BRIDGE COPY

REARDON SMITH LINE LIMITED

newsletter

No. 98—MARCH, 1978

HELP IS NEEDED

DURING THE LAST few months, writers in the business section of our National Dailies are focusing attention on the plight of our Shipping Industry. Their biggest concern, however, is finding out the name of the one particular shipping company who has sought financial assistance from the Government. If they find out—what then? Surely it is more important to tell the country that if we are to preserve our Mercantile Fleet then aid is urgently needed.

The Shipping Industry found itself in rough seas during the middle/late thirties. A lifeline was thrown out in the form of a Tramp Shipping Subsidy and the situation was saved. We were very glad of our Merchantmen from 1939 to 1945. The industry is still the jugular vein of our Country's economy—cut it and we are in serious trouble. It plays a tremendous part in the balance of payments situation, without it the situation would be serious.

Wintry Conditions in South Wales

FEBRUARY'S DEPARTURE was not regretted after the biggest blizzard for over 30 years. No one escaped the fury of the storm, town folk and country folk had their share of trials and tribulations. Generally speaking the conditions were aptly described as being arctic.

The news media had a field day. During the weekend and for a few days afterwards, the world was forgotten and the stories poured in of helicopter rescues, the dropping of fodder to save starving animals and so on. Some people had all the luck. Take for instance the rugby fans, who had cheered Wales to victory over the Scots on Saturday afternoon, and on Saturday evening were snowed up in a pub. Can you imagine luck like that. Many hundreds of fans were caught in the blizzard and the pub became a haven of bliss and comfort.

One thing that really impressed the writer was the realisation of how versatile the helicopter is. It is undoubtedly the Jack of All Trades of the Services, both civilian and military. Their operations saved many human lives, and cries for help from desperate farmers throughout South West England and South Wales were answered under most difficult conditions. The pilots have earned the gratitude of countless thousands for their devotion to duty.

In spite of the terrible conditions prevailing, workpeople made valiant efforts to reach offices and factories and other places of work. Some trudged miles over snow drifts to the railway station and were grateful for the effort the rail staff had made to keep the lines open.

Head Office Staff from far and near made the big effort and it was surprising and gratifying to see so many on Monday morning who "made it".

Mr. L. H. R. Wainwright

REGRETFULLY WE HAVE to note that **Mr. L. H. R. Wainwright,** our Chief Electrical Superintendent, will be retiring at the end of March of this year.

Mr. Wainwright joined the Company as an "Assistant" in 1932, in the depths of one of the worst depressions the Shipping Industry has ever experienced. The post itself was highly controversial at that time, as it carried a salary of only £6 per month. It was initiated by the late Mr. W. G. Liley as a means of increasing the work force on a vessel, and despite the controversial name it enabled many men to commence a sea-going career, when no other position was available.

Mr. Wainwright's second appointment after only six months was as Junior Engineer moving up steadily to Chief Engineer on the *Santa Clara Valley.*

His record after that reads like an adventure story. The *Santa Clara Valley* was bombed and sunk by German aircraft during the evacuation of troops (and mules) from Greece in 1941. In 1943 the new ship *Fresno City* was sunk by torpedo in Mid-Atlantic on its maiden voyage.

Transferring to the *Eastern City* in August 1943, Mr. Wainwright served a continuous period of 59½ months on that vessel. During the war period the vessel was fitted with a rocket-launched Hurricane fighter and was always stationed at the outer corner of the convoy to provide free flying space for the Hurricane when it was launched to fight off enemy air attacks. This exposed position, plus the fighter aircraft, made it a priority target for submarine attack, and the fact that vessels all around the *Eastern City* were sunk is probably a reflection of poor marksmanship on the part of the German submarines.

(continued overleaf)

Mr. L. H. R. Wainwright—continued

When war finished life should have been more tranquil, but in 1960 the *Eastern City* sustained massive damage when she ran on to the Great Inagua Reef, due to an incorrect depth shown on a chart. With this repaired, she later went ashore in the Port of Magador, virtually breaking in two, and was brought home, out of Class, with steel girders holding the two halves of the ship together. The generator was run from an oil barrel, topped up by hand, every watch, with diesel oil. In a bitterly fought law case, we were awarded the full costs of the repairs on the basis that the *Eastern City* had been sent to an unsafe port.

In 1955, only 5 days after being appointed as Chief Engineer to the *Victoria City,* she was sunk in a collision, coming down the North Sea from Hamburg, during daylight, and in fine clear weather.

It is sobering to think that some of the Masters involved in the above events never regained their health, and probably a tribute to Mr. Wainwright's resilience.

It is also an indication of how things have changed, to note that we have on record a letter of appreciation to Mr. Wainwright written in 1948 and advising that having now served for 9 years as Chief Engineer with the Company we were increasing his salary from £62 to £64 per month.

Mr. Wainwright had always taken a keen interest in electrical work, so in 1967 he came ashore from the then "new" *Eastern City* and took the place of the late Mr. W. Speight. As the extent of electrics and electronics on vessels increased, further appointments were made to the Electrical Department, and Mr. Wainwright became Chief Electrical Superintendent, and with his special knowledge of mechanical as well as electrical matters he has raised the standard of the electrical installation and maintenance in the Fleet to its present high level.

Those who served with Mr. Wainwright will always remember his strong and forthright approach to good watch-keeping and maintenance. He would spend time freely helping and teaching anyone who worked hard, and no doubt because of this, four of his young trainees subsequently became Superintendents. Nothing less than 100% effort was tolerated.

We wish Mr. Wainwright, a long, happy and well-earned retirement.

The cynic is one who knows the price of everything and the value of nothing.

If you are dog-tired at night, maybe you've been growling too much during the day.

FOOD

A READER EXPRESSED great interest in the articles recently published on where to eat and food in general.

Without wishing to turn the *Newsletter* into a Mrs. Beeton's Cook Book, the following might be of particular interest—"Jugged Hare".

The hare is the big brother of the rabbit and frequents heathland, fields and plantations. It is fleet of foot and nature has provided it with a keen sight, keen hearing and a keen sense of smell. It feeds well on the best of diets, green stuff, corn and the produce of the arable land around its domain. It is highly suitable for human consumption and has figured prominently as a delicacy amongst country dishes.

The following recipe appeared in a magazine nearly fifty years ago and I am assured it is delicious:—

Jugged Hare

(In the Leicestershire Fashion)

Skin and clean a hare, cut it in pieces, wipe each piece on a dry cloth (but they must not be washed), season well with pepper and salt, put them in a frying-pan with a lump of butter, and fry until nicely browned. Wash and bone a couple of anchovies, chop them, and mix them with a small quantity each of chopped thyme and parsley, grated nutmeg, mace, 1 teaspoonful of grated lemon-peel, and ½ teaspoonful of powdered cloves. Put a few thin slices of fat bacon in a large earthenware jar, then drain the pieces of hare from the butter, and put a layer of them in the jar; strew some of the mixture over, and cover in turn with another layer of bacon. Proceed to fill the jar in this way, strewing the seasoning between the layers; moisten with ¾ cupful of ale, put the lid on the jar, and solder it round the edges with flour and water paste. Stand the jar in a saucepan with cold water to about two-thirds its height, and boil it for about four hours, more or less, according to the age of the hare. When the hare is tender, put 1 oz. of butter and ½ tablespoonful of flour in a stew-pan, stir them on the fire until mixed, then pour in the liquor from the hare and ½ pint port wine and a few drops of mushroom ketchup. Take the pieces of hare out of the jar, and put them in the sauce; dust in a small quantity of mushroom powder, add 1 teaspoonful of lemon pickle and a small quantity of browning, and turn the whole over the fire until boiling. Arrange the hare on a hot dish, garnish with sippets of toasted bread and balls of potato, fried. Pour the gravy over the hare and serve.

Spring Greens

ONE OF THE sorry sights in the kitchen garden at this time of the year is undoubtedly the Spring Cabbage patch.

In some gardens they look a sorry plight especially after their burial beneath ten feet of snow. They lack lustre and look limp and lifeless. Small wonder really. Have you ever thought that these plants have been in the garden since possibly September. They have been subjected to the worst of the elements, wind, snow, ice and rain. Examine the soil around them and you will see it has been beaten down hard and to all intents and purposes has had the very life knocked out of it. How then can you expect the plant to survive? From February/March onwards the discerning gardener can take steps to alleviate the distress. Give each plant a pinch or two of nitrate of chalk and lightly work into the soil surrounding the plant. Moving the soil aerates it and gets rid of that squeezed down appearance. You can look forward to cutting a nice green healthy plant in May before the plentiful supplies appear in June and July.

When love and skill work together, expect a masterpiece.

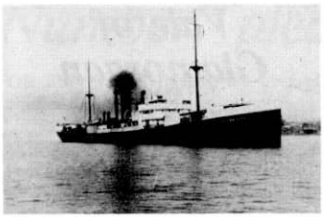
Life can't begin at 40 for those who went sixty at 20.

You are what you have worked to be. Are you proud of the result?

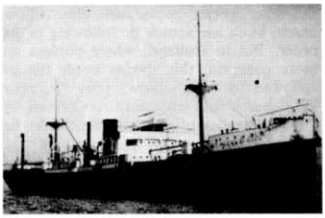
Keep an open mind; but close it down for repairs occasionally.

It is what we value, not what we have, that makes us rich.

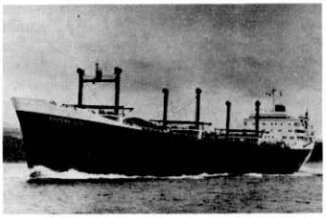
Money doesn't talk anymore—it just goes without saying.



s.s. "EASTERN CITY"
Built by J. L. Thompson, Sunderland 1917.



m.v. "FRESNO CITY"
Shelled by Pocket Battleship Admiral Von Scheer in "Jervis Bay" convoy 5.11.40. One life lost. Captain Lawson and 37 saved. Vessel a spectacular sight blazing white hot for sometime before foundering.



m.v. "EASTERN CITY"
Firth of Clyde maiden voyage. Master-Captain Sydney Leebetter. Vessel launched 5.3.65. Builders Fairfield; Engines Fairfield-Rowan.

STAFF NEWS

MARRIAGE

Congratulations to Janet Beere of Chartering Department, Head Office, on her marriage to Mr. Chris Long on 11th February, 1978.

NEW STAFF—HEAD OFFICE

We extend a welcome to:

Mrs. F. Foley, Shorthand Typist, Marine Personnel Department.

London Office:

Miss S. Bryan, Shorthand Typist, Accounts Department.

SEA-GOING STAFF

To all new staff we extend a warm welcome. It was intended to publish a list, but, on seeing the length of it, it was considered impracticable. Nevertheless you are not forgotten—far from it.

RETIREMENT

To Mr. W. H. South (Bill) of the Accounts Department, London Office, we extend our very best wishes for a long and happy retirement.

Mr. South joined the Company in July 1947 and retired on 21st March last.

INDISPOSITION

Mr. Evan Walmsley, Cargo Superintendent, is presently at home. All his friends ashore and afloat wish him a speedy recovery and a return to normal health. Brysia i wella.

Mrs. JOYCE JOHNSON

London Office:

All readers send Mrs. Johnson best wishes for a speedy recovery after her recent operation.

THE THINGS THAT HAVEN'T BEEN DONE BEFORE

The things that haven't been done before
Those are the things to try,
Columbus dreamed of an unknown shore
At the rim of the far-flung sky,
And his heart was bold, and his faith was strong
As he ventured in dangers new,
And he paid no heed to the jeering crowd
Or the fears of the doubting crew.

The many will follow the beaten track
With guide posts along the way,
They live and for ages back
Have a chart for every day,
Someone has told them it is safe to go
On the road he has travelled o'er,
And all that they ever strive to know
Are things that were known before.

The things that haven't been done before
Are the tasks worthwhile today,
Are you one of the flock that follows
Or are you one that shall lead the way?
Are you one of the timid souls that quail
At the jeers of the doubting crew?
Or dare you whether you win or fail
Strike out for the goal that is new?

Contribution to R.N.L.I.

A further contribution of £15 has been received from Captain Lawson and Officers of m.v. *Elena.*

BIRDS AND COLLISIONS

JUST LATELY THERE have been several instances recorded of birds crashing through the windscreens of motor vehicles with consequent damage and possible injury to the driver. The most serious damage is usually caused by a game bird such as grouse, partridge or pheasant which, travelling at a fair speed, collides head-on with a vehicle travelling in the opposite direction. The force of impact is great enough to shatter the glass and invariably the bird is picked up with a broken neck. In the majority of cases the collision is due to the fact that the bird has been suddenly startled and topping the roadside hedge has been unable to swerve in time to avoid the oncoming vehicle.

In no way can the action of such a bird be compared to that of another which deliberately dashes into the window of a house or shop. In the latter case the unlucky bird is misled by a reflection in the glass and dashes forward into what appears to be an open space, only to break the glass or fall stunned upon the ground. Thus I have seen a sparrow-hawk dash into the window of a house with such force that its neck was broken, and under similar conditions a capercailzie smashed a plate-glass window in Glasgow.

There is no doubt that birds which approach closely to a window can see through the glass, but when the room is unlighted, the panes act as a mirror and at a distance convey the impression of an open space. This mirror-like effect is sometimes responsible for amusing mistakes which although costly have no fatal termination. Thus some time ago a mountain ram being driven through the streets of Killarney glimpsed his reflection in the plate-glass window of a shop. Putting down his head he charged blindly at his supposed rival—only to succeed in smashing the window which cost £25 to replace.

Sea Trout or Sewin

IN THE MONTH of June 1777 a man named Wyndham set out from Salisbury to make a tour through Monmouthshire and Wales.

He was a Wiltshire man and had travelled widely. After passing through Cardiff he took the main road to Cowbridge. On reaching Cowbridge he stayed at an Inn where he first tasted a fish called Sewin, a kind of salmon found in Welsh rivers. He declared its flavour to be superior to the salmon he had known so well. It was so plentifully available locally that it was frequently sold for three-halfpence a pound (in money of the time). Today folks, if you would like a pound of fresh sewin, it will cost you up to £4 per lb.

Lightning and Trees

NO SUMMER PASSES without some record of fatalities caused by lightning during thunderstorms. In the majority of cases in this country such fatalities are due to sheltering beneath trees to escape the thunder rain. It is obvious that an isolated tree is a probable lightning conductor, but at the same time it has been stated that the safest place during a thunderstorm is near a large tree—although exactly how near to be safe we are not told!

The fact that a person sheltering beneath a tree is sometimes killed by lightning is accepted by many people as a convincing proof that all trees are dangerous. Where there is a choice between seeking shelter in a house and remaining under a tree, the former is certainly the wiser course. But where the choice is between remaining in the open and sheltering beneath a tree various factors may be taken into consideration.

In an open countryside the human figure itself may become the most natural lightning conductor. Amid the plains of Hungary many more people are killed in the open than sheltering under trees. But at all times an isolated tree in an exposed position is undoubtedly a dangerous refuge. There is an old saying:

"Under the oak there comes a stroke;
Under the ash there comes a flash;
Under the elm there comes no harm."

But no great reliance can be placed upon the comparative immunity of any species. In this country oak-trees appear to be struck by lightning more frequently than any other species, poplar, ash, elm, willow, beech, birch and scotch fir following in due order. But in Holland, where poplars are more common, this species heads the list followed by oak, willow, yew, fir, pear, lime, beech and chestnut. A German list gives the order of precedence as oak, fir, pine and beech.

But the question of difference between species may be a question of height, exposure, proximity to water, or nature of soil. Nor are bushes always a safe refuge. In one instance known to the writer, two boys sought shelter beneath a bush in a hedgerow along which ran a wire fence. Some distance away an oak tree was struck by lightning, the wire fence acted as a conductor and both boys were bowled over, though luckily neither of them was seriously injured.

A Favourite Old Tree

AT ONE TIME every old orchard had its quince trees, but how rarely nowadays do we see or taste the fruit. Occasionally we may encounter an aged tree, gnarled and twisted, covered with white blooms in early summer and with large pear-shaped yellow fruits in the autumn. Well liked by the ancient Greeks, the tree was introduced into this country probably by the Roman invaders. Herbalists and housewives of the Middle Ages were well acquainted with the virtues of its fruits, which have a strong, distinctive smell.

A quince tree in the garden provided a cure for many ailments. Not only did the fruit heal "all sorts of floxes in man or woman", but it was useful for sore throats and fevers, and the cotton or "down" from the fruit was a certain cure for baldness!

More useful, however, was the housewife's practice of making quince jelly or marmalade, and I still retain pleasant memories of some quince jam obtained during the war. Nowadays we have many varieties of quinces obtained from species introduced from Japan and cultivated mainly on account of their flowering qualities. In few places, I fear, is the old-fashioned quince cared for as it was in the days of our forefathers.

A man was sitting in a café one day with 58 toothbrushes in his pocket and the waitress asked him if he was afraid of tooth decay or something.

"No," replied the man. "Every time I go into the chemist's there's a woman behind the counter."

Vale of Glamorgan

THE VALE OF GLAMORGAN received maximum publicity during the recent blizzard which raged over South Wales. The Vale suffered heavily and many towns and villages were "cut off" for many days.

The Vale is well worth a visit. It has a long and chequered history. Its numerous villages have still retained great charm and beauty in spite of modern houses and bungalows creeping in to spoil the scenery.

The past has a great story to tell. Many famous men have sprung from the bosom of the Vale. Many an interesting tale is told, none more interesting perhaps than the story of piracy and the Vale.

The story is told of a desperado named Marisco who, as a pirate, had his headquarters on Lundy in the 13th Century and Colyn Dolphyn who is supposed to have used Sully Island as a base at the beginning of the 15th Century. The latter captured Sir Harry Stradling of St. Donats while crossing from Somerset to Glamorgan and held him to ransom for a large amount of money.

The Vale of Glamorgan is very famous for its numerous Castles. Two famous castles coming to mind are Fonmon and Penmark, the latter was built soon after the Norman Conquest.

Llantwit Major is one of the best known towns in the Vale. It is one of the oldest, dating back to pre-Roman times. It was here Christianity was first established, long before anywhere else in the area. It was a great centre of learning and an early monastery established it as a focal point of Christian teaching and learning. Legend has it that even St. David was educated here.

Cowbridge was always referred to as the Capital of the Vale. It is in the centre of the rich farming area and like other towns is rich in history and legend.

The numerous towns and hamlets are all in themselves worthy of note and well worth writing about. Perhaps it would make an interesting series as nowhere is history so rich and interesting than in this area which can, in modern times, boast the largest military aerodrome, a large cement making complex and an electricity generating plant of some note.

When it comes to giving, some people stop at nothing.

Definition of an Anteater: anyone who goes on an English picnic.

He who thinks, asks; he who thinks again, doesn't.

Number, please

FOR FUN WITH figures, try unravelling this mathematical maze. In the left column, determine the correct numbers in each item, and multiply, divide, add or subtract them, as indicated. Then match the answer with the appropriate item in the right column. For example: Macbeth's witches (3) × Violin strings (4) = Labours of Hercules (12).

1. The senses + The Great Lakes
2. Wisdom teeth × Little Princes in the Tower
3. Boat Race crew + Notes in an octave
4. Ounces in a pound—The Muses
5. Legs of a bovine + Eyes of a Cyclops
6. Dozen and a half—Zodiac signs
7. Known planets ÷ Feet in a yard
8. Prime Minister's residence + Triangle's sides
9. Pentagon's sides × The Foolish Virgins
10. Snow White's dwarfs + 'The _____ seas'
11. Degrees in a circle ÷ Degrees in a right angle
12. Octogenarian ÷ Pecks in a bushel
13. Baker's dozen + Faces of Janus
14. Books of the Bible—Golden anniversary
15. Disciples × Gentlemen of Verona
16. Round Table's Knights + Attack hour in war
17. Alphabet's letters × Dots in a colon
18. Grand piano keys + English Assize jury
19. Freezing point (F.) of water + Love in tennis
20. Polo team × Days in a week
21. Lines of a quatrain × Lives of a cat
22. Fourscore × Basketball team
23. 'Dinner at _____' + The Rs
24. Bluebeard's wives × Square root of 81
25. 'The _____ Steps'—The next century

(a) Weeks in a year
(b) New Pence equivalent of five shillings
(c) Three dozen
(d) Hexagon sides
(e) Golf-course holes
(f) Months in a year
(g) Lucky number
(h) Years in centennial
(i) The Commandments
(j) Blackbirds baked in a pie
(k) Four squared
(l) Octopus tentacles
(m) Four weeks
(n) The Fates
(o) Football team
(p) Apocalypse Horsemen
(q) Sweet _____
(r) CCCC
(s) 6 × 6 backwards
(t) Men on a dead man's chest
(u) Double decade
(v) Human adult's teeth
(w) Points in a star
(x) Lines in a sonnet
(y) Jacob and sons

Hard to Swallow

with acknowldgements to JOHN WINGFIELD

HANDING OUT DIETARY advice to the under-exercised and over-nourished—which is about as accurate a description of the average executive as any you're likely to find—has become a boom industry. If, dear reader, you are fat, flabby and forty and announce to an incredulous world that you plan to lose a stone or two, then beware! You will be swamped by a deluge of diet charts sent by friends, relatives, acquaintances and the Aunt Jemimas of the women's weeklies all claiming that their particular brand of nutritional purgatory will make you look younger and live longer.

Most of the advice given in the charts will be conflicting and all of it will be confusing. You will indeed discover the truth of the old axiom about one man's meat being another man's poison. It is, therefore, essential to analyse all the many opinions expressed by the experts and distil from them the essence of the perfect diet.

Broadly speaking, the charts can be divided into two main regimens: the Anti-Carbohydrates and the Anti-Cholesterols. The former is the one that has been most highly publicised in recent years and if you merely wish to lose weight and are not particularly fussy about living longer then it is the one that you must follow.

All charts in the Anti-Carbohydrate camp will ban foods containing starches and sugars. The list of prohibited foods is formidable. You will not be allowed to eat any of the following: bread, cereals, potatoes, peas, parsnips, broad beans, beetroot, carrots, turnips, bananas, grapes, oranges, apples, thick soups, salad dressings, jams, jellies, sweets, cakes, ice-cream, pastries, biscuits, tinned fruits, barley, rice, tapioca, spaghetti, noodles, chocolate, cocoa and all desserts from ananas pine-apple to rhum baba. You must not drink wines, beers, liqueurs or soft-drinks and must learn to love sugarless tea and coffee.

To bridge the chasm that is already yawning in your stomach, the charts will prescribe certain green vegetables, salads, meat, fish, poultry, milk, eggs, cheese, butter and whisky. These contain no carbohydrates and, say the charts, it is safe to gorge oneself upon them.

The Anti-Cholesterol party, however, will take a vastly different view. Cholesterol (as if you didn't know!) is the substance in the bloodstream that eventually blocks the heart arteries and thus brings about a heart attack. Cholesterol builds up in the bloodstream when one eats saturated fats—and beef, pork, lamb, poultry, milk, eggs, cheese and butter are saturated with saturated fats. You eat them at your peril.

But, say the Anti-Cholesterol boys, it is quite O.K. to eat bread, cereals, potatoes, peas, parsnips, etc. and etc., for these—along with fish, veal, venison, green vegetables, salads and whale blubber—contain no saturated fats whatsoever.

You will, I am sure, now appreciate the wisdom of analysing the advice given in the various diet charts. Had you blindly followed the Anti-Carbohydrate diets you would have stuffed yourself with cholesterol and would doubtless have dropped dead from a heart attack. And had you, with equal blindness, followed the Anti-Cholesterol diets, you would have put on more weight than ever and would have dropped dead from sheer exhaustion.

But, by analysing the two, we can draw up a short list of foods which both camps reckon are safe to eat, namely: fish, veal, venison, green vegetables, salads and whale blubber.

However—and what a vital however it is!—even these goods are not 100 per cent safe. Before making a final decision you should study the Anti-Pollutant and Anti-Additives diet charts.

The Anti-Pollutant researchers have amassed a wealth of evidence proving that *all* vegetables, and all the animals that feed on those vegetables and all the animals that feed on the animals that were fed on those vegetables, are to a greater or lesser degree polluted with such man-made poisons as DDT. People who eat vegetables, or animals that graze on vegetation, absorb quantities of DDT into their system. In the United States the degree of contamination has reached such a level that it has been officially stated that if Americans were cannibals then the US Food and Drug Authority would have to condemn the entire nation as being unfit for human con-

(continued overleaf)

Hard to Swallow—continued

sumption. They have too much DDT in their systems. The effect it has can be unfortunate, to say the least. When DDT was fed to experimental animals it rendered them impotent.

To be sure, by eating plenty of vegetables you will lose weight and not be in danger of building up your cholesterol levels—but you will be topping yourself up with DDT. You may well ponder the wisdom of becoming slim, fit and handsome if, at the same time, you lose the urge—or, worse still, retain the urge but lose the wherewithal.

You should, therefore, cross from your list venison, green vegetables and salads. All will contain traces of DDT. This leaves you with veal, fish and whale blubber.

Veal calves are force-fed on antibiotics to make them grow faster. As the Anti-Additives brigade rightly point out this enables bacteria to build up resistance to antibiotics used for medical purposes. By living on a solid diet of veal, therefore, you could easily become prey to every bug in the medical encyclopaedia. You would be slim and handsome and a chronic hypochondriac.

This leaves us with fish and whale blubber. Fish, as you doubtless know, has a rather higher radio-activity level than warm-blooded land creatures. Too much fish and you might end up glowing in the dark like an animated neon sign in Piccadilly Circus.

Whale blubber, so far as we know, is not actually harmful and may even do you some good. It is, however, extremely difficult to obtain—unless one happens to be an Eskimo—and is not entirely palatable. Poached whale blubber is perhaps not everyone's idea of a breakfast treat.

I have, therefore, reached the solemn conclusion that the only way to stay young, be slim and keep fit is to give up eating altogether, which practice I have been following for some little time and can thoroughly recommend.

My daily intake of nutriment consists entirely of neat whisky, which everyone agrees contains no carbohydrate, no cholesterol, no DDT, no antibiotics and no radio-activity.

The man who said marriage was a 50/50 proposition presumably knew nothing about fractions or about women.

Raving Beauty—The girl who was second in a bathing-belle contest.

Politics are too important to be left to politicians.

Sweet is the sleep of the just. Sweeter is the sleep of the just after.

Angling and Conservation

STATISTICS REVEAL THAT there are ten million anglers in the British Isles. Small wonder, therefore, that a mere mile of good angling water can sell for phenomenal figures—even up to £10,000 per mile.

The rivers and lakes of our islands have long been famous for the variety of the fish they held and the resultant sport they provided for the angler.

Angling, as a sport, was mostly confined to the privileged minority. The reasons we will not go into now. Suffice is to say that during the last decade or so the popularity of angling has progressed by leaps and bounds, so much so that it is one of the most popular of sports and is now within everybody's reach—hence the figure of ten million anglers is justified.

Anglers fall into various categories, sea, course and game. These again could be subdivided but for our purpose this would be unnecessary.

This article is primarily concerned with game angling—fishing for salmon, sea trout and trout. Salmon and sea trout demand articles of their own so vast is the subject, but nevertheless so very interesting.

Trout fishing is the order of the day. It is a grand fish. Native to our rivers, lochs and lakes, it survives where the conditions are right—good clean aerated water—pollution is its deadly enemy and not the angler. It is so alive with sense and agility that it is able, more often than not, to out-wit the craftiest of anglers.

To conserve and maintain stocks in our rivers and lakes, the trout farm has been developed over the years. One such farm is the Bibury Trout Farm in Gloucestershire. The history of trout farming is dealt with at great length in the following article covering the history of this particular farm. Readers will find it interesting reading and will realise what progress is being made by many such farms in the fight to provide adequate stocks of trout for our rivers, rods and table.

Situated on the River Coln, and located in what is considered by many to be one of the most attractive villages in the British Isles, the Bibury Trout Farm was established in 1902, but on a very much smaller scale than that which can be seen today. The farm covers an area of approximately five acres and, excluding the various rearing troughs and wells, there are 40 ponds of varying sizes which are currently in use for the rearing of Brown and Rainbow Trout.

The prime function of the Bibury Trout Farm is the breeding and rearing of fine quality trout for the restocking of angling waters throughout the British Isles. The species to be seen on the farm are the Brown Trout (Salmo Fario) and the Rainbow Trout (Salmo Gairdneri) of which there are two varieties, the Irrideus and the Shasta.

In addition to its beautiful setting, the Bibury Trout Farm is fortunate in that it is ideally located for the water supply which is so very necessary for fish farming purposes. The hatchery, rearing troughs and most of the ponds are fed with the pure water from the famous Bibury Spring, whilst the Mill Stream branch of the River Coln provides the water supply for the remaining ponds. The main stretch of the River Coln passes through the farm and provides a drain for all the ponds. Thus, there is a constant supply of fresh water to meet all the farm requirements, and the water input can be regulated to meet the ever changing population of trout in the various ponds. Over the years, an intricate underground waterway complex has been built, and this gives an extremely flexible water supply system. Under ideal conditions, the combined supply from both the Bibury Spring and the River Coln sources can reach a daily input of some 6 million gallons of good quality water, which has a favourable calcium content giving a pH value of 7.5. Water of this quality ensures the steady and constant growth of Freshwater Snails (Limnaea Pereger) and Rams Horn (Physa Planorbis), Freshwater Shrimps and Caddis. These provide a natural food source for the trout in addition to their daily intake of specially made trout food.

The trout on the farm spawn during the winter months; the Brown and Rainbow Shasta Trout during late November or early December, and the Rainbow Irrideus Trout during late January or early February. Selected Brown and Rainbow Trout are kept for breeding purposes, and the artificial stripping of the fish is done when they are 3 to 4 years old, at which age they normally reach their sexual maturity. Although the artificial process is quite straightforward, it does require a great deal of expertise to ensure that no harm is done either to the fish or to the eggs. Selected ripe hen (female) trout are relieved of their eggs, or ova, by holding the fish firmly in one hand and pressing gently along each side of the fish's stomach towards the vent with the thumb and forefinger of the other hand. Between 1,000 and 3,000 eggs are generally obtained from each hen fish. The projected eggs are caught in a sterilised plastic container and

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Angling and Conservation—continued

the same stripping process is then applied to the cock (male) trout, and in this case the ejected milt is directed over the eggs already held in the container. The eggs and milt are then very gently mixed and provided that great care has been taken throughout the whole operation, immediate fertilisation of the egg takes place. Water is added and after the eggs have been rested for about two hours, they are thoroughly washed and placed in either perforated metal containers or on glass rods which are then totally immersed in the constantly flowing Spring water which runs through the troughs in the hatchery. Hatching takes place soon after the eggs have become "eyed", which can easily be seen when a small black dot appears in the egg. The young fish, or alevin, wriggles out of the egg by making lashing movements with the head and tail. The time taken between fertilisation and hatching depends upon the water temperature and at Bibury, because the Spring water temperature ranges between 48-50 degrees Fahrenheit, and thus only has a small variation, this process takes about 6 weeks on average. When hatched, the alevins are transparent and have a yolk sac attached to the underside of their bodies, and which contains a large globule of oil. The alevin survives on this yolk sac for a period of two to three weeks and when this yolk sac has been absorbed, the alevins change their behaviour pattern and start free swimming. It is at this stage that the alevins are fed with a very fine Salmon food powder, which is specially produced for the rearing of young Salmon and Trout and which provides a full and balanced diet. The alevins are now known as "fry" and they are thus called until they are one year old, when they become known as "yearlings". During the first year of their life, the fry feeding pattern is changed from the diet of the very fine Salmon food powder, which is given eight times a day, to progressively larger grained Salmon food powders and then the smaller sized Trout food pellets. The frequency of feeding is reduced to twice a day by the time the fry reach the yearling stage of their growth.

During the first year of their life, fry are extremely difficult to rear and are especially vulnerable to their natural enemies. Every effort is made to ensure that rearing conditions are the best possible, and the rearing troughs and fry ponds are netted to protect the fry against predators. Their growth rate is by no means uniform and it is normally just before they reach the yearling stage that the fry are sorted and sized and moved to separate ponds. At the end of the first

(continued overleaf)

SHIPS POSITIONS AT 22nd FEBRUARY 1978

Cardiff City. On Time Charter a/c Salen. Arrived Bandar Shahpour 15th February. Expect sail 20th March. Next business not fixed.

Devon City. On Time Charter a/c Motortank. Sailed from Destrehan 19th February with grain for Casablanca/Agadir, where expected to arrive 6th March.

Eastern City. On Time Charter a/c Showa. Reached Port Moody 19th February. Expected to sail 22nd after loading coal, and 2nd March after loading petcoke at Long Beach (ETA 2nd March) bound for Fukuyama where expected to arrive 18th March.

Fresno City. Loading steel at Middlesbrough 22nd February, and expects to complete 13th March to complete loading in Antwerp by 17th. On completion, sails via Panama Canal for Long Beach. Expected to arrive 10th April.

New Westminster City. On Time Charter a/c Alianca. Sailed Rio Grande 19th February for San Lorenzo where arrives 21st February, sailing two days later for Rosario 24/26th, Buenos Aires 27th/2nd March, Rotterdam 21st/23rd, Aalborg 25/28th and Aarhus 1st/2nd April.

Orient City. Sailed from Port Talbot 15th February and expected to arrive New Orleans 5th March, sailing again on 10th for Rotterdam arriving 25th March.

Port Alberni City. Sailed from Middlesbrough 17th February with cargo of steel, transitting Panama Canal on 5th March for Long Beach 13/20th March, Oakland 21st/23rd, Portland 25/26th, Seattle 27/28th and New Westminster 29th March/2nd April.

Prince Rupert City. Arrived Antwerp 20th February, sailing 24th February for Port Said arriving and sailing 7th March thence Singapore 23rd/24th March, Osaka 2nd/5th April, Kawasaki 6/9th and Tomokomai 10/15th April.

Tacoma City. On B.C./U.K. Cont. berth service. Arrived Eureka 20th February, sailing on 23rd for Coos Bay 24/26th where continues loading Forest Products, also at New Westminster 28th/2nd March, Crofton 3/3rd and Vancouver 4/7th. Transits Panama Canal 19th March. Arrives London 2nd April to commence discharge. Sails 9th and continues discharge at Boulogne 10/12th and Rotterdam 13/15th April.

Vancouver City. On Time Charter a/c Atlantic Lines. Sails Los Angeles 22nd for Portland where arrives 25th, completing 28th February. Then on Berth Service loading Forest Products at Eureka 5/7th March, Coos Bay 8/10th, Crofton 12/13th, Vancouver 14/20th. Transits Panama Canal 1st April for Dublin 15th/22nd April, London 24th/1st May and Rotterdam 2nd/5th May.

Victoria City. On Time Charter a/c Yulsan. Sailed from Vancouver (Wash.) on 20th February with cargo of grain for Inchon. Expects to arrive on 8th March. Re-delivers 15/20th March then on Berth Service B.C./U.S.W.C. 30/16th April. Transits Canal 28th April for discharge U.K./Cont. 12th May.

Welsh City. Berths at Tilbury 23rd February and completes discharge of corn 28th. Further business not known.

Amparo. Arrived Yokkaichi 21st February and sailed on 23rd for Kobe where arrives and sails on 27th. Then Kakogawa 28th/2nd March, Kudamatsu 3/3rd and Nagasaki 4/7th. Yokohama 9/10th and Ensenada 25/29th March.

Atlantic. Sailed from Jeddah 11th February, arriving Madras 22nd February, sailing with cargo of iron ore on 2nd March for Japan arriving on 17th March and completing on 25th. Next business unknown.

Elena. Sails Acapulco 22nd February arriving at Puntarenas 25th sailing 26th. Thence Corinto 27th/1st March, Acajutla 1st/2nd March, San Jose 2nd/3rd, Champerico 3rd/4th, Manzanillo 5/6th, Mazatlan/Guaymas 8/11th, Ensenada 14/15th for Yokohama where arrives 31st March.

Gela. Sailed Baton Rouge 12th February. Arrives and sails Las Palmas 25/26th, Leghorn 3rd/8th March, Genoa 9/13th, Marseilles 14/15th, Barcelona 16/18th, Valencia 20th/22nd, Vera Cruz 7/9th April.

Maria Elisa. Expected to arrive Vera Cruz 26th February. Sailing the next day on North European Service. Arrives and sails Vera Cruz 26/27th, Tampico 28th/1st March, Coatzacoalcos or Vera Cruz 13/13th. Hamburg 29/2nd April, Bremen 3rd/4th.

Sara Lupe. Sailed Leghorn 21st February. Arrives and sails Genoa 22nd/26th, Marseilles 27/28th, Valencia 1st/4th March, Vera Cruz 20th/23rd, Tampico 24/26th March.

VESSEL	CARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	NEW WESTMINSTER CITY	ORIENT CITY
MASTER	J.VAUGHAN	G.S.GARLICK	D.L.G. JONES	L.R. STAINES	A.L.C. GOSSET	R.K. STUART
CHIEF OFFICER	J.P.ANDREWS	C.T.PARKER	R.V. DUNCAN	D.J.A. NICHOLL	A.F. BAKER	J. HENDERSON
SECOND OFFICER	A.L.BRUCE-SMITH	P.C. COLES	S.P. GORFORD	I.M. STEWART	I.M. WOOLLEY	K.T. O'HIGGINS
THIRD OFFICER	M.J.CLARKE	K.HART	P.A. DORGAN	G.O'CONNER	T.L. LAWRENCE	A. THOMSON
FOURTH OFFICER						
ELECTRONICS OFFICER			D.R. APPLETON	R.H. SMITH		
RADIO OFFICER	K.H.SELLAR	J.R.MATHEWS			N.C. SANDERS	R.G. CHUGG
JUNIOR RADIO OFFICER				B.J. CARTER		
CHIEF ENGINEER	H.L.FLETCHER	J.McVAY	J. SCOTT	D.R. INGLIS	J. CORMACK	R.J. TRIGG
JUNIOR CHIEF ENGINEER				M.G. SEAMAN		
SECOND ENGINEER	K.DURWARD	D.G.WEDLAKE	R.A. REES		P.H. EVANS	G.J. GRIFFITHS
JUNIOR SECOND ENGINEER	G.D.MORGAN					
THIRD ENGINEER		D. BIMSON	M.J. YATES	A. McNALLY	M.B. PERROTT	W.M. POWELL
JUNIOR THIRD ENGINEER				S.J. DAVIES		
FOURTH ENGINEER	P.JOHN	C.REES	A.J. BUDGE		R.H. MOORE	D.J. COOMBES
JUNIOR ENGINEER	B.J.PEXTON J/A	G.E.ASHTON J/A	G.G. WATERS	J.H. DAVIES	J.A. COLDRICK J/A	R. BROWN
JUNIOR ENGINEER		A.D.CONDLING J/A	M.D. STAINES	D.F. BARKESS	R.P. PHILLIPS J/A	W.M. CROSSLEY
JUNIOR ENGINEER			K.D. HILL			
ELECTRICAL ENGINEER	C.CAUDY	D.E.REES	G. SHADDOCK	P.J. FOALE	C.C. SEATON	P.G. STOKER
JUNIOR ELECTRICAL ENGINEER				W.J. DOYLE		
CATERING OFFICER	D.J.S.DYCE	F.W.LEVER	L. SLAWINSKI	D.C.M. TRINICK	D.R. HARTSHORNE	L.B. SURREY
DECK CADET				A.R. REDMAN		A.M. TANNER
DECK CADET				R.W. PRICE		D.T. SHORTHOUSE
DECK CADET						R.J. TAYLOR
DECK CADET						
DECK CADET						
ENGINEER CADET	R.I.HALL					
ENGINEER CADET	A KEAST					M.G. WILLIAMS

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY	WELSH CITY
MASTER	T.R.McNULTY	A.D. LIGHTFOOT	J.S. MURRAY	M.J. HIGGINS	W.J.CROSS	O.J.T. LINDSAY
CHIEF OFFICER	M.C.HURST	T.J. HUNTER	P. RAVERSTOCK	R.S. McKAY	J.S.PEARSALL	J.E.S. YORK
SECOND OFFICER	J.G.SHIRLEY	J.R. ASHLEY	B. HERNAMAN	D.H. SMITH	R.C.HAYTON	R. MORFITT
THIRD OFFICER	J.C.PAGLER	G.R. GARLAND	K. WHITTINGHAM	P.A. BULLARD	M.L.FRASER	I.A. SMITH
FOURTH OFFICER						
ELECTRONICS OFFICER				D. BIDMEAD		
RADIO OFFICER	D.R.WILKINSON	J.M.A. CLARK	P. PARKER		E.A.WILLOCKS	G.P.S. WATTS
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	M.E.RAYNER	T.W. DAVIES	R. CHAMBERS	N. SHILSTONE	W.J.GILL	G.J.R. McBRIDE
JUNIOR CHIEF ENGINEER						R.M. PADDOCK
SECOND ENGINEER	B.J.ALLSOPP	T. GRAHAM-RUSSELL	J.B. HOCKING	R.U. BELL	P.J.WALKER	
JUNIOR SECOND ENGINEER	J.KING			A. EDWARDS		
THIRD ENGINEER		G. MORGAN	D.C. LEWIS		G.E.STEVENSON	J.L. MAGILL
JUNIOR THIRD ENGINEER						
FOURTH ENGINEER		R. THOMAS	W.R. PARKIN	R.C. WELLS	M.J.HUGILL	A.M. BAXTER
JUNIOR ENGINEER	M.CAUSER J/A	K.J. GRACE		S.J. STAINES	P.PRICE J/A	J. RETTALICK
JUNIOR ENGINEER	D.CAFFYN	P.H. MUNRO	K. MIDWINTER	J.H. CAVANAGH J/A	R.H.REED	M. BONNER
JUNIOR ENGINEER	R.GOSSALL		M. MORGAN	A. PRICE J/A		S.R.W. JENKINS J/A
ELECTRICAL ENGINEER	R.D.PARKER	J.D.W. McLAREN	A. HAMILTON	A.E. DAVIDSON	B.R.BATEY	D. OSBORNE
JUNIOR ELECTRICAL ENGINEER	I.VAUGHAN					
CATERING OFFICER	C.J.HARRHY	G.J. LYONS	P. DELANEY	R.A. PEACH	P.D.SMITH	R.G. PIERCE
DECK CADET	J.C.BROWN	M.R. HART			A.WILLIAMSON	R.E. SPRIGGINS
DECK CADET		J.B. DINSDALE				I.D. BIRD
DECK CADET						J.D. BATEMAN
DECK CADET						
DECK CADET						
DECK CADET						
ENGINEER CADET						
ENGINEER CADET						

VESSEL	GELA	AMPARO	ELENA	ATLANTIC	MARIA ELINA	SANA LUIZ
MASTER	W.D. JONES	J. CANN	M.E. JONES	G.F.R. [illegible]	R.A.C. ROYER	K.H.SMITTING
CHIEF OFFICER	A.P. JAGGERS	M.C. INGRAM	I.C. STUTT	R.T. ALCOCK	W.G. WOOD	A.M.W.MITCHELL
SECOND OFFICER	G.D. EVANS	A.K. SMITH	P.J. GODDING	J.W. GUNSON	T.A. PRICE	J.ROSS
THIRD OFFICER	G.P. EYLES	S.R. BREEDON	J. FLAHERTY	J.M. SMITH	T.H. JOWETT	J.A.DOODY
FOURTH OFFICER						
ELECTRONICS OFFICER						D.S.H. THOMSON
RADIO OFFICER	M. WILKINSON	R.W. McINNES	S.G.W. WHITMORE	R.J. PREECE	J.A. HESLOP	
JUNIOR RADIO OFFICER						
CHIEF ENGINEER	D.N. AMEY	L.M. WILLIMSON	G.M. CUTHBERTSON	J. FITZSIMMONS	D. HARRISON	D.ARCHBOLD
JUNIOR CHIEF ENGINEER						
SECOND ENGINEER	K.D. MORGAN	W.A. BRUCE	P.R. BRYANT	D.P. JONES	K. ROWNEY	J.FOOTS
JUNIOR SECOND ENGINEER						
THIRD ENGINEER	A.C. COOMBS	C.J. BURTON	R.J.D. STRANGE	A. HOBIN	D.E. HORNE	W.H.TUCKER
JUNIOR THIRD ENGINEER			T.E.J. SPERRING	I.S.EXTON J/3		
FOURTH ENGINEER	D.M. ELEY	J.A. JONES			K.R. NEGELE	D.C.PULLEY
JUNIOR ENGINEER	H.W. DAVIES J/4	A.J. WHITE J/4	W.A. STONE J/4	G. REYNOLDS	S.G. MORRIS	G.GAYWOOD J/4
JUNIOR ENGINEER	D.J. JARVIS	M. CRAWFORD	K.R. TONKS	J.W. CABLE	P.W. JENKINS	
JUNIOR ENGINEER						
ELECTRICAL ENGINEER	M.J. SCHMIDT	M.G. YOUNG	B. CAWTHERLY	J.T. LORAINE	K. EVANS	D.G.JARVIS
JUNIOR ELECTRICAL ENGINEER						
CATERING OFFICER	P.F. AKERS	L. HATWARD	A.H. FOX	J.A. PATTEN	A.A.GOULDIE	G.J.PEVERLY
DECK CADET	G.M. KIVELL				T.J.FULLER	S.C.HUGHES
DECK CADET					C.C.BROAD	A.P.MILLER
DECK CADET					P.COLLINS	T.G.CARTER
DECK CADET					C.G.EVERETT	
DECK CADET					P.MARTIN	
DECK CADET						
ENGINEER CADET						P.M.DESCHAMPS
ENGINEER CADET						D.E.FOSTER

Below are Junior Officers and Cadets presently at home either on leave, study leave; under rank heading and in alphabetical order. We cannot enter into ant correspondence concerning Officers whose names appear on this list.
Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

MASTERS

D.L. BELL
P.J. BOROUGHS
R.I. CRAWFORD
K.W. FULKER
D.B. JACK
T.W.D. JOHN
J.J. KALNINS
T. LAWSON
J. PORTEOUS
R.A.H. VANNER

CHIEF OFFICERS

D.N. AUBREY
M.J. BELLAMY
D.W. ELLIS
R.P. GRAHAM
B.R. HOPPER
A.P. JAGGERS
K. JONES
K. MILBURN
F. SCOTT
J. SHARPLES
M.W. SLATMAN
D.C. TOON
I. WOOLLARD

SECOND OFFICERS

E. BINGLEY
A.M. BEEVOR-REID
K.J. CRIBBIN
N. DAVIES
E.J. DUNK
T. HAXELL
W.D. HOWELL
P.P. LEWIS
M.F. MARCO
P.F. MATHEWS
B.M. RICKARDSON

SECOND OFFICERS CONT

G. SIZER
I.M. STEWART
A.M. YOUNG

THIRD OFFICERS

A. ABEL
W.P. BARNES
T.A. BURLEY
I. COWEN
A.A. FIELD
L.J. HICKS
N.R. JACKMAN
N. JERRUM
D.P. KIRLEY
S.W. PRESCOTT
A.C. PROSSER
P.C. ROBERTS
C. SWINDELLS

RADIO OFFICERS

P. BRADLEY
E.G. BROMHAM
W.P. BUDDEN
I.P. BULLOCK
C.J. BURT
W.P. CAMERON
A.J.L. COTTLE
V.F. CULLEN
B.B. EVERETT
P.D. HARTWELL
W.P. HEREWARD
C.G. MACY
M.W. SAVORY
D.C. SHORT

CATERING OFFICERS

S.BONNER
J. BUCKMASTER
D.N. HENRY
A.P. HUGHES
J. LYONS
R.G. MOYLON

CATERING OFFICERS CONT

A. PERCIVAL
R.G. PIERCE
L.E. SEABROOKE

CHIEF ENGINEERS

J.J. BAGHURST
R. CHARLESWORTH
B.M. DRAPER
D.J. JENNINGS
M. McQUEEN
E.R. MORGAN
L.G.I. TAYLOR

SECOND ENGINEERS

H.C. CONVERY
J.C. CULLEN
R.E. DIAMOND
P.W. EVANS
M.R. GREEN
J.N. HAUGH
A.G. HODGSON
G.J. MORRIS
N. NESBITT
T.J. NEWELL

THIRD ENGINEERS

R.S. ALLEN
C.C. ANDERSON
K.D. AUST
E.J. BURRUP
R.C. BUTCHER
D.J. CARTER
J.H. DAVIES
C.C. FRENCH
R.M.B. JENKINS
P.J. PRENDERGAST
R.E. RUSSELL
P.D. SLADE
K.A. VELDA

FOURTH ENGINEERS

R.H. ASHLIN
S.J. DAVIES
A. DOUBLER
D.B. EVANS
M.G. EVANS
N.H. FROST
G. MORGAN
P.R. NICHOLAS
J.B. PUGH
P.J. RIGBY
D.A. ROBERTS J/3
M.J. TWITCHETT
A.G. VINCENT
S.C. WARD

JUNIOR ENGINEERS

C.J. BROWN J/4
P.J. COLE
P. CURRAN
J.A. DAVIES
J.W. DAVIES
G. DOBBS
M.D.W. EVANS
M.G. EVANS
N.J. HUNT J/4
B.R. JONES J/4
A.P. KNIGHT
W.J. LAIT
A.A. MORRIS
B.P. MORSE
K.W. NEWTON J/4
K.J. O'BRIEN
I.C. PEARCE
M.G. SMITH J/4
R.M. STEAD J/4
R.M. STRONG
C.L. TAYLOR J/4
K.R. WARNER

ELECTRICIANS

K.F. BEAN
E.M. BENNINGTON
J.P. CRAWFORD
M.G. DAVIES

ELECTRICIANS CONT

P.J. FEALE
D.L. GRANT
J.A. GRAINGER
E.W.S. HAMPTON
J. McEVOY
D. OSBORNE
G. SHADDOCK
P. TIERNAN
P. [illegible]ELLMOTT
T. [illegible]ELLOUGHBY

ENGINEER CADETS

J.A. AKHURST
[illegible]. AYRES
A.P. BRANDRAM-JONES
G.A. BROOKS
R.S. DUKE
A.R. FRANCIS
R.I. HALL
M.F. HENRY
L.P. JASPER
A.J. KETCHEN
P.A. KNIBBS
D.J. KNOX
T.D. LANDSELL
C.A. LEE
M.J. LOCKWOOD
R.L. MANSON
G.J. McKENZIE
E.I. McLUNDIE
M.J. MILLWARD
M.F. OWENS
R.L. PARSONS
M.E. PREECE
M. RICHARDS
T.A. SAVAGE
J.A. THOMAS
A.J.F. TUCK
R. WILLIAMSON

DECK CADETS

P. BORLEY
P.D. CODD
B.F. COLLINGS
R.W. DAVIES
M.R. DUNSTALL
R.J. ELLIOTT
M.A. EVANS
G.R.J. FAULKENER
P.C. HARDING
D.J. HERRING
J.J. HUDSON
R. HUGHES-JENKINS
J.G. KEYTE
S.J. LAWS
M.R. LOVIBOND
S.F. LOWRY
I.C. MILLER
J.J. MOORE
M.S. MORGAN
A.P. MORRIS
J.C. NEALE
C.A. PRESCOTT
G.D. RENDELL
M.R. SEALEY
J.D. SMITH
S.J. SMITH
T.J. TUDBALL
T.J. WARD
R.K. VILLARS
J.M. VINCENT
C.S. WEEKS

See Staff Disposition as at 31.3.

Angling and Conservation—continued

year, the size of a Brown Trout will vary between four and seven inches, whilst the Rainbow Trout will be slightly larger and range in size between five to eight inches.

This uneven growth pattern continues throughout the yearling stage and at the end of the second year the Brown Trout size will vary between 10 and 13 inches, and the Rainbow Trout will measure in the order of 12 to 17 inches. The acceleration of growth of the Rainbow Trout, in comparison with the Brown Trout, is attributable to its more aggressive nature. The grading of yearlings is also very important because the larger fish tend to bully the smaller ones away from the food. After many years of experimenting with various feedstuffs, the trout at Bibury are now fed with a specially prepared food in pellet form, which provides the necessary balanced diet. The pellets are of the floating variety and this provides a useful aid when observing the feeding habits of the fish in the various ponds, and also helps to ensure that neither overfeeding nor underfeeding takes place.

The high density of fish population on the farm naturally increases the risk of disease, and a constant watch is maintained throughout to ensure that remedial measures are taken at the first signs of an outbreak. The fry are very prone to contract gill fever which, as the name implies, is a disease which results in the clogging of the gills and this can result in death. This disease can be cured by prompt and early treatment with either Pyridylmercuric Acetate or Malechite Green, which medicants are introduced into the water supply. Yearlings are susceptible to fin rot and white spot, and furunculosis can affect trout at any stage of their development. Apart from giving the necessary treatment whenever any disease is noted, doses of antibiotics are regularly introduced into the trout food as a precautionary measure against any outbreak, and observations over the years have proved the success of this policy.

In addition to their susceptibility to disease, trout are vulnerable to a wide variety of predators and have to be safeguarded at all times against their natural enemies whilst they are on the farm. Climatic extremes can also cause distress to the trout, and in extreme conditions, death can result. Although very little can be done to counter such natural occurrences, care is taken to ensure the maximum protection to the fish on the farm in an endeavour to reduce mortality from all causes to a minimum.

In their natural environment, trout of all ages live under a constant threat to their existence, and the mortality rate during the early stages of their life is enormous. Many factors contribute towards this state of affairs for, apart from climatic conditions, trout fall prey to a variety of predators including their own kind, who are not averse to a diet of alevins or fry, and even the larger sized fish. Perhaps the greatest predator of all is man who, apart from his fishing, has been directly responsible for the high level of pollution which has had such a disastrous effect upon the fish life in so many rivers and other waters. These factors, coupled with the increasing popularity of angling, which now attracts over 10 million enthusiasts in the country, make it essential that a regular programme of restocking is carried out throughout the country, and it is here that trout farms play their part by rearing fine quality trout for this purpose.

The trout are taken to their destinations by road in vehicles which are capable of being fitted with fish-carrying tanks of varying capacities. The water in the tanks is supplied with oxygen, which is fed into the water through diffusers, and this ensures that the trout which can be carried by one vehicle is determined by the size of the fish and the volume of water in the tanks. As a rule of thumb, and under normal operating conditions, one gallon of oxygen charged water will support one pound weight of trout. As an example, a 100 gallon fish tank could hold either 100 × 13" trout, or 200 × 10"/11" trout, or 1,000 × 6" trout, and with the correct oxygen supply, these quantities of fish can be carried over long distances. Naturally enough, more precise scales are used when determining the tankage needed for each and every delivery from the farm.

The next, and final stage, in the delivery process is the transfer of the trout from the vehicle tanks into the water at the restocking location. Trout and water are transferred progressively from the vehicle tanks into smaller containers, and the water in these containers is then slowly exchanged with water which has been taken from the location where the trout are to be put. After a suitable period, the trout are gently decanted into their new environment. This procedure is very necessary as it allows the trout to adjust to any marked change in their new water temperature or pH value. By taking these simple precautions, the risk of damage or mortality to the fish is reduced to a minimum.

The Brown Trout is native to our islands and, if given the chance, lives on average for about seven years. The Rainbow Trout is a native of America and Canada, and was introduced into this country during the latter part of the last century. It is becoming fairly well established, but it has a shorter life than the Brown Trout, and lives on average for about five to six years. The current British record for catches of large trout stands at 18 lb. 2 oz. (1965) for the Brown and 10 lb. 4 drams (1970) for the Rainbow Trout. Apart from the selected trout which are kept for breeding purposes, it is not policy to stock fish which are over two years of age on the farm, but quite a number of large, wild trout live a peaceful existence in the stretch of the River Coln which passes through the farm.

Quantity Surveyor

The ranch owner from Calgary was boasting to an English acquaintance about the size of his property.

"It's so damn big," he proclaimed, "that if I stand on my veranda, all the land as far as I can see is mine—miles and miles of it!"

The Englishman was unimpressed. "Oh, really," he murmured.

The Yank warmed to his theme. "Yeah!" he replied. "And it takes me at least two days to drive round the place."

The Englishman was becoming bored. "I know," he sympathised, "I once had a car like that myself!"

Natural Rhythm

A policeman was seen flashing his torch down Lover's Lane.

At the first car he stopped and illuminated the couple canoodling on the back seat. "Nothing wrong, Officer," said the girl, "we are just practising the cha-cha-cha."

A hundred yards farther on the Constable found another car and, sure enough, the girl this time when challenged replied, "Don't bother us, Officer, we're just doing the tango."

At the third car the Constable opened the side door, glared at the back-seat drivers and growled, "Don't tell me, I suppose you two are doing the bossa nova."

"No," replied the girl, "actually, I'm doing the boss a favour."

Many people make monkeys of themselves simply by carrying tales.

The modern girl is the one who will hate herself in the morning either way.

A man runs after a girl until she catches him.

Q. Why is 2 o'clock in the morning like the bed of a good billiard table?

A. Slate.

Woman who spends too much time on bed-spring soon gets off-spring.