



Reardon Smith Line Limited



NEWSLETTER

May 1974

INTRODUCTION

No. 52.

It isn't given to everybody to be lighthearted and carefree. Someone at sometime must assume the mantle of responsibility. To be able to carry out this task requires special qualities. Over the kaleidoscope of history it is apparent that few have succeeded where truth has not found an honourable place. Could it be, therefore, that in these uncertain times there is strife between Truth and Falsehood? The era of pretence is quickly passing away - to pretend to be something or someone far greater than the actual truth is "just not on" today. The American writer and thinker, James Russell Lowell wrote:-

"Once to every man and nation comes the moment to
decide,

In the strife of Truth with Falsehood, for the good or
evil side."

One wonders, therefore, whether this moment has indeed arrived. Every man and woman in these Isles will have to decide sooner or later, whether men of Truth or Falsehood take over the helm, and with Emerson we shall be able to say - Truth is the summit of being; justice is the application of it to affairs.

Our thanks to Mr. R. Chambers, Chief Engineer, m.v. "WELSH CITY" for the following contribution:-

Our voyage on the "WELSH CITY" took us to Bari, Italy, and then down to Mersin, Turkey. Not one person on board had ever been to Turkey and I think that all were expecting the mysterious exotic East with "Belly Dancers" by the dozen and sylph like forms swathed in robe and Yashmak. Unfortunately, the only exotic thing was the smell and I do not think that anyone had any regrets at our departure.

The journey up to and through the Dardanelles and on to Istanbul was uneventful and after repairing the hole in the bows that the jetty made at Mersin, we proceeded on our way to Odessa. We were all fairly well in the dark regarding arrival, as no-one had been to Russia for some time.

On arrival the usual Quarantine, Immigration and Customs officials boarded and whilst they wished to see everyone, seemed less strict than in the U.S.A. Getting ashore was a different matter. An armed guard at the bottom of the gangway took one's pass and Identity card, checked the photograph, stared for quite some time into one's face, compared the number of the pass before allowing one to proceed. This guard was overlooked by another perched on one of the shore cranes and one at either end of the jetty.

Once past these soldiers, we were free to go as we pleased, providing, we wished to walk through a quagmire churned up by lorries and stretching a good quarter mile. This deterred all but the most hardy and the great majority awaited the Seamens' Club Bus, which arrived at a preset time.

The Club is situated somewhere near the city centre in part of the old Stock Exchange. The other part of the building, now houses the Philharmonic Society and unfortunately was not open to view during our stay.

On street level the entrance leads into a foyer housing the cloakroom and a small souvenir shop; tables, chairs and the inevitable television fill the rest of the room. A spiral staircase of marble takes us up to the main floor on which can be found the cinema, library, bar, ballroom and, I presume, executive offices.

Although we saw little of the cinema, it seemed to be showing mostly Ministry of Information type films. Next to it, the library, was full of information, booklets and newspapers in every language and two rather forceful ladies who were very eager to help increase one's knowledge of the Soviet Union. There were some very interesting showcases here, filled with items given by the crews of ships of all nations and surrounding the three walls.

Proceeding along the hallway that bounded these rooms, the walls were covered with photographs and information of the different parts and peoples of Russia. There was also what I would take to be the communist creed and the second rule or sentence seemed quite emphatic, "Those that do not work, shall not eat".

The bar was filled with all nationalities, plus a number of young and "youngish" hostesses. I always find it difficult in describing the ages of the fair sex, for what might be "youngish" to me could be "ancient" to others.

There was beer to buy (while it lasted), at 20p per bottle, vodka which seemed unlimited at 60p per shot and champagne at £2.50 per bottle. All money spent at the club had to be Roubles and Kopecs, no foreign money was allowed. Soft drinks were also available, as were snacks. We priced the cooked chicken pieces and found they worked out to about £1.50 per lb.

The ballroom was really beautiful to see, the high domed ceiling had the most intricate plaster work and the painting and gold leaf work on the panels was superb, and from the middle hung a huge ornate glass chandelier. The windows were of leaded glass, but could not be seen to advantage. A Russian group was playing rather sedate music to a very nearly empty hall, until the arrival on stage of our Junior Fourth Engineer, Will Tucker (Alias Throng for some reason). The electric guitar became "alive" in his hands, whilst the grand piano and electric organ were practically jumping across the stage due to the machinations of our youngest Deck Cadet, Dick Mortimore. The Russian drummer had never had so much fun in his life and periodically pieces of equipment and drums flew through the air to the danger of the considerable number of people now dancing. The music was all of the "Rock" variety, with Will roaring out in a voice that was truly reminiscent of "Little Richard" at his peak. I was very surprised to see how well this went down with the older types, the younger ones thoroughly enjoyed themselves and showed it by an ovation and invitations to play again.

An invitation was given to the gentleman whom seemed to do all the running of the club, for himself and some of the hostesses to come down to the ship on the Monday night for a farewell party. The invitation was accepted by the manager and about half a dozen hostesses were allowed to come on board the vessel. The evening was a great success, but far too short as permission was only granted to 10.30 p.m. A cold buffet had been laid in the ship's dining saloon and this too was enjoyed by all. Dancing was to tapes and records, as our vocal guitarist had completely lost his voice. Possibly some of the elder ones on board breathed a small sigh of relief ?

Just before the party ended, their spokesman rose and gave a short speech and presented Captain Thomas with an album of records, books and postcards for the ship.

A tour of the city was organised and we were shown the various monuments and buildings, the most elegant of all, in my opinion, was the opera house and during our stay I had the good fortune to see the ballet "Sleeping Beauty". The opera house itself is reputed to be one of the finest of it's kind in Europe, it's external decorative masonry and shape is something to see, but it is when one goes inside that the true beauty is visible. The streets and the people outside seem very drab and grey, which city does not in winter time, but once inside everything is transformed. Here, I think, is the last trace of old Russia, the heavy red velvet drapes fantastically worked with gold threads, the red plush curtains of the boxes and balconies, the absolute white figured plaster work overlaid with gilt that surrounds the whole auditorium, the huge dome from which hangs one of the biggest and most beautiful chandeliers I have ever seen, we seem to have been transported to another world. The performers and the orchestra were very good indeed and a performance I will always remember.

The tour also took us to the one of two shops that are allowed to take foreign currency, that is if you have declared it. Unfortunately, this part of the shop was shut at the time, but I was able to visit the other shop inside the docks where English or American money is accepted. This, I am afraid, is not a bargain hunters paradise, in fact, quite extensive.

Our last stop was at the tomb of the "Unknown Sailor", this was an obelisk with an eternal flame and liberally covered with flowers. I believe that this was to commemorate the rebellion of the crew of the battleship "Potyomkin" in 1905, the first revolution. It is also the custom that the "Happy Couples" come straight from the "Marriage Palace" to the tomb and lay their wedding bouquets around the flame.

Did you know ?

Sir John Lubbock, M.P., F.R.S., born in London 1834, was Author of the Bank Holidays Act.

In 2634 B.C. The Chinese claimed that their Emperor Hoang constructed a Mariner's Compass.

In 600 B.C. Aniximander invented maps.

221 - 264 B.C. Hero of Alexandria, flourished. He resolved all machines into the mechanical powers, viz., the lever, the wheel and axle, the wedge, the screw and the pulley.

808 A.D. First bank established in Italy by the Lombard Jews, some of whom settled in Lombard Street, London.

1302 A.D. Flavio improved the Mariner's Compass.

1391 Playing Cards invented (of interest perhaps to some members Head Office, Accounts Department).

1472 Volturius propelling wheels invented.

1608 Telescopes constructed by Lipperhey and Jansen, spectacle makers.

1716 Floating docks introduced.

1752 Berowilli demonstrated the principle of the screw propeller.

1788 Pat Miller propelled a boat by a steam engine five miles an hour.

In 1818 the Macadamisation of roads introduced.

The first transatlantic steamer trip took place in 1838.

In 1867 - 8 Electric light was substituted for oil lamp at Dungeness lighthouse.

In 1872 Daily weather charts were first issued.

In 1873 Carcases, frozen by Harrison's method, sent to England from Australia.



Apparently, the biggest trees in the world are the mammoth trees of California. One of a grove in Tulare County, according to measurements made by members of the State Geological Survey, was shown to be 276 feet in height, 108 feet in circumference at base and 76 feet at a point 12 feet above ground. Some of the trees are 376 feet high and 34 feet in diameter.

Note - "the above information is about eighty years old - so if they are still standing, these trees must have 'put on a bit' since then".



STAFF NEWS

EXAMINATION SUCCESSES

Mr. C. Bowell	-	First Mate's certificate
Mr. R. Day	-	Part "A" First Class
Mr. T.W. Davies	-	Second Class Motor
Mr. D.J. Carter	-	Part "A" Second Class Motor

We congratulate the above Officers on obtaining their Certificates.

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MARRIAGES

We offer our congratulations and best wishes to Mr. D.J. Jennings, Second Engineer, m.v. "TACOMA CITY", on his marriage to Miss Irene McAllister at St. Stephen's Church, Dalmeir, Scotland, on 16th February 1974.

We also extend our congratulations and best wishes to Mr. E.J. Burrup, Fourth Engineer, on his marriage to Miss Ginette Bray at St. Mary's Church, Malpas, Newport, Gwent, on 4th May 1974.

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WELCOME

We extend a warm welcome to the undermentioned on joining the Company:-

- Mrs. M.L. Martyn - Telephonist, Head Office.
- Miss A.V. Beckers - Telex Operator, London.
- Miss Janet Freeman - Technical Department, Head Office.
- Mr. R.A. Whieldon - Purchasing Department, Head Office.

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A word of re-assurance to Mr. G. Sizer of the m.v. "SARA LUPE"

Our reference to him as a "special type" of Third Mate (published in the April edition), is not to be taken seriously. It was a "faux pas" we assure him, which we regret.

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B.U.P.A. SCHEME - CONTRACT OFFICERS

We are pleased to advise that we have been informed by B.U.P.A. that, with effect from the 1st April 1974, they have increased the benefits under the group scheme and, in the case of family cover, there will be no additional charge prior to the date of renewal.

The increased benefits are as follows:-

Hospital or registered nursing home charges for accommodation and nursing, each week for 52 weeks. £147.00

Qualified nurses charges for full time nursing at home, up to 26 weeks per year. £ 73.50

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COMPANY NEWS

SHARES

Following numerous press comments and the announcement that the Panamanian interest had increased to 13.9645% of the Voting Capital, the shares of the Company were caught in a speculative wave this month and surged ahead to reach a new peak of 264p for the ordinary and 172p for the "A" Non-Voting. This compares with 190p and 145p respectively, as advised in the April Newsletter.

With more than 58% of the ordinary Units held by Directors and family, rumours and enthusiasm for a possible bid were showing signs of dying out towards the end of this month and at the time of going to press, the ordinary shares stood at 203p and "A" Non-Voting at 133p.

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The Chairman, on his return from a business visit to Antwerp recently, reported he took the opportunity of visiting one of the Company's vessels, particularly to show one of the Steel Representatives the loading operation.

Everyone was apparently very busy, which was probably the reason why the Chairman failed to find anybody who even remotely looked like a member of the Reardon Smith Organisation!

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CHRONOLOGICAL HISTORY

1956 Reardon Smith Line took delivery of two motor vessels during this year:-

"NEW WESTMINSTER CITY" (3) completed 15th June. Built by William Doxford and Sons, Sunderland, with 4 cyl. Doxford engines. 10518 dwt. 7974 gt. Open shelter deck. (See 1960 & 1970) Cost to Co. £890,537

"WELSH CITY" (2) completed 31st August. Built by William Doxford & Sons, Sunderland, with Doxford 4 cylinder engines. 10518 dwt. 7974 gt. Open shelter deck. (See 1960 & 1968) Cost to Co. £896,216

s.s. "DALLAS CITY" (2) sold to South Africa as "Hangklip" (July) Price obtained - £475,000

We publish a letter received by Captain D. Jack of the m.v. "CORNISH CITY", from the Canadian Department of the Environment. Our congratulations to all concerned:-

"I take pleasure in writing to you concerning the voluntary work you performed last year on the m.v. "CORNISH CITY", in connection with the weather observing program which is carried out on behalf of our Service.

The Atmospheric Environment Service (formerly the Canadian Meteorological Service) began to recruit the services of ships for voluntary weather observing on the high seas, coastal waters and Great Lakes in 1947. Since that time literally hundreds of ships have made close to one million weather reports in all parts of the world under Canadian sponsorship. This information, together with that provided by the ships of other nations, has been almost the only source of our knowledge of weather on the water areas of the world. This knowledge is then passed back to the mariner in such forms as radio weather bulletins, storm warnings, pilot charts and climatological atlases.

As you may know, our Service has, for the past twenty-five years, awarded prizes to a selection of ships and individual ships' officers who have made the best weather records during the previous year. Last year, we initiated the presentation of "Certificates of Achievement" on which gold seals were affixed to indicate the years, prior to and including 1972, in which excellent weather programs had been carried out. Your ship was awarded one of these certificates, and also a book for your ship's library.

In 1973, we received 344 reports from the m.v. "CORNISH CITY" and I am indeed happy to tell you that the weather observations made by the officers were again considered to be in the excellent class.

In recognition of this good work, we have for you a 1973 gold seal to be placed on your "Certificate of Achievement" and also a book which I hope you and your officers will enjoy. It is titled "The Cunard White Star Quadruple - Screw Liner Queen Mary". It is a reprint of the June 1936 issue of the British journal "The Marine Shipbuilder and Marine Engine-Builder".

At this time, I should like to express my sincere thanks to you and to all of the m.v. "CORNISH CITY"'s officers who made the weather program a success. These included Messrs. R.E. Skinner, T.M. Tait, M.C. Ingram, P. Dixon, T. Price, R. McKay, P. Lewis, L.R. Stains and J.A. Challcombe, and Messrs. R.H. Smith D.F. Bidmead and A.J.L. Cottle, the Radio Officers who transmitted the reports.

Your 1973 gold seal and book will be presented personally by our Vancouver Port Meteorological Officer during your next call at that port. However, if your ship will not be calling at Vancouver for some time, you may prefer that we mail these to you. If so, please advise me of the most appropriate mailing address.

My congratulations go to your officers on their fine work. I hope that we may continue to benefit from their good weather reports in the future."

The following paper "clip" was sent us by Captain W.J. Cross of the m.v. "FRESNO CITY", together with comment:-

"British Airways cabin staff already enjoy shorter duty periods than most European airlines. For S.A.S. the maximum is 13 hours, for Lufthansa and Swiss Airlines it is 14 hours, Alitalia 14½ hours and Sabena 1666, with the Department of Trade laying down the maximum at 14 hours."

"And you think you work long hours" !

"UNCLE'S TURKEY TRAP"

The New York Stock Exchange firm of Dreyfus & Co., once sent to it's clients this story of a man who attributed his success in the Stock Market to the lesson he learned from his uncle's experience with a trap for wild turkeys:

Uncle's trap was a box about six feet square with one side open and tilted up by a pole. Trails of corn led to the trap, with a particularly enticing supply of corn kernels inside the box. A long cord tied to the pole extended into the bushes where Uncle hid, and when he jerked the cord any turkeys which wandered into the box were caught inside.

One day, while Uncle hid in the bushes, a flock of 12 turkeys meandered up to the box and 11 walked inside the trap. "I'll wait just a minute", exulted Uncle, "and I'll have the last one". But while he waited, three of the 11 in the trap wandered out. Uncle regretted that he hadn't been content with a fine catch of 11, so he figured that as soon as one of the three returned he'd pull the cord.

As he waited for this to happen though, five more turkeys walked out, leaving only three inside. "Well, there's still plenty of corn inside the box", thought Uncle, "and two or three will wander back in to get it. Then I'll pull the cord". But two more wandered out, leaving only one lone turkey in the trap. Now Uncle was numb with chagrin and as he debated what to do about the sole turkey left, it joined the others and all 12 walked off.

Uncle's 11 turkeys were just paper profits.

SHIPS' POSITIONS"ATLANTIC CITY"

On T/C to Compania de Navegacion "Las Petlas" S.A. of Panama, until November 1975/March 1976. Arrived Bagnoli 24th April completed discharge coal, sailed 3rd May. Arrived Port Kamsar 11th loaded bauxite cargo and sailed 13th. Arrived and sailed St. Vincent 15th, arriving Port Alfred 24th completing discharge and sailing 30th. Then proceeds Quebec/Port Cartier, loads grain cargo and sails 6th June. Arrives Tilbury and or Rotterdam 17th and completes discharge about 25th. Then loads coal at Rotterdam sailing about 30th for discharge West Italy. Arrives and completes West Italy 7/15th July.

"CHIKUMA" (ex "Wilkawa")

On T/C to Anders Wilhelmsen & Co. Oslo until completion drydock Kobe 23rd May, when delivers to new owners. Arrived Kure 7th May completed discharge iron ore and sailed 13th. Arrived Kobe same day and entered drydock 14th. Expect complete drydock about 23rd.

"CHIYODA" (ex "Eastern City")

On T/C to N.Y.K. Tokyo until March/July 1975. Arrived San Francisco 3rd May, discharged part cargo cars, sailed 5th. Arrived Long Beach 6th, completed discharge, sailed 8th. Arrives Nagoya 24th, loads cars for San Francisco and Long Beach. Sails Nagoya 26th. Arrives San Francisco 10th June completing and sailing Long Beach 15th, for Japan. Arriving about 1st July.

"CORNISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro until February/April 1975. Arrived Rio de Janeiro 7th May sailed 18th to complete discharge Vitoria 19/22nd, Santos 23/30th and Rio Grande 2/6th June. Present intention to load generals at Buenos Aires, Paranagua, Santos completing at Buenos Aires for Singapore, Hong Kong, Keelung, Kobe, Nagoya, Yokohama, Kobe, Yawata.

"FRESNO CITY"

Arrived Amsterdam 27th April, completed discharge grain and sailed 3rd May. Arrived Antwerp 4th May and commenced loading steel products on the Continent/West Coast U.S.A. Service. Sailed Antwerp 11th. Arrives and sails Panama Canal 25/26th. Arrives Los Angeles 3rd June completing discharge Oakland 7/9th and Vancouver 11/14th. Then proceeds to load Forest Products on the B.C./U.K.-Cont. Service. Sails British Columbia 30th, Panama Canal 12th July. Arrives Newport 26th to commence discharge, completing at Cardiff and Antwerp about 11th August.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co. Ltd., Tokyo until November 1976/ March 1977. Arrived Nagoya 5th May to commence discharge part cargo coal, sailed 6th. Arrived Sakai 7th completed and sailed 8th. Arrived Yokohama 9th loaded cars and sailed 14th. Called Kashima 14/15th to land sick seaman. Arrives and sails Panama Canal 8th June. Arrives Providence 14th completing discharge 16th. Then loads coal at Hampton Roads or U.S. Gulf for discharge Japan.

"NEW WESTMINSTER CITY"

Arrived and sailed Durban 8/9th May. Arrived Visakhapatnam 21st May completing discharge phosphate 28th. Then delivers on T/C to Japan Line Ltd. Loads a cargo of ore and sails about 2nd June. Arriving Japan 15th to complete discharge about 20th.

"PORT ALBERNI CITY"

On B.C./U.K.-Cont. Service. Completed loading forest products and sailed Vancouver 25th April. Sailed Panama Canal 8th May. Arrives London 21st May to commence discharge completing at Antwerp 3rd June. Then proceeds to U.S. Gulf arriving about 18th June to load cargo grain, sailing 24th June. Arrives and sails Panama Canal 29th. Arrives Japan about 23rd July completing 30th.

"PRINCE RUPERT CITY"

On T/C to Anglo Canadian Shipping Ltd., Completed loading forest products and sailed Vancouver 23rd April. Sailed Panama Canal 6th May. Arrived Cardiff 20th May to commence discharge completing Felixstowe, Antwerp and Nordenham about 1st June where redelivers off time charter. Then proceeds to Flushing where drydocks, sailing about 10th June. Arrives Tampa 24th to load phosphate cargo sails 27th. Arrives and sails Durban 19th July. Arrives Visakhapatnam about 2nd August completing discharge 8th.

"TACOMA CITY"

On T/C to Anglo Canadian Shipping Ltd. Arrived Victoria 30th April loaded full cargo forest products and sailed 7th May. Arrived and sailed Panama Canal 18/19th. Arrives Baltimore 24th to commence discharge completing at Camden 26/28th, Newark 29/31st, Newhaven 1/2nd June, Providence 3/5th and Portsmouth R.I. 6/8th, where redelivers.

"VANCOUVER CITY"

Sailed Cardiff 28th April. Arrived Bremen 1st May completed discharge and sailed 2nd. Arrived Antwerp 3rd and drydocked 6th. Undocked 14th and sailed 17th. Arrives Tampa 30th, loads cargo phosphate and sails 2nd June. Arrives and sails Durban 24/25th. Arrives Visakhapatnam about 8th July completing discharge 13th July. Then delivers on time charter to Japan Line, loads cargo of ore and sails 15th July. Arrives Japan 28th completes discharge 31st and redelivers.

"VICTORIA CITY"

On T/C to Seaboard Shipping Co. Ltd. Completed loading full cargo forest products and sailed Vancouver 23rd April. Sailed Panama Canal 6th May. Arrived Newhaven (Conn.) 12th, sailed 14th. Arrives Liverpool 23rd to complete discharge, redelivers and sails about 1st June. Arrives Antwerp 5th June to commence loading steel products on the Continent/U.S.W.C. Service complete loading and sails about 11th June. Arrives and sails Panama Canal 25th Arrives U.S. West Coast about 4th July, completing discharge about 11th.

"WELSH CITY"

On T/C to Intermare Transport G.M.B.H. of Hamburg until July/September 1974. Arrived Visakhapatnam 24th April, to lighten. Expect complete lightening and sail about 20th May. Arrives Calcutta about 23rd completing discharge about 30th.

"GELA"

Sailed Progresso 19th April. Arrived Amsterdam 5th May, sailed 7th May. Arrived Hamburg 8th, drydocked 11th. Undocks and sails 22nd. Then proceeds to Bremen to commence loading, completing at Rotterdam, Antwerp and Le Havre for discharge Vera Cruz and Tampico.

"MARIA ELISA" (ex "Houston City")

Arrived Yokohama 5th May, sailed 11th. Arrived Nagoya 12th, sailed 13th. Arrived Yokkaichi 13th, fire broke out in holds one, two and three whilst discharging bales cotton on 15th.

"SARA LUPE" (ex"Cardif. City")

Arrived San Jose 23rd April, sailed 27th. Arrived Acajutla 27th, sailed 28th
Arrived Champerico 28th, sailed 11th May. Arrived Acapulco 12th, sailed 13th
Arrives Yokohama 25th, sails 27th for Nagoya/Yokkaichi 28/31st, Osaka/Kobe
1/4th June, Kobe 5/10th, Nagoya 11/12th, Yokohama 13/18th. Then calls
Ensenada 3/5th July, Acapulco 9/14th, Manzanillo 15/16th, Mazatlan 17/23rd,
completing Guaymas 25/29th.

Answer to problem published in March issue under
heading "Try this one" - 35

Two females in conversation -

First - I suppose you take off your glasses
when you go out with him, to improve your
appearance ?

Second - No, I take them off to improve his !

DISPOSITION OF OFFICERS

	<u>A ANTIC CITY</u>	<u>CHIYODA</u>	<u>CORNISH CITY</u>
Captain	D.C.Griffith-Jones	O.J.T.Lindsay	D.B. Jack
Chief Officer	D.S. Williams	L.R. Staines	G.T. Parker
Second Officer	S.A.T.Schooledge	R.J. Davis	P.G. Deschamps
Third Officer	E. Bingley	D.J. Cooke *	N.M. Dunlop
Radio Officer	D. Edge	L.M. Campbell	R.H. Smith
Jun.Radio Officer	R.J. Preece	-	-
Chief Engineer	R.J. Trigg	R.Charlesworth	J.V. Barnes
Second Engineer	K.V.Dowdall	F. Clark	J.B. Hocking
Third Engineer	G.J. Morris	R.M. Worgan	K. Rowney
Jun.Third Engineer	K. Arkinson	-	-
Fourth Engineer	-	C.J. Burton	G.E. Stevenson
Jun.Fourth Engineers	R.S. Allen	-	K.A. Velda
	-	-	D.C. Lewis
Junior Engineers	M.G. Smith	C. McGuire	M.J. Leonard
	P.J. Cleverley	M. Eckert	-
Electrical Engineer	K.F. Bean	P. Willmott	D.W. Fuller
Catering Officer	G.J. Lyons	D.R. Roy	L. Slawinski
Deck Cadets	T.H. Jowett	P.E. Murray	T.L. Lawrence
	A.P. Coles	W.P. Barnes	K.G. Whittingham
	S.R. Davies	K. Hart	-
Engineer Cadet	-	G.D. Morgan	-
	<u>FRESNO CITY</u>	<u>GELA</u>	<u>INDIAN CITY</u>
Captain	W.J. Cross	T.W.D. John	J. Vaughan
Chief Officer	K.B. Whitting	F. Scott	E.W. Walmsley
Snr.Second Officer	-	-	D.J.A. Nicholl
Second Officer	T. Haxell	R.G. Hayton	J.R. Ashley
Third Officer	R.G.H. Webb	J.M. Scott *	S.P. Hodges *
Fourth Officer	-	T.D. Lester	-
Radio Officer	D.P. Bidmead	H.M.S.Williams	M. Savory
Chief Engineer	H.L. Fletcher	D.N. Amey	M.E. Rayner
Jun.Chief Engineer	D.R. Inglis	-	-
Second Engineer	-	F.D. King	R.U. Bell
Jun.Second Engineer	-	-	J.D. Chatten
Third Engineer	M.B. Perrott	J.S. Davie	-
Fourth Engineer	P.J. Wood	W.D. Davies	N.G. Whitby
Jun.Fourth Engineer	A. Hobin	C.C.Anderson	-
Junior Engineers	W.C. Evans	-	L.R. Gale
	A.K. Cole	-	W. Blunt
	-	-	C.C. French
Electrical Engineer	E.M.Bennington	J. Render	K.W.G. Hampton
Sec.Electrical Engineer	-	-	T. Moore
Catering Officer	J.L. Sanday	A.H. Fox	F.W. Lever
Deck Cadet	J.A.Concannon	I. Cowan	-
Engineer Cadet	-	D.G.Wedlake	-
Navigating Cadets	-	-	M.J. Voisey
	-	-	T.S. Lawrence
	-	-	S.R. Breedon
Spares Superintendents	-	-	P.W. Evans
			R.A. Peach

	<u>MARIA ELISA</u>	<u>NEW WESTMINSTER CITY</u>	<u>PORT ALBERNI CITY</u>
Captain	A.B.Parkhouse	A.L.G.Gosset	T.R. McNulty
Chief Officer	W.G. Wood	M.E. Jones	K.W. Fulker
Second Officer	B.M.Richardson	G.Mapplebeck	K. Jones
Third Officer	D.E. Stannard	J. Paton *	A.K. Smith
Radio Officer	P.F. Wheeler	C.G. Macey	J.M.A. Pagnam
Chief Engineer	J. Cuddy	G.M.Cuthbertson	R.C. Fraser
Second Engineer	J.Armstrong	T.Graham-Russell	D.P. Jones
Third Engineer	J.L. Magill	D. Millican	R.E. Russell
Fourth Engineer	C. Graddage	D.B. Evans	D.J. Ricketts
Jun.Fourth Engineer	-	-	R.V. Williams
Junior Engineers	P.R. Graham	G. Morgan	A. McNally
	D.M.W.Churcher	S.W. Phillips	-
	L. Griffiths	J. Fraser	-
Electrical Engineer	H. George	C.Villa-Landa	P.E. Edgell
Catering Officer	R.C. Webber	N.A. Parselle	D. MacPhail
Deck Cadets	P.P. Rowland	C.G. Perrott	R.K. Phelps
	-	G.P. Eyles	M.J. Clarke
Engineer Cadet	-	-	D.A. Roberts

PRINCE RUPERT CITYSARA LUPLTACOMA CITY

Captain	M.J. Higgins	P.J. Boroughs	J.Cann
Chief Officer	P.M.Baverstock	K. Milburn	R.A.H. Vanner
Second Officer	R. Jammison	J.P. Andrews	M. Gaffney
Third Officer	P.A. Ward *	G. Sizer *	P.C. Coles
Radio Officer	W.P. Hereward	S.C. Horne	J.R. Mathews
Chief Engineer	T. Sukiennik	D.W. Morse	E.R. Morgan
Second Engineer	R.A. Rees	-	D.J. Jennings
Third Engineer	E.J. Burrup	E. Hoy	K.J. Walmsley
Fourth Engineer	J.P. Bowler	N.P. Treen	K.I. Davies
Jun.Fourth Engineer	-	T.S.Churcher	-
Junior Engineers	W.M. Powell	C.L.Griffiths	R.S. Dunbar
	S.R. Harris	-	P. Beavis
Electrical Engineer	A. Hamilton	M.G. Young	M.G. Ellis
Catering Officer	J.D. Peebles	C.J. Harry	P. Cawley
Deck Cadets	I.H. Woolley	J.A. Doody	J.C. Pagler
	D.J. Kinsey	D.J. McMurdo	-
Engineer Cadet	-	R. Thomas	D.M. Eley

VANCOUVER CITYVICTORIA CITYWELSH CITY

Captain	J. Porteous	R.K. Stuart	A.C. Thomas
Chief Officer	B.J. Bartlett	R.I. Crawford	R.E. Baker
Second Officer	P.P. Lewis	C.R. Goddard	B.R. Hopper
Third Officer	T.A. Price	B.T. Hernaman	N. Jerrum
Fourth Officer	-	N. Davies	-
Radio Officer	S.G.W. Whitmore	B.B. Everett	A.J.L. Cottle
Chief Engineer	B.M. Draper	J. Scott	R. Chambers
Jun.Chief Engineer	-	-	G.D. Tattersall
Second Engineer	B.J. Allsopp	J. Foots	-
Third Engineer	K.D. Morgan	J.V.H. Jones	C.E. Hayles
Jun.Third Engineer	-	R.I. Whittington	-
Fourth Engineer	P.D. Slade	-	D.M. Jellyman
Jun.Fourth Engineer	-	J.R. Lange	W.H. Tucker
Junior Engineers	A. Clarkson	N.J. Pratt	P.J. Walker
	J.R. Carman	A. Hill	-
	J. Murphy	-	-
Electrical Engineer	J.T. Loraine	J.D.W. McLaren	N. Payne
Catering Officer	K.Llewellyn	A.P. Hughes	P.F. Akers
Deck Cadets	M.L. Frazer	W.J. Hutchings	R.S. Mortimore
	M.E. Parsons	A.C. Melbourne	A.C. Baxter
Engineer Cadet	-	-	D.W.J. Sibley