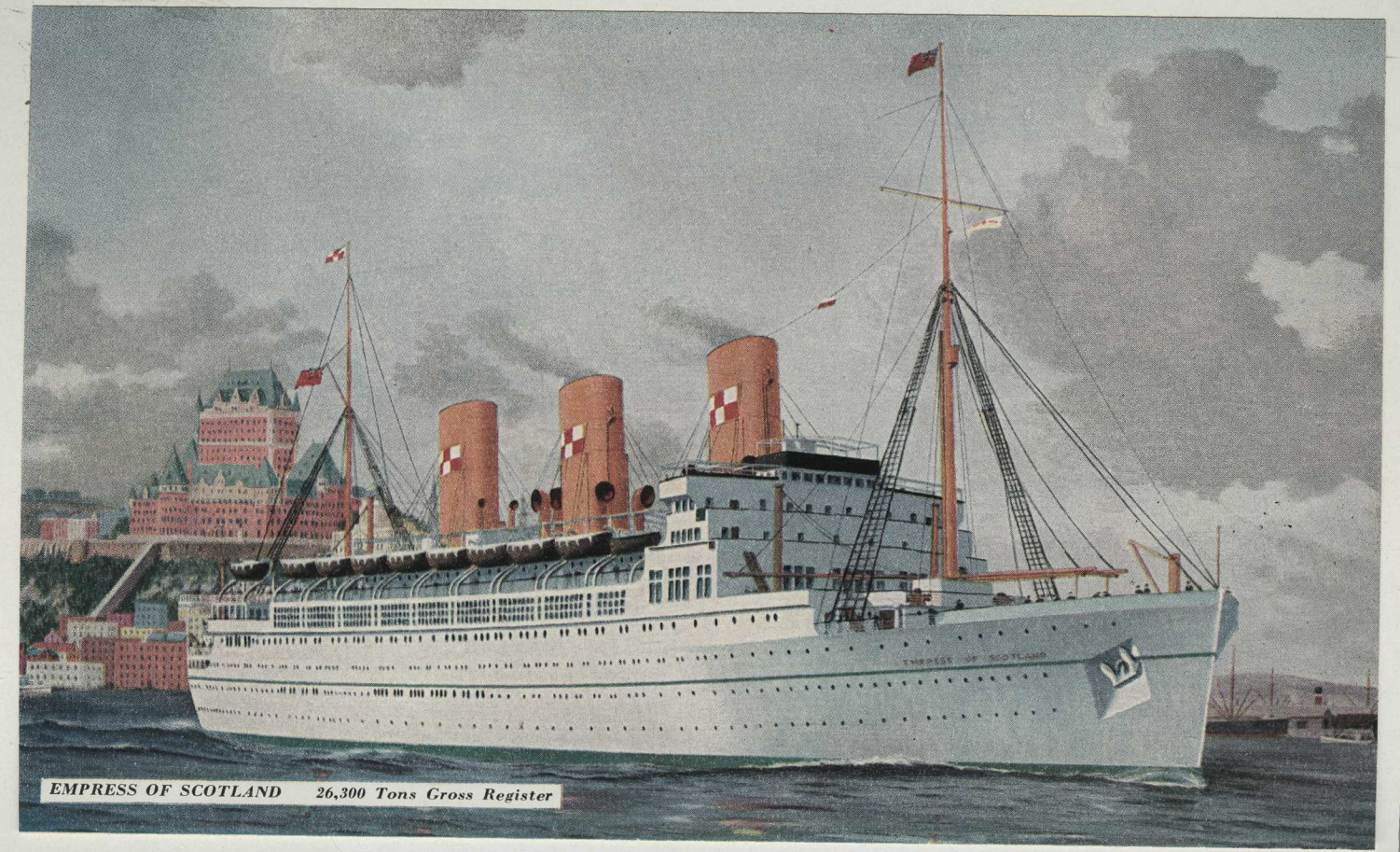
PASSENGER LIST



EMPRESS OF SCOTLAND *26,300 Tons Gross Register*

Canadian Pacific

Passenger List

WHITE EMPRESS SAILINGS

Leave Montreal	Leave St. John	Arrive Greenock	Arrive Liverpool	Steamship	Leave Liverpool	Leave Greenock	Arrive Quebec	Arrive Montreal	Arrive St. John
1952	**1952**	**1952**	**1952**		**1952**	**1952**	**1952**	**1952**	**1952**
May 30	—	—	June 6	**Empress of Canada**	June 10	—	June 16	June 17	—
June 6	—	—	June 13	**Empress of France**	June 17	—	June 23	June 24	—
June 13	—	June 19	June 20	**Empress of Scotland**	June 24	June 25	June 30	July 1	—
June 20	—	—	June 27	**Empress of Canada**	July 1	—	July 7	July 8	—
June 27	—	—	July 4	**Empress of France**	July 8	—	July 14	July 15	—
July 4	—	July 10	July 11	**Empress of Scotland**	July 15	July 16	July 21	July 22	—
July 11	—	—	July 18	**Empress of Canada**	July 22	—	July 28	July 29	—
July 18	—	—	July 25	**Empress of France**	July 29	—	Aug. 4	Aug. 5	—
July 25	—	July 31	Aug. 1	**Empress of Scotland**	Aug. 5	Aug. 6	Aug. 11	Aug. 12	—
Aug. 1	—	—	Aug. 8	**Empress of Canada**	Aug. 12	—	Aug. 18	Aug. 19	—
Aug. 8	—	—	Aug. 15	**Empress of France**	Aug. 19	—	Aug. 25	Aug. 26	—
Aug. 15	—	Aug. 21	Aug. 22	**Empress of Scotland**	Aug. 26	Aug. 27	Sept. 1	Sept. 2	—
Aug. 22	—	—	Aug. 29	**Empress of Canada**	Sept. 2	—	Sept. 8	Sept. 9	—
Aug. 29	—	—	Sept. 5	**Empress of France**	Sept. 9	—	Sept. 15	Sept. 16	—
Sept. 5	—	Sept. 11	Sept. 12	**Empress of Scotland**	Sept. 16	Sept. 17	Sept. 22	Sept. 23	—
Sept. 12	—	—	Sept. 19	**Empress of Canada**	Sept. 23	—	Sept. 29	Sept. 30	—
Sept. 19	—	—	Sept. 26	**Empress of France**	Sept. 30	—	Oct. 6	Oct. 7	—
Sept. 26	—	Oct. 2	Oct. 3	**Empress of Scotland**	Oct. 7	Oct. 8	Oct. 13	Oct. 14	—
Oct. 3	—	—	Oct. 10	**Empress of Canada**	Oct. 14	—	Oct. 20	Oct. 21	—
Oct. 10	—	—	Oct. 17	**Empress of France**	Oct. 21	—	Oct. 27	Oct. 28	—
Oct. 17	—	Oct. 23	Oct. 24	**Empress of Scotland**	Oct. 28	Oct. 29	Nov. 3	Nov. 4	—
Oct. 24	—	—	Oct. 31	**Empress of Canada**	Nov. 4	—	Nov. 10	Nov. 11	—
Oct. 31	—	—	Nov. 7	**Empress of France**	Nov. 11	—	Nov. 17	Nov. 18	—
Nov. 7	—	Nov. 13	Nov. 14	**Empress of Scotland**	—	—	—	—	—
Nov. 14	—	—	Nov. 21	**Empress of Canada**	Nov. 26	—	—	—	Dec. 3
Nov. 21	—	—	Nov. 28	**Empress of France**	—	—	—	—	—
—	Dec. 10	—	Dec. 17	**Empress of Canada**	Dec. 23	—	—	—	Dec. 30
	1953		**1953**						
—	Jan. 3	—	Jan. 10	**Empress of Canada**	—	—	—	—	—
									1953
—	—	—	—	**Empress of France**	Dec. 31	—	—	—	Jan. 7
					1953				
—	Jan. 14	—	Jan. 21	**Empress of France**	Jan. 28	—	—	—	Feb. 4
—	—	—	—	**Empress of Scotland**	Leave Southampton Jan. 21 to New York via Cherbourg and Halifax				
—	—	—	—	**Empress of Canada**	Feb. 11	—	—	—	Feb. 18
—	Feb. 11	—	Feb. 18	**Empress of France**	Feb 25	—	—	—	Mar. 4
—	Feb. 25	—	Mar. 4	**Empress of Canada**	Mar. 11	—	—	—	Mar. 18
—	Mar. 11	—	Mar. 18	**Empress of France**	Mar 25	—	—	—	Apr. 1
—	Mar. 25	—	Apr. 1	**Empress of Canada**	—	—	—	—	—
Leave New York Mar. 27 direct to Liverpool				**Empress of Scotland**	—	—	—	—	—
—	Apr. 8	—	Apr. 15	**Empress of France**	—	—	—	—	—

PASSENGER CARRYING FREIGHTERS - BEAVERBURN and BEAVERFORD
Large modern cargo ships with single berth rooms for 12 passengers
SAILINGS APPROXIMATELY TWICE MONTHLY - DATES ON REQUEST

EMPRESS OF SCOTLAND

26,300 Tons Gross Register

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Staff Commander..... W. S. W. Main, R.D., R.N.R.

Chief Officer.....J. A. N. Bezant, D.S.C., R.D., R.N.R.

Chief Engineer .....J. N. Thomson, O.B.E.

Surgeon.....J. Prendergast, M.B., Ch. B. B.A.O., B. Sc., B.A., B. Litt.

Purser.....H. F. Norman-Hill

Second Purser .....F. C. Talbert

Chief Steward.....W. H. Blease

Second Steward..... O. Jones

Rail Traffic Representative.....R. E. Phelps

From Montreal

FRIDAY, JUNE 13th, 1952

To Liverpool

You are invited to mail this Passenger List to your friends. Additional copies with envelopes are available upon application at the Purser's Bureau.

Soon after you come aboard

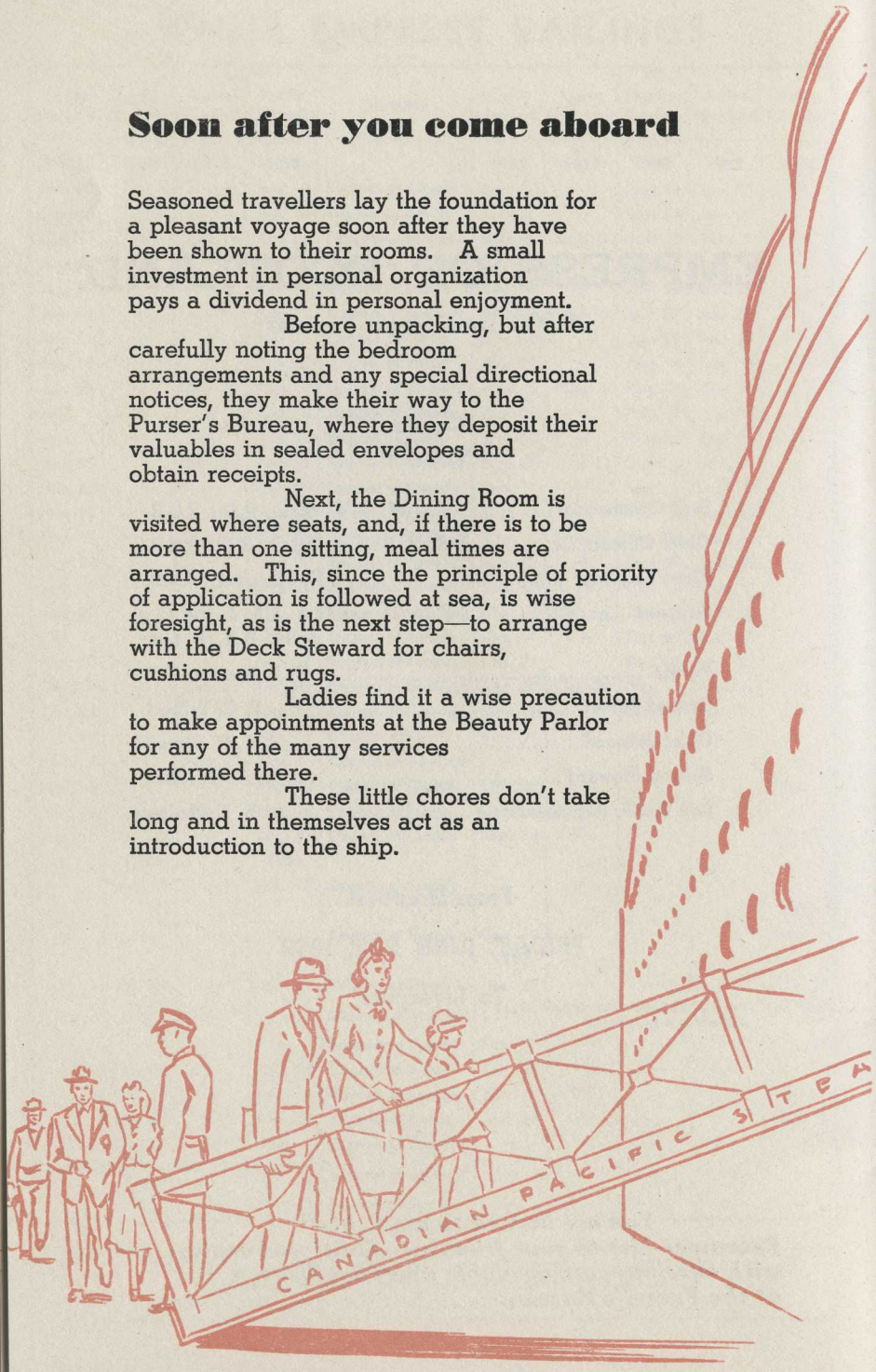
Seasoned travellers lay the foundation for a pleasant voyage soon after they have been shown to their rooms. A small investment in personal organization pays a dividend in personal enjoyment.

Before unpacking, but after carefully noting the bedroom arrangements and any special directional notices, they make their way to the Purser's Bureau, where they deposit their valuables in sealed envelopes and obtain receipts.

Next, the Dining Room is visited where seats, and, if there is to be more than one sitting, meal times are arranged. This, since the principle of priority of application is followed at sea, is wise foresight, as is the next step—to arrange with the Deck Steward for chairs, cushions and rugs.

Ladies find it a wise precaution to make appointments at the Beauty Parlor for any of the many services performed there.

These little chores don't take long and in themselves act as an introduction to the ship.

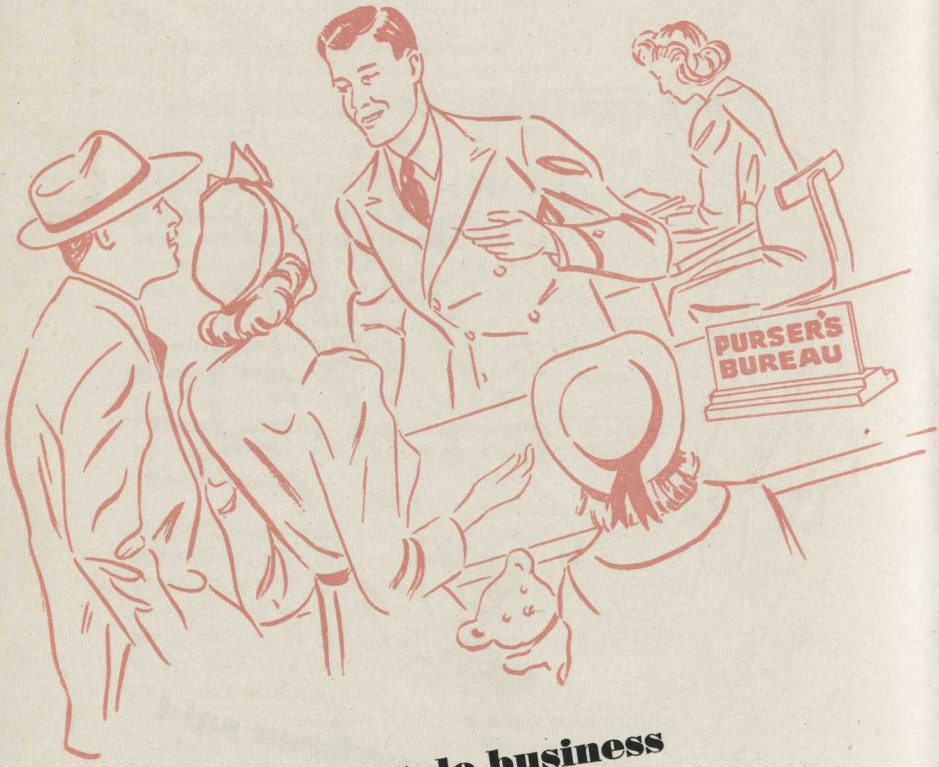


When good-byes have been said

Now is an opportune time to make the acquaintance of your bedroom steward or stewardess. A brief lesson in the handling of equipment saves embarrassment when the first deck drill is held.

At the same time the seasoned traveller checks up such matters as electric razors, irons, radios. Do they need special adapters? The steward or stewardess will arrange.

Call in the morning, or breakfast in bed? Arrange with the steward or stewardess. At this same session the subject of bath hours and temperatures can be disposed of, too.



If you must do business

Our sea-going organization concentrates on an easy, comfortable trip for our passengers but there is efficient provision for those who have business to do.

"C" Deck Foyer is the business centre where the Purser's Bureau and Rail Traffic Representative are located.

Such matters as telegrams, cables and wireless messages, baggage insurance and forwarding of mail are dealt with at the Purser's Bureau.

The Rail Traffic Representative is at your service for railway tickets on British or Canadian Railways, Air Lines information, return Atlantic passage.

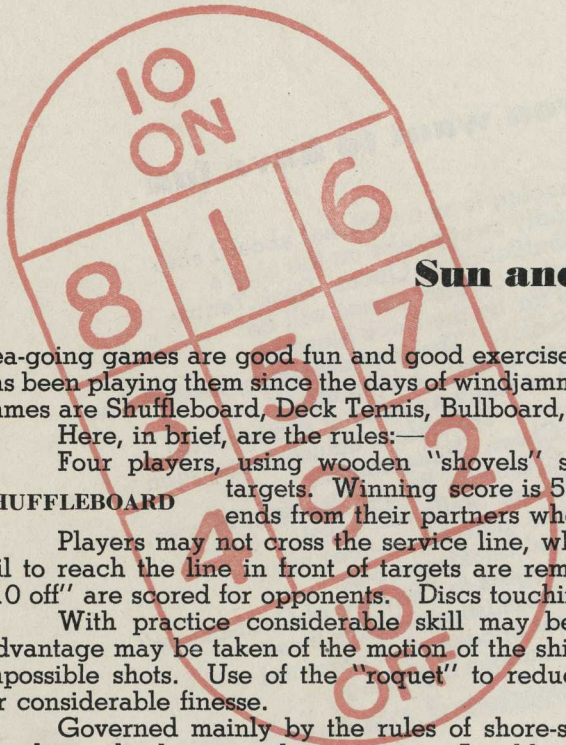
Baggage not required in the bedroom is available at stated hours in the Baggage Room situated on Deck C.

If you want to have fun

Horse-racing is as traditional aboard ship as the daily sweepstake on the ship's run. Shuffleboard, Quoits, Deck Tennis, Bullboard and other games will be arranged for by the Deck Steward or Deck Sailor. These amusements, healthful as well as entertaining, add to the enjoyment of many an hour of sunny travel.

For indoor amusements, such as Bridge, Chess, Backgammon, Dominoes, Cribbage, Bingo, Dancing, Movies, the Public Rooms Staffs will assist.

In years gone by, notices were posted in ships' smoking rooms warning passengers to "Beware of Card-sharps". In these more sophisticated days these warnings do not appear—but seasoned travellers are cautious if playing for stakes.



Sun and games

Sea-going games are good fun and good exercise. The seasoned traveller has been playing them since the days of windjammers. Principal shipboard games are Shuffleboard, Deck Tennis, Bullboard, Quoits.

Here, in brief, are the rules:—

SHUFFLEBOARD

Four players, using wooden "shovels" slide discs on numbered targets. Winning score is 51. Players take opposite ends from their partners whom they may skip.

Players may not cross the service line, when shooting. Discs that fail to reach the line in front of targets are removed. Discs falling into "10 off" are scored for opponents. Discs touching lines do not count.

With practice considerable skill may be developed by players. Advantage may be taken of the motion of the ship to bring off apparently impossible shots. Use of the "roquet" to reduce opponents score calls for considerable finesse.

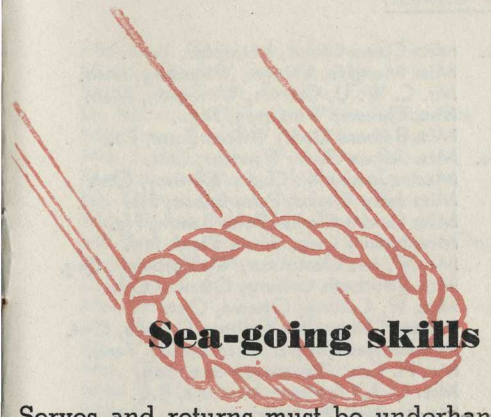
DECK TENNIS

Governed mainly by the rules of shore-side Tennis, this game is popular with players and spectators. A rubber quoit replaces the conventional ball and a badminton type net is used.

Players toss for choice of ends, changing after 1st, 3rd and 5th games. Loser of toss serves first—in the same order as in Tennis—from behind the back line into the Court diagonally opposite.

Two smooth, underhand serves are allowed. A net-touching but otherwise good serve is a "let" and may be played over.

Receiver must stand on back line but may advance as quoit leaves server's hand. Catch must be one-handed, quoit may not touch any obstruction, and return shall be immediate, and from where caught.



Sea-going skills

Serves and returns must be underhand (hand no higher than shoulder) and quoit must rise at least 6 inches when free. Cuts and spins are legal.

A "net" return within court boundaries is good. Players may not reach over net. Dead area below net is out of bounds and quoits landing there are "out".

Quoits impossible to receive because of obstructions near court boundaries are counted as "lets".

Two quoit games are popular at sea, "Ring" and "Jack". The Jack game, less familiar than the simple ringing over a peg, uses a "running Jack" as in bowling. Object of the game is to get a good quoit in and over. Opponents try to knock it away. Score is 21 and only quoits within 3 feet of the Jack count.

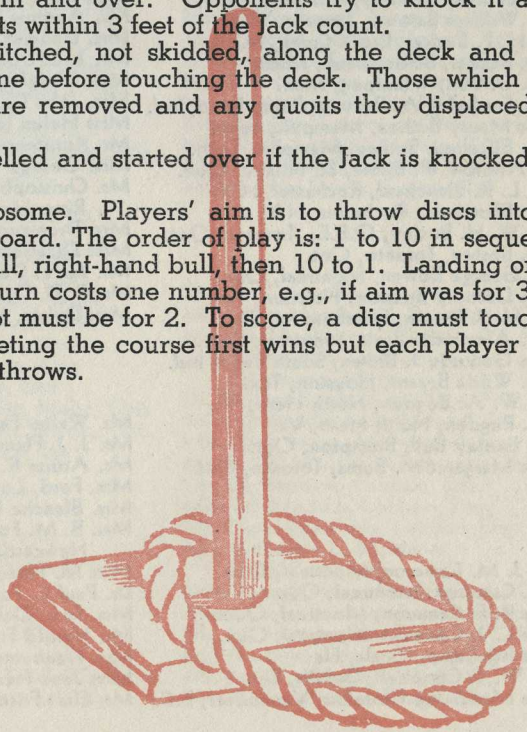
DECK QUOITS

Quoits must be pitched, not skidded, along the deck and must pass clear of a halfway line before touching the deck. Those which drop short or touch the line are removed and any quoits they displaced are replaced.

The game is cancelled and started over if the Jack is knocked into an unplayable position.

Bullboard is a twosome. Players' aim is to throw discs into the squares on the inclined board. The order of play is: 1 to 10 in sequence, left-hand bull, right-hand bull, then 10 to 1. Landing on the bull out of turn costs one number, e.g., if aim was for 3 and bull was covered next shot must be for 2. To score, a disc must touch no lines. The player completing the course first wins but each player must have an equal number of throws.

BULLBOARD



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Mrs. T. A. Aked, Toronto, Ont.
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Mrs. Atkinson, Reeth, Eng.
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Mrs. Austin, Bombay, India
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Mrs. Austin, Montreal, Que.
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Mrs. Blanchard, Rochester, N.Y.
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Mrs. Fox, Oak Park, Ill.
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Mrs. Freeburne, Hamilton, Ont.
Miss Jane Freeburne, Hamilton, Ont.
Mr. Elias Friedman, Toronto, Ont.

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Mrs. J. R. Godwin, Anniston, Ala.
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Mrs. Halliday, Toronto, Ont.
Miss H. Hallward, Basingstoke, Eng.
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Miss K. Harrison, Tallahassee, Fla.
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Miss Betty Howard, Clayton, Mo.
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Mrs. May Howse, Toronto, Ont.
Mrs. O. H. Hugill, Sault Ste. Marie, Ont.
Master Ceri Hugill, Sault Ste. Marie, Ont.
Mrs. L. O. Huggins, Atlanta, Ga.

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Mrs. Irving, Trentham, Eng.

Mrs. William O. Jackson, South Bend, Ind.
Mr. V. Payne Jennings, London, Eng.

Mrs. Berta Jobin, Flushing, N.Y.
Miss Peggy Johnson, Richmond, Va.
Miss Hunter Johnston, Maumee, Ohio
Miss Barbara Johnston, Maumee, Ohio
Mrs. Jenny Johnstone, Ann Arbor, Mich.
Miss Jennie W. Jones, South Bend, Ind.
Miss Martha Jones, Memphis, Tenn.

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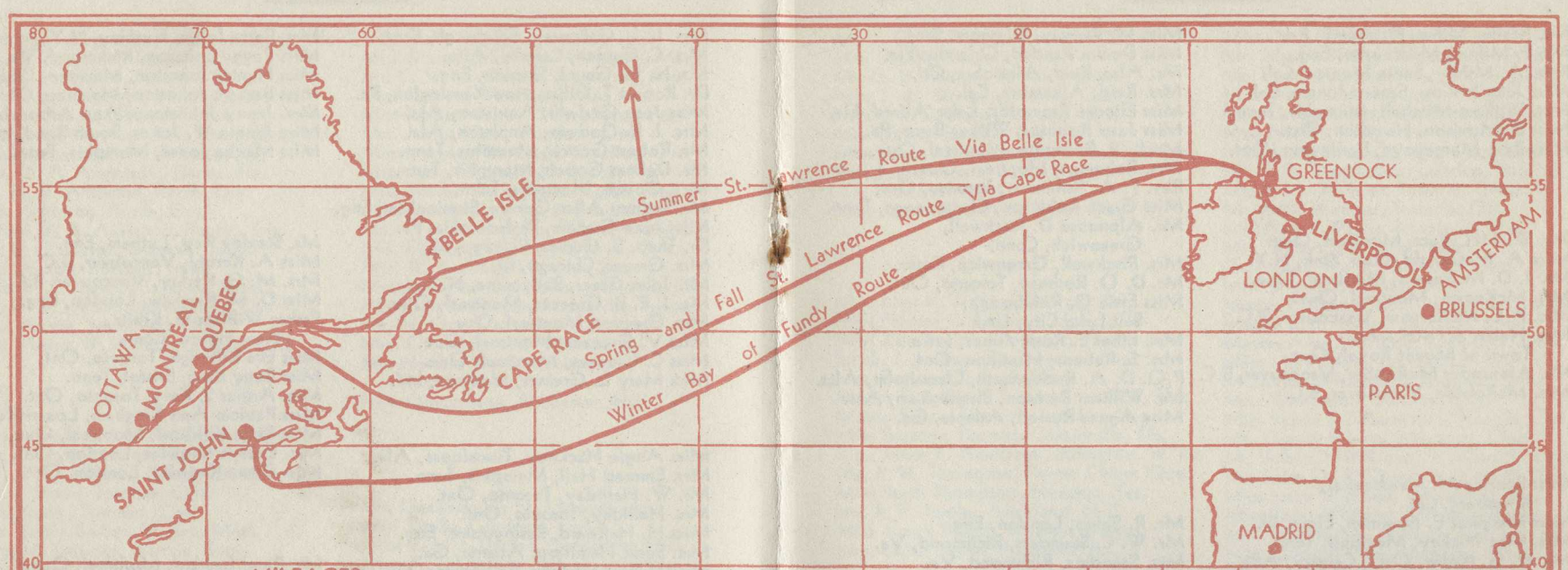
Master John Matzger, San Francisco, Cal.
Mr. M. Matzger, San Francisco, Cal.
Mrs. Matzger, San Francisco, Cal.
Mr. James Melroyn, DeKalb, Ill.
Miss Laura Mickler, Tampa, Fla.

Canadian Pacific picturesque short routes to and from Europe



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Quebec - Liverpool via Belle Isle	2,608
Montreal - Liverpool via Cape Race	2,933
Quebec - Liverpool via Cape Race	2,794
Saint John - Liverpool	2,749
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Date	Distance	Lat.	Long.	Remarks

An advertising writer thought up "spans the world" as a slogan for the Canadian Pacific. He was right, his phrase was apt—literally as well as figuratively. The red and white checkered flag has flown in every important world port—and many little-known places that beckon to the adventurous. Canadian Pacific locomotive whistles are heard in Canada from coast to coast. A chain of Canadian Pacific hotels extends from Atlantic to Pacific. Messages flash with the speed of light across the company's communications system. Canadian Pacific Express Travellers Cheques are safer than currency the world over. Canadian Pacific Airlines serve Canada, span the Pacific.

On the Atlantic the checkered flag has been flown by many famous ships—between Montreal, Quebec, Greenock and Liverpool in the summer season; between Liverpool and Saint John, N.B. in the winter months. Choice of these ports made possible the coining of another slogan "the seven-day comfort way". Montreal, 1000 miles from the open sea, heads the picturesque St. Lawrence River route.

The St. Lawrence estuary follows a great circle course, its first two days eastward sheltered by the river's banks and the lee of Newfoundland. Almost as soon as open sea is reached your Empress is in the warm waters of the Gulf Stream.

Saint John, N.B., winter port for Canadian Pacific steamships, enjoys the shelter of the Bay of Fundy. The winter route, as a glance at the map will show, also has the advantage of a great circle.

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Miss B. Morrison, Hamilton, Ont.
Miss Beth Murgatroyd, Burlington, Ont.

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Town of Mount Royal, Que.
Mr. Alexander McRobbie, Vancouver, B.C.
Mrs. McRobbie, Vancouver, B.C.

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Kingsburg, Cal.
Miss Margaret E. Newman, Elgin, Ill.
Mrs. Mae Nickey, Memphis, Tenn.
Mr. H. G. Nolan, Q.C., Calgary, Alta.

Mr. Francis O'Brien, Caracas, Venz.
Mrs. O'Brien, Caracas, Venz.
Miss Irene O'Brien, Farmington, N.M.
Mrs. Erna Offen, Hamburg, Ger.
Dr. Andrew D. Osborn, Belmont, Mass.
Mrs. Britton Osler, Toronto, Ont.

Mrs. Annemarie Pape, Nordhorn, Ger.
Miss Joan Parker, Richmond, Va.
Mr. C. B. Parsons, Montreal, Que.
Mrs. Parsons, Montreal Que.
Mr. James Paterson, Montreal, Que.
Mr. E. Pearson, Cornwall, Ont.
Mrs. Pearson, Cornwall, Ont.
Mrs. Hal Holt Peel, Memphis, Tenn.
Mr. Carl B. Pfeifer, Lansing, Mich.
Mrs. Pfeifer, Lansing, Mich.
Miss Lottie Pfister, Montreal, Que.
Miss C. M. Polhill, Geraldine, N.Z.
Miss Helen Putwain, Calgary, Alta.

Mrs. Dorothy Quistqaard, Toronto, Ont.

Miss Lucy Raines, Memphis, Tenn.
Mrs. Sam Raines, Memphis, Tenn.

Miss M. Ramsay, Glasgow, Scot.
Miss Doane Randall, Orlando, Fla.
Mr. Alex Reid, Alhambra, Cal.
Mrs. Reid, Alhambra, Cal.
Miss Elinore Reynolds, Lake Alfred, Fla.
Miss Jean Robbins, Wilkes-Barre, Pa.
Mr. K. B. Roberton, Montreal, Que.
Mrs. Roberton, Montreal, Que.
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Time at Sea

On a pleasant voyage time is no longer your master. In a day punctuated by mid-morning bouillon, afternoon tea, regular meals, and the lazy delights of ocean life, time is only the memory of old sea-going customs.

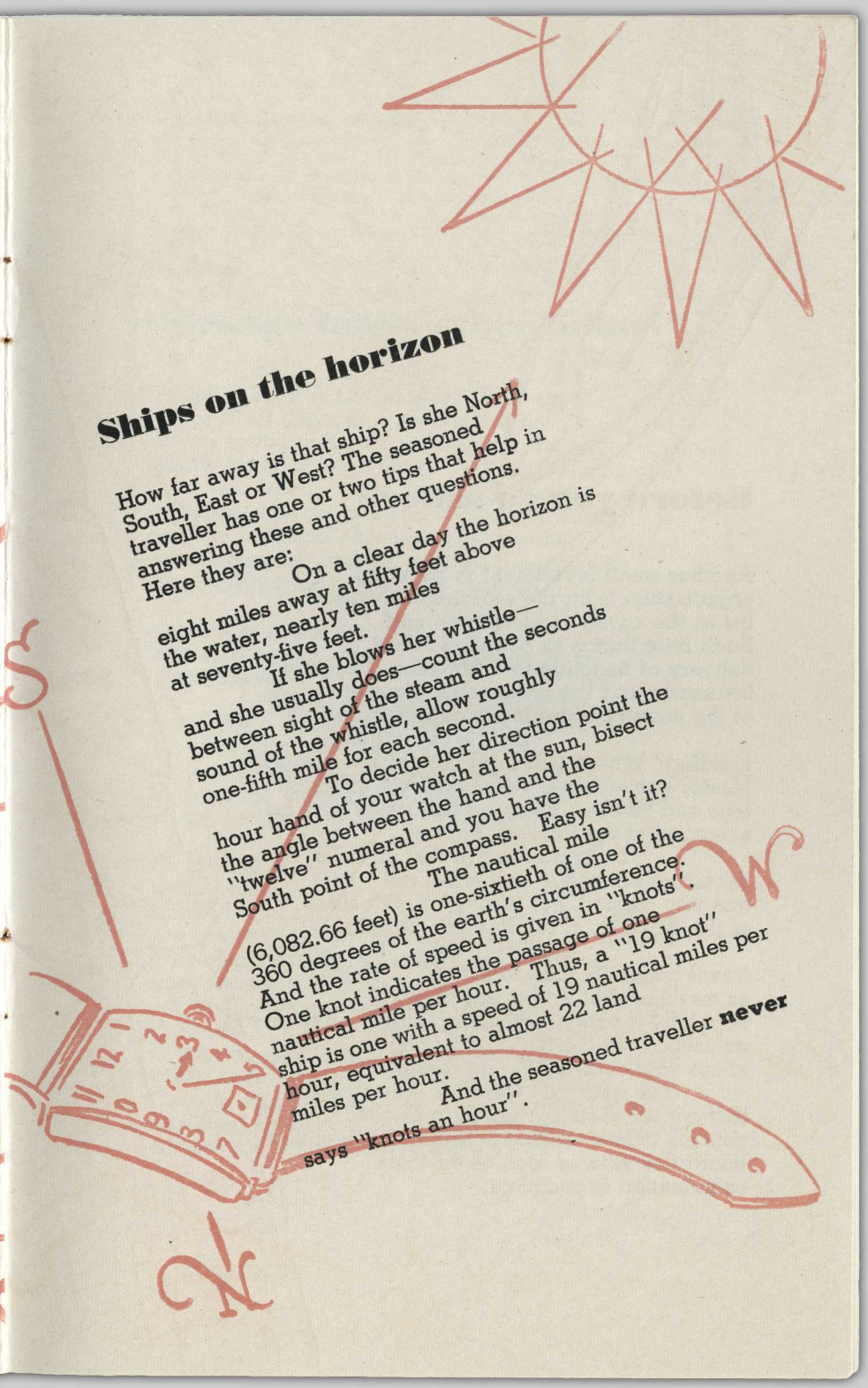
From time immemorial ships' bells have divided days at sea into half-hour intervals. Even bells marked the hours, odd strokes the half-hours.

Days were divided into six 4-hour "watches", the passage of each watch marked by half-hour bells from one to eight. The watches were: "middle"—midnight to 4 a.m.; "morning"—4 to 8 a.m.; "forenoon"—8 a.m. to noon; "afternoon"—noon to 4 p.m.; "first dog watch"—4 to 6 p.m.; "second dog watch"—6 to 8 p.m.; "first"—8 p.m. to midnight. The dog watches enabled changes in hours of duty.

Now, just to make a simple matter more complicated, the seasoned traveller points out that at 3.45, 7.45 and 11.45 one bell serves as a warning to the next watch to prepare for duty; and that seven bells in the "morning" and "forenoon" watches sound 10 minutes early to enable the watch next on duty to get their breakfast and dinner.

In proper sea-going parlance bells are not rung or struck, they are "made".

Simple, isn't it?



Ships on the horizon

How far away is that ship? Is she North, South, East or West? The seasoned traveller has one or two tips that help in answering these and other questions. Here they are:

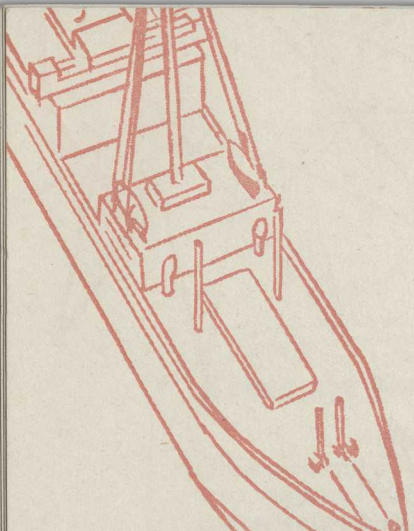
On a clear day the horizon is eight miles away at fifty feet above the water, nearly ten miles at seventy-five feet.

If she blows her whistle—and she usually does—count the seconds between sight of the steam and sound of the whistle, allow roughly one-fifth mile for each second.

To decide her direction point the hour hand of your watch at the sun, bisect the angle between the hand and the "twelve" numeral and you have the South point of the compass. Easy isn't it?

The nautical mile (6,082.66 feet) is one-sixtieth of one of the 360 degrees of the earth's circumference. And the rate of speed is given in "knots". One knot indicates the passage of one nautical mile per hour. Thus, a "19 knot" ship is one with a speed of 19 nautical miles per hour, equivalent to almost 22 land miles per hour.

And the seasoned traveller **never** says "knots an hour".



Before you go ashore

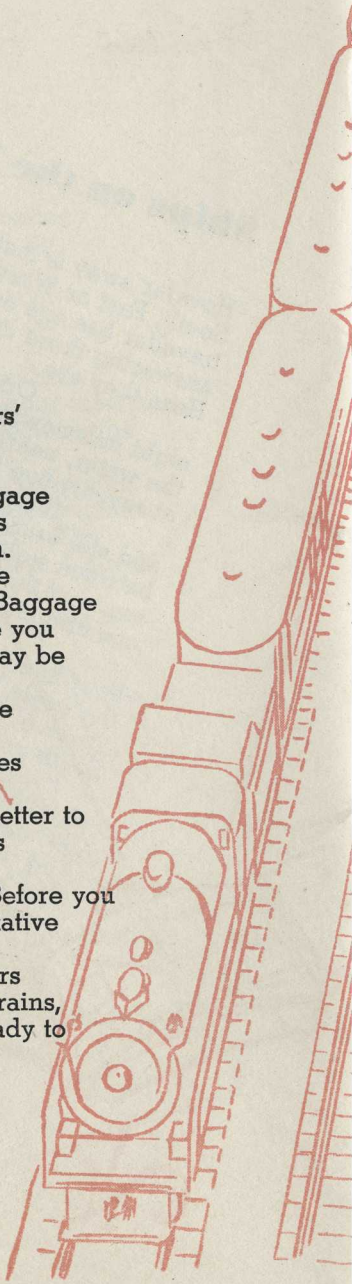
Another small investment in personal organization is on the seasoned travellers' list as the voyage comes to an end. Such little things as baggage labels, delivery of baggage to destination, baggage insurance and the customs requirements of the country come in for consideration.

How is the baggage handled? Where can I get labels? The Baggage Master knows the answers and will give you tags and labels. Baggage insurance may be arranged at the Purser's Bureau.

Dutiable articles that must be declared, no matter how small the quantity carried, are listed, for both sides of the Atlantic, at the Purser's Bureau.

A proverb says, "It is better to travel hopefully than to arrive". That's as may be—but it is easier to travel hopefully if everything is organized. Before you go ashore see the Rail Traffic Representative about your return Atlantic passage.

The seasoned traveller remembers that corner seats are prizes in English trains, gets his tickets on ship board and is ready to board the train as soon as customs examination is complete.



"Strange faces, other minds"

A dollar bill? A pound note? A string of cash? It all depends where you are. If you spend dollars you do things the way North Americans do them. If you change your Canadian Pacific Express Travellers' Cheques into pounds you conform to English ways. In China although the traveller seldom carries cash on a string, he expects to adapt himself to Oriental customs.

So, as Tennyson wrote in the words of Sir Bedivere, it is at the end of every journey; ". . . strange faces, other minds".

When the seasoned traveller heads for a country he has never visited he opens his mind as carefully as he closes his luggage. He goes ashore receptively, prepared to adjust himself to the ways of the country he is visiting.

And he uses the ship he has crossed in to help him. Its crew has been there before. Each member of it knows something of interest about the country. All are glad to pass on their knowledge. This world needs neighbourliness. Travel encourages neighbourliness.

Customs differ, good fellowship is the same in any tongue, by any standard. If your voyage in this ship proves a pleasant interlude in your journey, the Captain and his associates will feel they have achieved something more than just the service for which you contracted.

Where to stay in Canada

Holiday or business trip, it doesn't matter. Every detail can be arranged by your own travel agent or the nearest Canadian Pacific Office.

And that means every detail of your comfort in Canada as well as at sea. Reservations on trains and in Canadian Pacific hotels can be attended to before you start—or by Rail Traffic Representative—aboard ship.

You will enjoy staying at:

*The Digby Pines	Digby, N.S.
*Lakeside Inn	Yarmouth, N.S.
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*The Algonquin	St. Andrews by-the-Sea, N.B.
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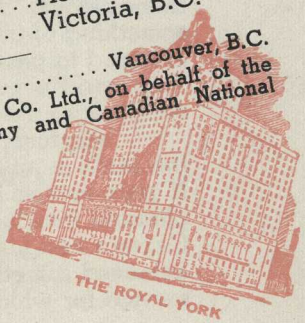

Wire ahead - cable home?

That's easy. Uniformed representatives of Canadian Pacific Telegraphs are on board at all Canadian ports to look after telegrams and cables for you.

Fly?

Canadian Pacific Airlines—the smartest distance between two points—serves many interesting areas in Canada. Four-engined Canadian Pacific airlines span the Pacific to and from Australia; to and from Japan and China.

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Sailings every nine weeks by R.M.S. Aorangi between Vancouver – Victoria and Honolulu, Suva, Auckland, Sydney, link the Antipodes and Canada.

The Beaver Fleet

Modern fast freighters, the famous Canadian Pacific "Beaver" class, provide fast transatlantic services between Canadian ports and London, Liverpool, Antwerp, Bremen.

Transcontinental Trains

Fast, comfortable, Canadian Pacific trains link east and west, take you to business and holiday centres, pierce the fabulous Canadian Rockies. Fast freight trains speed Canadian business.

Canadian Pacific Express

Safeguards your travel funds by traveller's cheques; forwards merchandise or packages all over the world.

For more complete information see the Rail Traffic Representative on "C" Deck foyer.

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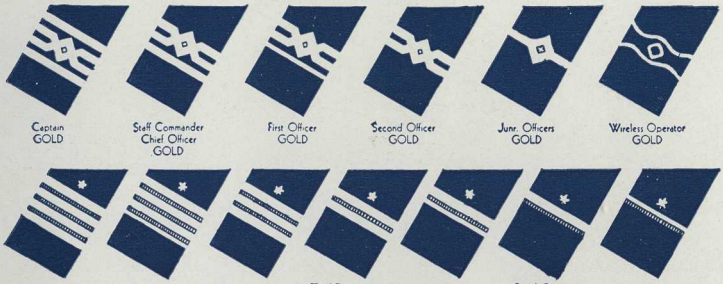
CANADIAN PACIFIC

UNIFORM INSIGNIA

Cap Badge
GOLD, RED AND WHITE

Peak, Captain and Staff Commander
GOLD



Captain
GOLD

Staff Commander
Chief Officer
GOLD

First Officer
GOLD

Second Officer
GOLD

Junr. Officers
GOLD

Wireless Operator
GOLD

Chief Engineer

Asst. Chief Engineer

Second Engineer

Third Engineer
First Electrician

Second Electrician

Fourth Engineer
Third Electrician
Plumber

Junr. Engineers

GOLD WITH PURPLE BETWEEN STRIPES

Surgeon
GOLD AND RED

Purser
GOLD AND WHITE

Second Purser
GOLD AND WHITE

Assistant Purser.
GOLD AND WHITE

Writer
WHITE

Rail Traffic Repr.
GOLD AND BLUE

Chief Steward
GOLD

Second Steward
GOLD

Int. Second Steward
GOLD

Junr. Second Steward
GOLD

Boatswain
GOLD

Bosun's Mate
GOLD

Quartermaster
GOLD, RED AND WHITE

Carpenter
GOLD

Carpenter's Mate
GOLD

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