



NEWSLETTER

SEPTEMBER, 1973.

NO.44.

INTRODUCTION

Before the first Industrial Revolution, the inhabitants of these Islands existed by means of a primitive agriculture and an equally primitive existence from the surrounding seas. The process of industrialisation continued unabated assisted by successive Governments. It is true that agriculture has developed in much the same way, but the fact that we were primarily a maritime nation was taken for granted. It is interesting, therefore, to read the following extract from a speech delivered some months ago by the President of the Chamber of Shipping and gives much "food for thought":-

"U.K. owned ships and ships on charter to British Owners earned nearly £2,000 million in 1971 from their world-wide operations (these figures were the latest available). It was earned wholly and completely in the face of world competition.

Not even the coastal trades of this country are reserved or protected. We have never asked that any trade should be. There is no such thing as a home market for British shipping. Every ton that it carries could just as easily be carried under a foreign flag and doubtless would be if British shipping was not able to offer competitive terms.

There can be few other industries in this country which are able to sell their goods or their services on this sort of scale and in these circumstances of total world competition with no protected home market to act as a

There can for that matter, be very few industries where Britain is still in the first three in the world league".

FAST WORK AND A GOOD RUN FOR YOUR MONEY

The following is an extract from a letter to Head Office from Captain D.C. Griffith-Jones of the m.v. "NEW WESTMINSTER CITY", dated 14th August 1973 - Watson Island, B.C.

"The "NEW WESTMINSTER CITY" arrived off Triple Island Pilot Station, Friday, 10th August, 1700 (summer time), after a phenomenal run across the North Pacific, calm weather and mostly clear conditions prevailing. A strike of telecommunication employees delayed all arrival messages, the pilot not boarding until 1815 10th, to take vessel to anchor off Watson Island, 1940 10th, to await tide.

The passage from Wakayama to Watson Island was accomplished without incident or delay and with only minor stops for engine adjustments. After this good passage, the Company's blue ribbon for a North Pacific crossing of 9 days 14 hours is claimed. Just to prove the adage "R.S.L. gives one a good run for their money".

The facts being that the steaming time from Japan, Nojima Saki to B.C. Langara Pt., distance 3,729 miles was accomplished at an average speed 16.20 knots (including turbo washing) with 1.9 negative slip. This can be confirmed from the accompanying deck and engine abstracts".

We find, however, from our records that the m.v. "PRINCE RUPERT CITY" made a passage from Chiba to Crofton, distance 4,223 miles, in September 1970 at an average speed of 16.22 knots, which as far as we can see, would qualify for the fastest run.

Anyway, congratulations to m.v. "NEW WESTMINSTER CITY".

-----  
The following letter was received from Captain Boroughs of the m.v. "CORNISH CITY":-

"I wish to inform you that I have just received an Award for this vessel given by the Atmospheric Environment Service of Canada for excellence in weather observing. This Award consists of a framed certificate and two books, one "Great Sea Battles" by Oliver Warner and the second one "The Voyage of the Challenger" by Eric Linklater, two rather fine books.

These Awards cover the periods of 1970 and 1972 with space left on the certificate for further stars if obtained.

I have written a letter of "thank you" to the Regional Superintendent in Vancouver on behalf of the present serving Officers and also the past Officers who actually won the Awards".

-----  
The following is published in order to demonstrate how Officers' interests vary:-

FROM U.S. DEPARTMENT OF COMMERCE, WASHINGTON D.C.

"Thank you very much for your descriptive letter of 6th June 1973.

The organisms you observed were Velella lata, a type of hydrozoan jellyfish similar to the Portuguese man-of-war. I am including excerpts from several books to illustrate and describe this animal. You may also be interested in Fishery Leaflet 535, which discusses jellyfish and related animals and is also enclosed.

We welcome letters such as yours and were impressed with the careful detail taken in your description. Your drawing made recognition easily possible. We thank you for your interest and time in making your observations known to us".

-----

How about the following terms of employment?

NOTICE TO EMPLOYEES

1. Godliness, cleanliness and punctuality are the necessities of a good business.
2. This firm has reduced the hours of work, and the clerical staff will now only have to be present between the hours of 7 a.m. and 6 p.m. on weekdays.
3. Daily prayers will be held each morning in the main office. The clerical staff will be present.
4. Clothing must be of a sober nature. The clerical staff will not disport themselves in raiment of bright colours, nor will they wear hose, unless in good repair.
5. Overshoes and top-coats may not be worn in the office, but neck scarves and headwear may be worn in inclement weather.
6. A stove is provided for the benefit of the clerical staff. Coal and wood must be kept in the locker. It is recommended that each member of the clerical staff bring in 4 pounds of coal each day during cold weather.
7. No member of the clerical staff may leave the room without permission from Mr. Rogers. The calls of nature are permitted and the clerical staff may use the garden below the second gate. This area must be kept in good order.
8. No talking is allowed during business hours.
9. The craving for tobacco, wines or spirits is a human weakness and as such is forbidden to all members of the clerical staff.
10. Now that the hours of business have been so drastically reduced, the partaking of food is only allowed between 11.30 a.m. and noon, but work will not, on any account, cease.
11. Members of the clerical staff will provide their own pens. A new sharpener is available on application to Mr. Rogers.
12. Mr. Rogers will nominate a senior clerk to be responsible for the cleanliness of the main office and the private office and all boys and juniors will report to him 40 minutes before prayers and will remain after closing hours for similar work. Brushes, brooms, scrubbers and soap are provided by the owners.
13. The new increased weekly wages are as hereunder detailed: Junior boys (up to eleven years) 1s 4d., Boys (to 14 years) 2s 1d., Juniors 4s 8d., Junior clerks 8s 7d., Clerks 10s 9d., Senior Clerks (after 15 years with owners) 21s.

The owners recognise the generosity of the new Labour Laws, but will expect a great rise in output of work to compensate for these near utopian conditions.

Office regulations of a Burnley cotton mill in 1852.

---

SHARES

Although the country's poor trade figures and other inferences have brought about some depreciation in share prices generally, nevertheless mainly because of the current demand for tobacco, shipping shares have been the exception to generally frustrating conditions and the Company's shares have moved up from those quoted in the last Newsletter, from 122p for the ordinary and 118p for the "A" Non-Voting to, respectively, 135p and 132p.

COMMODORE MASTER OF THE FLEET

The Directors have decided to re-introduce, after a lapse of many years, the courtesy rank of Commodore Master of the Fleet and are pleased to announce that they have appointed Captain J.D. Lloyd to this rank. A special Commodore pennant will be flown by Captain Lloyd on the vessel under his command.

Captain J.D. Lloyd joined Reardon Smith Line on 8th April 1930, as a Deck Apprentice and first took command of the "LEEDS CITY" on 17th April 1945. The above appointment has been made in recognition of his loyal and efficient service, having been a Master with this Company for over 28 years.

We offer our warm congratulations and best wishes to Captain Lloyd.

-----  
STAFF NEWS

PROMOTION

Congratulations to Mr. J. Porteous on his promotion to Master on 11th September 1973.

Mr. Porteous joined the Company as a Chief Officer in April 1970, having previously held appointments as Master and a Marine Superintendent in Calcutta.

We wish him every success for the future.

... ..

SUCCESSSES

Our congratulations to the following on obtaining their Certificates:-

Mr. B.T. Hernaman	-	Second Mate's Certificate
Mr. R.M. Paddock	-	Second Class Motor Certificate

... ..

m.v. "GELA"

The following extract from a letter addressed to Head Office from Charterers' Agents at New Orleans - the contents speak for themselves:-

"It is our pleasure to inform you that Captain Higgins, Officers and Crew were most co-operative and efficient in pre-planning the cleaning of vessel for transport of a large 5500 gross ton parcel of cotton seed and soya meal from New Orleans to Rotterdam. The ship passed inspections and tendered without any delay on evening of arrival, with loading commencing early the following morning".

## OBITUARY

It is with regret that we record the passing of Mrs. M. Linton on 21st September at the age of 90. Mrs. Linton was the wife of the late Mr. Jimmy Linton, our last Commodore Chief Engineer,.

We extend our sincere sympathy to Mrs. Linton's relatives in their loss.

---

## ILLNESS

We have recently learned of the illness of Mr. Leslie Howells, retired Director, London Office, and we offer him our best wishes for a speedy recovery.

---

## VOYAGE LEAVE

Officers aboard one of our vessels have recently queried the conditions applied by the Company to Voyage Leave. The Officers have now left the vessel and we are, therefore, setting out answers to their questions, which will be of interest to all Officers.

- (1) IS VOYAGE LEAVE CALCULATED FROM THE DATE OFFICERS COMMENCE TO TRAVEL OR FROM THE DATE THEY SIGN ARTICLES?

Voyage leave is calculated from the date they commence to travel. In the event of Officers being required to stay overnight in an hotel in London before flying to join a vessel, leave would be calculated from the date they leave their homes.

- (2) IS VOYAGE LEAVE CALCULATED ON ANY EXTRA DAYS AN OFFICER REMAINS ON BOARD AFTER ARTICLES HAVE BEEN CLOSED?

Leave is calculated on the extra days and until his arrival in the United Kingdom.

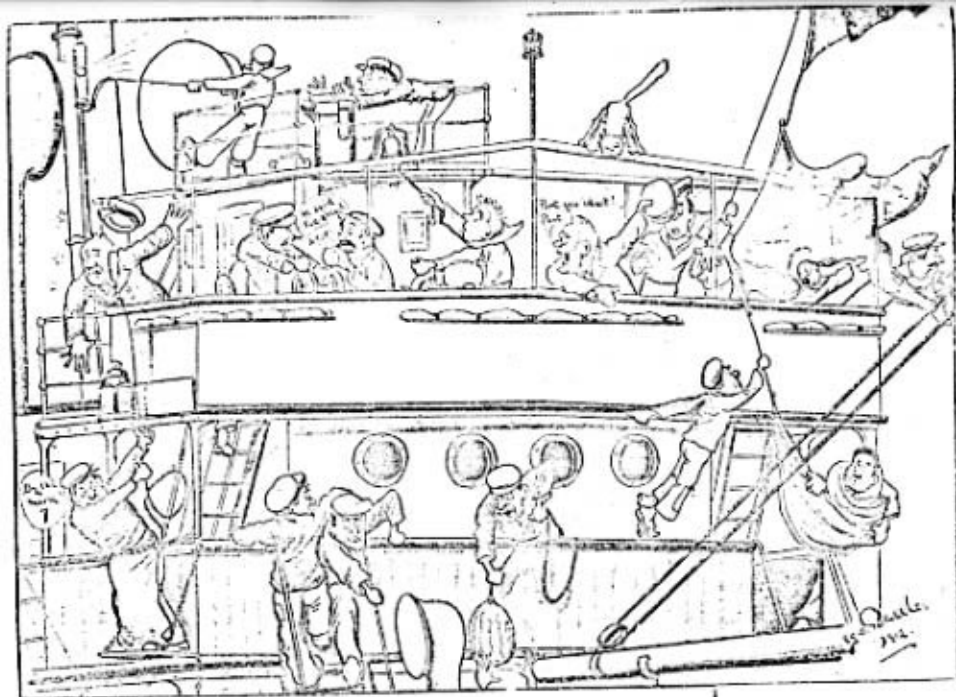
- (3) IS VOYAGE LEAVE DEFERRED WHILST AN OFFICER IS ATTENDING A COURSE OF INSTRUCTION?

Yes, the Officer's leave is extended by the period he is on the course, unless otherwise agreed with the Officer.

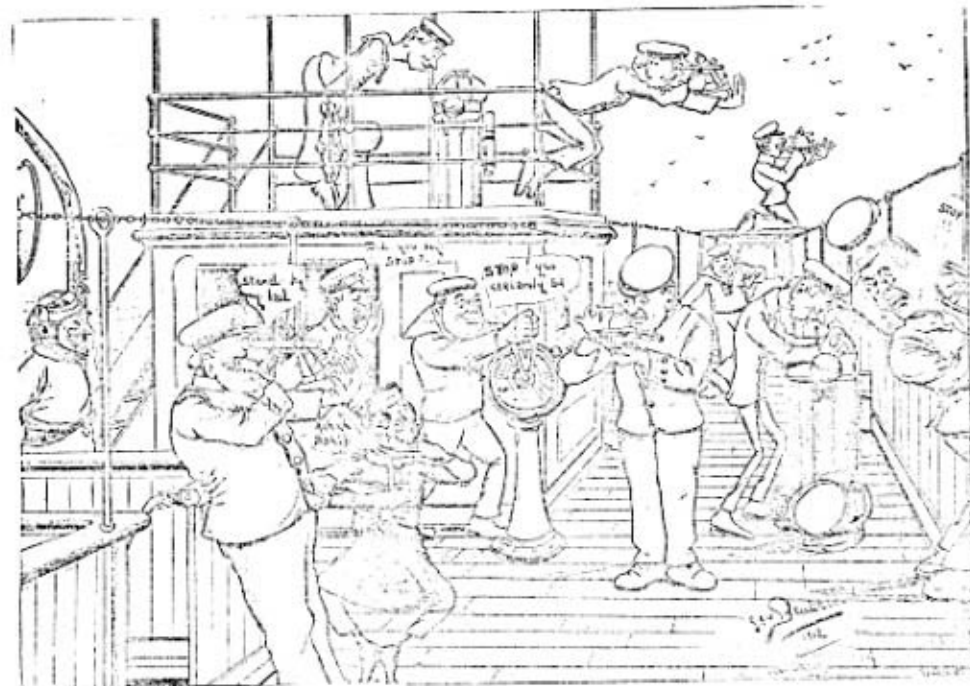
Officers stated that they are not advised the number of days of any leave which may be outstanding when they join a vessel. It has, therefore, been decided to forward a list to each vessel when Officers are joining for a voyage and we would ask Masters to ensure the information is passed to the Officers concerned.

---

A bather whose clothing was strewd,  
By breezes that left her quite nude.  
Saw a man come along,  
And, unless I am wrong,  
You expected this line to be lewd.



A PILOT'S NIGHTMARE: DOCKING THE S.S. "MARCH HARE."



TAKING THE SUN"

"Fall off that derrick, buster, and you're fired before you hit the deck" - -

Advice from a foreman to men working on North Sea Oil Rigs.

---

CHRONOLOGICAL HISTORY

1943 (continued)

Beardon Smith Line purchased two vessels from Lawther Latta & Co.Ltd.

"ANGLO AFRICA", completed December 1929. Built by Short Brothers with North Eastern Marine engines. 10066 d.w.t. 5628 g.t. Open shelter deck. Cost to the Company £125,000

"ANGLO INDIAN", completed January 1938. Purchase took place on 4th January. Built by Short Brothers with North Eastern Marine engines. 9850 d.w.t. 5622 g.t. Open shelter deck. Cost to the Company £164,000

The Company also took delivery of a new motor vessel.

"BRADFORD CITY" (4) built by William Daxford & Sons Ltd., Sunderland, with Daxford 3 cylinder engines. 2500 b.h.p. 10298 d.w.t. 7265 g.t. Closed shelter deck. Cost to Company £230,000.

---

THE PARTY OF PARTIES

A birthday on board ship, as everyone knows, calls for a party. A double birthday calls for something very special. The following article is an account of "A night to remember" on the "PORT ALBERNI CITY".

While at Moji, it was decided to celebrate the coming birthdays of the Second Engineer and the Electrician. Invitations were posted around the alleyways, stating as follows:-

SIR GAVIN AND SIR DAVID  
KNIGHTS OF THE BAR  
REQUEST THE COMPANY OF THE WOMANFOLK AND GENTLEFOLK OF THE SLAVE  
SHIP "PORT ALBERNI CITY" AT 1930 OF THE CLOCK ON THE SUNDECK  
TO A GALA EVENING. PLEASE ATTIRE IN A FANCY DRESS OF YOUR CHOICE.  
ALE AND VICTUALS SHALL BE PROVIDED.

The big day was approaching and it soon became obvious that costumes were being secretly prepared. The Second Mate was doing a roaring trade in cancelled charts and the Second Engineer was complaining bitterly about the increase in the consumption of rags and waste.

Party day arrived and that afternoon all that could be heard down the alleyways was the clip of the stapler and the occasional uproar as someone's secret creation was discovered. The party was scheduled to start at 1930 hours when all were assembled at the swimming pool for the barbecue and drinks. A marvellous punch had been mixed, or better concerted, by Joan and Alex (Chief and Second Engineer's wives), together with helpful advice from the commissaires of the ship. It couldn't be said that the punch was really strong, but it is still wondered why the plastic buckets it was mixed in didn't melt.

Festivities commenced and what a wonderful collection of fancy dress there was. Sirron Bartnell couldn't have created better. Describing all the costumes would take at least three issues of the Newsletter. The clergy



were represented by Father Mullen and, of course "Parson Parsons", while the East was nobly represented by Sheik Abdul Ben Jones and Mohammed Long Dog. Other fantastic creations included "Quasimodo" the owl and the pussy cat (with pea green boat), Baby ? Grant and Mummy Hayles, a large "Mark Anthony Coombes" and much smaller Cleopatra Sarah Parsons and Hula-hula Heather (Third Mate's wife) with grass skirt.

One very amusing incident occurred during the evening when our Japan Agents called. They first encountered Parson Parsons (complete in surplice and cassock) who, when asked where the Captain was, replied "up there" pointing to the boat deck. The Japanese, being very polite, made no comment, but the look on their faces was enough to show the "Parson" that "up there" might have meant something else to them. The reverend Gentleman then escorted our Oriental friends to the swimming pool - more confusion "the Captain please or the Chief Officer" reply: "well that's the Chief Officer wearing the fig-leaf with an apple round his neck - the Captain is the Arab over there". Our Japanese friends are now convinced that all British really are mad and wonder how ships ever get from A. to B.

The festivities continued with the grand judging, the Judge being Tom (hippy) Thistleton, with long hair and beads. First prize went to Caroline Parsons who made a very attractive Indian lady in her sari.

Father Mullen now decided that there were plenty of sins available to wash away. First to be baptised was the pagan "Cleopatra" whose bosom immediately disintergrated, leaving nothing for the Asp. A mass baptism now followed then all retired to the smokeroom where the party continued.

In conclusion, it must be said that one doesn't really have to sail on the QE 2 to have a carnival night. A wonderful time can be had when everyone mucks in and makes the effort.

D.M. Parsons - Chief Engineer.

---

The wonderful love of a beautiful maid,  
The love of a staunch true man.  
The love of a baby unafraid  
Have existed since time began.  
But the finest, tenderest, sweetest love  
(Even greater than that of a mother),  
Is the beautiful, passionate, infinite love  
Of one drunken tippler for another.

---

#### SHIPS' POSITIONS

#### "ATLANTIC CITY"

On T/C to International Produce of New York until December 1973/February 1974. Completed discharge Tampico and sailed 21st September for Destrehan. Arrives Destrehan 23rd September and loads grain for discharge Rotterdam. Sails Destrehan 29th September and arrives Rotterdam 13th October, completing discharge about 20th October, but this uncertain due congestion.

"CHIYODA"

On T/C to N.Y.K. Tokyo until March/July 1975. Completed loading cars at Nagoya and Yokosuka. Sailed Yokosuka 24th August. Arrived Panama Canal 13th September and sailed 15th September. Arrives Valletta 30th September to commence discharge, thence Piraeus, Famagusta, Beirut and completes Tripoli (Libya) about 8th October.

"CORNISH CITY"

Arrived Mackay 22nd August to load part cargo of sugar. Completed loading Cairns and sailed 27th August. Arrived Uno (Japan) 7th September and completed discharge 19th September. On completion discharge, delivered on T/C a/c Lloyd Brasileiro. Sailed Uno 19th September, arrived Yokohama, 20th September to commence loading, completing at Nagoya, Kobe, Yawata and Nagasaki about 12th October. Then proceeds to Lourenço Marques, arriving about 1st November, thence Rio de Janeiro, Vitoria, Santos and Rio Grande.

"FRESNO CITY"

Sailed Durban 5th September and arrived Visakhapatnam 17th September. Completes discharge about 8th October. On completion discharge vessel delivers on T/C a/c Japan Line and sails Visakhapatnam about 13th October and redelivers end October in Japan.

"INDIAN CITY"

On T/C a/c Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/ March 1977. Arrived Providence 29th August to commence discharge of cars. Sailed Providence 31st August for Newark. Arrived and sailed Newark 1st September. Arrived Norfolk 2nd September, completed discharge and sailed 4th September for Mobile. Arrived Mobile 8th September to load coal cargo for discharge Japan. Sailed Mobile 11th September. Arrived Panama Canal 15th September and sailed 17th September. Arrives Japan 10th October and completes discharge 12th October.

"NEW WESTMINSTER CITY"

On B.C./U.K./Cont.Service BS.22. Completed loading forest products and sailed Vancouver 31st August. Arrived Panama Canal 11th September and sailed 12th September. Arrived Cardiff 25th September to commence discharge. Sails Cardiff 1st October for Bremen and Antwerp, completing discharge about 9th October. On completion discharge, commences to load steel products for discharge W.C.U.S. Expect sail Antwerp 17th October. Sails Panama Canal 1st November. Arrives Long Beach 9th November, then Oakland, completing discharge New Westminster about 25th November.

"FORT ALBERT CITY"

On B.C./U.K./Cont. Service BS21. Arrived Cardiff 15th September. Completed discharge and sailed Cardiff 25th September for U.S. Gulf. Arrives U.S. Gulf about 8th October, loads cargo of grain, then proceeds to Japan for discharge. Sails Panama Canal 19th October, arrives Japan 12th November and completes discharge about 18th November.

"PRINCE RUPERT CITY"

On T/C a/c Seaboard Shipping Co.Ltd. Vancouver, BC. Arrived Tampa 20th August and sailed 22nd August to complete discharge at Ponce, San Juan, Savannah and Wilmington. On completion Wilmington, vessel redelivered and sailed 5th September. Arrived Tampa 9th September where loaded a cargo of phosphate for discharge Visakhapatnam. Sailed Tampa 11th September, arrives Durban 4th October, Visakhapatnam 17th October to commence discharge. Reports complete 23rd October. Then delivers on T/C to Japan Line and loads Ore, sailing about 28th October for Japan. Expected arrive Japan 8th November completing 11th November.

"TACOMA CITY"

Completed loading grain cargo and sailed Corpus Christi 23rd August for Japan. Sailed Panama Canal 31st August. Arrives Nagoya 24th September to commence discharge. Sails Nagoya 26th for Moji, where completes discharge 1st October. Then proceeds to British Columbia to commence loading forest products on B.C/U.K/Cont Service BS25. Arrives British Columbia 13th October, sails 27th October, sails Panama Canal 9th November, discharging Cardiff, Bremen and Antwerp. Arrives Cardiff about 22nd November and completes Antwerp early December.

"VANCOUVER CITY"

Arrived Visakhapatnam 23rd August. Berthed layby berth due technicians strike. Commences discharge 29th September, completing 5th October. On completion discharge delivers on T/C to Japan Line and loads ore, sailing about 7th October, for Japan. Expected arrive Japan 20th October, completing 23rd.

"VICTORIA CITY"

Arrived Corpus Christi 24th August. Loaded a grain cargo and sailed 1st September for Japan. Sailed Panama Canal 6th September. Arrives Japan 30th September and completes discharge about 7th October.

"WELSH CITY"

On T/C to Thegra Shipping Co. B.V. Tilburg. Arrived Antwerp 23rd August; sailed 30th for Rotterdam. Arrived Rotterdam 31st August, completed discharge and redelivered 1st September. Delivered on T/C to Intermare Transport GMBH of Hamburg 3rd September. Sailed Rotterdam 3rd September and arrived Antwerp 4th September. Loaded a cargo of wheat and sailed 14th September for Chittagong via Durban for bunkers. Arrives Durban 2nd October, Chittagong 16th October and completes discharge about 24th October.

"WILKAWA"

On T/C a/c to Anders Wilhelmsen & Co. Oslo until 1977. Arrived Houston 24th August to load grain. Sailed Houston 28th August for Pascagoula to complete. Arrived Pascagoula 30th August and sailed 31st August for Japan. Sailed Panama Canal 5th September. Arrives Japan 30th September and completes about 10th October.

"GELA"

Sailed Rotterdam 23rd August for Bremen. Arrived Bremen 24th August and sailed 26th, arriving Hamburg 27th and sailing 28th. Arrived Antwerp 29th August, sailed 31st, arriving Le Havre 1st September to complete. Completed discharge and sailed 2nd September for Vera Cruz. Arrived Vera Cruz 16th September and sailed 20th, arriving Tampico 21st and sailing 22nd for Progresso, completing at New Orleans 26th September. Thence Bremen 10th October, Hamburg 14th, Rotterdam 17th and Le Havre 21st October.

"MARIA ELISA" (ex Houston City)

Completed loading and sailed Nagoya 20th August for Ensenada. Arrived Ensenada 4th September and sailed 8th September. Arrived Acapulco 12th September, sailed 20th. Arrived Manzanillo 21st Sept., sails 28th. Completes discharge at Mazatlan and Guaymas 6th October, thence Yokohama, Nagoya, Yokkaichi, Osaka and Kobe.

"SARA LUPE"(ex Cardiff City)

Arrived Yokohama 26th August, sailed 29th August. Arrived Kawasaki 29th August, sailed 3rd September. Arrived Nagoya 3rd September, sailed 4th. Arrived Yokkaichi 4th September, sailed 5th. Arrived Kobe 6th September, sailed 17th September. Arrived Sakai 17th September, sails 27th, completing at Nagoya and Yokohama 29th September. Thence Ensenada 11th October, Acapulco 16/19th, Manzanillo 20/22nd, Mazatlan 23/25th, Guaymas 26/29th, completing at Ensenada 31st October/2nd November.

---

OUT OF THE MOUTHS OF BABES.....

A friend's family recently buried their grandfather. Later the wife found her eight-year-old son digging in the garden - with his teddy bear lying nearby.

When the digging was finished, the boy said: "In the name of the Father, the Son - into the hole 'e goes".

---

ATLANTIC CITYCHIYODAJORNISH CITY

Captain	B. Jones	A.B.Parkhouse	P.J.Boroughs
Chief Officer	R.K. Stuart	D.L. Bell	L.R.Staines
Second Officer	J.R. Ashley	J.R. Curry	T.M.Tait
Third Officer	P.P. Lewis	G.J.Waldron	J.A.Challacombe
Radio Officer	P.P. Wheeler	S.G.Elliston	A.J.L.Cottle
Chief Engineer	R. Chambers	J. Cuddy	R.J.Trigg
Jun.Chief Engineer	D.N.Amey	M. Savage	-
Second Engineer	-	-	N. Nesbitt
Jun.Second Engineer	-	-	P.R.Bryant
Third Engineer	M.J. Snook	P.J.Prendergast	-
Fourth Engineer	M.R. Green	D.W.Quaye	R.M.Worgan
Jun.Fourth Engineer	J.R. Gleeson	P.J. Wood	-
	C. Graddage	-	-
Junior Engineers	-	R. Taylor	P.W.Place
	-	-	P.R.Graham
	-	-	S.B.Bath
Electrician	D.W. Fuller	M.J.Schmidt	P.H.Reynolds
Chief Steward/Purser	P.F. Akers	L.B.Surrey	R.C.Webber
Navigating Cadets	-	I.H.Woolley	S.W.Prescott
	-	J.M. Smith	D. Gunthorpe
	-	-	-
Engineer Cadet	A.M. Baxter	-	-

FRESNO CITYGELAINDIAN CITY

Captain	G.S.Garlick	O.J.T. Lindsay	A.C. Thomas
Chief Officer	K. Milburn	M.E. Jones	K.W. Fulker
Second Officer	J.P. Andrews	J.L.G.Cotton	K. Jones
Third Officer	J. Paton *	A.C.Skilton *	P.C. Coles *
Fourth Officer	-	-	P.C. Roberts *
Chief Engineer	D.W. Morse	D.W.Litson	R.C. Fraser
Second Engineer	K.V.Dowdall	P.J. Quinn	R. Day
Third Engineer	C.D.Hughes	M.B. Perrott	O.C. Williams
Fourth Engineer	A. Hourihane	R.I.Whittington	D.M. Jellyman
Jun.Fourth Engineer	R.C.Quaye	-	R.E. Pearson
Junior Engineers	D.W. Rees	T.S.Churcher	W.H. Tucker
	-	P.J.Walker	A. Hobin
	-	A. Doubler	-
Electricians	J. Kelly	H. George	P.E. Edgell
	-	M.G.Ellis (Jun)	M.G. Young
Chief Steward/Purser	A.H. Fox	G.J.Lyons	D. MacPhail
Navigating Cadets	E. Fielding	M.S. Rigg	D.C. Morgan
	A.D. Slade	-	A.C. Prosser
	J.A.Stewardson	-	-
Engineer Cadet	C. Rees	-	-
Radio Officer	A.S. Coward	B.A. Staggs	J.M.A. Pagnam
	<u>MARIA ELISA</u>	<u>NEW WESTMINSTER C.</u>	<u>PORT ALBERNI CITY</u>

Captain	D.B. Jack	D.C.Griffith-Jones	J.D.Lloyd (Commodore) *
Chief Officer	G.T. Parker	W.G.Wood	B.J. Bartlett
Second Officer	R.M. Bayley	H.H. Gale	A.A. McCalmont
Third Officer	D.E. Stannard	P.A.Bullard *	A.K. Smith
Radio Officer	R.H. Smith	S.C. Horne	D. Edge
Chief Engineer	B.J.O. Lewis	D.L. Dyer	M.E. Rayner
Second Engineer	J.B. Hocking	J.J. Baghurst	W.A. Bruce
Third Engineer	R.A. Hawker	R.Glendingning	T.W. Davies
Fourth Engineer	D. Brown	A.C.Burnell	M.J. Burt
Jun.Fourth Engineer	-	P.H. Evans	-
Junior Engineers	W.C. Evans	A. Frost	D.B. Evans
	G.J. Morris	C. Harris	G. Morgan
	P.A. Stretch	-	S. W. Phillips
Electrician	C.Villa-Landa	P.W. Brown	K.F. Bean
Chief Steward/Purser	L. Slawinski	C.J. Harry	J.L. Sanday
Navigating Cadets	W.P. Barnes	C. Kelly	I.M. Stewart
	C.D. Kisch	C. Swindells	K.F. Ballard
			K. Hart

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. Radio Officer -  
 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 Engineers D.J. Carter  
 R.P. Seys  
 Electrician P. Willmott  
 Chief Steward/Purser P. Cawley  
 Navigating Cadets -  
 -  
 -  
 Engineer Cadet M. Crauer

SARA LUPE

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

TACOMA CITY

T.R. McNulty \*  
 R.E. Clifford  
 P.G. Deschamps  
 B.T. Hernaman  
 K.H. Sellar  
 J. Scott  
 M.W. Savory  
 -  
 B.J. Allsopp  
 -  
 P.J. Morris  
 R.E. Diamond  
 G.A. Lewis  
 W.M. Powell  
 -  
 A.S. Stokes  
 C.A. Mathews  
 M. Wilcox  
 A. Thomson  
 M.J. Voisey  
 R.C. Powell

VANCOUVER CITY

Captain J. Cann  
 Chief Officer R.A.H. Vanner  
 Second Officer B.R. Hopper  
 Third Officer D.C. Cumming \*  
 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 Engineers -  
 -  
 Junior Engineers I. MacFarlane  
 T. McKinley  
 Electrician N. Payne  
 Chief Steward/Purser D.R. Hoy  
 Second Electrician -  
 Navigating Cadets -  
 -  
 -  
 Engineer Cadet P.H. Nicholls

WELSH CITY

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

VICTORIA CITY

J. Vaughan  
 E.W. Walmsley  
 R.J. Davies  
 M. Underwood  
 C.G. Macey  
 D.W.G. Fike  
 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. Selby

WILKAWA

Captain G.F.R. Ellerby  
 Chief Officer F. Scott  
 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  
 Third Engineer M.G. Seaman  
 Fourth Engineer J.S. Davie  
 Junior Engineers N. Carroll  
 R.A. Lynch  
 B.G. Warner  
 P. Tyerman  
 D.C.M. Trinick  
 A. Abel  
 A.A. Field

Electrician  
 Chief Steward/Purser  
 Navigating Cadets