



Reardon Smith Line Limited



NEWSLETTER

MAY, 1973.

NO. 40

INTRODUCTION

Apparently, a request of the late Captain George Gould, the last Commander of the famous liners "EMPRESS OF CANADA" and "EMPRESS OF RUSSIA", was that his ashes be scattered on the Pacific Ocean, without ceremony, from the deck of a British registered ship.

One would be right in assuming that this was not an unusual request. However, there is more to it than that. First, the person who made the request was not an ordinary person. He was a fine old seaman, very proud of his British heritage and a famous Commander of famous ships. Secondly, a vessel of the Reardon Smith Fleet was chosen, the request being honoured by Captain T.W.D. John from the deck of the m.v. "VICTORIA CITY".

The history of the late Captain Gould is not only interesting, but most inspiring. It is also one of the answers to those who, today, spend their time "knocking Britain".

Captain Gould died in Vancouver in April 1973. He was one of the last of the gallant band of mariners who commanded the famous Canadian Pacific Empress liners on the Pacific run and was in command of the liner "EMPRESS OF CANADA" when she was torpedoed off West Africa in 1943.

"A PEEP INTO THE PAST"

Miss Ethel Cairnes, one of our evergreens, sent the following cutting from "The Western Telegraph":-

"Date, February 22nd 1586; name of ship, Le Margaret De Milford, 12T; Master, Thomas Prowre; ports, Bristol to Milford; merchant, Peter Williams of Pembroke; cargo, 2 chests of sugar, 4 ballets canvas, 2 fardels white wares, linen, etc. black soap, 6 barrels of dry wares, 4 kegs of butter, 1 butt of sack, French wine, hops, tigs, 300 newland fish, 12 pieces broadcloth, 3000 laths".

Some ship - some cargo!

Copper Nitrate - Scale of pay to policemen on night duty.

Detest - M.C.C. v West Indies

(Athelnews).



In February last, Mr. Clive Stockdale of the Accounts Department, Head Office, joined the m.v. "VICTORIA CITY" at Cardiff for a trip to the Continent. The following is his report, which needless to say, has been eagerly awaited by his friends!!

" I will make every effort in this article to avoid repeating the experiences of Mr. Chris John, as told in his mammoth sea story. However, the events that occurred, the sights that were seen and the knowledge that was gained is bound to be similar.

The opportunity to go on this short trip was eagerly accepted in the light of the stories told by Mr. John. I was to join the vessel at Cardiff, where her stay had been cut short to avoid the vessel being neaped for a week. She was only discharging sufficient cargo in the way of Nos. 2 and 4 holds to facilitate the discharge of coal, in these holds, at Port Talbot. On boarding, I was introduced to Captain Griffith-Jones and numerous other Officers and people whose names were impossible to remember at this early stage. Everything seemed to be all hustle and bustle and, whilst everyone managed to remain polite, I gathered it was best to keep clear. About 20 tons of stores were taken aboard (1 ton of food, 5 tons cigarettes and 14 tons booze) and were being stowed by the crew.

On deck one gang of stevedores was busy (?) discharging timber and, as the weather became colder and damper, during the afternoon, they started complaining. The attitude of the stevedoras seemed to be a little short of enthusiastic and I realised how much a ship's movements and earnings could be influenced by these people. Though the stevedores continued their complaining, they did complete the job and the remaining deck cargo was re-lashed, for my first sea voyage - to Port Talbot!

The trip to Port Talbot was uneventful until we reached the breakwater, which the Master pointed out to me on the radar. On rounding the breakwater, the Master pointed out a jetty which was lit up, on our starboard side. In response to my question, the Master approached the Pilot to ask what this jetty was used for - the Pilot's reaction was "Oh, Christ!" "Full speed astern and hard to starboard". It appeared that he had not noticed the breakwater and had established a light ashore as being the end of the breakwater. His intention was to take us around this light and berth the ship in the shopping centre so that we could pick up the morning papers!

Twenty-ton grabs were used to discharge the coal into a hopper which fed a conveyor belt running the length of the jetty. The discharge was slowed down by the hardening of coal in between the frames of the holds; this was shifted by using long bamboo poles. We sailed about noon for Antwerp and I went to the fore-castle station with the Chief Officer, Derek Bell, to observe the casting-off operation and the towing. Sleet and snow were falling, but the novelty of the experience counteracted my shivers. At this stage, I realised if I was going to be ill it would be in the near future, so I was delighted that there was a good film show that night to take my mind off it.

Due to dense fog, we had to anchor off Antwerp but early the next morning, whilst I was fast asleep, we proceeded to Antwerp in dense patches of fog. When I awoke, I went up to the bridge and found it a bit "spooky" to see barges silently coming into view - whoops! just clipped a buoy.

Lumber, woodpulp and molybdenite were discharged at two berths, but as the methods of discharge have been described by Mr. John, I would only say that I was very impressed by the effort that the stevedores put into their work. The first night in Antwerp I was invited to "go up the road" to have a few beers; the Officers were more or less accepting my presence now and were treating me very well, so to make sure I bought a round. I was taken on a tour of the local beauty spots(?) and visited Reardon Smith's Antwerp office. Needless to say I found the going tough and I returned to the ship before many of the others but still looked rougher than anyone the next day.

We proceeded from Antwerp to Brake where we had to anchor off to await a berth. Fog came down during the night and a warning gong was banged aft and a bell rung forward. The next day we approached Brake in dense fog (come to sea and what did I see, I saw the fog). We were only at Brake a day and a half discharging woodpulp and, from here we sailed for Bremen. On the invitation of the Second Engineer, Wayne Loades, I spent the next few hours in the engine room and was given a very instructive tour which Wayne thought would be best finished off by a trip up the pipe passage. He assured me that it was quite easy to walk down - "You practically stand up" and "You shouldn't get dirty". Little did I realise that we had to practically crawl down a dirty, dark passage, carrying all the pipes, which ran the length of the ship. I am not a lover of closed spaces, but I managed to show some interest when Wayne decided to stop and chat about some interesting point. I was at a disadvantage with my oversize boiler suit hanging off me and carrying a torch which I could hardly lift. The end of the passage was in sight, but no, Wayne quite seriously wanted to know if I wanted to go back down the port side passage. I explained to him that whilst I had grown quite attached to the pipe passage, the port side would only be a duplication of what I had already seen. When I looked up the exit ladder, I was not too sure whether I would be better off in the port side passage. It was with relief that I stepped onto the deck and thanked Wayne for his thoughtfulness and generosity which would always be remembered.

We were only two days at Bremen, discharging lumber and woodpulp, this proving to be a most efficient port; then back to Antwerp to load a steel cargo.

It was very interesting to see the steel products including girders, rolls of wire, coils of steel sheeting and cars being loaded and stowed. Carpenters were busy in the holds chopping the rolls of steel whilst workmen lashed rolls to the sides of the holds. The girders, many of which - I was told - were 90 feet long, had to be handled by two cranes which required good co-ordination between the drivers in an effort to dip and swing the girders into holds without damaging the hatch coamings.

Arrangements had been made to change the Officers at Antwerp and smiles were to be seen everywhere and the Officers' last night aboard was spent in disposing of the bar profits. During the evening it was suggested that we would have a "boat race"; which the considerate Mr. Loades explained only required the drinking of one can of beer, but just in case he thought it advisable to take my shirt off. After one drink I managed to worm my way out of this game and retained a ring-side seat to watch the action, which was enjoyed by everyone.

It is difficult to stop writing on one's experiences and I could write a great deal about the discussions that were held and the knowledge that was gained. However, in drawing to a conclusion, I would like to thank everyone aboard from the Master down, for making this trip interesting and enjoyable."

STAFF NEWS

Head Office - Cardiff

We welcome Mr. Ian Jones, B.Sc., who has joined the Technical Department, after gaining practical experience on vessels at sea. He has now commenced duties as an Assistant Superintendent.

Mr. Frank Thomas, of the Accounts Department, returned to the office after being in hospital. Admitted on April 16th, we are pleased he has made a good recovery.

Mr. Jake Morgan paid Head Office a visit recently, looking very much as he did years ago at the Docks, treading a well-worn path to the Exchange to "work" the market - and a "cuppa" (great days!)

Mr. Reg Randall on his visit, remembered his days on the old Berth Service - Pacific Coast/London, Liverpool and Cardiff.

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BIRTHS

Congratulations to Mr. & Mrs. Mike Barrall on the arrival of Antony Mark - brother for Nicola.

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SUCCESSSES

We congratulate the following on obtaining their Certificates:-

- | | | |
|-------------------|---|-----------------------------------|
| Mr. J.P. Andrews | - | First Mate's Certificate |
| Mr. J.R. Gleeson | - | Part "A" Second Class Certificate |
| Mr. O.G. Williams | - | " " " " " |

"Nummy, Nummy, what's a Metronome?"

"A little man who works on the French Underground".

AN INVASION WITH A DIFFERENCE Or

SCOTS WITH A STING IN THEIR TAIL

During the Autumn of 1972, plans were prepared to emigrate about 60,000 Scots to Wales. The number is only approximate since there was no time to count the heads. As you will appreciate, this could be quite a tricky operation transporting such a number and keeping them under control and so it had to be organised in detail.

A Saturday afternoon in October was arranged as "D" Day, the rendezvous being a small village down in Ayrshire, where the contingent was quickly loaded onto transport and whisked off, up to and through the busy streets of Glasgow, then on to the M.74 motorway south and within two hours, we had slipped over the border into England.

At the Services, no-one noticed the passengers, in spite of the noise they were making. Thank goodness! You know how some are about immigrants nowadays.

We were now on the M6 and making good time. The difference between motorway and "A" class road-way driving is that you count distance by service stations and not by the mile. Another few hours and we were approaching the well-known "spaghetti" junction near Birmingham, where we joined the M5 carrying on to Strensham Services and then on to the M50. By now it was the early hours of Sunday morning and we were approaching what appeared to be the Welsh border, where a road sign in Welsh and English said "Welcome to Monmouth". Anyway, we were not stopped and asked to produce Passports. Thank goodness, again, only one among 60,000!

However, having travelled about 370 miles, the driver felt in need of a rest and, after an hour's nap, he felt refreshed enough to carry on to Cardiff. Cardiff Arms Park was not the destination on this occasion. (Oh! by the way, a certain International Rugby Match was played at Murrayfield in Edinburgh a few months ago, but after the final result, you would never have known. Probably the folks in Cardiff are all Football supporters!

We eventually arrived at our destination and were made very welcome by a fine Welsh friend, who was delighted to accommodate all these Scots.

Somehow or another, I seemed to have omitted to tell you that the immigrants I had brought to Wales were my honey bees. They have settled down very well after travelling 400 miles and, at the time of writing, are sampling nectar from the Welsh fruit blossom. By next issue I should have something more to say about them.

J. Gardner.

COMPANY NEWS

"AMVER"

Automated Mutual Assistance Vessel Rescue System

The Amver System operated by the United States Coast Guard, is a maritime mutual assistance organisation that provides important aid to the development and co-ordination of search and rescue efforts in the oceans of the world. Merchant vessels of all nations making off-shore passages of more than 24 hours are encouraged to send periodic position reports to the Amver centre in New York. Amver is a free and voluntary organisation.

We are pleased to see in the Amver Bulletin the following vessels of our Fleet mentioned, in company with many more from other companies:-

"CHIYODA" - will receive a Certificate in recognition of second Award. Remainder first-time award winners will receive both a Certificate and an Amver pennant.

"INDIAN CITY"

"VICTORIA CITY"

"WILKAWA" - will receive a Certificate in recognition of third consecutive Amver Award.

All the vessels mentioned receive Amver awards in recognition of their outstanding records of participation during 1972. All the vessels were on Amver plot for 128 or more days, thereby demonstrating their readiness to aid a sister ship in trouble on the high seas.

"POLYSAGA" - a Collection

This vessel is an Ore/Oil carrier - not an Oil Tanker, as described in a recent issue of the Newsletter.

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CHRONOLOGICAL HISTORY

1942. A further quote from this year:-

The following ships were sunk by enemy action.

- "QUEEN CITY" on 21st December.
- "QUEBEC CITY" on 19th December
- "NEW WESTMINSTER CITY(1) on 4th April
- "BARRWHIE" on 9th October
- "BARDDALE" on 17th May.

In November the news of the landing in North Africa of British and American Forces under the command of General Eisenhower, was given and the m.s. "EASTERN CITY" was one of the convoy of vessels to take part in the original landings and was followed, a few days later, by ss. "ORIENT CITY", which vessel was ordered to Bone, the most forward port, and remained there for twelve days under constant air attack.

SHARES

The rates of hire on the Oil Tanker market have greatly improved recently and, because of our Tanker interest through the "POLYSAGA", in the last few days this has affected the Company's shares, which have moved forward sharply to 119p for both the ordinary and "A" Non-Voting, compared with 105p and 102p respectively quoted in our Newsletter last month.

In place of America, substitute "Britain", and President Nixon's words still remain relevant:-

"Let each of us remember that America (Britain) was built, not by government but by people, not by welfare but by work, not by shirking responsibility but by seeking responsibility. In our own lives, let each of us ask not just what government can do for me, but what I can do for myself....."

In trusting too much to government, we have asked of it more than it can deliver. This leads only to inflated expectations, to reduced individual effort and to a disappointment and frustration that erode confidence both in what government can do and what People can do".

UNDRESS REHEARSAL

Girls nowadays do things on stage that they used to do off-stage in order to get on stage.

SHIPS' POSITIONS"ATLANTIC CITY"

On T/C s/c International Produce Inc., of New York until Dec.1973/
February 1974. Sld.New Orleans 11th May and arrived Galveston 12th
to complete loading grain cargo. Sld.15th and expect arrive Rotterdam
29th.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Sld.Hiroshima 19th with
cars. Sld.Panama Canal 12th and arrives Dranssen 27th to commence
discharge. Then calls Copenhagen, Bremerhaven, completing at Antwerp
31st May.

"CORNISH CITY"

Arrd.Shimizu 28th April and commenced discharge sugar cargo. Then
called Yokohama and Tokyo where completed discharge 18th May. Sld.
19th and arrived Aioi for re-engining.

"FRESNO CITY"

Arrd.Visakhapatnam 3rd May to discharge phosphate. Completed
discharge 11th and delivered on T/C to Japan Line. Sld. 12th after
loading Ore cargo and arrived Mizushima 24th to commence discharge.
On redelivery from T/C proceeds B.C. to load on the B.C./U.K.Cont.
service. Expect arrive B.C. 7th June, sail 23rd after loading forest
products. On this basis arrive U.K. Continent 19th July for discharge.

"INDIAN CITY"

On T/C to Yamashita Shunihon S.S. Co.Ltd., Tokyo, until November 1976/
March 1977. Arrd.Sakai 6th May and sailed 12th after discharge coal
cargo. Arrd. Yokohama 13th and sailed 16th after loading cars. Arrs.
Panama Canal 6th June, Providence R.I. 12th to discharge. Then loads
coal Hampton Roads 15/16th for discharge Japan. On present position
arrives Panama Canal 22nd June, Japan 17th July.

"NEW WESTMINSTER CITY"

On T/C to Seaboard Shipping. Sailed Vancouver 26th April with lumber. Arrd. Newark 14th May and commenced discharge. Calls Brooklyn, Irvington, Ploughkeepsie and Albany where redelivers 23rd May. Then proceeds Tampa, arriving 28th to load phosphate for discharge Visakhapatnam. Sails Tampa 31st, arrives Durban 22nd June, Visakhapatnam 5th July. On completion discharge delivers on T/C to Japan Line and loads a cargo of ore at E.C. Indian port for discharge Japan, where arrives towards the end of July.

"PORT ALBERNI CITY"

Sailed Vancouver 25th April on B.C./U.K.Cont. service, with cargo of forest products. Sailed Panama Canal 7th May and arrived Cardiff (sole discharge port) 20th. Completed discharge 27th and sailed for U.S.Gulf.

"PRINCE RUPERT CITY"

Completed discharge forest products at Bremen and sailed 30th April for Brazil. Arrd.Paranagua 16th where commenced loading grain. Sails 23rd for Rio Grande where completed 31st May. Arrives Durban 13th June, Singapore 27th, Japan 5th July for discharge.

"TACOMA CITY"

Sailed Antwerp 3rd May with steel cargo. Sailed Panama 17th, arrives Long Beach 24th to commence discharge. Calls Oakland, Portland, completing at New Westminster 5th June. Then loads forest products on B.C./U.K. Cont.service at Watson Island, Nanaimo & Tahsis, completing loading and sailing 22nd. Slw. Panama Canal 3th July, arrives Cardiff 18th to commence discharge. Then proceeds Bremen, Antwerp and Zeebrugge where completes early August.

"VANCOUVER CITY"

Completed discharge phosphate 21st April. Delivered on T/C to Japan Line, loaded ore and sailed 22nd April. Arrived Hakayama 5th May, completed discharge and redelivered 7th. Sailed 10th and delivered on T/C to Seaboard Shipping. Arrives Vancouver 23rd to commence loading. Expected sail 30/31st. Sls. Panama 12th June and arrives Ponce 15th to commence discharge. Then calls San Juan, Mobile, Tampa completing at Savannah 25th June. Arrives Tampa 28th to load phosphate for Visakhapatnam. Sails 30th, arrives Durban 22nd July and Visakhapatnam 4th August.

"VICTORIA CITY"

Completed loading on B.C./U.K.Cont. service at Vancouver and sailed 5th May. Sld.Panama Canal 17th and arrives Cardiff 29th to commence discharge. Sails Cardiff 5th June for Antwerp, Bremen, completing at Zeebrugge 12th June.

"WELSH CITY"

At Aiol for re-engining. Expect ready to sail 10th June.

"MILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrd.Providence 10th May and sailed 13th after discharging cars. Arrd.New York 14th to commence loading proler scrap which completed at Boston 18th. Sls Panama Canal 24th and arrives Japan 17th for discharge.

"MARIA ELISA" (ex Houston City)

Sailed Kobe 9th May and called Yokohama, Nagoya, where completed loading schedule and sailed 17th for W.C.U.S./Mexico.

"SARA LUPE" (ex Cardiff City)

Sailed Comito 21st April. Arrd. Yokohama 15th May. Then called Kobe where sailed 22nd for Shanghai to complete discharging schedule, which expected 29th May. Then drydocks at Aiol 31st.

"GELA"

(Under Sir Wm. Reardon Smith & Sons Ltd., Management from 3rd May 1973)

Sld.Amsterdam 5th May and Le Havre 6th. Sld.7th with general cargo. Arrd.Vera Cruz 21st, Tampico 25th and Progress 28th. Sls.30th on completion discharge. Arrives New Orleans 1st June to load grain for Hamburg, where arrives 17th June.

LATE NEWS

It was with regret that we heard of the sudden passing of Captain H.L. Evans, one of our retired Masters, and extend our sincere sympathy to Mrs. Evans at this time.

Captain Evans joined the Company in 1934 as a Deck Boy and served the Company until his retirement in October 1969. His first Command was the m.v. "ATLANTIC CITY", which he joined in February 1961.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CHINA</u>	<u>CORNISH CITY</u>
Captain	H. Jones	A. B. Parkhouse	O. J. T. Lindsay
Chief Officer	R. K. Stuart	B. L. Bell	K. B. Whitting
Second Officer	J. R. Ashley	J. R. Curry	M. C. Ingram
Third Officer	P. E. Lewis	G. J. Waldron	P. J. Dixon
Radio Officer	S. C. W. Whitmore	A. S. Ferguson	D. P. Bidmead
Chief Engineer	M. E. Rayner	E. K. Morgan	R. J. Trigg
Jun. Chief Engineer	D. N. Aney	J. Cuddy	-
Second Engineer	-	-	J. P. Fagan
Jun. Second Engineer	-	J. D. Chatten	R. Day
Third Engineer	M. J. Snook	P. J. Piendergast	-
Fourth Engineer	M. R. Green	D. W. Quayle	R. E. Diamond
Jun. Fourth Engineers	J. R. Gleeson	P. J. Wood	-
Junior Engineers	C. Graddage	-	-
	-	R. Taylor	W. H. Tucker
	-	-	J. V. Stephen
Electrician	D. W. Fuller	-	D. G. Smith
Chief Steward/Purser	P. F. Akers	L. E. Surrey	F. W. Lever
Navigating Cadets	D. C. Cumming	L. H. Woolley	T. A. Price
	M. J. Clarke	N. Davies	S. R. Breedon
	-	D. J. McMurdo	-
Engineer Cadet	-	-	N. P. Watters
	<u>FRESNO CITY</u>	<u>GELA</u>	<u>INDIAN CITY</u>
Captain	G. S. Garlick	M. J. Higgins	J. D. Lloyd
Chief Officer	K. Milburn	R. I. Crawford	M. E. Jones
Second Officer	J. P. Andrews	J. L. G. Cotron	P. C. Thompson
Third Officer	T. Haxell	K. T. O'Higgins	J. A. Challacombe
Radio Officer	A. S. Coward	A. J. Heslop	B. A. Stagg
Chief Engineer	D. W. Morse	G. D. Griffiths	D. W. Litson
Second Engineer	K. V. Dowdall	B. J. Allsopp	N. B. Shilstone
Third Engineer	C. D. Hughes	E. Hoy	E. Hume
Jun. Third Engineer	-	R. I. Whittington	-
Fourth Engineer	A. Hourihane	-	M. J. Burt
Jun. Fourth Engineer	R. C. Quayle	-	-
	R. M. Morgan	-	-
Junior Engineers	-	T. S. Churcher	D. O'Brien
	-	P. J. Walker	R. Maw
	-	A. Doubler	W. C. Evans
Electrician	J. Kelly	H. George	C. Villa-Landa
Add. Electrician	-	-	W. Carr
Chief Steward/Purser	L. Slawinski	J. D. Peebles	J. L. Sanday
Navigating Cadets	W. P. Barnes	S. D. L. L. Jones	P. A. Ward
	J. M. Smith	A. Thomson	I. Cowan
	S. M. Burley	-	D. C. Morgan

MARIA ELISANEW WESTMINSTER PORT ALBERNI C.
CITY

Captain	A. D. Lightfoot	D. C. Griffith-Jones	D. L. G. Jones
Chief Officer	J. Porteous	W. G. Wood	M. C. Hurst
Second Officer	P. J. Warren	D. J. Hockett	T. E. Thistleton
Add. Second Officer	-	H. H. Gale	-
Third Officer	N. M. Dunlop	-	C. R. Goddard
Chief Engineer	D. W. Yool	D. L. Eyer	D. M. Parsons
Second Engineer	J. Armstrong	J. J. Baghurst	G. D. Yattersall
Third Engineer	J. H. Davies	R. Glendinning	A. C. Coombs
Jun. Third Engineer	K. J. Walusley	-	-
Fourth Engineer	-	A. C. Burnell	C. E. Hayles
Jun. Fourth Engineer	E. J. Berrup	P. H. Evans	D. E. Simons
Junior Engineers	D. Ward	A. Frost	M. H. Sadler
	-	C. Harris	-
Electrician	T. Willoughby	P. W. Brown	D. G. Grant
Chief Steward/Purser	R. G. Noylon	G. J. Barry	J. T. Jones
Navigating Cadets	S. P. Hodges	G. Kelly	E. Mellin
	C. C. Perrott	C. Swidells	R. A. D. Woodward
	G. D. Evans	-	A. Brazier
Engineer Cadet	J. R. Lange	-	-
Radio Officer	E. G. Bromham	S. C. Horne	B. B. Everett
Jun. Fourth Engineer	-	-	H. C. Roberts

PRINCE GEORGE CITY

SAWA 1076

SAWA 1076

Captain
 Chief Officer
 Second Officer
 Third Officer
 Radio Officer
 2nd Radio Officer
 Chief Engineer
 Jun. Chief Engineer
 Second Engineer
 Jun. Second Engineer
 Third Engineer
 Fourth Engineers
 Jun. Fourth Engineers
 Junior Engineers
 Electrician
 Chief Steward/Purser
 Navigating Cadets
 Engineer Cadet

J. B. J. Horrobin
 W. A. Gater
 T. B. Lovelock
 A. K. Smith
 S. G. Hillston
 -
 E. N. Cooper
 J. Scott
 -
 J. E. Nagill
 A. V. Warburton
 G. J. Morris
 -
 D. A. Evans
 -
 J. C. Gardiner
 R. C. Pierce
 G. Sizer
 J. D. Williams
 -
 P. A. Stretch

R. A. Boyer
 M. Williams
 H. D. Gaps
 G. P. Preston
 W. C. Foreward
 -
 D. Senior
 -
 J. Clayton
 -
 J. Scott
 K. S. Parsons
 -
 G. A. Lewis
 -
 S. Carter
 P. M. Novell
 J. D. W. McLaren
 K. Hewelina
 H. G. Hurst
 I. M. Stewart
 M. S. Rigg
 -

J. B. Gwynn
 J. S. Pearce
 F. G. Thompson
 A. R. Hoverson
 G. Thomas
 -
 T. Suklowski
 -
 J. S. Dutton
 G. D. Smith
 -
 R. J. Ridley
 - Prentice
 E. I. Treanor
 M. Doyle
 A. Edwards
 -
 A. McMahon
 C. J. Bartley
 H. Wilcox
 A. B. Ward
 D. J. Gammond
 -

VANCOUVER CITY

VICTORIA CITY

NELSON CITY

Captain
 Chief Officer
 Second Officer
 Third Officer
 Radio Officer
 Chief Engineer
 Second Engineer
 Third Engineer
 Fourth Engineer
 Jun. Fourth Engineers
 Junior Engineers
 Electrician
 Chief Steward/Purser
 Navigating Cadets
 Engineer Cadet

T. R. McNulty
 J. J. Kalinus
 G. A. Collins
 P. C. Julian
 K. R. Sellar
 L. C. I. Taylor
 W. A. Bruce
 P. J. Morris
 T. V. Davies
 K. D. Morgan
 -
 A. P. Mahoney
 -
 K. F. Bean
 J. Ritchie
 P. P. Rowland
 N. V. Poulloin
 -
 K. A. Valda

T. W. D. John
 T. Lawson
 R. Jamison
 H. Gaffney
 F. G. Taylor
 E. T. Widdas
 D. Ball
 -
 D. J. Ricketts
 M. R. Kitchen
 -
 T. N. Simson
 J. P. Bowler
 A. G. Lee
 D. N. Yule
 T. D. Lester
 A. C. Prosser
 K. F. Ballard
 -
 -

T. J. Johns
 R. E. Skinner
 R. S. McKay
 H. Jerrum *
 E. A. Willocks
 J. G. Howell
 L. M. Williamson
 A. G. Hodgson
 R. Dunbar
 B. Seerlett
 R. V. Williams
 -
 -
 M. E. Tava
 C. A. Parry
 S. W. Francott
 B. Gunthorpe
 C. G. Gibbs
 J. C. Pagler
 E. G. Whitby

MILKATA

Captain	G. F. R. Ellerby
Chief Officer	R. E. Clifford
Second Officer	N. P. Waldron
Third Officer	K. J. Cribbin
Radio Officer	D. R. Appleton
Chief Engineer	J. F. Hewson
Jun. Chief Engineer	R. Charlesworth
Jun. Second Engineer	M. Savage
Fourth Engineer	J. S. Davie
Junior Engineers	N. Carroll
	R. A. Lynch
Electrician	B. G. Warner
Chief Steward/Parser	P. Tyerman
Navigating Cadets	D. C. M. Trinick
	P. C. Roberts
	A. Abul
	J. A. Doody
Add. Chief Engineer	A. A. Field
Add. Chief Steward	P. W. Evans
	R. A. Pasch

* Uncertificated.

Resting

*Thomas
Cross
Vaughan
Lain
Cunroughs
Gossett
Jacks*