



Reardon Smith Line Limited



NEWSLETTER

JULY 1974

NO.54.

INTRODUCTION

In his Address to the Association of Navigation Schools at the Brunel Technical College, Bristol, last May, the Principal Examiner - Masters and Mates - Captain Ponds, was able to report that in all grades, there had been an increase in the number of certificates issued. This must be a trend most welcomed by those in our Industry on whom the burden rests of providing the Officers to man our ships. A fairly permanent feature of the post-war scene has been a situation whereby too many ships are chasing too few certificated Officers, not only in the U.K., but in other traditional maritime countries as well.

Statistics are cold and uncompromising, but Examiners at least are human.

One Examiner at a major centre reported that the Masters appear mature and responsible; the Second Mates dashing and, sometimes, slapstick, with the First Mates suitably in between. Another Examiner was impressed by the uniformly smart appearance of all candidates presenting themselves for the Oral examination. It emerged, however, that the uniformity of appearance was explained by all candidates having worn the same suit after a quick shift in the nearest heads.

Humour was much in evidence - like the report on the First Mate who stated that "if a vessel becomes unstable due to the absorption of water by her timber deck cargo, then dump the sodden stuff".

A Second Mate, explaining the use of the hydrometer, said that a vessel loading in fresh water could load more cargo than if she was in salt water. He finally agreed with the Examiner when asked if it followed that it was to the shipowner's advantage to load at up-river jetties rather than ports by the sea. Clearly a man with the profitability of his ship at heart, but one who might well be advised to keep a weather eye open for the Department's Surveyors in the field.

Finally, a Master was asked to demonstrate how to transmit the two-tone alarm signal on 2182 KHZ - he picked up the microphone and gave the finest example of yodelling ever heard outside the Swiss Alps.

Captain T.R. McNulty has sent in a cheque for £10 for the Royal National Life-Boat Institution. This contribution is the profit from the Officers' Bar on the m.v. "PORT ALBERNI CITY". The donation is made following a vote on disposal of the profit. Many thanks to all concerned. The money will be gratefully received.

Many charitable organisations, associated directly with the sea, have sprung up over the years in this country. Not least of these is the Royal Alfred Merchant Seamen's Society. The Hon. Public Relations Officer has sent us the following article on the Society:-

In the early part of the 19th Century, it would have been fairly true to say of the sailor:-

"Where he goes and how he fares,
No one knows and no one cares".

Mercifully, things have changed since those days and the needs of the seafarers are far better understood.

Seamen's Societies and Funds have been formed to cater for "Those who go down to the sea in ships" and indeed their dependants.

The Royal Alfred Merchant Seamen's Society has its own particular story of over a hundred years.

The original aim was to provide accommodation for retired seamen and a small pension for those men with good service who did not require residential help.

Subsequently, any seamen of British Nationality who, through no fault of his own, has been rendered temporarily, or in many cases, permanently incapacitated, has been considered eligible for aid.

Widows of seamen may also apply. In that respect the Wars exacted a heavy toll.

In 1958 the old Belvedere Home was demolished and was replaced by a building to suit modern requirements. The additional amenities are a tremendous help to a most dedicated staff and, of course, make it much more comfortable for the residents.

In more recent years the Ladies' Home at Eastbourne and the Housing Association at Banstead were opened. Both establishments provide separate accommodation for each resident and public lounges are also available.

The tenants at Banstead look after their own flatlets, but a married couple, who are the Wardens, are responsible for the care and maintenance. They help in cases of temporary illness.

If, in later years, members require more care and personal nursing, they may be moved to the Hospital Wing of the Home at Belvedere.

The general administration is done from the Head Office at Banstead, but with some 3,000 beneficiaries from all parts of the British Isles, the individual problems and needs require a personal approach from a local Representative. This quite invaluable service is carried out by some 140 honorary Agents. They give most generously of their time and care - possibly saving the Society thousands of pounds by their enquiries and in the disbursement of awards. How much their friendship must mean to a lonely pensioner or a family bearing the heavy burden of bereavement.

Perhaps for at least some, the Society does provide what John Masefield had in mind when writing "Sea Fever":-

"And a quiet sleep and a sweet dream
When the long tricks over".

It is of interest to note that the sum of £ 1000 was donated to the Society by the undermentioned vessels:-

m.v. "INDIAN CITY"

m.v. "VICTORIA CITY"

m.v. "WILKAWA"

Such help is greatly appreciated.

DID YOU KNOW?

The first transatlantic steamer trip took place in 1838.

The penny postage was introduced in 1839

Paraffin oil was first produced for burning purposes in 1850

Storm warnings were first issued, in Holland, in 1860.

Sleeping cars were first introduced into Britain in 1873.

In 1866 the Atlantic Telegraph connecting Europe and America was completed.

Daily weather charts were first issued in 1872.

Many thanks to Captain J. Porteous of the m.v. "VANCOUVER CITY" for the following anecdote:-

Shortly after the end of the Second World War, when a well-known British Cargo-Passenger Company were still maintaining a large shore staff in Calcutta, one of their ships entered drydock at that port early on New Year's Day. The examination of the ship's bottom had been arranged for 1100 hours that day.

The Marine Superintendent, a portly Scotsman, had celebrated Hogmanay in traditional fashion and consequently was feeling rather fragile when he arrived on board. However, after partaking of appropriate liquid refreshment with the Captain and the Chief Engineer, he felt recovered enough to start on the bottom inspection.

There was little headroom in the old drydock between the dock bottom and the ship's hull, supported on the blocks and this Superintendent had obtained a low wooden trolley from the Ship Repairers. It was his practice to recline on his back on this vehicle, armed with a torch, starting at the ship's stern and from there, to be hauled slowly along the gloomy bottom of the drydock by a couple of labourers. Thus he could inspect the bottom plating in comparative comfort.

He duly commenced the inspection that morning, but when the trolley eventually emerged into the light of day at the ship's bows, he was found to be fast asleep.

STAFF NEWS

EXAMINATION SUCCESSES

We offer our congratulations to the following on obtaining their Certificates:-

- Mr. B.M. Richardson - First Mate's Certificate
- Mr. D. Brown - Second Engineer's Certificate Part "B"
- Mr. R.E. Diamond - -do-
- Mr. T. Price - Ordinary National Certificate in Nautical Studies
- Mr. G. Sizer - -do-

Our congratulations also to the following Cadets from Plymouth School of Maritime Studies on being awarded the following prizes:-

- Final Term O.N.D. Phase I (Shell Prize) - C. Swindells
- " " O.N.C. " (" ") - G.D. Evans
- Overall progress during Phase II (B.P.Prize) - N. Davies
- Captain Johnson Memorial Cup and Shaw Savill Prize for Signals (shared) - A.A. Field

WELL DONE!

WELCOME

A warm welcome is extended to the following, who have joined the Company during the past month:-

- Mr. P.F. Jones - Accounts Department
- Mr. D.J. Matthews - Secretarial Department
- Miss J. Proctor - Telephonist
- Miss L. Davies - Calculating Machine Operator - Accounts
- Miss D. Davies - Accounts Department
- Miss L. Dalby - Accounts Department Typist
- Miss W. Locke - Personnel Department Typist
- Miss J. Lockett - Chartering Department.

London Office

- Miss S. Richardson - Sale & Purchase Department Typist

MARRIAGE

Congratulations and best wishes to Mr. John Jones of the Technical Department on his marriage to Miss Trina Brine on Saturday, 6th July at St. Illyd's Church, Bridgend.

BIRTHS

We offer our congratulations and best wishes to Mr. & Mrs. C.J. Harry on the birth of a daughter on 12th July. Mr. Harry informs us the baby will be named "Nanaimo Dawn" and says "Thanks to Well Wishers". Both Mother and Baby are well. Mr. Harry is a Catering Officer with the Company.

COMPANY NEWS

SHARES

The Stock Market has remained uncertain during the last month, with not a great deal of activity. The Company's ordinary Stock Units are now quoted at 152p, compared with 155p in June. However the "A" Non-Voting have improved from 110p to 128p.

CHRONOLOGICAL HISTORY

1960: The following ships were sold during this year:-

m.v. "HOMER CITY" (2) in February to Grosvenor Shipping Co.Ltd., as "Grosvenor Mariner". Price obtained £170,000.

m.v. "HOUSTON CITY"(2) in March to Mollers Ltd., as "Castle Peak". Price obtained £138,750.

Delivery was taken of the following ships by Reardon Smith Line:-

m.v. "DEVON CITY"(3) completed in January. Built by William Doxford & Sons Ltd., with Doxford 5- cylinder engines. 10,300 g.r.t. 14,430 d.w.t. Closed Shelter Deck. Cost to Company £1,194,007.

m.v. "ORIENT CITY"(3) completed in March. Built by William Doxford with Doxford 5 cylinder engines, 10,300 g.r.t. 14,430 d.w.t. Closed shelter deck. Cost to Company £1,165,282.

The "LEEDS CITY", "NEW WESTMINSTER CITY" and "WELSH CITY" were all converted from open shelter deck type to closed shelter deck vessels.

NEWS ABOUT THE NEWSLETTER

It has been decided to change the form of presentation of the Newsletter.

We are satisfied that the objects in mind that prompted the first publication, over four years ago, have been more than achieved. The Chairman visualised the forging of a permanent link between Shore and Sea Staff, retired staff and friends and relatives - the venture has justified this vision.

As time passed by, it became more apparent that, in keeping with the progress and expansion of our Company, we needed a publication more in line with these achievements.

We hope to publish the new format in September and our hopes are that it will be well received.

Once again, success depends on the interest readers take in the Newsletter. Suggestions will be welcomed and, above all, contributions for publication. One interesting innovation will be that it will be possible to reproduce photographs. This is a point worth remembering when considering a contribution.

THE SNOB!

The snob had bragged to the whole community about his family tree.

"I suppose", remarked a friend, "you'll be telling us next that your ancestors were in the ark with Noah".

"Certainly not", said the other, "my people had a boat of their own".

SHIPS' POSITIONS

"ATLANTIC CITY"

On T/C to Compania de Navegacion "Las Petlas" S.A. OF Panama, until November 1975/March 1976. Sailed Tilbury 24th June. Arrived Port Kamsar 2nd July, loaded full cargo of bauxite and sailed 5th. Arrived Port Alfred 16th, completed discharge and sailed 19th. Arrived Seven Islands 20th, loaded cargo iron ore and sailed 21st. Arrives Emden 31st where completes discharge about 5th August.

"CHLYODA" (ex "Wilkawa")

On T/C to N.Y.K. Tokyo until March/July 1975. Arrived Yokohama 26th June, loaded part cargo cars, sailed 29th. Arrived Nagoya 29th, completed loading and sailed 1st July. Arrives Jeddah 25th, completes discharge and sails 30th. Arrives Port Elizabeth 11th August, due congestion expect one week's berthing delay, completes loading manganese ore and sails about 22nd. Arrives and sails Singapore 5th September. Arrives Japan 13th, completing discharge about 15th.

"CORNISH CITY"

On T/C to Lloyd Brasileiro of Rio de Janeiro until February/April 1975. Arrived Penang 13th July, commenced discharge schedule and sailed 14th. Arrived Hong Kong 19th, sails 21st, then calls Kobe and Yokohama where expect complete about 6th August. Then drydocks at Yokohama. On completion drydock, proceeds to Nagoya 15/17th to commence loading, completing Yawata about 25th and sails for Rio de Janeiro, Vitoria, Santos and Rio Grande.

"FRESNO CITY"

On BC/U.K.Cont. Service. Completed loading forest products and sailed Cowichan Bay 3rd July. Sailed Panama Canal 15th. Arrives Newport 2nd August, commences discharge part cargo and sails about 9th. Arrives Antwerp 11th, completes discharge about 13th. Then commences to load steel products for discharge United States West Coast/British Columbia.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until November 1976/ March 1977. Sailed Mobile 13th July. Sailed Panama Canal 19th, arrives Japan about 13th August, completing discharge about 15th.

"NEW WESTMINSTER CITY"

On T/C to Jebson (U.K.) Ltd., of London. Completed loading cargo, sulphur and sailed Vancouver 3rd July. Arrives Karrinana 27th to commence discharge. Sails 29th, arrives Geraldton 30th, completing discharge about 5th August. Then commences to load part cargo, mineral sand and sails 7th for Bunbury, where completes and sails 10th. Arrives Fremantle 11th, loads a parcel of talcum and sails 12th. Arrives Rotterdam to commence discharge about 13th September, completing 17th.

"PORT ALBERNI CITY"

Sailed Panama Canal 28th June. Arrives Kobe 22nd July to commence discharge sorghums, sails 23rd. Arrives Kawasaki 24th, completing discharge 27th. Then delivers on Time Charter to Mitsui O.S.K. for a voyage to E. Australia, Expect arrive E. Australia 11th August, loads a coal cargo and sails 13th for Japan. Arrives discharge port about 25th.

"PRINCE RUPERT CITY"

Arrived Tampa 21st June, completed loading cargo phosphate and sailed 8th July. Arrives Durban for bunkers and sails 30th. Arrives Singapore 14th August, commences discharge part cargo, sails same day. Arrives Visakhapatnam 19th, completes discharge 24th. Then delivers on time charter to Japan Line, loads cargo of ore and sails 26th. Arrives Japan 8th September, completing discharge 10th.

"TACOMA CITY"

Arrived Rotterdam 27th June, completed discharge grain cargo and sailed 2nd July. Arrived Baton Rouge 16th, completes loading cargo soya bean meal and sails 22nd. Arrives Brest 4th August, discharges part cargo, sails 6th. Arrives Bordeaux 7th, completes discharge and sails 10th. Then proceeds U.S. Gulf, arriving 23rd, loads a further grain cargo and sails 28th. Arrives and sails Panama Canal 2nd Sept. Arrives Japan about 25th, completing discharge about 5th October.

"VANCOUVER CITY"

Arrived and Sailed Durban 2nd July. Arrived Visakhapatnam 16th July, completed discharge 21st. Then delivered on time charter to Japan Line. Loads cargo ore and sails 23rd. Arrives Japan 5th August, completing discharge about 10th.

"VICTORIA CITY"

On Continent/U.S. West-Coast British Columbia steel service. Sailed Panama Canal 28th June. Arrived Long Beach 7th July and commenced discharge. Sailed 10th. Arrived Oakland 11th, sailed 12th. Arrived Portland 14th, sailed 17th. Arrives New Westminster 18th, completes discharge steel 21st. Then proceeds to load forest products on the B.C./U.K. Cont. service, loading at Watson Island, Tahsis, New Westminster, completing at Nanaimo and sailing about 7th August. Sails Panama Canal 19th, and arrives Cardiff 1st September to commence discharge, sailing about 8th to complete at Antwerp 10/13th and Bremen 14/15th September.

"WELSH CITY"

On T/C to Intermare Transport G.M.B.H. of Hamburg until August/October 1974. Arrives Bangkok 20th June, loads part cargo Tapioca pellets and sailed 23rd. Arrived Ko-Sichang Island 23rd, sailed 25th. Arrived Singapore 27th, sailed 29th. Arrived Port Klang 30th, completed loading and sailed 2nd July. Arrives Rotterdam 5th August to commence discharge sails 8th. Arrives Bremen 9th, completing about 12th.

"GELA"

Arrived Vera Cruz 15th June, sailed 25th. Arrived Tampico 25th, sailed 27th. Arrived Coatzacoalcos 28th, sailed 28th. Arrived Progreso 29th, sailed 2nd July. Arrived Hamburg 15th, sailed 17th. Arrived Rotterdam 19th, sails 22nd. Then proceeds Antwerp 23/25th, Le Havre 26/27th, to complete for Vera Cruz 10/15th August, Tampico 16/18th, Progreso 20/22nd for Hamburg 7th September.

"MARIA ELISA" (ex "Houston City")

Arrived Ensenada 1st July, sailed 5th. Arrived Acapulco 9th, sailed 13th. Arrived Manzanillo 14th, sailed 20th, for Champerico where expect complete and sail 31st for Yokohama, Nagoya, Yokkaichi, Osaka and Kobe.

"SARA LUPE" (ex "Cardiff City")

Sailed Kobe 7th. July and arrived Nagoya 8th July, sailed same day. Arrives San Francisco 23rd to commence discharge, sailing 24th.

"AMPARO"

Undocked drydock Kobe 9th July. Commenced loading 11th. Sailed Kobe 18th. Arrives and sails Nagoya 19/23rd, Yokohama 24/28th, Tokyo 29th July/2nd Aug. for Ensenada, arriving 17th for discharge, completing Acapulco and Manzanillo.

"ELENA"

Sailed Kobe 2nd July. Arrived Tokyo 3rd and completed loading. Sailed 6th. Arrives Acapulco 22nd for discharging.

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DISPOSITION OF OFFICERS

| | <u>ATLANTIC CITY</u> | <u>CHIYODA</u> | <u>CORNISH CITY</u> |
|----------------------|----------------------|--------------------|---------------------|
| Captain | D.C.Griffith-Jones | P.J. Boroughs | D.B. Jack |
| Chief Officer | D.S. Williams | M.J. Bellamy | G.T. Parkes |
| Second Officer | S.A.T.Schooledge | J. Henderson | P.G. Deschamps |
| Third Officer | P.A. Bullard | D.C. Cumming | N.M. Dunlop |
| Radio Officer | D. Edge | D.R. Appleton | R.H. Smith |
| Sec.Radio Officer | - | C.J. Bertram | - |
| Chief Engineer | D.R. Inglis | D.M. Parsons | J.V. Barnes |
| Jun.Chief Engineer | - | W.R.Goodinson | - |
| Second Engineer | P.R. Bryant | - | J.B. Hocking |
| Jun.Second Engineer | - | D. Brown | - |
| Third Engineer | G.J. Morris | - | K. Rowney |
| Jun.Third Engineer | K. Atkinson | - | - |
| Fourth Engineer | - | N.P. Treen | G.E. Stevenson |
| Jun.Fourth Engineers | R.S. Allen | M. Corrie | K.A. Velda |
| | - | - | D.C. Lewis |
| Junior Engineers | M.G. Smith | P.B. Williams | M.J. Leonard |
| | P.J. Cleverley | - | - |
| Electrical Engineer | K.F. Bean | J. Kelly | D.W. Fuller |
| Catering Officer | G.J. Lyons | W.J. Burt | L. Slawinski |
| Deck Cadets | T.H. Jowett | A.P. Coles | T.L. Lawrence |
| | S.R. Davies | A. Powell | K.G.Whittingham |
| Engineer Cadet | - | G. Pugh | - |
| | <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 |
| Sen.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 |
| Radio Officer | D.P. Bidmead | J.M.A. Pagnam | M. Savory |
| Chief Engineer | H.L. Fletcher | D.W. Morse | M.E. Rayner |
| Second Engineer | R. Day | F.D. King | R.U. Bell |
| Jun.Second Engineer | - | T.J. Newell | J.D. Chatten |
| Third Engineer | M.B. Perrot | - | A.W. Warburton |
| Fourth Engineer | P.J. Wood | D.E. Simons | N.G. Whitby |
| Jun.Fourth Engineer | A. Hobin | D.E. Rees | - |
| Junior Engineers | W.C. Evans | K. Romans | L.R. Gale |
| | A.K. Cole | - | W. Blunt |
| | - | - | C.C. French |
| Electrical Engineer | E.M. Bennington | J. Render | K.W.G. Hampton |
| Sec.Elec.Engineer | - | - | T. Moore |
| Catering Officer | J.L. Sanday | A.H. Fox | F.W. Lever |
| Deck Cadets | - | D.J. McMurdo | M.J. Voise |
| | - | - | T.S. Lawrence |
| | - | - | S.R. Breedon |
| Engineer Cadet | - | M.G.Williams-Jones | - |

MARIA ELISANEW WESTMINSTER CITY PORT ALBERNI CITY

| | | | |
|---------------------|----------------|-------------------|---------------|
| Captain | A.B. Parkhouse | A.L.G. Gosset | B.A.G. Boyer |
| Chief Officer | J.L.G. Cotton | M.E. Jones | K. Jones |
| Second Officer | C. Bowell | G. Mapplebeck | H.H. Gale |
| Third Officer | A. Skilton | J. Paton | T.D. Lester |
| Radio Officer | F.G. Taylor | C.G. Macey | J.A. Heslop |
| Chief Engineer | J. Cormack | G.M. Cuthbertson | L.G.I. Taylor |
| Second Engineer | T.J. Lambert | T. Graham-Russell | R.B. Adey |
| Third Engineer | J. Prendergast | D. Millican | M.J. Snook |
| Fourth Engineer | M.J. Burt | D.B. Evans | N. Carroll |
| Junior Engineers | I. Macfarlane | G. Morgan | R.C. Wells |
| | J.A. Jones | S.W. Phillips | D.B. Thomas |
| | G.T. Strong | J. Fraser | - |
| Electrical Engineer | A.S. Stokes | C. Villa-Landa | M.J. Schmidt |
| Catering Officer | P.P. Delaney | N.A. Parselle | L.B. Surrey |
| Deck Cadets | P.P. Rowland | C.G. Perrott | C.D. Kisch |
| | S. Brown | G.P. Eyles | - |

| | <u>PR CE RUPERT CITY</u> | <u>SARA LUPE</u> | <u>TACOMA CITY</u> |
|----------------------|--------------------------|------------------|--------------------|
| Captain | M.J. Higgins | J.D. Lloyd | J. Cann |
| Chief Officer | P.M. Baverstock | T. Lawson | R.A.H. Vanner |
| Second Officer | R. Jamison | A.M. Beavor-Reid | M. Gaffney |
| Third Officer | P.A. Ward | G. Sizer | P.C. Coles |
| Radio Officer | W.P. Hereward | D.S.H. Thomson | J.R. Mathews |
| Jun. Radio Officer | C.J. Burt | - | - |
| Chief Engineer | T. Sukiennik | R.U. McLean | E.R. Morgan |
| Second Engineer | R.A. Rees | T.W. Davies | D.J. Jennings |
| Third Engineer | E.J. Burrup | D.G. Williams | K.J. Walmsley |
| Fourth Engineer | J.P. Bowler | D.J. Carter | K.I. Davies |
| Jun. Fourth Engineer | - | P.W. Place | - |
| Junior Engineers | W.M. Powell | J.W.J. Prophet | R.S. Dunbar |
| | T.E.J. Sperrin | S. McGrath | P. Beavis |
| | R.B. Nickolls | - | - |
| Electrical Engineer | A. Hamilton | F.T. Peek | M.G. Ellis |
| Catering Officer | J.D. Peebles | J. Buckmaster | P. Cawley |
| Deck Cadets | I.H. Woolley | J.A. Taylor | J.C. Pagler |
| | D.J. Kinsey | J. Doody | - |
| Engineer Cadet | - | - | D.M. Eley |

| | <u>VANCOUVER CITY</u> | <u>VICTORIA CITY</u> | <u>WELSH CITY</u> |
|----------------------|-----------------------|----------------------|-------------------|
| Captain | J. Porteous | R.K. Stuart | J.J. Kalnins |
| Chief Officer | B.J. Bartlett | R.I. Crawford | J.S. Pearsall |
| Second Officer | P.P. Lewis | C.R. Goddard | J. Sharples |
| Third Officer | T.A. Price | B.T. Hernaman | N. Davies |
| Radio Officer | S.G.W. Whitmore | B.B. Everett | E.A. Willocks |
| Chief Engineer | B.M. Draper | J. Scott | D.W. Litson |
| Second Engineer | B.J. Allsopp | J. Foots | W.A. Bruce |
| Third Engineer | K.D. Morgan | J.V.H. Jones | A.C. Coombs |
| Jun. Third Engineer | - | I.M. Evans | - |
| Fourth Engineer | P.D. Slade | - | A. Edwards |
| Jun. Fourth Engineer | - | J.R. Lange | - |
| Junior Engineers | A. Clarkson | N.J. Pratt | M. Ford |
| | J.R. Carman | A. Hill | P. Ridley |
| | J. Murphy | - | P.V. Ashman |
| Electrical Engineer | J.T. Loraine | J.D.W. McLaren | B.R. Batey |
| Catering Officer | K. Llewellyn | A.P. Hughes | C.A. Parry |
| Deck Cadets | M.L. Frazer | W.J. Hutchings | A.C. Baxter |
| | M.E. Parsons | A.C. Melbourne | - |
| Superintendents | - | R.A. Peach | - |
| | - | P.W. Evans | - |

STAR PROCYON (ELENA) STAR ALCYON (AMPARO)

| | | |
|----------------------|----------------|-----------------|
| Captain | A.D. Lightfoot | G.F.R. Ellerby |
| Chief Officer | D.J. Mockett | R.E. Clifford |
| Second Officer | R.S. McKay | T.E. Thistleton |
| Third Officer | E. Bingley | P.F. Matthews |
| Radio Officer | B.A. Stagg | E.G. Bromham |
| Chief Engineer | J.G. Howell | D.W. Yool |
| Second Engineer | R.M. Paddock | G. Hughes |
| Third Engineer | D.W. Quayle | J.H. Davies |
| Fourth Engineer | R.H. Sanders | C.J. Griffiths |
| Jun. Fourth Engineer | A. Frost | - |
| Junior Engineers | - | R.M.B. Jenkins |
| | - | R.E. Pearson |
| Electrical Engineer | T. Willoughby | P. Tyerman |
| Catering Officer | R.G. Moylon | J.T. Jones |
| Engineer Cadet | C. Rees | |