

EAST AFRICAN SERVICE	Rhodesia Castle Left London 3rd January for East and South Africa	Braemar Castle Left London 23rd January for East and South Africa
Master	F. Pye	J. James
Chief Officer .. .	P. Eckford	D. Bird
Second Officer ..	P. Robson	G. Hobbs
Jnr. Second Officer ..	C. Brown	A. Parker
Third Officer .. .	W. Dineley	D. Wiles
Fourth Officer .. .	P. Rugg	P. Manson
Carpenter .. .	S. Gray	J. Hodgkinson
Boatswain .. .	C. Parker	F. Rose
Masters-at-Arms ..	R. Hall	R. Street
	G. Cook	S. Hough
First Radio Officer ..	T. Peake	P. Thomas
Second Radio Officer ..	G. Walker	P. Mahon
Third Radio Officer ..	W. Harris	R. Page
Surgeon .. .	J. Warren	E. Jones
Nursing Sister .. .	Miss A. Whitlock	Miss J. Rowlands
Chief Engineer .. .	D. Fraser	N. Ruffell
Snr. Second Engineer ..	R. Ferguson	A. Bennett
Int. Second Engineer ..	P. Boon	A. Boves
Jnr. Second Engineer ..	W. Irvine	K. Challice
	J. Spiers	D. Gouldie
Snr. Third Engineer ..	A. Nicholls	M. Moore
Int. Third Engineer ..	R. Lorimer	D. Cadenhead
Jnr. Third Engineer ..	R. Todd	J. McCallum
Snr. Fourth Engineer ..	J. Anderson	N. Spocster
Jnr. Fourth Engineer ..	F. Botha	D. Morrison
Jnr. Engineers .. .	J. Murray	J. Edmonds
	R. Sealey	L. Podmore
	G. Lee	L. De Broglie
	D. Walker	P. Breen
First Electrician .. .	G. Forrester	C. Crowe
Second Electrician ..	A. Kerr	J. Downes
E.R. Storekeeper .. .	S. Grinyesha	K. Pearson
Purser .. .	B. James	R. Funnell
Chief Catering Officer ..	G. Waugh	D. Gilbert
Assistant Purser .. .	D. King	F. Thompson
	D. Macmillan	V. Nesfield
Second Catering Officer ..	J. Dearness	T. Conway
Purser's Clerks .. .	J. Reay	A. Edwards
	Miss G. Whitchurch	Miss E. Tinsley
	Miss A. Morley	R. Houghton
Children's Hostess .. .	Miss P. Evans	Miss P. Chapman
Chief Barman .. .	P. Beech	F. Shepherd
Storekeeper .. .	B. Butler	J. Boyland
Linea Steward .. .	J. Cordina	B. Fitchett
First Passenger Steward ..	R. Ledbury	A. Pritchard
T-Class Head Waiter ..	W. Johnston	G. Davies
Laundryman .. .	D. Towgood	S. Pallot
Chef .. .	W. Leigh	M. Maddison
Baker .. .	W. Stannard	J. Leslie
Butcher .. .	O. Williams	R. Thompson
Shopkeeper .. .	W. Rix	A. Gervasi

Calling Cadets

Preparing for Sea

PROBABLY the busiest time aboard a dry cargo ship is that very short time between the completion of cargo work and departure stations. A great deal of work has to be done before a vessel is ready to proceed to sea. As most of this work is carried out at great speed an even greater regard must be had to the safety of both life and ship.

Let us consider what happens on board a ship when most of the hatches finish working about the same time and it is imperative that she leaves her berth as quickly as possible. Hatches will be closed and battened down, and derricks lowered and secured. Portable rails and bulwarks will be shipped and any deck cargo lashed. The ship will be thoroughly searched for stowaways. The steering engine, telegraphs, whistles and navigation lights will be tested and the bridge made ready for sea. During this rather hectic time cadets may be called on to assist in one or more of these tasks. To help new cadets to start off on the right foot, here are a few points worth remembering if you are instructed to assist in the closing and battening down of hatches.

All portable hatch beams have some sort of locking device that will prevent them from shifting when the vessel is in a seaway. Make sure each beam is locked in its correct position by making a proper inspection. Portable hatches are marked to indicate the deck to which they belong and their correct position in that deck. Always check to see that they are properly placed with their lifting lugs flat. Lifting lugs left sticking up can cause accidents and also tarpaulins to be torn.

Three good tarpaulins are used to cover each hatch. See that they are well spread and properly tucked, especially at the corners. Remember that if the seams run athwartships, the open ends of the seams always face aft on the foredeck so as to prevent water seeping in, and vice versa on the after deck. The tarpaulins at hatch corners are tucked away from the direction where seas are liable to break over the deck.

Hatch battens should be placed so that they are resting on the cleats and not on the turn-up of canvas as this causes the canvas to chafe. Hatch wedges are hammered in between cleats and battens with their longest sides against the batten, they are placed from forward to aft on the foredeck, aft to forward on the after deck, and athwartship wedges are usually placed from outboard to midships. This helps to prevent hatches from becoming loose when a vessel is shipping seas.

Make sure that all hatch doors and booby hatches are well secured and locked. Never throw shackles and guy blocks on to a hatch even if you are in a hurry as you will damage the tarpaulins. If at any time you are in doubt about anything, no matter how small, seek the advice of the duty officer—part of his job is to help you, and he will be glad to do it.

MARL INSPYKE.

