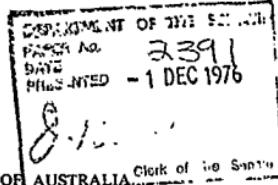


1976
THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA



Clerk of the Senate

Parliamentary Standing Committee on Public Works

REPORT

relating to

**CONSOLIDATION INTO BANKSTOWN
OF THE BANKSTOWN AND LIDCOMBE
GOVERNMENT AIRCRAFT PLANTS
OPERATED BY
HAWKER DE HAVILLAND
AUSTRALIA PTY LTD**

at

Bankstown, N.S.W.

(SECOND REPORT OF 1976)

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

CONSOLIDATION INTO BANKSTOWN OF THE BANKSTOWN
AND LIDCOMBE GOVERNMENT AIRCRAFT PLANTS OPERATED
BY HAWKER DE HAVILLAND AUSTRALIA PTY LTD

R E P O R T

By resolution on 16 September 1976 the House of Representatives referred to the Parliamentary Standing Committee on Public Works for investigation and report to the Parliament the proposal for the consolidation into Bankstown, N.S.W. of the Bankstown and Lidcombe Government Aircraft plants operated by Hawker de Havilland Australia Pty Ltd.

The Committee have the honour to report as follows:

THE REFERENCE

1. The proposal referred to the Committee is for the consolidation into the Bankstown Government Aircraft Plant of all aircraft engine and helicopter transmission overhaul and repair operations and some machine shop operations currently conducted at the Lidcombe Government Aircraft Plant.
2. The consolidation involves the construction of new buildings at Bankstown, alterations or additions to existing buildings, rearrangement of existing services and the provision of new services. Some minor works are proposed at Lidcombe including the provision of fencing.
3. The floor space at Bankstown will be increased from 31000 sq.metres to 38000 sq. metres to accommodate the facilities transferred from Lidcombe. Floor space at the Lidcombe Government Aircraft Plant will be reduced from 35000 sq. metres to 6000 sq. metres.
4. The estimated cost of the work when referred to the Committee was \$7.1 million.

THE COMMITTEE'S INVESTIGATION

5. The Committee received written submissions from the Department of Industry and Commerce, the Department of Construction and Hawker de Havilland Australia Pty Ltd and took evidence from their representatives at a public hearing in Sydney on 27 October 1976.

In addition, evidence was taken from representatives of the Department of Transport and the Department of Administrative Services. A written submission was received from the Bankstown Municipal Council.

6. Prior to the public hearing, the Committee inspected the Bankstown and Lidcombe Government Aircraft Plants.

7. The Committee's proceedings will be printed as Minutes of Evidence.

THE NEED

8. There are two Government-owned aircraft plants in New South Wales operated under lease by Hawker de Havilland Australia Pty Ltd (the Company). They are an engine factory at Lidcombe and an airframe factory on the Bankstown Airport. The plants exist primarily for defence purposes, but the Company also engages in commercial operations under appropriate financial arrangements with the Government. The greater part of the workload is the overhaul of engines and helicopter transmissions at Lidcombe and helicopter and fixed wing aircraft at Bankstown. There is also some manufacturing activity.

9. There is a continuing defence requirement for an aircraft repair and overhaul facility in the Sydney area, with the capabilities of the existing Government owned aircraft plants. However, the combined capacity of the Government Aircraft Plants at Bankstown and Lidcombe considerably exceeds the present and expected workload and has led to excessive overhead costs. Consolidating the facility at Bankstown would result in a saving estimated at approximately \$1.6 million per annum. The Committee notes that the Commonwealth will recoup the capital cost of this project within five years.

10. The assessed fully manned single shift plant capacity of the current Lidcombe and Bankstown facilities is 2.7 million man hours per annum; in the proposed consolidated facility this will be reduced to 1.4 million man hours per annum. The expected workload over the next five years is estimated to be about 900000 man hours per annum, i.e. the capacity will still exceed the demand in peacetime, but a margin for national emergency is essential. In an emergency situation the capacity could be increased to approximately 2.8 million man hours per annum by shift working.

11. Committee's Conclusion There is a continuing defence requirement for an aircraft repair and overhaul facility in the Sydney area. This requirement can be met most efficiently by the consolidation at Bankstown of the Bankstown and Lidcombe Government Aircraft Plants.

FINANCIAL ARRANGEMENTS

12. Under the terms of a production agreement between the Commonwealth and the Company, the Company undertakes work on behalf of the Commonwealth, mainly on a cost-plus basis, although some fixed-price work is undertaken.

13. The Company is required to give priority in the allocation of staff and plant resources to Commonwealth orders, but within that restraint is free to undertake commercial work.

14. For commercial work the Company is charged for the use of Commonwealth-owned equipment and is required to make a contribution to the Commonwealth towards the fixed overhead costs of the two establishments. The amount of these contributions is negotiated between the Commonwealth and the Company. The Company leases the Bankstown and Lidcombe plants from the Commonwealth at a figure determined on the advice of the Commonwealth Taxation Office.

15. Essentially, the operating costs including fixed items such as rental are recovered by the Company from the Commonwealth in the payment for work performed by the Company.

EFFECT ON EMPLOYMENT

16. Total employment by Hawker de Havilland in the facility is expected to fall from 1520 at the two factories to 1240 at the consolidated facility (including 88 at Lidcombe). This reduction of 280 employees will be brought about in part by the planned transfer of the Company's private enterprises from the facility and approximately 220 people employed in those enterprises, to other premises. The remainder of the staff reduction will be achieved by planned restrictions on the replacement of people resigning or otherwise leaving the Company. Consolidation will also involve the transfer of some 550 employees from Lidcombe to Bankstown.

17. During the inspection of the Bankstown and Lidcombe facilities and the public hearing the Committee were impressed by the obvious care taken by

Hawker de Havilland to keep its employees fully informed of the progress and effects of the consolidation proposal.

EXISTING AND PROPOSED FACILITIES

18. Lidcombe The plant has a frontage to Birnie Avenue, Lidcombe and is in a mixed industrial area close to Parramatta Road. The premises comprise an area of 8.16 hectares on which are erected buildings having a total floor area of some 35000 sq. metres.
19. The existing buildings include a two-storey administrative and amenities building, a large steel framed factory incorporating machine, plating and assembly shops and associated offices; a stores building; heat treatment building; engine and transmission test cells etc. Engine and transmission testing will continue at Lidcombe to avoid the high cost of building new test cells.
20. The premises to be retained comprise an area of 1.16 hectares on which are erected a stores building, engine and transmission test cells, cooling pond and a building housing office space and a medical centre. Approximately 6000 sq. metres of total floor area will be retained.
21. The works proposed at Lidcombe are limited to the erection of fences, the construction of a roadway to give access to the rear of the test cells and separate metering of power services.
22. The plant will have facilities to test piston, turboprop, turboshaft, small turbojet engines and helicopter transmissions and to store aircraft components, raw materials, jigs and fixtures etc.
23. Bankstown The plant has a frontage to Milperra Road, Bankstown which is a major connecting road between Sydney and Liverpool; the facility is bounded on the remaining sides by Bankstown Aerodrome. Development of the surrounding area is predominantly industrial. Four aircraft hangars, with associated buildings, are erected on the site.
24. The major works proposed include extensions to Stores Building 31 (building numbers are those shown on site plan attached to the Report) and Mechanical Maintenance Building 20, the provision of a new office block/canteen building, several additions to Aircraft Maintenance and Manufacturing Building 12 and various civil works including a new entrance to the factory from Milperra Road.

25. Substantial interior rearrangement and improvement works on existing major building structures and services are required to complete the project and provide adequate amenities and working conditions consistent with the operation of a modern industrial plant.

26. The proposed new works have been determined in the light of comprehensive Government and industry studies on the capabilities and capacities required for defence purposes in New South Wales and bearing in mind the facilities existing at defence and other organizations, such as the airlines, engaged in similar work. Account has been taken of the constraints imposed by the need to keep the facilities operational during consolidation.

27. Mechanical Maintenance Building 20 The need to maintain adequate mechanical maintenance facilities for defence aircraft engine and helicopter transmission repair and overhaul in the New South Wales region is to be met by transferring the Lidcombe mechanical maintenance facility into building 20, the most suitable building at Bankstown for this purpose.

28. The current occupancy of building 20 by Hawker de Havilland's Marine Division for aluminium boat fabrication will be terminated in time to enable the proposed improvements to proceed.

29. Improvements to building 20 constitute the largest single task in the consolidation. Extensive renovation of the existing building and extensions totalling 3200 sq. metres of floor space are proposed.

30. Areas within the building will be set aside for engine and transmission maintenance operations together with office and laboratory functions. The floor plan defining these areas has been developed after comprehensive study of similar workshops operated by Qantas, T.A.A., Commonwealth Aircraft Corporation and the R.A.A.F. and in the light of Hawker de Havilland's own considerable experience. It has also been developed with a view to grouping ancillary processes so as to minimise the movement of components.

31. Stores The current indoor storage capacity at the two plants is 7300 sq. metres comprising 3600 sq. metres at Lidcombe and 3700 sq. metres at Bankstown. An additional 450 sq. metres of open air space is used for storage at Bankstown.

32. At the present time storage areas are overcrowded and there is undesirable mixing of Company and Government stores in receipt and despatch areas. The inadequacy of present stores space has led to the undesirable use of production floor space for storage purposes.

33. The substantial increase in the floor space of building 31 at Bankstown to 5300 sq. metres will accommodate spares transferred from Lidcombe, relieve overcrowding in some areas, enable the separation of Government and Company storage operations and minimise the need for outside storage.

34. New Canteen and Office Block The existing Bankstown office accommodation cannot house the total staff required to operate the consolidated facility. It is therefore proposed to erect a new two-storey building on the site of an existing canteen/office building which is a single storey wooden structure of 1940 vintage.

35. The new building will provide office accommodation for Hawker de Havilland and Government resident staff transferred from Lidcombe and other buildings in Bankstown as required by the consolidation plan. A modern canteen with facilities scaled to the numbers of persons to be employed at the Bankstown site will be incorporated into the building. A new medical centre and theatrette providing conference, training and film screening facilities will also be provided.

36. While demolition of the existing canteen/office block and erection of the new building is proceeding, temporary canteen and first aid facilities will be provided by re-siting and fitting out the existing Company owned Marine Office building.

37. Aircraft Maintenance and Manufacturing Building 12 The main change in this building will be the establishment of a machine shop with tool room capability incorporating the best of the machine tools available for transfer from Lidcombe for the support of airframe and engine maintenance work. Associated rearrangements include removal of stores to building 31 and the relocation of some sheetmetal activities from the machine shop area.

38. Building 30 which adjoins building 12 will be renovated and extended to accommodate ancillary metrology, machine shop inspection, tool storage,

planning and engineering functions. Building 28 which also adjoins building 12, will be extended to accommodate additional R.A.A.F. Directorate of Quality Assurance staff, a Flight Operations Centre and battery shops. A new annex will be constructed adjoining the northern corner of building 12 to accommodate a re-sited woodmill, spotwelding and dip brazing facilities.

39. Environment Protection In the development of the proposal, the administrative procedures under the Environment Protection (Impact of Proposals) Act 1974 have been observed. A liquid trade waste reticulation system and treatment plant which is required to remedy existing deficiencies at Bankstown with regard to the discharge of pollutants, is programmed to commence construction in 1976/77 as a project independent of consolidation. It will provide adequate capacity to process liquid wastes discharged from the consolidated plant.

40. The Site The site occupies 9.03 hectares of Commonwealth Government owned land being part of the Bankstown Airport and is some 20 km from the Sydney G.P.O. The site is relatively level at an elevation of 3.5m above mean sea level and is subject to occasional flooding. The proposal allows for the once-in-30 years flood return period. The Committee were informed that only very extensive flood mitigation work could prevent flooding of buildings on the site but that there is little risk of permanent damage ensuing from any such flooding.

ROLE OF BANKSTOWN AIRPORT

41. The Department of Industry and Commerce sought advice from the Department of Transport as to how the proposed consolidation will fit into the longer term planning of Banketown Airport. The Department of Transport advised that it is prepared to lease the additional land required for the consolidation and that while it expects an increasing demand for building area space on the aerodrome, it considers it unlikely that there would be a land use requirement sufficiently important to justify the removal of the present facility.

42. The Committee were also informed by the Department of Transport at the public hearing that the long term airport requirements for the Sydney area are currently the subject of detailed studies and whilst it was not possible to predict the result of these studies and their possible effects

on the Bankstown Airport and that unless there is a dramatic upturn in traffic, the present role of the Bankstown Airport should continue through to the early 1990s.

43. Committee's Conclusion The Committee are satisfied that the present role of the Bankstown Airport will continue through to the early 1990s.

FUTURE DEVELOPMENTS

44. It is believed that the consolidated facility will be able to meet defence requirements arising from aircraft of the types now handled until at least the end of the 1980s. Introduction of some replacement aircraft types is planned for the mid to late 1980s possibly necessitating changes in plant and machinery. The size of the buildings presently proposed should, however, be adequate.

45. The Bankstown Airport currently places limitations on the type of aircraft that can land for maintenance, however, the runway is capable of extension if necessary. For the types of aircraft e.g. helicopters, trainers, tactical transports etc. that are likely to be serviced at Bankstown in the foreseeable future, the runway length and strength should be adequate.

46. In the longer term, it may be necessary to establish a new facility adjacent to a suitable civil or military airfield. Assuming the availability of a suitable site, the net cost of establishing such a facility with equivalent capabilities as an alternative to the present proposal is estimated to be of the order of \$23 million at current prices compared with the estimated cost of \$7.1 million for the present proposal. An area on the Bankstown site near building 12 is available for a possible test cell complex should it be decided to completely vacate Lidcombe.

CONSTRUCTION

47. Existing Buildings The site has been progressively developed over the past 34 years as an aircraft manufacturing and maintenance plant. Original buildings such as buildings 6, 12 and 20 (hangars) were built between 1942 and 1943 while the most recent, a flammable liquid store, was built in 1975.

48. In the main, the major workshop buildings consist of steel framing with metal or corrugated asbestos cement sheeting, concrete floors

and corrugated asbestos saw tooth roof construction. The existing administration building is of two storey brick construction with terracotta tile roof. All engineering services required for the proposal will be available on site.

49. Where existing buildings are to be extended, modified or altered, the construction and materials used will generally match and be comparable to those existing. Generally work will be to appropriate industrial standards. Toilet and wash room accommodation will conform with Department of Labour and Industry standards.

50. The existing roofs to buildings 6, 12 and 20 have deteriorated and are leaking. The roofs are of corrugated asbestos cement, erected some 30 years ago prior to present day requirements for the provision of safety mesh under the sheeting. The only practical solution is to replace the sheeting at an estimated cost of \$350000. While this work is in the nature of normal maintenance which would be undertaken separately, the opportunity will be taken to replace the roofs concurrently with the extension works involved in the consolidation project.

51. New Buildings The gate house will be a single storey brick construction with concrete floor and asbestos cement shingle roof.

52. The canteen/office building will be a two-storey construction with a reinforced concrete frame, concrete floors, brick walls, metal frame windows and metal deck roof. Air conditioning is only proposed for the medical centre area. Internal partitioning will be of the demountable type. Toilet, wash room and office accommodation will conform to Public Service Board standards.

53. Electrical Services The existing ring main cables will be replaced by 11 kV ring main cables in order to cater for the additional loading imposed by the proposed consolidation. In order to meet the increased demand on the electricity supply, four new substations will be installed. Two of the existing kiosk type substations will be relocated. Interconnection of substation switchboards will be provided to increase the reliability of supply to some buildings. Existing external lighting in areas such as car parks and roadways will be replaced with new lighting of a standard to satisfy security and movement. The Committee were assured that consideration will be given to retaining the busbar system at Lidcombe should this be required by any future occupant.

54. New control cables for fire alarm security systems and power system monitoring will be installed. The control cables will form a ring around the area with terminations in strategic locations. Electrical equipment to be installed in hazardous locations will comply with safety requirements for those areas. The main fire indicator board will be installed in the gate house. Separate power supply metering is the only electrical work proposed for Lidcombe.

55. Hydraulic Services The existing water supply to the site is via a 450mm Metropolitan Water Sewerage and Drainage Board main which passes through the site and is fed from both sides of the airport. This main is adequate and will satisfy the requirements imposed by the proposed extension. Separate reticulation is provided for fire fighting purposes and for domestic supplies. All reticulation systems are adequate for their existing and future functions and hence extensions only are proposed. Provision has been made for stormwater drainage as necessitated by building extensions and new paved areas.

56. Mechanical Services Some items of mechanical equipment at Lidcombe and Bankstown can be re-used. These are a sawdust extraction system for building 12 and tanks, sand bed filter and de-ioniser for the metal finishing shop. New air conditioning systems will be installed for the laboratories, jig boring, metrology, electronics and hydraulics maintenance shops, test areas and medical centre. Special clean air conditioners will be provided for electronic and hydraulic maintenance.

57. New exhaust systems will be installed in the plating shop, physical and chemical laboratories, heat treatment and battery rooms. Mono rails and gantries for lifting equipment will be installed in the jig bore room, inspection areas, heat treatment, compressor, engine overhaul and maintenance shops and over tank lines of the metal finishing shop. Some existing spray booth equipment will be re-sited to suit building extensions. Manually or electrically operated steel roller doors will be provided where required. The employees dining area in the canteen/office building will be provided with a kitchen equipped to provide a suitable range of meals. Reticulated services of hot water, chilled water, compressed air and gas will be provided for process or amenity as required.

58. Fire Protection Provisions The external hydrant system will be extended to provide full coverage to the new and extended buildings. In general, new and extended buildings will have automatic fire sprinkler protection in accordance with Australian Standard CA.16. Office and amenities areas, workshop and machine shop areas and store extensions will be equipped with fire hose reels, internal hydrants and fire extinguishers appropriate to the assessed hazard in the respective locations. Smoke vents will be provided where required. The automatic fire sprinkler installations will be connected to the new main fire indicator board to be installed in the gate house. The fire protection provisions proposed have been discussed with the fire prevention section of the N.S.W. Fire Brigade who consider them satisfactory.

59. Civil Works The existing road system is in reasonable condition and only reinstatement repairs are proposed. A new four-lane bitumen, kerb and guttered access road off Milperra Road is proposed and the existing access off Milperra Road will be closed. A new concrete kerb and guttered road in front of the building 20 extension and a new concrete hardstanding adjacent to the building 31 extension are proposed. Both the access road and concrete areas will be capable of carrying heavy loading.

60. Approximately 60m of two-lane roadway with kerb, guttering and drainage is proposed at Lidcombe.

61. Car Parking Three bitumen surfaced car parks with kerb and gutters are proposed at Bankstown with a capacity of some 600 vehicles. During the public hearing, the Committee were informed that the Company is concerned that the proposed 600 car parking capacity may prove to be inadequate. We are aware that the location of the non-directional beacon places limitations on the space available for car parking and that an area adjacent to building 31 may be suitable for car parking development.

62. The Committee suggest that if the proposed car parking capacity proves to be inadequate that the possibility of its expansion be investigated.

63. Fencing Security fencing 2.3m high is to be erected at Bankstown around the two main car parks and along the new boundary to Milperra Road. Where existing fenced boundaries are to remain, no work is proposed. Security fencing 500m long, 2.3m high will be erected around the area to be retained at Lidcombe.

64. Landscaping At present the site presents a poor appearance when viewed from Milperra Road and a limited landscaping scheme is proposed. Landscaping and tree planting will be confined to the Milperra Road frontage, the car parks periphery and adjoining the new office/ceanteen building. The purpose of this type of planting is to form a screen around the car parks, relieve the barren appearance, provide shade and protection and create a more pleasant atmosphere. A large proportion of native plants will be used as these are considered more likely to succeed under adverse conditions.

65. Committee's Conclusion The Committee recommend the construction of the work proposed in this reference.

PROGRAM

66. The Department of Industry and Commerce proposes to progressively transfer activities from Lidcombe to Bankstown and the construction work plan will be arranged accordingly. Construction work is scheduled to commence in July 1977 and is planned to be completed within three years. The Department of Construction informed the Committee that it will investigate all possible methods of expediting the construction process.

ESTIMATE OF COST

67. The estimated cost of the work when referred to the Committee was \$7.1 million made up as follows:

	\$
Building work	4 140 000
Electrical services	900 000
Hydraulic services	360 000
Mechanical services	1 225 000
Civil/Site works	475 000
	<hr/>
	7 100 000
	<hr/>

RECOMMENDATIONS AND CONCLUSIONS

68. The summary of recommendations and conclusions of the Committee is set out below. Alongside each is shown the paragraph in the report to which it refers.

	<u>Paragraph</u>
1. THERE IS A CONTINUING DEFENCE REQUIREMENT FOR AN AIRCRAFT REPAIR AND OVERHAUL FACILITY IN THE SYDNEY AREA.	11
2. THIS REQUIREMENT CAN BE MET MOST EFFICIENTLY BY THE CONSOLIDATION AT BANKSTOWN OF THE BANKSTOWN AND LILOCOMBE GOVERNMENT AIRCRAFT PLANTS.	11
3. THE COMMITTEE ARE SATISFIED THAT THE PRESENT ROLE OF THE BANKSTOWN AIRPORT WILL CONTINUE THROUGH TO THE EARLY 1990s.	43
4. THE COMMITTEE RECOMMEND THE CONSTRUCTION OF THE WORK PROPOSED IN THIS REFERENCE.	65
5. THE ESTIMATED COST OF THE WORK WHEN REFERRED TO THE COMMITTEE WAS \$7.1 MILLION.	67



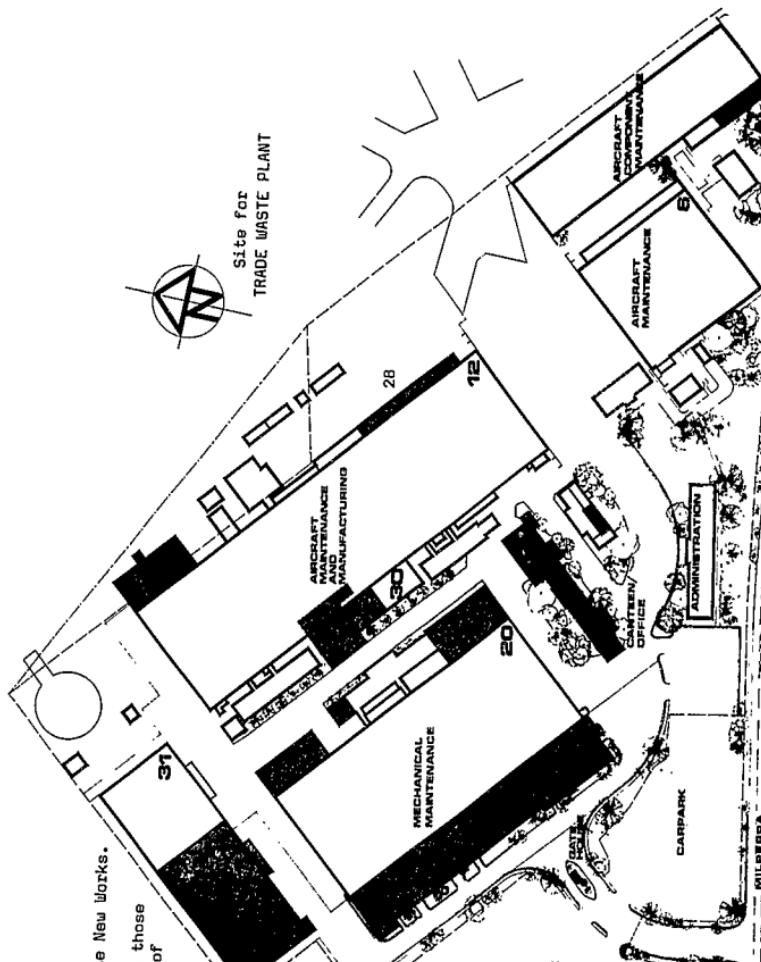
(C.R. KELLY)
Chairman

Parliamentary Standing Committee on Public Works,
Parliament House,
CANBERRA, A.C.T.

18 November 1976.

SITE PLAN

SCALE



Shaded areas indicate New Works.

Building numbers are those referred to in body of Report.

1-10-76

THE SENATE

ROLL

SENATORS—

1. A██████████	33. M██████████
2. B██████████	34. McCLELLAND, DOUGLAS
3. D██████████	35. McCLELLAND, JAMES
4. F██████████	36. M██████████
5. H██████████	37. M██████████
6. K██████████	38. M██████████
7. L██████████	39. M██████████
8. M██████████	40. M██████████
9. C██████████	41. M██████████
10. G██████████	42. M██████████
11. J██████████	43. M██████████
12. C██████████	44. O██████████
13. P██████████	45. P██████████
14. R██████████	46. RAE
15. C██████████	47. R██████████
16. E██████████	48. R██████████
17. S██████████	49. S██████████
18. T██████████	50. S██████████
19. D██████████	51. S██████████
20. C██████████	52. S██████████
21. G██████████	53. T██████████
22. G██████████	54. T██████████
23. G██████████	55. T██████████
24. G██████████	56. V██████████
25. M██████████	57. V██████████
26. H██████████	58. V██████████
27. H██████████	59. V██████████
28. H██████████	60. V██████████
29. H██████████	61. V██████████
30. H██████████	62. V██████████
31. H██████████	63. V██████████
32. H██████████	64. V██████████

1-12 76

THE SENATE

ROLL

SENATORS—

1. [REDACTED]	33. [REDACTED]
2. [REDACTED]	34. McLELLAND, DOUGLAS
3. [REDACTED]	35. MCCLELLAND, JAMES
4. [REDACTED]	36. MCNAUL
5. [REDACTED]	37. [REDACTED]
6. [REDACTED]	38. MCNAUL
7. [REDACTED]	39. MCNAUL
8. [REDACTED]	40. MCNAUL
9. [REDACTED]	41. MCNAUL
10. [REDACTED]	42. MCNAUL
11. [REDACTED]	43. MCNAUL
12. [REDACTED]	44. MCNAUL
13. [REDACTED]	45. MCNAUL
14. [REDACTED]	46. RAE X
15. [REDACTED]	47. ROBINSON
16. [REDACTED]	48. RYAN
17. [REDACTED]	49. SAWER
18. [REDACTED] BROCKMAN	50. SAWER
19. [REDACTED]	51. SAWER
20. [REDACTED]	52. SAWER
21. [REDACTED]	53. TERNON
22. [REDACTED] GREENWOOD	54. THOMAS
23. [REDACTED]	55. THOMPSON
24. [REDACTED]	56. WADDELL
25. [REDACTED]	57. WADDELL
26. [REDACTED]	58. WEBSTER
27. [REDACTED]	59. WILKEDON
28. [REDACTED]	60. WILKES
29. [REDACTED]	61. WILKES
30. [REDACTED]	62. WILKES
31. [REDACTED]	63. WILKES
32. [REDACTED]	64. YOUNG

1-12-76

THE SENATE

ROLL

SENATORS—

1. ARCHER	39. MCGOWAN
2. BAUME	40. MCCLELLAND, DOUGLAS
3. BISHOP	35. MCCLELLAND, JAMES
4. BONNER	36. MCINTOSH
5. BROWN	37. MCLEAREN
6. BUTTON	38. MARTIN
7. CAMERON	39. MADONSEL
8. CANNICK	40. MELLEK
9. O'NEILL	41. MESSNER
10. GHANEY	42. MISSEN
11. COLEMAN	43. MULVIHILL
12. COLLARD	44. O'BRYNE
13. COLESTON	45. PRIMMER
14. CORMACK	46. RAE
SIR MAGNUS	47. ROBERTSON
15. COTTON	48. RYAN
16. DAVIDSON	49. SCOTT
17. DEVITT	50. SHEIL
18. DRAKE-BROCKMAN	51. SHANAHAN
19. DURACK	52. SIM
20. GEORGES	53. TEEHAN
21. GIEBELT	54. THOMAS
22. GREENWOOD	55. TOWALEY
23. GRIMES	56. WALSH
24. GUILFOYLE	57. WALTERS
25. HALL	58. WEBSTER
26. HARRADINE	59. WILSON
27. JESSOP	60. WITMERS
28. KEEFTE	61. WOOD
29. KILGARFFE	62. WRIEDT
30. KNIGHT	63. WRIGHT
31. LAUWIG	64. YOUNG
32. LAUCHE	