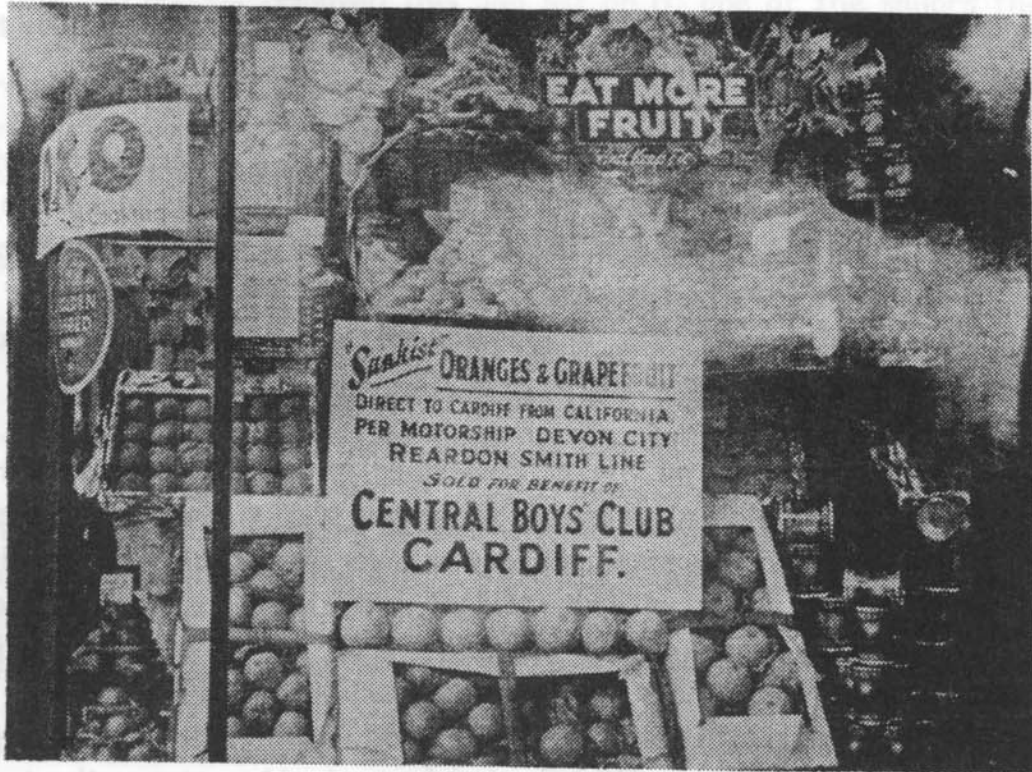




SHIPMATES

Reardon Smith Seafarer's Newsletter

Issue No.19 June 2001.



The display of fruit in this fruit shop was brought to Cardiff by the m.v. "Devon City" (2). The photograph was taken in 1933 when the "Devon City" came into service and the Reardon Smith line had set up a liner service to carry fruit from the Pacific Coast of North America and Canada to London, Liverpool, Manchester and Cardiff. Five ships were finally employed on the service the "Devon City" (2), "Houston City" (1), "Bradford City" (3), "Dallas City" (1) and the "Cornish City" (1). The No. 1 and No. 2 holds, also the No.2a lower tweendeck of these vessel's were insulated to carry the fruit cargoes. Fan rooms were sited above the No. 2 tweendeck.

The Question is :- Can any member remember this fruiter's shop and where was it located?. A couple of members think the shop was located in the Royal Arcade, Cardiff. Replies to the Editor.

This issue is dedicated to the "Queen City" (1) on pages 2, 3 & 4 and M.V."Queen City" (2) on pages 8 & 9.

Queen City (!) 4,809 Gross tons built at J.L. Thompson & Sons Ltd, Sunderland, and named the "**Cragness**" for Oakwin Steamship Co Ltd.

In 1926 the vessel was transferred to the St Just Shipping Company Ltd and in 1928 transferred to the Reardon Smith Line Ltd. Renamed "**Queen City**" in 1931.

She was sunk in position 00 degree's 49' S, 41 degree's 34' W by two torpedoes and shellfire from an Italian submarine on the 21st Dec 1942.

Forty-four of the crew survived and six crewmembers were lost.

The master of the "**Queen City**" (1) was Captain G. Hornsby & we have to hand his report on the sinking which is as follows: -

" We were bound from Cape Town to Trinidad with a general cargo of 7900 tons. The ship was armed with a 4" gun, a 12 pounder, a Steam Holman Projector, 4 Hotchkiss, and 4 P.A.C. rockets. The crew, including 4 naval & 2 army gunners numbered 45, there were no casualties, but a steward was taken prisoner by the U-boat. All confidential books, including wireless, were thrown overboard in weighted boxes. Degaussing was off.

We sailed from Capetown on the 1st December, proceeding independently for Trinidad. We intercepted a number of messages stating that submarines were in the vicinity, but no S.S.S. messages, and no diversion signals were received, so we continued on our route, without incident, until 1730 on the 21st December when, in position 00 degree's 49' S 41 degree's 34' W., steering approximately 310 degree's at 9.25 knots, we were struck by two torpedoes almost simultaneously. The weather was fine with good visibility, the sun was setting, there was a moderate sea, and E.S.E. wind force 4. No one saw the tracks of the torpedoes.

The first torpedo struck on the starboard side under the bridge, there was a bright flash, a loud explosion, and a huge column of water was thrown up which cascaded over the bridge. The other torpedo struck in the fore end of No.4 hold, also on the starboard side, blowing off No.4 hatch covers. The vessel immediately took a heavy list to starboard, the shell plating on the starboard side was badly torn in the vicinity of both explosions, and being an open shelter deck ship Nos. 2,3 and 4 holds, and the engine room flooded immediately. Both starboard lifeboats were smashed by the blast.

I gave the order to abandon ship, the 3rd Engineer having already stopped the engines, and the two port lifeboats were lowered without difficulty, both boats, with the entire crew, being clear of the ship within 7 minutes of her being hit. The submarine had surfaced about a quarter of a mile on our starboard bow

immediately after firing her torpedoes; when the boats were clear she steamed round to the port side and fired seven shells into the ship. The vessel gradually righted her self, and then sank on an even keel, with 10 minutes of being torpedoed.

The submarine approached my boat and asked for the Captain. I was wearing a shirt and khaki shorts, so replied I did not know, making the same reply to his other questions regarding the ship's officers; he then steamed over to the other boat and asked for the Chief Engineer. The Chief had been wearing his uniform coat, but had quickly removed this and sat on it; one of the sailors then told them that he was still on board when the ship was being shelled. They then ordered a Steward to come on board the submarine, where he was kept as a prisoner. They asked if we had food and water, threw us 400 cigarettes in a packet, then steamed off.

The submarine was flying the Italian flag, I think she was one of the Marcello Class, having a displacement of about 2,000 tons, and 250 feet long. She had a large conning tower, with 2 guns, one forward and one aft, and I noticed the faint outline of the letter 'M' painted out on the starboard side of the conning tower. The craft appeared to be newly painted as if it had not long been out of dock. Most of the crew appeared to be Italians, but I noticed two of them had fair hair and think they were Germans. The Commander himself was definitely Italian, being dark, swarthy, with a big black beard and black hair. About 5'6" tall, slight build, dressed in blue shorts and shirt, and no cap. No questions were asked as to whether the tracks of the torpedoes were seen.

We were unable to send out a distress message before leaving the ship as the wireless set had been smashed by the explosions, but the boat's wireless set had been put safely into the port after lifeboat. I told the Operator to transmit a distress message. He sent out 7 radiations, of less than 2 minutes each, then the battery failed. I enquired later from the British Consul at St. Luiz whether our message had been picked up, but nothing had been received. The Chief Officer, A. H. Tarr, was then transferred from by boat to take charge of the other one, and at 1830 both boats set sail towards the coast of Brazil. We kept together for about 2 hours, but at 2030 we could only just see the Chief Officer's boat, which was soon lost sight of, and we did not see it again.

We had all the new food and equipment in the boat, also plenty of water, but as I did not know how long we might be adrift, I rationed the water to 2 large dippers each per day. I.e. 7oz, until we were within sight of land, then I allowed everyone to help themselves to as much as they wanted. We had a fair sailing

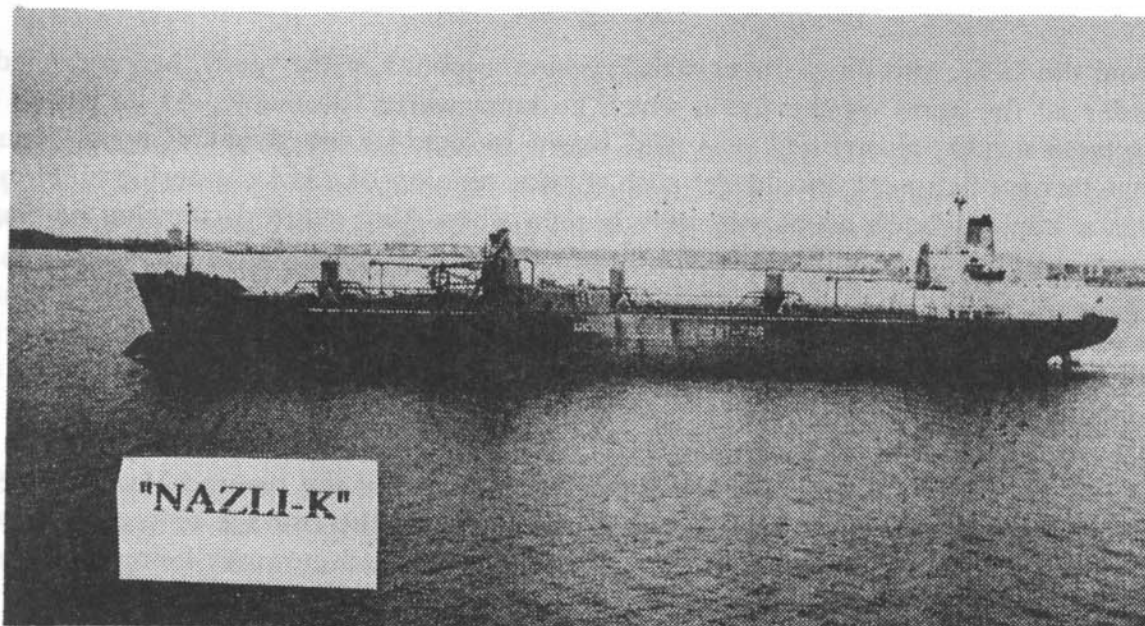
breeze most of the time, everyone was quite cheerful, except a few of the natives, our only trouble being caused by sunburn which was rather painful, as it was very hot in the daytime and many of the men were wearing very few clothes. We had condensed milk instead of the Horlick's tablets, we found most of the food quite good, and all were able to eat the pemmican. After sailing for 3.5 to 4 days, the land was sighted at about 2100 on the 23rd December, The breakers were rather big as we approached the land, so I stood off until daylight. Finally landing on the beach at 1600 on the 24th December at a small place called Guimaraes, 35 miles to the Westward of St.Luiz, Brazil. From here I was able to telephone to the British Consul at St. Luiz, who immediately sent a tug which towed us to St.Luiz, where we arrived next day, which was Christmas Day. The Chief Officer, with the remainder of the crew, arrived at St.Luiz on the 28th Decem^{ber}. Their boat had landed on a very isolated part of the Brazilian coast. 58 miles to the Eastward of St. Luiz, where they had remained for two days before contacting some local fishermen, who took a message of their safe arrival to St. Luiz, from hence the tug was again dispatched to tow them into harbour. They were all quite fit, having found a spring of fresh water where they landed, so they picnicked on the beach, where they lit a fire and made a stew with the pemmican they had left, which everyone voted very tasty indeed. Both our lifeboats were handed over to the care of the Port Captain at St Luiz."

Letters to the Editor

Captain Bill Wood sent in the following:-

The 840 "Cardiff Class vessel is still alive and well.

Please find enclosed a photograph of a vessel called the "NAZLI-K" seen in Baltimore U.S.A last August. It looks familiar doesn't it ?, I first saw this vessel when it was anchored at Annapolis anchorage waiting to go to Baltimore. The photograph was taken after it had completed discharging the cement cargo. Not only does it appear to be a Cardiff Class vessel that has been converted to a cement carrier, but the colours are reminiscent of an R.S.L. vessel. When the ship was anchored I called up the officer on watch to ask if he knew the vessel's previous name but he told me it had always been the "NAZLI-K" . Somehow I doubt that. Why would the two cranes have been in the position they are in if the ship had been built as a cement carrier?. The flag is Turkish, the port Istanbul and painted on the side is - HEILDELBERGER ZEMENT - GBR. **Can any of your readers shed any light on the origins of this vessel?** The bulbous bow looked different from the ships I sailed on because it has a flat plate around the forward edge, which I don't remember seeing before. There is something missing from aft. No prizes for guessing what that might be.



Mr. Major writes the following:

Adding to Mr. Alec Osborne's Notes on the Re Enginining of the two vessels at I.H.I. Aioi, Japan, I went to Aioi for the sea trials of the first vessel the "Welsh City", the intension was that my visit was to be over in a week, the re-enginining was so far behind the "Welsh City" trials did not take place for three weeks after my arrival, and by the time some adjustments were made after the trials my tour was four weeks.

On arrival Alec was doing everything he could to speed things up. There were a huge flow of men and materials in and out of the engine room. There was two ladders from the top to the first floor platform with men carrying materials struggling to go down, and others trying to come up. Alec wanted I.H.I to nominate one ladder to go down and the other to come up out of the engine room which would have immensely speeded up the work, but I.H.I. would have none of it.

Expanding on Alec's comment that the bicycle was the main form of transport. At starting and stopping times cars were banned from the not very wide road leading into the shipyard, and at those times there was a huge flow of cycles, probably twelve abreast, into the yard. Now and again there would be a solitary cyclist pedalling quietly and peacefully in the opposite direction. You would expect to see a crash with men and cycles strewn all over the road, but no, every time we watched the solitary cyclist pedalled along contently through the massed ranks of cyclists with no problems.

In the night time Alec and I walked along the dockgate, where we watched a small boat with an intense bright light on the stern, hauling in fish as fast as they could collect them.

Alec had to dine in the I.H.I restaurant at the "Rinkaiso" the only locally available, and he knew the menu so well, that he knew all the items which weren't available. The Japanese are know/for their inscrutable faces, so sitting down with this Director

from the U.K., with the waitress standing him notebook at the ready, he proceeded to order all the items on the menu which he knew weren't available. As he did so the waitress shrank, closed her eyes, and began to shudder, no doubt with the thought that this special guest should get such a poor opinion of I.H.I.'s catering abilities. It was a loss of "face", which was only broken when Alec laughed, showing he wasn't concerned, that the waitress's stance and face returned to normal.

T.W.Major.

Mr.Bill Gill writes to say that he would like to add a bit to the I.H.I. Aioi, story and some of his experiences there.

I remember well the time I spent at Aioi with Alec and the revered Hamanaka San. I vaguely remember also that Alec managed to have the courage to accompany the same Hamanaka in his fishing boat, the result of the catch however being doubtful as the fish were in all probability frightened off by the dense smoke issuing from the small craft's exhaust.

I must admit the stay there at Aioi was most enjoyable, the people friendly and the regular trips over the bridge on "The IHI Taxies" (the allocated bicycles) very relaxing. The only bad trip being on one occasion when two "Taxies" were engaged in a race back to the "Rinkaiso" with a rather disastrous result for one of the drivers and the undamaged driver given black looks from the serving ladies in the dining room the following morning at breakfast.

The "Rinkaiso" was the I.H.I. equivalent to the Ritz, while the "Waraksaw" was reserved for the lower classes.

Aioi was also where the writer, at the advice of Lloyds in Kobe as it was only a very short distance between Kobe and Aioi, tried travelling in the Shinkansen train "Green Car" with an ordinary ticket. Being challenged by the Conductor, the writer professed ignorance however when politely advised by a well meaning Japanese Businessman, the Conductor to be quite understanding and ushered the writer off the train at Aioi.

Sometimes one never learns the lesson but on the return journey to Kobe, again with an ordinary ticket. the writer was confronted by the same Conductor who while still polite, was definitely not amused.

Both these journeys were taken while preparing for the arrival of the "Welsh City" and "Cornish City" and were obviously the source of great amusement to various parties permanently resident in Kobe.

Bill Gill.

Member Returns.

After three years John Hewson has returned on board, John was a member of "Shipmates" for the first year and we are pleased to welcome him back. John is a Marine Surveyor in Dubai, UAE.

New Member

We welcome aboard Mr. J. R. Gleeson. John sail with Mo Green on the "Altanic City" in 1973 and in 1974 he sailed on the "Chikuma" (ex - "Australian City") again with Mo Green being Third Engineer and himself sailing as Fourth Engineer. After leaving the Reardon Smith Line in 1977 he worked for Hawker Siddeley, then Ruston Gas Turbines, and then emigrated to Australia. He is now a First Engineer with BHP Transport, in the Ironships Fleet.

Obituary. It is noted in the Institute of Marine Engineers Bulletin that Mr. Brian James Owen Lewis from Gwent South Wales crossed the bar in October 2000 at the age of 66. Brian served in the Reardon Smith Line as Chief Engineer for few years. He was not a member of "Shipmates".

Ruin sorbees?

This is for anyone who has ever stayed in a hotel in South East Asia, it is a telephone exchange between a hotel guest and room service which was recorded and published in the Far East Economic Review:

Room Service: "Mornny. Ruin sorbees."

Guest: "Sorry, I thought I dialled room-service."

RS: "Rye. Ruin sorbees. Mornny! Jewish to odor sunteen??"

G: "Uh, yes, Id like some bacon and eggs."

RS: "Ow July den?"

G: "What??"

RS: "Ow July den - fry, boy, pooch?"

G: "Oh, the eggs! How do I like them? Sorry, scrambled, please."

RS: "Ow July dee baychem - crease?"

G: "Crisp will be fine"

RS: "Hokay. An San toes?"

G: "What?"

RS: "San toes. July San toes?"

G: "I don't think so"

RS: "No? Judo one toes??"

G: "I feel really bad about this, but I don't know what 'judo one toes' means."

RS: "Toes! Toes! Why jew Don Juan toes? Ow bow singlish mopping we bother?"

G: "English muffin!! I've got it! You were saying 'Toast.' Fine. Yes, an English muffin will be fine."

RS: "We bother?"

G: "No, just put the bother on the side."

RS: "Wad?"

G: "I mean butter - just put it on the side."

RS: "Copy?"

G: "Sorry?"

RS: "Copy...tea...mill?"

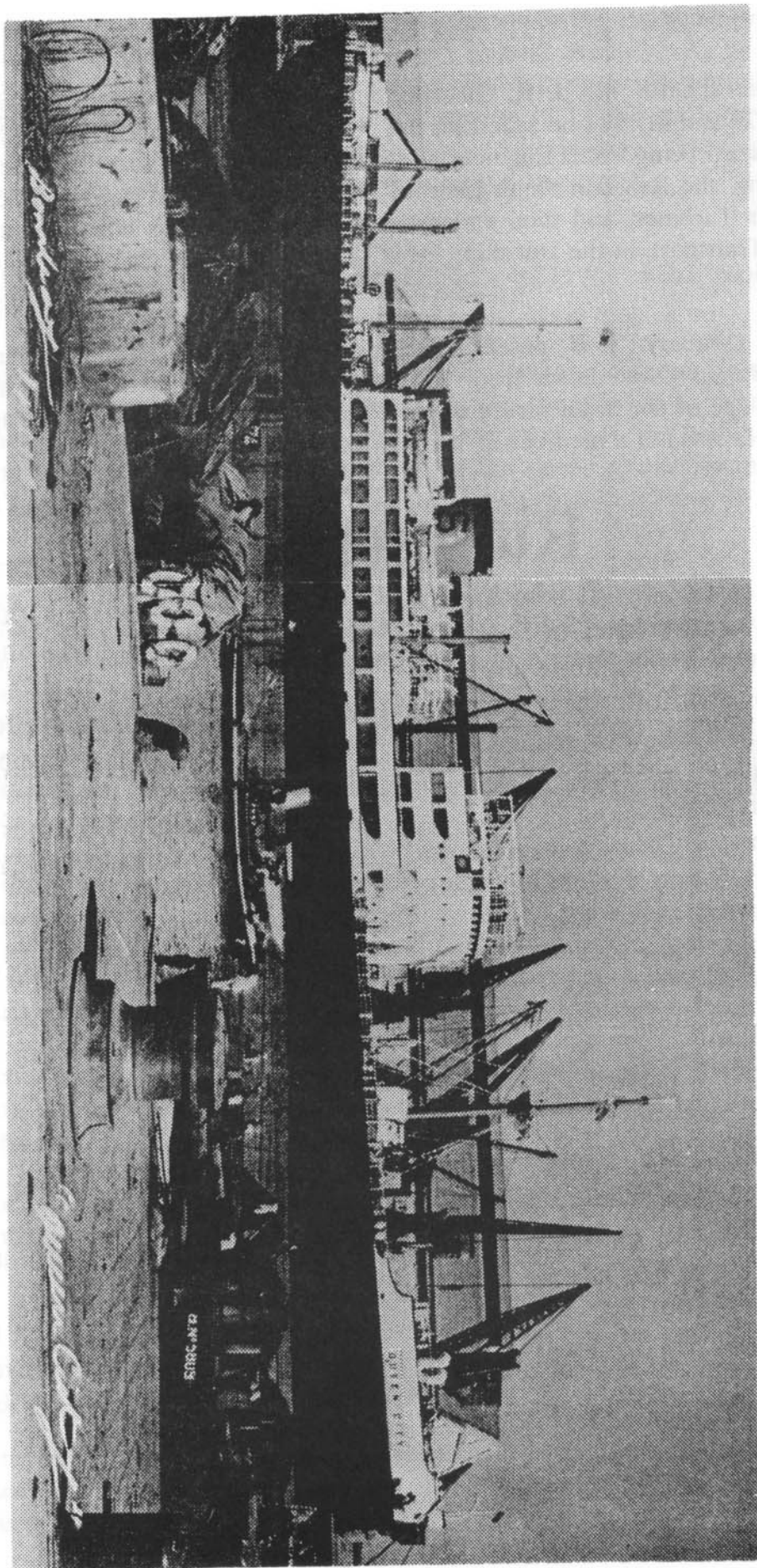
G: "Yes, Coffee please, and that's all."

RS: "One Minnie. Ass ruin torino fee, strangle ache, crease baychem, tossy singlish mopping we bother honey sigh, and copy...rye??"

G: "Whatever you say."

RS: "Tendjewberry mud"

G: "You're welcome"



"QUEEN CITY"

Opposite is a photograph of the second and last vessel in the R.S.L. fleet to bear the name "Queen City". She was built in 1950 at Sunderland to the order of Sir William Reardon Smith & Sons Co. Ltd. by William Doxford and Sons at their Pallion Shipyard, A vessel of 5,593 Gross Tons and a Deadweight Tonnage of 8,800 L.T. (Approx.). Engined by a four cylinder opposed piston Doxford diesel engine to give a service speed of 12.5 knots. Her maiden voyage was made under the command of Captain Harris of Appledore and the Chief Engineer was Mr. Steven Willis of Sunderland.

Her first Indian crew were mustered by the owners agents Messrs Turner Morrison of Bombay and were flown out in good time for the ratings to join in Sunderland on vessel being delivered to owners. Tragically the plane crashed in the French Alps with the loss of all souls on board. The agents when endeavouring to muster a new crew found superstition prevalent amongst available ratings in Bombay. However, the mustering of a crew for the sister ship the M.V. "King City" also building at Sunderland was taking place and the Agents with the co-operation of the Shipping Master were able to persuade them to accept the alternative employment on the "Queen City" and en-plane for the U.K.

The M.V. "King City" and the M.V. "Queen City" were identical sister ships and were built at the same time and in the same shipyard. They were the first new ships to be ordered by the Reardon Smith Line in the post war period and was the commencement of a building programme in which a further 23 ships were to be built in the U.K and 3 overseas in the years up to 1977.

M.V. "Queen City" (2) served in the Line satisfactorily for sixteen years and was frequently to be found on time-charter to well known liner companies, British, U.S.A, South African and others. However, in the later years that the vessel served the Company large bulk carriers were influencing the deep sea tramp bulk trades and ships of the "Queen City" size were finding it very difficult to run at an acceptable profit. In 1966 she was sold to K Shipping of London and re-named "Omalia" and later that same year to the Union Shipping of Greece. In 1971 she was found to be owned by the Responsibility Shipping of Greece and named "Prosperity". 1975 she was again sold to Estero Shipping of Somalia and renamed "United Orient". Finally ending her days in 1976 when she was sold for breaking up at Karachi.

O.J.T.L

I wish to thank all the members who sent in letters and articles for the newsletter after the appeal in the last issue. **But**, we could do with more stories about members own experiences, one page would be fine. You are aware that since "**Shipmates**" started each newsletter is nominated to the names of the Reardon Smith Line ships, these have been in alphabetical order the next ship will be under the letter "**R**". If your article is not yet published it is most likely being held over for the rotation of that ship's name. *Editor.*

CIRCULAR LETTERS

I'm sure that anyone who sailed with Reardon Smith as Master or Chief Engineer will be familiar with the "Circular Letter". These were churned out with monotonous regularity and forwarded to all ships to be placed in their designated file.

They were usually the result of someone having encountered a problem which affected the running of the whole fleet or a contravention of standing company orders! Upon arrival in port, the Master /Chief Engineer would diligently cut off the bit at the bottom, sign it and return it to the Office as an acknowledgement after having read and inwardly digested its contents. It would then be assigned to its appropriate file!

What always struck me about these missives was that there was inevitably ONE person in the fleet who had a fair idea that a Circular Letter was on its way!!

The reason I dwell on the above is that I have to hold my hand up and confess to the dubious honour of being the instigator of a C.L. one day after taking my first command!

I joined the "Devon City" in Hamburg on 29.4.1970 where she was completing discharge. On boarding, I was informed by the outgoing Master, George Ellerby, that the vessel had, that day, been fixed on Time Charter to Safmarine for a General Cargo voyage to South Africa, loading at various Continental ports starting in Bremen.

During the handover, two Superintendents (one Deck, one Engineer) who were attending the vessel came up to my room and announced that bunkering had been completed without incident. I therefore signed the papers and thought no more about it. Later that day we departed for Bremen.

We duly arrived only to observe the Agent on the dockside yelling up to me that the Owners wanted to know whos bunkers I had shipped in Hamburg!!! This seemed a very strange question to me, but being new to the game, I felt the Owners had good reason for asking it!

The explanation, of course, soon became crystal clear. Prior to the vessel's arrival in Hamburg and going on Time Charter, Smiths had made a tentative stem for bunkers with their own suppliers. However, as soon as we went on hire, bunkering was for Safmarine account and the RSL stem would have been cancelled. Unfortunately, RSLs suppliers had delivered to the vessel without confirmation from anyone and we had shipped it in good faith.

I have no doubt that the Suppliers received a pertinent admonishment from the Office but, as Master, I should have sought clarification before bunkering.

Needless to say, the dreaded Circular Letter arrived in due course, advising Masters that they would suffer a fate worse than death if ever they shipped bunkers without first ascertaining from whence they came!!

So began ten years of filing C.L's.

P.S. I had spent considerable time as Apprentice and upwards with the two Superintendents in question so knew them extremely well. I often wonder what their reaction was to this incident.

Capt. J. Cann.

THE QUEENS HEAD**VICTORIA AVENUE****OCKBROOK****DERBY****DE72 3 RN****TEL 01332 674151**

Dear Sir,

About the middle of October 1976 on board the "PORT ALBERNI CITY" with Capt B. Boyer as master at that time we were sailing across the Atlantic from Panama to Dublin with timber for Europe.

Three to four days out of Dublin the Radio Officer picked up an S.O.S from a vessel named The "NISPUK. Capt Boyer called for lookouts as we steamed to the area where the S.O.S Came from, all officers and crew looking out to the horizon for this small sloop named the "NISPUK" After an hour or two (I cannot remember to well as it was 26 years ago) we Found the "NISPUK.

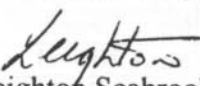
We came along side her and asked whats wrong. Staving they were, they had been to the States for the American Centenary and had been at sea for over three weeks trying to get to Germany. Capt Boyer asked me to store up the Nispuk with food, drink and cigarettes (this Was a bit of a worry R S L feeding rate) any way I stored her up and we said our goodbyes And we were on our way.

We arrived in Dublin a few days later and discharged our cargo, then onto Tilbury, Emdon and Antwerp. After discharge we started to load steel for the steel run back to the States and Canada. All this took about two weeks or more.

We sailed one very cold, wet and foggy day out of Antwerp and down the English Channel. "MAY DAY MAY DAY" another S O S . Yes you got it, it was the "NISPUK" again. This time taking on water in bad weather. Capt Boyer called all hands for look outs, Everyone was looking into the fog for this unlucky boat. When we found her nets were put over the side so the crew of the Nispuk could come aboard. But they would not leave there little boat, Capt Boyer then sent on a line a portable bilge pump over, but the Nispuk was in a bad way and still they would not leave.

By this time a H M S warship had arrived on the scene and stood by. A salvage tug was on the way from Falmouth other ships arrived on the scene to have a look to see what was going on. Any way with the H M S ship being there, and the crew not wishing to leave the Nispuk Capt Boyer decided to leave and carry on with our voyage to the Panama Canal.

You see lightning does strike twice in the same place, Two May Days within three weeks from the same boat. Thank you Capt Boyer for a great trip,


Leighton Seabrooke
Catering Officer

If you are in the vicinity of "The Queens Head" call in and see Leighton , have a drink and a chat about "Shipmates". ED.

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Reardon Smith Seafarers Newsletter "Shipmates" Members. 2001

Name	Town	Name	Town	Name	Town
Mr T Ahmun	Cardiff	Mr G Griffiths	Singapore	Mr W Osborne	Plymouth
Mr R Alford	Shifnal	Capt D Griffiths Jones	Barry	Mr M Owens	Swansea
Mr C Anderson	Cwmbran	Capt E Harrison	Barry	Mr R Paddock	Salisbury
Capt J Andrews	Brocton	Mr D Harrison	Durham	Capt J Pagler	Barry
Capt R Baker	Sully	Mr K Hart	Newton Ferrers	Capt J Pearsell	Gt Bedwyn
Mrs S Baker	Cardiff	Mr D Hartshore	Stone	Mr A Phillips	Jersey
Mr J V Barnes MBE	Barry	Mrs P Harvey	N.Ireland	Mr R Pierce	Colwyn Bay
Mr R Bell	Berwick	Mr E Hatcher	Llanelli	Capt V Pitcher	Sittingbourne
Capt M Bellamy	B'mouth	Capt T Haxell	Sth.Sheilds	Mr E Poingdestre	Cardiff
Mr E Bennington	Newhaven	Capt B Hernaman	S'hampton	Capt J Porteous	Edinburgh
Capt J Birrell	Preston	Mr J Hewson	Daubai	Mr E Powell	Barry
Capt P Bloomfield	Houston	Capt M Higgins MBE	Meols	Mr M Rayner	Cardiff
Capt B Boyer	Colchester	Mr B Hill	Taunton	Mr C Reardon Smith	Leicester
Mrs C Boyer-Besant	Harwich	Capt B Hodges	Abergele	Mr J Reardon-Smith	Cardiff
Mr C Boyd	Liverpool	Capt B Hopper	Abergavenny	Mr P Reardon Smith	Cardiff
Sq.Leadr. B Britton	Australia	Mr J Howell	Edinburgh	Mr R Reardon-Smith	Powy
Mr D Brosnan	Cardiff	Mr C Hudson	Canada	Mr R Reed	USA
Mr K Brown	Penarth	Mr C Hughes	Llantwit Major	Capt B Rees	Barry
Mr R Burston	Cardiff	Mr J Hughes	Southampton	Father M Renoll	Kobe
Mr C Burton	Isle Of Man	Mr P Hunt	Cardiff	Mr M Ridley	Elham
Capt J Cann	Nottingham	Capt M Hurst	Plymouth	Mr J Robson	Seghill
Mr W Carr	E Bolden	Mrs P Jack	Braunton	Mr J Scott	Aberdeen
Mr R Chambers	Whitley Bay	Mr M Jenkins	Newtown	SeaBreezes	Isle of Man
Mr R D Christmas	Frome	Mr C Jones	London	Mr L Seabrook	Derby
Mr M Clarke	Northants	Capr W D Jones	Witham	Mr R Shannon	Newport
Mr D Cobley	Leicester	Mr D P Jones	Blackwood	Capt H Shenton	Cleethorpes
Mr J Coleman	Felixstowe	Mr I Jones	Bridgend	Mrs J Shreeve	Braintree
Mr H Convery	Holyhead	Capt M Jones	Lydiate	Mr P D Smith	Worthing
Mr J Cotton	Dover	Capt W Jones	Crewe	Mr R J Smith	London
Mr M Cox	Chippenham	Mr T Jowett	Bradford	Mr K Smith Jaynes	Newpor
Mr V Cullen	Singapore	Capt T Lawernee	Plymouth	Capt I Stewart	Plymouth
Mr P Curtis	Cardiff	Mrs S Lemon	Cardiff	Mr W Summers	Harwich
Capt R Crawford	Newport	Mrs B Lester	Southampton	Mr R Sumner	Guernsey
Capt T Crowther	Pender Isle	Mr A Lewis	Cardiff	Mr L Taylor MBE	Bideford
Mr T Davies	Colchester	Capt A Lightfoot	Inverness	Mr K Terauchi	Osaka
Mr W Davies	Pontypool	Capt O Lindsay	Cowbridge	Mr Y Teshima	Tokyo
Mr R Day	Ebbw Vale	Mr D Litson	Coleford	Mr A Thomas	Cardiff
Mr R J Deschamps	Deal	Monitor Lloyds list	London	Mr J Thomas	Betws-Y-Coed
Mr M Duke	Newport	Mr P Mabbett	Plymouth	Capt M Thomas	Cardiff
Capt J Dunk	Sharjah	Mr T Major	Cardiff	Mrs V Thornhill	Radlett
Mrs M Ellerby	Hornsea	Mr G Mason	Poole	Mr F Tinsley	Barry
Mrs F Evans	Denbigh	Mr R Masters	Tyne & Wear	Capt D Toon	Newport
Mr J Evans	Port Talbot	Mr.N Millard	Darwel	Miss A Trehella	Penzance
Mr P Evans	Swansea	Capt D Mockett	Plymouth	Mr A Vincent	Treharris
Capt G Eyles	Cardiff	Mr I Morgan	Newport	Mr J Vincent	Herts
Mr H Fletcher	Stockport	Mr K Morgan	Ush	Mr G Walker	Cardiff
Mr K Fulker	Canterbury	Mr S Morgan	Salisbury	Mr A Westall	Cardiff
Mr T Fuller	Hassocks	Mr G Murray Dicken	Penarth	Mr C White	Barnstaple
Mr H Gale	Chelmsford	Capt R Newbury	Cardiff	Mr A Williams	Cardiff
Capt P Gallie	Antwerp	Mr T Newell	Beccles	Mr D Williams	Llanbrynmair
Mr G Gaywood	Co. Antrim	Mr A Nicholl	Otter St.Mary	Mr H Williams	Cardiff
Mr W Gill	Isle of Cumbrae	Capt J Norie	Dorset	Mr L Williams	Caerphilly
Capt S Gilliat	Liverpool	Mr T Noro	Tokyo	Capt W Wood	Huddersfiel
Mr R Gleeson	Australia	Mr O'Douogue	Gravesend	Mr D Yool	Angus
Capt J Gordon	Swansea	Mr A Osborne	Cardiff	Capt J York	Bideford
Mr D Grant	Lossiemouth				