

Captain Brown who was on watch. He suggested to the Captain that they turn back and try and find the fireman and although he said it was hopeless he eventually agreed and the ship was turned back on its course. It was night time which made the task almost hopeless. However after travelling for about an hour one of the men posted as a lookout said he heard a faint shout. Captain Brown had offered up a short prayer before they started out. A boat was immediately lowered and the man, after being four hours in the water was picked up none the worse for the experience but very fatigued. Speaking to Captain Brown about this some years later he told me that he never for one moment had doubts about finding the man. He certainly had faith. On another occasion, I was then acting Manager of the East London branch of the Union Castle Co, and Captain Brown was in port aboard the Pretoria Castle as Master and late in the afternoon there was a very dense fog and the Port Captain said that as they could not see more than a few yards at time of sailing his Pilot would not be able to take the ship out. Captain Brown said to me 'You can go ashore for a while as I am sure there will be a change shortly'. The Pilot came ashore and said the Captain had left the bridge and gone up to his cabin to pray. Believe it or not the fog suddenly lifted and the Pilot took the ship out of the harbour but he had no sooner left the ship than the fog came down again. I was there and everyone remarked about the Captains faith. He was an excellent master who later settled at Bonza Bay, East London.

Now Lorna takes over again.

7th June. Last night a very fine film 'Twenty Questions' was shown. It was very good. We are now entering the Cape Rollers which means we are nearing Cape Town which we reach tomorrow morning and so ends my letter diary. In no time this holiday will be a thing of the past and we shall just dream of England and our many friends there and a lovely country.

Geoff. On arrival in Cape Town we had the usual Immigration check and were then free to go ashore where we visited several friends. We spent two days in Cape Town and then on to Port Elizabeth for a further two days before leaving for our destination East London. We arrived and docked in East London shortly after 6-30 but did not hurry about going ashore only doing so after breakfasting at 7-30. All our baggage was stacked outside our cabins ready to be taken ashore to the Customs House or shed, where we made the usual declarations. No sooner had our baggage been cleared than we moved to Lorna's Mothers house where we were to stay for a short while as our house was still occupied till the end of the month by our tenant, it was lovely being home again and Min after a day or so caught the train back to her home in Johannesburg. The children and we too will miss her she was agem.

Well here we were back again and I was to start work again in two days time which Mr. Gibb, the Local manager of the Union Castle Co, suggested I take to unpack. I should here mention that he had always wanted carpets for his office and mine but to this the Cape Town office would not agree and so before I left on my trip he suggested that while in London I ask them about carpets so as to be the same as the offices of other business houses. Well this this I did and one of the first things he asked me was 'Did London agree to our carpets?' He was so thrilled that he must have gone straight back to town to order the two carpets and I think his suggestion of my taking an extra two days was so that I would arrive to find my office well carpeted. Yes he wasted no time in getting the carpets which I had suggested to the London Office that like other businesses, the Manager's and Assistant Manager's office should be carpeted.

Yes, being well known to the Customs and Port Authorities we had no trouble getting our baggage through and the A.A. were to attend to the landing and servicing of the car which had done such fine