

TRIAD

SCOTTISH SHIP MANAGEMENT LTD



NO 28 NOVEMBER 1976

EDITORIAL

1976 has now less than two months to run. It will be remembered for its poor freight market, its very hot and pleasant summer in this country and for the fantastic drop of the £ sterling against the U.S. dollar and other currencies.

Glasgow will also remember for a very long time the night $4\frac{1}{2}$ inches of rain fell on the City in about as many hours.

The freight market shows little or no signs of recovery. Despite this, however, our ships are all fully employed and we hope will continue to be throughout 1977. The transatlantic and outward markets appear to be the hardest hit and accordingly our ships will, in the main, be employed in various cross trades in the Pacific, particularly as we have not renewed the Port Pirie contract.

It is fortunate that our ship sizes fit in so well with charterers' requirements in that area. From all accounts we believe that our Govan type vessels have been very well received and favourably commented on, particularly in Australia. A great deal of credit for these favourable impressions must go to those on board. There is no doubt that you can help to sell your ship to a charterer or his representative by your general conduct and efficiency.

In view of the low freight rates, it is all the more important that non-trading days be cut down and that waste of all kinds is eliminated. Particular care should be taken before ordering paints and other stores. Requisition lists should be checked and re-checked and all concerned in the preparation should be absolutely certain that what is ordered is essential for the proper maintenance and running of the vessel. With complete co-operation from those on board ship it is almost certain that savings can be made.

The "Cape Wrath" and "Cape Nelson" were sold recently. The "Wrath" went to Indian buyers and the "Nelson" to Greek buyers. Both vessels have given excellent service and we are sorry to see them go. The names of the new Hogarth and Lyle ships presently building in Japan are "Baron Murray" and "Cape Otway". The "Cape Otway" is due to be delivered in late December of this year and the "Baron Murray" in April of next year.

Reference is made in this issue to the retiral of Captain Bill Warden and the appointment as the new Commodore of Captain Alex. Fraser. We all wish Captain Warden many years of happiness in his retirement and Captain Fraser many happy and successful years in his new position.

1977 looks like being a tough year for shipping, but it will be eased considerably with the continued co-operation and help from all our seafarers.

M.V. "BARON MACLAY"

By

Captain D.D. Taylor

M.V. "Baron Maclay", the penultimate in this class of vessel to be built by Horten Verft Norway, was delivered to H. Hogarth & Sons on the 22nd December, 1971 after being christened in the time honoured fashion by Mrs. Noel Whamond, daughter of Mr. & Mrs. Agnew. The keel was laid 7 months 22 days previously on the 10th May, 1971 and M.V. "Baron Maclay" entered the waters of Oslo Fjord on the 24th September, 1971. The technical trial trip was carried out two days prior to delivery on which a maximum speed of 16.82 knots was obtained over the Fredrikstad measured mile.

M.V. "Baron Maclay", after being delivered to her new Owners, was immediately handed over to Scottish Ship Management to join their fleet of ever increasing, self-discharging modern bulk carriers. Her first voyage was, under the command of Captain S.J. Readman and Chief Engineer A.G. Metcalf, a cargo of bulk phosphate from Casablanca to Japan.

Since that time M.V. "Baron Maclay" has steamed a total of 363,852 miles carrying numerous cargoes of assorted commodities. She has carried a total of 806,987 tons of cargo of which 327,989 tons has been grain, by far the biggest commodity down to 4,429 tons of betona, the smallest consignment. Phosphate, sulphur, potash, sugar, concentrates, alumina, salt, manganese ore, timber products and general make up the balance. As one can see most of the products carried are in bulk form and more often than not are discharged by the ship's grabs which have a capacity of 13.8 tons.

M.V. "Baron Maclay" in her almost 5 years of service can claim to have never been in a British port. She has sighted England on numerous occasions whilst passing through the Channel to either Norway or Belgium or on route back out again

One of the most unusual voyages the vessel has undertaken was earlier this year when Hapag-Lloyd took M.V. "Baron Maclay" on time charter for a voyage from Antwerp to Salvador on the west coast of Central America. Acajutla was the port of discharge in Salvador and it would appear to make the terrors of Esperance seem very small as M.V. "Baron Maclay" parted over 50 ropes whilst trying to stay alongside - who said Esperance was bad!

Whilst in Acajutla the "Maclay Wanderers" were founded i.e. a body of assorted 2 legged animals of various dimensions ventured onto a football park in answer to a challenge laid down by the local police and customs! To quote Noel Coward "Only mad dogs and Englishmen go out in the noon day sun", well in this case one has the Englishmen and it is left up to your own vivid imagination what to call Central American customs and police!! It would appear to have just been a training session as the "Wanderers" acquitted themselves very well coming away with a creditable draw. When M.V. "Baron Maclay" arrived in Vancouver, the fame of Player/Manager E. "Shankley" Hough's Wanderers must have travelled ahead of him as there was an organised sports week being held amongst the various ships. Despite a late start in the football section the Wanderers managed to topple the Greeks at the top of the league and pick up the winning trophy. Victories were also obtained by the athletic section of the Wanderers in the high jump and 4 x 100 metres relay, the victors picking up trophies and medals. /.....

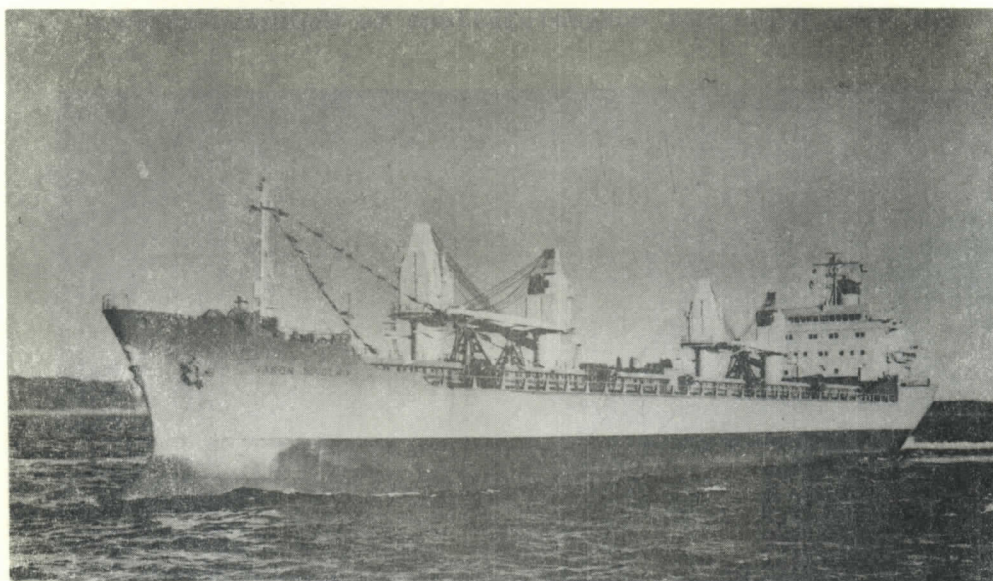
An aquarium was acquired several months ago and is in the capable hands of that "Fishy" character, W. Green, 2nd Engineer. There is a very healthy family of different types in it namely: Neon Tetras (5), Black Mollies (2), Albino Catfish (1), Peppered Catfish (1), Red Fin Shark (1), Sword Tails (2), Platys (2), Sucking Loach (2), Angels (4), Male Siamese (1), Female Siamese (1), Rosey Tetras (2), the popular belief on board being they were bought to keep "night owl" Smith, Chief Engineer company on his long lonely vigils. Tiger barbs were introduced at one stage but they were more interested in making a meal out of the others and had to be quickly dispensed with and given the freedom of the Indian Ocean.

Our present Chief, Mr. Smith, the "Gourmet" specialist of S.S.M. kept the flag flying recently when he attended a feast of Ramazan - the Moslem Christmas. He appears to have been the guest of honour and he says he really got stuck in - he went native style and used mans first eating utensils - his fingers. In fact he has been sampling so much of the local food here in Colombo that it was suggested that his place in the saloon should be put up for auction.

Another first for m.v. "Baron MacLay" was escorting Prime Minister Bandaranaike of Sri Lanka on part of her recent journey to the United Nations in New York. The ship had a crew change in Colombo and 19 "jolly jacks" were allowed on the same plane as the Prime Minister, or they allowed her on their plan! Things must have gone well as there were no reports of Mrs. Bandaranaike not arriving!

As for the future of m.v. "Baron MacLay" all on board hope she keeps running as well as she has been and continues to earn her keep for S.S.M. and H. Hogarth.

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BARON MACLAY

COMMODORE W. WARDEN, M.B.E.

Captain W. Warden, M.B.E., Commodore Master of Scottish Ship Management Ltd., retired at the end of August 1976. Bill Warden joined H. Hogarth & Sons Ltd., as an Apprentice in 1933 and following service on various ships, obtained his 2nd Mates Certificate in 1938, thereafter continuing through the various Officer grades until his appointment as Master in 1949.

In 1971 the Board of Directors of Scottish Ship Management Ltd. decided to create the position of Commodore in the Scottish Ship Management Fleet and Captain Warden was nominated as the first holder of this office.

H. Hogarth & Sons Ltd. and Scottish Ship Management Ltd. are deeply appreciative of the loyal and devoted service given by Captain Warden over so many years and for the high standards which he so consistently maintained.

On behalf of Bill Warden's many friends and colleagues both ashore and afloat may we wish him very many years of happy retirement.

COMMODORE A.M. FRASER

Following Captain W. Warden's retirement as Commodore Master of Scottish Ship Management Ltd., we were very pleased to learn that Captain A.M. Fraser had been nominated to succeed him.

Captain Fraser served his Apprenticeship with Sir Thomas Dunlop from 1937 to 1941 and after obtaining his 2nd Mates Certificate commenced his association with Lyle Shipping Co. Ltd., which he joined in 1942. He obtained his 1st Mates Certificate in 1944, followed by his Masters Certificate in 1947 and was eventually appointed Master of the M.V. "CAPE SABLE" in 1953. Since the formation of Scottish Ship Management Ltd. in 1968, Captain Fraser has commanded many Lyle and Hogarth vessels, his present charge being the new M.V. "CAPE RODNEY".

May we extend our very heartiest congratulations to Captain Fraser.



COMMODORE A. M. FRASER



COMMODORE W. WARDEN, M.B.E.

OBITUARY

It is with very deep regret that we have to record the death of Captain P. A. Wallace on the 19th August, 1976.

Captain Wallace commenced his service with Lyle Shipping Company Limited as an apprentice at the age of fifteen, when he joined the M.V. "CAPE BRETON" on the 3rd December, 1919. Obtaining his 2nd Mates Certificate in 1924, he accepted an appointment as 3rd Officer with Glen & Company of Glasgow, as at that particular time, Lyle had only one ship, M.V. "CAPE ORTEGAL", then trading out East. He continued with Glen until obtaining his Master's Certificate in 1928, when he rejoined Lyle as 2nd Officer on their M.V. "CAPE VERDE". In 1932 he was appointed Chief Officer of the M.V. "CAPE ORTEGAL" and continued his service in this capacity on various vessels, being appointed Master of the "CAPE OF GOOD HOPE" in 1939. Captain Wallace continued in command of many Lyle vessels until 1957 when, for health reasons, he came ashore as relieving Master, and also to assist in the Marine Accounts Department.

His retiral in 1969, after 50 years service with Lyle Shipping Company Limited and Scottish Ship Management Limited, severed a link between Lyle Shipping Company Limited and the Wallace family, which extended over a period of 65 years.

Our deepest sympathy goes to Mrs. Wallace, son Kenneth and daughter Wilma.

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We are indebted to Captain J. Jennings,
M.V. "Cape Horn" for the following articles

Early June found "Cape Horn" in the Spencer Gulf loading cargo at Port Pirie and topping off at Port Lincoln. Leaving Port Lincoln on the 16th the ship proceeded West about Australia to Makassar, experiencing a freak storm off Fremantle with winds to force 11. In the aftermath of this storm, the ship's superb turning capability was demonstrated during a rapid alteration of course in the interval between heavy swells.

This cargo was discharged at Ujung Pandang and Surabaya, the ship sailing from the latter port on 7th July. Proceeding to Fremantle, the ship berthed on the 13th in the waiting berth ahead of BARON MACLAY. Several old friendships were promptly renewed. A further cargo for Indonesia was loaded, being discharged at Makassar and Jakarta. On this occasion a wait of 8 days was necessary at Jakarta. Sailing finally on 11th August the ship returned to the Spencer Gulf for the final shipment from Port Pirie to Antwerp under this contract. Sailing from Port Pirie on 26th August it is estimated that Antwerp will be reached about the 23rd October via Burnie to top off cargo. Fremantle for bunkers and Cape Town for mail and stores.

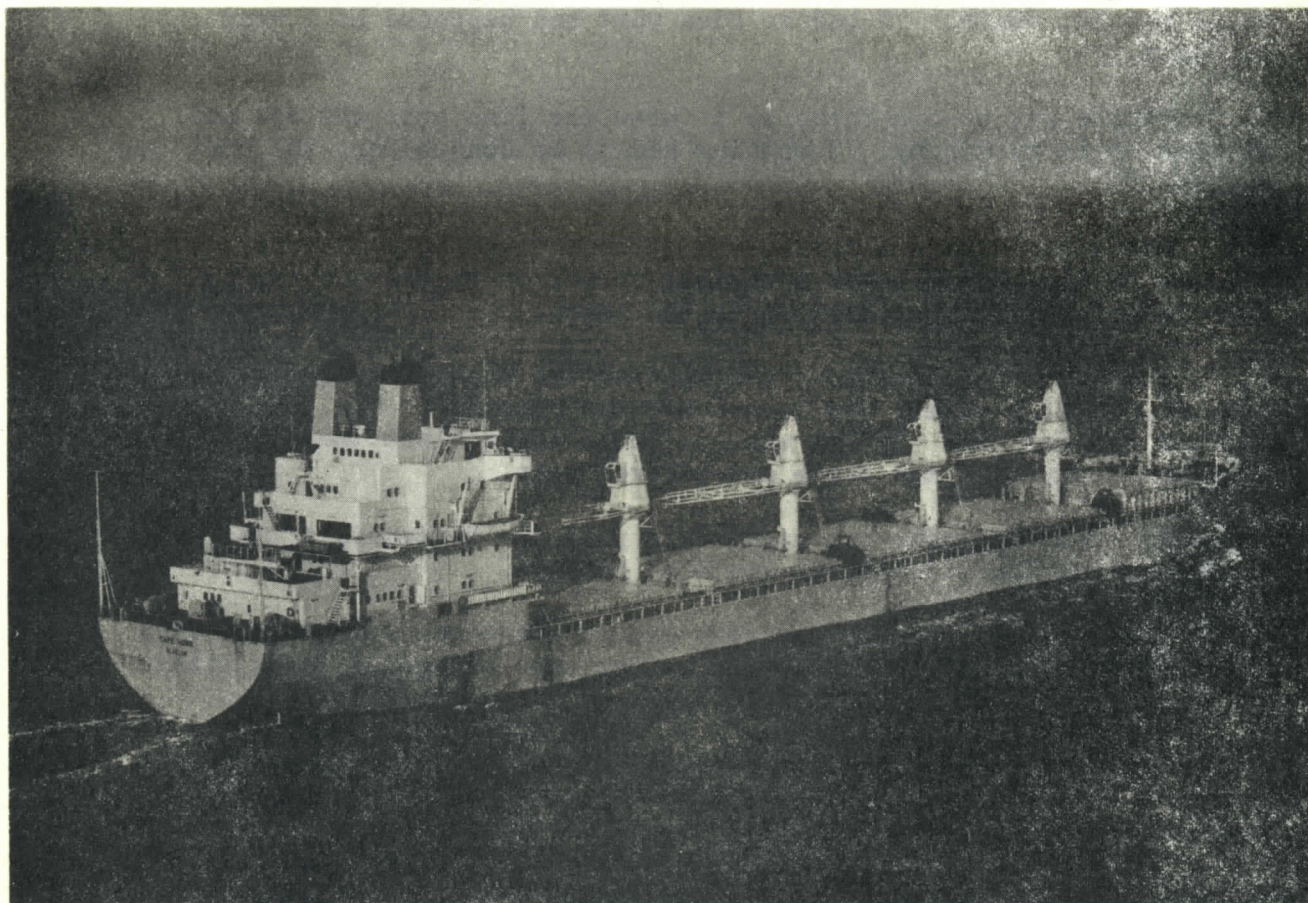
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END OF PORT PIRIE CONCENTRATES CONTRACT

On Cape Horn it was with great regret that we learned from Triad, on our arrival at Port Pirie on August 24th, that we were to take the last shipment of Concentrate to Antwerp.

Over the years a special relationship has grown up between Port Pirie and the SSM ships. I can assure readers that, at the last, the many personal friends you have all made during this unique period were very loth to see us go.

The well known American General MacArthur has forever claimed the turn of phrase most appropriate to this rather sad and somewhat unexpected occasion; however I have pointed out to our friends in Port Pirie that I am sure we shall manage to find some excuse to drop in on them from time to time. In the meantime, if we must go, how fortunate that SSM chanced to be represented on this final call by the finest ship in the Fleet.



M. V. "CAPE HORN"

The following article by Robert McKenzie is reproduced by courtesy of the Ayrshire Post.

Hooked - a fishing boat
Mr. P. Smith makes his biggest catch

Mr. P. Smith went fishing for cod in Ayr bay...but he got the biggest catch of his life without even using his rod and line. For the former sea captain "hooked" a 50-ton trawler drifting unmanned off Greenan Castle.

Like all good anglers Mr. Smith could not let the big one get away - so he hitched the fishing boat to his nine-foot-long dinghy and began a three hour struggle to land the catch.

His fishy story about the one that didn't get away began at 7 a.m. on Saturday morning when he launched his small boat at Doonfoot near his home at Castle Walk to get some cod for lunch.

Mr. Smith spotted the trawler Britannia which had disappeared from Ayr harbour 12 hours earlier, floating in the flat calm sea fewer than 400 yards off shore. He realised something was wrong.

"I got out beside the boat and found an empty liferaft," explained Mr. Smith. "I had no idea what had happened so I went on board."

"There was no-one there so I threw the line over the bow and hitched on to my dinghy. Something had to be done before the boat ran aground."

Using his tiny six horsepower outboard sparingly to stop it seizing up, Mr. Smith began a holding operation to prevent the tide taking the fishing boat on to the beach.

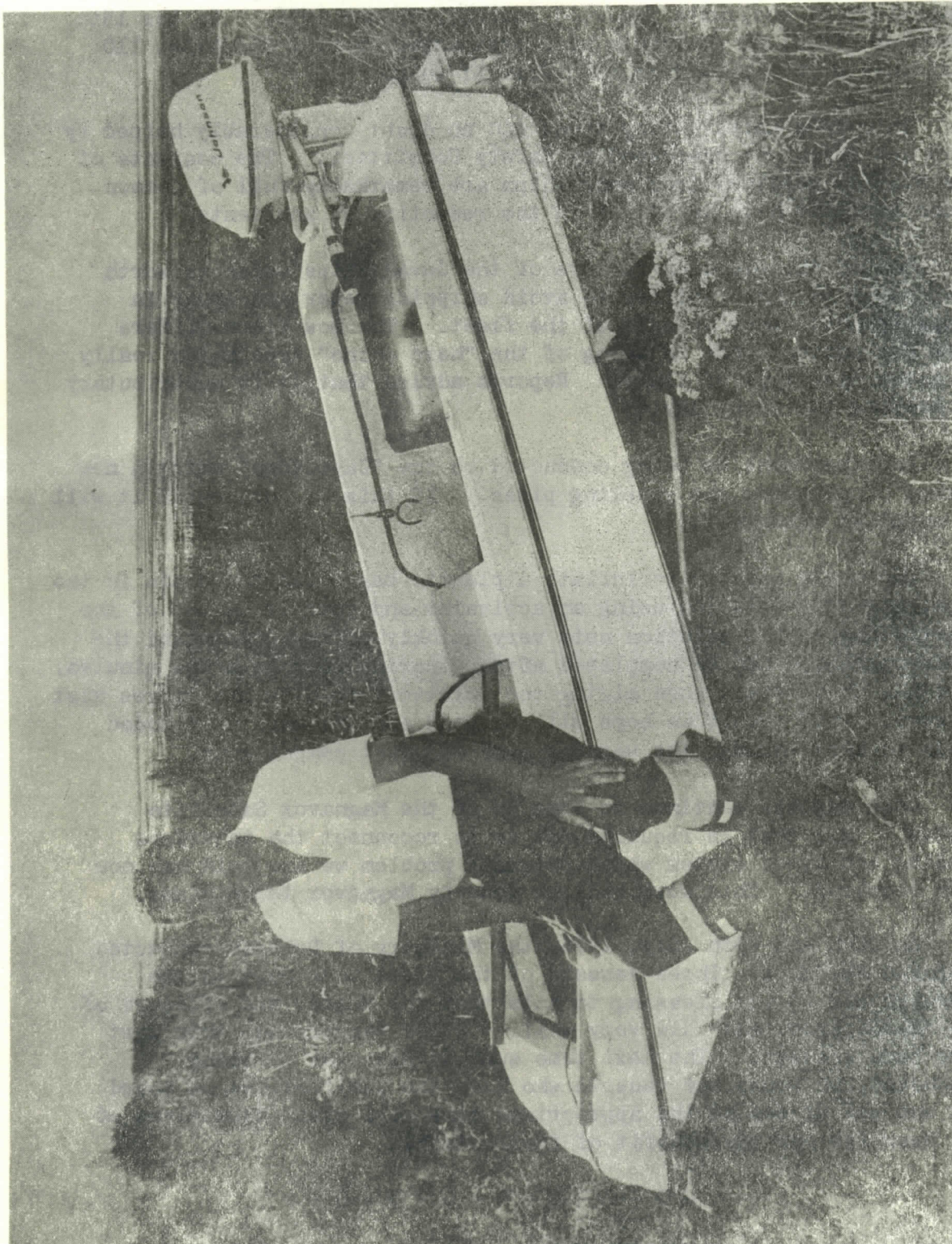
Meanwhile his neighbour had spotted the uneven struggle and told Mr. Smith's wife. She telephoned the coastguard and they alerted Ayr Harbour. But it was not until ten o'clock that the puffer Glenfine arrived on the scene and offered help.

By then Mr. Smith had managed to pull the Britannia a mile and a quarter off shore...and was grateful for aid.

"Fortunately the sea was very smooth otherwise I could not have attempted the operation. When the puffer came alongside I was happy to hand over the tow."

Now Mr. Smith may put in a claim for salvage - for the fishing boat was at sea with no-one aboard and a share of the boat's value may come his way.

That would certainly make a good day's fishing even though he never did get round to catching cod.



Mr. P. Smith thinking about the one that nearly got away
(Photograph by courtesy of Ron. VAVASOUR)

MARINE MATTERS

Although 1976 is not yet out, enough time has elapsed to make a comparison of accidents reported during 1975 and 1976. On the 15th November, 1976, 85 accidents have been reported from 20 ships, 110 accidents were reported in 1975 from 17 ships.

This is a satisfactory trend and no doubt considerably helped by care and foresight exercised by Safety Committees. The contents of the Minutes received from some ships are remarkably full of common sense and must have an effect in the reduction of accidents.

One of the pleasing factors of the Govan Ships which is worth mentioning is their ability to avoid shipping water and spray in comparison to other vessels of the fleet. The bow flare differs from the conventional in being of the "hard chine" type which really is a two tier type of flare. Reports advise that it is contributory in keeping the decks dry.

An experiment is being conducted on the "Cape Howe" using a new method of plugging the spurling pipes. If this is successful it will be supplied throughout.

The basic idea is to inflate a plastic bag round the chain in the pipe, mix up a solution using an activator and pour it on top of the plastic bag. The solution sets very quickly and we understand the whole operation can be completed after clearing port in a few minutes. Care has to be taken when mixing the solution, goggles and gloves must be worn. The result we hope will be good and the days of flooded chain lockers through the washing away of unset cement gone.

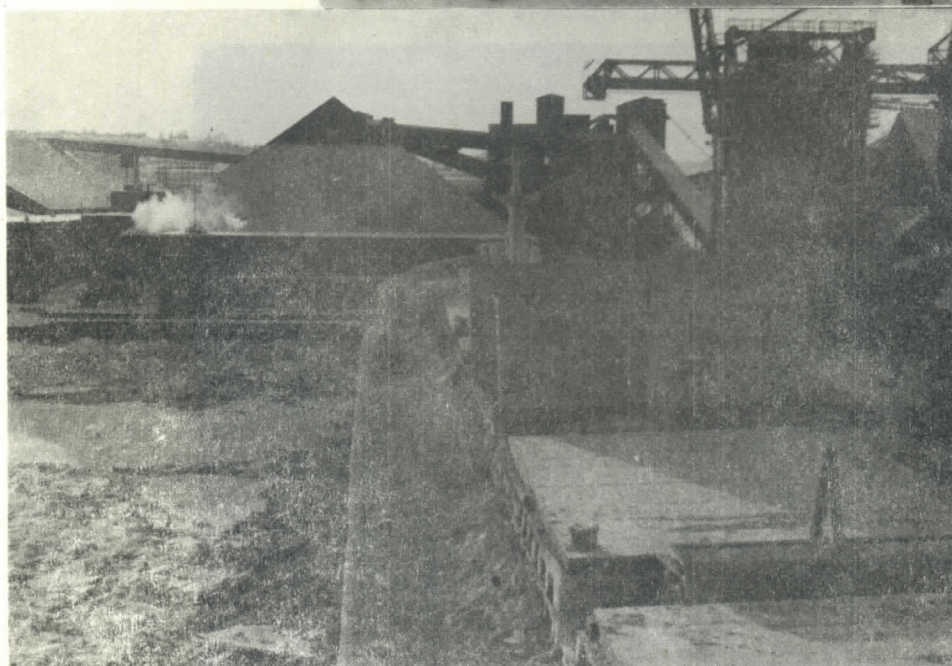
Good reports continue to come in of the Magnavox Satellite System. All that is required now is to reconnect the interface heading and speed system which original problem we are told has now been resolved. This work will be done by Magnavox technicians.

On 28th and 29th July, 1976, the Ministry of Defence conducted Exercise MERSEX X. Three vessels of the fleet took part in the Exercise and it was pleasing to note that the Master and Officers of the "Baron Ardrossan" did very well. Other vessels who took part have been written. The next time such an Exercise is being conducted, we trust the vessels who have the publications on board and who are at sea at the appropriate time will avail themselves of the Exercise for the benefit of their staff.

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Heavy Icing on
M.V. "CAPE RACE"
approaching
Port Alfred



We apologise for
the quality of
the reproduction

We are indebted to Mr. D.C.N. Fitzpatrick, 3rd Officer, m.v. "CAPE HOWE" for the following report, along with excellent photograph covering the party held on board, when it became known that Captain W. Warden intended to retire.

The m.v. "CAPE HOWE" was heading northwards, bound for Cardiff, up the French Coast when the news came to the ship - Captain Willie Warden was going home. Maybe to most of you this might not come as anything more than a routine message but to us on board the m.v. "CAPE HOWE" it was an announcement tinged with sadness and received with a great deal of regret.

Captain Warden was going to pay off after 43 years at sea and there was the possibility that it might be his last pay off as he was thinking of going into retirement. We could not let that occasion pass without some sort of parting 'do'.

Parting 'do' we had, and a great one it was as well. All on board the m.v. "CAPE HOWE" were there in the Officers Smokeroom for the party. Captain Warden arrived after a good deal of coaxing and Ian MacDonald, Catering Officer, welcomed the Captain - 'At last I can call you Willie' he announced and this set the theme for a right good old time. The Captain's health, wealth and happiness were toasted, and a beautiful silver tray and six Edinburgh crystal glasses were presented 'From the Boys on the m.v. "CAPE HOWE"'. The gift was presented by Andrew Donaldson, the youngest Deck Boy.

There were a lot of toasts and the usual party jokes and goings on, but perhaps the story told near the beginning expressed the feelings of everyone on board. It was this, - "The oldest ship in the Royal Navy was paying off in Malta and heading home, as it was passing through the Straits of Gibraltar the brand new Aircraft Carrier was passing the other way. The 'John F. Kennedy' flashed to the Royal Naval vessel, 'We are the U.S.S. John F. Kennedy, the newest, fastest, biggest naval ship in the world. We are second to none.' The Royal Naval ship replied simply 'H.M.S. None'.

We all felt that Commodore William Warden was like that H.M.S. None. He is second to none.

Good health, wealth and happiness to you Willie and your wife on your retirement and we all hope to see you again.

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M.V. "CAPE GRENVILLE"

A most happy and rare occurrence recently took place on board the above vessel - two members of the crew were married to each other.

On the 20th July, during the vessel's stay in Port Pirie, the wedding took place between Miss Clare Brough, Stewardess, and Mr. Hugh Keenan, Third Engineer. The service was held at 1030 hours at St. Marks Cathedral.

In addition to all the off duty crew members, the children from the local Junior School attended the service. The bride was given away by Mr. Hamish Hardie, 3rd Officer, bridesmaid was Miss Linda Forbes, Cadet, and the child attendant was Miss Sara Daddy, daughter of Mr. & Mrs. G. Daddy, Catering Officer, best man was Mr. Frank Taylor, 3rd Engineer.

After the service, (and a few bottles of Champers in the Royal Exchange for medicinal purposes only), the reception was held on board in the Officers' dining Saloon, where the Catering Staff excelled themselves by laying on a magnificent cold buffet.

The couple honeymooned at one of the more respectable and lesser known hotels in the town.

Everyone on board would like to take this opportunity to congratulate Mr. & Mrs. Keenan and wish them all the very best for the future.

It is worth remembering that Mr. & Mrs. G. Daddy were married in Port Pirie five and a half years ago.

B. McIlroy,
Radio Officer.

(See Photograph on Page 14)

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KEG BEER

In response to the article in the last issue asking for the opinions of those on board regarding draught beer, two letters were received in this office.

The two bars on the "Baron MacLay" wished to keep draught beer. The "Cape Horn" Bar Committee would like the Company to purchase the kegs and equipment and pay this back on some type of hire purchase agreement.

As it would cost over £2,000 per ship to do this, it is not really a feasible idea.

"Cape Horn" Bar Committee also said they would have no objections to having only canned beer supplied.

It would appear that most people on board are reasonably satisfied with the system as it is and if this were not so, there would have been a much bigger response to our request in Triad. There was one other letter on this subject, but as it was a personal opinion, it could not reflect the Bar Committee's thoughts on this matter.



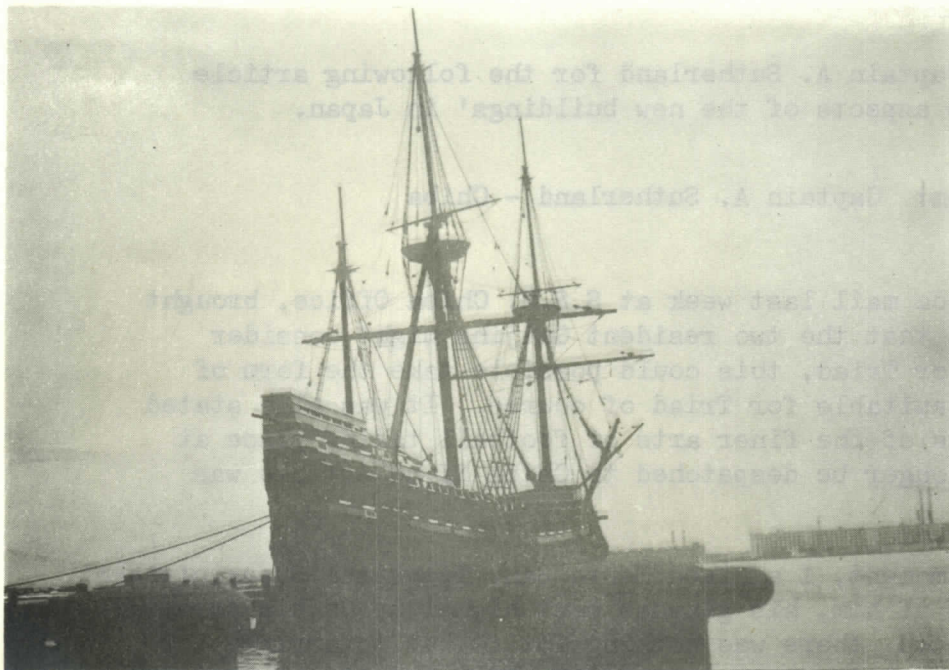
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The annual Dinner of the Glasgow Shipowners' and Shipbrokers' Benevolent Association was held in the Albany Hotel, Glasgow, on the 9th November, 1976. A Party of nearly thirty, including guests, attended from the office and the Principal Guest at the Dinner was The Rt. Hon. The Earl of Inchcape, President of the General Council of British Shipping.

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The Office Dance took place on the 22nd October, 1976, being held on this occasion at the Royal Stuart Hotel, Glasgow. Approximately 110 were present and the unanimous verdict was that the evening was a great success.

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The Mayflower

The Mayflower
and
M.V. "CAPE WRATH"



Captain Hunter
and
Mr. Watson,
Chief Engineer
on board the
Mayflower

We are grateful to Captain A. Sutherland for the following article dealing with various aspects of the new buildings' in Japan.

From: Captain A. Sutherland - Chiba

Arrival of Office mail last week at S.S.M. Chiba Office, brought with it a suggestion that the two resident Gaijins might consider writing an Article for Triad, this could possible take the form of some unusual event, suitable for Triad of course. It was also stated that further accounts of the finer arts of football taking place at Maryhill, would no longer be despatched to Chiba if no Article was forthcoming.

At the correct moment, I advised Moore San, Technical Superintendent, of what was expected of him, his glasses went higher up on his forehead than usual, then stated, there was nothing for it but to arrange for a further trip to Tanamo to carry out another Engine Test. I reminded him even at Tanamo the Nights were his own, his reaction to this was not best "Kelvinside". I have it on very good authority he is now "Burning the Midnight Oil" and keeping his Gold Fish awake while he writes.

Writing on some form of unusual event in Japan lets the writer off the Hook as he has no experience of either "Turkish Bath" or "Night Butterflies", tender was sought from Business Section as I did not wish to be done out of "Thrills" from Maryhill, sad to report cost was so high readers shall just have to put up with a few words on "Shipbuilding Japanese Style".

At Mitsui Chiba Yard there are three Dry Docks, No. 1-A Dock, Length 190 M, Breadth 47M, served with two sets of 150 ton gantry cranes. Depth 10.5M. No. 1-B Dock, Length 310M, Breadth 45M, Depth 10.5M. B. Dock is kept for repair work, there is a dock gate between them so that sections erected in A-Dock can be floated out.

No. 2 Dock Length 400M, Breadth 72M, Depth 12.5M. Two sets of 300 ton gantry cranes.

No. 3 Dock Length 199M, Breadth 72M, Depth 12.5M. One level luffing crane of 300 ton capacity, largest of its kind in the World.

All erection of the fabricated units is carried out in Dry Dock. The stern section of our first new building was erected in Dock No. 1-A. This commenced on July 15th. Stern section consists of units from stern frame up to frame No. 86, this being 13 frame spaces into No. 4 hold, all up to Upper Deck level. This section was completed on August 28th and floated out to a lay by berth following day. The Engine Room was fitted with nearly all Aux. Machinery etc. prior floating. Main Engine and Steering gear were about the only thing missing.

The open end of double bottom and Hopper tanks were blanked off, wash plate 10 feet high was welded to tank top in No. 5 hold for the full length. Heavy "H" girder was welded to upper deck at fore end, this spanned the hatch opening.

Fresh/...

Fresh water ballast was run into all D.B. tanks, No. 5 hold had about five feet of water ballast. Draft when afloat was 4.5 M, this included the sea water in the open end of No. 4 hold which was up to level of side shell frame brackets welded to Hoppers. Vessel was on even keel, only adjustment necessary was the positioning of two concrete blocks on the Upper deck for'd., one 13 tons, other 19 tons. Considering the amount of Free Surface, the Mitsui calculations were more or less spot on and the section dead upright. Towing out of dock was done in the usual most efficient manner, not one voice raised during towing or when making fast at her berth. This section is now awaiting completion of Fore Body Section which is due to be completed on October the 3rd, meantime the Electricians are busy running all their power cables etc.

A new building for Greek Owners was being erected astern of our building both building commenced within days of each other and each at the same stage of erection when our building was floated out. The Greek one remained in Dock and now has been completed with all Accommodation blocks and Bridge erected, also Main Engine. Her Fore Body section, bow to aft end No. 1 hold has been welded on to the open end of her No. 4 hold and she shall be floated out to another Dry Dock, split, and her Midship blocks linked up.

On erection our stern was well inside the line of her Port and Starboard Top Side tanks, our Upper deck P/S a matter of inches off her Top Side tanks (inboard side).

Our Fore Body Section, when erected is completed in Dry Dock No. 3, shall consist of Bow section up to Forecastle head, aft to just about full length of No. 1 hold up to Upper Deck level. On completion of this section, then the two sections shall be towed into Dock No. 2 where they shall be positioned on the blocks in readiness to link up to the four remaining midship sections, thus becoming a whole ship for the first time. The Midship sections, each of twenty frame spaces are made up of, D.B., side shell and top side tanks, and sections between hatches. After fabrication as units, they are transported into Rotas System for assembly where all machine welding is carried out due to the fact the Rotas, which is two giant wheel constructions with gogs which enables it to rotate, hence the name "Rotas". Units for assembly are erected in between the two wheels. On completion the entire block is then rotated and slid out of the Rotas and into bottom of Dry Dock without any use of cranes. There are rail tracks running on each side of the dock in a fore and aft direction also in a transverse direction, by this means a section can be positioned as required for the link up welding. In our building there are four midship sections to be linked up, each section weighs 550 tons. The Rotas can take sections up to 1,400 tons, which is normal for the building of 250,000 to 300,000 ton tankers, by comparison our midship sections look quite small.

There are ten new buildings under various stages of erection and unit fabrication, two 300,000 ton tankers fitting out. Area of the Yard, which was reclaimed, is 1,054,136 square metres. Personnel employed is around 5,000.

Delivery date for our first building is December 27th, keel fabrication for our second building scheduled for October 15th.

The/.....

The Chiba Yard is well known as one of the Worlds most advanced Yards on account of its mechanization and organisation in the work flow. One can only appreciate the work rate by being involved, tis staggering to say the least.

S.S.M. Chiba Office.

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The Marine Society (College of the Sea)

HOBBY KITS

A great variety of hobby kits can now be bought from The Marine Society for re-sale on board ship. The kits are supplied in mixed units of 10 upwards at a 10 per cent discount, delivery free in the U.K. "These kits have been received enthusiastically by all on board and provide a welcome interest on long sea passages." This report comes from the tanker company with most experience in this field. All kits contain all the necessary equipment - paints, glue, brush, etc. - even where this is not supplied by the manufacturer.

The following list indicates the range of kits available:-

Painting Kits. These vary from painting-by-numbers, free-style and painting on simulated velvet (£2.50 - £3.75) to such sophisticated wide-range kits as Nancy Kominsky and Cottingham (£10 - £11).

Tapestries and Cushions. A wide range of styles and prices from fire-screens through tapestry pictures, embroidery pictures and collages to floor cushions, (£3.75 - £10.75); a rotating frame which makes tapestry work easier costs £2.35.

Plastic Models (each supplied with paints, paintbrush, emery boards, tweezers, cement, clothes-peg and modelling knife). A great variety of ships, cars and aircrafts at prices ranging from £2.20 to £5.50.

Other Kits. These include balsawood models (£2.25 - £2.75), marquetry sets (£3.60), macrame kits (£3.75), linocraft (£2.75), scraperboard (£1.50), enamelcraft (£3.75), pottery (£4.50), the Waterloo war game (£6.50) and woodcarving (£23).

Prices are as at 1st July, 1976. Some kits take time to assemble and as much warning of requirements as possible is appreciated. Experience to date suggests that kits under £5.00 sell best, and men like particularly the modelling kits, the cheaper painting kits, marquetry and macrame.

Orders to College of the Sea, 207 Balham High Road, London, SW17 7BH.

Telephone: Dr. Hope, 01-673 8866.

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FLEET NEWS AS AT 29TH NOVEMBER 1976

PERSONNEL

BARON ARDROSSAN Due away from Albany 2.12.76 for Esperance and thereafter bound for Indonesia or Singapore.

BARON BELHAVEN At Linden 27.11.76 thereafter bound for Chaguaramas/Linden.

BARON DUNMORE Due away from Hong Kong 1.12.76 bound for Kaohsiung and Keelung thereafter Nauru and/or Ocean Island.

CAPE GRAFTON Sailed from Ube 23.11.76 bound for Portland, Oregon thereafter for Indonesia.

CAPE GRENVILLE Due away from Singapore 30.11.76 bound for Nauru thence to New Zealand.

CAPE HORN D. & R. at Amsterdam 27.10.76 thereafter possibly Casablanca/Japan.

CAPE HOWE Sailed from Murmansk 28.11.76 for Immingham.

BARON INCHCAPE Due away from Trieste 1.12.76 for Monfalcone thereafter bound for Durban for drydocking.

CAPE LEEUWIN Sailed Shimonoseki 26.11.76 for B.C. thereafter bound for Indonesia.

BARON MACLAY Due away from Singapore 10.12.76 bound for West Australia/Indonesia.

BARON NAPIER Due away from Sydney, N.S.W. 3.12.76 bound for Brisbane, Adelaide and Melbourne.

CAPE ORTEGAL Due away from Hong Kong 30.11.76 thereafter bound for Manila, Iligan/N.S.W./Philippines.

CAPE RACE Sailed from Fos 26.11.76 bound for Port Alfred.

BARON RENFREW Arrived Tampa 28.11.76 thereafter bound for Coatzacoalcas.

CAPE RODNEY Sailed Kwinana 28.11.76 bound for Japan.

CAPE SABLE Expected sail from Keelung 30.11.76 bound for Australia (N.S.W.) thereafter for Lumut.

BARON WEMYSS Sailed from Groote Eylandt 22.11.76 bound for Porsgrunn via Suez Canal.

CAPE YORK Sailed from Newcastle, N.S.W. 17.11.76 bound for Karachi.

PERSONNEL

As at 26th November, 1976

STANDBY JAPAN

A. Sutherland Master

M.V. "BARON DUNMORE"

D. Taylor Master
L. Morison 1st Mate
B. Andrew 2nd Mate
W. McKie 3rd Mate
J. Tomlinson Radio Officer
F. Freeburn Chief Eng.
R. Jackman 2nd Eng.
A. Harbinson 3rd Eng.
J. Stone 3rd Eng.
J. McGoran 4th Eng.
J. Hannah Jun. Eng.
A. Baldwin Electrician
A. McGill Catering Officer
V. Bettis 2nd Steward
R. MacDonald Nav. Cadet
J. Doorly Nav. Cadet
S. Gadd Eng. Cadet

M.V. "CAPE HOWE"

A. Maxwell Master
K. O'Neill 1st Mate
P. Cordiner 2nd Mate
D. Fitzpatrick 3rd Mate
J. McCool Radio Officer
G. Mitchell Chief Eng.
B. Rajan 2nd Eng.
I. Jamieson 3rd Eng.
R. Dawson 4th Eng.
A. MacDonald Jun. Eng.
J. Stark Jun. Eng.
F. McComish Jun. Eng.
D. Humphrey Electrician
I. McDonald Catering Officer
A. Bullock Chief Cook
D. Campbell 2nd Cook & Baker
P. McPhee Bosun
M. Hussein Hersi E.R.S.
J. Drever Nav. Cadet
M. Goodman Nav. Cadet

M.V. "CAPE SABLE"

C. Strachan Master
R. Harper 1st Mate
D. Oriatto 2nd Mate
M. O'Reilly 3rd Mate
A. Mackinnon Radio Officer

M.V. "CAPE SABLE"

Cont'd

J. Watson Chief Eng.
D. Smart 2nd Eng.
N. Ramsay 3rd Eng.
R. Watkinson 4th Eng.
D. McClelland Jun. Eng.
P. Mulgrew Jun. Eng.
N. Campbell Electrician
J. Weir Cat. Officer
C. Green Chief Cook
J. Sutherland 2nd Cook & Baker
B. Clarke Cat. Boy
R. Johnston Nav. Cadet
W. Fairley Nav. Cadet
N. Poole Nav. Cadet

M.V. "CAPE YORK"

P. Richardson Master
J. Houston 1st Mate
A. Logan 2nd Mate
J. Philips 3rd Mate
A. Steward Radio Officer
J. Weir Chief Eng.
K. Monson 2nd Eng.
G. McPherson 3rd Eng.
A. Samuel 4th Eng.
S. Hill 4th Eng.
A. Sinclair Jun. Eng.
J. Richardson Electrician
F. De Goey Cat. Officer
D. Skinner Nav. Cadet
J. Hamilton Nav. Cadet
A. Wink Eng. Cadet
N. Anderson Eng. Cadet

M.V. "BARON RENFREW"

J. Mackay Master
T. Upson 1st Mate
C. McCurdy 2nd Mate
D. Smith 3rd Mate
J. Thomson Radio Officer
M. Martin Chief Eng.
T. Campbell 2nd Eng.
P. Harvey 3rd Eng.
A. Barker 4th Eng.
A. Kennedy Jun. Eng.
F. Shelley Electrician
A. Mullen 2nd Elec.
J. Smith Cat. Officer

PERSONNEL

Cont'd

M.V. "BARON RENFREW"

Cont'd

J. McMennamy	G.P. Steward
G. Bell	G.P. Cook
D. Jackson	G.P. Cat. Boy
D. Ferrier	G.P. Cat. Boy
D. McMahon	C.P.O.
J. Challis	G.P.1.
J. McLean	G.P.1.
D. Shillito	G.P.1.
J. Thain	G.P.1.
K. Martin	G.P.1.
C. Jack	G.P.1.
M. Beer	G.P.2.
J. Purdie	G.P.3.
D. Dalton	P.O.
R. Bentley	Nav. Cadet
R. Sinclair	Nav. Cadet
A. Taylor	Eng. Cadet

M.V. "BARON ARDROSSAN"

J. Jones	Master
E. Fowler	1st Mate
A. Nisbet	2nd Mate
I. Naughton-Rumbo	3rd Mate
J. Staig	Radio Officer
J. Gilmartin	Chief Eng.
S. Suttie	2nd Eng.
J. Devlin	3rd Eng.
D. Stark	4th Eng.
W. Moncrieff	Jun. Eng.
K. Williamson	Electrician
E. Hutter	Cat. Officer
M. Corderoy	G.P. Stewardess
D. Savage	G.P. Stewardess
R. Kan	G.P. Cook
J. Meechan	G.P. Cat. Boy
J. Richardson	C.P.O.
D. Cook	G.P.1.
R. Stewart	G.P.1.
D. Hamilton	G.P.1.
K. Aslatt	G.P.1.
K. Mason	G.P.1.
P. Ophield	G.P.1.
G. Mackie	G.P.2.
F. Duffield	G.P.3.
J. Sander	P.O.
R. Warner	Nav. Cadet
N. Eyke	Nav. Cadet

M.V. "CAPE HORN"

I. Taylor	1st Mate
G. Harrison	Chief Eng.
C. McCrae	2nd Eng.
E. Carter	3rd Eng.
P. Breeze	4th Eng.
W. Logan	Electrician
R. Loadwick	Cat. Officer
I. Potten	G.P. Stewardess
M. Trigg	G.P. Stewardess
T. Jones	G.P. Cook
M. Reid	G.P. 2nd Cook
S. Burgess	G.P. Cat. Boy
A. Clarke	C.P.O.
A. Patrick	G.P.1.
P. George	G.P.1.
I. Potter	G.P.1.
K. Bygott	G.P.1.
P. Redmond	G.P.1.
D. Craig	P.O.
K. Hastie	Nav. Cadet

M.V. "CAPE RACE"

G. Towers	Master
J. Ritchie	1st Mate
W. Runcie	2nd Mate
H. Hanna	3rd Mate
T. Davies	Radio Officer
R. Hartley	Chief Eng.
A. MacFarlane	2nd Eng.
J. Dillon	3rd Eng.
B. Edwards	3rd Eng.
F. Crichton	Jun. Eng.
A. Dodds	Electrician
E. Trotter	Cat. Officer
J. David	G.P. Cook
E. Ridley	G.P. Steward
R. Major	G.P. Cat. Boy
F. Stoll	G.P. Cat. Boy
V. Straker	C.P.O.
L. Ward	P.O.
B. Lochinvar	G.P.1.
K. Gibson	G.P.1.
J. Bing	G.P.1.
A. Rodrigves	G.P.1.
R. Manifold	G.P.1.
P. Robinson	G.P.1.
D. Ross	G.P.2.
R. Daniels	G.P.2.
J. Millar	Nav. Cadet
I. Warner	Nav. Cadet

PERSONNEL

Cont'd

M.V. "BARON BELHAVEN"

L. Hocking	Master
G. Bickerton	1st Mate
P. Buckley	2nd Mate
D. Matheson	3rd Mate
J. Forrester	Radio Officer
R. Towns	Chief Eng.
G. Sellars	2nd Eng.
C. Greig	3rd Eng.
A. Cross	3rd Eng.
W. Sewell	4th Eng.
B. O'Hagan	Electrician
N. Nagi	Cat. Officer
B. Gomes	G.P. Cook
T. Singh	G.P. Steward
O. Down	G.P. Cat. Boy
C. Thomas	G.P. Cat. Boy
G. Adams	C.P.O.
R. Dow	P.O.
F. Bryan	G.P.1.
H. Charles	G.P.1.
C. Moore	G.P.1.
C. Morris	G.P.1.
E. Congreaves	G.P.1.
I. Davidson	G.P.1.
B. Small	G.P.2.
D. Austin	G.P.2.
C. Parton	Nav. Cadet
P. O'Sullivan	Nav. Cadet

M.V. "BARON INCHCAPE"

T. Edge	Master
E. Williams	1st Mate
I. Waters	2nd Mate
S. Breedon	3rd Mate
L. Anderson	Radio Officer
J. Munro	Chief Eng.
R. Wright	2nd Eng.
L. Donlan	3rd Eng.
P. Canning	4th Eng.
A. Smith	4th Eng.
R. McIntosh	Electrician
G. Daddy	Cat. Officer
R. Simson	G.P. Stewardess
E. Weir	G.P. Stewardess
S. Peebles	G.P. Cook
A. Bell	G.P. Cat. Boy
D. McGuire	C.P.O.
H. McLennan	G.P.1.
W. Houston	G.P.1.
J. Gaffney	G.P.1.
R. Rosson	G.P.1.

M.V. "BARON INCHCAPE" (Cont'd)

J. Ure	G.P.3.
A. Maxwell	G.P.3.
E. Gibson	P.O.
R. Miller	Nav. Cadet
M. Harnden	Nav. Cadet

M.V. "BARON MACLAY"

S. Readman	Master
N. Brewer	1st Mate
R. Bucknall	2nd Mate
D. Haughey	3rd Mate
B. Breslin	Radio Officer
W. Rush	Chief Eng.
W. Green	2nd Eng.
P. Hopley	3rd Eng.
I. MacPherson	4th Eng.
H. Roberts	4th Eng.
S. Hill	Electrician
K. Parker	2nd Electrician
W. Mitchell	Cat. Officer
P. Hart	G.P. Steward
I. Gibson	G.P. Cook
I. Withers	G.P. Cat. Boy
K. Buchanan	G.P. Cat. Boy
D. McGurty	G.P. Deck Boy
A. Wilson	C.P.O.
K. Weaver	G.P.1.
S. Giles	G.P.1.
W. Simpson	G.P.1.
S. Grieves	G.P.1.
T. Furlong	G.P.1.
T. Moxham	G.P.1.
J. MacLeod	G.P.1.
A. Manson	G.P.3.
F. Courtney	P.O.
P. Cowing	Nav. Cadet
T. Mullan	Nav. Cadet

M.V. "BARON WEMYSS"

G. Roger	Master
I. Wemyss	1st Mate
P. Wright	2nd Mate
B. Wilmott	3rd Mate
J. Callaghan	Radio Officer
D. Morrison	Chief Eng.
J. McLean	2nd Eng.
D. McArthur	3rd Eng.
R. Newall	3rd Eng.
J. McKenzie	Jun. Eng.
D. Noble	Electrician

PERSONNEL
Cont'd

M.V. "BARON WEMYSS" (Cont'd)

D. Dyce	Cat. Officer
B. Nethercott	G.P. Stewardess
J. Cutler	G.P. Stewardess
W. Thomson	G.P. Cook
J. Phillips	G.P. 2nd Cook & B.
M. McKenna	G.P. Cat. Boy
C. Reilly	G.P. Deck Boy
B. Mahoney	C.P.O.
I. Rodger	G.P.1.
J. Milne	G.P.1.
G. Hamilton	G.P.1.
G. Russell	G.P.1.
D. Devaney	G.P.1.
B. McNally	G.P.1.
E. Dempsey	G.P.1.
R. Gibson	P.O.
J. Watson	Nav. Cadet

M.V. "CAPE GRAFTON"

M. Turton	Master
J. Curley	1st Mate
P. Brennan	2nd Mate
D. Hiddelston	3rd Mate
A. MacCallum	Radio Officer
D. Wilson	Chief Eng.
L. Speechley	2nd Eng.
G. Clement	3rd Eng.
T. Browne	3rd Eng.
I. Wallace	4th Eng.
B. Martin	Electrician
E. McLaughlin	Cat. Officer
S. Wood	G.P. Stewardess
M. Sparkes	G.P. Stewardess
J. Adamson	G.P. Cook
G. McKinnon	G.P. 2nd Cook & B.
E. McGaulley	G.P. Cat. Boy
A. Thomas	C.P.O.
R. Elliott	G.P.1.
M. Breckon	G.P.1.
J. Stewart	G.P.1.
G. Christie	G.P.1.
J. Fullwood	G.P.1.
J. Betts	G.P.1.
A. Nicolson	G.P.1.
W. Paul	P.O.
L. Forbes	Nav. Cadet
I. Bell	Nav. Cadet

M.V. "CAPE LEEUWIN"

I. Tyrrell	Master
B. Bedworth	1st Mate
R. Mullen	2nd Mate
R. Abercrombie	3rd Mate
J. MacNeil	Radio Officer
E. Good	Chief Eng.
W. Hughes	2nd Eng.
P. Broers	3rd Eng.
F. Lyke	3rd Eng.
A. Dabee	4th Eng.
H. MacFarlane	Electrician
G. Hobbs	2nd Electrician
J. Campbell	Cat. Officer
H. Griffiths	G.P. Steward
W. Sutherland	G.P. Cook
J. Culyer	G.P. Cat. Boy
M. Jackson	G.P. Deck Boy
D. Smart	C.P.O.
B. MacKinnon	G.P.1.
G. Jopp	G.P.1.
D. Edwards	G.P.1.
L. Walsh	G.P.1.
M. O'Malley	G.P.1.
D. Shields	G.P.1.
D. Carson	G.P.1.
P. Harris	G.P.3.
M. McPhee	P.O.
E. Morain	Nav. Cadet
D. Finlayson	Nav. Cadet
J. Hardie	Eng. Cadet

M.V. "CAPE GRENVILLE"

C. MacDonald	Master
P. Dyson	1st Mate
J. Paton	2nd Mate
R. Wiggins	3rd Mate
M. Cairney	Radio Officer
W. White	Chief Eng.
S. Beeley	2nd Eng.
R. Smillie	3rd Eng.
H. Hay	3rd Eng.
W. Keady	4th Eng.
B. Hallas	Electrician
C. MacLeod	Cat. Officer
M. Carey	G.P. Stewardess
H. Clarke	G.P. Stewardess
J. Hanna	G.P. Cook
S. McLetchie	G.P. 2nd Cook & B.
R. Roberts	G.P. Cat. Boy

PERSONNEL
Cont'd

M.V. "CAPE GRENVILLE" (Cont'd)

J. McFarlane	C.P.O.
R. McBride	G.P.1.
J. Graham	G.P.1.
T. Conway	G.P.1.
R. Jenkins	G.P.1.
M. MacKenzie	G.P.1.
K. Smith	G.P.1.
H. Villar	G.P.1.
F. Lax	P.O.
A. Dinnes	Nav. Cadet
N. Nairn	Nav. Cadet
A. King	Nav. Cadet

M.V. "CAPE ORTEGAL"

K. Dootson	Master
J. Cowie	1st Mate
B. Wilkinson	2nd Mate
D. Johnston	3rd Mate
A. Honan	Radio Officer
W. Anderson	Chief Eng.
I. Proctor	2nd Eng.
M. Khan	3rd Eng.
R. Taylor	4th Eng.
A. Starrs	Jun. Eng.
G. Andrews	Electrician
R. Diamond	Cat. Officer
C. Roy	G.P. Stewardess
J. Gilheaney	G.P. Stewardess
R. Brayley	G.P. Cook
W. Black	G.P. Cat. Boy
A. Picken	C.P.O.
M. Boddy	G.P.1.
T. Cox	G.P.1.
W. Wilson	G.P.1.
D. Beaumont	G.P.1.
A. Wilkie	G.P.1.
F. Morrison	G.P.1.
R. MacLean	G.P.1.
J. Brown	G.P.1.
G. Weston	P.O.
C. Doris	Nav. Cadet
H. Conway	Nav. Cadet
G. Evans	Nav. Cadet

M.V. "CAPE RODNEY"

A. Fraser	Master
P. Smart	1st Mate
N. Smith	2nd Mate
P. Ritchie	3rd Mate
D. Wilson	Radio Officer
E. Kellie	Chief Eng.
K. Kyriacou	2nd Eng.
E. Moffat	3rd Eng.
D. Bell	4th Eng.
J. Nelson	Jun. Eng.
R. Bray	Electrician
T. Robson	Cat. Officer
C. Muir	G.P. Stewardess
I. Ferguson	G.P. Stewardess
J. Nitkowski	G.P. Cook
T. Brannigan	G.P. Cat. Boy
J. MacDonald	G.P. Deck Boy
E. Brennan	C.P.O.
S. Pyne	G.P.1.
S. Reid	G.P.1.
C. Hoson	G.P.1.
P. Connor	G.P.1.
J. MacLeod	G.P.1.
P. Zwart	G.P.1.
M. Collins	G.P.1.
S. Grant	G.P.3.
P. Sharman	P.O.
R. Gernon	Nav. Cadet
R. Pearson	Nav. Cadet

M.V. "BARON NAPIER"

D. Sinclair	Master
T. Walker	1st Mate
W. Mitchell	2nd Mate
R. Keig	3rd Mate
D. Poole	Radio Officer
F. Young	Chief Eng.
K. Williams	2nd Eng.
A. Gartside	3rd Eng.
D. Prime	4th Eng.
R. Henderson	Jun. Eng.
G. Rutherford	Electrician
J. Clancy	Cat. Officer
B. Carroll	G.P. Stewardess
S. Paton	G.P. Stewardess
D. Taylor	G.P. Cook
W. McIntyre	G.P. 2nd Cook & B.
A. Barr	G.P. Cat. Boy
C. Gallagher	C.P.O.

PERSONNEL
Cont'd

M.V. "BARON NAPIER" (cont'd)

G. Senter	G.P.1.
P. Bennett	G.P.1.
T. Wootten	G.P.1.
A. Devlin	G.P.1.
P. Rendell	G.P.1.
T. Cockroft	G.P.1.
W. Kilgour	G.P.1.
I. Benzie	G.P.3.
R. Jones	P.O.
S. Goudie	Nav. Cadet
M. Sweeney	Eng. Cadet

AWAITING APPOINTMENT

D. Coe	2nd Mate
M. Bajwa	2nd Mate
G. Adams	3rd Mate
C. Thomas	3rd Mate
G. Walker	Radio Officer
R. Taylor	Chief Eng.
D. Wright	Chief Eng.
J. Gilmour	2nd Eng.
G. Stevenson	3rd Eng.
D. Miller	4th Eng.
P. Gray	4th Eng.
G. Williams	Bosun
G. Burke	Nav. Cadet

VOYAGE LEAVE

W. Andersen	Master
T. Baker	Master
F. Dalby	Master
G. Downie	Master
W. Greatorox	Master
A. Hunter	Master
J. Jennings	Master
D. Innes	Master
C. Maclean	Master
M. Murray	Master
P. Hall	Master
A. Peebles	Master
N. Walsh	Master
A. Weir	1st Mate
D. White	1st Mate
P. Mackay	1st Mate
A. Michie	1st Mate
S. Wright	1st Mate
J. Wood	1st Mate
K. Wright	1st Mate
R. Dodd	1st Mate
H. Aitchison	2nd Mate

VOYAGE LEAVE (Cont'd)

J. Gillespie	2nd Mate
W. Finnie	2nd Mate
N. Wilson	2nd Mate
M. Beeley	2nd Mate
A. Henderson	2nd Mate
D. Lloyd	2nd Mate
D. Cursiter	2nd Mate
S. Barker	2nd Mate
P. Devenish	2nd Mate
S. Hall	3rd Mate
E. Moodie	3rd Mate
I. Mackay	3rd Mate
T. Dunlop	3rd Mate
J. Dobson	3rd Mate
T. Farley	3rd Mate
H. Hardie	3rd Mate
B. Sharp	3rd Mate
C. Groundwater	3rd Mate
C. Williamson	3rd Mate
D. Gudgeon	Radio Officer
D. Humble	Radio Officer
N. Smith	Radio Officer
D. Roche	Radio Officer
M. Thomas	Radio Officer
W. McIlroy	Radio Officer
D. Anderson	Radio Officer
R. MacMeikan	Radio Officer
J. Kell	Radio Officer
I. MacDonald	Radio Officer
F. Howard	Radio Officer
R. Gaches	Radio Officer
A. Alexander	Chief Engineer
G. McEwen	Chief Engineer
N. Ogilvie	Chief Engineer
A. Metcalf	Chief Engineer
B. Denmark	Chief Engineer
T. Dickinson	Chief Engineer
A. Smith	Chief Engineer
J. Cochrane	Chief Engineer
D. Campbell	Chief Engineer
M. Seo	Chief Engineer
A. Miller	2nd Engineer
W. Adamson	2nd Engineer
D. Drummond	2nd Engineer
J. Williams	2nd Engineer
C. Richardson	2nd Engineer
J. Knowler	2nd Engineer
C. Mack	2nd Engineer
R. Wall	2nd Engineer
A. Dias	3rd Engineer
G. Law	3rd Engineer

PERSONNEL
Cont'd

VOYAGE LEAVE
Cont'd

J. Patton	3rd Engineer
D. Dunlop	3rd Engineer
H. MacPhail	3rd Engineer
R. Dempster	3rd Engineer
I. Rennie	3rd Engineer
K. Graham	3rd Engineer
W. MacDonald	3rd Engineer
D. Girgan	3rd Engineer
F. Taylor	3rd Engineer
G. McNeil	3rd Engineer
J. Miller	3rd Engineer
D. McFadyen	3rd Engineer
J. Bennett	3rd Engineer
N. Hulley	3rd Engineer
L. Boughton	3rd Engineer
F. Drever	4th Engineer
R. Healey	4th Engineer
A. Christie	4th Engineer
G. Pelly	4th Engineer
R. Frost	4th Engineer
G. Cartledge	4th Engineer
R. Currie	Junior Engineer
M. McLay	Junior Engineer
P. Webb	Junior Engineer
A. Marrs	Junior Engineer
T. Devine	Junior Engineer
C. McCartney	Junior Engineer
J. McFaul	Junior Engineer
W. Hornshaw	Electrician
J. Leiper	Electrician
G. Bridge	Electrician
C. McErlean	Electrician
J. Parker	Electrician
D. Gibb-Mawhinney	Electrician
J. McIntyre	Electrician
R. Webb	Electrician
K. Jones	Electrician
W. House	2nd Electrician
M. Coward	2nd Electrician
P. Coles	Catering Officer
R. Cathcart	Catering Officer
J. McDonald	Catering Officer
A. Randle	Catering Officer
J. Smith	Catering Officer
A. Sisi	Catering Officer
J. Drury	Catering Officer
E. Crosby	Catering Officer
J. Harrison	Catering Officer
M. Treanor	Catering Officer

I. Neave	Catering Officer
D. Wiseman	G. P. Stewardess
C. White	G.P. Stewardess
G. Dunn	G.P. Cook
J. Pollock	G.P. Cook
N. Brown	G.P. 2nd Cook
W. McLean	G.P. 2nd Cook
L. Shortman	G.P. 2nd Cook
J. Russell	C.P.O.
R. MacLean	C.P.O.
A. Smith	C.P.O.
E. Hough	C.P.O.
D. Ferguson	G.P.1.
D. MacLachlan	G.P.1.
W. Chisholm	G.P.1.
B. Masters	G.P.1.
R. Turner	G.P.1.
A. Howes	G.P.1.
J. Smith	G.P.1.
C. Riddell	G.P.1.
D. Soundess	G.P.1.
A. Campbell	G.P.1.
D. Ross	G.P.1.
L. Ali	C.P.O.
T. McQuade	P.O.
D. Carmichael	P.O.
R. Nelson	P.O.
M. Kenny	Nav. Cadet
C. Shields	Nav. Cadet
A. Currie	Nav. Cadet
C. Jeffrey	Nav. Cadet
G. Davidson	Eng. Cadet

STUDY LEAVE

A. Latty	2nd Mate
C. Blane	2nd Mate
M. Macrae	3rd Mate
M. Barrington	3rd Mate
W. Drennan	2nd Engineer
D. Brown	2nd Engineer
I. MacKenzie	2nd Engineer
H. Keenan	3rd Engineer
J. Kelly	4th Engineer
A. Weir	4th Engineer
N. Brown	4th Engineer
P. Knapp	3rd Engineer
I. Syme	Electrician

SICK LEAVE

D. Jones	1st Mate
J. Melville	2nd Mate

PERSONNEL
Cont'd

SICK LEAVE
Cont'd

C. Ritchie	Radio Officer
K. Malhotra	Chief Engineer
J. Campbell	3rd Engineer
D. Thompson	3rd Engineer
D. Beaumont	Electrician
A. Paterson	Catering Officer
J. McGurk	Catering Officer
J. McCormack	C.P.O.
J. Somers-Harris	G.P.l.
J. McMahon	2nd Steward
E. Kelly	2nd Steward
M. Gahin	Nav. Cadet

TRAINING

I. MacLeod	Nav. Cadet
S. Hayward	Nav. Cadet
K. McEwan	Nav. Cadet
R. MacDonald	Nav. Cadet
P. Lane	Nav. Cadet
K. Playle	Nav. Cadet
R. MacLean	Nav. Cadet
C. Marshall	Nav. Cadet
R. Simpson	Nav. Cadet
S. Murray	Nav. Cadet
D. Farrington	Nav. Cadet
J. Smyth	Nav. Cadet
R. Kirkpatrick	Nav. Cadet
K. Nicholls	Nav. Cadet
C. Brown	Nav. Cadet
G. Gray	Nav. Cadet
C. Campbell	Nav. Cadet
S. Budd	Nav. Cadet
H. McWilliam	Nav. Cadet
W. Esler	Nav. Cadet
E. Ling.	Eng. Cadet
B. Crookston	Eng. Cadet
D. Robertson	Eng. Cadet
J. Murray	Eng. Cadet
D. Lindsay	Eng. Cadet
G. Young	Eng. Cadet
G. McNeil	Eng. Cadet
J. Mitchell	Eng. Cadet
C. Biagioni	Eng. Cadet
R. Geddes	Eng. Cadet
N. MacLeod	Eng. Cadet
A. Nicol	Eng. Cadet
A. Moffat	Eng. Cadet

TRAINING
Cont'd

D. Currie	Eng. Cadet
J. Gordon	Eng. Cadet
J. Macrae	Eng. Cadet
M. Fyfe	Eng. Cadet
W. Irvine	Eng. Cadet
L. MacLeod	Eng. Cadet
R. Morrice	Eng. Cadet
P. Shotton	Eng. Cadet
R. Dodds	Eng. Cadet
D. Dunbar	Eng. Cadet
S. Judah	Eng. Cadet
K. Jackson	Eng. Cadet
W. Glen	Eng. Cadet
G. Cowie	Eng. Cadet
V. MacCourt	Eng. Cadet
A. Smith	Eng. Cadet
G. Smith	Eng. Cadet
A. MacPhee	Eng. Cadet
N. Ince	4th Engineer
I. Leese	Radio Officer
C. Bain	G.P. Cook