

	<b>Gladys Boswater</b> At at November 9 en route to Abakaba	<b>Nicolas Boswater</b> At at November 9 en route to Gorumbek	<b>Phyllis Boswater</b> At at November 9 en route to Nove Scotia	<b>Nina Boswater</b> At at November 9 en route to Bathurst
<b>BOWHAY SERVICE</b>				
Master .. .. .	I. Ibaron	J. Caloy	A. Mastnyre	T. Atchison
Chief Officer .. .. .	R. Letatit	R. Allen	W. Davidson	M. Gardner
Second Officer .. .. .	R. Sawcyn	J. Henderson	N. Smith	R. Metcalfe
Third Officer .. .. .	R. Gibble	G. Midgley	J. Price	P. Philpot
Cadets .. .. .	M. Henschell	S. Gidding	S. Jackson	G. Hendry
		H. Cochrane		A. Marshall
Radio Officer .. .. .	H. Mitchell	T. Willis	G. Pyle	M. Neefik
Boatswain .. .. .	D. Ellis	D. Moody	G. Marshall	L. O'Neill
Chief Engineer Officer .. .. .	P. Wilson	S. Mason	A. Basto	J. Sanders
Second Engineer Officer .. .. .	G. Yeaman	C. Alden	M. Bass	K. Murray
Third Engineer Officer .. .. .	G. Brooks	K. Fielder	Z. Haque	J. Banks
Fourth Engineer Officer .. .. .	D. Hyland	S. Dick	J. Monour	E. Francis
Junior Engineer Officers .. .. .	C. Gallimore	J. Le Vogner	T. Zimmermann	W. Harding
Chief Electrical Engineer Officer .. .. .	R. Veaman	R. Veaman	P. Bennett	B. Tucker
Second Electrical Engineer Officer .. .. .		D. Candish		
E.R. Storekeeper .. .. .	G. Smith	E. Davies	W. O'Bea	P. Knight
Purser/Catering Officer .. .. .	T. O'Neill	I. Hart	G. Hendricks	R. Mortimer
Chief and Ship's Cook .. .. .	T. Cecilia	A. Anderson	R. Wilkinson	W. Olive
Second Steward .. .. .	R. Houston	K. Jones		A. Gearing

	<b>Elbe Ore</b> At at November 9	<b>Hector Heron</b> At at November 9	<b>King Alfred</b> At at November 9	<b>King James</b> At at November 15
<b>BULE CARRIER SERVICE</b>				
Master .. .. .	P. Byrne	R. Royan	D. Lockhart	C. Kelso
Chief Officer .. .. .	H. Cameron	W. Codrington	J. Corrie	R. Reid
		D. Cox		
Second Officer .. .. .	M. Ward		D. Hawker	D. Clarke
Third Officer .. .. .	J. Mitchell	R. Kumar	G. Jenkins	K. Bark
Cadets .. .. .	D. Hart	C. Wood	F. Middleton	M. MacGowan
		C. Precious		
Radio Officer .. .. .	R. Harris	J. Dudworth	P. Hammond	G. Emmet
Carpenet .. .. .	P. McGarrett			
Boatswain .. .. .	S. Chakabshery	S. Das	J. Marshall	R. Hansen
Chief Engineer Officer .. .. .	L. German	J. Shepherd	A. Russell	A. Jamison
Second Engineer Officer .. .. .	R. Charltonworth	R. Pske	J. Chesters	J. McMillan
Junior Second Engineer Officer .. .. .	L. Atkinson	C. McGrath	W. Taylor	R. Short
Third Engineer Officer .. .. .	W. Ogilvie	L. Dodds	S. Robb	A. Panning
Fourth Engineer Officer .. .. .		E. Cordell	M. Jennings	K. Thibbstummaru
Junior Engineer Officers .. .. .		A. Carruthers		I. Wright
Chief Electrical Engineer Officer .. .. .		D. Macgregor		P. O'Brien
Engineer Officer Cadets .. .. .	R. Rutherford			
	R. Ashley			
Chief Electrical Engineer Officer .. .. .	D. Sinclair	G. Woodbridge	J. De Haan	D. Lively
E.R. Storekeeper .. .. .	K. Paul	S. Miza		
Purser/Catering Officer .. .. .	R. Dean	G. Hughes	K. McGinty	P. MacCormick
Chief and Ship's Cook .. .. .	A. Juller	Md. Izi	P. Hochoy	M. Goring
Second Steward .. .. .	Sk. Zahid	O. Ali	S. Gilchrist	A. Pennell

# ships and shipping

## Welcome new tonnage

In these days of diminishing passenger traffic and with many passenger ships being offered for sale, it is refreshing to see the introduction of a new line and a new passenger ship.

The Royal Viking Line's new 21,600-ton *Royal Viking Star* called at Southampton in September at the end of a European cruise programme and before making her first North Atlantic voyage. Looking resplendent with a new Cunard-type funnel, she will shortly be joined by two sister ships.

The Western Docks that day became very Norwegian since the *Royal Viking Star* was berthed adjacent to another Norwegian cruise ship, the *Sagafford*, writes N. Hodson.

A few days later another new passenger vessel made her first appearance in Southampton docks, the 19,860 ton Russian cruise liner *Mikhail Lermontov*.

Royal Netherland's *Oranje Nassau* left Southampton in July at the end of the line's

passenger service to the West Indies; it was also the last call of a Dutch vessel on any regular passenger service. The Holland-America Line have bought the Moore McCormack liners *Brasil* and *Argentina* (both have been laid up at Newport News for many months) and under their new names *Volendam* and *Vesdam* will eventually cruise from New York. Their new cruise ship *Prinsendam* should start operations next year cruising from Singapore.

During the seasonal period of shortage of cargo, three group cargo vessels lay up at Southampton. The *Rotherheik Castle* was joined by the two sister ships *Glan Robertson* and *Glan Ramsay* at 101 Berth, where they make a most impressive sight.

## Ridge: a milestone

An important milestone in South African shipping history was reached when, on September 22, the biggest ship to be built in South Africa, the 7,400-ton deadweight freighter *Ridge* was launched at Durban by Mrs. B. J. Voester, wife of the Prime Minister. *Ridge* is the first of two new freighters ordered by Unicorn Shipping Lines from Dorman Long and will be followed by *Verge*. Completely modern in design, the two ships will be used between Durban and West African ports.

It is many years since Durban Harbour has been so quiet. Import control and the deflationary monetary and fiscal policies followed by the Government have combined to restrict imports which has resulted in many vacant berths. The Administration,

however, have taken the opportunity of clearing the harbour sheds of unconnected cargo and generally the harbour has had a welcome spring clean.

The port experienced a one day strike of African dock labour during October. The workers had expressed dissatisfaction at the current level of wages, which are in any case the subject of a Government wage board enquiry and are expected to be increased in the near future. The workers accepted the situation that an increase was in the pipeline and returned to work.

## Clean-up campaign

Much publicity has been given recently in the press to pollution both in the harbour and along Natal's beaches. The Jaycees, a local service organisation, has been conducting a campaign aimed at keeping Durban Bay clean. Volunteers over recent weekends have collected tons of rubbish comprising plastic bottles, oil-soaked dunnage and other flotsam washed up in odd corners in the bay of which the harbour forms a part. Complaints about beaches polluted by oil both north and south of Durban have recently been registered and the Department of Transport have been active in trying to trace the source of the pollution. Passing ships are no doubt partly to blame but the latest theory is that the main cause of the oil slicks which are being blown ashore is that oil is escaping from the 46,000-ton tanker *World Glory* which exploded and sank about 50 miles off Durban about three years ago.