



Reardon Smith Line Limited



NEWSLETTER

AUGUST, 1973

NO. 43.

INTRODUCTION

An interesting article was published some time ago in a magazine by a well-known Shipping Company. It dealt primarily with an Officer's experience in showing adults and the younger generation around his ship. In it there is a moral for readers. It may be possible in the majority of occasions to satisfy an enquiring adult with a "tongue in cheek" answer. However, the same approach doesn't always work out when the enquiring mind is that of a member of the younger generation.

The oft-repeated statement that the younger generation knows more than the older generation is very often true. The exception being that many aspects of knowledge and "know-how" are only acquired and cultivated by experience - and there is no better teacher than experience. Yet how would one analyse the following experiences and the "tongue in cheek" answer:-

Grown Up : Why is the port side light red?
 Officer: Because we fill it with red paraffin.
 Grown Up: Really? I didn't know that.

The younger generation:

Child: How many miles to America?
 Officer: Oh, thousands.
 Child: Yes, I know that, but how many exactly?
 Officer: Well actually, we don't have any maps for America.
 Child: But that's stupid, I thought you would know these things.

THE BEE LINE

This is the final article by Mr. J. Gardner on this fascinating subject. Should any of our readers have any questions, they are invited to send them in and we hope to persuade Joe Gardner to answer them.

I am often asked many questions about bees, which you may also have in mind, such as:-

Q. Do you get stung?

A. Occasionally and usually due to carelessness crushing bees, when carrying out examination in the hive. Anyway, thick gloves and bee de sting, ether-wise someone so inclined could help themselves to the honey.

Q. Does the bee die when it stings?

A. Yes. The sting has a barbed point, which cannot be retracted by the worker bee and consequently, when it flies off after stinging, it leaves part of its body behind with the sting. Wasps and bumble bees have no barbs on their stings and so they can be retracted.

Q. How long do bees live?

A. During the summer, when they are extremely busy, the worker bees may live for only six weeks. They will gather nectar until their wings fray and they are too exhausted to return to the hive. It's like the batteries in a transistor radio. The more you play it, the shorter the life of the batteries. Bees reared during late summer and autumn do not burn up energy at the same rate and consequently live through the winter to the following spring, when young bees are reared to build up the strength of the hive again.

Q. How do you get honey out of the comb?

A. The portion of the hive where the surplus honey is stored is cleared of bees by fitting a board having a one-way escape, allowing the bees to pass into the lower part of the hive. The frames with comb are taken out, the thin wax capping over the honey is sliced off with a special knife and the frames are then placed in what is termed a centrifugal extractor. The extractor is a metal cylinder with a cage structure inside which is rotated by turning a handle. When rotating, the honey leaves the comb and is thrown on to the side of the cylinder by what is known as centrifugal force, similar to the spin drier, but operating at a much slower speed. The honey collects at the base of the cylinder and is then drained off through a strainer to clear it of wax particles and bottled. The wax comb in the frame is unharmed and can be used again.

Q. Why does honey sometimes go sugary?

A. This is termed granulation and is natural crystallization when concentrated, similar to sugar granules being produced from cane syrup or salt from brine. The honey can be restored to the liquid state by heating gently but on no account boiling.

Q. Do bees hibernate in the winter?

A. No, not really. They cluster closely together remaining as inactive as possible to conserve energy. However, they will come out for a flight on sunny days during the winter.

Q. How far can bees fly from the hive?

A. Normally, within about two miles radius and therefore, the beekeeper must ensure that he has a good foraging area within this radius.

Q. How do bees know the way back to the hive?

A. Bees orientate themselves to the position of the hive on emerging for their first flight. When flying to collect nectar, they take their bearings from the position of the sun similar to taking a sextant reading on a ship. The calculation must surely be carried out by an in-built computer since they do not refer to the Navigation Almanac to find their position. Bees are sensitive to Ultra Violet light and are able to observe the position of the sun on a cloudy day. If a hive is moved several yards, flying bees will return to the original site.

Supplementary question from me - I wonder how homing pigeons and migratory birds find their destination when flying many hundreds of miles?

Q. How do bees know where flowers are yielding most nectar?

A. The position is usually discovered by one or two bees who relay the information to other bees by doing what might be described as a dance on the comb, when returning to the hive. The dance may take the form of a figure 8 which indicates distance from the hive and the angle at which the dance is carried out indicates the position relative to the angle of the sun from the hive.

Q. How much honey do you get?

A. This all depends on the weather and the district. In 1955 I extracted over a hundredweight of honey from one hive; however, in several years during the 1960's, I had very little or no honey due to the summers being cold and wet. On these occasions beekeepers require to feed their bees with sugar syrup to maintain them. On average I would say the surplus honey from a hive is between 20-30 lbs.

Q. Why do you puff smoke in the hive?

A. Prior to being domesticated, honey bees lived in the wild state in hollow trees in forests and were always subject to fire hazards. In the event of fire bees sensed the danger from the smoke and would consume honey, ready to evacuate their home providing them with a basic food store if they required to establish a new home. In the same way, alarm is set up when the beekeeper puffs smoke into the hive; they consume honey and are too busy doing this, or are too full, to bother about the intruder.

I hope these articles have been of interest and informative, helping the reader to understand more about bees and how nectar eventually reaches the breakfast table in the form of honey.

J. Gardner.

BING CROSBY AND OUR M.V. "TACOMA CITY"

Readers will no doubt be interested in the following correspondence between ship and Crooner:-

"Dear Mr. Crosby,

I am writing on behalf of the Officers of the above vessel, which is named after your birthplace, Tacoma, in the State of Washington.

The "TACOMA CITY" is only one year old and we have been deliberating on a suitable name for the Officers' Bar. As you are, in our eyes, the "First Citizen of Tacoma", we would like your permission to call the Bar either "The Old Crooner" or "The Crooner". If this is possible, could you please send us your permission and some photographs, etc., with which to decorate the bar.

We are due in Long Beach, California, about the middle of September and you would be welcome on board to see our efforts anytime.

The "TACOMA CITY" is of British Registration and our Home Port is Cardiff, Wales,. The crew comprises of 18 British Officers and 34 Indian seamen. Our address in the U.S.A. and Canada is m.v. "TACOMA CITY", c/o Dingwall Cotts & Co.Ltd., West Hastings Street, Vancouver B.C. Canada.

We would take this opportunity to wish you all the best and more success in the years to come.

I remain,

Yours sincerely,

(SGD) C.J. HARTLEY .

Bing's reply:-

Dear Mr. Hartley,

You have our permission to use the words "The Old Groaner".

Herewith some photos.

May your Officers have one on me and send me the bill.

Most sincerely,

(Personally signed)

BING

EC/vs

Bing Crosby.

THE THIRD ENGINEER

Crankshafts and crossheads
Impellers and fans,
Dynamos and hydraulics,
Leaky joints and leaky glands.
Working middle watches, going without beer,
O Lord have mercy on the Third Engineer.

When the last crank and crosshead are tightened,
And the Third Engineer's laid to rest.
His tools all scattered and broken,
Divide what you think are the best.
No gear to sling,
No rods to swing,
No bottom ends to tighten.
No glands to pack,
No nuts to slack,
No fireman to frighten.

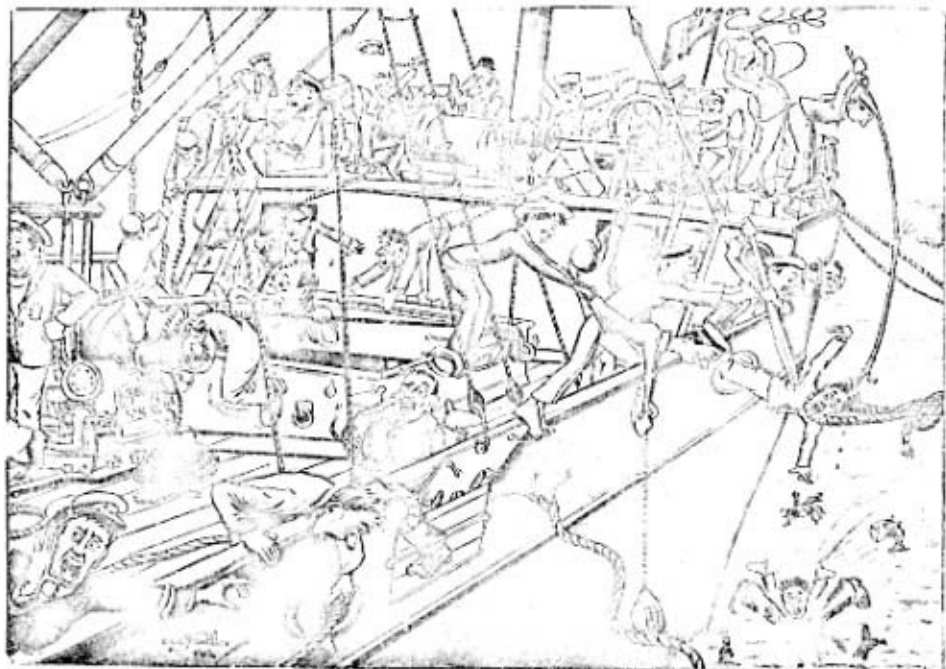
We'll leave him alone in God's good care,
For he died in his own belief
That Heaven's the place for Juniors
And Hell's for Seconds and Chiefs.

Author unknown. Sent by D. Senior, Chief Engineer, m.v.
"SARA LUPE".

APPRECIATION

Mr. Graham Hardy of our Personnel Department, wishes to acknowledge the kindness afforded him by Captain Murray and Officers of m.v. "TACOMA CITY" during his trip on the vessel from Cardiff to the Continent.

A Captain's responsibilities have not diminished since the following masterpieces were published many moons ago:-



BERTHING THE SHIP & CAPTAIN'S NIGHTMARE

COMPANY NEWSAPPOINTMENT OF DIRECTORS

The following announcement was published on 20th August:-

The Board are pleased to announce the following appointments within the shore staff, with immediate effect:-

Mr. L.S. Williams, Company Secretary, - a Director of Reardon Smith Line Limited and its subsidiaries, and an Executive Director of Sir William Reardon Smith & Sons Limited.

Executive Directors of Sir William Reardon Smith & Sons Limited.

Mr. A.J. Crockett - Cardiff Chartering Manager.
 Captain J.B.E. Lemon - Assistant Chief Superintendent
 Mr. J.C. Williams - Chief Accountant
 Mr. J.A. Woodman - Marine Personnel Manager.

These appointments are in accordance with the Company's policy to involve the Staff even more in the management of the Company and furthermore, with the object of future expansion, it is appropriate that such personnel will have the opportunity of being concerned in decisions made.

The following are Notes of Proceedings at a Meeting of Directors of Reardon Smith Line Limited held on 15th August, 1973, which was circulated to the Stock Exchange and Press:-

"As indicated in the Chairman's Statement issued recently, the current year ending 31st March 1974 should be particularly satisfactory for the Company. The improvement in trading conditions is now confirmed by the estimated results for the first six months of the year to 30th September 1973, showing a trading profit of £2,427,000, compared with £113,000 for the same period last year.

The chartering-in of the Oil/Ore Carrier "POLYSAGA" has proved to be a profitable first venture by the Company into the Tanker Market and the vessel has recently been fixed at a satisfactory rate for the remainder of the period to March/May 1976, which will greatly assist the profits of the Company. The present indications are that the results for the second half of the current year will also prove to be satisfactory.

Stockholders have been advised that the Company has taken a substantial interest in three semi-submersible drilling rigs for delivery in 1975. It is expected that this diversification will prove most rewarding and will represent a successful step in the realisation of the Board's plans to achieve long-term growth in profits and dividends and to establish a balance of shipping activities which can ensure greater protection for the Company's overall profits when periods of adverse trading conditions occur in the Dry Cargo market, upon which the Company has, until recently, been almost entirely dependent.

Having reviewed the estimated results for the first half of the year, the Board declared an interim (net) dividend of 1.75p per Unit (equivalent to 5% gross) compared with 2½% gross for the same period last year. This dividend is payable on the Stock and "A" Non-Voting Stock Units of the Company and is declared in respect of the accounting period ending 31st March 1974 and is payable to Stockholders whose names appear in the Register of Members on 17th September 1973.

The Transfer Books and Stock Registers of the Company will be closed from 17th September to 28th September 1973, both dates inclusive.

Consideration for a second dividend will be given in February next, but we would mention this could be affected by any dividend restraint the Government may impose under Stage Three of their counter-inflationary policy.

Shown below are the figures for the half year to 30th September 1973, which are estimates only and are unaudited.

	£	Estimated Results to 30th September 1973.		Results to 30th September 1972.	
		£	£	£	£
TRADING PROFIT (including Investment Income received (170,000))		2,427,000		415,000	
INTEREST PAYABLE					
Post-Delivery Interest	307,000		287,000		
Pre-Delivery Interest	<u> -</u>	<u>307,000</u>	<u>58,000</u>	<u>345,000</u>	
		2,120,000		70,000	
DEPRECIATION	783,000		710,000		
Less Investment Grants Credit	<u>127,000</u>	<u>656,000</u>	<u>123,000</u>	<u>587,000</u>	
Surplus/(Deficiency)		<u>£1,464,000</u>		<u>(£517,000)</u>	

STAFF NEWS

The following letter has been sent to all Officers, but it is published for the information of Officers who happen to be at home:-

HOUSE PURCHASE SCHEME AND A BONUS SCHEME

You will doubtless be aware that the Company intends introducing a House Purchase Scheme and a Bonus Scheme, which will be available to all Officers under a Company Service Contract.

Unfortunately the Schemes cannot be introduced under Phase Two of the Government's Prices and Incomes Policy, but it is the Directors' intention that, as soon as possible after a relaxation of the Government's Policy, the Schemes will be introduced.

It has come to our notice that several rumours are circulating amongst our employees concerning the Schemes and we feel that these should be discounted and that Officers should await the details, which will be forwarded to all employees once the Government's Policy permits the introduction.

We would mention that all Contract Officers will have the opportunity of opting for one of the two Schemes, but they will not be able to participate in both Schemes.

We should be glad if you would make the above known to all personnel aboard your vessel.

OFFICERS - INCREASED VOYAGE LEAVE

As a result of further discussions we have had with the Merchant Navy and Airline Officers Association, it has been agreed that the present voyage leave of all Officers should be increased by 12 days per annum. The additional leave arises from further consideration of the Limitation of Hours Agreement and will take effect from 1st June 1973.

Due to administrative difficulties, the increase will apply to all Officers who were on Articles on 1st August 1973. The new leave entitlement for Officers will be as follows:-

Officers (holding First Class Navigating and Engineering Certificate)	160 days per annum served
All Other Officers	140 " " " "

As Cadets were not covered by the Limitation of Hours Agreement, their voyage leave remains unchanged.

Officers will doubtless be aware that it is the intention to eventually grant leave to all Officers on the basis of two on one off and, of course, the above increases will be eventually absorbed when this is finally achieved.

... ..

INCOME TAX ADVICE

Some Officers will recall that in an earlier edition of our Newsletter, we advised that it was possible for some Officers to obtain tax advantage by having salary payments paid into a Bank in the Channel Islands. As you will appreciate, this is a complicated subject and will apply to a small number of Officers.

When this matter was drawn to your attention previously, we pointed out that Barclays Bank Ltd., would be prepared to assist our Officers with tax advice, irrespective of whether the Officer had an Account with Barclays Bank or not. We understand that several Officers have taken advantage of this service and, to assist those who particularly live in the South Wales area, we would advise that a new office has been opened in the City and for those who wish to obtain guidance, we suggest that the office should first be telephoned for an appointment.

Details are as follows:

Mr. R.P. Ivell,
(Taxation Controller),
Barclays Bank Trust Co.Ltd.,
P.O. Box 52,
112 St. Mary Street,
Cardiff CF1 1SH
Tel: Cardiff 20318.

The office is fully acquainted with seafarers' income tax problems and we feel sure that they will be given every assistance by this branch. We are sending a small number of leaflets to our fleet, but should any Officer at home require a copy, we will be pleased to forward this to him.

ANNUAL SERVICES FOR SEAFARERS

We are informed by the British Shipping Federation Ltd., that it will be the first time for a service to be held in Cardiff and is intended to cover the whole of Wales:-

"We have been informed that Services for Seafarers will be held in 1973 as under:-

- (a) London. - St. Paul's Cathedral on Wednesday, 24th October at 5.30 p.m.
- (b) Cardiff - Llandaff Cathedral on Wednesday, 24th October at 3 p.m."

STAFF NEWS

SUCCESSES

We congratulate the following on attaining their certificates:-

Mr. G.T. Parker	-	Master's Certificate
Mr. F. Scott	-	" "
Mr. T. Graham-Russell	-	Part "A" First Class Certificate
Mr. D. Brown	-	Part "A" Second " "
Mr. D.E. Horne	-	" " " " "

... ..

Our congratulations to Mr. Clive Stockdale, Accounts Department, Head Office, on obtaining the first part of Fellowship Institute of Chartered Shipbrokers examination, being 9th in order of merit for the United Kingdom.

... ..

Mr. Malvern Thomas left the Company's service after 26 years. We wish Malvern every happiness and success in his new employment.

... ..

MARRIAGE

We send our best wishes and congratulations to Mr. D.C. Horne, Junior Fourth Engineer, on his marriage to Miss Joyce Hoskinson on 11th August at St. Illtyd's Church, Llantwit Major, Glamorganshire. We wish Mr. & Mrs. Horne every happiness in the future.

SHARES

The Company's share prices have fallen, compared with those last month, in line with a general mood of cautiousness and lack of trading in the Stock Market. The ordinary shares now stand at 122p and the "A" Non-Voting at 118p.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Intercontinental Produce of New York until Dec. 1973/February 1974. Sailed Rotterdam 19th July; arrived Galveston 2nd August to load a part cargo of wheat. Sld. Galveston 3rd August and arrived Drestreban 5th August to load corn and wheat. Sld. 6th August to discharge Vera Cruz and Tampico. Arrd. Vera Cruz 8th and sailed 18th August. Arrd. Tampico 19th August - completes discharge 18th September.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Arrd. Kagoshima 6th August to discharge part cargo of corn. Sld. 9th and arrived Moji 10th August. Completed discharge Kobe and sailed 19th August. Arrd. Hiroshima 20th August to load cars. Completes loading at Nagoya and Yokohama for discharge Valletta, Tripoli Famagusta, Beirut and Piraeus. Sls. Yokohama 25th August, Panama Canal 17th September and arrives Valletta early October.

"CORNISH CITY"

Sd. Aioi 9th August after re-engining, for Mackay. Arrives Mackay 22nd August to load bulk sugar for discharge Japan. Arrives Japan about 4th September.

"FRESNO CITY"

Sld. Dublin 29th July for Tampa. Arrd. Tampa 9th August and sailed 12th with 14,446 lt. Phosphate, for discharge Visakhapatnam. Calls Durban 3/4th September and arrives Visakhapatnam 17th September. On completion discharge, vessel delivers on T/C to Japan Line and redelivers about mid-October in Japan.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Nov.1976/March 1977. Sld.-Kimitsu 28th July, arrived Yokohama 28th, sld. 31st with 2646 cars for discharge at Providence, Newark and Norfolk. Arrives Panama Canal 22nd August and Providence 29th August.

"NEW WESTMINSTER CITY"

Acrs. Wakayama 29th July. Redelivered from Japan Line T/C 31st July and sailed for British Columbia to load forest products on the B.C./U.K.Cont. service. Arrd.Watson Island 10th August and sailed 15th August. Arrd.Tahsis 16th August. Calls Gold River, Vancouver, Nanaimo and Vancouver to complete loading, sailing Vancouver about 27th August. Sls.Panama Canal 3th September and arrives Cardiff 21st September, thence Bremen and completes Antwerp about 4th October.

"PORT ALBERNI CITY"

Arrd.Moji 19th July and completed discharge 22nd July and sailed for British Columbia to load forest products on the B.C./U.K.Cont. service. Arrd.Tahsis 3rd August, sailed 4th, arrived Nanaimo 5th and sailed 6th. Arrd.New Westminster 7th and sailed 10th. Arrd.final loading port, Vancouver, 10th and sailed 17th August. Sls. Panama Canal 28th August and arrives sole discharge port, Cardiff, 11th September. Completes discharge about 21st September.

"PRINCE RUPERT CITY"

On T/C to Seaboard Shipping Co.Ltd., Vancouver, BC. Arrd. Vancouver 24th July and sailed 1st August with 23,203T packaged lumber. Sailed Panama Canal 14th August and arrived Mobile 18th to commence discharge. Sailed Mobile 19th August for Tampa, Ponce, San Juan, Savannah and Wilmington, where completes discharge and redelivers about 5th September. Then proceeds Tampa, arriving 8th September to load a phosphate cargo for discharge Visakhapatnam. Arrives Visakhapatnam 16th October.

"TACOMA CITY"

On B.C./U.K.Cont. service. Arrived Cardiff 21st July to discharge part cargo of forest products. Sailed 30th July, arrived and sailed Zeebrugge 1st August and arrived Antwerp 2nd August to complete discharge. Sailed Antwerp 4th August for Corpus Christi. Arrd. Corpus Christi 19th August where loads a grain cargo for discharge Japan. Sls. Corpus Christi about 24th August, arrives and sails Panama Canal 29th August, arriving Japan about 22nd September.

"VANCOUVER CITY"

Sailed Tampa 17th July for Visakhapatnam with 24,422T phosphate. Sld. Durban 10th August, arrives Visakhapatnam 23rd August. On completion discharge delivers on T/C to Japan Line and sails Visakhapatnam about 4th September for Japan, arriving about 16th September.

"VICTORIA CITY"

Arrived Rotterdam 27th July and completed discharge 9th August. Sailed Rotterdam 10th August for Corpus Christi, arriving about 23rd August, where loads a grain cargo for discharge Japan, arriving Japan early October.

"WELSH CITY"

On T/C to Thegra Shipping Co. E.V. Tilburg. Sailed Sorabaya 19th July. Arrd. Macassar 20th July, completed loading general cargo and sailed 21st July for discharge Antwerp. Arrives Antwerp 23rd August and redelivers about 31st August. On redelivery vessel delivers on T/C to Intermare Transport GmbH of Hamburg for min.11/max.13. months trading.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrs. Jacksonville 13th August and sailed 14th for Providence to complete discharge. Arrd. Providence 17th, completed discharge and sailed 18th August for New Orleans. Loads grain at New Orleans for discharge Japan.

"CELA"

Arrived New Orleans 26th July, sailed 31st July with 5447T meal and 2286T generals for discharge Rotterdam, Bremen, Hamburg, Antwerp and Le Havre. Arrived Rotterdam 14th August and completes Le Havre about 29th August.

"MARIA ELISA" (ex Houston City)

Sld. Yokohama 19th August for Nagoya to complete loading. Discharging at Ensenada, Acapulco, Manzanillo and completing Mazatlan about 16th September.

"SARA LUPE" (ex Cardiff City)

Sld. Ensenada 13th July then called Acapulco, Manzanillo, San Rosalia, Guaymas, and Mazatlan. Sld. Mazatlan 8th August for Yokohama 26 - 28th August, Kawasaki, Nagoya, completing Kobe about 6th September.

MARIA ELISANEW WESTMINSTER C.PORT ALBERNI CITY

Captain	D.B. Jack	D.C.Griffith-Jones	D.L.G. Jones
Chief Officer	G.Y. Parker	W.G. Wood	M.C. Hurst
Second Officer	R.M. Bayley	H.H.Gale	T.E. Thistleton
Third Officer	D.E. Stannard	P.A. Ballard *	C.R. Goddard
Radio Officer	R.H. Smith	S.C. Horne	B.E. Everett
Chief Engineer	B.J.O. Lewis	D.L. Dyer	D.M. Parsons
Second Engineer	J.B. Hocking	J.J. Baghurst	C.D.Tattersall
Third Engineer	R.A. Hawker	R.Glendinging	A.C. Coombs
Fourth Engineer	B. Brown	A.C. Burnell	C.E. Bayles
Jun.Fourth Engineer	-	P.H.Evans	D.E. Simons
	-	-	H.C.Roberts
Junior Engineers	W.C. Evans	A. Frost	M.H.Sadler
	G.J. Morris	C. Harris	-
Electrician	C. Villa-Landa	P.N. Brown	D.G. Grant
Chief Steward/Parser	L. Slawinski	C.J.Harry	J.T.Jones
Navigating Cadets	W.F. Barnes	C. Kelly	E. Mallin
	C.D.Kisch	C. Swindells	R.A.D.Woodward
	-	-	A. Branier
	-	-	G. Sizer
Engineer Cadet	P.A.Stretch	-	-

PRINCE RUPERT CITY

Captain W.D. Jones
 Chief Officer M.A. Gater
 Second Officer M.C. Ingram
 Third Officer S.D.L.L.L. Jones*
 Radio Officer D.C. Short
 Chief Engineer R.K. Binns
 Jun.Chief Engineer D.R. Inglis
 Second Engineer -
 Jun.Second Engineer D.J. Jennings
 Third Engineer -
 Fourth Engineer C.J. Burton
 Jun.Fourth Engineer -
 Junior Engineer D.J. Carter
 R.P. Seys
 Electrician P. Willmott
 Chief Steward/Purser P. Cawley
 Navigating Cadets -
 -
 -
 Engineer Cadet M. Causer.

SARA LIPE

W.J. Cross
 D.S. Williams
 G. Happlebeck
 R.C. Hayton
 D.P. Bidwood
 G.M. Cuthbertson
 -
 R.V. Bell
 -
 D. Millican
 G.M. Dickson
 W.D. Davies
 K.C. Davison
 -
 K.W.G. Hampton
 K.A. Parselle
 T.H. Jowett
 J.F. Hammond
 -
 M.G. Williams-Jones

J.S. Murray
 J.S. Pearsall
 P.G. Deschamps
 M. Gaffney
 G. Thomas
 T. Sukiennik
 -
 J.S. Dutton
 G.D. Smith
 -
 R.J. Ridley-Prentice
 -
 A. Edwards
 -
 T. McMahon
 C.J. Hartley
 A.B. Ward
 D.J. Gammond
 M. Wilcox
 R.C. Powell

AGOMA CITYVANCOUVER CITY

Captain J. Cann
 Ch Officer R.A.H. Vanner
 Second Officer B.R. Hopper
 Third Officer D.C. Canning *
 Radio Officer J.R. Mathews
 Chief Engineer E.R. Morgan
 Jun.Chief Engineer -
 Second Engineer F. Clark
 Third Engineer R.E. Russell
 Fourth Engineer K.I. Davies
 Jun.Fourth Engineer -
 Junior Engineers I. MacFarlane
 T. McKinley
 H. Hodycombe
 Electrician -
 2nd Electrician -
 Chief Steward/Purser D.R. Roy
 Navigating Cadets -
 -
 -
 Engineer Cadet P.H. Nicholls

VICTORIA CITY

J. Vaughan +
 E.W. Walmsley
 R.J. Davies
 M. Underwood
 C.G. Macey
 D.W.G. Pike
 H.L. Fletcher
 -
 P.A. Magorrian
 C.J. Buckley
 -
 C. McGuire
 G.E. Stevenson
 D.G. Smith
 -
 P.F. Wood
 P.E. Murray
 A.C. Baxter
 -
 L.A. Steby

WELSH CITY

A.L.G. Gossett +
 K. Whitting
 S.A.T. Scholedge
 P. Dixon
 M. Campbell
 J.V. Barnes
 -
 N.B. Shilstone
 K. Rowney
 G.J. Morris
 K. Atkinson
 H.J. Leonard
 -
 G.B. Gibbs
 T. Moore
 F.W. Lever
 D. Hotchkiss
 M. Poulloin
 A. Powell
 K. Velda

WILKANA

Captain G.F.R. Ellerby
 Chief Officer D.J. Mockett
 Second Officer B.P. Waldron
 Third Officer K.J. Cribbin
 Radio Officer D.R. Appleton
 Chief Engineer J.F. Hewson
 Jun.Chief Engineer R. Charlesworth
 Third Engineer M.G. Seaman
 Fourth Engineer J.S. Davie
 Junior Engineers N. Carroll
 R.A. Lynch
 R.C. Warner
 Electrician P. Tyerman
 Chief Steward/Purser D.C.M. Trinick
 Navigating Cadets A. Abel
 A.A. Field

* Unverified.