

NEWSLETTER

NOVEMBER 1970

NO.10

INTRODUCTION

The publication of the 10th edition of the Newsletter prompts us to reflect on its progress since the issue of the first copy. The many letters which have been received, all in praise of the venture, has proved an excellent medium whereby it was possible to assess its popularity and success ashore and afloat. Encouraged by the complimentary comments received, we look forward to the future with every confidence that the standard already reached will be maintained. However, the future success of the Newsletter depends to a great extent on the co-operation of everyone. We would like to receive a continual flow of material for publication and would appreciate your giving this sympathetic consideration.

SHIPS' POSITIONS

"ATLANTIC CITY"

T/C to Pacific Bulk Carriers Ltd., London, until Sept.1971/Jan.1972. Arrd.Kawasaki 19th Nov.with Ore cargo from Mormugao. Sld.21st Nov, again for Mormugao to load Ore for Japan. Expect arrive Mormugao 6th Dec. Basis sailing 15th December, arrives Japan to discharge 31st December.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/August 1971. Engaged liner trading Japan/W.C.U.S.A. and Mexico. Sld.Yokohama 17th Nov.for San Diego (Calif) where she is due 1st Dec. Discharges and loads possibly at eight ports, mostly on the West Coast of Mexico, finally sailing Ensenada end December for Japan.

"CHIYODA" (ex "Eastern City")

On T/C to NYK, Tokyo, until 1973/1975. Sld. Mobile 30th Oct. with a cargo of Coal for discharge Nagoya where she is due 1st Dec. On completion discharge, drydocks at Kobe for 4 days, then loads cars in Japan for Europe. Expect arrive Europe about 20th January.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1971. Arrived Ishinomaki 16th Nov. with a cargo of Phosphate loaded at Tampa. Completes discharge of this cargo at Chiba 29th Nov., then loads motor cycles at Nagoya and Shimizu, for discharge at Baton Rouge and Norfolk (Va). Sails Shimizu 4th Dec. and arrives Baton Rouge end December.

-2-
"DEVON CITY"

On T/C to South African Marine Corporation of Cape Town. T/C commenced at Bremen 2nd Nov. and she has since loaded at Hamburg, Rotterdam, Antwerp and finally sailed Le Havre 17th November for Cape Town (due 5th Dec) and other South African ports. Finally completes discharge at Beira about 24th Dec. Proceeds Durban after Beira to load a coal cargo for discharge Rotterdam or Amsterdam. On present information, arrival at discharge port is expected end January.

"HOUSTON CITY"

Ardd.Houston 13th November from St. John, N.B. Sld.Houston 18th Nov. for Algeria (probably Algiers) with a cargo of wheat. Arrives Algeria 3rd December. Discharge is expected to take about 20 days.

"INDIAN CITY"

On T/C to Yamashita Shinnihon S.S. Co.Ltd., Tokyo, until Feb/April 1971. Sld.Osaka 15th Nov. for Mormugao to load Ore for discharge Kimitsu. Due Mormugao 29th Nov. - basis sailing 10th Dec. arrives Kimitsu 24th Dec. Then does two further voyages Mormugao/Japan drydocking between these two voyages at Kobe about middle February.

"ORIENT CITY"

Sld.Sorel 18th Oct. for Chittagong (E.Pakistan) with a cargo of Wheat. Ardd.Durban 19th Nov. and sailed 23rd Nov. after bunkering and repairing. Due Chittagong 8th Dec. expect complete discharge about 26th Dec.

"PRINCE RUPERT CITY"

Ardd.Rotterdam 20th November with a cargo of Sorghums loaded at Corpus Christi. Expect complete discharge and sail for U.S. Gulf 28th Nov. Loads grain U.S.Gulf for discharge Japan. Expect arrival U.S. Gulf 10th Dec. Basis 4 days loading, arrives Japan towards middle Jan.

"VANCOUVER CITY"

Sld.Nagasaki 11th Nov. for British Columbia where she will deliver under T/C to Canadian Transport Co.Ltd., of Vancouver, B.C. She will load a lumber cargo at three ports British Columbia for discharge 6 ports in the vicinity of New York and Boston (Mass). Arrives British Columbia 25th Nov. and sails final loading port 2nd Dec. Arrives New York area 20th Dec. and completes discharge Boston (Mass) early January.

"WELSH CITY"

On T/C to NYK, Tokyo. Loaded a cargo of sawn timber at Singapore and Port Swettenham for discharge Liverpool. Sld.Port Swettenham 1st Nov. Due Liverpool 2nd Dec. where discharge will possibly take one month due to congestion.

"WILKAWA" (ex "Australian City")

On T/C to Anders Wilhelmsen & Co.Oslo, initial period expiring 1974. Sld.Yokohama 28th Oct. with 2028 autos for discharge Newark and Baltimore. Due Newark 25th Nov. sails 28th for Baltimore. On completion discharge autos at Baltimore, proceeds U.S. Gulf to load grain for discharge Japan. Basis sailing U.S. Gulf towards middle Dec, arrives Japan 5/10th January.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	✓ J.S. Murray	G.F.R. Ellerby	A.B. Parkhouse
Chief Officer	D.L. Bell	C.J. Brazier	P.J. Boroughs
Second Officer	M.J. McGee	G. Parker	✓ E.W. Walsley
Third Officer	A.K. Smith	J. Rees	M. Gaffney
Radio Officer	A.S. Ferguson	A.J. Davies	T.D.J. Davies
2nd Radio Officer	D.R. Appleton	-	-
Chief Engineer	D. Brown	L. Sykes	W.H. McCallum
Second Engineer	J. Scott	B.J. Allsopp	R.K. Binns
Third Engineer	✓ I.F. Mowat	K. Green	J.L. Magill
Fourth Engineer	N.B. Shilstone	K.D. Aust	O.C. Williams
Junior Engineers	J.H. Davies	M.J. Burt	M.J. Snook
	A. Hourihane	E. Hoy	B.C. Knapp
Electrician	D.W. Fuller	L. Lomax	F.T. Peck
Chief Steward/Purser	D.W. Standaloft	O.C. Keenan	C.A. Parry
Navigating Cadets	J.M. Scott	J.F. Hammond	M.R. Hewitt
	C.C. Gibbs	D. Hotchkiss	K.T. O'Higgins
Engineer Cadets		G.M. Dickson	S.G. Fraser
			T.W. Davies
	<u>CORNISH CITY</u>	<u>DEVON CITY</u>	<u>HOUSTON CITY</u>
Captain	✓ D.L. Beynon	G.S. Garlick	A.C. Thomas
Chief Officer	J.E. Gordon	R.W. Sumner	T.R. McNulty
Second Officer	N.P. Waldron	T.E. Thistleton	G.A. Collins
Third Officer	D.G. Jones	C.R. Goddard	C.G. Starr
Radio Officer	✓ E.A. Willocks	E.C. Bromham	E.A. Vost
Chief Engineer	R.J. Trigg	G.A. Murray	I.G.H. Taylor
Second Engineer	A. Hadjidakis	J.D. Chatten	L.M. Williamson
Third Engineer	D.R. Bowden	B.J. Mountfield	A. Fisher
Fourth Engineer	J.J. Baghurst	B.A. Velda	K.J. Blunt
Junior Engineers	R.L. Down	R. Dunbar	J. Elliott
	K.J. Walsley	D. Brown	C.P. Greenwood
Electrician	J.D.W. McLaren	D.G. Smith	T. Thompson
Chief Steward/Purser	A.C. McNeill	J. Peebles	✓ E. Wagner
Navigating Cadets	E. Mullin	P.A. Ward	D.C. Cumming
	D.E. Stannard	R.A. Woodward	A.G. Stockman
Engineer Cadet	✓ R.J. Hayle	-	A.C. Skilton
		K.I. Davies	D.M. Jellyman
	<u>INDIAN CITY</u>	<u>ORIENT CITY</u>	<u>PRINCE RUPERT CITY</u>
Captain	✓ T.W.D. John	G. Harvey	W.J. Cross
Chief Officer	A.L.G. Gossett	✓ W.D. Jones	B. Jones
Second Officer	W.G. Wood	D.J.A. Nicholl	K.B. Whitting
Third Officer	G. Mathewson	S. Osgerby	J. Paton
Radio Officer	G. Thomas	✓ J. Carwardine	J.R. Mathews
2nd Radio Officer	-	-	B.B. Everett
Chief Engineer	R. Chambers	D.L. Dyer	W. Morgan
Second Engineer	✓ T. Graham-Russell	W.R. Loades	G. Hughes
Third Engineer	J.B.L. Ainsworth	I.R. Skidmore	A.C. Coombes
Fourth Engineer	P.A. Magorrian	J. Levanie	T.A. Smith
Junior Fourth Engineer	-	-	P.R. Bryant
Junior Engineers	A.J. Smart	R.I. Whittington	K.J. Brown
	D.J. Jennings	B. Scarlett	-
Electrician	P.H. Reynolds	D. Moss	C.J. Nicholas
Second Electrician	C.R. Anthony	-	-
Chief Steward/Purser	D. Gowsell	L. Slawinski	C.V. Allen
Navigating Cadets	A. Tay	S.M. Burley	P.L. Morgan
	J.D. Williams	A.R. Jutsum	B.T. Hernaman
Engineer Cadets	J.S. Davie	R.E. Diamond	E.C. Asst
	S.J. Tugwell		

	<u>VANCOUVER CITY</u>	<u>WELSH CITY</u>	<u>WILKAWA</u>
Captain	J.H.J. Thornhill F.J. Jones	✓ J.D. Lloyd	D.B. Jack
Chief Officer	R.A.H. Vanner	L.M. Hayler	D.B. Wootton
Second Officer	K. Jones	M.C. Hurst	N.P. Epps
Third Officer	B.P. Reynard	P.M.G. Asquith	P.G. Thompson
Radio Officer	D.C. Short	S.G. Elliston	H.M.S. Williams
2nd Radio Officer	D.S.H. Thomson	-	-
Chief Engineer	T. Sukiunnik	✓ L.G.I. Taylor	E.W. Poingdestre
Second Engineer	M.C. Barrall	M.E. Rayner	J.C. Lillicrap
Third Engineer	C. Gateshill	R. Day	K. Rowney
Fourth Engineer	E. Hume	R.C. Butcher	J. Vernon
Junior Engineers	P.J. Morris	G.D. Smith	M.J. Yates
	D. Martin	R.W. Homfray	R.G. Bracher
Electrician	A.G. Lee	A. Adamson	S. Cullinane
Chief Steward/Purser	R.A. Peach	E.H. Sefton	R.G. Pierce
Engineer Cadet	M.R. Green	M.K. Rudd	R.B. Adey
Navigating Cadets.	D.G. Morgan	E. Fielding	D.J. Cooke
		S.D.L. Loyd Jones	S.P. Hodges
		S.J. Stewart	T.D. Lester
		S.J. Davies	

SHARES

Several fluctuations have occurred in our share prices during the month and the influential reasons were (1) the Chancellor's announcement that Cash Investment Grants would cease (this concession having been particularly helpful to shipowners) (2) the disappointing half-yearly figures by several companies and (3) a take-over bid by Shipping Industrial Holdings for Dene Shipping Company. The effect of these rises and falls resulted in the present prices of 16/- and 15/- for the Voting and "A" Non-Voting respectively, which shows a drop from the previous Newsletter's quotation of 17/10½d and 16/6d respectively for the Voting and "A" Non-Voting.

CHRONOLOGICAL HISTORY

1915: During this year, the following ships were added to the Fleet:--

s.s. "HOMER CITY" (8100 tons) delivered to Owners in January. The delivery had been delayed until this year owing to outbreak of War. She was built by Ropners of Stockton-on-Tees, with steam engines by Blair & Company, at a cost to the Company of £53,400.

s.s. "JERSEY CITY" (8000 tons). This vessel was purchased as "Santeramo" and re-named.

s.s. "INDIAN CITY" (8000 tons) built by William Doxford & Sons Ltd., Sunderland, and delivered in January at a cost to the Company of £52,200.

This vessel, homeward bound from Galveston to Havre on her maiden voyage, was sunk off the Scillies on 12th March by a torpedo from German submarine U29, commanded by Commander Otto Weddigen. Weddigen, one of the most chivalrous and successful of the German submarine Commanders of the Great War, was subsequently lost in the North Sea when his vessel, U29, was rammed and sunk by H.M.S. "DREADNOUGHT" on 18th March, just six days after his successful encounter with the "INDIAN CITY".

Strikes, failure of sub-contractors to deliver and other difficulties have caused further delays in the delivery of the "VICTORIA CITY" and "FRESNO CITY", but we still hope to have these vessels join the fleet before the end of the year.

The next two ships building at Upper Clyde Shipbuilders, Glasgow, Nos. 115 and 116, will be named "NEW WESTMINSTER CITY" and "TACOMA CITY" respectively.

PRESENT-DAY CHARTERING

We now submit the fourth part of this series:-

Of the individual commodities in seaborne trade, the most important are Iron Ore, Grain and Coal, with miscellaneous bulk cargoes forming an important section. I would like to deal with some of these commodities separately.

(1) IRON ORE - Metal ores form the largest dry cargo commodity in seaborne trade and it is here that large bulk carriers have had the greatest impact. The economy of these vessels has enabled them to be used on long hauls carrying ores of a high iron content, displacing lower grade home ores. As far as the U.K. is concerned, with the development of the new terminal at Port Talbot, we are belatedly trying to reap the benefit of the use of large bulk carriers. The carriage of ore is particularly suitable for the arrangement of long-term contracts and of the large bulk carriers being built now, most are probably being built against such charters, with the tramp market catering only for marginal needs.

The increasing degree of dependance of the steel industries of the world upon overseas raw materials has meant that it has become necessary for the industries to have a greater degree of control of cost of transportation. Therefore, during the last ten years, the world's steel industry has created large fleets directly controlled, or indirectly controlled, by means of long term charters, thus reducing the importance of the voyage charter market.

In the ore trades, Japan has a dominant position, her imports accounting for 50% of total seaborne trade. She is the greatest producer and the greatest user of bulk carriers. The most important exporting areas, measured in ton-miles, steamed are West Africa, Chile, Brazil, India and Peru. Australia has become an increasingly important supplier with the development of new deposits in Western Australia, the rapid development of which stems from the Japanese demand.

By this year, it is thought that the most widely used size range of vessels for ore will be 40/60,000 tons and that 80/100,000 tonners will be in operation on all major routes by 1975.

(2) GRAIN.- The grain trade is subject to greater fluctuations than most bulk cargoes, due to its seasonable nature and variable harvests. Demand cannot be foretold with any degree of accuracy and, for this reason, it is not particularly suitable for long-term charter arrangements and most grain is carried in tramp vessels chiefly under voyage charters, traditionally negotiated in the open freight market. The grain consuming centres are more widespread and more numerous than are the oil or steel industries. Some international grain houses do have small directly owned fleets of vessels and, from time to time, also resort to short-term time chartering of vessels.

As far as size is concerned, the largest bulk carriers are used in the U.S.A./Europe grain trade. 40,000 tonners are often fixed and vessels of 60,000 tons and even an 80,000 tonner has also been chartered. Japanese receivers have taken bulk carriers of up to 40,000 tons. Generally speaking, for other grain trades, the preferred size of bulk carrier is still modest, say 14/25,000 tons.

In trade to the U.K. relatively small tramp vessels are used. Silo capacity is limited and often sited in shallow ports; therefore, a great deal is transhipped from large bulk carriers into small ships at Continental ports. However, deep-water terminals are being constructed at Tilbury and Liverpool.

It is in the grain trade that bulk carriers have, from time to time, to meet competition from obsolete tankers which have been forced out of the oil trade, and this competition is likely to restrict the size of bulk carriers in the grain trade.

It is true to say that at present, due to the closing of the Suez Canal, and the consequence of a buoyant tanker market, the number of tankers operating in the grain trade has been considerably reduced. In 1967 the amount of grain carried in tankers was only half that carried in 1966, but a return to more normal conditions is bound to lead to renewed competition from this source.

3) COAL - Here again an increasing proportion of all shipments is carried out on a contract basis. This is particularly marked in the trans-Atlantic trades where single voyages and short period consecutive voyages account for only a small proportion of the movements. The largest bulk carriers are employed in the U.S.A. to Europe and Japan trades. In 1967 half the shipments from U.S.A. were made in vessels of over 40,000 t.d.w. and charters have been arranged for bulk carriers in the 70/80,000 tons class for shipments to Japan, these vessels being too deep to transit the Panama Canal and are, therefore, being routed via the Cape of Good Hope.

As with Iron Ore, Japan is the largest user of large bulk ships in the coal trade, requiring large quantities of coking coal for her steel industry.

(4) OTHER BULK CARGOES - Other commodities such as lumber, fertilizers, steel, sugar, scrap, salt, are not individually significant, although in total, become important. In fact, it is thought that these miscellaneous cargoes will constitute one of the major growth sectors for bulk carrier employment in the coming years.

The volume of shipment of the minor commodities has been growing at an accelerated rate and there appears to be great possibilities for the employment of bulk carriers in their transportation.

Most of the bulk carriers presently in these trades are below 25,000 tons due to limitations of port facilities and the relatively small quantities of each commodity in the various trades..... to be continued.

ITEMS OF INTEREST

Income Tax is an unpalatable subject at the best of times. It poses problems for all of us and its many intricacies can only be unravelled by specialists. We have received the following article from Mr. J. A. Woodman, our Marine Personnel Department Manager, on the subject of Marine Income Tax:-

From time to time we are approached by sea-going personnel concerning their liability for Income Tax. Whilst we are always prepared to offer general guidance, we are not in a position to give specific details, as we have found that the Inland Revenue amend their requirements from time to time.

We feel that the subject should be referred to a specialist in Income Tax affairs as the savings, under certain conditions, may be very considerable, according to an individual's circumstances.

We have recently received an approach from Barclays Bank Limited on this subject and they have advised us that, dependant upon a seafarer's residential status and the nature of his voyage, liability to United Kingdom tax can be either completely avoided by the credit and temporary retention of amounts in an overseas account.

Barclays Bank maintain a Banking network in the Channel Islands which is most suitable for the purpose of holding funds which would otherwise be taxable, thus providing security and easy transfer to the United Kingdom or elsewhere when safe to do so, yet "outside the United Kingdom" for tax purposes.

A representative of Barclays Bank Trust Company (Taxation Division) called at the Company's Offices at our invitation and explained their services to us and we understand that for an annual charge of between £10 and £30, depending upon the complexity of the negotiations with the Revenue Authorities and the extent of the employees' other financial interests, they will take over the conduct of an individual's Income Tax affairs, prepare his annual Return, enter into all correspondence with H.M. Inspector of Taxes (Cardiff Marine) and generally ensure that the employee pays no more Income Tax, Surtax or Capital Gains Tax than he is legally bound to do. This would include giving advice, when appropriate, that all or part of the earnings of a particular voyage should be credited or transferred to an account in the Channel Islands and we, for our part, would be happy to co-operate when asked to do so, by arranging for an employee's salary to be credited directly to the Channel Islands, if this would benefit him.

We are assured that this service would be made available to all employees of Reardon Smith Line Limited, whether they Bank with Barclays Bank Limited or not and, if any employee is interested, we would recommend that they write to Mr. V.G. Taylor, Manager, Barclays Bank Trust Company Limited, 35/37 Broadmead, Bristol BS1 3EX.

Mr. Taylor will be pleased to give further details of the Trust Company's services and to answer any enquiries of a general nature if the employee did not wish to take the step of placing the whole of his Income Tax affairs in the hands of the Trust Company at that time.

We feel that the above proposition is one that we can endorse, as the tax savings may considerably outweigh the fee which is charged by Barclays Bank for their services. We would again emphasize that it is not necessary for you to have an account at Barclays Bank Ltd., to avail yourselves of their services.

UNIT TRUST SAVINGS SCHEME

We are always trying to improve our fringe benefits and, in particular, to make available to all employees facilities whereby goods and services are available on terms which are more attractive than would be in the case on an individual basis. As and when the opportunity arises, we will introduce such schemes and initially, the first one takes the form of a savings scheme, linked to a unit trust.

We have negotiated this through one of our Life Assurance Brokers, B.K. Thomas & Partners Limited of 16 Windsor Place, Cardiff, and apart from the obvious desirability of saving money, the special terms we have been able to arrange include better rates - a cut of 5%, complete freedom from medical evidence, within certain limits, and the Company has agreed to deduct monthly savings from salaries, so that savings will be made as "painless as possible!"

The scheme includes tax relief of 16½% on premiums (a little under 3/4 in the Pound) and also includes life assurance cover. The unit trust involved is the Guardhill Trust, which is managed by Hill Samuel & Company Limited, one of the larger Merchant Banks. The life assurance is underwritten by the Guardian Assurance Company.

The minimum monthly sum which can be saved under the scheme is £2, although there is no upper limit. Any capital gains tax - which is levied at a lower rate than usual - is paid by the Company, and there is no need for you to keep any records for tax purposes.

Any term can be selected, as long as this is for a minimum period of ten years and ideally, it is suggested that the maturity date might be timed to coincide with retirement in order to supplement one's pension. Stock Market prices do, of course, fall as well as rise, but over a reasonable period a steady appreciation could be achieved and, although the Stock Market is somewhat depressed, Brokers suggest this could very well be an advantageous time to start a savings plan, because each monthly premium will purchase a greater number of units than would be the case if the market was standing at a higher level. Consequently, when Stock Market prices begin to rise again substantially, investors will have a greater number of units to share in the growth achieved.

CREW MAIL

We fully realise how important this subject must be to all our seagoing staff. We feel sure that they will be interested to learn of the efforts which are made to ensure that mail, posted care of the office here, is received aboard our vessels at the earliest opportunity:-

Crew mail is despatched on Tuesdays and Fridays of each week. Until a short while ago, we had no means of knowing whether mail was being received promptly by vessels. We have now introduced a system of mail receipts and we can now readily check that mail despatched from this office has, in fact, been received. As soon as we note that receipt of mail has not been acknowledged, we cable our Agents informing them of the fact and requesting their immediate investigation.

We recently experienced difficulty in Japan and immediately contacted our Agents by cable and we now have reason to believe that the delayed mail has been delivered to the vessels concerned. We would hasten to add that this is a rare occurrence and that mail deliveries by our Japanese Agents are normally extremely good.

It will be appreciated that we sometimes experience extreme difficulties when a vessel is under Time Charter and it's itinerary is not known well in advance. It is also possible that Time Charterers may delete ports of call from their itinerary at very short notice.

We would strongly recommend that crew mail be forwarded care of this office by next-of-kin, as addresses can be changed at very short notice and the sender will not be aware of the change.

Despatched direct after 10.00 a.m. 1. 1954

We would mention that we have, on occasions, spent considerable time chasing imaginary letters after having received a complaint that letters have not been received. After investigation we have found that the letters were not written in the first place.

In conclusion, we can assure our seagoing staff that we are fully aware that the prompt receipt of mail is of the utmost importance to our seagoing staff and that our young ladies, who attend to the despatch, make the greatest effort to ensure its prompt and accurate delivery to you, especially at this time of the year, when the Christmas mail is eagerly awaited, even if some letters only contain bills!

A game of Darts is probably one of the most popular of indoor sports, especially when it is accompanied by an occasional liquid refreshment! One imagines, too, how difficult it would be to throw an accurate dart whilst on board one of our vessels in a rough sea. It seems, however, that providing there is good convivial company, it is equally as difficult to perpetuate the art ashore.

Recently, members of our London Office Staff were entertained to a social evening and Darts match by the London Office Staff of South African Marine Corporation. It is apparent, from the report received, that our team (made up of both sexes) had been well coached beforehand in the art of conviviality. A very pleasant evening was enjoyed, but it seems that the result of the Darts match was somewhat inconclusive. By the end of the evening, darts were apparently sticking in all sorts of places other than the Darts Board! However, it is nice to read that everyone enjoyed a very good evening.

....

Captain Garlick of the m.v. "DEVON CITY" describes an incident, which if nothing else, proves that English is a universal language.

SWANER??

Whilst at Le Havre recently, one of his Officers - intent on using his knowledge of French, ordered a supply of fresh water from the French Waterman. The Frenchman's volatile reaction was such that it was apparent something was seriously wrong. The same request was made a second time, but in English. The Frenchman's reaction was completely different - the result - 250 tons of fresh water being delivered instead of 2050 tons, as per the first request!

250

BOARD OF TRADE EXAMINATION SUCCESSES

We would like to congratulate Mr. W. Phillips on obtaining his Second Mate's Certificate.

BOUQUETS

Congratulations to all our Radio Officers whose efficiency was particularly commented upon in a conversation with the Portishead Radio Operators recently.

BAR TALK

Beer Drinking on the Increase

A recent report on wine, spirits and beer consumption has come up with not too surprising results!

The report claims that beer consumption increased by 6.5 pints per head last year to a total of 173.1 pints and that there is a continuing increase in the amount of beer drunk in Britain. Since 1966 beer consumption has increased by nearly 11 pints per head.

Wine drinking steadily increased up to 1968 at 6.7 pints per head, but fell back in 1969 to 6.4 pints.

However, there appears to be little change in spirit consumption during the period 1966-1969 and has only risen from 2.5 to 2.6 proof pints per head.

So it looks like the British taste for a good, strong nip is no match for a long, cool draught of beer!

At this time of the year our thoughts naturally turn to Christmas.

As the December issue of the Newsletter will not reach readers until after Christmas, we are including the Chairman's Christmas Message in this issue:

"To all Staff, at home and overseas, and their families and our retired members and families, I send my best wishes for Christmas and the New Year.

Happy Christmas to you all."

C.R. CHATTERTON.

-----oOo-----