

# newsletter



NO. 109

FEBRUARY 1979.

## A QUESTION OF WEIGHT - OR - WHEN IS A TON NOT A TONNE?

Consider that the "QUEEN ELIZABETH II", built in 1969, was 66852 gross tons, 36930 net tons and 15976 deadweight tons and the "VANCOUVER CITY", built in 1970, was 16644 gross tons, 11565 net tons and 26289 deadweight tonnes. This is very puzzling. Deadweight tonnage, gross tonnage, net tonnage - what is the difference?

To describe the size of a ship, we usually speak of deadweight tonnage, but there are other ways and, since they also involve the use of the word "tonnage", there is a certain amount of confusion and the following explanations may help.

Deadweight tonnage means the vessel's carrying capacity; that is, the weight of the cargo, the passengers, crew, stores, fuel, water and what may be termed "loose equipment". It has nothing to do with the weight of the ship itself. Gross tonnage does not denote weight at all, but is a measurement of the cubic capacity of all enclosed spaces on a ship, both under and above deck, including holds and deckhouses. It is expressed in tons. Net tonnage, like gross tonnage, is also a measurement of volume, but includes only those spaces which have an earning capacity - that is to say, cargo holds and passenger accommodation. Non-earning spaces like the engine room are not included in net tonnage. Net tonnage is expressed in tons and a "ton" in both gross and net tonnage context means 100 cubic feet of space, or 2.83 cubic metres. It has nothing to do with weight and should strictly be written "tun". It has historic connections with wooden casks of 252 gallons capacity called "tuns", which were at one time used as containers, principally for wine and the size of a ship would be measured by the number of such "tuns" it could carry in its hold. Displacement tonnage is the weight of ship, plus all the items which make up the deadweight tonnage. Thus, the "VANCOUVER CITY", with a full 26289 tonnes on board consisting of cargo, fuel, stores, etc., will have a displacement tonnage of 32400 tonnes.

Finally, "tonne" is, of course, the metric form of the word "ton" when used to express weight, an English ton being 2240 pounds and a metric tonne being 2204.6 pounds.

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### STAFF NEWS

BIRTHS: We offer our congratulations to Mr. & Mrs. K.A. Velda on the arrival of twins on 6th January, 1979. Mr. Velda tells us his daughter is to be named Emma-Fay and his son Anthony.

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CAPTAIN D.C.GRIFFITH-JONES: Captain Griffith-Jones, who has worked in Head Office since January 1976 in a Management/Work Study capacity, has recently taken over temporary command of T.M.M's new ship, m.v. "BIBI". Our sincere thanks are extended to him for his helpful co-operation during his period ashore.

Captain T. Lawson is now working at Head Office on a temporary basis.

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NEW STAFF: A very warm welcome is extended to the following:-

Mr. J.F. Lewis - Accounts Clerk - Head Office  
Mr. G.S. Hayes - " " - " "

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CERTIFICATE SUCCESSES: Our congratulations to the following Staff on obtaining their Certificates:-

J.N.Haugh - Part "A" 1st Class Motor	J.A.Akhurst - OND Endorsements Marine Engineering
P.C. Roberts - First Mate (Class 2)	
I.A. Smith - -do-	T.C. Lansdell - -do-
C. Swindells - -do-	M.R. Preece - -do-
K.J. Ayres - M. E. T. A. C.	J.J. Moore - Class 4 Deck + ONC Nautical Science
M. Richards - -do-	
D.S. Sheppard - -do-	M.R. Sealey - -do-
H.D. McLundie - -do-	

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THANKFUL "MISSIONS"

We have recently received a letter from The Missions to Seamen in Vancouver, B.C., expressing thanks to the Company for their donation (sent through Agents) towards the Missions' work in the port of Vancouver. The Rev. Joseph D. Parker writes:-

"Our Society in Vancouver has had a difficult struggle financially of recent years. We service ships of many nations, but rarely do we receive support from parent companies. Your thoughtfulness in considering our needs is greatly appreciated".

The Missions to Seamen give very good attention to the needs of seafarers throughout the world and it is nice to know that donations - whether small or large - are so much appreciated.

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Our thanks to Captain J.S. Murray for the following contribution:-

#### VISIT TO AN OIL INSTALLATION

Recently, the vessel of which I was in command, paid a visit to Ras Shukheir, with a cargo of steel pipes. Before you start running for your atlas and charts, it is an oilfield off the east coast of Egypt, about one hundred miles south of Suez. What is there in this "exotic" port? An oil installation!

We were anchored off the port with our stern tied to a buoy. The cargo was discharged into barges and supply boats, when either was available, or the weather suitable.

At the installation, there is an air strip - and I mean that in its original context! It is a flat stretch of sand which is scraped every day to keep it reasonably level and watered to compact it. There are two flights a day to Cairo. There is also a heliport, a large area of concrete and an office. The remaining area is covered with either blocks of accommodation, piles of pipes and a large administrative building. The rest is sand! Whilst we were there, I was able to arrange a visit to a working drill rig. I was picked up at 0900 hours by boat and taken into the small harbour. There was I was met by the Manager of the Logistics Division who took me to the heliport. This was to be my first trip by "chopper" and was quite an education.

When all was ready, I was told, together with a small number of other people, which of the three machines was the one that was to take us and informed that mine would be the second stop. There were no pretty ground hostesses to guide you on your way! It was just out across the cement, under the hot sun, climb aboard into the very cramped cabin, sit in a very narrow canvas seat, put on a life jacket and fasten your seat belt. The one sitting the nearest, closed and locked the door. The pilot and co-pilot boarded, went through a quick pre-flight check and the engine was started and we were off. It wasn't nearly as noisy as I thought it would have been, but still loud enough that you could not have held a conversation.

A quick bank to starboard and we were out over the water, heading for the oil field. We landed and I never even felt it! Out went the passengers for that rig, door closed and locked (my job this time), thumbs up to the pilot and we lifted off. Ten to fifteen minutes later we were down on the "chopper" platform on the rig I was to visit. Pile out, remove oneself to a safe distance after closing the door and get clear. I was met by the Supervisor and the Rig Superintendent and taken to their office for a smoke (you can't smoke in the helicopter) and the inevitable cup of coffee. Whilst we talked about the operation of the rig, I discovered why I had been sent to this particular rig, as it was a little unusual.

First, a platform was built by the local oil company - no derrick - nothing; just a platform. Then in comes the barge; it carries on deck, derrick winches, pipes, turntable and all other necessary equipment. Using its own 150 ton crane, it places all the necessary drilling equipment, including a telescopic derrick, on to the platform and then lies end-on and moors to the permanent structure, using seven anchors, with tension winches to keep it in position, just off the platform.

First, we toured the barge, Officers' radio room and data centre. Then down below; I don't ever want to hear our staff ever complain about the noise of the generators on an 840. It's NOTHING! These three machines were roaring

away with a noise that was unbelievable. They were supplying all the power to the drill platform. Out of there, on to the catwalks, over the mud tanks, where the drilling mud was being circulated and cleaned. I was wearing a boiler suit for the trip, as I had been advised to do. At last I found out the reason why, as up to now I'd seen nothing but cleanliness to perfection. It was also interesting that when I arrived, I was given a pair of gloves and a hard hat and told - not requested - to wear them if I wished to go up on the platform.

So, that was the next stop. Up the "Widow Maker", as I was told it was called. The platform being a fixture and the barge being moored, they could not have a fixed gangway, so one had to jump for the end! This gangway is rather more substantial than ours, having stairs up one side and a trough to drag up pipes on the other side from the barge. I was shown the system for drilling then. Of this, I must admit I was aware of having done before joining our Company, though on a smaller scale, for both water and salt. Quite a number of years ago I might add, but not with the highly sophisticated equipment, or to such a great depth. At my visit, they were expecting to hit the oil at any time, being at present down to sixteen thousand feet. Seven wells were to be drilled - this was No. 6. Four were productive - one a dry hole. I wasn't lucky; they didn't find it while I was there!

Return to the barge and have lunch. It wasn't lavish, but good plain food. It was there, apart from my tour, that I met most of the crew. Americans; my two hosts were Canadian; a couple of Scots; two Geordies and a few Egyptian engineers. Sorry, not a Welshman met! We chewed the fat in the mess room for an hour or so and I was given a cabin where I could sit and read, or have a lie down if I wanted to, until I was picked up by the "chopper" later. Off I went and was landed back ashore. A quick trip by car around the installation and shown how my pipes were being wire-brushed and coated in tar at the same time. They were then coated in sacking - burlap to the seafaring staff - then coated in cement. After that, I returned to the ship for a couple of ice-cold beers, as Ras Shukheir is dry.

As far as I was concerned, it was an interesting and educational visit and one that will tend, I think, to stick in my memory.

## SHIPS POSITIONS

As at 22nd February, 1979

m.v. "CARDIFF CITY" This vessel is on Time Charter a/c Salen. She has been discharging at Kaohsiung and redelivers on 23rd, and is expected to be in Hong Kong from 24th until 3rd March for drydocking. Subsequently, vessel will be on Berth Service 102 arriving in Eureka 20th March, sailing 2 days later for Coos Bay 23/26th, Crofton 28/30th and Vancouver B.C. 31st/5th April.

m.v. "DEVON CITY" This vessel is at present in Buenos Aires and expects to sail on 2nd March calling at Durban on 17th March for bunkers. She then proceeds to Japan via Singapore. ETA Singapore 2nd April.

m.v. "EASTERN CITY" Sailed Bremerhaven 22nd February towards U.S. Gulf, having been fixed to load a cargo of grain for discharge in Japan.

m.v. "FRESNO CITY" This vessel arrived Durban 22nd February for bunker replenishment and minor repairs. Sails 24th for Port Elizabeth where she loads a cargo of Manganese Ore for discharge Boulogne towards end of March.

m.v. "NEW WESTMINSTER CITY" On Time Charter a/c Jepsens. At present she is proceeding towards Adelaide where her ETA is 1st March. She sails 2 days later for Kwinana at which her ETA/D is 8/12th March. Her future business is not yet known.

m.v. "PORT ALBERNI CITY" This vessel is on Time Charter a/c Salen. She is due to sail from Chittagong on 23rd February and proceed to Singapore, arriving on 27th February at which port she will drydock until 5th March. Her future movements have not been finalised.

m.v. "PRINCE RUPERT CITY" On Time Charter a/c Sumatrop. Her itinerary is as follows:- Sailing from Busan 24th February; Kaohsiung 27/1st March, possibly Hong Kong 2/4th; transitting Suez Canal 23rd March. Thence Rotterdam 2/4th April, Antwerp 5/7th, Hamburg 9/11th and Newport 14/18th.

m.v. "TACOMA CITY" This vessel is on Berth Service 99. She is now in Dublin discharging Forest Products. It is anticipated she will sail on 25th February to complete discharging at Rotterdam 27/1st March, London 2/4th, and Boulogne 5/6th. She will then be on Time Charter a/c Cast for 12 to 15 months trading, but her itinerary is not yet known.

m.v. "VANCOUVER CITY" This vessel is on Berth Service 101. She sails from Los Angeles 23rd February after which her itinerary is - Tacoma 25/27th; Tahsis 28/1st March; Crofton 2/3rd; Vancouver B.C. 4/12th; Long Beach 15/15th. She should transit the Panama Canal on 24th March and commence discharging Forest Products in London from 7th April.

m.v. "VICTORIA CITY" This vessel is on Time Charter a/c Salen. She sailed from New Orleans on 19th February, indicated discharge port Hamburg, ETA 6th March where she completes discharging on the 10th. She will drydock on the Continent until 16th March after which vessel will operate on Steel Run 66. Her ETA/D Brake is 17/19th, Antwerp 20/27th, transiting the Panama Canal about 12th April.

m.v. "WELSH CITY" Vessel is now loading grain in Houston with likely berthing at second loading elevator. Her ETS is uncertain. This cargo is for Japan.

m.v. "AMPARO" The itinerary of this vessel is as follows:- Arrives and sails Yokohama 22/23rd February; Nagoya 24/24th; Kobe 25/28th; Ensenada 14/15th March; Manzanillo 18/20th; Acapulco 21/23rd and Corinto 25th March, but this is an optional port.

m.v. "ATLANTIC" Vessel is at present in Vera Cruz and is expected to sail on 8th March. Her further itinerary is not yet known.

m.v. "BIBI" It is expected that this vessel will sail on her first voyage from Innoshima on 28th February. Her expected itinerary is as follows:- Kure 1/4th March; Sasebo 5/7th; Busan 8/9th; Wakayama 10/11th; Kobe 12/12th; Yokohama 14/15th; Yokosuka 16/17th and Long Beach.

m.v. "ELENA" This vessels itinerary is as follows:- Manzanillo 21/23rd February, Guaymas 25/26th; Ensenada 1/4th March; Yokohama 18/19th; Nagoya 20/22nd; Yokkaichi 23/24th; Osaka 25/27th; Kobe 28/30th and Keelung 2/4th April.

m.v. "GELA" This vessel sails from Liverpool on 23rd February and should arrive at Vera Cruz on 10th March. She sails again on 12th March and proceeds to Tampico 13/15th; Coatzacoalcos 16/18th; Progreso 19/21st and Rotterdam 7th April.

m.v. "JOSEFA" Her itinerary is as follows:- ETA/D Mobile 22/23rd February; Rotterdam 10/12th March; Antwerp 13/15th; Bremen 16/17th; Hamburg 18/20th; Le Havre 21/23rd and Liverpool 26/28th.

m.v. "MARIA ELISA" These are her ports of call:- Progreso 23/24th February; San Domingo 27/1st March; Charleston 5/6th; Morehead City 8/10th; Naples 24/27th and Leghorn 28/30th.

m.v. "SARA LUPE" This vessel arrives in Naples on 24th February sailing 3 days later for Leghorn 28/2nd March; Genoa 5/7th; Marseilles 8/9th; Barcelona 12/13th; Aviles/Gijon 19/20th and arriving in Coatzacoalcos on 4th April.

VESSEL	GARDIFF CITY	DEVON CITY	EASTERN CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	W.D. Jones	D.L. Bell	A.L.C. Gosset	J.C. Lee	J.J. Kalnins
Chief Officer	E.J. Dunk	W.D. Howell	W.C. Wood	F. Scott	M.W. Slayman
Second "	D.H. Smith	N. Jerrum	C. Swindells	G.D. Evans	K.J. Cribbin
Third "	A.M. Tanner	G.P. Eyles	P.C. Harding	R.O'Shea	J.C. Neale
Radio "	D.S.H. Thomson	E.C. Bromham	R.S. Preece	P. Bradley	C.G. Macey
Chief Engineer	D.M. Parsons	D. Harrison	D.N. Henry	J.J. Baghurst	D.J. Jennings
Second "	C.J. Burton	N. Nesbitt	A.G. Hodgson	P.J. Prendergast	M. Murrell
Third "	R.M.B. Jenkins	A.J. Budge	D.A. Roberts	C.C. French	I.S. Exton
Fourth "	M. Crawford	D.B. Evans	R.P. Phillips	R.H. Moore	W.J. Lait
Junior "	K.J.O'Brien	E.L. Lloyd	J.M. Cavanagh	A.R. Barrow	K. Wiltshire
Junior "	J.R. Sampson	G.R. Evans	B.L. Ahern	C.R. Brennan	
Electrician	R. Emms	P.J. Foale	P.L. Mahoney	J.H. Roberts	P.D. Kyle
Catering Off.	F.J. Keogh	D. Kelly	P. Tyerman	J.A. Patrick	J. Bonner
Cadets	R. Hughes-Jenkins	M.S. Duke	R.G. White		M.R. Preece
		T.C. Landsell			D.S. Sheppard

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	VANCOUVER CITY	VICTORIA CITY
Master	R.I. Crawford	O.J.T. Lindsay	A.D. Lightfoot	L.R. Staines	J. Cann
Chief Officer	K. Milburn	I. Woollard	I.C. Stutt	J.S. Pearsall	A.M.W. Mitchell
Second "	N. Davies	J.W. Curton	P.P. Lewis	P.J. Godding	W.P. Barnes
Third "	D. Devenny	D.P. Kirley	N.R. Jackman	P.M. Bates	M. Sealey
Radio "	J.A. Heslop	R.G. Chugg	K.H. Sellar	M. Wilkinson	S.G.W. Whitmore
Chief Engineer	J. Cormack	J. Fitzsimmons	R. Ellison	J. Scott	G.J.H. McBride
Second "	A. Edwards	G.J. Morris	K. Durward	H.C. Convery	T.J. Newell
Third "	C.E. Stevenson	S.J. Davies	C. Hughes	A. McNally	D.M. Eley
Fourth "	W.A. Stone	M.J. Burt	P. John	D.C. Puley	D.J. Coombes
Junior "	D.A. Hayden	W.N. Crossley	K.D. Hill	D.F. Barkess	R. Brown
Junior "		J.W. Cable	S.D. Barron	P.H. Munro	D. Wright
Electrician	P.C. Stoker	E.M. Bennington	I. Hughes	N.J. Doyle	J.F. Bowman
Catering Off.	D.C.M. T-inick	D.D. Hill	L.R. Seabrooke	D. McPhail	A.H. Fox
Cadets	M. Richards	J.M. Evans	S.F. Lowry	M.S. Morgan	J.A. Akhurst
	H.D. McLundie	N.B. Wilson		J.M. Vincent	A.J. Ketchen
		J.C. Brown		J.D. Smith	
		C.S. Weeks			

VESSEL	WELSH CITY	ATLANTIC	GELA	AMPARO	ELENA
Master	R.A.H. Vanner	D.B. Jack	K.B. Whitting	T.W.D. John	P.J. Boroughs
Chief Officer	G.T. Parker	R.P. Graham	D.H. Aubrey	T. Haxell	R.T. Alford
Second "	J.B. Pritchard	M.F. Marco	E. Bingley	T.A. Burley	A.K. Smith
Third "	W.E. Summers	H.D. Johnson	M.R. Lovibond	C.A. Prescott	P.A. Dorgan
Radio "	D.C. Short	W.P. Cameron	I.F. Bullock	V.F. Cullen	B.B. Everett
Chief Engineer	L.G.I. Taylor	C.N. Trott	R.M. Paddock	B.M. Draper	L.M. Williamson
Second "	D.P. Jones	D.P. Wood	E.M. Mallett	G.B. Stevenson	W.A. Bruce
Third "	A.G. Vincent	J.E. Spiller	W.M. Powell	J.H. Davies	R.C. Butcher
Fourth "	K.R. Warner	A.D. Cowling	H.W. Davies	A.M. Baxter	M.G. Smith
Junior "	R.M. Stead	P.N. McCormick	M. Morgan	C.J. Brown	G. Reynolds
Junior "	J. Rettalick	G. Tucker	D.G. Davies	M.G. Hardy	P.J. Cole
Junior "	S.H. Hocking				
Electrician	J.T. Loraine	T. Willoughby	E.R. Clark	J.P. Crawford	D.G. Grant
Catering Off.	S.P. Smith	K.J. Baines	L. Slawinski	R.G. Moylon	L.B. Surrey
Cadets	S.J. Laws		D.J. Knox	P.R. Cook	
	M.R. Dunstall			M.A. Evans	
	J.J. Hudson				
	M.J. Cummins				
	J.M. Coleman				
	A.J.F. Tuck				
	K.J. Ayres				

VESSEL	JOSEFA	MARIA ELISA	SARA LUPE	BIBI
Master	R.E.Skinner	J.J.Birrell	W.J.Cross	D.C.Griffith-Jones
Chief Officer	I.R.Boulton	D.J.A.Nicholl	A.P.Jaggers	M.J.Bellamy
Second "	K.T.O'Higgins	P.C.Roberts	S.P.Gorford	
Third "	A.P.Morris	J.J.Moore	A.C.Baxter	
Radio "	J.R.Mathews	D.R.Wilkinson	G.P.S.Watts	A.J.L.Cottle
Chief Engineer	M.McQueen	E.R.Morgan	G.M.Cuthbertson	G.Hughes
Second "	T.Graham-Russell	J.King	M.J.Yates	K.D.Morgan
Third "	M.B.Perrott	W.R.Shannon	T.E.J.Sperrin	
Fourth "	D.E.Wright	M.C.Evans	K.W.Newton	
Junior "	P.Curran	M.McKeone	C.L.Taylor	
Junior "		D.Towers	R.E.B Hodgson	
Electrician	J.A.Grainger	J.P.O'Mahoney	B.R.Batey	A.McRae
Catering Off.	N.H.Frost	D.Gowsell	L.Hayward	F.W.Lever
Cadets		C.D.Randell	R.W.Davies	
		T.D.Bennett	P.C.Weychan	
		S.F.Broderick	A.M.Russell	
		M.Cox	E.J.Naughton	
		P.A.Vaughan	R.A.Holloway	

Below are listed Officers at home on voyage leave as at 19.2.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	G.S.Garlick, D.L.C.Jones, M.C.Hurst, R.K.Stuart, B.A.G.Boyer, T.R.McNulty, T.Lawson, J.Porteous, J.S.Murray, J.Vaughan, M.E.Jones.
Chief Officers:	P.M.Baverstock, D.C.Toon, E.W.Walmsley, J.E.S.York, T.J.Hunter, R.V.Duncan, D.W.Ellis, R.E.Baker.
Second Officers:	I.M.Stewart, B.T.Hernaman, G.Sizer, J.R.Thomas, P.C.Coles, A.Abel, R.G.Hayton, K.Jones, J.Ross, T.A.Price, J.P.Andrews, I.A.Smith.
Third Officers:	M.L.Frazer, A.Tay, R.J.Elliott, T.J.Tudball, G.Proud, T.J.Ward, D.J.Herring, P.D.Codd, I.C.Miller, K.G.Whittingham.
Radio Officers:	W.P.Budden, D.P.Bidmead, N.C.Sanders, P.J.Barker, B.J.Carter, E.A.Willocks, P.D.Hartwell, R.G.Miller, J.M.A.Clark, R.H.Smith.
Chief Engineers:	R.Chambers, J.C.Cullen, D.N.Amey, P.W.Evans, N.B.Shilstone, D.Archbold, D.R.Inglis, M.E.Rayner, W.Gill, H.L.Fletcher, M.G.Seaman, R.J.Trigg.
Second Engineers:	R.U.Bell, G.D.Morgan, R.A.Rees, P.J.Walker, P.H.Evans, J.B.Hocking, A.Hobin, J.N.Haugh, G.J.Griffiths, K.Rowney, M.J.Gabica, R.E.Diamond, J.Foots.
Third Engineers:	D.C.Lewis, R.S.Allen, R.Taylor, A.C.Coombs, K.A.Velda, R.E.Russell, J.L.Magill, R.Thomas, D.E.Simons, G.F.Smith, P.D.Slade, A.Doubler.
Fourth Engineers:	C.Rees, S.J.Staines, S.C.Ward, W.R.Parkin, R.H.Reed, G.E.Ashton, M.D.W.Evans, K.R.Negele, B.J.Pexton, A.J.White, M.Causser, M.D.Staines, R.C.Wells, P.Price, M.J.Huggill, G.Gaywood.
Junior Engineers:	G.Biggin, P.M.Deschamps, K.J.Midwinter, K.R.Tonks, B.P.Morse, C.G.Fletcher, J.J.Jones, A.Hamilton, C.G.Waters, S.R.W.Jenkins, A.Keast, P.Young, D.J.Jarvis, I.C.Pearce, R.Godsall, N.C.Williams, R.I.Hall, S.G.Morris, M.Taylor, A.P.Brandram-Jones, R.M.Strong.
Electricians:	D.Osborne, J.McIver, P.Willmott, D.G.Jarvis, K.F.Bean, R.D.Parker, B.Cawtherley, K.W.B.Hampton, C.G.Seaton.
Catering Officers:	R.A.Peach, D.R.Hartshorne, P.P.Delaney, P.F.Akers, A.P.Hughes, G.R.Pasmore, A.A.Gouldie, P.D.Smith, J.Buckmaster, G.J.Lyons, R.G.Pierce, C.J.Harry.

Officers on sick or study leave as at 19.2.79:- A.A.Field, A.L.Bruce-Smith, P.A.Bullard, J.R.Ashley, M.C.Ingram, J.Henderson, M.J.Clark, J.M.Smith, T.H.Jowett, A.C.Prosser, J.C.Pagler, A.Thomson, I.Cowan, S.R.Breedon, T.L.Lawrence, R.W.McInnes, M.W.Savory, J.A.Doody, D.E.Horne, D.C.Wedlake, M.R.Green, K.D.Aust, P.J.Rigby, D.Caffyn, A.Price, J.Sharple, W.H.Tucker, J.D.W.McLaren, G.Shaddock, P.R.Bryant, M.G.Davies.

Cadets at home on voyage leave, study leave or sick leave as at 19.2.79:- M.P.Surrell, G.Connick, R.W.Eacott, J.Boyce, C.K.Lee, C.J.Wren, R.A.Hall, B.F.Collings, R.W.Price, I.D.Bird, P.G.Connick, C.E.Broad, D.T.Shorthouse, R.J.Taylor, P.Martin, J.D.Bateman, R.K.Villars, G.M.Kivell, A.R.Redman, S.J.Voss, M.R.Hart, A.P.Miller, C.G.Everett, P.Borley, R.E.Spriggins, A.Williamson, T.J.Fuller, G.R.J.Faulkner, G.R.Garland, A.R.Parker, J.C.Thomas, M.R.Penny, I.J.Morgan, D.R.James, M.C.Adams, W.E.Wilkins, C.B.C.Jones, A.J.Salter, P.Collins, D.R.Aldus, N.J.Millward, R.L.Manson, R.E.Parsons, J.A.Thomas, G.A.Brooks, A.M.Francis, L.P.Jasper, M.Williamson, M.J.C.Lockwood, M.P.Owens, M.P.Henry, G.J.McKenzie, T.A.Savage.