



NEWSLETTER

MAY, 1972.

NO. 28

INTRODUCTION

The tragic accident involving the "ROYSTON GRANGE" makes everyone realise that life at sea is still hazardous. Modern techniques, it is true, have minimised risks, but there still remains the possibility of something happening; somebody somewhere will be in need of rescue and one of the sailor's watchwords is "vigilance".

On the 14th April last, Head Office received the following radio from the Master of the m.v. "VICTORIA CITY" - "RESCUED THREE SURVIVORS FROM RUBBER RAFT. INTEND LANDING AT PANAMA".

Since the radio was sent, a full report has been received and, after reading the report, one fully realises the vigilance and devotion to duty which enabled the message to commence with those warding words "Rescued three survivors".

REPORT ON THE RESCUE OF THE THREE SURVIVORS

At 1655 on the 13th April, Mr. Porteous reported that he had sighted an object about four miles away that could be a raft and that he had altered course to close. Having taken a look myself, I immediately ordered the vessel on to diesel oil and put into a manoeuvring condition. The object sighted was a raft that was partly deflated and, as we neared it was noticed that there were two men aboard, one at each end. Later we found that there were three, the third was lying in the centre. The whistle was given a quick blast to assure the men that they had been seen. Later they said it was a wonderful sound. The vessel was brought to a stop with a lee quite close to the raft. My original plan had been to place the vessel to leeward and let the raft blow down to us. Examination of the survivors through the glasses showed the men appeared to be in a state of exhaustion, so the boat that had been made ready was launched under the command of Mr. Coulson, who made a good job of handling it, both leaving and returning to the vessel. The three men were hauled aboard the lifeboat and the raft punctured in a number of places.

The boat was hauled to the embarkation deck, where it was held against the roll by many willing hands, the three survivors were taken to the hospital using a stretcher. The boat was stowed and the vessel returned to her course, the time being 1825, the whole operation having taken an hour and a half.

The men were undressed and their clothes thrown overboard. They were not nice to have around. As this report will be read by a number of people I shall not give any details of their condition except to say that they were suffering from salt water boils and were far from being a pleasant sight. Each man was bathed and dressings put on their wounds. I am afraid our Purchasing Department lost twelve to fifteen sheets torn into wide strips over the three days. These over burn dressings, ordinary bandage would have been too coarse. They were put to bed, two in the hospital beds and the third on two mattresses stacked on the deck and given a sedative. Those of us involved now tried to have something to eat, the time 2130.

When the survivors boarded and, whilst we were bathing them, the only thing they wanted was oranges. These were given as water was banned except for sips and it was reasoned that the vitamins and sugar they contained was good for them. On checking on our patients at midnight, Mrs. Murray and I found that they were awake and all they wanted to do was talk and to eat more oranges. We stayed with them until 0400 when at last they went to sleep.

As to the men, they were three U.S. citizens, two were professional fishermen and the third a truck driver. They had been adrift for ten days. There had been a fourth man who had started to drink salt water and had jumped overboard the previous night, after a long struggle by the other three to prevent him. The craft "KAJUN" was a luxury sports-fishing craft of fiftyfive feet in length which they were delivering from New Orleans to San Diego that also being the home town of all of them. The craft went down very rapidly after being swamped by a freak wave on Monday, 3rd April; therefore, they had been adrift for ten days with very little water and no food. All men were very dehydrated and a wonderful job was done by Mr. Parry in getting them onto a reasonably solid diet before they left.

The following morning and subsequent morning, they were again bathed and their dressings renewed, a process which started at 1000 and was not completed until between 1300 and 1400. Much very hard work was given to the saving of these men and to their recuperation by all on board, who gave unstintingly of their time, patience and energy. I must, however, place on record my thanks to Mrs. Murray's presence aboard the vessel as, her hospital training and her soft light fingers, rather than our rough cumbersome ones, were such a great asset when dressing the sores on their bodies, arms and legs.

On the day prior to their leaving the vessel at Panama, they were able to get up and about a little; in fact, in stages even made the bridge. Whilst they were in my room they weighed themselves and found they had all lost about twenty pounds but did not recommend this as a good way to diet.

With the assistance of Messrs. Fernie and the Canal Authorities they were removed in the first lock, as in my opinion they were not in a fit state to negotiate a gangway into a boat. The three now smart men had made sufficient recovery to walk across from the top of the timber on to the lock wall and across the gate to the waiting ambulance. All three were dressed in pyjamas and slippers donated by staff.

That was the last we saw of three very wonderful men, each with the heart of a lion. Their total possessions went with them - a manilla envelope containing the contents of their pockets, each and a pair of binoculars with seawater in them.

The Chairman, Directors and Staff congratulate Captain Murray, Officers and Crew of the m.v. "VICTORIA CITY" on their devotion to duty and a job so well done. Thanks to Mrs. Murray for applying her hospital training with such good effect.

THE IMPRESSIONS OF TWO FIRST TRIPPERS

Some people may say that first impressions can often be misleading, certainly our first impressions of the "ORIENT CITY" against the uninspiring drabness of the Liverpool Docks in all their glory, were not very complimentary.

However, once on board, the friendly atmosphere soon dispelled our natural uncertainties. Expecting any day to be sailing "Across the blue horizon to more exotic shores" it came as an anticlimax to be told that due to a strike we would be in Liverpool for a further month. After visiting the "Mission" once or twice and, in our turn, being visited by the local Padre, we ventured further and visited the famous "Cavern Club".

One unforgettable occasion was when we returned to the ship after an afternoon in the city to find several Fire Engines and Police cars alongside. We learned that someone had telephoned the police to say that there was a bomb aboard the "ORIENT CITY". The police searched the ship, but nobody seemed very worried - after all, who would want to sink our ship?

As the strike wore on we came to like Liverpool a great deal, but eventually the dispute was settled - our cargo of bulk sugar discharged and we sailed for the St. Lawrence Seaway and the port of Trois Rivieres. Ashore in Trois Rivieres we discovered no night-life at all, although we found no difficulty in spending our subs. It was nearly always snowing and the dockside area of this small town did not impress us at all. We left with our grain cargo and once clear of the Gulf of St. Lawrence, we set course for the Cape Verde Islands. The passage was uneventful and we saw very little shipping or marine life; however, there was a marked improvement in the weather.

On the 11th December we berthed at the Cape Verde Islands for bunkers. We had not heard of the islands before and were not surprised when we saw them. For anyone who wants a quiet holiday, far from the beaten track, on a desert island with nothing to do, this is the place to visit. We were soon on our way to Durban for another bunkering call. Anyone who has a minimal knowledge of geography and nautical traditions will quickly realise that this involves crossing the Line and the associated ceremony. As soon as we entered the tropics, we paid special attention to the noon latitudes. We tried not to mention the word "Equator" - any talk of crossing the Line was strictly "taboo". However, it was to no avail. A certain evening found us trying to wash a concoction of storm oil, tallow, graphite, sawdust and the combined drippings of engine room machinery from our bodies.

Christmas Day was spent rounding the Cape of Good Hope and, after a slow start, the Christmas festivities soon got underway.

We berthed at Durban on 27th December, but did not go ashore as we were far from the city centre and, of course, we had the old problem of being "broke". When we left Durban all we knew was that we were sailing for the East Coast of India. After receiving orders off Ceylon, we proceeded to Visakhapatnam and anchored off that port.

After trying our hand at fishing, with no success, we decided to test the Lifeboat equipment. This resulted in an eventful weekend. On Friday the motor lifeboat put to sea to test the emergency lifeboat radio and for the secondary, to us, more important mission of changing the films.

The following day we tried our hand at sailing in another lifeboat. This resulted in us being towed back by the motor lifeboat. Sunday saw us rigging up the painting raft for sailing. Monday afternoon was spent being towed back once more. Our sailing exertions have now terminated.

However, having spent three months aboard a vessel of Reardon Smith Line we, thanks to our senior Officers, have learnt and experienced many interesting and indeed, useful things. As far as ports of call are concerned, this might not have been one of the better trips, but it certainly has been interesting and eventful and we can only hope for a better one next time.

Navigating Cadets I. Woolley and A. Slade. "ORIENT CITY"

As a complete contrast, we publish a letter received from an "Old Boy" of the Company, Captain C.J.N. Darch, who was an Apprentice and then Third Mate during the period 1954-58. He recalls how severe discipline was in those days and the improvements that have since taken place. Despite the hardships of early days at sea, he says "I left without a backward glance though I must admit the experience did me no harm - I was Mate at 23 and Master at 29".

I recently went aboard the "INDIAN CITY" at Kashima principally to visit an old shipmate Eberhard (Joe) Wagner. I was made so welcome by Captain Griffith-Jones, the Officers and young wives and was so impressed by the ship that I was prompted to write this for possible publication in your Newsletter.

Over the years I have kept in touch with the steady improvements in the Company and my visit to the "INDIAN CITY" was a real eye-opener. I cannot speak too highly of the ship, her equipment and personnel. The whole atmosphere aboard and general smart and efficient style of things had me quite astounded.

Finally, I would like to send regards in particular to my old friends Captains Thornhill, John Cann, Johns, D.L.G. Jones, Bartholomew Parkhouse, Flash Thomas and Ray McNulty. You had the faith and tenacity to stay and change Reardon Smiths into what it now is and I wish you all the enjoyment of it which you deserve. Good luck to you all.

CONTRARY SENTIMENTS PERHAPS - BUT SUCH IS LIFE!

During a lunch-time visit to the Royal Exchange in the City of London here to see an exhibition arranged by the Seafarers' Education Service and College of the Sea, the following literary exhibits caught my eye and I am sure will strike a chord in many a seagoing heart:-

"I remember that when we had
Paid off and left her, and I
Sat alone on the train in the night,
With this suit still sitting strangely
On the Abadan tan to my back,
Everything seemed unreal;
Somehow it all fell flat.

Vivian Griffiths - Seaman

and

"And there is no thrill
Like stepping ashore in a new country
With a clean shirt and with pounds in
your pocket".

Charles Causley.

(from T.B. Lynch - London Office)

EXAMINATION SUCCESSES

We send our congratulations to the following on obtaining their Certificates:-

Mr. B.T. Hernaman	-	O.N.D. in Nautical Studies
Mr. G.D. Griffiths	-	First Class Motor Certificate
Mr. M.E. Rayner	-	" " " "
Mr. J. Armstrong	-	Part "A" Second Class Motor.

MARRIAGES

Our congratulations and best wishes to Fourth Engineer Mr. T.W. Davies on his marriage to Miss Eira Martin at Swansea on 15th April.

... ..

BIRTHS

We send our congratulations and best wishes to Third Engineer J.P. Silcock and Mrs. Silcock on the birth of a son, Gregory James, on 1st May 1972.

BACK IN HARNESS

At Head Office, we are glad to see Mr. Leonard Deacon back after undergoing an operation. Whilst he was away, several departments missed his ear-shattering but cheery "Good

An Officer on the m.v. "HOUSTON CITY" paid a total of £990,335.85 in Income Tax during the last tax year. It is rumoured that this sum has been earmarked as a down payment on a new destroyer and his future tax payments will be utilised to pay off the balance of the purchase price.

Sorry to say, however, this was an error thrown up by the computer - the Officer in question should have paid £90,335.85!!

RETIREMENTS

Two of our London Office staff retired on 31st March:-
Miss E.M. Gaudie, who joined the Company in July 1941
Mr. Keith Stuart - who joined the Company in August 1935.
We wish both many halcyon days ahead.

One of our Staff at Cardiff shows the Newsletter to his father each month. This gentleman has been confined to his home for years due to acute respiratory trouble, but occupies a great deal of his time noting the journeyings of each vessel and other details. It has given him a new interest in life and is of great therapeutic value. We are so pleased to hear this.

SHARES

The continuing depression in freight rates is reflected in the slight fall in the share prices since the issue of our last Newsletter of 53p for the ordinary and 51p for the "A" Non-Voting Stock, to 51p and 48p respectively.

COMPANY NEWS

As indicated in the March edition of the Newsletter, the m.v. "HOUSTON CITY" and m.v. "CARDIFF CITY" have been sold and the "HOUSTON CITY" was handed over to new Owners on 26th April and the "CARDIFF CITY" is expected to be handed over about the end of this month.

We are very pleased to say that Sir William Reardon Smith & Sons Limited has obtained the management of these vessels and they are being maintained in the same way as if they were Reardon Smith owned ships.

CHRONOLOGICAL HISTORY

1935. A further quote from our Historical Records reads as follows:-

Sir William Reardon Smith - Founder of the Company, died on 23rd December. His son, Sir Willie Reardon Smith succeeded to the Baronetcy. On the death of the Founder, his sons, Sir Willie Reardon Smith, Bt., and Mr. Douglas Smith, were elected Chairman and Vice-Chairman respectively and jointly assumed control of the Company, working in close harmony with other members of the Board of Directors.

The Leeds Shipping Co.Ltd., bought the following vessels and thereafter sold them for scrap. This was done in order to implement the Scrap and Build Scheme operated by the Government:-

"SALIENT" purchased & sold in July. Cost £6,161.
Price obtained £4,650

"FRANCISCO" purchased & sold in October. Cost £9,000
Price obtained £11,300

The following vessels were sold:-

"ORIENT CITY"(1) October and broken up. Sale price £93,000
(ex Cloughton)

"INDIAN CITY" (2) June and broken up. Sale price £7,500

As many of our vessels will be engaged from time to time on the Berth Service from British Columbia to U.K./Continent, with Lumber, wood pulp, etc., the following article submitted by Navigating Cadets T.D. Lester and C.D. Kisch will be found most interesting and informative. Many thanks for this contribution:-

A VISIT TO MACMILLAN BLOEDEL PULP & PAPER MILL, PORT ALBERNI 27.3.72.

During our stay at Port Alberni, we accompanied Captain and Mrs. Cross on a tour of the MacMillan Bloedel Pulp and Paper Mill. We were shown around and given a very interesting commentary by the Safety Guard.

Before we began, we were equipped with safety helmets and shown a large plan of the processing of the three types of paper; i.e. Newsprint, Kraft and Dried Pulp. After obtaining an idea of the processing and being shown bottled samples of the pulp in various chemicals, we proceeded to the de-barking machinery.

Logs of up to 28" in diameter are sent down to a bark stripping machine on an elevator. The bark is torn off by water pressure, the pressure of which is 1200 lbs. per square inch. The logs follow along the elevator and are cut into lengths of about 3ft. to 6 inches in length. These logs then flow along the system of water troughs until it comes to a tunnel, at the end of which is a grinding stone, which consists of two very hard carborundum stones of considerable weight- between which the logs are forced by rams. The grounded wood/pulp is then cooked in lime kilns at a temperature of 2800 degrees F. In this department of the Industry the Foreman let us look (through a darkened eye shield) into the intense heat of the furnace; he also scooped some red hot lime out of the furnace and allowed it to cook into white balls.

From the furnace the pulp is divided into three channels, each is placed in a separate silo where a different liquor (not the drinking kind) is added to each along with bleach. The amount placed in each silo depends upon requirements at the time of processing. We were then moved along to the drying and rolling building, the packing department was also in the same building. Here the 2,500 manpower of the plant began to show themselves, as the pulp was dried and rolled numerous times until it appeared at the other end in the form of paper. The atmosphere was quite humid due to the dryers and evaporation of the moisture from the pulp. The large rolls weighing up to 25 tons were cut into suitable sizes and wrapped, a large store room then accommodated the finished product, ready for shipment.

Even at this late stage it was evident that nothing was wasted. Paper that had become a bit battered in processing was put through a guillotine and the diced segments sent back to be re-processed. Outside this building was a reservoir where stagnant polluted water stood, that had been used in the processing. This solution was allowed to rest until the particles had floated to the surface leaving the deeper water clean. When this had happened, the water at the bottom was pumped back into the mill for further use.

The tour ended here and we were able to ask questions which we were unable to ask earlier. A point noted was the amount of safety notices all over the mill, together with "safe" zones marked out in yellow paint. At the plant entrance was a large board showing the number of accident free days gained by the various departments. An accident counted, we learnt, was one which incapacitated a worker for one complete shift, after the shift on which the incident occurred.

It was noted that at various points in the plant were coffee and coke machines and ice water fountains, which would be much appreciated in the drying and rolling room where the temperature gets up to 140 degrees F, in summertime we were told. The large work force is, of course, split up into three eight hour shifts and machines are extensively used; our guide told us that it is usual to commence work at the mill on leaving school, and work through all departments except the most specialised jobs, so that a man can be employed at varied jobs so stopping the work becoming monotonous one has to be fully alert when handling a guillotine which can cut through a 25 ton newsprint roll like a knife through butter.

Our tour had lasted nearly three hours with plenty of foot work,. It was interesting to see the commencement of a product which we, aboard the ship, have our part to play in transporting it on its way to the markets of the world. In this connection Captain Cross remarked that near the town where they reside there is a "Mac & Blo" plant where various paper carrier bags, etc., are manufactured and loads of Kraft paper can be seen on their way from Liverpool and Ellesmere Port, so next time you go shopping with a gaily-coloured carrier bag, there's food for thought!

"ATLANTIC CITY"

On T/C to Miserocchi & C. S.A.S. of Ravenna until November 1972/January 1973. Completed discharge Ravenna and sailed 2nd May. Arrived Baton Rouge 21st to load grain and sails 28th for Genoa and/or Ravenna. Expect arrive Genoa 14th June to commence discharge.

"CARDIFF CITY"

On T/C to Transportacion Maritima Mexicana S.A., of Mexico City. Completed loading and sailed Acapulco 22nd April. Arrived Osaka 11th May. Sailed 17th for Nagoya and Chiba. Completes discharge Chiba 27th May. Then proceeds Kobe for drydocking prior to handing over to new Owners.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Arrived Bremerhaven 4th May to commence discharge, then called Amsterdam and Antwerp, finally completing and sailed 9th May. Arrives New Orleans 24th May to load bulk grain. Sails 28th, arrives Panama 1st June, Japan 25th June to commence discharge.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1972. Arrived Yokohama 15th May, then called Kobe where completed discharge 19th. Arrived Sakai 19th to commence loading. Sailed 21st and arrived Kokura 22nd. Then calls Nagoya and Shimizu, where completes 30th and sails for U.S.E.C.. Arrives Panama 21st June, Baton Rouge 26th, then Norfolk, Newark and Philadelphia 8th July.

"FRESNO CITY"

Sld.Nanaimo 28th April after completion of loading on R.S.L. B.C/U.K./Cont. service. Arrives Ghent 23rd, then calls Rotterdam, Bremen and Cardiff. Arrives Cardiff 2nd June. After completion discharge proceeds to Port Elizabeth to load Ore for discharge Japan. Expect arrive Port Elizabeth 23rd June, Singapore 12th July and Japan 19th July.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/March 1977. Sailed Norfolk Va. 23rd April with a cargo of coal for discharge Wakayama where due 24th May. Sails 28th for Yokohama where loads cars for U.S.E.C. Sails Yokohama 30th, arrives Panama 21st June and U.S.E.C. discharge port 27th June.

"NEW WESTMINSTER CITY"

Arrd.Tahsis 7th May to commence loading on R.S.L. B.C./U.K./Cont. service. Called Nanaimo, Vancouver, Watson Island and arrived Tahsis 20th May. Sails Tahsis 25th and completes Vancouver 29th. Arrives Panama Canal 10th June, Antwerp/Ghent 24th, then Bremen and arrives Cardiff 2nd July.

"PRINCE RUPERT CITY"

Redelivered from Canadian Transport T/C at Lorient and sailed 10th May. Arrived Antwerp 12th May and delivered on T/C to Steelwood Carriers Inc. Sailed Antwerp 14th May and arrived Middlesbrough 15th, sails 25th after completion of loading steel cargo for discharge U.S.W.C. Arrives Panama 9th June, Los Angeles to commence discharge 18th. Then calls Oakland, Portland, Seattle, completing Vancouver about 1st July.

"TACOMA CITY"

On T/C to Steelwood Carriers Inc. Arrived Long Beach 8th May to commence discharge steel cargo. Sailed 13th, then called Oakland, Portland. Sailed Portland 21st for Seattle and Vancouver BC. where completes discharge and redelivers 30th May. Then loads on the R.S.L. B.C./U.K./Cont. service. Loads Vancouver, Nanaimo, Tahsis, Watson Island, Tahsis and Vancouver, sailing after completion of loading schedule 23rd June. Arrives Panama 5th July, Cardiff 19th July to commence discharge, sailing 23rd for Ghent/Antwerp and Bremen where completes 5th August.

"VANCOUVER CITY"

Sailed East London 15th May after loading a cargo of maize for discharge Japan. Arrives Singapore 29th May, Japan 7th June to commence discharge.

"VICTORIA CITY"

Sailed Cardiff 8th May, Bremen 11th, Antwerp 12th May after completion discharge lumber, etc., cargo. Presently on passage to South Africa to load a cargo of maize for Japan. Arrives East London/Durban 1/2nd June, Singapore 23rd and Japan 2nd July to commence discharge.

"WELSH CITY"

On T/C to Hamburg Middle East Line. Completed loading at Bilbao and sailed 10th May. Presently on passage to Dubai where due 8th June. Then calls Abu Dhabi, Dammam, Kuwait, Basrah and Khorramshahr where redelivers end of June.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Sailed Baie Comeau 17th May with a grain cargo for discharge Amsterdam, where arrives 27th. Indicated loads cars Hamburg and Southampton for discharge Australia.

"HOUSTON CITY" (to be renamed "MARIA ELISA")

Vessel managed for Transportacion Maritima Mexicana S.A., of Mexico City.

Sailed Shimizu 17th after loading various Japanese ports. Arrives San Diego 31st to commence discharge. Then calls Los Angeles, Ensenada, Acapulco, Manzanillo, where completes mid June.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	P.J.Boroughs	A.L.G.Gossett	B.A.G.Boyer
Chief Officer	R.I. Crawford	A.P.Stapley	J.J.Kalnins
Second Officer	J. Griffiths	G. Mapplebeck	P.P.Hames
Third Officer	J.P.Andrews	K.T.O'Higgins *	M.George
Radio Officer	A. Hart	R.Jacques	D.P.Bidmead
Chief Engineer	M.S. Peters	B.J.O.Lewis	M.J.Ridley
Jun.Chief Engineer	J.H.Hutchinson	D.W.G.Pike	-
Second Engineer	-	-	M.E.Rayner
Jun.Second Engineer	N.B.Shilstone	-	-
Third Engineer	-	R.Dunbar	J.L.Magill
Fourth Engineer	M.C.Woodman	C.P.Greenwood	A.W.Warburton
Jun.Fourth Engineer	-	M.J.D.Hannaforde	R.G.Bracher
Junior Engineers	D.G.Dunn	R.P.Sagastume	W.H.Tucker
	W.G.Treherne	P.J.Wood	-
	J.R.Jones	-	-
Electrician	E.D.G.Carter	S.S.Hopkin	J.D.W.McLaren
Second Electrician	R. Carter	-	-
Chief Steward/Purser	L. Slawinski	K.F.Jackson	J. Cross
Navigating Cadets	S.P.Hodges	A. Tay	A.R.Jutsum
	P. Murray	W.P.Barnes	J.F.Hammond
Engineer Cadet	-	-	N.P.Watters

	<u>CORNISH CITY</u>	<u>FRESNO CITY</u>	<u>INDIAN CITY</u>
Captain	D.B.Jack	A.B.Parkhouse	D.C.Griffith-Jones
Chief Officer	W.D. Jones	L.R. Staines	R.K.Stuart
Sen.Second Officer	-	-	D.J.Mockett
Second Officer	S.A.T.Schooledge	P.G.Deschamps	B.R.Hopper
Third Officer	A.G.Stockman *	J. Paton *	T. Haxell
Radio Officer	D.C. Short	E.A. Willocks	E.A.Vost
Chief Engineer	E.R. Morgan	J.F. Hewson	R. Chambers
Jun.Chief Engineer	D.W.Morse	D.M.Parsons	-
Second Engineer	-	-	R.U.Bell
Third Engineer	R.C.Butcher	T.A. Smith	K.Rowney
Fourth Engineer	D. Martin	J.S. Davie	J. Rockey
Jun.Fourth Engineer	D.M.Jellyman	-	D.W.Quaye
Junior Engineers	P.E.Bradshaw	D. Lowes	R.E.Pearson
	-	A.C.Herbert	R.M.Worgan
	-	M. Doyle	-
Electrician	H. George	L. Lomax	S.Cullinane
Chief Steward/Purser	L.B.Surrey	C.J.Harrhy	E.Wagner
Second Electrician	-	-	B.E.Davies
Navigating Cadets	P.C.Roberts	P.L.Morgan	S.M.Burley
	I.M.Stewart	R.A.D.Woodward	D.J.Cooke
	-	T.H. Jowett	-
Engineer Cadet	P.H. Evans	-	-

	<u>NEW WESTMINSTER CITY</u>	<u>PRINCE RUPERT CITY</u>	<u>TACOMA CITY</u>
Captain	M.J.Higgins	W.J. Cross	T.W.D. John
Chief Officer	A.J.H.Crowther	R.E.Clifford	M.C.Hurst
Second Officer	N.P.Waldron	K. Jones	N.P.Epps
Third Officer	A.Mc.Beevor-Reid	C.R.Goddard	A.A.McCalmont
Radio Officer	A.S.Ferguson	J.R.Mathews	F.G.Taylor
Chief Engineer	C.A.J.White	R.C.Fraser	L.G.I.Taylor
Second Radio Officer	-	L.M.Campbell	-
Second Engineer	G. Hughes	D. Rodger	J. Scott
Third Engineer	I.R.Skidmore	A.G.Hodgson	I.Jones
Jun.Third Engineer	-	-	D.J.Jennings
Fourth Engineer	E. Hoy	R.B.Adey	-
Jun.Fourth Engineer	D. Brown	-	M.G.Seaman
Junior Engineers	N.P.Treen	D. Staples	D.J.Ricketts
	I.S.Hughes	A.C.Burnell	-
Electrician	C.J.Nicholas	D.W.Fuller	D.G.Grant
Chief Steward/Purser	D.MacPhail	D.Gowsell	R.G.Pierce
Navigating Cadets	C.C. Gibbs	T.R.Harrison	A.G.Skeoch
	P.C.Coles	S.J.Davies	D.Hotchkiss
	-	C.D.Kisch	D.G.Morgan
Engineer Cadets	-	-	D.E.Simons
			R.C.Quaye

	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>
Captain	A.C.Thomas	O.J.T.Lindsay	J. Vaughan
Chief Officer	M.E. Jones	R.A.H.Vanner	M.J.McGee
Second Officer	G. Mathewson	B.P.Reynard	M.C.Ingram
Third Officer	B.M.Richardson	P.G.McAnally	K.J.Cribbin*
Radio Officer	S.G.W.Whitmore	W.C.Ciastula	H.M.S.Williams
Second Radio Officer	-	B.A.Stagg	-
Chief Engineer	J.V. Barnes	G.M.Cuthbertson	J.G. Howell
Jun.Chief Engineer	B.M. Draper	-	-
Second Engineer	-	T.Graham-Russell	L.M.Williamson
Jun.Second Engineer	-	-	J.J.Baghurst
Third Engineer	R.E. Russell	J. Armstrong	-
Fourth Engineer	D. Millican	G.D.Smith	J.H.Davies
Jun.Fourth Engineer	C.J.Buckley	A.Hourihane	-
Junior Engineers	A. Marsh	G.G. Poulloin	D.R. Ross
	G. Nicholas	-	P.J.Doughty
Electrician	A. Adamson	K.W.G. Hampton	C.Villa-Landa
Chief Steward/Purser	P.Cawley	F.W.Lever	N.A.Parselle
Navigating Cadets	P.A.Bullard	E. Fielding	B.T.Hernaman
	W.J.Hutchings	C.G.Perrott	J.M.Scott
Engineer Cadet	-	-	C.Graddage
Junior Fourth Engineer		R.J.Pring.	-

	<u>WILKAWA</u>	<u>HOUSTON CITY</u>
Captain	T.R.McNulty	J. Cann
Chief Officer	D.L.Bell	E.W.Walmsley
Second Officer	A.E.Hicks	J.E.S.York
Third Officer	M.A. Hammond	C. Bowell
Radio Officer	S.G.Elliston	J. Carwardine
Chief Engineer	D.Senior	D.W.Litson
Second Engineer	R.K.Binns	C.H.Primrose
Third Engineer	K. Green	P.A.Magorrian
Fourth Engineer	T.W. Davies	F.E.Robinson
Jun.Fourth Engineer	K.G.Webber	-
Junior Engineers	M.J.Burt	N.Carroll
	K.D.Morgan	W.D.Davies
Electrician	K.F. Bean	J.C.Gardiner
Chief Steward/Purser	J.L. Sanday	E.H.Sefton
Navigating Cadets	S.Lloyd-Jones	P.F.Mathews
	J.D. Williams	A.C.Baxter
Engineer Cadet	E.J.Mullin	J.A.Stewardson
	-	S.W.Miller

* Uncertificated