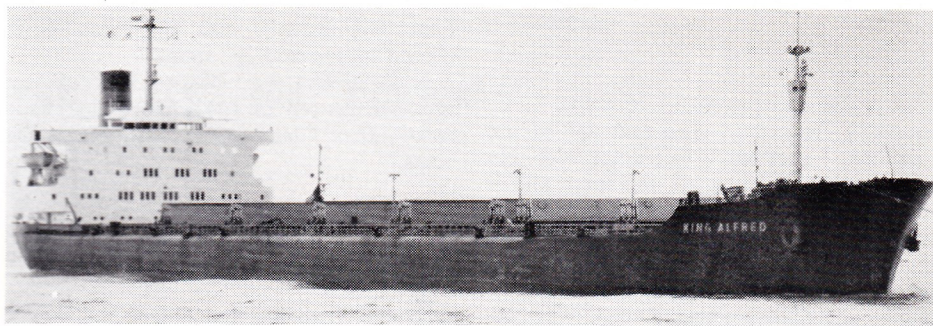
In September 1921 I was appointed troop officer of the HMT *Braemar Castle*, (Capt. G. F. Gardner OBE) when she was fitted out and commissioned for conveying troops to and from India. This position was, in effect, liaison officer between the ship and the officer commanding troops and his staff. I had no navigational or watchkeeping duties whatsoever to do.

We had sailed from Bombay with three very famous cavalry regiments on board, the 21st Lancers under the command of Lord Cavendish Bentinck, who was also OC troops, the 11th Hussars, and the 5th or 9th Lancers (I forget which). These regiments were returning to the UK for disbandment as cavalry, and there was a definite air of sadness among them.

The Prince of Wales was on his world tour in HMS *Renown*, which had arrived in Port Said a day or so before we did; we of course had been advised of this. Arrangements were made to have the massed bands of the regiments on the port side of the boat deck and for all troops and members of the crew to line the decks as soon as we cleared the canal to proceed up the harbour, the ship to be dressed overall.

It was, as far as I can remember, just

CLANSMAN



■ Capt. D. Lockhart sends us this picture of King Alfred to supplement our story about her engine room (page 2). He writes: "King Alfred is entering Port Talbot, South Wales, in the usual bulk carrier manner with hatches open. The vessel is deeply laden, the cargo being some 53,000 long tons of Pittsdown Pocohontas coal from Norfolk, Va. Importing coal from USA to the very heart of the South Wales coalfields!"

after noon when we cleared the canal and proceeded slowly up the harbour. As all cargo working on the many ships there had ceased for lunch, there was a silence not normally experienced in Port Said. The bands played stirring music until we were approaching HMS *Renown* and the Prince was then seen in naval uniform, standing at the salute, high up on the wing of the bridge. And so he remained until we were clear, with our bands playing "God Bless the Prince of Wales", from the approach to the clear. It was a very moving and memorable occasion, not easy to describe in words.

CAPT. H. G. PICKERING,
Waterval,
P.O. Box 28,
Franschhoek, Cape,
South Africa.

T124X. I served in a great many of our company ships and have brought four new ships around from Belfast to Southampton. With three operations in the past few years, it was decided to retire me on medical grounds, but at this moment I am very well and still have a great many years in front of me yet. I will never forget my mates and my first voyage under Capt. Broomfield (*Windsor Castle*, 1939) and my last vessel *Edinburgh Castle*.

T. BROOKWELL,
35 Coronation Road,
Bishops Stortford,
Herts.

Clan Campbell's tiddley lifeboats

The following letter was received by Capt. C. Mitchell, group marine superintendent, London:—

The article about *Clan Campbell* in No. 13 CLANSMAN, and your reply to D. E. Milner of Portland aroused in me much interest on account of a coincidence in connection with the name-board found on the beach at Killarney, Victoria.

My last trip in *Clan Campbell* was to

Thanks, friends

Sir,

Through our magazine I would like to take the opportunity to convey my thanks to a great number of Union-Castle company men with whom I served and sailed since joining the company in 1939 and rejoining in 1946 after two and a half years in the north and two and a half years

■ Niel Olsen writes to us from Corner Brook to show us pictures taken during Newfoundland's hardest winter for 30 years. He calls this one (right) "I told the Mate that two of us couldn't manage it!" The picture was taken mid-February, the bow is that of Nicolas Bowater stuck fast in the ice, and at the time the nearest land was the coast of Newfoundland 12 miles away. With A. N. Olsen, A/B (left) is F. Broadman, carpenter.

