



Reardon Smith Line Limited



NEWSLETTER

APRIL, 1974.

NO. 51.

THOUGHTS ON PROGRESS

Whatever one's thoughts are about the Creation - how it evolved or what divine power created it - one thing that surely is accepted by all, is that man has progressed. It is immaterial at this juncture to conjecture whether he was originally ape or monkey, or whether he was sparked into existence by the breath of the Supreme being. The fact is that through countless ages there has been a gradual evolution from the primitive to the present accepted standards. Although sometimes we wonder in present days, whether some sections of society have not taken retrograde steps to the primitive.

Illustrations of progress are innumerable - from unhafted stone tools and weapons to modern machinery; from clothes of twisted grass to woven fabrics; from wigwam and mud hut to mansion and palace; from barks or "dug-out" canoe to stately ship; from family life - of the primitive forms of which little, if anything, can be known - to tribal and national life; from work done by one to work divided amongst the many - ruling, trading, fighting; all these with numberless gradations are illustrative of the steps of advance by which the highest races have made all things their ministers.

In comparison with all this, what greater progress is there, than the Seasons. The progression from the drab lifeless Winter to the beauty and life of Spring and so on - the progression continues. The countryside just now is full of this new life and colour and with William Davies, the tramp poet of Machen, Monmouthshire, we can, in this month of April, say -

"What is life, if full of care, we have no time
to stand and stare".

Probably a few "squares" will be voluble in their comments on this rubbish, the Editor writes - however, who can but admire the following efforts:-

Firstly, many thanks to Captain J. Cann of the m.v. "TACOMA CITY" for his letter. His family are with him on the voyage and the daughters are encouraged to keep a "logbook" of happenings during the voyage, which they take back to school and which creates enormous interest to the other children. We wish them a pleasant voyage.

Captain Cann enclosed the following poem by his ten year old daughter, Deborah. It was written on joining the vessel at Durban and the process of sailing is set down as seen through the eyes of a ten year old:-

"As I look through the Porthole"

by Deborah Cann.

As I look through the porthole.
I hear the crane go up and down.
I see some of the crew walk up the deck towards the bow.
The tug up forward seems like a little child to this ship
as it waits for instructions.
The agent is ashore, pacing up and down the quay.
Straight ahead I see a forest and a radio station.
Now the stevedores are letting the ropes go, one by one
Slowly, but surely they are pulled;
The tug now seems a little impatient and is raring to go,
But the ship seems to be taking it's time.
There is also a ship ahead which is very rusty.
It seems as if it is ready for the scrapyard.
The current of the sea never seems to stop.
As it moves it makes ripples -
It glistens when the sun is on it.

I can now see the tug's propeller going round and round,
Now we are slowly moving forward out of the dock -
As I look through the porthole.

Congratulations Deborah - encore - Editor.

Secondly, not to be outdone, the Poet Laureate of the m.v. "PRINCE RUPERT CITY", Mr. W.D. Howell, 2nd Officer, submits the following poem - many thanks for a commendable effort:-

"Ode to the Lads"

The Prince Rupert City's now headed out west,
Rolling along she's doing her best,
And rumour on board has even begun,
To say someday soon she'll be in Nippon.

Captain Jim Murray's the man at the top,
The place where the buck has always to stop,
And Chief Engineer, John Hewson, his name,
Is the boss of the lads who fix up the cranes.

And up on the bridge a great team is seen,
Mike, Kevin and Des and also young Ian,
With sextant and book they practice their art,
Pointing the ship always to the right part.

And down below, right down in the pit,
Surrounded by pistons, all doing their bit,
Are Peter and Tom, Dai Murph and our Will,
Checking on revs and watching for spills.

There's Jerry and Tom, the dayworking kings,
Out on deck inspecting all things,
And Graham the sparks up there by his key,
While David the Steward, makes ready for tea.

Fifty long days and fifty long nights,
Since this motley crew last saw the sights,
But in six days more, They'll all be in port,
Having a ball 'till their money runs short.

Thirdly, the fashion has caught on with some of our old established Trade Suppliers - the following was sent in by James Walker & Company Limited:-

"Shaggy Doggerel"

Not very long ago, we were asked to supply 50 Oval Soft Copper Gaskets 9" by 10" inside dimensions by 1/4" wide, flange by 1/16" thick and to illustrate exactly what the Ship's Engineer required, a pattern conforming to the sizes accompanied the order. Superficially, all seemed plain sailing, but that protective sixth sense which so often has to be exercised in dealing with the salt-water world, prompted us to raise a query !

In the event it was just as well that we took this precaution, because the findings of the customer who initiated the order and subsequently investigated this matter, were amusingly expressed in the following rhyming couplets:

The Copper Joint to you we sent,
Was unfortunately bent,
A good round Joint t'was meant to be,
Not oval in periphery.

Please take the necessary course,
Its for a ship and not a horse,
Amend the Copper Joints to ROUND,
Before we're classified unsound.

Determined not to be outdone in the language of verse, we reeled off the following stanzas in reply:

Although our Company devotes,
Much of it's time equipping boats,
We must admit that in our range,
We could not find a Joint so strange.

We really could not see the point,
Of such a great big hand-hole Joint,
And if a man-hole was it's home,
The Engineer must be a gnome.

But now our speculation ends,
For we have ironed out the bends,
And trust that when the Joints reach you,
They'll be the shape you want them to.

In previous editions of the Newsletter, we have referred to fire hazards at sea. It is encouraging to hear of the continued progress in the field of fire prevention and fire fighting. Many thanks to Mr. K.D. Morgan, 3rd Engineer, m.v. "VANCOUVER CITY", for the following:-

Report on Plymouth Fire Fighting Course

Having attended the four day course at Plymouth, I feel that all Officers should attend these courses.

The lectures on fire prevention and fighting were excellent, but I feel that the practical sessions were even more valuable.

Most people found the wearing of breathing apparatus in thick smoke frightening at first, but we were soon able to see that we could work in very dense smoke. We rapidly found out how essential it is to establish good communication between the man or men wearing the apparatus and those outside. Also, how essential it is to have as many men as possible to back up those who are actually fighting the fire.

The practice fires were made as realistic as possible. I was surprised to find that a fierce oil fire can be put out quite easily using a water spray.

We all learned a valuable lesson that the first man to enter a space where there is a fire must have a hose with a spray nozzle with him to protect himself. As first we all ignored this and were eager to rush in first to rescue anyone trapped, but soon had it drummed into us that you must have protection before entering.

I enjoyed the course immensely and feel that the lessons learnt will be invaluable to anyone who is unfortunate enough to be serving on a vessel which becomes involved in a fire.



Did you know ?

1. That the banana produces per acre 44 times more food than the potato, and 131 times more than wheat. (So it was written in 1893).
 2. Marine Insurance, first, according to conjecture of Suetonius, A.D.43., England 1598, America 1721.
 3. The first steamer "RISING SUN" crossed the Atlantic in 1818.
 4. To tell the difference between diamonds or crystals, and glass or paste, touch to the tongue. Diamonds and crystals feel much colder.
 5. Iron steamships were first built in Britain in 1843.
 6. Kerosene was first used for lighting purposes in 1826.
 7. In 1818, in Mercer Co., Philadelphia, 10 children were born of one mother within 12 months - five at each of two births. The mother died about a year after the second birth, but meantime gave birth to twins, thus producing 12 children in 20 months. She was 37 years old at her death.
- (and no wonder - Editor)

STAFF NEWS

DIRECTORS' ANNUAL PRIZES TO CADETS

The above prizes are awarded to Cadets whose academic and practical work merits recognition, based on the results of Correspondence Courses, Project Journals, examination results, reports from Masters, Chief Engineers and Colleges, regarding practical work, attitude and enthusiasm. The value of the prize in each case is £25, made up of a Sheaffer "Imperial Triumph" set in rolled gold.

Our congratulations to the following prizewinners:-

- Deck Cadets - M.N.T.B. Course (4th Year).
- Prizewinner - E. Fielding. At present studying for his Second Mate's Certificate.

- Deck Cadets - ONC Course.
- Prizewinner - G. Sizer. At present serving as *Uncertified* ~~Uncertified~~ Third Mate, m.v. "SARA LUPE".

- Engineer Cadets - ONC - METC (3rd Year).
- Prizewinner - D.G. Wedlake. At present serving on board the m.v. "GELA".

EXAMINATION SUCCESSES

We congratulate the following on obtaining their
Certificates:-

- R.H. Smith - M.N.T.B. Marine Electronics Certificate.
- E. Bingley - Second Mate's Certificate
- A.C. Skilton - - do -

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Mr. W. Carr, Electrical Officer, with special responsibilities, has now been promoted to Electrical Superintendent.

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The name of Mr. E. Bingley has been mentioned in the Certificate successes section and we feel sure a number of our readers will remember him as an Apprentice some years ago. Mr. Bingley left our employ in 1961 after completing his Apprenticeship to take up shore employment. Early in 1973, he became interested in returning to sea and commenced a Correspondence Refresher Course with London Polytechnic School of Navigation. Having some success with the Correspondence Course, he attended at the London Polytechnic full time and in March this year was successful in obtaining all parts of the Second Mates Certificate. In offering our congratulations, you will agree that it is no mean achievement after such a prolonged absence from the sea.

Mr. Bingley joins our m.v. "ATLANTIC CITY" as Third Mate and we wish him every success in his "NEW" career.

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OBITUARY

We extend our deepest sympathy to Mr. W.J. Gill, Superintendent, Head Office, on the passing of his mother.

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MARRIAGE

We offer our congratulations and best wishes to Miss Sue Evans, Shorthand Typist with the Secretarial Department, Head Office, on her marriage to Mr. Michael Selwood at St. Margaret's Church, Cardiff, on Saturday, 30th March.

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BIRTH

Our congratulations and best wishes are also extended to Mr. & Mrs. C.R. Goddard on the arrival of a son, Hayden Trevor Robert Goddard, on the 25th March.

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HOUSE PURCHASE SCHEME
CONTRACT BONUS SCHEME

Copies of the above schemes have been forwarded to all Company Contract Officers. However, in the event of any Company Contract Officer not having received a copy, we would ask him to let us know as soon as possible, when we will be pleased to forward a copy.

COMPANY NEWS

In accordance with normal Stock Exchange procedure, a company or an individual who holds 10% or more of a Company's voting share capital, is required to officially notify the Company of it's acquired interest. The Company is then required to notify the Stock Exchange, who will then publish the information.

You will, doubtless, see reference in the Press to the fact that we have been informed that Sociedad Internacional de Bienes Raices S.A., of Panama, has now acquired 11.486% of the voting capital of Reardon Smith Line Limited.

We are taking this early opportunity of informing our sea and office staff of the interest which has been acquired, but would emphasise that this interest does not affect the control or management of Reardon Smith Line Limited, which will continue as before.

SHARES

With the Directors and family holding more than 58% of the ordinary units, coupled with the Panamanian holding of more than 11%, only leaves just over 30% of the ordinary units available to the market. At the present time, there are not many sellers of ordinary shares, which the Financial Press refers to as a thin market, and with speculative buyers about, the ordinary units have risen to 190p and the "A" Non-Voting to 145p compared with 140p and 112p respectively, at the time of publication of the last Newsletter.

An unusual interpretation of the Beaufort Scale -

by Mr. D.J. Mochett

Wind Criterion
(Yachtsman Edition)

<u>Force</u>	<u>Speed In Knots</u>	<u>Description</u>	<u>Observations made at Land Station</u>	<u>Observations made at Coastal Station</u>
0	Less than one	Calm	Cigarettesmoke gets in eyes.	Boat moves sideways with tide.
1	1 - 3	Light airs	Wet fingers feel cold.	Yachtsman hoists sail; then wind drops instantly.
2	4 - 6	Light breeze	Public house closes one window.	Yachtsman keeps on rowing.
3	7 - 10	Gentle breeze	Public house closes two windows.	Yachtsmens' boats careen, difficult to make tea underway.
4	11 - 16	Moderate breeze	Beer froth blows off.	Mainsheet lost through block and have to go aground to recover it.
5	17 - 21	Fresh breeze	Customers in public house gardens go inside bar.	Yachtsmen get book on sailing from cabin and turn up chapter on reefing.
6	22 - 27	Strong breeze	Elderly customers have difficulty in leaving public house.	Yachtsmen try reefing and go aground.
7	28 - 33	Moderate gale	All customers reluctant to leave public house.	Yachtsmen try doubl reefing and go aground.
8	34 - 40	Fresh gale	Public house door cannot be opened against the wind.	Seasick yachtsmen rescued by launch; put ashore and blown forcibly towards public house.
9	41 - 47	Strong gale	Public house sign blows down.	Yachtsmen struck by falling sign.

Although the Beaufort Scale actually extends to Force 17, it is felt that anything over Force 9 would be of interest to yachtsmen or people trapped in public houses; except on a television programme.

CHRONOLOGICAL HISTORY

A further entry in our historical records reads as follows:-

1955

Company celebrated it's Golden Jubilee on 11th November, with a Dinner Dance at the St. Mellons County Club.

s.s. "JERSEY CITY" (3) sold to Sweden as "Jacqueline", in March.
Price obtained - £290,000

Two motor vessels were delivered:-

"VICTORIA CITY" (2), completed 17th March. Built by Wm. Doxford & Sons, Sunderland, with Doxford 4 cylinder engines. 10,200 dwt. Owned by Reardon Smith Line. Open S/Dk. Cost to Company - £773,870

This vessel was sunk in the North Sea on 14th December after being in collision with the Italian Ship "Valentino Bibolini", exactly twelve months after being launched. She was in ballast at the time and the Italian ship was fully loaded with a cargo of iron ore. From the time of collision, she sank within 22 minutes.

"LEEDS CITY" (4), completed 2nd June. Built by Wm. Doxford & Sons, Sunderland, with Doxford 4 cylinder engines. 10,532 dwt. 8139.82 g.t. Open shelter deck (see 1960) & (1967). Owned by Leeds Shipping Co. Cost to Company - £766,710

Mr. W.G. Liley, Vice-Chairman of the Company died.
Mr. A.J. Reardon Smith, Grandson of the Founder succeeded him as Vice-Chairman.

You are better off without it !

The following verse on money matters appeared in a recent edition of the "Financial Times":-

"Save, save, they say, and put away
What you would like to spend today.
Don't drink - or smoke - or go abroad,
And all the parties will applaud.
But when the money's in your banks
Expect no more the nation's thanks.
Your earnings now have changed their name:
They're CAPITAL, a cause for shame.
While any yield that they may bring,
Is DIVIDEND, a filthy thing:
And what may make the saver sore,
It's UNEARNED INCOME, which pays more.
But selling won't remove the stain:
You make a beastly CAPITAL GAIN.
You should be like the State, you fool,
And make a CAPITAL LOSS the rule.
Give some away to poorer men ?
Oh, no, you're DODGING TAXES then.

In short, the patriots who save
Remain in error 'till the grave.
So die as quickly as you can
and pay DEATH DUTIES like a man."

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SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Compania de Navegacion "Las Petlas" S.A. of Panama, until November 1975/March 1976. Arrived Bagnoli 27th March, completed discharge coal cargo and sailed 2nd April. Arrived Casablanca 5th, loaded cargo phosphate, sailed 7th. Arrived Rotterdam 11th discharged phosphate, loaded coal and sailed 17th for Bagnoli. Arrives Bagnoli 24th completes discharge and sails 30th for Port Kamsar (Conakry) where arrives 9th May, loads cargo bauxite for Port Alfred. Calls St. Vincent 14th May, arrives Port Alfred about 24th, completes discharge about 30th. Then loads grain for U.K./Cont. Sails St. Lawrence about 6th June arriving U.K./Cont. about 17th for discharge.

"CHIKUMA" (ex "WILKAWA")

On T/C to Andres Wilhelmsen & Co. Oslo until 1977. Arrived Jeddah 25th March commenced discharge cars, sailed 28th, arrived Djibouti 30th where completed discharge and sailed 31st. Arrived Mormugoa 5th April loaded cargo ore and sailed 19th. Arrives Kure 4th May completes discharge about 6th. Vessel then scheduled drydock.

"CHIYODA"

T/C to N.Y.K. Tokyo until March/July 1975. Arrived San Francisco 29th March completed discharge cars and sailed 1st April. Arrived Nagoya 17th loaded cars and sailed 19th for San Francisco where arrives 3rd May, completing discharge about 7th. Then returns Japan, arriving about 23rd May

"CORNISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro until February/April 1975. Sailed Yokohama 21st March. Arrived Kobe 23rd completed loading Generals/Steel and sailed 4th April. Arrives Rio de Janeiro about 6th May for discharge, calls Vitoria 12th, Santos 16th, completing Rio Grande about 30th.

"FRESNO CITY"

Arrived Albany 3rd April, loaded cargo grain, sailed 16th for Amsterdam. Arrives Amsterdam 27th, completing discharge and sailing about 3rd May. Arrives Antwerp 4th May to load steel products on the Continent/West Coast U.S.A. Service. Sails Antwerp 11th. Arrives and sails Panama Canal 27th. Arrives Los Angeles 4th June to commence discharge, sails 6th, arrives Oakland 9th, sails 11th, to complete discharge Vancouver 13/16th.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd. Tokyo until November 1976/ March 1977. Arrived Davant 20th March, commenced loading coal, sailed 27th. Arrived Mobile 30th, completed loading coal and sailed 1st April. Arrived and sailed Panama Canal 6/8th. Arrives Japan 2nd May completing discharge about 5th. Arrives Yokohama 6th, loads cargo cars, sails 8th. Arrives and sails Panama Canal 1st June. Arrives United States East Coast about 7th completing discharge 10th.

"NEW WESTMINSTER CITY"

Arrived Hamburg 24th March completed discharge grain cargo, sailed 26th. Arrived Flushing 27th for drydocking. Sailed 3rd April. Arrived Tampa 15th, loaded cargo phosphate rock sailed 16th. Arrives and sails Durban 8th May. Arrives Visakhapatnam 22nd completing discharge about 30th. Then delivers on time charter to Japan Line. Loads cargo ore and sails Visakhapatnam 2nd June. Arrives Japan about 15th, completing discharge about 20th.

"PORT ALBERNI CITY"

Arrived Long Beach 27th March to commence discharge steel products. Sailed 30th. Arrived Portland 2nd April, sailed 3rd. Arrived New Westminster 4th April, completed discharge and sailed 9th for Watson Island where arrived 11th to commence loading forest products on the B.C./U.K. Cont. Service. Sailed Watson Island 18th called New Westminster, Harmac and Vancouver where completes and sails 25th. Arrives and sails Panama Canal 8th May. Arrives London 23rd, sails 28th, completing discharge Antwerp 29th/3rd June. Then proceeds to U.S.Gulf to load cargo grain. Arrives U.S.Gulf 18th, sails 24th. Arrives Japan 23rd July completing about 30th.

"PRINCE RUPERT CITY"

Sailed Chiba 21st March. Arrived Kawasaki 21st, sailed 23rd. Arrived Mizushima 24th completed discharging grain cargo and sailed 25th. Arrived Kobe 25th, completed repairs and delivered on time charter to Anglo Canadian Shipping Ltd., and sailed 28th. Arrived Kitimat 8th April commenced loading schedule & sailed 12th. Then called New Westminster, Nanaimo, Vancouver, where completed and sailed 23rd. Arrives and sails Panama Canal 4th May. Arrives Cardiff 18th to commence discharge, thence Felixstowe, Antwerp and Nordenham where completes 1st June. Then drydocks.

"TACOMA CITY"

Completed discharge phosphate at Visakhapatnam 23rd March. Delivered on time charter to Japan Line, loaded cargo ore, sailed 2nd April. Arrived Wakayama 14th completed discharge and redelivered 17th. Then delivered on T/C to Anglo Canadian Shipping Ltd., sailed Wakayama 18th. Arrives Victoria 29th loads cargo forest products and sails 6th May. Arrives and sails Panama Canal 18th. Arrives U.S.E.C. port 24th to commence discharge, completing and redelivering off T/C about 4th June. Arrives Tampa 8th, loads cargo phosphate, sails 10th. Arrives and sails Durban 2nd July. Arrives Visakhapatnam 16th, completing discharge about 22nd.

"VANCOUVER CITY"

On B.C./U.K.Cont. Service. Arrived New Westminster 13th March, sailed 20th. Arrived Nanaimo 20th completed loading and sailed 22nd. Sailed Panama Canal 4th April. Arrived Cardiff 19th to commence discharge. Expect sail 27th for Bremen where completes 1st May. Arrives Antwerp 2nd for drydocking. Undocks about 10th and commences load steel products on the Continent/United States West Coast Service. Sails Antwerp 18th. Arrives and sails Panama Canal 1st June. Arrives Los Angeles 10th to commence discharge, sails 14th. Arrives Seattle 17th, sails 19th. Arrives Vancouver 20th completing discharge about 25th.

"VICTORIA CITY"

On T/C to Japan Line. Arrived Wakayama 27th March, completed discharge ore redelivered and sailed 29th. Arrived Aioi 29th and drydocked 2nd April. Undocked, delivered on T/C to Seaboard and sailed 5th. Arrived Vancouver 17th, loads cargo forest products sailing 23rd. Arrives and sails Panama Canal 5th May. Arrives Newhaven (Conn.) 9th to discharge part cargo, sailing 11th. Arrives Liverpool 20th to complete discharge, redelivering from T/C and sailing about 3rd June.

"WELSH CITY"

On T/C to Intermare Transport G.M.B.H. of Hamburg until July/September 1970. Arrived and sailed Cape Town 9th April. Arrives Visakhapatnam 24th to lighten. Due anticipated 30 days berthing delay, expect sail early June for Calcutta, where completion expected mid June.

"GELA"

Arrived Halifax 29th March, sailed 2nd April. Arrived Vera Cruz 10th, sailed 13th. Arrived Tampico 13th, sailed 16th. Arrived Progreso 17th, sails 20th. Arrives Amsterdam 4th May, sails 6th. Arrives Hamburg 7th, sails 8th. Arrives Bremen 9th, sails 10th. Arrives Rotterdam 11th, sails 12th. Arrives Antwerp 13th, sails 14th. Arrives Le Havre 15th, sails 16th

"MARIA ELISA" (ex "Houston City")

Arrived Acapulco 1st April, sailed 3rd. Arrived Ensenada 7th, sailed 12th. Arrived San Carlos 14th, sailed 17th. Then calls Yokohama arriving about 3rd May, completing at Nagoya, Yokkaichi, Osaka and Kobe.

m.v. "SARA LUPE" (ex "Cardiff City")

Sailed Yokohama 22nd March. Arrived Ensenada 8th April, sailed 9th. Arrived Manzanillo 12th, sailed 17th. Arrived Acapulco 18th, sailed 21st. Arrived San Jose 23rd, sailed 24th. Arrives Acajutla 25th, sails 26th. Arrives and sails Cahmperico 4th May for Yokohama, where arrives 21st completing at Nagoya, Yokkaichi, Osaka and Kobe.

	<u>ATLANTIC CITY</u>	<u>GHIKUMA</u>	<u>CHIYODA</u>
Captain	D.C.Griffith-Jones	W.D. Jones	O.J.T. Lindsay
Chief Officer	D.S. Williams	R.K. Stuart	L.R. Staines
Second Officer	S.A.T.Schooledge	J.E.S.York	R.J. Davis
Third Officer	E. Bingley	J.A.Challacombe	D.J. Cooke *
Radio Officer	D. Edge	D.C. Short	L.M. Campbell
Sen.Radio Officer	R.J. Preece	P. Jones	-
Chief Engineer	R.J. Trigg	R.K. Binns	R.Charlesworth
Jun.Chief Engineer	-	R.U. McLean	-
Second Engineer	K.V. Dowdall	-	F. Clark
Third Engineer,	G.J. Morris	M.R. Green	R.M. Worgan
Jun.Third Engineer	K. Atkinson	-	-
Fourth Engineer	-	J.R. Gleeson	C.J. Burton
Jun.Fourth Engineer	R.S. Allen	-	-
Junior Engineers	M.G. Smith	R.M.B.Jenkins	C. McGuire
	P.J.Cleverley	I.MacFarlane	M. Eckert
	-	R.P. Seys	-
Electrical Engineer	K.F. Bean	P.H. Reynolds	P. Willmott
Catering Officer	G.J. Lyons	N.H. Frost	D.R. Roy
Deck Cadets	T.H. Jowett	C.D. Kisch	P.E. Murray
	A.P. Coles	S.R. Breedon	W.P. Barnes
	S.R. Davies	-	K. Hart
Engineer Cadet	-	-	G.D. Morgan

	<u>CORNISH CITY</u>	<u>FRESNO CITY</u>	<u>GELA</u>
Captain	D.B. Jack	W.J. Cross	G.S. Garlick
Chief Officer	G.T. Parker	K.B.Whitting	T.M. Tait
Second Officer	P.G. Deschamps	T. Haxell	K.T. O'Higgins
Third Officer	N.M. Dunlop	R.G.H. Webb	J.M. Scott *
Radio Officer	R.H. Smith	D.P. Bidmead	H.M.S. Williams
Chief Engineer	J.V. Barnes	H.L. Fletcher	D.N. Amey
Jun.Chief Engineer	-	D.R. Inglis	-
Second Engineer	J.B. Hocking	-	P.R. Bryant
Third Engineer	K. Rowney	M.B. Perrott	C.D. Hughes
Fourth Engineer	G.E.Stevenson	P.J. Wood	W.D. Davies
Jun.Fourth Engineers	K.A. Velda	A. Hobin	C.C. Anderson
	D.C. Lewis	-	-
Junior Engineers	M.J. Leonard	W.C. Evans	D.R. RiddeIl
	-	A.K. Cole	-
Electrical Engineer	D.W. Fuller	E.M.Bennington	J. Kelly
Catering Officer	L.Slawinski	J.L. Sanday	J.T. Jones
Deck Cadets	T.L. Lawrence	J.A. Concannon	I. Cowan
	K.G.Whittingham	-	-
Engineer Cadet	-	-	D.G. Wedlake

	<u>INDIAN CITY</u>	<u>MARIA ELISA</u>	<u>NEW WESTMINSTER CITY</u>
Captain	D.L.G. Jones	A.B. Parkhouse	A.L.G. Gosset
Chief Officer	D.L. Bell	W.G. Wood	M.E. Jones
Second Officer	S.P. Gorford	B.M. Richardson	G. Mapplebeck
Third Officer	D.J.A. Nicholl	-	-
Radio Officer	P.F. Mathews	D.E. Stannard	J. Paton *
Chief Engineer	E.A. Willocks	P.F. Wheeler	C.G. Macey
Second Engineer	C.A.J. White	J. Cuddy	G.M. Cuthbertson
Jun. Second Engineer	J.J. Baghurst	J. Armstrong	T. Graham-Russell
Third Engineer	J.D. Chatten	-	-
Fourth Engineer	J.H. Davies	J.L. Magill	D. Millican
Junior Engineers	R.J. Ridley-Prentice	C. Graddage	D.B. Evans
	R.H. Sanders	P.R. Graham	G. Morgan
	C.J. Griffiths	D.M.W. Churcher	S.W. Phillips
	L.W. James	L. Griffiths	J. Fraser
Electrical Engineer	M. Bodycombe	H. George	C. Villa-Landa
Jun. Electrical Engineer	J.A.R. Cannon	-	-
Catering Officer	R.G. Pierce	R.C. Webber	N.A. Parselle
Deck Cadets	J.A. Stewardson	P.P. Rowlands	C.G. Perrott
	D.P. Kirley	-	G.P. Eyles
	J.A. Taylor	-	-
Spares Superintendents	P.W. Evans	-	-
	R.A. Peach	-	-

PORT ALBERNI CITY

Captain J.R. McNulty
 Chief Officer K.W. Fulker
 Second Officer K Jones
 Third Officer A.K. Smith
 Radio Officer J.M.A. Pagnam
 Chief Engineer R.C. Fraser
 Second Engineer D.P. Jones
 Jun.Second Engineer -
 Third Engineer R.E. Russell
 Fourth Engineer D.J. Ricketts
 Jun.Fourth Engineer R.V. Williams
 Junior Engineers A. McNally
 -
 -
 Electrical Engineer P.E. Edgell
 Catering Officer D. MacPhail
 Deck Cadets R.K. Phelps
 M.J. Clarke
 D.A. Roberts

PRINCE RUFERT CITY

J.S. Murray
 M.C. Hurst
 W.D. Howell
 K.J. Cribbin
 G. Thomas
 J.F. Hewson
 G. Hughes
 T.J. Newell
 -
 P.H. Evans
 -
 D.E. Rees
 J.F. McCarthy
 W. Munro
 T. McMahon
 D.C.M. Trinick
 I.M. Stewart
 -
 -

SARA LUPE

P.J. Boroughs
 K. Milburn
 J.P. Andrews
 G. Sizer *
 S.C. Horne
 D.W. Morse
 P.J. Quinn
 -
 E. Hoy
 N.P. Treen
 T.S. Churcher
 C.L. Griffiths
 -
 -
 M.G. Young
 C.J. Harryy
 J.A. Doody
 D.J. McMurdo
 R. Thomas

TACOMA CITY

Captain J. Cann
 Chief Officer R.A.H. Vanner
 Second Officer, M. Gaffney
 Third Officer, P.C. Coles
 Radio Officer J.R. Mathews
 Chief Engineer E.R. Morgan
 Second Engineer D.J. Jennings
 Jun.Second Engineer -
 Third Engineer K.J. Walmsley
 Fourth Engineer K.I. Davies
 Jun.Fourth Engineer -
 Junior Engineers R.S. Dunbar
 P. Beavis
 M.G. Ellis
 P. Cawley
 J.C. Pagler
 -
 D.M. Eley

VANCOUVER CITY

J. Porteous
 B.J. Bartlett
 P.P. Lewis
 T.A. Price
 S.G.W. Whitmore
 B.M. Draper
 B.J. Allsopp
 -
 K.D. Morgan
 P.D. Slade
 -
 M.T. Crimmins
 J. Murphy
 G.B. Gibbs
 K. Llewellyn
 M.L. Frazer
 M.E. Parsons
 -
 -

VICTORIA CITY

B. Jones
 M.W. Slayman
 J.L.G. Cotton
 J.M. Clark *
 D.R. Appleton
 D.M. Parsons
 G.J. Griffiths
 R.B. Adey
 -
 C.J. Buckley
 R.C. Quaye
 A. Doubler
 R.J. Bell
 D. Osborne
 W.J. Burt
 -
 -
 -

WELSH CITY

Captain A.C. Thomas
 Chief Officer R.E. Baker
 Second Officer B.R. Hopper
 Third Officer N. Jerrum
 Radio Officer A.J.L. Cottle
 Chief Engineer R. Chambers
 Jun.Chief Engineer G.D. Tattersall
 Third Engineer C.E. Hayles
 Fourth Engineer D.M. Jellyman
 Jun.Fourth Engineer W.H. Tucker
 Junior Engineer P.J. Walker
 Electrical Engineer N. Payne
 Catering Officer P.F. Akers
 Deck Cadets R.S. Mortimore
 A.C. Baxter
 D.W.J. Sibley