



Reardon Smith Line Limited



NEWSLETTER

JANUARY, 1974.

NO. 48

AN AGE OF EXPLOSIONS

The further we go into 1974, events at home and overseas constantly remind us that we are living in an "explosive age". It is evident that the ultimate effect of these explosions could be nullified by a change in attitude. A less aggressive attitude in men's minds would make confrontation less possible. A spirit of co-operation and less rigidity of demand would solve many a thorny problem before it reached the explosive stage.

The population explosion is causing experts many problems. In its wake, inroads of perplexing problems have been made into such matters as world food shortages, health and social problems.

In addition, there is a transport explosion. Every year the figures for air transport indicate a big increase in air traffic of every kind. In these islands of ours, we can see the effect of the explosion in road transport. Every highway and byway is choked with all types of transport - the intrusion of the Continental juggernaut is something many would like to see erased. The sea lanes of the world are busier than ever. Bigger and faster vessels are crowding on the pressure.

Inherent in every explosion is the element of accident or disaster. This element is, of course, well known to every member of the Shipping Industry. The corollary is that the more ships we have in the sea lanes of the world the greater the need to ensure more safety. This fact is emphasized in Kenneth S. Allen's book - "The World's Greatest Sea Disasters". In comparison with the volume of traffic, disasters at sea are fortunately not in the "numerous" category. Enemy action excluded, there are four major ways in which a ship may be lost:-

By the effect of wind and weather; by fire;
by collision and by "Acts of God".

It is, however, good to know and reassuring that every effort is being made to minimize the effect of the transport explosion on safety in the sea lanes of the world. Sophisticated measures are being developed to ensure safety of ship, life and cargo. This is a field in which those much-needed virtues of co-operation instead of confrontation, flexibility instead of rigid demands and the wise use and application of expertise ensure success - a lesson may be other industries would do well to emulate in this "explosive age".

Fishing stories are always good stock-in-trade of aftern-dinner speakers and entertaining conversationalists. From time to time we receive a "fishy" story from our seagoing contributors. Many thanks to Mr. S.D.L. Lloyd-Jones, Third Officer, m.v. "PRINCE RUPERT CITY" for his contribution.

EPISODE WITH A SHARK

While the vessel was stopped during the forenoon watch, a white tipped shark was observed to approach the ship. Almost immediately the deck crew downed scrapers and wirebrushes, and paintbrushes got trodden underfoot in the mad scramble to be the first with a line out. By morning smoke, the after deck was heaving with budding fishermen with lines of all shapes and sizes.

The first bite was greeted with great excitement, but the so-and-so managed to get away. More lines appeared - it was to be a fight to the bitter end.

Great excitement - caught again - but fell off while being hauled up.

Two hours into the afternoon watch when it looked like all hope had been lost, then the Chief Cook appeared with a vicious looking hook, suitably baited. It surely cannot be hard to imagine how our spirits were broken when the shark, playing hard-to-get, barely sniffed the bait and after a few nudges, disappeared astern of the ship. Disheartened, all but the Chief Cook, retired from the fight.

The moment of triumph eventually came after smoke, when the temptation became too great to resist and within seconds of the shark's fatal mistake, it was heaved on board.

In the galley the head looked a sorry sight standing like that of a pig with a can in its jaws. These were eventually cleaned up for presentation to the Electrician as a consolation prize. Unwanted portions were thrown overside and attracted another shark, but this one evaded capture.

That night at dinner, I sat down to a huge shark steak, at the thought of which the Second Mate turned green, but he did, however, try a small portion. Sparks came in and seeing the fish said "That looks good", but he became puzzled when he saw there was no fish on the menu and asked what it was. His reply to "shark" - "Ugh". In actual fact, it was very tasty.

At the weigh-in the shark was about 45 lbs. and 4 1/2 ft. in length.



As the previous article came from the good ship "PRINCE RUPERT CITY", we thought the following poem would be appropriate and understood by all who have been to the namesake port - Prince Rupert:-

It rained on Monday morning
When I struck Prince Rupert's shore,
And then on Tuesday morning
It rained a little more.
Wednesday was a cloudy day
With rainstorms interspersed,
And Thursday was a deluge
That everybody cursed!
Friday brought a drizzle
That was worse than a Scotch mist,
To prepare the way for Saturday
And to al the week's list
Of a "normal" summer - SAY!
I forgot to mention Sunday,
Which turned out a rainy day!

His last wish?:-

Did you hear of the Irishman who expressed a wish
to be buried at sea?

Four of his mates drowned - digging the hole.

Many thanks to Captain James S. Murray for the following. Cargo claims are not popular at any time and we endeavour not to accept more than our fair share of liability.

SHIPOWNERS' LIABILITY

It is much to be regretted
That your goods are slightly wetted.
But our lack of liability is plain.
For our latest Bill of Lading
Which is proof against evading,
Bears exception for sea water, rush and rain,
Also sweat, contamination
Fire and all depreciation
That we've ever heard or seen of in a ship.
And our due examination
Which we made at destination
Shows your cargo much improved by the trip.

Furthermore the protest shows
That the Master blew his nose
And the hatches were demolished by the gale.
Oh, we'll all stick together
To prove it's heavy weather
For we've got the cargo owner by the tail.
So reserving our defences
Alibis and false pretences
We suggest your Underwriter man
He's the guy that's out of luck
Yes - we always duck the issue if we can.

'Tis cause for grief sincere
And we almost weep to hear
You are claiming for your cargo wet by rain.
It really is a crime
That you're wasting all your time
For our bill of lading clauses make it plain
That from tillage rent or seepage,

Water sweat or just plain leakage
 Act of God, restraint of Princes, theft or war.
 Loss, damage or detention
 Lockout strike or circumvention
 Blockade interdict or lost twixt ship and shore
 Quarantine or heavy weather
 Fog and rain or both together,
 We're protected from all these and many more.
 And it's very plain to see
 That our liability
 As regards your claim is absolutely nil.
 So try your Underwriter
 He's a friendly sort of blighter,
 And he's pretty sure to grin and foot the bill.

We were very pleased to receive a letter from Mr. S. Wheaton of Tavistock, Devon, recounting some memories when he served the Company on the m.v. "HOUSTON CITY", joining the vessel at Sunderland as Second Officer in January 1934 for her trials and maiden voyage. Incidentally, Mr. Wheaton is the father of Mr. John Wheaton, one of our Superintendents.

The Master of the "HOUSTON CITY" was the late Captain Lionel Ford. Captain Sidney Leebetter (now retired) was Third Officer and Mr. Wheaton is fairly sure that the Chief Engineer was Mr. Archie Bryan (now retired).

The Founder of the Company, the first Sir William Reardon Smith, together with Lady Reardon Smith and Miss Grace Smith, joined the vessel at Jamaica and, with our late Chairman, Mr. Alan Reardon Smith, proceeded to a civic reception at Houston - the vessel's namesake port.

Mr. Wheaton recalls that souvenir hunters were very much in evidence when the vessel was opened to the public during her stay at Houston and remembers Sid Leebetter collecting his laundry together, preparatory to sending it ashore, taking all the brass buttons out of his white jacket and depositing them on his bed. On returning to his quarters after a very short absence, he discovered every button had disappeared.

STAFF NEWS

SUCSESSES

- | | | |
|-------------------|---|----------------------------|
| Mr. M. Gaffney | - | First Mate's Certificate |
| Mr. J. Armstrong | - | Part "A" First Class Motor |
| Mr. R.V. Williams | - | " " Second " " |

We congratulate the above Officers on their achievements.

BIRTHS

Congratulations and best wishes to Mr. & Mrs. J.J. Baghurst on the arrival of a son, Edwin John - a brother for Marie Louise. Mr. Baghurst is Second Engineer on the m.v. "INDIAN CITY".

... ..

RETIREMENTS

Captain J.H.J. Thornhill and Captain F.J. Johns

We already referred to Captain John's retirement in our November issue.

Captain Thornhill retired on 22nd September 1973, but has since continued to serve the Company as an Assistant Cargo Superintendent, a post he will be relinquishing shortly. He joined the Company as Cadet in October 1929 when appointed to the s.s. "QUEBEC CITY"; appointed Master in May 1951 when assumed Command of m.v. "VANCOUVER CITY". Captain Thornhill was awarded the M.B.E. in 1941.

We wish Captain Johns and Captain Thornhill every happiness in retirement.

The occasion will be marked by a Luncheon at the Angel Hotel, Cardiff, given by the Chairman and Directors.

At this Luncheon, the Chairman will present a miniature Commodore's Pennant to Commodore J.D. Lloyd.

... ..

PROMOTION

Mr. J.J. Kainins will be promoted to Master and take command of the m.v. "CHIYODA" on or about 27th January 1974, when Captain A.J.W. Crowther leaves the vessel, returning to the U.K. from Jeddah.

Mr. Kainins joined the Company in April 1963 and obtained his Master's Certificate in September 1968.

We offer our congratulations to Captain Kainins and wish him every success in the future.

... ..

It is hoped the football match arranged between a team from m.v. "NEW WESTMINSTER CITY" and Head Office will be the forerunner of many more when any vessels are in Cardiff.

FOOTBALL RESULT

"NEW WESTMINSTER CITY" WANDERERS	2
R.S.L. RANGERS	2

The R.S.L. Rangers side was composed of Office Staff and R.S.L. Cadets and a full side came from the "NEW WESTMINSTER CITY". The match was played at Roath Park on Sunday, 20th January.

From the opening minutes the match proved to be well balanced with tight defences on both sides giving very little away. For the N.W.C. the main-stay of the side was goalkeeper J.V.M. Jones, who proved a most reliable keeper. His agility and safe handling of the ball gave added confidence to the rest of the team. Built around the goalkeeper was a most efficient defence made up by N. Whiby, S.J. Davies and J. Prophet, whose timely tackling, solid support and neat interceptions kept the N.W.C. out of trouble on many occasions.

The first goal came after 32 minutes of play when a well taken corner from Alan Brazier floated into the goal-mouth with S.J. Davies coming from nowhere to move into the box to score the first goal. It was only minutes later that the Office made the score level, a movement down the left, ended up with the ball at J. Hurley's feet, who made a perfectly timed pass to M. Hardy who picked his spot before making the score 1-1.

The score remained 1-1 until fifteen minutes from time when a long clearance by the N.W.C. mid-field caught the Rangers defence unaware and M.W. Savory made perfect use of it with a final goal giving the N.W.C. the lead once again.

Knowing that little time remained the Rangers pressed forward in attack and, with two minutes of the game remaining, J. Prophet handled the ball in the penalty area trying to stop a certain goal and J. Carless scored from the penalty to make the final score 2-2.

Both teams played good attacking football with the ball being moved around smoothly and accurately with the game being played in a friendly atmosphere.

Contrary to belief the referee (who was the Rangers Manager) was not biased although he did make one mistake at half time in saying "IT'S OUR KICK-OFF".

A caustic remark made to the N.W.C. players after the match by Mr. Graham Hardy of the Personnel Department was "YOU WERE ROBBED".

LLANDAFF COLLEGE OF TECHNOLOGY - CARDIFF -

NOTICE

As and from September 1974, the course for the D.T.I. date's Certificate of Competency, will be transferred from the University of Wales Institute of Science and Technology to Llandaff College of Technology, Maritime Studies Department. All applications for admission to the course, which commences on the first Monday in September, should be addressed to:-

The Head of the Maritime Studies Department,
Llandaff College of Technology,
Western Avenue,
CARDIFF.

B.U.P.A. SCHEME

On the 15th December 1973, we wrote to all our Contract Officers concerning the above Scheme. A slip was attached to the letter which should have been completed and returned to this office. We regret to report that, to date, only 25% of our Contract Officers have returned the slips. Contract Officers who have not done so are requested to complete and return them as quickly as possible. We would add that Officers will not be covered by the Scheme until they are received.

OIL RIGS

We were recently asked whether Officers presently employed by Sir William Reardon Smith and Sons Limited would be transferred for service on the Oil Rigs, now being constructed. We, therefore, take this opportunity of informing all Officers that no such transfers would take place without their consent.

COMPANY NEWS

SHARES

As the temperature rises and falls with the optimism and pessimism which appertains to the industrial problems in the country, so the share prices move with the same velocity.

For no other reasons than this, therefore, it is true to say that the movement in your Company's shares from 84p for the ordinary and 80p for the "A" Non-Voting to 100p and 98p for the ordinary and "A" respectively, is due to these influences.

A reference was made by one City Editor to Reardon Smith being in an advantageous position because of our Dollar earnings, but this had no effect on share prices in the market and probably these better informed would appreciate that we, too, have a tremendous amount of disbursements and expenses also payable in Dollars.

CHRONOLOGICAL HISTORY

1948. "IMPERIAL VALLEY" (ex "Burbanness") sold to Phocean Ship Agency Ltd., London as "Memphis Town", in June. Price obtained £123,000.

s.e. "ANGLO AFRICAN" renamed "NEW WESTMINSTER CITY" (2) in May.

s.e. "ANGLO INDIAN" renamed "TACOMA CITY" in July.

THOUGHT FOR THE DAY!

A good seaman is found when the weather is rough.

... ..

SOUND ECONOMICS!

Generally when two people live as cheaply as one, it's because they have to.

... ..

HEAD OFFICE ANNUAL DINNER DANCE

The above was held at the Angel Hotel, Cardiff, on 18th December 1973 and it proved to be a most successful evening.

An innovation this year was the extending of invitations to Officers of the m.v. "TACOMA CITY", together with their ladies. It was nice to have the opportunity of inviting Officers from a vessel which happened to be in Cardiff at the time. Their presence contributed a great deal to the success of the evening and it is hoped there will be other similar opportunities in the future, when a ship is in Cardiff at the time of the Dinner Dance.

The Chairman, during his brief address to the assembled guests, extended to them a warm welcome and particularly expressed his appreciation of the great contributions made by the seagoing staff to the success of the Company.

LOGIC

TEACHER: "Do you say prayers before meals in your home, Tommy?"

TONNY: "We don't need to - Mother is a pretty good cook".

The Editor is pleased to quote the following letter sent by the Chairman to Captain D.L.G. Jones of the "INDIAN CITY", which is self-explanatory:-

"I was most interested to read the report in your letter of the nineteenth about the fire in the Engine Room and may I, at once, record my appreciation - and indeed that of us all here - of the very efficient way in which this emergency was dealt with by your Engineers, with particular reference to Mr. Baghurst.

The obvious immediate appraisal of the situation and the action taken by all concerned, is indicative of the high standard of our Officers and many of us, over the years, know that, on such occasions, no thought is ever given to one's personal danger, but only to the total commitment of preventing a much more serious happening.

Obviously, reimbursement will be made in respect of any losses suffered by the Officers concerned, but the main object of my letter is to promptly record my own appreciation".

Captain Boyer and his vessel, m.v. "NEW WESTMINSTER CITY", figured prominently in a recent issue of the South Wales Echo. We were pleased with some complimentary remarks made after a visit to the vessel by the Writer of the article which we quote below:-

"A life on the ocean wave is pretty good these days. Any young lad thinking of going to sea, who might have been put off by television programmes like The Onedin Line, can put such an idea right out of his mind.

A colleague visited one of the Cardiff-based Reardon Smith shipping line's new vessels and was amazed at the conditions. On board the "NEW WESTMINSTER CITY" currently discharging Canadian timber at the Roath Dock, he says he felt it was more like an hotel than one of the largest vessels that operate from Cardiff.

A swimming pool, multi-channel television, films and taped music are all available for the 17 British Officers and 30 Indian crew members. And it's possible for a young man to go right to the top. The Master, Captain Bryan Boyer, who is 36, has been a Master for three years after joining the Company when he left grammar school in 1955".

An Official of the British Shipping Federation also referred to the good prospects for anyone who joined the Merchant Service with "O" Levels.

LATE STAFF NEWS

We offer our congratulations and best wishes to Third Officer, J.A. Challacombe on his marriage to Carole Anne Thomas, daughter of Captain & Mrs. A.C. Thomas, at St. David's Cathedral, Cardiff, on Saturday, 19th January.

... ..
We extend our sincere sympathy to Mr. J.C. Williams, Director of the Accounts Department, Head Office, on the passing of his Mother.

Although the two verses of Rudyard Kipling's poem - "The Glory of the Garden" - published in our December issue, were adapted in a particular context, the thoughts expressed prompted many readers to express their appreciation. It is pleasing to receive an occasional plaudit of this nature.

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to International Produce of New York until February 18th 1974. Arrived Rotterdam 31st December, commenced discharge 4th January, completed and sailed 9th. Arrived Falmouth 10th and proceeded to drydock. Completes repairs 30th and sails for Vigo. Arrives Vigo 1st February, loads cargo of Ore and sails 3rd. Arrives Ghent 6th, completes discharge 7th and redelivers from T/C. Thence delivers on T/C to Compania de Navegacion "Las Perlas", S.A. of Panama, until November 1975/March 1976.

"CHIYODA"

On T/C to NYK, Tokyo, until March/July 1975. Sailed Kobe after drydocking 28th December. Arrived Nagoya 29th, commenced loading cars and sailed 30th. Arrived Yokohama 31st, where completed loading and sailed 7th Jan. for Jeddah and Djibouti. Arrives Jeddah 27th, sails 29th, arrives Djibouti 30th, completes discharge of cars and sails 2nd February.

"CORNISH CITY"

T/C to Lloyd Brasileiro of Rio de Janeiro until March 1975. Sailed Angra dos Reis 27th December. Arrived Santos 29th, completed loading generals and sailed 5th January. Arrived Durban 17th, expect complete discharge of part cargo 24th, arrives Lourenco Marques 25th, sails 30th, then proceeds Hong Kong 16/18th February, Kaohsiung 19/21st, Kobe 24/26th, Nagoya 27th Feb/1st March, completing at Yokohama about 5th March.

"FRESNO CITY"

Completed drydocking Kobe 19th December. Sailed Kobe 10th Jan, after bunkering and proceeded to British Columbia, where loads Forest Products on the BC/U.K.-Cont. service. Arrived Gold River 22nd sails 24th for Tahsis 25/26th, Vancouver 27/28th, New Westminster 29/1st February. Arrs. Nanaimo 2nd, where completes and sails 4th for Cardiff and Bremen. Arrs. and sails Panama Canal 16th. Arrs. Cardiff about 3rd March, sails 17th. Arrives Bremen 19th, completing discharge about 20th.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/March 1977. Arrived Kawasaki 22nd January, completed discharge coal and sailed 24th. Arrd.Kobe 25th and drydocks. Completes drydocking and sails 31st, arriving Yokohama 1st February, where loads cars and sails 3rd. Sls.Panama 25th for Norfolk 2nd/3rd March and Providence 5/7th. On completion proceeds to U.S. Gulf to load coal cargo for Japan. Arrs. U.S. Gulf about 13th, sailing 18th. Arrs. and sls. Panama Canal 23rd, arrives Japan about 17th April for discharge.

"NEW WESTMINSTER CITY"

On BC./U.K./Cont.Service. Arrived Cardiff 30th December, due quay congestion and weather conditions, vessel delayed discharging. Expect complete discharge 27th Jan. Then proceeds to Rotterdam for bunkering. Sls.Rotterdam 30th for Tampa. Arrives Tampa 13th February to load phosphate cargo for discharge Visakhapatnam. Sls.15th and arrives Visakhapatnam about 26th March, completes discharge early April.

"PORT ALBERNI CITY"

On BC/U.K.Cont. Service. Sailed Nanaimo 26th Dec. Sailed Panama Canal 9th January and arrived Cardiff 24th, to commence discharge forest products. Sails about 7th February to complete discharge at Zeebrugge 9/10th, Bremen 11/13th. Then proceeds Antwerp when completes discharge and drydocks. On completion drydocking, load steel and sails about 3rd March for discharge Long Beach, Portland, completing at New Westminster about 12th April.

"PRINCE RUPERT CITY"

On T/C to Seaboard Shipping Co.Ltd. Sld.Vancouver 23rd Dec.with cargo for discharge New Haven, Providence, Norfolk and San Juan. Sailed Panama Canal 6th Jan. Arrived New Haven 12th, sailed 15th. Arrived Providence 16th, sailed 20th. Arrived Norfolk 21st sailed 22nd. Arrd. San Juan 25th where completed discharge and redelivers off time charter. Then proceeds to New Orleans, arriving about 31st; loads a grain cargo and sails 4th February for discharge Japan. Sls.Panama Canal 9th, and arrives Japan about 8th March to discharge, completing about 15th.

"TACOMA CITY"

On BC/UK-Cont Service. Sailed Cardiff 30th December. Arrd. Bremen 3rd January, sailed 6th. Arrd. Antwerp 8th, completed discharge forest products and sailed 9th for Baltimore. Collided with a Dutch Naval vessel and returned to Flushing where drydocked. Left drydock 11th after repairs and proceeded to Baltimore 12th. Expected arrive Hampton Roads 27th.

"VANCOUVER CITY"

On T/C to Seaboard Shipping Co.Ltd. Arrd. Tampa 18th December, sails 19th. Arrs.San Juan 22nd, completed discharge and redelivered off time charter, and sailed 23rd. Arrived Baton Rouge 28th, loaded a grain cargo and sailed 8th Jan. for Japan. Dense fog in Mississippi River delayed vessel sailing until 12th. Sld.Panama Canal 17th. Arrives Japan 12th February, completes discharge and sails 20th. Then proceeds to British Columbia to load forest products on the BC/U.K.Cont. service. Arrives British Columbia 5th March, completes loading and sails about 20th. Sls.Panama Canal 1/2nd April and arrives U.K./Cont. about 16th to commence discharge.

"VICTORIA CITY"

On BC/U.K.Cont. service. Arrd. Antwerp 21st Dec. completed discharge and sailed 22nd. Arrd. Tampa 6th Jan. loaded a phosphate cargo and sailed 12th. Arrs. Visakhapatnam 22nd to discharge, completing about 27th. On completion delivers on T/C to Japan Line, loads ore cargo and sails about 28th to discharge Japan. Arrives Japan 13th March, completes discharge and redelivers about 15th. Then drydocks requiring about five days.

"WELSH CITY"

On T/C to Interware Transport G.M.B.H. of Hamburg until July/Sept. 1934. Sailed San Nicolas 20th. Arrd.Rosario 21st, sailed 26th. Arrived Buenos Aires 27th, completed loading grain cargo and sailed 5th January for Antwerp and Rotterdam. Called St. Vincent 16th for bunkers. Arrd. Antwerp 24th, commenced discharge and sails 26th. Arrives Rotterdam 27th, completes discharge and sails 30th. Then calls Hamburg and Rotterdam or Antwerp to load wheat for Turkey, completing discharge Turkey end Feb/early March. Then loads wheat in the Black Sea for discharge East Coast India.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo until 1977. Arrived Houston 2nd January, sailed 4th. Arrived New Orleans 6th and completed discharge cars 8th. Commenced loading grain 11th and sailed 13th for Japan. Finally cleared Mississippi 17th due dense fog. Sailed Panama Canal 23rd. Arrives Japan 17th February, completing discharge about 23rd.

"GELA"

Arrived Rotterdam 23rd December, sailed 9th Jan. Arrived Bremen 10th, sailed 12th. Arrived Hamburg 13th, sailed 15th. Arrived Rotterdam 17th, sailed 18th. Arrd. Antwerp 18th, sailed 20th. Arrd. Le Havre 20th, sailed 23rd bound for Vera Cruz.

"MARIA ELISA" (ex "Houston City")

Arrived Ensenada 30th December, sailed same day. Arrd. Acapulco 3rd Jan. sailed 9th. Arrd. Mazatlan 13th, sailed 16th. Arrd. San Carlos 18th, sailed 23rd for discharge Yokohama, Nagoya, Yokksichi, Osaka and Kobe. Arrs. Yokohama 10th Feb.

"SARA LUPE" (ex "Cardiff City")

Sailed Yokohama 20th Dec. Arrd. Long Beach 3rd January for bunkers, sailed same day. Arrd. Acapulco 12th, having previously arrived and sailed Ensenada 4/8th. Sid. Acapulco 19th. Arrd. Manzanillo 20th, sailed 22nd. Completes at San Carlos and Ensenada. Calls Long Beach about 27th for bunkers before sailing for Japan. Expect arrive Japan 14th Feb.

DISPOSITION OF OFFICERS

	ATLANTIC CITY	CHIYODA	CORNISH CITY
Captain	A.D. Lightfoot	J.J.Kalnins	M.J. Higgins
Chief Officer	M.J.Bellamy	E.R.Staines	R.I.Crawford
Second Officer	T.E.Thistleton	E.J.Dunk	C.S.G.O'Donnell
Third Officer	E. Mullin *	D.J.Cooke *	N.M.Donlop
Radio Officer	J.A.Peslop	S.G.Ellisdon	E.C.Brosnam
Chief Engineer	R.J.Trigg	C.D.Griffiths	J.C.Howell
Second Engineer	K.V.Dowdall	R.A.Rees	A.G.Hodgson
Third Engineer	A.W.Warburton	R.C.Butcher	M.G.Sennan
Fourth Engineer	H.C.Roberts	D.E.Horne	D.E.Simons
Junior Engineers	-	J.P.Bowler	-
	A. Frost	N.J.Pratt	A. Edwards
	R.A.Lynch	I.M.Evans	M.T.Crimmins
	H.C.Carter	-	-
	F.T.Peck	J.D.W.McLaren	M.B.Tawo
Electrician	P.P.Delaney	A.P.Uughes	C.A. Parry
Boiler Officer	A. Abel	J.M.Smith	I.H.Woolley
Deck Cadets	C. Kelly	G.D.Evans	D.J.Kinsey
		M.L.Frazier	
	FRESNO CITY	GELA	INDIAN CITY
Captain	T.W.D. John	G.S. Gerlick *	D.L.G. Jones
Chief Officer	D.J.Hockett	T.M. Tait	D.L.Sell
Second Officer	R.S.DeKay	K.T.O'Higgins	S.P.Gorford
Third Officer	E.Fielding *	S.D.L.L.L. Jones *	P.F.Mathews
Radio Officer	-	-	D.G. Morgan
Chief Engineer	D.S.B.Thomson.	B.A. Stagg	E.A.Willocke
Second Engineer	R.J.Preece	-	-
Third Engineer	Y. Sekiennik	D.W. Litson	C.A.J.White
Fourth Engineer	L.H.Williamson	P.R.Bryant	J.J.Baghurst
Junior Engineers	-	-	J.O.Chatten
	A.C.Coombs	C.D.Hughes	J.H. Davies
	E.J.Borrup	P.D.Slade	R.J.Ridley-Prentice
	-	N. Carter	-
	B. Ward	M.D.Hayes	R.H.Sanders
	M.J.Goulby	-	C.J. Griffiths
	-	-	E.M. Jones
	J.J.Loraine	J. Kelly	H. White
Electrician	-	A. Hamilton	J.A.L.C. Jones
Boiler Officer	J.D.Peebles	J.T.Jones	R.G. Pierce
Deck Cadets	A.B.Ward	C. Scialdella	J.A.Stewardson
	T.S.Lawrence	-	B.P.Kirley
	M.E.Parsons	-	J.A. Taylor
Engineer Cadet	C. Rees	D.G. Wadlock	

MARIA FLISANEW WESTMINSTER C. FORT ALBERT, CITY

Train	A.B. Parkhouse *	H.A.G. Boyer	Comodore J.D. Lloyd
Chief Officer	W.G. Wood	T. Lawson	B.J. Bartlett
Second Officer	H.H. Richardson	M.L. Hammett	A.A. McCalmont
Third Officer	D.E. Stannard	S.J. Davies	A.F. Smith
Fourth Officer	P.F. Wheeler	H.M.S. Williams	B. Pipe
Chief Engineer	J. Cuddy	L.G.I. Taylor	H.E. Snyder
Second Engineer	J. Armstrong	J. Claydon	W.A. Bruce
Third Engineer	J.L. Magill	J.V.H. Jones	T.W. Davies
Fourth Engineer	C. Graddage	R.S. Parsons	H.J. Zott
Chief Engineers	-	R.G. Whithy	-
	P.R. Graham	L.W. Cole	D.P. Evans
	D.M.W. Churcher	J.W.J. Prophet	G. Morgan
	L. Griffiths	-	S.W. Phillips
	E. George	T. Milloghby	K.F. Sean
	R.C. Hobbes	R.G. Moylan	J.L. Sanday
	-	D. Williams	-
	-	S. Brien	L.V. Ballard
	-	-	K. Hart

	<u>RINCE RUPERT CITY</u>	<u>SARA LIPS</u>	<u>TACOMA CITY</u>
Captain	J.S. Murray	P.J. Bourgois *	D.C. Griffith-Jones
Chief Officer	M.C. Hurst	K. Milburn	R.E. Clifford
Second Officer	W.D. Howell	J.P. Andrews	P.G. Deschamps
Third Officer	K.J. Cribbin	J.F. Hammond*	B.T. Bernaman
Radio Officer	G. Thomas	S.C. Horne	K.H. Sellar
Chief Engineer	J.F. Hewson	D.W. Morse	J. Scott
Second Engineer	G. Hughes	-	B.J. Allsopp
Jun. Chief Engineer	-	R. Charlesworth	-
Jun. Second Engineer	T.J. Newell	-	-
Third Engineer	-	E. Hoy	P.J. Morris
Fourth Engineer	P.H. Evans	N.P. Trean	R.E. Diamond
Jun. Fourth Engineer	-	T.S. Churcher	C.A. Lewis
Junior Engineers	D.E. Rees	C.L. Griffiths	W.M. Powell
	J.F. McCarthy	-	-
	W. Munro	-	-
Electrician	T. McMahon	M.G. Young	A.S. Stokes
Catering Officer	D.C.M. Trinick	C.J. Harry	-
Deck Cadets	I.M. Stewart	-	M.J. Voisey
Engineer Cadet	-	R. Thomas	-

	<u>VANCOUVER CITY</u>	<u>VICTORIA CITY</u>	<u>WELSH CITY</u>
Captain	G.F.R. Ellerby	B. Jones	A.C. Thomas
Chief Officer	J.S. Pearsall	M.W. Slayman	R.E. Baker
Second Officer	B.H. Gale	J.L.G. Cotton	B.R. Hopper
Third Officer	D. Hotchkiss*	J.M. Clark*	P.I. Dixon
Radio Officer	A.S. Coward	D.R. Appleton	A.J.L. Cottle
Chief Engineer	D.W. Yool	D.M. Parsons	R. Chambers
Jun. Chief Engineer	D.N. Amey	-	G.D. Tattersall
Second Engineer	-	G.J. Griffiths	-
Jun. Second Engineer	-	R.B. Adey	-
Third Engineer	D.W. Quayle	-	C.E. Hayles
Fourth Engineer	N. Carroll	C.J. Buckley	D.M. Jellyman
Jun. Fourth Engineer	-	R.C. Quayle	W.H. Tucker
Junior Engineers	N.H.D. Evans	A. Doubler	P.J. Walker
	D.A. Bishop	R.J. Bell	-
Electrician	P. Tyerman	D. Osborne	K. Payne
Catering Officer	L.B. Surrey	C.J. Hartley	P.F. Akers
Second Electrician	M.J. Schmidt	-	-
Deck Cadet	-	-	R.S. Mortimore
Engineer Cadet	-	-	D.W.J. Sibley

	<u>WILKANA</u>
Captain	J. Porteous
Chief Officer	F. Scott
Second Officer	R. Jamison
Third Officer	F.C. Julian
Radio Officer	S.C.W. Whitmore
Chief Engineer	R.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	D.W. Fuller
Catering Officer	K. Llewellyn
Deck Cadets	C.G. Perrott
	T.L. Lawrence