

ROBERT P. MACLEAN

1921 - 1989



The vessel *MV Clan MacDonald* arrived off Fremantle Western Australia in July 1942 and onboard was a 20 year old, 7th Engineer, named Robert P MacLean. Even though he would not come ashore at Fremantle suffering Smallpox, he in turn, would catch the disease after the vessel had departed Fremantle, and the probable cause would be the assistance he gave to Dennis Barrington who was a confirmed Smallpox case onboard, prior to the *Clan MacDonald* arriving off Fremantle, and Dennis Barrington a friend of Robert MacLean, would be discharged to the Woodman Point Quarantine Station and survive his ordeal with the disease. It is therefore thoroughly appropriate, with these details, that 7th Engineer, Robert P MacLean of the vessel *MV Clan MacDonald* be given inclusion on the Woodman Point Quarantine Station website.



Robert MacLean's daughter Cathy, with her husband John Davis

This information was kindly forwarded to the Friends of Woodman Point Quarantine Station by his daughter, Ms Catherine Davis, and we are greatly appreciative and acknowledge her permission in allowing display of this historical information.



Robert P MacLean. (2nd from right) Image courtesy of Ms. Catherine Davis (nee MacLean - Daughter)
 Photograph taken Bombay, July 1942, prior to the " *Clan MacDonald*" departing for Fremantle.

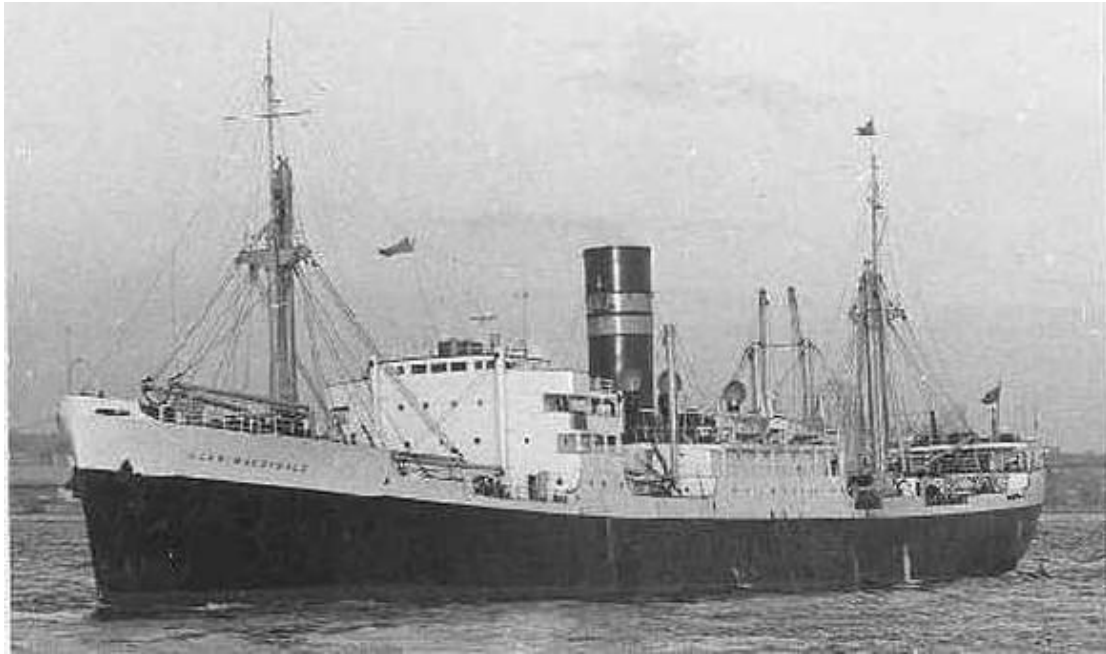
Robert Paton McLean (For reference, always signed his name as Robert P Maclean) is born at Barrhead, Scotland on the 22nd June 1921, and was the only son of Elizabeth and William McLean, and he had two sisters Violet and Betty. He worked on the Clyde as a young man and earned his Engineers Certificate from Weirs in Glasgow Scotland. He became 7th Engineer on the *Clan MacDonald* in 1942, and attached is the Confidential Memorandum dated 12th August 1942 describes how the apparent second case of smallpox occurred, that was in addition to Dennis Barrington, the 3rd Class Radio Operator onboard who was discharged at Fremantle suffering smallpox.

An excerpt from the Confidential Memorandum dated 12th August 1942.

"After departing Fremantle, the Clan MacDonald arrived off Portsea, Victoria, Australia on the morning of the 7th August and the Chief Officer, (acting as Master) at once reported another case of smallpox, (the 7th Engineer) whose rash was copious and discreet all the time. He has a large scar of infantile vaccination and did not take when vaccinated either at Bombay or Fremantle. He was not diagnosed as smallpox till the 4th August when he reported himself to the Chief Officer, with the rash of smallpox well out, who had him placed in the Isolation Hospital with the Second Steward and two natives in attendance. The rash was well out when he reported himself and he then admitted that he had been feeling ill since the 31st July, so that to some extent every member of the crew and the ten troops must be regarded as possible contacts. The case was landed at 5.00P.M. on the 7th.

"Yesterday, after a talk with the Chief Officer, it became apparent how the second case probably occurred. The Isolation Hospital is adjoined by a cabin occupied by the Hospital Orderly looking after the first case, and the next was occupied by the 7th Engineer who was on friendly terms with the Hospital Orderly. One night on the voyage between Colombo and Fremantle, the first patient became very violent in his delirium and was very quickly put back to bed by the Orderly. It became incapable of proof, but on looking back over the incidents of the voyage, the Chief Officer is convinced that the 7th Engineer went into the hospital and assisted the Orderly to quieten the patient and put him back to bed, and so became himself infected. I feel almost certain that the Chief Officer's opinion is correct and that this incident happened and so the period of incubation would be the usual 12 days".

Signed : Chief Quarantine Officer (General) Victoria



MV Clan MacDonald

+	J. C. FORBES.	4	13	BRACO	*	29	*	
+	W. R. WYTT.	4	13	AKEROUTH	*	29	*	
+	T. DAVSON.	4	14	DROGHEDA	*	25	IRISH	
+	D. WHITTON.	+	15	ROCK FERRY	*	22	ENGLISH	
+	J. S. SELLAR.	+	16	GLASGOW	*	23	SCOT	
+	H. P. MACLEAN.	X	17	BARREAD	*	20	*	
+	L. JACKSON.	+	18	HULL	*	21	ENGLISH	
+	J. B. STARK.	+	19	SCOTSTOWN	*	22	SCOT	
+	F. LEYD.	+	20	SCOTLE	*	29	WELSH	
+	J. HALBERT.	+	21	PORT GLASGOW	*	33	SCOT	
+	J. L. THOMPSON.	+	22	DUDLEY	*	26	ENGLISH	
+	E. STEWART.	+	23	GLASGOW	*	28	SCOT	
+	G. MARTIN.	+	24	ASHINGTON	*	34	ENGLISH	
+	G. COOKE.	+	25	COLCHESTER	*	35	*	
+	G. EMMETT.	+	Page 7	LIVERPOOL	*	18	*	
+	H. E. EVANS.	+	*	WESTOLIFF	*	17	*	
+	L. G. THOMAS.	+	27	FALFIRE	*	19	SCOT	
+	C. J. WINCH.	+	28	LAWASH	*	20	ENGLISH	
+	E. PARRY.	+	29	OLD COLLIERY	*	20	WELSH	
+	D. OWEN.	+	30	ABERTHIDER	*	21	*	
+	R. ARMSTRONG.	+	31	INIRFILLIN	*	25	IRISH	
+	W. DEVLIN.	+	32	COATRIDGE	*	22	ENGLISH	
+	J. C. HANN.	+	37	LONDON	*	25	*	

Ship's Crew Medical Card

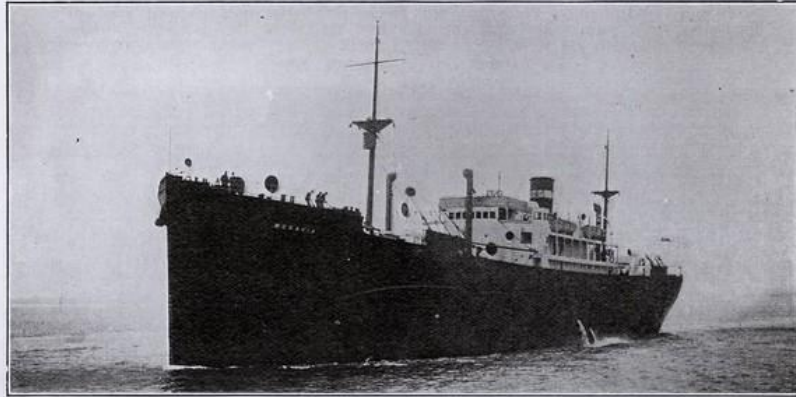


Robert MacLean (left) has a full recovery from the disease and is discharged from the Point Nepean Quarantine Station in Victoria. He then travels by train to New South Wales, during which he boards another train at the town of Albury due to a change in rail gauge. On arrival in Sydney he departs on the vessel "*Australia Star*" but this vessel is yet to be confirmed, for her voyage to the United Kingdom.



Quarantine Station Isolation Hospital. Portsea Victoria. Australia.

it is in the UK, that Robert P Maclean is transferred onto the vessel "MS Modavia" that is due to sail from Milford Haven, Wales in supply convoy WP300. Her cargo of valuable war materials consisted of aluminium and zinc ingots and copper wire, and the convoy consisted of "Modavia" and ten smaller ships. At 01.20 on February 27th, when off Berry Head, Torbay, and proceeding at 9 knots, the "Modavia", the third ship in the starboard column, was torpedoed on the starboard side in the No 4 hold, by German MTB Boats.



M.S. "MODAVIA." (Cattle and Insulated Cargo.)
Owners : Donaldson Line. Shipbuilders : Vickers, Ltd. Engine builders : Vickers, Ltd. Speed : 11½ knots. Deadweight capacity : 7,500 tons. Machinery : Single-screw Vickers four-cycle single-acting airless-injection engine. Output : 2,700 b.h.p.

Robert P MacLean's final voyage with the Merchant Navy was from June 15th 1946, through to July to 22nd, 1946, as 4th Engineer in the "SS Sea Robin" . At the end of WWII, he served on a whaler for one or two seasons. In late 1947 he immigrated to Toronto Canada where he met his wife Mary, and he has three daughters, Marlene, Catherine, Carol and a son William.



C.R.S.102.

General Register and Record Office
of Shipping and Seamen,
Llantrisant Road,
Llandaff, Cardiff.

12th May 1951

Dear Sir,

CAMPAIGN STARS.

In accordance with your recent application, I enclose herewith ribbon(s) and ^{medals} emblem(s) in respect of the following awards for which you appear to be eligible:—

The 1939-45 Star

The Atlantic Star

The Italy Star

The Burma Star

The War medal

You should keep this notification with your British Seaman's Identity Card, but if you desire to have the awards noted in your Discharge Book you should take this notification to the Superintendent of any Mercantile Marine Office for that purpose.

Any change in your permanent address should be reported to this Office.

The ribbon of the 1939-45 Star was issued to you on the 1941

Yours faithfully,

G. Bennett
for Registrar General.

R. P. Maclean

Robert Paton Maclean passed away in Toronto Canada in 1989, aged 68.



Family information kindly supplied by Ms. Catherine Davis