



NEWSLETTER

OCTOBER, 1973.

NO.45

THE SHAPE OF THINGS TO COME

Devonshire House was erected some fifteen years ago and was regarded as a building of some merit. It had many features which enhanced the already considerable prestige of Reardon Smith Line, who owned it and needed a Head Office of this nature.

One notable feature of the building is the foyer. It is spacious and modern. The main entrance is guarded by two large bronze doors sentinel on either side and, as soon as the plate-glass doors inside swing open, it is apparent that the building is the home of a shipping company.

It is difficult at any time to visualise the shape of things to come, even for fifteen years ahead, especially so in the sphere of design and construction of ships. A scale model of the m.v. "DEVON CITY" in a glass case was placed in the foyer a short time after she was launched in 1960. It represented the latest in this particular class of vessel. With the passing of time, the "DEVON CITY" was joined by another new creation in the form of the m.v. "AUSTRALIAN CITY" (now the "WILKAWA") built in 1964, to be followed by the "WELSH CITY" built in 1968. In their turn, these models were the object of interest of everyone who entered the building. The next model to be allocated a place in the foyer was that of the m.v. "VANCOUVER CITY", built in 1969 and the first of many of the "Cardiff" class ships, which today sail the trade routes under the Reardon Smith flag. A new design, new features, fulfilling again the forward-looking ambitions of the Company and the constant emphasis on the importance of keeping in touch with the shape of things to come.

This is not the end of the story. The "AUSTRALIAN CITY", "WELSH CITY" and "VANCOUVER CITY" remain in the foyer of Devonshire House, still objects of unending interest and admiration. Their "shapes" are modern and functional. The "AUSTRALIAN CITY" was converted to a car carrier with specially constructed car decks and was the fore-runner of the other car carriers in the fleet - the "EASTERN CITY" (now "CHIYODA") and m.v. "INDIAN CITY". Yet another step forward in the realisation of the shape of things to come.

In the centre of the foyer floor is a large compass rose and, as one would expect, the pointer indicating accurately true North. At the moment of writing, there stands, covering the central area of the compass rose, a new model. It doesn't carry any one of the well-known names associated with Reardon Smith line over the years. It doesn't look like any Reardon Smith ship either. The "shape" is a new "shape" - it is a new dimension and the product of a new and progressive thinking. This model of a semi-submersible drilling rig is a new creation and cannot but stir up any latent thoughts about the shape of things to come.

Our Company has embarked on this venture (already referred to in a previous issue) with enthusiasm and a confidence in the future. The model itself is a work of art, too complicated and intricate to describe, but it will never fail to attract the interest of all who enter the foyer of Devonshire House.

We are always proud to publish complimentary remarks concerning the manner in which our Masters and Officers conduct their various duties - the latest is the m.v. "GELA". Captain Higgins, Officers and Crew were thanked by the New Orleans Agents of T.M.M. for excellent co-operation, so too, was Captain Lindsay in the latest letter we have received.

SEQUEL TO THE BING CROSBY STORY

Mr. C.J. Hartley, Chief Steward of the m.v. "TACOMA CITY", received the following letter from the Royal National Life-boat Institution:-

"I was delighted to be handed the cheque for \$50 from Bing Crosby which you so kindly presented to the Royal National Life-boat Institution. I have pleasure in enclosing herewith our receipt for the \$50 and shall send particulars of this gift for inclusion in our Journal.

Thank you very much indeed for thinking of the Royal National Life-boat Institution. Your generosity is very much appreciated".

By devious ways and means, the Newsletter reaches the four corners of the world. Mr. Antony Reardon Smith, one of our Directors in London Office, has sent in an airletter from Nigeria addressed to Thos. Nelson Yachts Ltd. We thought it might prove of entertainment value to publish it:-

"Dear Sir,

Here is the voice of Saheed saying good day to you over there. How are things. I hope everything is going on smoothly, gradually and majestically.

I suppose absolutely so, my main purpose of communicating you this few lines of words is to ask you whether you can help me about my going to Secondary School or College. Because my father is a poor man and my mother too, they try for me too much, they have use all their power for me and my brothers and sisters. That is why I want to go to high school, so if I go to Secondary School or College I will be able to help my parents. I will be very happy indeed if you do so.

I stop so far with my golden pen or my silver table.

My eyes will be on the road waiting for the reply of this letter.

Yours sincerely,

Child
Saheed Uthman."

It is interesting to have a first-hand account of a vessel's visit to this wellknown Chinese port:-

Prior to vessel's arrival at Shanghai Pilot Station, all Officers and Crew members were briefed regarding their expected behaviour in front of the Chinese. Also all literature, calendars, pin-ups which could even remotely have been offensive in the eyes of the Chinese were destroyed.

At the Pilot Station two pilots boarded, one of whom took the con whilst the second one examined the ship's entry papers and documents. He carried with him a full set of Chinese Forms necessary for entry purposes, but since these take rather a long time to prepare, it is better to obtain same before sailing for China.

Vessel anchored at Woosung for the purpose of carrying out entry formalities and these were completed in under thirty minutes in a friendly atmosphere. No crew muster was called for. Two Security Guards joined vessel at Woosung and remained until we were berthed alongside at Shanghai, whereupon there was one guard on continuous duty at foot of gangway and one, two or sometimes three, wandering around the ship. At no time were we subjected to any propagandist talk and no posters of Chairman Mao were put up on board, though there are plenty on shore. Literature on the Chinese People and "The Thoughts of Chairman Mao" were freely available at the Seamen's Club.

Shore passes were issued and these were inspected by the gangway guard on each occasion personnel left/boarded vessel and a note was taken of each person leaving/boarding. Curfew was in force between midnight and 0800 hours. Ships personnel were free to come and go as they pleased and unaccompanied by Security Guards, but were definitely encouraged to use the Seamen's Club and the Friendship Store. At both of these places, seamen enjoyed concessionary prices which were about half the normal prices. Photographs were allowed to be taken anywhere except the harbour area, but the usual restrictions were placed on the use of the ship's equipment, such as radar, echo sounder, radio transmitter, etc. We were allowed to use "walkie talkie" sets when berthing and there was no restriction on the use of binoculars at all. Chinese unit of currency is the Yuan, broken down to 100 Chinese cents = 1 Yuan and the rate of exchange was £1 Sterling = 5.4 Yuan.

Before sailing from China any remaining Chinese currency must be collected in and returned to the Agents and a receipt note obtained for same. Cultural tours were laid on, free of charge, by the Seamen's Club on two afternoons and apparently these were quite interesting and enjoyable. A visit was made by a party of twenty from the ship to the Red Army Acrobats Theatre, where an excellent mixed show lasting 2½ hours was performed. There was a charge of one Yuan per head for this show.

On the evening of our arrival alongside at Shanghai, the Master, Chief Officer and Chief Engineer were invited ashore for a small dinner party at the Peace Hotel with the Agents and two evenings later we were able to return the compliment by entertaining a party of four from the Agents Office to dinner on board. It appeared that every effort was being made to promote good feelings between the two countries.

On completion of cargo work at Shanghai, a party of Security Guards boarded and all hands were mustered in the Dining Saloon. They remained there until the ship was thoroughly searched by five sets of guards, each accompanied by an Officer. During this search all lockers, 'fridge chambers, store rooms, cabins, masts and cargo spaces were carefully examined for stowaways. Finally, one security guard remained aboard and accompanied us as far as the ChangKiang Pilot Station.

The Crew List of a vessel for whom Sir William Reardon Smith & Sons Limited recently acted as Agents, made very interesting reading - the Tower of Babel had nothing on this!

<u>RANK</u>	<u>NATIONALITY</u>
Master	Dutch
1st Mate	Spanish
2nd Mate	Egyptian
3rd Mate	Egyptian
Radio Officer	Spanish
1st Engineer	Germany
2nd Engineer	Indian
3rd Engineer	Indian
Electrician	Germany
1st Cook	Austria
2nd Cook	Germany
1st Steward	Ghana
2nd Steward	Ecuador
M. Steward	Dominican
Bosun	Austria
A/B	Spanish
"	Ecuador
"	Spanish
"	Turkish
O/S	Spanish
"	Germany
"	Philipp.
"	Malaysia
Store Keeper	Germany
M. Man	Yugoslav
" "	German
" "	German
" "	Malaysia
Wiper	Turkish
S/N	Gambia

EXHAUST FLAP HYDRAULIC UNIT
OPERATING INSTRUCTIONS

Mr. M.E. Rayner, Chief Engineer, has sent in a copy of the above instructions. He wonders (and so do we) how any engineering firm could publish such confusing instructions:-

Controls when the pump aggregate is starting for the first time.

Before starting the pump aggregate must man controlling that the driving motor is running right way.

Starting the pump

DO NOT STARTING A COLD PUMP WITH WARM OIL.

The driving motor is starting and will be stopped with short intervals and several times until the hydraulic system is filled with oil. Check that the pump gives pressure. If everything is perfect can the pump was starting. The pump dont be started if man suspect that misstake rised. Check that no leakage anticipated in pipe joints and connections. Check that no air is mixed in the oil. Airmixing can causing by for low oil level in the tank at which the pump drink in air during the strainer.

Cleaning of strainers and filters

During the first time should man check and clean strainers and filters with short intervals. After hand who the deposit deal impurity is reducedcan man cross to longer intervals.

Leakage

A right installed and well kept up system hydraulic plant do not droped. Loss by leakage is yet inevitable in pistons in the cylinders. If leakage is beginning during worned packings must these be changed with new, if a good packing result should becomes.

Oilproof

In a new plant should one test the oil after ca 1-2 months. After that can the time be longer into $\frac{1}{2}$ -1 year. Drawing of oil for test must be from the bottom of tank, there mud and condensing water collect. The occurrence of compact impurities in oil can be checked with an wood slip or a magnetic, if its iron particles. By stronger impurity should the whole oil tank be drained and cleaned.

Oilchange

Oilchange is dependent on relationship of the disposition place-in rule decide oilproof when oilchange should be.

For smaller plants 2000-5000 operating times between the oilchanges.

By greater systems or difficult shop conditions is recommended to speaking with the oil supplier about control and change of oil.

By oil change should the oil have ordinary working teperature.

STAFF NEWS

SUCSESSES

Our congratulations are extended to the following on obtaining their Certificates:-

Radio Officer, Mr. D.S.H. Thomson, M.P.T. General Certificate.

Engineer Cadets	M. Causer) R.C. Powell)	Ordinary National Diploma
	P.H. Nicholls) L.A. Selby)	Marine Engineers Technicians Certificate

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OBITUARY

We extend our sincere sympathy to Mrs. Pat Houston, Computer Operator, Head Office, on the passing of her father.

We also extend sincere condolences to Mr. Frank Freeman, Chauffeur, Cardiff Office, on the death of his mother.

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CONGRATULATIONS

To Chief Engineer and Mrs. D.W. Yoo] on the birth of a second son, Duncan, on 7th October. Our best wishes to the family.

In the October edition of "Our Ships", the bulletin of the British Ship Adoption Society, we read that Mr. F.W. Lever, Chief Steward/Purser visited Sports Day at St. John's C.E./Methodist Primary School, Brinscail, Chorley, Lancs. He has a personal link with the school.

During his visit, he presented the Challenge Cup to the winning team and presented to the school two dolls in national costume - the first from South Africa in Zulu dress and the second from Spain. In addition a gift of £10.50 for school funds donated by the Officers of his previous ship - m.v. "CORNISH CITY".

COMPANY NEWS

SHARES

Since the publication of the last Newsletter, the Middle East troubles have brought further uncertainties to the Stock Market. Nevertheless, the Financial Times Index has improved 14 points to 436. Shipping shares generally have also risen during the period and the Company's shares now stand at 140p and 138p for the ordinary and "A" Non-Voting Shares, compared with 135p and 132p quoted previously.

CHRONOLOGICAL HISTORY

1944. The opening of the Second Front was an event for which the people of the Allied Nations had been waiting and it was with a sense of relief to them when the news was announced on 6th June that successful landings in Normandy had been made. The Merchant Navy played its part and seven of the Company's vessels were engaged as supply ships and made several trips between this country and the beach-heads.

Reardon Smith Line took delivery of the following two steamships:-

"DALLAS CITY"(2) completed in February. Built by William Gray, Sunderland, with Central Marine Engines. 10315 dwt. 7073 g.t. Closed shelter deck. Cost to the Company - £205,000.

"INDIAN CITY"(3) completed in March. Built by Bartrams with North Eastern Marine engines. 10319 d.w.t. 7079 g.t. Closed shelter deck. Cost To Co. £206,000.

SPECIAL NOTICE RE POSTING OF CHRISTMAS MAIL

Once again the Christmas Season looms ahead and it is the wish of the young lady who forwards crew mail to our Fleet, that all crew members should receive their Christmas mail as promptly as possible. Every effort will be made in the office to ensure that this is achieved, but we would mention that we are very much at the mercy of foreign postal services which are severely strained at the festive season. However, the following information will assist families and friends towards the sending of Christmas mail.

LETTERS: All letters destined for vessels abroad must be sent by AIRMAIL and bear the appropriate postage. Last dates for posting for Christmas for various parts of the world can be obtained from any Post Office, but we suggest that mail be forwarded care of this office, at least 2 weeks before the last date given by the Post Office.

PARCELS. These must NOT be forwarded care of this office. Senders should contact the office to obtain a postal address and the parcel must be then sent by AIRMAIL direct to that address. It will be necessary for Customs declaration forms to be completed and these can be obtained from any Post Office. Please ensure all parcels are securely packed and that they are not posted after the last date of posting as advised by the Post Office.

THE FIRST TIME OUT

Sunday, 7th October at Greenway Park, Rumney, Near Cardiff, saw the first outing of the new Reardon Smith Line Football Team, who were playing against a Cardiff City Hall Team.

The match started with R.S.L. showing enthusiasm and zest and, for the first 20 minutes, we were holding our own, but then things seemed to go wrong, with the opposition scoring two quick goals. As time went on City Hall increased their lead to 4-0 with two goals just before half-time. Although the half-time score line looked bad, R.S.L. had played some good football (and some bad).

The teams changed round for the second half and within ten minutes of the re-start, City Hall increased their lead to 5-0. By now R.S.L. had practically given up the ghost of scoring a goal (let alone winning), until a cross by Martin Hardy found John Carless (Accounts) in the middle - John's shot hit the post and Robert Jones snapped up the re-bounce from three yards out to make it 5-1. This goal was greeted with roars of encouragement and jubilation from both our supporters. This goal revived the team in the battle to honour R.S.L. and we soon made it 5-2 through a well taken goal by Colin Peters (Purchasing). With 25 minutes remaining we all thought we were in with a chance, until once again City Hall turned the pressure on and scored four quick goals. Just on the final whistle the City Hall team scored again to make the final score 10-2 in their favour.

Though this may sound a hearty beating, all members of both teams enjoyed the game and from R.S.L.'s point of view, it was a moral victory to score 2 goals. J.R. Mayes - Captain (Personnel).

COMMENTS: We understand, on good authority, that there are one or two members of the Staff hoping to win a place in the team - subject to permission being obtained from their Managers! (Wives)

DIXIE DICTIONARY

auto - (should) "I auto go to work, but ahm tared".
ax - (question) "Ah ax you this".
abode - (a piece of wood, as "Han me abode to hit this mule".
barn - (hatched) "I was barn in Kentucky".
braid - (lot braid) "What you eat when u'nins is out of biscuits.
balks - (square thing) match balks
cad - (to tote) "I cad ma bride over the threshold".
cheer - (Whut you sit on) "Pull up a cheer an set down".
did - (not alive) - "He's did".
fussed - (whut comes before second)

gull - a young female human
 heaven - A'm heaven some folks in foah dinner
 ice cool - a school for younguns before college.
 lot - (un-dark) Jeannie with a lot-brown hair
 pin - whut you keep hawgs in- a hawg-pin
 rat cheer- (not there) lay it rat cheer
 stow - a place that sells stuff.
 thud - whut comes after second - this only ma thud mint julep.

SHIPS' POSITIONS

ATLANTIC CITY

On T/C to International Produce of New York until December 1973/February 1974. Arrived Destrehan 23rd September. Loaded a grain cargo and sailed 25th September for Rotterdam. Arrives Rotterdam 11-th October. Completed discharge and sailed Rotterdam 16th October for Mississippi River. Arrives Mississippi River 29th October and loads grain for discharge Rotterdam.

CHIYODA

On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Valletta 30th September, sailed 1st October. Arrived Piraeus 3rd and sailed 5th October. Arrived Famagusta 7th and proceeded to Beirut, where arrived same day. Sailed Beirut 8th October and arrived Famagusta 9th October, sailing same day for Tripoli to complete discharge. Arrived Tripoli 12th October, completed discharge and sailed 13th for New Orleans. Arrives New Orleans 30th October and loads grain for discharge Japan, arriving 3rd December. Then scheduled load cars for discharge Red Sea. Expected sail Japan 12th December, arriving Singapore 20th December and Red Sea port 31st December.

CORNISH CITY

On T/C to Lloyd Brasileiro of Rio de Janeiro. Sailed Yokohama 26th September and arrived Nagoya 27th September. Sailed 1st October, arrived Kobe 2nd, sailed 6th, arrived Tobata 7th October and sailed 9th. Arrived Nagasaki 10th October, completed loading and sailed 16th October for Rio de Janeiro, arriving about 18th November, thence Vitoria, Santos, completion Rio Grande.

FRESNO CITY

Completed discharge phosphate cargo 12th October. Delivered on T/C Japan Line 12th October, loaded cargo of ore and sailed Visakhapatnam 14th October for Japan. Sailed Singapore 19th October and arrives Fukuyama 27th October, berthing 31st due congestion. On completion discharge delivers on T/C to Yamashita Shinnihon about 2nd November. Thence proceeds to Port Kembla and Newcastle, N.S.W. to load coal for discharge Japan. Arrives Port Kembla about 13th November completing Japan early December.

INDIAN CITY

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo until November 1976/March 1977. Arrived Nagoya 11th October and sailed 15th, arriving Hirohata 16th, completed discharge and sailed 17th October for Yokohama to load cars. Arrived Yokohama 18th October, expects complete and sail 27th for Jacksonville, Newark, and Providence. Arrives Panama Canal 20th November, Jacksonville 25th to commence discharge. Expect commence discharge at Providence 2nd December. Then proceeds Norfolk to load coal for discharge Japan. Expect arrive Japan 7th January.

NEW WESTMINSTER CITY

On B.C./U.K./Cont. service BS 22. Sailed Cardiff 1st October. Arrived Bremen 4th October, sailed 5th for Antwerp. Arrived Antwerp 7th, completed discharge 9th and commenced loading steel products 10th October. Sailed Antwerp 18th for Long Beach, Oakland, completing New Westminster about 24th December. Thence proceeds to load Forest Products on B.C./U.K./Cont service. Expect sail B.C. 8th December, arriving Panama Canal 20th and Cardiff 3rd January.

PORT ALBERNI CITY

Arrived Houston 8th October. Loaded a grain cargo and sailed 10th October for Japan. Sailed Panama Canal 16th October. Arrives Japan 11th November, completing discharge about 19th November. Thence proceeds to British Columbia arriving about 3rd December, to load forest products on the B.C./U.K./Cont. service. Sails British Columbia 20th, arrives Panama 1st January and Cardiff 15th January to commence discharge.

PRINCE RUPERT CITY

Sailed Durban 6th October. Arrived Visakhapatnam 19th October. Expect complete discharge 24th October, then delivers on T/C to Japan Line and loads ore, sailing about 27th October for Japan. Expected arrive Japan 9th November, completing 12th November. On re-delivery vessel delivers on T/C to Seaboard Shipping Co.Ltd. Sails for Gladstone, N.S.W. where arrives 23rd and loads a cargo of Alumina, sailing 26th November. Arrives Kitimat 15th December for discharge. On completion loading lumber cargo at B.C. ports, sails about 6th January for discharge E.C.U.S.A. ports.

TACOMA CITY

Sailed Nagoya 26th September. Arrd. Moji 27th September, completed discharge and sailed 2nd October for British Columbia to load forest products on the B.C./U.K./Cont service. Arrived Gold River 14th October, sailed 18th; arrived New Westminster 19th and sailed 23rd October for Nanaimo, Vancouver where completes and sails about 3rd November. Sailing Panama Canal about 15th November, arriving Cardiff 29th November, completing discharge Bremen and Antwerp about 12th December.

VANCOUVER CITY

Completed discharge Visakhapatnam 6th October. Delivered on T/C to Japan Line and commenced loading Ore. Sailed Visakhapatnam 8th October for Mizushima. Arrives Mizushima 24th October, expects complete discharge and repairs 28th October. Then delivers on T/C Seaboard Shipping Co.Ltd. Then proceeds to British Columbia to load lumber, arriving about 9th November, sailing 15th November for East Coast U.S. Arrives Panama Canal 27th and U.S.E.C. 2nd December completing discharge about 10th December.

VICTORIA CITY

Arrived Nagoya 30th September, sailed 2nd October; arrived Yokkaichi 2nd October and sailed 4th. Arrived Moji 6th October, completed discharge and sailed 12th October for British Columbia. Arrives Watson Island 25th October to commence loading forest products on B.C./U.K./Cont. service. Sails Watson Island 27th October for Vancouver and New Westminster, returning to Vancouver to complete loading. Sails 8th November for discharge Cardiff and Antwerp. Arrives Panama Canal 20th, Cardiff 3rd December to commence discharge.

WELSH CITY

On T/C to Intermare Transport GMBH of Hamburg until July/September 1974. Sailed Durban 4th October. Arrived Chittagong 17th. Completes discharge and sails 26th for Groote Eylandt. Sails Singapore 31st October and arrives Groote Eylandt 6th November. Loads manganese ore for discharge River Plate. Sails 9th November and arrives River Plate about 5th December (via Cape Horn) completing discharge 10th December.

WILKAWA

On T/C to Anders Wilhelmsen & Co.Ltd.Oslo until 1977. Arrived Kawasaki 29th September, sailed 2nd October. Arrived Kobe 3rd October, completed discharge corn cargo and sailed 5th. Arrived Yokohama 6th October, but as lengthy delay waiting for cargo of cars, vessel re-scheduled proceed Vancouver BC. to load potash for discharge Antwerp. Sld.Yokohama 12th October and arrives Vancouver 24th October. Sails Vancouver 28th October; arrives Panama Canal 9th November, Antwerp 23rd November. On completion discharge, present intention proceed U.S. Gulf, due 10th December, to load grain cargo for discharge Japan. Arrives Panama Canal 17th December, Japan 10th January.

GELA

Arrived Progresso 25th September, sailed 28th September. Arrived New Orleans 30th September, completed loading and sailed 4th October for Rotterdam. Arrived Halifax 12th October due engine trouble, completed repairs and sailed 17th October. Arrives Rotterdam 25th October to commence discharge. Then calls Bremen, Hamburg, completing cargo operations Le Havre about 7th November. Then proceeds to Vera Cruz, arriving about 20th November.

MARIA ELISA (ex Houston City)

Sailed Manzanillo 26th September. Arrived Mazatlan 27th September, sailed 28th. Arrived Guaymas 29th September, completed loading and sailed 10th October for Japan. Arrives Yokohama 31st October, thence Nagoya, Yokkaichi, Osaka, completing at Kobe.

SARA LUPE (ex Cardiff City)

Sailed Sakai 29th September. Arrived Yokohama 30th September, completed loading and sailed Yokohama 4th October. Arrived Ensenada 18th October and sailed 20th. If strike condition Acapulco proceeds, Manzanillo, Guaymas and completing at Mazatlan early November. Thence Yokohama, Nagoya and Kobe.

ATLANTIC CITY

Captain B. Jones
 Chief Officer R.K. Stuart
 Second Officer J.R. Ashley
 Third Officer P.P. Lewis
 Radio Officer P.F. Wheeler
 Chief Engineer R. Chambers
 Second Engineer C. Hughes
 Jun. Second Engineer -
 Third Engineer M.J. Snook
 Fourth Engineer M.R. Green
 Jun. Fourth Engineer J.R. Gleeson
 C. Graddage
 Junior Engineers -
 -
 -
 Chief Steward/Purser P.F. Akers
 Electrician F.T. Peck
 Navigating Cadets C. Kelly
 -
 -
 Engineer Cadet A.M. Baxter

FRESNO CITY

Captain T.W.D. John *
 Chief Officer D.J. Mockett
 Second Officer R.S. McKay
 Third Officer E. Fielding *
 Fourth Officer -
 Radio Officer D.S.H. Thomson
 Jun. Radio Officer R.J. Preece
 Chief Engineer D. Senior
 Second Engineer L.M. Williamson
 Jun. Second Engineer -
 Third Engineer A.C. Coombs
 Fourth Engineer E.J. Burrup
 Jun. Fourth Engineer -
 Junior Engineers D. Ward
 M.J. Coulby
 Electrician J.T. Loraine
 -
 Chief Steward/Purser J.D. Peebles
 Navigating Cadets A.B. Ward
 T.S. Lawrence
 M.E. Parsons
 Engineer Cadet C. Rees
 Jun. Electrician -

MARIA ELISA

Captain D.B. Jack
 Chief Officer G.T. Parker
 Second Officer R.M. Bayley
 Third Officer D.E. Stannard
 Radio Officer R.H. Smith
 Chief Engineer B.J.O. Lewis
 Second Engineer J.B. Hocking
 Third Engineer R.A. Hawker
 Fourth Engineer D. Brown
 Jun. Fourth Engineer -
 Junior Engineers W.C. Evans
 G.J. Morris
 P.A. Stretch
 Electrician C. Villa-Landa
 Chief Steward/Purser L. Slawinski
 Navigating Cadets W.P. Barnes
 C.D. Kisch
 -

CHIYODA

A.B. Parkhouse
 J.J. Kalnins
 E.J. Dunk
 C.R. Goddard
 S.G. Elliston
 J. Cuddy
 R.A. Rees
 -
 R.C. Butcher
 D.E. Horne
 J.P. Bowler
 -
 N.J. Pratt
 I.M. Evans
 -
 A.P. Hughes
 J.D.W. McLaren
 J.M. Smith
 G.D. Evans
 M.L. Frazer
 -
 -

GELA

O.J.T. Lindsay
 M.E. Jones
 K.T.O'Higgins
 A.C. Skilton*
 -
 B.A. Stagg
 -
 D.W. Litson
 P.J. Quinn
 -
 M.B. Perrott
 P.D. Slade
 N. Carter
 M.D. Hayes
 R. Hay
 A. Hamilton
 -
 G.J. Lyons
 C. Swindells
 -
 -
 -
 M.G. Ellis

NEW WESTMINSTER C. PORT ALBERNI CITY

B.A.G. Boyer *
 T. Lawson
 M.A. Hammond
 S.J. Davies *
 H.M.S. Williams
 L.G.J. Taylor
 J. Claydon
 J.V.H. Jones
 R.B. Parsons
 N.G. Whitby
 J.W.J. Prophet
 R.G. Benson
 -
 T. Willoughby
 R.G. Moylon
 A. Brazier
 S. Brown
 -
 Commodore J.D. Lloyd
 B.J. Bartlett
 A.A. McCalmont
 A.K. Smith
 D. Edge
 M.E. Rayner
 W.A. Bruce
 T.W. Davies
 M.J. Burt
 -
 D.B. Evans
 G. Morgan
 S.W. Phillips
 K.F. Bean
 J.L. Sanday
 I.M. Stewart
 K.F. Ballard
 K. Hart

CORNISH CITY

P.J. Boroughs
 L.R. Staines
 T.M. Tait
 J.A. Challacombe
 A.J.L. Cottle
 R.J. Trigg
 N. Nesbitt
 P.R. Bryant
 -
 R.M. Worgan
 -
 -
 P.W. Place
 P.R. Graham
 S.B. Bath
 R.C. Webber
 P.H. Reynolds
 S.W. Prescott
 D. Gunthorpe
 -
 -

INDIAN CITY

A.C. Thomas
 K.W. Fulker
 K. Jones
 P.C. Coles *
 P.C. Roberts *
 J.M.A. Pagnam
 -
 R.C. Fraser
 R. Day
 J.D. Chatten
 O.G. Williams
 D.M. Jellyman
 R.E. Pearson
 W.H. Tucker
 A. Hobin
 P.E. Edgell
 M.G. Young
 D. MacPhail
 D.G. Morgan
 A.C. Prosser
 -
 -
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P. ACE BURET CITYSARA LUPETACOMA CITY

Captain	W.D. Jones	W.J. Cross	T.R. McNairy
Chief Officer	M.A. Galar	D.S. Williams	R.E. Clifford
Second Officer	M.C. Ingram	G. Napplebeck	P.G. Beschops
Third Officer	S.D.L.L. Jones *	R.G. Hayton	B.T. Barnham
Radio Officer	D.C. Short	D.P. Bidmead	K.H. Sellar
Jun. Radio Officer	-	-	M.W. Savory
Chief Engineer	R.K. Bians	G.M. Cuthbertson	J. Sestt
Jun. Chief Engineer	D.R. Tuglis	-	-
Second Engineer	-	R.H. Bell	B.J. Allsopp
Jun. Second Engineer	D.J. Jennings	-	-
Third Engineer	-	D. Millican	P.J. Morris
Fourth Engineer	C.J. Burton	G.M. Dickson	R.E. Diamond
Jun. Fourth Engineer	-	W.D. Davies	G.A. Lewis
Junior Engineers	D.J. Carter	K.C. Davison	W.M. Powell
	R.P. Seys	-	-
Electrician	P. Willmott	K.W.G. Hampton	A.S. Stokes
Chief Steward/Purser	P. Cawley	N.A. Parsellie	G.A. Matthews
Navigating Cadets	-	T.H. Jowett	M. Wilcox
	-	J.F. Hasmond	A. Thomson
	-	-	M.J. Voisacy
Engineer Cadet	M. Causer	M.G. Williams-Jones	R.C. Powell

VANCOUVER CITYVICTORIA CITYNELSH CITY

Captain	J. Caan	J. Vaughan	A.L.G. Gosset
Chief Officer	R.A.H. Vanner	E.W. Walmsley	K. Whitting
Second Officer	B.R. Hopper	R.J. Davies	S.A.T. Schooledge
Third Officer	D.C. Cumming *	M. Underwood	P. Dixon
Radio Officer	J.R. Mathews	C.G. Macey	L.M. Campbell
Chief Engineer	E.R. Morgan	D.W.G. Pike	J.V. Barnes
Jun. Chief Engineer	-	H.L. Fletcher	-
Second Engineer	F. Clark	-	N.B. Shilstone
Third Engineer	R.L. Russell	P.A. Magorrian	K. Rowney
Fourth Engineer	K.E. Davies	C.J. Buckley	G.J. Morris
Jun. Fourth Engineers	-	-	K. Atkinson
	-	-	K.A. Velda
Junior Engineers	I. MacFarlane	C. McGuire	M.J. Leonard
	T. McKinley	G.E. Stevenson	-
Electrician	N. Payne	B.G. Smith	G.B. Gibbs
Chief Steward/Purser	D.R. Roy	C.J. Hartley	F.W. Lever
Second Electrician	-	-	T. Moore
Navigating Cadets	-	P.E. Murray	D. Hotchkiss
	-	A.C. Baxter	M. Pouiloin
	-	-	A. Powell
Engineer Cadet	P.H. Nicholls	L.A. Selby	-

WILKAWA

Captain	J. Porteous *
Chief Officer	F. Scott
Second Officer	R. Jammison
Third Officer	P.C. Julian
Radio Officer	S.G.W. Whitmore
Chief Engineer	B.M. Draper
Jun. Chief Engineer	M. Savage
Jun. Second Engineer	R.M. Paddock
Fourth Engineer	K.D. Morgan
Jun. Fourth Engineer	J.R. Lange
Junior Engineers	R.S. Allen
	P.A. Medina
Electrician	A.G. Lee
Chief Steward/Purser	K. Llewellyn
Navigating Cadets	C.G. Perrott
	A.A. Field
	T.L. Lawrence