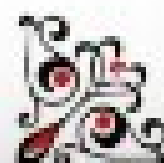


Harrison Line

NEWSLETTER

No 4

May 1974



HARRISON LINE
NEWSLETTER NO. 4

Since you received the last Newsletter, some strange events have taken place both nationally and internationally. Our country is ruled by a minority Government following on the inconclusive Election results produced in the early Spring and this in turn has led to an interregnum during which many sops have been produced to satisfy an apathetic electorate, such as subsidies on bread, milk and other basic commodities and, of course, the acceptance of the demands of the National Union of Mineworkers. The astronomical figures involved in providing these so-called solutions are quite terrifying but the fact remains that they have to be paid for and that means higher taxation which, in turn, brings inflation — a very worrying vicious circle. In Ulster, we are witnessing the 'follow-up' of the condoning by our Government of the flouting of the law by Trades Unions in this country, which is placing our political rulers in a most embarrassing position, but we must pray that commonsense will prevail in a most dangerous situation. One of the troubles today seems to be, as so often in the past, that the average man or woman wants to lead a peaceful life but is frustrated by the political whims of a minority. Abroad, one sees the long drawn out and self-immolating battle between the President of the United States and Congress over the Watergate affair, at a time when the influence of America is so vital in the determination of the future of world affairs.

The Middle East continues in ferment despite the efforts of that human shuttlecock, Dr. Kissinger, and must be settled satisfactorily if the world is to be assured of peace.

Meanwhile, work continues on the clearance of the Suez Canal which, if opened will be a mixed blessing both economically and strategically! The events in Portugal have opened up what might be described as a new vista in Africa if agreement is reached with the various "freedom" movements in Guinea, Angola and Mozambique, the result of which it is not possible to determine with regard to Rhodesia and the Republic of South Africa. As we said in our last Newsletter, political actions can have considerable repercussions on our trading activities — not easy to forecast when one's crystal ball is so clouded with imponderables! Our own Government has made one's assessment of the future more difficult by saying that trade relations between this country and South Africa are under review, basically because of the dislike of the policy of apartheid in the Republic. We think you will be interested, therefore, in a report on the situation as seen by our people in South Africa. We are including also an Article by Mr. Francis Baker on the early history of our General Agents in South Africa, Messrs. John T. Renne & Sons, who celebrated their 125th Anniversary this year.

Nearer to the heart, so to speak, we have been faced with the problem of 'whatever happened to the likely lads' to quote a current television programme title, by that we mean the shortage of officers of all grades. The problem is both social and economical and is fully understood but it will be appreciated that it has caused considerable difficulties in the manning and despatch of our ships. We hope that the decisions that have been taken, after very full discussion with all concerned, have solved the problems which are by no means associated with our Company alone, as a quick glance at the National Press will indicate. The vital point is to assure that this country, depending as it does on ships for its very survival, has them manned by officers of the highest calibre who are satisfied with their conditions of service. We, for our part, are anxious to ensure that those conditions exist, realising as we do the problems that face seafarers today.

Since we last wrote to you, the demand for shipping space has continued throughout the world and this has kept market rates high as is instanced by the fact that we have had to pay over £4,000 per day for the chartering of the "Santa Clie" for an outward voyage to South Africa! Although many pundits are forecasting a drastic fall in rates, presumably because of indicated over-tonnaging through new ships coming into commission, coupled with the effect of the possible re-opening of the Suez Canal later in the year, so far there is no sign of this happening.

Here in England, in spite of the many troublesome problems with which we are confronted, we have had the benefit of a beautiful Spring in that the flowering trees and shrubs have never been better despite the driest April in Southern England for the last 15 years — we can but hope for a really good Summer to brighten our lives!

Finally, in spite of the difficult times through which we are passing, it is pleasing to be able to tell you that our trading activities have shown a welcome trend which we hope will continue, although the need to keep costs within bounds requires constant attention.

The Chairman and Mrs Wilson returned to the United Kingdom in the early days of April after their extensive tour of the U.S. Gulf ports and the Caribbean.

PERSONNEL

Retirements

Captain H.P. Roberts	Aged 61	Retired March 1st 1974	Joined the Company 1938
Captain C.S.S. Boam	Aged 63	Retired March 15th, 1974	Joined the Company 1934

OBITUARY

Captain F.R. Hill	Aged 73	Joined the Company 1926
Captain W. Weatherall	Aged 75	Joined the Company 1920
Chief Engineer A.C. Bryant	Aged 72	Joined the Company 1924

ATLANTIC BULKERS

Since the last Newsletter bunkers have become more freely available, and we have seen some falls in the prices, the general opinion is that bunker prices will, if anything, continue to fall slightly rather than rise in the near future. Charter rates have remained stable through February and March, showing only a slight fall, but started falling more rapidly in April; however it is now reported that the Indians are chartering vessels and, with the long delays experienced in India, the effect of this will be to raise the rates.

m.v. "WAYFARER" finally cleared the South West Pass of the Mississippi on 5th March, having been delayed for five weeks by insufficient draught in the Pass, fog and grounded vessels; despite the chaotic situation she escaped with two twisted links in her port anchor cable which was repaired temporarily in New Orleans while waiting. She lightened in Ilychevsk, U.S.S.R. and completed in Bourgas, Bulgaria, the latter being a rather slow discharge. Whilst in Bulgaria she was stored for six months by two lorries from the U.K., as by that time the stores situation was becoming desperate. On completion she sailed for Malta to drydock, arriving on 17th April; the drydocking went well and she sailed on schedule on 30th April, for Porto Sagunto in Eastern Spain for a cargo of iron ore, under sub-charter to CAST (Richmond Shipping Ltd.) for the remainder of her Time-Charter period. This was loaded in 3 days, and she sailed for Ghent, arriving there on 11th May, completing discharge on 13th. She is at present in Dunkirk loading a cargo of pipes and is due to sail on 22nd May, for Basrah.

m.v. "WANDERER" finally sailed from Visakhapatnam on 22nd March, having taken a total of 3 months to discharge her cargo, as she is on Time Charter the expense of this is met by the Russian Charterers. She arrived at Paradip, India on 23rd March, and sailed on 27th, having loaded 26,000 tons of iron ore for Bremerhaven. On the voyage she stopped at Capetown anchorage for just over one hour to pick up some stores and mail, then at Freetown for about 8 hours to change her crew. She arrived at Bremerhaven on 30th April, completing on the 3rd May, when she sailed for Gotaverken drydock. Her schedule called for 10 days in the dockyard, but on examination corrosion was found in the main engine bearings, and she is not now expected to leave before 17th May. Her next voyage is from Lulea, at the northern most end of the Gulf of Bothnia, for Wilmington, North Carolina, or Georgetown, South Carolina, provided that the ice situation at Lulea has improved.

m.v. "WARRIOR" left Shanghai on 16th March, having taken 5 weeks to discharge which, in view of the experiences of others is a reasonably fast discharge. She sailed for Geelong, Australia via Naha, Okinawa, for bunkers, and loaded a cargo of wheat for Japan. She sailed from Geelong on 6th April, arriving at Nagoya on 19th. She discharged at Nagoya, Yokkaichi and Yokohama (2 berths) and finally sailed from Yokohama (Kawasaki berth) on 14th May, having been delayed by Strikes, bad weather and holidays. She is presently en route for Geelong for a repeat of her last voyage.

THE REPUBLIC OF SOUTH AFRICA A Report from Mr. H.I. Edwardes

Looking back on 1973 it would be true to describe it as a year of far reaching and momentous events. One even which, in retrospect, may be regarded as an economic watershed for the whole of the Western economic development. Real economic growth which raced ahead world wide in 1973 was certainly the most substantial for almost 20 years, but this was, and still is, accompanied by serious inflation which continues to give rise to great concern in the Republic, as it does elsewhere in the world.

In South Africa, industrial performance measured by the increase in the physical volume of manufacturing production, improved during the first nine months of last year by no less than 9% over the previous corresponding period and the volume of unfulfilled orders was 20% up in September, as compared with a year earlier.

The Republic has, of course, benefited considerably from the enormous advance in the price of gold in the world markets arising out of the abolition of the two tier marketing system and the huge increase in the proceeds from gold sales, together with an expected bumper harvest will hopefully continue to offset the effect of the deteriorating competitiveness of many South African exports and it will certainly continue to be of considerable importance in balancing the current high price of oil on which this country, fortunately, is only some 20% dependent for imported supplies for energy requirements.

Throughout South Africa business profits showed substantial increases over 1972 levels, due partly to recoveries, but mainly to a strong fundamental growth. Over and above this, however, there were a number of major factors which served to exert great influence on the economy. Among these were the closure early in the year of the Zambia/Rhodesia border and the labour unrest in Natal, followed by the flare up in the Middle East, the already mentioned abolition of the two tier system of gold marketing and, of course, not least, the sudden and steep increase in the price of oil following upon the boycott of this country by oil suppliers.

Those who have known the South African coast over the years will not have failed to observe the great changes taking place here, not least of which must be included the huge development of the existing harbours and construction of new ones, such as at Saldanha Bay and Richards Bay. They will, of course, have noticed the marked change in the pattern of exports and whereas there is little doubt that this is still regarded as "The Bedlam Coast", the problems involved, with the marked absence of some of the traditional cargoes, are different.

Politically there are signs of an increasing awareness and although the country has just returned the same Government to power with an increased majority, there are indications that the old firm line policies are softening. Geographically South Africa is very isolated and is, therefore, necessarily dependent, to a very large extent, on the efforts of those countries to the North continuing their efforts to contain the current terrorist activities and it is, therefore, with some considerable apprehension that the outcome following the recent coup d'etat in Portugal is awaited.

The outlook for the year ahead from an economic point of view is on the whole fairly good, but it must be expected that the inflationary pressures will continue to rise sharply, thereby increasing the possibility that restrictive measures will be taken in the near future.

JOHN T. RENNIE & SONS – A BRIEF HISTORY

The initial establishment of the House of Rennie which this year celebrated its 125th Anniversary, was due largely to a series of fortuitous events. John Thomson Rennie, a young Aberdeen stockbroker acquired an interest in a small brig in payment for a bad debt. The shipping business intrigued him and he took an early opportunity to become the owner of his own ship. Carefully preserved in Rennie's London office today is a brass plate which he screwed to his office door in 1849, describing himself as "Stock, Share, Shipping and Insurance Brokers".

Mr. Rennie's tiny sailing ships went as far afield as the Cape and Australia. The earliest vessel intended for the Natal route was "L'IMPÉRATRICE EUGÉNIE", of 251 tons. Before naming the ship, Mr. Rennie sought the permission of the Empress, through the French Ambassador. Her Majesty not only agreed but graciously sent a Sevres china breakfast service for the captain's use and an ormolu clock for the saloon inscribed in French "the gift of Her Majesty the Empress Eugénie". The breakfast service is no more, but the clock still remains a treasured possession of the Rennie Family.

In 1853 a Rennie ship returning from Australia was blown off course and eventually arrived at Vohémaron on the north-east coast of Madagascar. The enterprising captain, seeking to recoup for the delay, loaded with Madagascan hump-backed cattle which he took to Mauritius. The venture was a success and evidently capture Mr. Rennie's imagination for, shortly after, he built two wooden steamers, the "MADAGASCAR" and the "WALDENSIAN" specifically for the Madagascan trade and, in 1856, sailed to Madagascar with his wife with the object of expanding this side of the activities. But the Queen of Madagascar drew revenue from a head tax on cattle and by this time had prohibited their export. Mr. Rennie found that he had built and equipped two vessels for a trade which no longer existed. Undaunted, he made for the Cape, opened a Cape Town office and secured a contract for the carriage of mails between Cape Town and Natal.

The Cape Town office was managed by Captain George Rennie, John T. Rennie's brother, and closed on his death in 1862. And by then the "MADAGASCAR" and the "WALDENSIAN" were no more; both were lost after striking reefs off the South African coast, much of which was uncharted. In spite of these misfortunes, John T. Rennie continued to develop the Natal route. Over 25 years between 1854 and 1879, he laid down 14 sailing ships for this purpose. All were tiny by modern standards, the largest being only 467 tons. The voyage between the U.K. and Natal took between 49 and 95 days. One vessel, the "PRINCE ALFRED" is believed to hold the 49 day record for sail on the route. These vessels formed the "Aberdeen Direct Line of Clippers to Port Natal". At first they were in direct competition with the small sailing vessels of Samuel Bujard and Daniel King, Proprietors of the White Cross Line, but before long the lines joined forces, all ships wearing the Rennie house flag (blue background with a white eight pointed red-centred star in the middle). The joint service continued until both lines built steamers. In 1882 the 1,750 ton "DABULAMANZI" was delivered from the Hall Russell yard. She was followed three years later by the 1,556 ton "MATABELE", the 1,758 ton "INANDA" and a series of ships ranging from 1,700 tons to 4,800 tons. (The present Chairman of the group, Mr. Gordon Rennie, adopted the name of the first steamer for his yacht which was placed third in the second Cape-to-Rio race last year). Then the keenest rivalry followed until it was agreed that there should be alternate sailings from London, an arrangement which was continued by their successors for many years.

Since 1874 there has always been a member of the Rennie family in residence in Durban. The first to settle there permanently was John T. Rennie's son, George, who opened an office in West Street for his father in 1874. In 1874 Durban was a simple settlement in bush-choked primitive country. The harbour facilities were very limited and bear little comparison with the modern docks of today. George Rennie lived in a wood and iron house called "The Crow's Nest" on the fringe of the bush, not far from the site of the present Lonsdale Hotel. He erected a flagstaff to signal Rennie vessels approaching the harbour and shone a leading light from the Crow's Nest to enable them to fix their positions at night.

George Rennie and his brothers, John and Alec, who joined him later, became prominent members of the early Durban community. Eyebrows were raised when John Rennie was appointed to the Natal Harbour Board at the early age of 25, but he soon proved his worth in spite of his comparative youth. He and Alec both served on the Board for many years and continually pressed for and secured improvements to the harbour, now the most modern on the South African seaboard.

Pioneers of the Natal trade, Rennies were certainly versatile in their choice of cargoes. In 1887 they arranged a shipment of 52 ostriches to Galveston, Texas. Only three birds were lost. In 1888 a Rennie ship carried £32,396 worth of gold – at that time the largest shipment that had left South Africa. Return cargoes were often hard to find. In 1900 Alec Rennie was severely rebuked by his elder brother George for shipping a speculative load of 200 tons of Natal maize to London. Luckily for him the maize, probably the first ever seen on the London market, sold profitably.

John T. Rennie, the founder died in 1878. His position in the Natal trade was so well-established that, in 1870 shortly after he opened his London office, he was offered a seat on the board of the Standard Bank of South Africa. His unexpected death caused a severe financial setback to the family but his sons, led by George, continued to develop the business. In 1882 George Rennie set out to build a new fleet of steamers, the renowned line which became known as "Rennie's yachts". Distinctive for the graceful rake of their masts and their yellow funnels and the fine lines of their grey hulls, these liners matched the beauty of their sailing predecessors. Maintained in first-class condition, they made the London-Durban voyage in an average of 24 days, their fastest run being made in 22½ days. From 1882 to 1911 they ran free of any serious accident and without the loss of a single life. Their captains were famed among the travelling public for their courage and seamanship; their reputation for regularity was legendary. It was a time of innovations, a time for enterprise. The first "Rennie yachts", the "DABULAMANZI" and "MATABELE" were probably the first vessels with triple expansion engines to cross the Equator. In 1905 Rennie's "INKOSI" was the first vessel trading with South Africa to be fitted with wireless telegraphy. Until 1910, this ship, the "INANDA" and the "INTABA" were the only vessels in the trade to have radio. Electric lighting was adopted at an early stage.

Continued.....

The coasting venture started in 1856 and was discontinued in 1862. Now another was started, from Durban, covering Lourenco Marques, Beira, Chinde and Inhambane. It was continued until the bigger steamers extended their voyage to Beira. Before this, one of the Rennie coasters carried a young war correspondent a Mr. Winston Churchill from Lourenco Marques after his dramatic escape from Pretoria during the Boer War. Earlier, another famous newspaperman, Stanley, was entertained by George Rennie in Durban ("I much like Stanley; he does not boast and everything you get out of him has to be dragged").

In May 1911 the fleet of steamers was sold to Thos & Jas Harrison of Liverpool, who in turn, appointed Rennies as loading brokers in London and general agents in South Africa. Harrisons, however, maintained the Rennie image in the trade, and flew the Rennie flag until 1921 when the last of the ships was withdrawn from the service. George and John Rennie retired, leaving the business to be carried on by Alec Rennie and his younger brother David, both sons of the founder, and Gordon Rennie a grandson.

The subsequent years have seen a steady expansion of Rennie interests in South Africa.

NEW HORIZONS

BENGHAZI

On making the crowded anchorage at night, it was heartening to see the approach of a small boat, but disappointing on manning the pilot-ladder, to find that it was a trader attempting to buy whisky for the Black Market. Alongside, two days later, it was therefore not surprising to observe the alacrity with which the Boarding Officers sealed all alcohol and spoke of dire penalties if any should subsequently be discovered, together with Coca Cola or any produce of Israel.

All the cargo was destined for the Oil Companies situated in the desert, 300 miles to the South, which was loaded on to large trailers and trucks which did the journey in convoys using compasses, maps and two-way radios once south of the coastal road. It was thought that the journey could not have been more hazardous than the landing of the 40 feet tubes which really became alive under the guidance of the winch drivers who lost 17 into the water.

The gate was half a mile from the vessel, and through trial and error, it was found essential to possess a Dock Pass, local currency (no other), and to leave cameras on board, which, in one case necessitated three trips before the person gave up! Once ashore, most footsteps were directed towards the market where long narrow shops were crowded closely together in their colourful sections, canopied by national flags and photographs of Colonel Gaddafi. Depending on the time of day, the alleyways could become crowded with all nationalities, children riding bicycles and the occasional donkey-cart, which provided an atmosphere conducive to bargain hunting. Unfortunately, due to oil production, the local crafts had all but disappeared, and the prayer mats depicting scenes of Mecca and camels are now imported from Egypt, together with the usual haberdashery that used to be obtainable during a Canal transit. Gold jewellery in all its forms was expensive, but still cheaper than at home and the limits for bargaining seemed narrow due to the large local demand. The custom appeared to be that after five years of successful marriage, and at further regular intervals, wives were presented with traditional gold bracelets and necklaces. These were worn continuously and it was observed that the sweeper in the hospital was sporting over a hundred pounds worth of same. Hence the poor appearance of the men.

A few pre-war buildings remain including the twin-domed Roman Catholic Cathedral and the Manaar Palace which are utilised as Council offices. At present a British archaeological team are investigating Roman remains discovered whilst the old lighthouse was being demolished to make way for a new housing scheme. Among all the new roads and buildings it was gratifying to see that neither of the Allied War Cemeteries had been disturbed and remain in impeccable condition with their beautiful Gardens of Remembrance, a fitting monument to those who gave their lives thirty years ago.

Since the recent cessation of hostilities in the Middle East, security may have been relaxed, but I am sure that the Radio Officer would not advocate radar maintenance, after being confronted by trigger happy soldiers and accused of making plans of the harbour area. All ended well and we were able to wave to the troops patrolling the breakwater with a clear conscience as "Craftsman" cleared the harbour

CAPTAIN R. BÜLI.

"ADMINISTRATOR"

F.V. Scriven	Master	B.D. Hart	Chief Engineer
K. Anderson	Chief Officer	G. Martin	2nd "
M.R. Bell	2nd "	A. Litwiniuko	3rd "
T. Connor	3rd "	G. Thomas	4th "
		R. Thomasson	5th "
P.W. Maddocks	Deck Cadet	A. Jervis	6th "
D.G. Ashley	Purser	H. Salisbury	6th "
T.P. Flatley	Catering Officer	B. Lovell	1st Electrician
N. Kehoe	Radio Officer		

"ADVENTURER"

A.T. Croer	Master	J. Clark	Chief Engineer
J.H. Brierley	Chief Officer	G.W. Ellis	2nd "
L.K. Kinsella	2nd "	A.J. Seafield	3rd "
K. Inskip	3rd "	D.S. McKay	4th "
		A. Thomas	5th "
J.F. Asumah	Deck Cadet	B. Fenton	6th "
T. Ogg	Deck Cadet	W.B. Davis	6th "
J. Bray	Engineering Cadet	J.S. Parkinson	1st Electrician
C. Murray	Assistant Purser	C.S. Hoilas	2nd "
W.R. Piper	Catering Officer	D. Daly	Radio Officer
T.W. McPhail	Purser		

"AUTHOR"

R.H. Jones	Master	A.C. Blair	Chief Engineer
K.A. McGeorge	Chief Officer	M.D. McLaron	2nd "
K.A. Ellis	2nd "	R.W. Griffiths	3rd "
R.C.T. Forshaw	3rd "	J. Carr	4th "
		R.M. Stade	5th "
Manyama	Deck Cadet	L.K. Milligan	6th "
Wamala	Deck Cadet	C. Fitzmaurice	6th "
J.J. Van Pelt	Purser Catering Officer	D.M. Davis	1st Electrician
A.K. Anderson	Radio Officer		

"BARRISTER"

C.D. Wilde	Master	R. Cameron	Chief Engineer
J.M. Newby	Chief Officer	V.E. Dolby	2nd "
J. Perkis	2nd "	G. Worthington	3rd "
D.K. Selvan	3rd "	I. McCallum	4th "
		R.J. Hall	5th "
G. Tibbins	Engineering Cadet	D.C. Boscoe	6th "
R.N. Monaghan	Purser		
H. Russell	Catering Officer		
R. Cope	Radio Officer		

"BENEFACTOR"

Out of service -- Rudder Repair

"CRAFTSMAN"

R. Bell	Master	J. Lee	Chief Engineer
A.J. Smith	Chief Officer	J. Beaton	2nd "
W.G. Swain-Williams	2nd Officer	J. Eatough	3rd "
N.A. Jardine	3rd "	T.D. Rothwell	4th "
		C.M. Pennington	5th "
J. Nicholson	Radio Officer	R.O. Gilbert	1st Electrician
		E. Barby'e	2nd "

"CUSTODIAN"

R.H. Williams	Master	D.A. Williams	Chief Engineer
S. Marlowe	Chief Officer	A.S. McGlashan	2nd "
G. Dickson	2nd "	G. Quigley	3rd "
J. Pickup	3rd "	R.G. Bray	4th "
		P. Brennan	5th "
J. Mylchreest	Engineering Cadet	F. Sanders	6th "
H. Cornan	Engineering Cadet	A. Brookman	6th "
H. Fuller	Purser Catering Officer	W.B. Peters	1st Electrician
R.W. Eilershaw	Radio Officer	R.R. Beck	2nd "

"DALESMAN"

E.J. Maxwell	Master	C. Holbrook	Chief Engineer
M.I.C. Kempston	Chief Officer	A.J. Hines	2nd "
M.E. Stoddard	2nd "	M. Wigham	3rd "
K.J. O'Neil	3rd "	M. Griglin	4th "
		J.A. Chadwick	5th "
C.D.R. Eyre	Deck Cadet	A. Galna	6th "
A.J. Pugh	Deck Cadet	G. Dyer	6th "
J.B. Copland	Purser	W. Bretland	1st Electrician
P. Griffiths	Catering Officer		
R.E. Stewart	Radio Officer		

"DEFENDER"

I.D. Barbour	Master	J.S. Harper	Chief Engineer
J.A. Fletcher	Chief Officer	C. Gillies	2nd "
M. Greene	2nd "	E. Foster	3rd "
P.B. Mimmack	3rd "	R. Render	4th "
		P. Whittingham	5th "
		A. Williams	6th "
W. Cubbon	Engineering Cadet		
T. Hoiland	Engineering Cadet		
R. Carlyle	Purser		
H. Holdridge	Catering Officer		
	Radio Officer		

"DISCOVERER"

A. Butler	Master	D.B. Brassey	Chief Engineer
N. Johnson	Chief Officer	W. Duff	2nd "
P.J. Lyons	2nd "	C. Parry	3rd "
J.C. Harris	3rd "	D. Moss	4th "
		L. Janicki	5th "
B.C. D'Almada	Deck Cadet	L.P. Heath	5th "
H.J. Tebay	Deck Cadet	S. Badlan	6th "
J.J. Peacock	Purser	T. Oivier	1st Electrician
P. England	Catering Officer		
G. Ferrand	Radio Officer		

"EXPLORER"

E. Sherlock	Master	T.M. Keadley	Chief Engineer
P.D. Holloway	Chief Officer	A.J. Sinclair	2nd "
P.W. Wray	3rd "	R. Wilson	3rd "
P.J. Hayes	Catering Officer	J. Robertson	4th "
S.S. Burford	Radio Officer	B.A. Carter	6th "
		K.B. Kenyon	1st Electrician

"HISTORIAN"

W.E. Hinde	Master	E. Rook	Chief Engineer
G.W. Bentley	Chief Officer	C. Lambert	2nd "
D.P. Farrell	2nd "	T.V. Wilcock	3rd "
M.T. Camm	3rd "	D. Almond	4th "
		P.A. Tootle	5th "
T. Clerc	Engineering Cadet	F. Brewer	6th "
G. Davis	Engineering Cadet	S. Brogan	6th "
J. McGloughlin	Purser	P. Taylor	1st Electrician
D. Barnes	Catering Officer	D. Wade	2nd "
T. Hayes	Assistant Purser		
M.G. Sparkes	Radio Officer		

"INVENTOR"

W.L. Ashton	Master	A. Humphrey	Chief Engineer
		E.H. Bent	2nd "
		S.R. Hannant	4th "
		T. Drummond	6th "
P. Jackson	Engineering Cadet	N.M. Boyes	6th "
R.T. Lamming	Deck Cadet	T.L. Allen	1st Electrician
P. O/Berg	Purser	B.P. Fianaghan	2nd "
G. Robinson	Catering Officer		
D. Randall	Radio Officer		

"LINGUIST"

I. Mitchell	Master	S.C. Ellis	Chief Engineer
D. Skillander	Chief Officer	D. McIntyre	2nd "
T. Hunter	2nd "	C. Hepburn	3rd "
N.A. Jardine	3rd "	M. Lewis	4th "
J. Crone	Catering Officer	D.A. Williams	5th "
D.J. O'Brien	Radio Officer	L.H. Hughes	1st Electrician

"MAGICIAN"

B.D. Ashdown	Master	A.J. Morrison	Chief Engineer
J.J. Dwyer	Chief Officer	D. Elkes	2nd "
D.C. Tinton	2nd "	J.R. Barker	3rd "
N.J.B. Fisher	3rd "	N.W. Sage	4th "
		J. Marsden	5th "
T.C. Harrison	Deck Cadet	L.W. Pounder	6th "
A.F. Simmons	Deck Cadet	P.A. Scott	6th "
B. Myles	Purser	P. Kelly	1st Electrician
J. Lyons	Catering Officer	M.G.V. Langan	2nd "
D.R. Greenall	Assistant Purser		
R.G. Campbell	Radio Officer		

"MERCHANT"

B.W. Jones	Master	N. Kitching	Chief Engineer
H. Traynor	Chief Officer	C.F. Hepple	2nd "
D. McLeod	2nd "	A.J. Soens	3rd "
N.J. Tuchmann	3rd "	I. Hynde	4th "
		M.J. Nicholson	5th "
J.G. Bright	Purser	W.B. Hughes	6th "
A. Hunter	Catering Officer	P. Roberts	6th "
D.W. Cross	Radio Officer	A.L. Dickson	1st Electrician
		T.H. Higginson	2nd "

"NATURALIST"

C.A. Carew	Master	J.C. Sinclair	Chief Engineer
R.A.C. Bourne	Chief Officer	B. Punch	2nd "
J.M.A. Kennedy	2nd "	P. Rees	3rd "
D.A. Teal	3rd "	R. Ohff	4th "
		T.A. Spring	5th "
T.K. Horne	Purser	K.F. O'Shea	6th "
K. Mawson	Catering Officer	A. Anderson	6th "
H.J. Brady	Radio Officer	P.F. Ford	1st Electrician

"NOVELIST"

M. Watson	Master	N.G. Clifton	Chief Engineer
J.N. Brook	Chief Officer	H. Stevenson	2nd "
J.A. Cotter	2nd "	K. Rushton	3rd "
B.R.G. Tasker	3rd "	G.H.Y. Watson	4th "
		G. Cadman	5th "
D.W. Eccles	Deck Cadet	A. Baker	6th "
M. Lange	Deck Cadet	J. Dickson	6th "
A.P. Watson	Purser	K.J. Wilson	1st Electrician
K.J. Clapham	Catering Officer		
F.X. Smythe	Radio Officer		

"PHILOSOPHER"

R.B. Simmons	Master	W.J.M. Joseph	Chief Engineer
S. Fraser	Chief Officer	W. Hendy	2nd "
J.A. Cook	2nd "	G. Aldington	3rd "
R.W. Cramp	3rd "	G. Johnstone	4th "
		G.I. Evans	5th "
P.D. Lynch	Radio Officer	B. Whittacker	6th "
		M. Dewick	6th "
		C. Simms	1st Electrician

"PLAINSMAN"

J. Maddison	Master	G. Gavine	Chief Engineer
M.S. Brooks	Chief Officer	L.N. MacIver	2nd "
A. Atkin	2nd "		
N.J. Howgego	3rd "	D.R. Johnson	4th "
R.D. Hunt	Deck Cadet	D.P. Penay	6th "
A. Roberts	Deck Cadet	S. Henderson	6th "
J.B. Moore	Purser/Catering Officer	D.N. Marsh	1st Electrician
J.S. Mathers	Radio Officer		

"SCHOLAR"

B. Crook	Master	R. Bishop	Chief Engineer
R. Taylor	Chief Officer	J. Sutherland	2nd "
P. Gadd	2nd "	P.A. Hayes	3rd "
P. Balal	2nd "	A. McLaggan	4th "
		D. Wood	5th "
B.M. Corkill	Purser	D. Hoy	6th "
D. Wescotombe	Catering Officer	F. Blackburn	6th "
M. Donaldson	Radio Officer	R.S. Plummer	1st Electrician
		J.H. Nicholson	2nd "

"STATESMAN"

K. Long	Master	J.L. Pridgeon	Chief Engineer
B.S. Raper	Chief Officer	C. Barbour	2nd "
E.C. Hanson	2nd "	M. Entwistle	3rd "
B.J. Roberts	3rd "	R. Armstrong	4th "
		A. Granger	5th "
K.G. Roberts	Purser	S. Booth	6th "
J. Polglase	Catering Officer	E.J. Metcalfe	6th "
L.A. Ricard	Radio Officer	C.D. Capnor	1st Electrician

"TACTICIAN"

H.L. Steele	Master	M. Tait	Chief Engineer
O.M. Owen	Chief Officer	T. Ketley	2nd "
D.J.G. Davis	2nd "	D. Clorley	3rd "
C.F.H. Mansell	3rd "	D. Mallon	4th "
		S. Clayton	5th "
M. Bowkely	Deck Cadet	J.A. Ashworth	6th "
D.E. Walker	Deck Cadet	C.J. Phillip	6th "
F.T. Humble	Purser	K. Burch	1st Electrician
F.H. Stewart	Catering Officer	N. Sherrin	2nd "
F.P. Lawton	Radio Officer		

"TRADER"

J.M. Procter	Master	L. Hedley	Chief Engineer
J.A. Northam	Chief Officer	S. Mathews	2nd "
K.M. McDermott	2nd "	E.J. Parry	3rd "
N.J. Bevan	3rd "	D. Dawber	4th "
		P. Juggs	5th "
S. Barrie	Deck Cadet	G. Edward	6th "
R.E. Peelo	Deck Cadet	B. Rees	6th "
R. Hope	Purser	D. Pennington	1st Electrician
K. Alexander	Catering Officer		
	Radio Officer		

"WANDERER"

R. Shipley	Master	E. Allan	Chief Engineer
F.G. Bisset	Chief Officer	R.A. Wilson	2nd "
A.C. McMillan	2nd "	P.A. Kelan	3rd "
J. Rogers	3rd "	G.M. Rothwell	4th "
		O.J. Forrest	5th "
J. Duffy	Catering Officer	J. Steel	6th "
P. Neve	Radio Officer	D. McDonald	1st Electrician

"WARRIOR"

T. Wilson	Master	D. McCallum	Chief Engineer
J.S. Blakeley	Chief Officer	J.E. Jenkinson	2nd "
M. Bolland	2nd "	C. Barnes	3rd "
L.R.F. Davis	3rd "	A. Jackson	4th "
		D.R. Hough	5th "
A.D. Eady	Catering Officer	D. Gray	6th "
W.A. Smith	Radio Officer	R. Burrows	1st Electrician

"WAYFARER"

A.F. Perry	Master	J.W.C. Pye	Chief Engineer
F. Martin	Chief Officer	J.P. Williams	2nd "
I. Mathison	2nd "	D.J. Schofield	3rd "
W. Nute	3rd "	G.R. Rowbottom	4th "
		M.A. Humphreys	5th "
J. English	Catering Officer	D.W. Hill	5th "
K.T. Bisby	Radio Officer	P. Barrows	1st Electrician