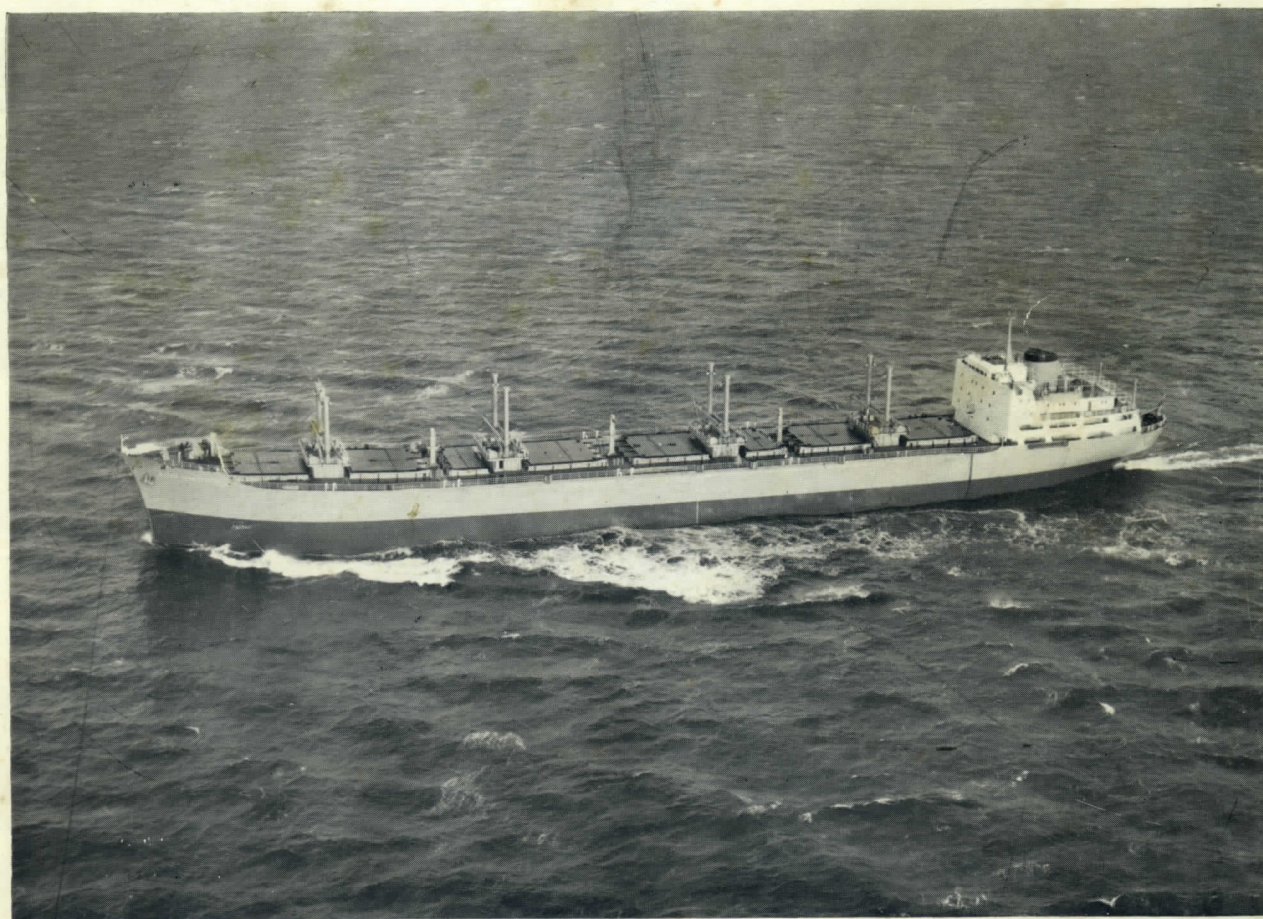


H. HOGARTH & SONS LTD.

NEWSLETTER



m.v. "BARON INVERFORTH"

No. 1 - January, 1967

For some time now the plan to bring out a Newsletter has been in our minds and it was felt that the beginning of 1967 would be the best time to start. The first issue is naturally a modest one but we hope that as time goes on and we find out what kind of news is of most interest, the Newsletter will grow. In this connection we hope that all in the fleet will appreciate that contributions from them are definitely welcome as if the Newsletter is to be the channel for the exchange of news between shore and ship, contributions from the seagoing staff are very necessary. These can be in the form of letters, articles or reports which could be of interest to those ashore or afloat.

In this issue mention is made of four retirals from the Company's service and although not all of them will be known to our seagoing staff, it is right to say that their departure from active employment does bring an era to a close. As you will see inside none has been with the Company for less than 35 years and in their business lives they have seen the fleet change from the small coal burners of the pre-war years to bulk carriers like "BARON INVERFORTH" and the new ships being built to our order.

Over 30 years the pattern of trade has also changed completely and none of the standard voyages which were the mainstay of our trading in pre-1939 days exists any longer. There is bitter competition on the trade routes of the world today and we can only win our share by keeping a step ahead of our competitors.

In our next issue we shall be including a full report on our Haugesund and Horten newbuildings; why we went to Norway and why we decided on this type and size. The Board firmly believe that they will be the last word in bulk carrier design.

Our aim is to bring out the Newsletter every three months and each issue will have a complete list of all Masters, officers, cadets and petty officers serving and on leave. We hope this will enable you to keep in touch with friends and acquaintances.

HEAD OFFICE

Mr. G.S. BROWN is on his way to New Zealand and Australia via the Pacific Coast and will be calling on a number of Charterers with whom we do business.

Captain HUGH BRYSON has been appointed Marine Superintendent to succeed Captain F.W. Berchem who retired at the end of the year. Captain Bryson has recently returned to the U.K. after acting as relieving Master on "BARON INVERFORTH".

RETIRALS

Mr. JAMES POLLOCK a Director of H. Hogarth & Sons Ltd. retired at the end of December. He joined the firm, H. Hogarth & Sons on the 8th May, 1916. After a few years as Junior Clerk he was appointed to the Lisbon/Huelva and Agency Department and has been associated with that side of the business ever since.

He represented the firm on the Committee of the Glasgow Shipowners and Dock Labour Organisation and later on the Management Committee of The Glasgow Port Employers Organisation. He also represented the firm on the Committee of the U.K. & Portugal Liner Conference on which he served as Chairman for the years 1960-1961. He is a member of the Society of Deacons and Free Preseses of Glasgow (Instituted 1780). Mr. Pollock also takes a very active part in Church work.

During the War years 1939/45 he was engaged in various activities one of which was to accompany an Officer of H.M. Customs & Excise on board captured enemy ships to fix arrestment notices on behalf of the Admiralty Marshal.

Mr. Pollock is a keen fisher and his retirement will allow him more opportunity to follow this hobby. He is also a great dog lover, particularly labradors.

Mr. A.T. RENNIE who also retired at the end of December was for a number of years responsible for Masters' accounts but in his time he has served in almost every Department. He joined the Company in 1922 and in 1926 qualified as an Associate of the Chartered Institute of Shipbrokers. By 1930 he had been elected to the Association of Certified and Corporate Accountants and in 1932 he became an Associate of the Chartered Institute of Secretaries. In 1952 he was made a Bachelor of Commerce (London University). Mr. Rennie has been the Company Registrar since 1937.

Captain F.W. BERCHEM who likewise retired in December started his seagoing career in 1916 when he was apprenticed to the Hudson's Bay Company and his service with them lasted until 1931 by which time he held the rank of Chief Officer. During these fifteen years he was engaged in helping to open up the Arctic regions of Eastern Canada from Labrador to the North West Passage, developing the fur trade with the Indians and Eskimos and assisting to establish Royal Canadian Mounted Police Posts throughout the area. Each Spring over this period he took part in the Newfoundland seal hunt on the polar ice between Labrador and Greenland. He joined this Company in 1931 becoming Master in 1936 and was appointed Marine Superintendent in 1941. In 1946 he was elected to be a member of the Honourable Company of Master Mariners.

The Company is deeply appreciative of the loyal and devoted service given by Mr. Pollock, Mr. Rennie and Captain Berchem for so many years and for the high standards which they have maintained in their different departments.

Consequent on these retirements, Mr. H.L. BRODIE will take charge of the Lisbon Berth Service and the Glasgow Agency Department from 1st January, 1967 and Mr. A.A. McAlister will become Company Registrar from that date.

LONDON OFFICE

On 1st October, Mr. DONALD BRANT was appointed a Director of Hogarth, Sons & Co. Ltd. Mr. Brant joined the Company in 1955 as a member of the broking staff on the Baltic Exchange and has specialised in finding cargoes for our ships in the Far East and North Pacific markets.

Mr. H.W. PARKER, formerly with Hudson Steamship Co. Ltd. joined our London Office staff on 3rd January.

RETIRAL

Mr. E.S. TWEEDALE, a director of Hogarth, Sons & Co. Ltd., retired at the end of December. He joined the Glasgow Staff in 1923 and nine years later was transferred to our London Office. In 1932 he became a member of the Baltic Exchange and specialised in finding cargoes for our ships in the North Pacific, Far East and South African markets. For 15 months in 1940/1 Mr. Tweedale returned to assist in the Glasgow office before being seconded to the Ministry of War Transport for service with the Ship Management Division. A few months before his return to our London office in March 1946, he was appointed a Director of Hogarth Sons & Co. Ltd. and for his services during the war to Netherlands shipping he was made a Chevalier of the Order of Oranje Nassau. He has served on the Committee of the London Shipowners' and Shipbrokers' Benevolent Society for a number of years.

and has been the Hon. Treasurer of the Cereals and Baltic Friendly Society for the last six years. Mr. Tweedale is a Freeman of the City of London and a Liveryman of the Worshipful Company of Shipwrights. He is also a Fellow of the Institute of Chartered Shipbrokers.

Mr. Tweedale's 44 years service was recognised with appreciation at a special function in Glasgow which took place in November.

FLEET NEWS

Congratulations go to Mr. J. SOMMERVILL, Chief Officer who has been appointed a Clyde Pilot. Duty in his new sphere will start next May.

The Company would also like to congratulate Mr. R. COCKBURN who has obtained his Master's Certificate and who has now been appointed to "BARON GARIOCH" as Chief Officer, and Mr. C. McCRAE who has secured his 2nd Class Certificate and is now on "BARON INVERFORTH" as Second Engineer.

The following Officers are at present ashore studying:-

J. Dickson	studying for	Second Officer
J. Collins	"	"
C. Brown	"	Second Engineer
I. Niblock	"	"

In wishing them every success in their forthcoming examinations, we would remind other officers in the fleet that it is to their advantage as well as the Company's that they study for promotion.

Mr. J. GILBERT, Bo'sun who was paid off sick from "BARON GARIOCH" last August is now, happily keeping much better.

Apprentice G.S. COPLEY, whose home is in Australia, has been transferred in Japan from "BARON INVERFORTH" to "BARON MINTO" so that he can proceed on leave. "BARON MINTO" is at Saganoseki discharging a cargo of nickel ore from PAITA in New Caledonia and thereafter is fixed to load sugar in Queensland for home.

PERSONNEL RELATIONS COURSES

These courses are arranged from time to time in various locations throughout the U.K. and the one held in November at Dunblane Hydro, Dunblane was

Chief Engineer, to attend and both thought that the course was worthwhile. The promotion of good relations in the shipping industry must concern us all and the Company intends to be well represented at future courses.

FIRE PREVENTION COURSES

A most useful three day Fire Fighting Course is now available for Merchant Navy Personnel at the McDonald Road Fire Station, Edinburgh and, again Mr. Innes and Mr. Gray attended. At the station a complete midship section of a ship has been constructed by Henry Robb Ltd., Shipbuilders of Leith and this greatly aids the realism of the instruction.

On 4th December winds of hurricane force caused "BARON KINNAIRD" to break adrift from her moorings at Lautoka and the ship touched mud aft. She was subsequently anchored and rode out the storm with no further mishap and an underwater inspection revealed that there was no apparent damage. Loading was resumed the following morning.

GENERAL NEWS

Walter Runciman & Co. Ltd., who operate the Moor Line and whose Head Office was at Newcastle-on-Tyne arranged to move their organisation to Glasgow at the end of last year. This decision arose from the fact that they had taken over the Anchor Line whose loading berth is at Glasgow and they had decided that it would be rational to centre their activities at this port. As is commonly known, Walter Runciman & Co. Ltd. have represented our firm at the Tyne for many years and although few of our ships call there now, we do have the occasional vessel in for repairs and, in fact, "BARON GARIOCH" was there on survey. A new appointment has had to be made and after careful consideration it has been decided to give our agency to Hunting & Son Ltd., a family firm who operate tankers, ore and bulk carriers. These shipowners have their office at Milburn House, Newcastle-on-Tyne.

On 29th November The Alexandra Towing Co. Ltd. acquired the Liverpool Screw Towing Company and North West Tugs Ltd. These are the well-known "COCK" tugs and we have been informed that their services will continue as usual but that there will be close co-operation between them and Alexandra.

FIXTURES NOTED RECENTLY

"LORNA"	(ex "BARON TWEEDMOUTH")
	phosphate - Casablanca to Dunkirk
"CISSOULA"	(ex "BARON SCOTT")
	fishmeal - Peru to Continent

For the benefit of those who do not remember these old-timers, "BARON TWEEDMOUTH", a three island coal burning ship of 5,770 tons summer deadweight was sold by us in February 1951 to Italian buyers who renamed her "MARINERI". Under her present Owners she flies the Liberian flag and in 1967 will be 40 years old.

The "BARON SCOTT" was disposed of in January 1961 to the Aristides Steamship Company of Panama who gave her the name she bears today. An oil-burning steamer of 8,997 tons summer deadweight, she was a most successful economy type of ship and although built in 1940, her present Owners are still obviously satisfied with her.

One or two former "BARONS" have visited the Clyde and to the great credit of their new Owners and crews, they have been in excellent external condition.

A TRIP BEHIND THE IRON CURTAIN

Whilst in command of "BARON RAMSAY" in 1936 I made several voyages to Mariupol, Sea of Azov, in the heart of Russia which even in those days was very much behind the Iron Curtain and I can well remember upon my arrival there a young lady interpreter was put at my "disposal" throughout my stay at that Port. She informed me that it would be her duty to accompany me ashore whenever and wherever I went. It was the middle of December and the snow was lying very deep; the young lady and I proceeded down the gangway for my first visit to "Inflot", the Agents, and on reaching the dockside she immediately took my arm. I informed her that I was quite capable of proceeding unaided to which she replied that this was just plain Russian courtesy but I told her that the thirty-two crew members on board seeing this would probably put a very different interpretation on the gesture.

I little thought then that many many years later I would make another trip behind the Iron Curtain under very different circumstances. In September, 1966, our very good friends Ore Chartering Limited, London, requested the loan of my services to survey the Greek s.s. "CARDAMALITIS" which was due at the Port of Constantza to discharge a cargo of iron ore from Vittoria, Brazil, upon completion of which they intended, if the Survey Report was satisfactory, to take her on Time Charter for several months. This was readily agreed to and meantime I attempted to gather what information I could regarding this vessel. It transpired that she was an ex American Liberty Ship of 1943 vintage under Greek

for some time been encouraging Greek Ship Owners to use Greek Classification Societies in preference to any others. My air passage having been booked I set off via Vienna and Bucharest at which latter City I transferred to a Russian Ilyushin Aircraft for Constantza where I arrived at 10 o'clock at night. It was here that I suddenly realised that I had actually arrived behind the Iron Curtain, I was subjected to a very intensive interrogation regarding the purpose of my visit which was carried out by two soldiers heavily armed but finally I was allowed through the precincts of the control and took a taxi to the city of Constantza which involved a journey of quite some considerable distance through flat uninteresting country.

I finally arrived at the Hotel and on booking in, my passport was confiscated as surety. As it was a fine clear evening I decided that I would make my way to the Docks in an endeavour to find the "CARDAMALITIS" but as I had no identity papers I was turned back by the armed guard at the gates of the Dock. Next morning a gentleman from the ship's Agents introduced himself to me at the Hotel and escorted me to the Port Control Office; he had meantime got possession of my passport at the Hotel and this he handed to the authorities. I was shown into a room which I was informed was for V.I.P's only and it was a real relic of Victoriana, gilt and scarlet plush all in a very advanced state of decay. I was subjected to quite an interrogation again, at the end of which I was issued with a permit to enter the Docks and board the ship, my passport being retained by the Authorities. On arriving at the ship a heavily armed soldier was stationed at the foot of the gangway to whom it was necessary at all times to produce one's permit.

My first impressions of "CARDAMALITIS" surpassed all expectations, in fact the whole appearance of the ship was a very pleasant surprise. Overside where I had expected to see nothing but rust and corruption I found a perfectly scale and rust free hull, well painted and on board around the decks a similar state of affairs existed. I introduced myself to the Captain who was expecting me and he informed me that he would be delighted to escort me on my tour of the ship and open up any part for inspection and that he would be proud of what was revealed. Putting on my boiler suit I commenced surveying the ship both externally and internally and was amazed at the wonderful condition this twenty year old vessel was in. It was very evident that she was being maintained in a highly satisfactory manner in all departments and another thing which struck me very forcibly was the industrious way in which the crew were working. I happened to comment on the latter aspect to the Captain and he told me that he recruited his entire crew, Officers and Ratings, from a little village, in which they all live, on one of the Grecian Islands and that they fully realised that if they lost their job they would be sent home and immediately become an object of derision to the villagers. This aspect of the situation was very well illustrated later on that day when the Captain had the wireless operator up before him to tell him that he was very disappointed with the way he was carrying out his duties and further that he was dismissing him from his position and that he could either take his money and go home or remove his belongings to the fore-cabin and carry on in the capacity

of a deck hand which latter offer he promptly accepted.

As discharge of the cargo was being completed the following day I realised that there would not be time to complete the survey in port and it was therefore arranged that I should proceed with the ship at least as far as Istanbul. One of the conditions of acceptance of the vessel was that all holds and 'tween decks must be clean and all limbers lifted so that a thorough inspection of all the bilges could be made and next day, concurrent with completion of discharge of cargo in the various holds, it was amazing to watch the speed with which the deck crew tackled the job so that upon the vessel's departure all these compartments were more or less ready for final survey. The engine room was a particularly well kept department with spotless paintwork and clean metal work, and in spite of her age she was still capable of eleven knots in ballast and ten knots deep laden with a fuel consumption of twenty five tons per day. It was arranged that the vessel would sail the following evening and just prior to this a swarm of Officials descended on board and the entire crew including myself were mustered before them and in my case after satisfying their various enquiries my passport was returned to me and my dock permit withdrawn. A Pilot boarded and informed the Master that we would be sailing at 10 p.m. and that no matter what the weather conditions were two tugs had to be in attendance to comply with port regulations which latter certainly did not please the Captain, and after a considerable amount of bargaining the pilot agreed to waive the attendance of the tugs in return for a present of five hundred cigarettes. It was a fine, calm, clear night when we sailed and at daylight the following morning, already well on our way across the Black Sea, I commenced inspection of the final items still outstanding to complete the survey and having done so advised both the Master and Ore Chartering Ltd. that the vessel was in all respects fit to come on hire. As at this particular time Greece and Turkey were not at all on friendly terms the Captain thought it might be unwise if I left the ship at Istanbul so it was agreed that I would leave by launch whilst proceeding through the Bosphorous and on arrival of the vessel off Bukuydete a launch came alongside and I disembarked and was ferried ashore to a car waiting to take me on to Istanbul. As my return flight had originally been booked via Bucharest and Vienna I now had to make other arrangements for my return home and after a two day wait at Istanbul I managed to book a passage via Athens and Rome.

Istanbul had not changed much over the intervening years and was the usual hustle and bustle and never ending din of taxis driving on their brakes and horns. The morning of my departure from Istanbul I checked in at the airline office to take the bus to the airport and soon after boarding it the seat next to me was taken by a dignitary of the Church who to my amazement was clutching a bottle of whisky. We got into conversation and it transpired he was from Liverpool "that B---- awful place" he stated in a strong Irish brogue without so much as a blush. As for the bottle of whisky, I suggested a use for it but he was keeping it for onward journeyings to the Middle East, as a talisman against air and sea sickness. The flight from Istanbul to Athens was quite uneventful and on arrival at the latter there was a delay of some hours awaiting the flight to Rome.

boarding the plane for the final leg of the homeward journey via Rome I was fortunate in getting a window seat and naturally, as one always does when travelling by air, I wondered who would occupy the two seats next to me. This matter was shortly resolved when a young lady with three children came along and promptly put one down beside me. Occupying the outside seat herself she put the other two children in seats across the passageway. We were not long air borne before the youngster sitting next to me began to clamour to have my seat next to the window so I turned to the young lady, whom I assumed was their Governess, and told her that it would be quite in order to make the change over and it was shortly after doing so that she informed me that she actually was the Governess of the three children in question and that their father was a very wealthy Greek Ship Owner. They had just been spending the summer on one of the Grecian Islands which was the original home of the children's father and she went on to tell me that this was a yearly event and that each year the father on arriving at the Island mustered all his poor relations and gave them each a sum of money. She said that this year the usual ceremony had taken place but at the end he informed the male section of his relatives that he considered them to be a bunch of loafers and that it was time that they did something in return for their money, for instance, as they were fishermen he suggested that they might start by making nets. Thereupon one of them spoke up and said "Mr--- our hands tremble far too much to be able to make nets because you own a large fleet of ships and send them to sea heavily insured and if anything happens to them you collect plenty of money and that is why our hands tremble so much. They tremble for fear of God, so you see it is not possible for us to make nets." The young lady was evidently very amused at having witnessed this "family gathering" and vouched for it as being absolutely true.

We finally touched down at Rome and after a short delay proceeded onwards to London where I duly reported to Ore Chartering Limited and handed to them a written report and confirmation of my previous advice by cable that the good ship "CARDAMALITIS" although not A.1. at Lloyds was certainly A.1. enough of anything to satisfy their every requirement for the period of the Charter.

So ended a not uninteresting journey.

F.W.B.

As a postscript to Captain Berchem's unusual assignment, one of our Directors, recently in London, asked Ore Chartering how the "CARDAMALITIS" was getting on and was told that she had fully lived up to the report he had made of her. The ship remains well kept and efficient and their only regret is that when she was taken on time charter the freight market was a good deal better and consequently they are now paying a hire much in excess of what they would pay today.

"BARON BELHAVEN"

MASTER	G. DOWNIE
CHIEF OFFICER	G.S. HUNTER
2nd OFFICER	D.J. DERRY
3rd OFFICER	W.D. MIDDLETON
1st RADIO OFFICER	R. THOMPSON
2nd RADIO OFFICER	T.P. O'REILLY
CADET	D. BETTS
CADET	A. LANFEAR
BO'SUN	W. HILL
CHIEF STEWARD	I. McDONALD
COOK	W. WALSHAW
CHIEF ENGINEER	J. BRADLEY
2nd ENGINEER	W.A. HUMPHRIES
3rd ENGINEER	J. WILLIAMS
4th ENGINEER	J.G. STONE
JUNIOR ENGINEER	R. WILSON
JUNIOR ENGINEER	D. CARDING
ELECTRICIAN	J.M. THOM

"BARON GARIOCH"

MASTER	A.L. MILNE
CHIEF OFFICER	D. McNEILL
2nd OFFICER	M. HEAPE
3rd OFFICER	J. ROBERTSON
RADIO OFFICER	P. TINDLEY
CADET	B.F. CALAM
CHIEF STEWARD	E.J. SMITH
CHIEF ENGINEER	T. McGHEE
2nd ENGINEER	T. SMITH
3rd ENGINEER	R. NEILSON
4th ENGINEER	M. ROSS
JUNIOR ENGINEER	J. KELLY
JUNIOR ENGINEER	N. BOWMAN
ELECTRICIAN	W. THOMSON

"BARON INVERFORTH"

MASTER	J.R.L. CAIN
CHIEF OFFICER	S.C. GORDON
2nd OFFICER	H. MacDONALD
3rd OFFICER	T.R. COWELL
RADIO OFFICER	J.J. McKENNA
CADET	M.W. SMITH
CADET	N.G. CLARKE
CADET	A.J. RILEY
CADET	J.N. McDONALD
CHIEF STEWARD	E. VAHER
CHIEF ENGINEER	J. CURRIE
2nd ENGINEER	C. McCRAE
3rd ENGINEER	H. MacPHAIL
4th ENGINEER	G. MacLEOD
ELECTRICIAN	P.J. CONDRON

"BARON JEDBURGH"

MASTER	P. TURNBULL
CHIEF OFFICER	J. TATTERSALL
2nd OFFICER	B. ROGERS
3rd OFFICER	G. MURRAY
1st RADIO OFFICER	J. HAMILTON
2nd RADIO OFFICER	W. COUGHLAN
CADET	A. KINGHORN
CADET	S. YEAMANS
BO'SUN	A. FLEMING
CHIEF STEWARD	N. WHITFORD
CHIEF ENGINEER	J. ATKINSON
2nd ENGINEER	R. BAXTER
3rd ENGINEER	A. CADDEN
4th ENGINEER	J. WILLIAMSON
JUNIOR ENGINEER	J. CAIRNS
JUNIOR ENGINEER	R. POLLOCK
JUNIOR ENGINEER	R. STANLEY
ELECTRICIAN	K. RAIHANI

"BARON KINNAIRD"

MASTER	I.S. GRAHAM
CHIEF OFFICER	O. LANGFORD-THOMAS
2nd OFFICER	E. EVANS
3rd OFFICER	L. NICOL
RADIO OFFICER	J. DUNNION
CADET	J. WOOD
BO'SUN	A. MILLER
CHIEF STEWARD	T.H. EVANS
CHIEF ENGINEER	A. MacLEAN
2nd ENGINEER	T. CAMPBELL
3rd ENGINEER	H. GREEN
4th ENGINEER	J. McKINLAY
JUNIOR ENGINEER	T. ANDERSON
JUNIOR ENGINEER	G. McIVER
JUNIOR ENGINEER	W. WALLACE

"BARON MACLAY"

MASTER	I. MACKAY
CHIEF OFFICER	G. LINDSAY
2nd OFFICER	W. GREATORIX
3rd OFFICER	C. LANGLANDS
RADIO OFFICER	F. McMAHON
CADET	P.F. ANSELL
CHIEF STEWARD	J. KAVANAGH
CHIEF ENGINEER	J. GRAY
2nd ENGINEER	G. CARTER
3rd ENGINEER	W. McKENZIE
4th ENGINEER	J. O'SULLIVAN
JUNIOR ENGINEER	J.D. RICE
JUNIOR ENGINEER	B. HENDLEMAN
JUNIOR ENGINEER	J. WATSON
ELECTRICIAN	R. DUNCAN

"BARON MINTO"

MASTER	W. WARDEN
CHIEF OFFICER	D. INNES
2nd OFFICER	K. SMITH
3rd OFFICER	K. BLYTH
CADET	R. DUNCAN
1st RADIO OFFICER	G. MULVIN
2nd RADIO OFFICER	N. JOSS
BO'SUN	D. CAMPBELL
CHIEF STEWARD	J. BLAIR
CHIEF ENGINEER	J. McGONIGLE
2nd ENGINEER	G. PLAU
3rd ENGINEER	E. HARE
3rd ENGINEER (extra)	S. BARRY
JUNIOR ENGINEER	L. LAWSON
JUNIOR ENGINEER	R. McGUINNESS
JUNIOR ENGINEER	J. MOONEY
ELECTRICIAN	G. THOM

"BARON PENTLAND"

MASTER	A. McKINLEY
CHIEF OFFICER	A. HEPBURN
2nd OFFICER	F.W. MORDEY
3rd OFFICER	A. WEIR
RADIO OFFICER	H. McCASH
CHIEF STEWARD	A. McINNES
CHIEF ENGINEER	W. SADDLER
2nd ENGINEER	D. ADAM
3rd ENGINEER	J. HENRY
4th ENGINEER	D. CLAYTON
JUNIOR ENGINEER	E. BURNS
ELECTRICIAN	J. GRAY

"BARON WEMYSS"

MASTER	J. MINARDS
CHIEF OFFICER	J. HUNTER
2nd OFFICER	M. ROCHE
3rd OFFICER	J. MAIR
1st RADIO OFFICER	I. LOW
2nd RADIO OFFICER	J. DUNHAM
CHIEF STEWARD	J. THOMAS
CHIEF ENGINEER	W. BRODIE
2nd ENGINEER	W. LAPSLEY
3rd ENGINEER	E. McAULEY
3rd ENGINEER (extra)	B. COPP
JUNIOR ENGINEER	P. DESMOND
JUNIOR ENGINEER	D. NEWLAND
JUNIOR ENGINEER	C. SNEEDON
ELECTRICIAN	I. FERGUSON

ON LEAVE

CAPTAIN	T.B. McLEOD
CAPTAIN	J. PEARSON
CHIEF OFFICER	A. MORRISON
CADET	R. GAINFORD
CADET	C. GREEN
CADET	C. ARMSTRONG
CADEN	A. KEMP
CADET	G.S. COPLEY
BO'SUN	W. SMITH
BO'SUN	J. NORDEN
COOK	A. SISI
CHIEF ENGINEER	A. METCALF
CHIEF ENGINEER	W. ALLAN
CHIEF ENGINEER	D. LEGGE
2nd ENGINEER	H. OSTERMANN
3rd ENGINEER	I. NIBLOCK
3rd ENGINEER	K. WALLACE
4th ENGINEER	D. MADGE
4th ENGINEER	K. SHAH
ELECTRICIAN	A. FANNING

STUDYING

2nd OFFICER	E. ADDISON
2nd OFFICER	A. CLEMENTS
3rd OFFICER	J. COLLINS
3rd OFFICER	J. STEPHENS
3rd OFFICER	D. DICKSON
3rd OFFICER	G. YON

SICK

BO'SUN	J. GILBERT
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