

newsletter



No. 105—OCTOBER, 1978

THE CHANGE in the format of the *Newsletter* has already been referred to by me in the September issue and the *Newsletter*, in its present form, coincides with the retirement of the Editor, Mr. Chris John on the eighth November.

This gives me an opportunity of recording my appreciation of the great help that he has given me in publishing 105 *Newsletters*. There have been some difficult periods when news has been sparse, but nevertheless, he has achieved continuity in what I am sure has been an important contributing factor in the good relationships between seafaring and shore staffs and those at home.

Chris has been with the Company since 1934 and has faithfully served us throughout the years with a special kind of loyalty which is particularly appreciated in our Industry, when we have so many cyclical changes. We all wish him every happiness on his retirement and these good wishes, of course, include his wife whom so many of us know well.

It is interesting to note that Chris is one of the few Welsh-speaking members of the staff and he has accepted in such a good spirit my remark to him on more than one occasion when he has written a particular item for the *Newsletter*, to the effect that everybody will know that this was written by our Welsh Baptist Minister!

Chris is not the sort of person who will disappear from our midst and we look forward to seeing him on many occasions in the future.

C. R. CHATTERTON

HERE'S TO THE NEXT TIME

IT HAS been a most rewarding experience to have been editor of the *Newsletter* almost since its inception.

This edition is my last and also the last of the *Newsletter* in its present format.

The literary standard may not have been highly professional, but at least it was sincere and we hope readable. The contents were mainly contributed by readers, although on occasions I found it necessary to "fill in" with items which were "home brewed".

As I lay down my pen and re-orientate my thoughts I wonder what the *Newsletter* has achieved over the years. The Chairman at the outset envisaged it as a kind of link between staff ashore and afloat and a source of contact for retired personnel. In my view it more than achieved this and to him we are indebted for constant interest and active encouragement.

I would like to express my gratitude to all who have, from time to time, contributed items for inclusion in the *Newsletter*. We were never in the happy position of having a surfeit of reserve material but each edition was completed by the required date for printing. Thank you for the many complimentary remarks received from time to time—all so very encouraging. Thanks also to those readers who so often spotted the errors—they should do well in "Spot the Ball" competitions. On the contrary these were valuable comments and helped enormously to make corrections where necessary.

Yes, putting the pieces together to make up a *Newsletter* has been a great experience. The 44 years I have been with the Company has also been a great experience. The contributions I have made in this sphere I leave to others and time to pass judgement. As for my own assessments I shall keep most of them in the various compartments of the memory to be drawn on as the moment requires.

So, to the next edition of the *Newsletter*.

C. D. JOHN

"Port Alberni City" 'Master and Officers' and Meteorological Office Awards

IT HAS been the custom of the quarterly journal of Maritime Meteorology—The Marine Observer—since 1924 to publish the names of Masters and Officers who have qualified for awards for outstanding contributions made to the Meteorological Office during the year.

We congratulate Captain B. A. Boyer, 3rd Officer, P. C. Roberts and Electronics Officer, D. C. Short on being recipients of an award.

Overheard in the Accounts Department the other day:—

"The wife and I share the car. When it's washed and polished, it's hers—and when the tank is empty it's mine."

PICTURE OF YOUR LIFE

If all the good you've ever done
Was painted on a wall,
Into a picture framed in gold,
Would it be large or small?
If every smile appeared in blue
Depicted as the sky,
And clouds of black were painted on
Each time you told a lie—

If trees of green would show each time
You gave a helping hand,
How many would your background show,
How dense would be the stand?
And if each act of kindness
Would mean a shining ray
Of sunlight, on your work of art,
Would it be light as day?

Or would your picture look like night
With skies more black than blue,
And shadows dark, instead of trees?
It all depends on you.
For every man must paint his own
And all the world will see,
It hanging in the halls of bliss,
For all eternity.

THE TECHNICAL DEPARTMENT RULES. OK!

RECORD PRIZES FOR THE 1978 SAFETY COMPETITION

EVERY READER knows that the Technical Department run our ships. I mean that's obvious. Who ever heard of an accountant who could make a "Williamson Turn" or tell when a "Field Effect Transistor" wasn't feeling the effect!

It is the Technical Department who has produced this happy breed of modern sailors who pour over drawings and flick oscilloscope switches with gay abandon day by day. These are the artisans of the Merchant Marine. Highly trained specialists for whom no task is too difficult. These buccaneering boffins are able to inform and advise the ship's Master on any technical subject at a moments notice. No nut is too tough to crack for our Technical Department, advice is freely given on anything from an evaporator to an electrolyte.

A perfect example of the expertise of the "T.D." was illustrated recently when Captain Garlick and this writer were visiting the "Dai Maru" at Kobe. Seafaring readers will at once recognise the "Dai Maru" as one of the greatest department stores in Asia, and perhaps indeed in the whole World. Without a doubt the "Dai Maru" is the "Harrods" of Japan. We Celts are very proud of the store's Welsh origins. It was founded by a Mr. Dai Evans from Treorchy over fifty years ago. Dai emigrated from the Rhondda during the great depression and settled in Japan. Now being of a romantic nature, and most Celts are, Dai did very well for himself by becoming involved in a rather passionate affair with the daughter of a well known family of Japanese shipowners. The net result of Dai's passion was a marriage at a Shinto Shrine near Tokyo. It is also recorded that at Dai's request a similar ceremony was carried out at Bethania Chapel Treorchy. Out of respect for his new bride and in-laws, Dai then wrote to Somerset House, which as you know is situated between Devonshire House and Wiltshire House, and informed them that he was changing his name from Dai Evans to Dai Maru. English translation "Dai the Ship". It was shortly after this that Dai decided to enter the haberdashery trade and subsequently opened his first shop in Japan. Looking at his Kobe branch the other day, one can only admire how well Dai has done for himself. The Welsh tradition in the shop carries on and it is very touching to hear the young Japanese ladies saying "Diolch" rather than "Arigatoo" when a purchase has been made.

However I digress. Captain Garlick and I were in the electrical department of Dai's Kobe shop last week and very much admiring a home entertainment console. One

is obliged to use the word console because it looked more like the flight deck of a "747" than anything to do with the world of music. It was, by Japanese standards, moderately priced. For the same cash outlay in the British Isles one could pick up a new "Ford Granada". Using the RSL car purchase scheme of course! This giant of the entertainment world had no less than sixteen loudspeakers, so that would make it a "Quad-Quad" set. If you don't know what "Quad-Quad" is ask ask Jim Jim Harrison Harrison. Now Captain Garlick is well known for his inquiring mind and his interest in all matters technical. On this occasion he asked me what the digital display meant on the top left hand corner of the console — A.M. 1140. Quick as a flash this representative of the mighty Technical Department was ready with an instant reply. "A.M." Captain means that they have the receiver tuned to an Amplitude Modulated radio station, and 1140 indicates that the tuning capacitor is set to a frequency of 1140 kilohertz per second in the broadcast band." Then just as I finished my explanation the display altered to "A.M. 1141." Amplitude Modulation my elbow! 1140 kilohertz my elbow! The little light emitting diodes were in fact informing the world that it was "Ante Meridiem 1140 hours of the clock Japan Standard Time". Ah well you can't win 'em all.

T.D. Rules. OK!

Best of luck with your shop Dai.

J. R. MATHEWS
Radio Officer/Elena.
Hong Kong, 13.8.78

KEEP A look out for the posters advertising this year's bumper Safety Competition, which is once again being jointly sponsored by the General Council of British Shipping and the British Sea-farers' Joint Council. Because of the importance attached to this annual event and concern at disappointing support for the 1977 competition, the organisers have decided that this year's competition must be made more attractive. Record prize money of over £400 will, therefore, be offered with a first prize for each of the two sections of the competition of £100. In addition, since the types of competitions held in 1975 and 1976 proved extremely popular, some of the ideas for this year's competition have been drawn from those sources.

The two sections of the competition will comprise:-

1. Spot the errors—consisting of three pictures, one relating to each department i.e. deck, engine room and catering, each depicting hazards or unsafe working practices.

2. Design a poster/cartoon on a subject of your choice relating to shipboard safety.

The competition will be open to all seafarers who serve on merchant ships under the British flag and to students from the industry at nautical and technical schools, colleges, etc., including the National Sea Training College, Gravesend. The closing date for entries will be 31st October, 1978.

The advertisement posters, which have wallets of individual entry forms attached are currently being distributed to ships, colleges, schools, etc., in package form.

The Name Changes

ATLANTIC CITY built 1967; Sold 1976, named ATLANTIC.

AUSTRALIAN CITY built 1964; Sold 1969, named WILKAWA; Sold 1974, named CHIKUMA; Sold 1976, named MARINA.

BRADFORD CITY built 1943; Sold 1962, named VERCHAMIAN; Sold 1968, named SHUN WAH.

CARDIFF CITY built 1962; Sold 1972, named SARA LUPE.

DEVON CITY built 1960; Sold 1972, named EXECUTIVE VENTURE; Sold 1974, named TONG BENG.

EASTERN CITY built 1965; Sold 1970, named CHIYODA.

HOUSTON CITY built 1965; Sold 1970, named MARIA ELISA.

INDIAN CITY built 1967; Sold 1977, named EAST PORT.

KING CITY built 1950; Sold 1966, named ELLISPONTOS; Sold 1970, named GEORGETTA; Sold 1975, named OSIA IRINI CHRYSOULANDOU.

NEW WESTMINSTER CITY built 1955; Sold 1970, named PROTOAPOSTOLOS; Sold 1976, named AGIOS ANDREAS.

ORIENT CITY built 1960; Sold 1976, named ALEXANDER A.S.; Sold 1976, named TONG JIT.

QUEEN CITY built 1950; Sold 1966, named OMALA; Sold 1971, named PROSPERITY; Sold 1975, named UNITED ORIENT.

Employers' "Dismay" at Officers' 14 per cent Pay Claim

A 14 PER CENT increase in earnings with other improvements in conditions were sought by the four Merchant Navy officers' organisations in a three-part claim presented on the National Maritime Board on 31st July.

The four unions—the Merchant Navy and Airline Officers' Association, the Amalgamated Union of Engineering Workers, the Mercantile Marine Service Association and the Radio and Electronic Officers' Union—said the 14 per cent rise in earnings from 1st November was to take into account the probable increase in the retail price index since March 1977, the fact that officers had not received an increase under phase three of the Government pay policy, and the rise in average industrial earnings under phase three.

The unions are also seeking further discussions by the spring of 1979 leading to "constructive arrangements" for the transition to a one-day-on, one-day-off leave ratio, and the setting up of a committee to consider improvements in the industry's redundancy and medical severance schemes, for introduction by the spring of 1979.

A *Guardian* article next day by one of their Labour Staff, said shipowners were "staggered" by the size of the claim. "With world shipping facing what the owners call the worst crisis for nearly 50 years, they had been confidently expecting

(Issued by General Council British Shipping—August 1978.)

the officers to make a more modest claim," he wrote.

After the meeting, Mr. Graham Turnbull, leader of the General Council of British Shipping negotiating team, representing the employers, bluntly warned about the problems facing the industry. He said:

"We are astonished and dismayed that our officers' organisations have ignored the bleak reality of the shipping recession. World shipping is facing its worst crisis for nearly 50 years. Eleven per cent of the UK fleet, one of the most modern and diversified in the world, is idle. Many companies are barely covering operating costs on their ships, let alone making a profit or covering depreciation. Published results from shipping companies—and these for the most part apply to last year's trading—tell a dismal story, and there must be worse to come.

"Against such a background, our reply to the claim will be dictated by the industry's ability to pay, and by our members' ability to operate ships profitably. The outlook here is very bleak.

"Further, and very important, any settlement which we conclude must not break the Government pay policy."

GCBS said they would consult their members and reply to the claim on 25th September.

heart skipped a beat. He mumbled something about breaking watches in Port and all working day work, but my head was reeling, dreams of 2 weeks alongside, loading cases of whisky, tractors, ice cream, bales of cotton, trinkets for the natives, it was too much.

At home I packed after rushing out and buying a uniform.

We flew to Japan, which turned out to be a lot different to Rastanura or Khang Island. The other engineers never stopped talking about 4 weeks in Mexico, 3 weeks in Acapulco and loading logs in Vancouver.

"You tie up alongside somewhere?" I asked the 3rd. "Why yes, in Frisco we were next to the Town Hall" was his reply.

My knees went giddy—No more anchoring off 70 miles in the Gulf of Mexico. No more pipe lines disappearing into the sand at Ras-el-Nasty.

I couldn't wait to get on board. The agent arrived, yes ship going back to Australia to load.

Australia . . . I could see it now, tied up alongside Bondi Pier, loading fluffy white lambs, cases of boomerangs, bottles of Fosters and boxes of export Surf Boards.

I leapt out of the taxi, rushed up the gangway, knocking down 4 or 5 startled Indians.

I stood on the deck, ready to savour the smell of mutton and eucalyptus wood, but wait, what's this?

Empty deck, no derricks, what's in these hatches?, peep inside.

My dreams were smashed, my heart sank, who could do this to me.

They'd found a new way of transporting oil, but now in little solid lumps.

I was on the coal run!"

First Impressions

MR. T. PLENTY is a 2nd Engineer on Steam Ships with Mobil Shipping Company and is currently on loan to our Company to gain Motor Ship experience.

In submitting the above article for inclusion in the Newsletter he was most complimentary about our publication. It is very pleasing to receive such compliments when preparing the last edition as editor.

Mr. Plenty writes:—

"I had just finished the washing-up and was resting before starting the ironing when the phone rang. I was three days over my leave, so I knew who was calling, I wandered to the phone.

I was right, it was my Mobil man in London "Something different" he said, "like you to get motor experience with a cargo Company."

Cargo Company! My stomach turned, tied up alongside wharfs and not tanker jettys. "Yes, Yes", I replied trying to hide my obvious enthusiasm.

"All arranged" continued my man in London "go and see Sir William Reardon Smith and Sons.

I arrived at Devonshire House, opposite the Tax Office "That's good planning" I murmured to the door man, but he was miles away and years ahead.

I was shown models of cargo ships with cranes and derricks, hatches and holds, 'tween decks and dunnage, things I'd never seen before, not a 48" pipe manifold in sight.

"No pump room?" I questioned the Smith's man "No" was his reply, and my

The Chairman of the Bench was cross-examining a street-walker.

"Have you ever been financially embarrassed?" he asked.

"No" was the reply, "but I suppose it would be fair to say that I have been pushed for cash."

A lady was shocked at the language used by two men repairing the telephone cables outside her home.

She complained to the company angrily and the foreman was asked to make a report on the incident. This was the report:

"Me and Bill Fairweather were on this job and accidentally I let the hot lead fall on Bill. It went down his neck.

"I said, 'Sorry, Bill.' Then he said, 'You really must be more careful, Harry.'"

Good Fare from m.v. "Atlantic"

For those who regularly eat Curries aboard the vessels, try this out on your friends one evening as a supper snack:—

LAMB AND FRUIT CURRY

or SINGAPORE CURRY A L'ATLANTIC

Ingredients:—

- 2 lb. lamb shoulder, cut into 1½ inch cubes.
- 2 medium size onions, thinly sliced.
- 2 tablespoons salad oil.
- 2 medium size green apples.
- 3 bananas (1 lb.).
- 1 can (8 oz.) pineapple chunks, undrained.
- 1 teaspoon dried thyme leaves.
- 1 tablespoon chopped parsley.
- 2 tablespoons curry powder.
- 2 tablespoons flour.
- 1½ teaspoons salt.

Cooking:—

- (a) Trim any excess fat from lamb and discard.
- (b) In medium pan, heat oil, add onion: saute until golden after several minutes, add thyme and parsley: cook 1 minute longer.
- (c) Add lamb cubes: saute—turning until browned on all sides—about 25 minutes.
- (d) Meanwhile in a small bowl, combine the curry powder, flour and salt, and mix well.
- (e) Sprinkle curry mixture over browned meat—Cook—stirring for two minutes, and
- (f) Add 2½ cups of water; mix well, simmer covered for 50 to 60 minutes or until the meat is tender.
- (g) Cut unpared apples into eighths and remove cores—add apple wedges to the curry mixture and let them cook for 5 minutes.
- (h) Peel bananas and cut into ½ inch chunks, and together with the pineapple

add to the curry mixture, stirring gently. Cook over low heat for 5 minutes. Turn onto heated serving plates, serving with rice and curry garnishes.

(j) If the above is enough for six servings, apply to Bombay for a part-time job as a bhandary—even if only sighs of appreciation come from your guests, you may qualify as a bhandary mate.

If too warm, change friends or better still contact your local water board.

ASIAN PARTY FARE— EGGPLANT AND RICE FRITTERS

Ingredients:—

- 2 cups cooked mashed eggplant.
- 2 eggs, slightly beaten.
- 2 teaspoons grated onion.
- 1½ cups cooked rice, cooled.
- 1 cup shredded sharp cheddar cheese.
- ¼ cup all-purpose flour.
- ½ teaspoon pepper.
- 1½ teaspoons salt.
- ½ cup salad oil.
- Dash of hot pepper sauce.

Cooking:—

- Combine all ingredients except salad oil. Stir well.
- Drop batter by the tablespoons into oil heated to 375 degrees.
- Cook until brown, turning once.
- Drain on paper towels.
- Yield 1½ dozen.

With the compliments of the
Bhandary—m.s. "Atlantic".

Swinging the Red!

A Russian delegation visited a factory just outside London. Shown around by the foreman they asked: "When do the men come to work?"

"They're supposed to be here at 7.30," said the foreman, "but they usually show up a few minutes later."

"How long do they work?"

"Well," replied the foreman, "they have a 10-minute break at 10 a.m., but that usually stretches into a quarter of an hour.

Then knocking-off time is 4.30, but they begin to slacken off a bit at 4.00—you know how it is!"

"We certainly do not," thundered the delegates. "In our country a man starts on time and continues to work until the whistle blows. That is the right way to do things."

"Oh, you couldn't get away with that here," came the reply. "They're a bunch of ruddy communists."

THE ITF AND JOB OPPORTUNITIES FOR BRITISH SEAFARERS

DESPITE THE fact that there are too many ships chasing too few cargoes (11 per cent of UK and 9 per cent of world shipping is laid up for lack of employment) there are increasing opportunities for UK shipping companies to manage, operate and man ships under non-UK flags. This provides welcome business for the UK companies, jobs for UK seafarers and a plus for the UK balance of payments.

Some of these ships are under so-called flags of convenience—e.g. Bermuda and Liberia. But that does not mean that they are in any way substandard: indeed GCB has a manning policy designed to ensure that UK seafarers who are asked by its member companies to serve in non-UK flag ships enjoy conditions and standards no less than those which they have in UK ships.

The International Transport Federation (ITF) has published a scale of minimum rates which they expect employers to pay in flag of convenience ships. These rates are higher than UK rates and more akin to Scandinavian levels. But it should be emphasised that these rates have not been negotiated with anyone: ITF must be unique in the free world in prescribing conditions of employment which have not even been discussed between employers and unions.

Recently two such ships, managed by UK companies and manned with their permanent officers (and in one case ratings as well) on exactly the same conditions that apply throughout the companies' UK fleet, have been blockaded in Finland by the Finnish unions because the rates of pay on board do not match up to these ITF rates.

In the first of these cases, a ship called the *Brittenberg*, the MNAOA supported the Finnish unions though the NUS did not. In the event, the employing company (Scottish Ship Management) gave up the management and the foreign owning company transferred it to a non-UK competitor. So the British company lost the business, UK seafarers lost the opportunity of jobs in the *Brittenberg*, and the country lost the foreign earnings which would have resulted from its operation under British management.

The second case concerned the *Fort Hamilton* managed by Canadian Pacific Steamships. Here our UK unions fought hard in the ITF to get the Finns to agree that their freely negotiated agreements with the employers should be respected. But the Finns proved very obdurate and, after

blockading the ship for a week, would only agree to its release if the whole question was referred to a special ITF Committee for investigation and decision. Thus the ITF and its affiliates are assuming the right to veto agreements concluded by UK unions with UK employers in respect of UK seafarers.

What lies behind these ITF policies? We believe that they are dominated by unions from Scandinavian and other countries which have very high wage costs. If they force other people's wage levels up, their own position will become less uncompetitive. Their attitude may be understandable when they have lost a lot of jobs themselves because of this, but GCBS believes that their policy of laying down arbitrary wage levels and seeking to enforce them by industrial action can only be detrimental to the UK shipping industry and to all who earn their living in it.

This is quite a different problem from that of those ships operating under flags of convenience or otherwise which are sub-standard in regard to their construction, manning or operation. The way to deal with these is to get a broadly-based agreement on basic standards together with an effective mechanism for their enforcement. GCBS has taken a leading part over the years in establishing international conventions setting approved standards covering all these aspects and has urged the British Government to ratify the latest of them with a minimum of delay.

GCBS believes that it is nothing short of deplorable that ITF affiliates should resort to blockading tactics against reputable UK companies operating ships to the highest standards and paying their contract rates to the seafarers concerned. But worse than that it can only lose us business and jobs.

(GCBS Information Department—16.8.78.)

A magistrate from England lost his way on one of those quiet Irish country roads. He hailed a passing local.

"How far to Dublin?" he asked.

The local eyed him thoughtfully, "Well, yer 'onour," he replied, "it would be about eight miles, but I'm thinking in that car it would only be six."

The same tourist called at a petrol station.

"How many galls would ye be wantin'?" asked the attendant.

"Five, please."

"Well, you can't 'ave any 'cos the pump's are empty."

STAFF NEWS

MARRIAGE

Congratulations and best wishes to 2nd Officer, Anthony K. Smith on his marriage to Miss Nancy Janet Benn at the First Congregational Church, Ridgefield, Connecticut, U.S.A. on 19th August, 1978.

News has it that the honeymoon was spent on the QE2. On paying a visit to the bride Mr. Smith saw a well polished new sextant enclosed in a glass case with a notice "break open in case of an emergency."

Miss Jackie Lockett (Telex Operator, Head Office) was married to Mr. Stephen Dare at St. Mary the Virgin, Cardiff, on 30th September, 1978. We wish them every happiness.

NEW STAFF

A warm welcome is extended to the following on joining the Company:—

Third Officer, Mr. P. M. Bates.
Junior Engineer, Mr. S. D. Barron.
Deck Cadet, Mr. T. D. Bennett.
Deck Cadet, Mr. S. F. Broderick.
Deck Cadet, Mr. M. Cox.
Deck Cadet, Mr. P. A. Vaughan.
Engineer Cadet, Mr. M. G. Adams.
Engineer Cadet, Mr. C. B. Jones.
Engineer Cadet, Mr. D. R. James.
Engineer Cadet, Mr. I. J. Morgan.
Engineer Cadet, Mr. A. R. Parker.
Engineer Cadet, Mr. M. R. Penny.
Engineer Cadet, Mr. A. J. Salter.
Engineer Cadet, Mr. J. C. Thomas.
Engineer Cadet, Mr. W. E. Wilkins.

REARDON SMITH VESSELS RECEIVE AMVER AWARDS



The photograph shows Commodore Vaughan receiving a pennant.

COMMODORE J. VAUGHAN attended the Eighth Annual AMVER Awards Presentation on behalf of the Company at the American Embassy, London, on 7th September, 1978.

The following vessels have earned recognition for outstanding participation in the Coast Automated Mutual-Assistance Vessel Rescue system during 1977:—

m.v. *Victoria City*, 6th Consecutive Award.
m.v. *Fresno City*, 5th Consecutive Award.
m.v. *Tacoma City*, 4th Consecutive Award.
m.v. *Vancouver City*, 3rd Consecutive Award.
m.v. *Eastern City*, 1st Award.

SHIPS POSITIONS at 25th SEPTEMBER, 1978

Cardiff City. This vessel is on Time Charter a/c to Salen. She sailed from Tampa on 17th September with a cargo of phosphates and is expected to arrive in Bilbao on 2nd October for part discharge. She then sails to Brest on 5th discharging until 8th. Then Rouen 9/10th to discharge remainder.

Devon City. On Time Charter a/c to Motortank. This vessel sailed from East London on 15th September and is expected in a Japanese port on 13th October to discharge 25,970 tons Yellow Corn and wheat and expects to complete 20/25th.

Eastern City. This vessel sailed from Baie Comeau on 22nd September with a cargo of grain. She is indicated to discharge in Tilbury from 2nd October for up to 8 days.

Fresno City. This vessel re-delivers from China National at Dairen on 1st October. She will then go on Time Charter a/c to B.H.P. The intention is to load limestone at Susaki for discharge in Newcastle, N.S.W. She will then load steel at Newcastle and Port Kembla and pig iron at Kwinana for discharge in Mombasa and Karachi.

New Westminster City. This vessel is on Time Charter a/c to Alianca. She arrived in Vera Cruz on 19th September, and will take about 8 days to discharge. Her next business is to load maize probably at Houston destined for a South American port, possibly Rio Grande.

Port Alberni City. On Time Charter a/c to East Asiatic. She sailed from Pulmoddai on 19th September and arrived at Penang on 22nd September sailing on 25th for Singapore where her ETA is 26th September.

Prince Rupert City. On Berth Service No. 96. She sailed from Eureka on 19th September with the following loading itinerary:—Coos Bay 21st/24th, Nanaimo 26th/1st October, Vancouver 2nd/7th. She should transit the Panama Canal on 19th October and discharge in London 2nd/8th November followed by Boulogne, Rotterdam and Nordenham.

Tacoma City. This vessel is on Berth Service No. 95. She arrived in Dublin on 24th September and will discharge part cargo until 28th. Then follows La Pallice 30th/2nd October, London 4/9th, Rotterdam 10/12th, Emden 13/16th and a Continental port for drydocking between 17th and 22nd October.

Vancouver City. This vessel is on Time Charter a/c to China National. She is at present loading in Dunkirk and expects to sail on 27th for Dairen ETA 27th October.

Victoria City. Delivered under Time Charter a/c to B.H.P. She commenced loading steel at Newcastle, N.S.W. on 20th September. She should sail on 29th, proceeding to Port Kembla to load steel for discharge at Djakarta, Port Kelang, Singapore and Inchon.

Welsh City. This vessel arrived in Ghent on 25th September and should commence discharging on 28th, she is then expected to sail on 30th for a U.S. Gulf Port.

Amparo. The current itinerary of this vessel is: Yokohama 24/25th September, Nagoya 26/27th, Yokkaichi 27/28th, Kobe 29th/2nd October, Kanda 3rd, Keelung 6/8th then Hong Kong 9th to dry dock for about 10 days.

Atlantic. The vessel is at present discharging in Vera Cruz where she will be until 19th October. Her next business is to load sunflower seed at New Orleans for E.C. Mexico.

Elena. She sailed from Ensenada on 21st September and her itinerary is as follows: Manzanillo 25/27th, Acapulco 28/30th, Salina Cruz/Puntarenas 3rd/4th October, Corinto/Acajutla 5/5th, San Jose 6/8th, Manzanillo 12/14th, Guaymas 16th/22nd and Ensenada 25/27th.

Gela. This vessel is expected to arrive at Vera Cruz on 27th September from Liverpool. She is due to sail on 3rd October for Tampico 4/7th, Coatzacoalcos 8/10th, Progreso 11/13th, U.S. Gulf Port 15/19th and Antwerp where she is expected to arrive on 3rd November.

Josefa. This vessel is expected to be taken over on 3rd October at a U.S.E.C. port.

Maria Elisa. The vessel is due in Rotterdam on 29th September sailing the next day for Bremen 2nd/4th October, Hamburg 5/7th, Gothenburg 9/10th, Le Havre 13/16th and Vera Cruz 30th October.

Sara Lupe. This vessel has an ETA in Vera Cruz on 25th September, completing and sailing on 30th for Coatzacoalcos 31/1st October, Tampico 3rd/5th, P. Plata 9/11th, New Orleans 16/17th, Mobile 18/19th, possibly Morehead City 23rd/24th and completion of discharge in Barcelona about 5th November.



*Centre of Cardiff—25 years ago!
Devonshire House—marked with
arrow.*

Tough problems ahead

The financial implications of the tonnage surplus present serious problems for shipping generally. An independent assessment of the effects on British shipping is given here by a Fleet Street journalist—John Petty—DAILY TELEGRAPH.

BRITISH SHIPPING has a very tough fight on its hands as the world recession worsens. Jobs are vanishing and recent months have brought a succession of companies reporting a sharp swing from profits to losses.

Some companies are battling for their life with their freight revenues hardly covering operating costs. Capital repayments in such circumstances present a real problem. One Government estimate is that British shipowners will have to meet some £1,700 million on loan repayments over the next few years. The Government has brought in a scheme to give companies having a difficult time a three year moratorium in certain cases. This means of deferring (not cancelling) repayments is confined to ships built in the UK and could involve sums of well over £200 million.

The Government is confident, however, that most companies will weather the storm without aid and thinks its deepest commitment will not exceed more than £400 million of loan guarantees.

Many shipping companies are diversified into other businesses which is a hedge against a period of severe losses on ocean trading. They have taken over ventures ranging from breweries, golf courses and travel agencies to engineering companies, oil and gas fields, road transport firms, tyre factories and insurance brokers.

The chief cause of the trouble of course, is the decline in world trade following the oil crisis of 1973 which sent industrial costs zooming, thereby reducing the demand for goods and causing heavy unemployment in Europe and America.

But there are significant and mounting problems which are adding to the difficulties confronting western shipowners. There is the severe price-cutting by Soviet shipping in what has been described by the General Council of British Shipping as "economic warfare."

There is protectionism, by which many countries use all manner of means to divert cargo into ships of their own flag rather than let it be carried by the most efficient operators. This is a policy backed-up by the United Nations as part of its desire to help developing nations build up their own fleets.

There is the hazard posed by American laws aimed at stopping shipping lines working together to provide orderly

services at agreed prices. American politicians automatically suspect such pooling systems and their efforts to break shipping conferences have made the United States a happy hunting ground for Soviet and other fleets which do not operate on a commercial basis.

Governments have worsened the surplus of ships by spending so much time and taxpayers' money trying to keep shipyards working at full blast. The British Government itself offers huge subsidies to persuade rivals of the Merchant Navy to order ships at British yards. It is even giving away ships under aid programmes to developing nations, even though this must ultimately lead to less cargo for British ships and a loss of jobs under the Red Ensign.

A surfeit of ships has brought desperate cuts in freight rates in the scramble to get the available cargo. Many trades and routes have rates which merely cover operating costs, with nothing at all for repayment of debts owing to shipyards. But all round the world, even in Japan, governments are preoccupied with how to win more shipbuilding contracts. Yards are even being encouraged to build ships for which there are no customers.

And this at a time when 43 per cent of the Swedish fleet is idle and nearly one-third of the fleets of Denmark and Norway are laid-up. Huge amounts of Greek and Liberian tonnage are idle. Eleven per cent of the British fleet is laid-up despite the sale of over 60 British ships to foreign buyers at knock-down prices in the first half of 1978.

Britain is trying to persuade the Common Market to adopt policies to retaliate against nations which discriminate unfairly against the fleets of West Europe. Strong arguments are being pressed in both Moscow and Washington. Customs men have been told to note what cargo is handled at British ports by Russian ships and what rates are charged. Sanctions will be urged at a meeting of Common Market ministers in November if the Russians go on poaching trade by under-cutting western rates by up to 40 per cent.

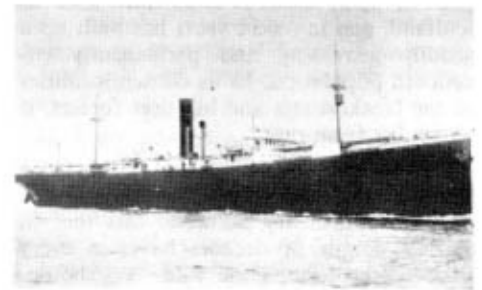
Many chairmen of British companies are warning that three extremely hard years lie ahead. The crisis that began in tankers has spread through bulk-carriers and into the general cargo and container trades on most deep-sea routes, though the short-sea ferry business continues to boom.



m.v. "Devon City"

THIS EXCELLENT photograph of the m.v. *Devon City* at Hong Kong, May 1978, was taken by Mr. Peter Ward (brother of Miss Pam Ward).

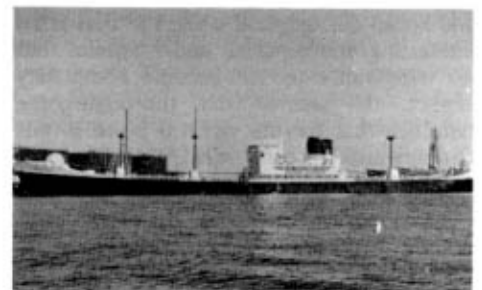
The magnificent and imposing appearance of the vessel impressed him very much. At the time he had no knowledge he was indeed looking at a Reardon Smith ship. Her funnel markings had been changed to those of her Time Charterers. However, nice compliments from the Senior Technical Superintendent of a British Line in Hong Kong.



Built by Ropners, 1913.



Built 1933.



Bunkering Dakar, January 1961.

Wildcats

by DAVID GUNSTON

MANY PEOPLE would find it hard to believe that there are any wildcats at all in Britain—truly wild, that is, owing allegiance to no human beings—let alone two distinct and growing populations of such creatures. But it is a fact that this country has a strange twin wildcat community.

The first and truest group is the native Scottish wildcat of ancient lineage, local member of a widespread and numerous tree-dwelling species that occurs in a natural state across Europe from the Highlands of Scotland down to Asia Minor. Once plentiful all over Britain, it was, like the wolf, driven farther and farther northwards as civilisation and the rearing of domestic animals advanced. Unlike the less resourceful wolf, however, the wildcat was never completely annihilated, although at one time its numbers grew very small indeed.

Since 1914 and the decline in large-scale game-keeping, it has re-established itself in Scotland, and in recent years has built up a steadily increasing and permanently entrenched population. In its chosen localities on the bleak moors and hill deer forests, it is now far from rare.

The second wildcat group is of more recent origin, and consists entirely of the very many ordinary domestic cats that in the last couple of decades have, in every sense of the term, gone wild. Any household cat that is neglected or lost will swiftly take to the countryside and become quite wild. Females will breed in the wild, and their kittens thus produced are savage little beasts with no thought for the peace of the household fireside. The first wild-bred generation is bad enough, but the second, third and subsequent ones are much worse. Nowadays, in almost every district, there are hordes of such animals from perhaps anything up to the tenth or later generations, still outwardly like pet tabbies, but in reality fierce, semi-feral hunters impossible to retame.

Thus it is that today there are more wildcats in our woods and copses, hedgerows and moors than for a thousand years. They are both strange results of human activities and social change, and while the first is an interesting and separate native species that no one wants to see become completely extinct, the second is a thorough-going nuisance that has no rightful place in our countryside. Both, also, are savage killers—miniature tigers on the loose.

Two world wars and the subsequent decline in the numbers of gamekeepers on their beats enabled the Scottish wildcat to strengthen its erstwhile precarious foothold in the Highlands and gradually build up its

numbers again. By dwelling primarily in the most inaccessible places, and by sheer unbridled ferocity, it managed to escape destruction by human hands and now thrives freely enough to be steadily increasing.

Changing social conditions stemming from World War II plus again the dwindling of the keen-eyed keeper on the prowl with his ready gun have led to the enormous increase in Britain's semi-feral cat tribe. People left evacuated or bombed homes, and amid the turmoil of recent years many cats became neglected, forgotten or unwanted. Now no cat is wholly dependent on human beings, as are dogs. Stray dogs quickly starve, but even the fattest, most docile fireside puss suffers no loss of strength when fending for itself in the semi-wild state. Rather, these animals grow in hunting skill, lose weight and furry sleekness maybe, but thrive on small birds and animals, quickly becoming tough, vigorous natives.

Scottish wildcats are skulking tyrants of the night. Often all the local inhabitants see of them are the blood-stained, tattered remains of recent meals. From Loch Lomond across to Gleneagles and beyond they pursue blue hares, black-game and grouse by stealth, often taking lambs and roe deer fawns as well. They make their short final charge to kill at great speed, but tire quickly if pursued for long, preferring to turn against rock cover and fight it out with teeth and claws, greenish-yellow eyes ablaze.

Not unlike pet cats in general appearance, they are thicker and heavier in overall build, with distinctive rusty-hued fur and handsomely black-ringed bushy tail. They are utterly and completely untamable. Specimens in zoos and private collections have invariably refused to have any dealings at all with man, but they will live peaceably enough in captivity with a domestic cat (if of the opposite sex) for a companion. When opportunity offers in the wild, they also breed readily with scapegoat domestic cats, although of a distinct species. Even the new-born kittens are terribly ferocious, and soon take some handling. Creeping up to farms and home-steads in the dark, more frequently in the winter when food-getting is always harder, the wildcat of Scotland returns with its prey to its well-hidden lair under scree, tree-roots, bracken or in an old fox's earth.

With perhaps ten times as many of these the most truly wild British animal present in Scotland as there were in 1914, and with perhaps as many more to come, there seems little chance of extinction for this proud and powerful creature.

Nor, for that matter, are we likely to reduce our semi-feral wildcats much unless concerted action is taken to lower their numbers. Again not always seen, especially

in summer when there is ample cover, these gone-wild cats are the bane of every surviving gamekeeper and almost every poultry-keeper in the land. They kill and kill, and escape destruction with uncanny luck. Only the other day the den of one was discovered in the Midlands and proved to contain the remains of 17 hares—adult, half-grown and small—2 wild duck and 5 red grouse. Many kill free-ranging poultry with just as much cunning and persistence as foxes.

Now and again a gone-wild cat ends up in a snare or trap, and if still alive proves a difficult customer to handle. Even more than usual, such a cat is ready to use teeth and claws on all comers. One keeper, carelessly approaching a snared tom, was caught unawares by the beast which sprang at him before he could knock it off, ripping his leggings from knee to boot.

Indeed, if more pet-owners realised that their neglected animals may well end up tortured and mauled in snare or trap, they might be inclined to take better care of them, thus lessening this unattractive element in Britain's wildcat population.

Taken from the "Sunderland Echo" and written by 10-year-old Karen Jackson.

THE TOWN'S SHIPYARD

The Captain on the bridge surveyed
the yard his ship was leaving
Trials had come, and
Trials had gone,
The launching ceremony drab and long,
Had passed without a thing gone wrong.

The Captain on the bridge surveyed
the shipyard dull and grey.
Another ship on
Another quay,
Would soon be many miles away,
To the town it would be forgotten.

The chairman stood on the quay
He watched the ship go on her way,
The last of an era, now in the past,
A credit for the yard that forever would last.

But back to work, and toil, and sweat,
everyone must go,
It's not as the newspapers say,
Drink and Fags,
They think it's play,
The strain and stress of every day.
They critically write.

Very few know away deep down,
the problems to keep a yard's name sound,
The tension that can lead to death,
the worry and strain, the strain and stress,
But to the town they seem much less.

A yard where they sometimes build vessels
Few seem to think it's a life, someone's
world,
But when the troubles are unfurled,
Amazement is shown at the dilemma
Very few know away deep down,
The problems to keep a yard's name sound.

NEW STAFF

We wish to welcome the following sea staff:-

I. Hughes, Electrician
E.R. Clark, Electrician
D.D. Hill, Catering Officer
J.R. Sampson, Junior Engineer
R.B. Hodgson, Junior Engineer
M.J. Cummins, Deck Cadet
J.M. Coleman, Deck Cadet

Captain J.C. Lee - returning to sea
Captain K.W. Fulker - taking over ashore

CERTIFICATE SUCCESSES

Congratulations to the following on obtaining their certificates:-

Mr. E.J. Dunk, Master's
Mr. P.C. Harding, Class 3 Deck
Mr. R.J. Elliot, Class 3 Deck
Mr. E.G. Bromham, Marine Electronics
Mr. W.P. Budden, Marine Electronics

STAFF NEWS

From the 1st November Captain J.C. Lee will be returning to sea after a period of nearly eight years as a Deck Superintendent, and his place ashore is being taken by Captain K. Fulker.

Our thanks to Captain Lee for his efforts in maintaining the fleet and we wish both him and Captain Fulker success in their new appointments.

CHRISTMAS MAIL

We would again remind readers in the United Kingdom that Christmas mail destined for personnel on our vessels should be received at this office not later than the undermentioned dates:-

EUROPE	11th December 1978
OTHER DESTINATIONS	4th December 1978

Whilst it is not advisable to send parcels abroad, anyone wishing to do so should kindly note that parcels, tapes and cards weighing more than 10 grams should not be sent to Head Office. Senders should write or telephone to this office for suitable address, and then post in the usual manner, ensuring that Customs Declaration Forms are attached to parcels and tapes - these forms can be obtained from any Post Office.

Finally, please ensure all parcels are very securely packed, and correctly addressed.

Below are listed Officers and Cadets presently at home either on leave or study leave. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

MASTERS	P.J. BOKROUGHS, W.D. JONES, O.J.T. LIMESAY, D.L. BELL, R.A.H. VANNER, T.W.D. JOHN, R.I. CRAWFORD, J.J. KALINIS, R. SKINNSER, J.C. LEE, D.P. JACK.
CHIEF OFFICERS	R.T. ALFORD, A.F. JAGGERS, F. SCOTT, R.P. GRAHAM, I. WOOLLARD, T. HAXELL, D.H. AUBREY, W.D. HOWELL, M.W. SLAYMAN, F.J. EMMY.
SECOND OFFICERS	J.R. ASHLEY, P.A. HULLARD, A.L. BRUCE-SMITH, G.D. EVANS, A.A. FIELD, S.P. GORFORD, J.W. GURTON, P.P. LEWIS, M.F. MARCO, J.G. SHIRLEY, C. SIZLER, A.K. SMITH, D.H. SMITH, N. JERRUM, M.C. INGRAM, K.T. CRIBBIN, N. DAVIES, P. HULLARD.
THIRD OFFICERS	M.F. FARMES, S.R. FREEDON, M.J. CLARKE, G.P. EYLES, N.R. JACKMAN, T.H. JOWETT, D.P. KIRLEY, P.G. ROBERTS, I.A. SMITH, J.M. SMITH, C. SWINDALLS, H.D. JOHNSTON, C.A. PRESCOTT, P.C. HARDING, T.J. WARD.
RADIO OFFICERS	P. BRADLEY, R.G. CHUCC, F.W. McINNES, R.J. PREECE, N.W. SAVORY, D.S.H. THOMSON, G.P.S. WATTS, D.C. SHORT, W.F. CAMERON, L.D. EVERETT, E.G. BRIDGMAN, V.F. CULLEN, J.F. FULLOCK.
CHIEF ENGINEERS	D.M. PARSONS, L.M. WILLIAMSON, D.J. JENNINGS, J.J. BAGURST, B.M. DRAPER, J.C. CULLEN, R. CHAMBERS, C.N. TROTT, M. McQUEEN, J. FITZGERON.
SECOND ENGINEERS	W.A. BRUCE, J. FOOTS, D.P. JONES, N.R. MORGAN, G.J. MORRIS, T.J. NEWELL, P.J. PRENDERGAST, J. KING, J.N. SMITH, D.P. WOOD, N. NEDETTI, P.H. EVANS, N. MURKELL.
THIRD ENGINEERS	C.J. HURTON, A.C. COOCHS, A. EDWARDS, A. HOBIN, R.N.B. JENKINS, W.H. POWELL, G.E. STEVENSON, R.J.D. STRANGE, C.C. FRENCH, J.M. DAVIES, D.E. EVANS, D.A. ROBERTS, D.H. ELEY, K. VELLA.
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				B.F. COLLINGS	D.T. SHORTRIDGE		G.C. EVERETT	I.D. BIRD	J.N. VINCENT
				T.A. SAVAGE			M.P. HENRY	J.D. BATEMAN	J.D. SHUTE
				C.K. LEE			M.J. LOCKWOOD	G.J. McKENZIE	

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JUNIOR "	D. WRIGHT	G. BIDDINS	R.P. PHILLIPS	A. KEAST	D.J. JARVIS	K.J. McWINTER		R.C. WILLIAMS	
ELECTRICIAN	K.F. BEAN	P. TYERMAN	A. McRAE	E.R. CLARK	P. WILLYOTT	C.C. SEATON	G. SHADDOCK	J.D.W. McLAREN	R.R. BATEY
CATERING OFF.	A.H. FOX	N.H. FROST	A.A. GOULDIE	L. SLAWINSKI	P.P. DELANEY	H.A. PEACH	R.G. PIERCE	G.J. LYONS	J. McKNASTER
CADETS	H.R. HART	J.C. BROWN		S.J. VOSS				G.D. RANDALL	P.C. McVIGAN
	R.W. PRICE	P.K. COCK						T.D. BENNETT	A.M. McSHELL
	A. BRADFRAN-JONES	H.A. EVANS						S.F. BRODERICK	E.J. McWHIRTER
		C.S. WEEKS						M. COX	S.A. McILROY
		D.J. RINK						P.A. VAUGHAN	
								P. FORLEY	