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Reardon Smith Line Limited

S**NEWSLETTER**AUGUST 1971NO. 19.INTRODUCTION

Many appeals have been made concerning contributions for publication in the Newsletter - the response has been very good. We feel, however, that much more could be done to improve matters. Apart from maintaining a constant flow of contributions, it is hoped that ideas and suggestions will continue to come in for improving, in many ways, the Newsletter. Our constant endeavour is to produce a monthly publication which, above all else, is interesting, informative and newsey. We believe that to a large extent, we have succeeded; however we are constantly seeking ways and means of improving.

Recently one of our Chief Officers, Mr. McNulty, attended a Senior Management Course. He submitted a very interesting report. It contained a suggestion that a "question and answer section" could be a valuable addition to the Newsletter. The suggestion has been given close consideration and it is agreed it has merit and is worth trying. Once again, it must be emphasized that the ultimate success or failure depends on the readers. Send your questions to the Editor - these will be published each month in the Newsletter, together with the answers - we hope!

SHIPS' POSITIONS"ATLANTIC CITY"

On T/C to Pacific Bulk Carriers Ltd., London. Sld. Panama Canal 9th August and after calling Savannah, Charleston, Norfolk, Va., arrived Wilmington, Del. 25th August. Sls. 26th August for Philadelphia where redelivers from T/C 12th Sept. Then proceeds to U.S. Gulf to load grain for Rotterdam, where expected arrival 7th October.

"CARDIFF CITY"

On T/C to Transportocean Maritime Mexicana S.A. of Mexico City until April/June 1972. Sailed Yokohama 10th August for E.Coast Mexico. Expected to arrive Ensenada 27th Aug, but due to extreme congestion completion of discharge and sailing dates uncertain.

"CHIYODA"

On T/C to N.Y.K. Tokyo until 1973/75. Arrd.Kawasaki 17th August and completed discharge grain cargo at Chiba 21st August. Proceeded to Hiroshima where arrived 22nd August and sailed 25th after loading cars for discharge Continent. Expected arrival Continent about 6th October.

"CORNISH CITY"

On T/C to Tokai Shipping Co.Ltd., Tokyo, until July/Sept.1972. Sailed Panama Canal 22nd August and arrives Port Newark 28th Aug, then calls Norfolk, Va., and completes discharge at Tampa about 5th September. Then proceeds U.S.Gulf/port to load grain for discharge Japan, where expected arrive about 12th October.

"DEVON CITY"

On T/C a/c Eastern Africa National Shipping Line Ltd. After loading Hamburg, Bremen, Rotterdam, sailed Antwerp 28th July with general cargo for discharge East Africa. Expected to arrive Tanga 1st September, thence Dar-es-Salaam and Mombasa where completion towards the end of September.

"FRESNO CITY"

On T/C a/c Seaboard Shipping Ltd. Sld.Vancouver, B.C. 3rd August with packaged lumber for discharge U.S.E.C. Arrd. Baltimore 20th August and after calling Newark, Brooklyn, completes and redelivers from T/C at Albany 30th August. Then proceeds to U.S. Gulf to load grain for discharge Japan. Basis completing loading U.S. Gulf 8th September, expected arrive Japan 6th October.

"HOUSTON CITY"

Completed discharge and redelivered from Blue Star/Port Line T/C at Brisbane 2nd August. Then proceeded to Townsville where loaded Bulk Sugar and sailed 5th August for U.K. Arrives Panama Canal 30th August and U.K. 14th September to discharge.

"INDIAN CITY"

Sld.Amsterdam 19th July and arrived Tubarao 2nd August. After loading Iron Ore, sailed 3rd August and arrived Antwerp 21st. Completed discharge 23rd August and sailed for Tubarao to load a further cargo of Iron Ore for discharge Antwerp, where expected to arrive 21st September.

"NEW WESTMINSTER CITY"

Launched 1800 hours 14th July.

"ORIENT CITY"

Completed discharge & redelivered from Eastern Africa National T/C and sailed Dar-es-Salaam 4th August. Sailed Singapore 16th August and arrived Bundaberg 26th August. Sls.29th for second loading port, where after loading bulk sugar for discharge U.K./Continent, sails 31st August. Arrives Panama Canal 25th September - U.K./Continent 10th October.

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"PRINCE RUPERT CITY"

Arrived Basrah (Anchorage) 2nd August with a grain cargo and due to severe congestion not expected to complete discharge and sail before 15th October.

"VANCOUVER CITY"

Arrived Basrah (Anchorage) 20th August with a grain cargo and not expected to sail before 1st November.

"VICTORIA CITY"

Completed discharge, redelivered from Seaboard Shipping Co.Ltd., T/C and sailed Bremen 23rd July for Belfast. After completion of drydocking, sailed 3rd August and arrived Santa Fe 23rd August to load a cargo of Bulk Grain. After calling Diamante and Rosario, completes loading at Bahia Blanca 29th August and sails for Japan. Calls Durban 11th, Singapore 27th September and arrives Japan 6th October for discharge.

"WELSH CITY"

Completed discharge, redelivered from South African Marine Corp., T, 21st July, then sailed Durban 1st August with a cargo of bulk sugar for discharge Japan. Arrived Singapore 24th August and expected to arrive Hosojima 4th September, then proceeds Tokyo and Yokohama to complete around 21st September.

"WILKAWA"

On T/C to Anders Wilhelmsen & Co. Oslo, initial period expiring 1974. Sailed Yokosuka 5th August with cars for discharge Port Newark. Expected arrive Panama Canal 28th August, Port Newark 5/6th September.

DISPOSITION OF OFFICERS

	<u>ATLANTIC CITY</u>	<u>CARDIFF CITY</u>	<u>CHIYODA</u>
Captain	J. Cann	J.D. Lloyd	P.J. Borroughs
Chief Officer	J.J. Kalnins	R.W. Sumner	W.D. Jones
Second Officer	M.C. Ingram	N.P. Epps	J.E.S. York
Third Officer	W. Phillips	R.J. Davis	P.G. McAnally
Radio Officer	J. Carwardine	H.M.S. Williams	J. Henry
Chief Engineer	A.J. Trezise	I.G.H. Taylor	J.E. Towing
Jun. Chief Engineer	-	-	E.R. Morgan
Second Engineer	J. Claydon	L.M. Williamson	-
Jun. Second Engineer	-	-	J.D. Chatten
Third Engineer	D.J. Ashwin	R.E. Russell	P.J. Prendergast
Fourth Engineer	J.H. Davies	K.J. Blunt	R.C. Butcher
Junior Engineer	S. Phillips	W.T. Aston	P. Allan
	D.R. Ross	R.B. Parsons	P.E. Bradshaw
Electrician	P.H. Reynolds	T. Willoughby	S. Cullinane
Chief Steward/Purser	N.A. Parselle	R.G. Moylon	D. MacPhail
Jun. Ch. Steward/Purser	-	-	J. Cross
Navigating Cadets	P.C. Coles	D.E. Stannard	S.D.L. Lloyd Jones
	A.B. Ward	A. Abel	S.J. Davies
	N. Davies,	-	A.C.B. Tay
Engineer Cadets	S.W. Miller	C. Graddage	D.M. Jellyman
	P.E. Simons	-	-

CORNISH CITYDEVON CITYFRESNO CITY

Captain	A.C. Thomas	D.B. Jack	T.W.D. John
Chief Officer	D.B. Wootton	K.B. Whitting	R.I. Crawford
Second Officer	G. Mathewson	R. Mattik	J.W. Lloyd
Add. Second Officer	C.S. Collings	-	-
Third Officer	-	P.G. Thompson	A.K. Smith *
Radio Officer	S.H.W. Stephens	J.A. Heslop	J.R. Mathews
Chief Engineer	J.G. Howell	M.S. Peters	M.C. Barrall
Jun. Chief Engineer	B.J. Lewis	-	-
Second Engineer	-	M.E. Rayner	T. Graham-Russell
Third Engineer	I.F. Mouat	I.R. Skidmore	J.B.L. Ainsworth
Jun. Third Engineer	-	E. Hume	-
Fourth Engineer	G.D. Smith	-	D.J. Jennings
Jun. Fourth Engineer	C.J. Buckley	-	D. Brown
Junior Engineers	D.J. Ricketts	-K.J. Mathews	A. Hourihane
	F.W. Wood	R.E. Pearson	R.J. Ridley-Prentice
Electrician	J.C. Gardiner	D.G. Grant	L. Lomax
Chief Steward/Purser	R.G. Pierce	L.B. Surrey	D. Gowsell
Navigating Cadets	H.G. Hurst	P.C. Roberts	T.R. Harrison
	D.C. Cummings	M. Wilcox	-
Engineer Cadet	-	D.L.W. Quaye	-

* Uncertificated.

HOUSTON CITYINDIAN CITYORIENT CITY

Captain	J.S. Murray	D.C. Griffith-Jones	D.L. Beynon
Chief Officer	R.S. Butler	J. Porteous	R.K. Stuart
Second Officer	T.E. Thistleton	D.J. Mockett	N.P. Waldron
Third Officer	M. Gaffney	C.G. Starr *	M. George
Radio Officer	E.G. Bromham	E.A. Vost	A. Hart
Chief Engineer	W. Morgan	R. Chambers	W.M.S. Parks
Jun. Radio Officer	-	R. Jacques	-
Second Engineer	R.U. Bell	G.D. Griffiths	J. Scott
Third Engineer	R. Day	K. Rowney	J. Armstrong
Fourth Engineer	M.B. Perrott	C.P. Greenwood	D. Martin
Junior Engineers	K.J. Walmsley	J. Rockey	P. Greenall
	K.G. Webber	D. Staples	B.C. Knapp
Electrician	J.W. Warren	S.S. Hopkin	H. George
Chief Steward/Purser	C.A. Parry	E. Wagner	E.H. Sefton
Navigating Cadets	R.M. Hewett	B.J. Hayle	K.T. O'Higgins
	R.A.D. Woodward	C. Kelly	J.D. Williams
	-	T.A. Price	-
	-	J.A. Challacombe	-
Engineer Cadet	J.S. Davie	P.H. Evans	S.J. Tugwell
	-	N.P. Watters	S.G. Fraser
Supernumerary	-	W. Carr	-

* Uncertificated

PRINCE RUPERT CITYVANCOUVER CITYVICTORIA CITY

Captain	B.A.G. Boyer	J. Vaughan	W.J. Cross
Chief Officer	M.E. Jones	M.J. McGee	D.L. Bell
Second Officer	P.P. Hames	G. Mapplebeck	W.G. Wood
Third Officer	B.M. Richardson	J.P. Andrews	M.A. Hammond
Radio Officer	D.P. Bidmead	W.C. Caistula	G. Thomas
Chief Engineer	M.J. Ridley	D.L. Dyer	R.C. Fraser
Jun. Chief Engineer	-	G.M. Cuthbertson	-
Second Engineer	R.K. Binns	-	W.R. Loades
Jun. Second Engineer	-	W.A. Bruce	-
Third Engineer	J.P. Silcock	-	P.A. Magorrian
Fourth Engineer	C.D. Hughes	T.A. Smith	R. Dunbar
Jun. Fourth Engineer	-	-	R.B. Adey
Junior Engineers	C.C. Anderson	P. Larreta	R.G. Bracher
	R.J. Pring	D.G. Dunn	G.F. Marshall
	A. Marsh	-	-
Electrician	K.W.G. Hampton	C.J. Nicholas	D.W. Fuller
Chief Steward/Purser	K. Llewellyn	J.L. Sanday	I. Slawinski

WELSH CITYWILKAWA

Captain	G.F.R. Ellerby	O.J.T. Lindsay
Chief Officer	A.L.G. Gossett	A.J.H. Crowther
Second Officer	R.A. Webster	P.J. Warren
Third Officer	G.J. Waldron	A.A. McCalmont
Radio Officer	R.H. Smith	S.G.W. Whitmore
Jun. Radio Officer	W.P. Hereward	-
Chief Engineer	D. Brown	J.V. Barnes
Jun. Chief Engineer	D. Senior	D.W. Litson
Third Engineer	A.G. Hodgson	O.G. Williams
Fourth Engineer	R. Glendinning	R.I. Whittington
Jun. Fourth Engineer	M.J. Snook	-
Junior Engineers	R.M. Worgan	D. Millican
	R.E. Ash	R. Cheeseman
	-	M.A. Holbrook
Electrician	A. Adamson	C. Villa Landa
Chief Steward/Purser	J.D. Peebles	F.W. Lever
2nd Chief Steward/Purser	J.T. Jones	K.J. Cribbin
Navigating Cadets	P.F. Matthews	C.C. Gibbs
		D. Hotchkiss

SHARES

The following notice was given to the Stock Exchange and Press on the 18th August, 1971.

The depressed state of the freight market persists and shown no sign of improvement and, although forward fixtures would continue for a while to offset the current low rates, we are presently concerned with further serious escalation in costs.

Obviously such conditions impose a prudent approach to dividend considerations and the Board, having reviewed the financial position of the Company and its estimated profits for the first half of the current accounting period, have declared an interim dividend of 2½%, less Income Tax, on the Stock and "A" Non-Voting Stock of the Company. This dividend is declared in respect of the accounting period ending on the 31st March 1972 and is payable on 30th September, 1971, to Stockholders whose names appear in the Register of Members on 1st September 1971.

The Transfer Books and Stock Registers of the Company will be closed from 13th September to 24th September 1971, both dates inclusive.

Shown below are the figures for the half-year to 30th September 1971, which are estimates only and are unaudited.

		Estimated Results to 30.9.71.	Results to 30.9.70.
Trading Profit		£898,000	£1,237,000
(incl. Investment Income £130,000)			(125,000)
Less Interest Payable	226,000	149,000	
Pre-delivery Int.	53,000	279,000	90,000
		279,000	239,000
		£619,000	£998,000
		=====	=====

Not only our own shares, but also in shares generally, there has been a fall in price, influenced by a continued recession in freight rates and problems surrounding the present international currency situation. The combination of these problems and the publication of our own figures has resulted in the ordinary and "A" Non-Voting Shares

CHRONOLOGICAL HISTORY

1925 . Our records for this year are as follows:-

s.s. "LEEDS CITY"(2), whilst on passage from Java to Japan with a cargo of sugar, struck an uncharted coral reef in the Java Sea and sank almost immediately, without loss of life. This occurred on 18th September.

The "UNION CITY" was sold in April of this year, to Finland and renamed "Wasaborg" and the price obtained was £30,000.

PROMOTIONS

Our congratulations are extended to Mr. B.A.G. Boyer, on his promotion to Master. Mr. Boyer, who joined the Company as an Apprentice in November 1955, has been appointed to the command of the m.v. "PRINCE RUPERT CITY".

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MARRIAGES

Congratulations and best wishes to Second Officer P.J. Warren on his marriage to Dr. Rosemary Bellamy at Barns Green, Sussex, on 7th August 1971.

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BIRTHS

Congratulations to Mr. & Mrs. Wynne Evans on the birth of a second daughter - Rhian. Mr. Evans is one of our Chief Engineers and is at Head Office, Cardiff.

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EXAMINATION SUCCESSES

Congratulations to Navigating Cadet P.C. Coles who completed a Mid-Cadet Release Course at Plymouth by being awarded First Prize for Chart-work and Navigation, presented by Houlder Bros. The prize was a pair of binoculars.

The following are congratulated on obtaining their Certificates:-

Mr. B.M. Richardson	-	2nd Mate's Certificate
Mr. B.A. Kirkley	-	1st Class Motor Certificate
Mr. J.C. Lillicrap	-	Part "A" 1st Class Motor Certificate
Mr. T. Lawson	-	Master's Certificate.

Mr. Gwilym Davies, a retired member of our Head Office Staff, has now returned home after many weeks in St. David's Hospital, Cardiff. We hope he will have renewed health to enjoy his retirement.

POSTING OF CREW MAIL

It is apparent that the majority of Officers' families and friends are unaware of the correct postage rates which should be used when forwarding letters and newspapers to this Office for re-addressing to vessels overseas. This has resulted in the Company affixing a considerable amount of additional postage.

We recommend that families and friends should use, when possible, the Overseas Airmail Letter Form which does not require additional postage. However, if these forms are not used, the unmentioned postage should be affixed to all letters:

Airmail letters	-	9p per half ounce.
Newspapers by air	-	2p per half ounce.

We shall be glad if all Officers and Cadets will ensure that their families and friends are informed of the correct postage, so that the present underpayments may cease.

ITEMS OF INTEREST

We include a further article by Mr. J.F. Kaltenbach. This month the subject is "Bills of Lading". If anyone has a question to ask on this subject, this is the time to do so and put our "Questions and Answers" innovation into practice:-

A Bill of Lading has three functions.

(a) It is a receipt given by the Shipowner for goods "received" for shipment or shipped on board his vessel. When issued in respect of goods awaiting shipment it is termed a "Received for shipment Bill of Lading". The Bill of Lading issued for goods on board is known as a "Shipped Bill of Lading".

(b) It is a document of title.

(c) It is evidence of a contract of affreightment (never a contract); that is to say, it may be evidence of the existence of a Charter Party or, if there is no such document, then it is evidence of a verbal agreement entered into between the shipper of the goods and a carrier, either before or at the time of handing over the goods.

The shipper, as soon as he has details of the goods, he wishes to ship by the vessel, completes the Bills of Lading and lodges them with the Shipping Company for their attention. He may ask the Shipping Company to make out the Bills of Lading for him and if he does this he gives an invoice and instructions to the Company who do the necessary, charging a small fee for the extra work involved.

"set" being in accordance with the requirements of a particular trade. The usual "set" is three. One copy for the Shippers own records, one for the consignee and a further copy for the consignee which is usually sent by the following mail in case the first copy goes astray.

The Bills of Lading are of equal standing. At the foot of the Bill of Lading are the words:-

"In witness whereof the Master or Agent hath affirmed..... Bills of Lading all of this tenor and date, the one of which being accomplished the others stand void".

The Master of the ship is instructed to deliver the goods to the person who produces a Bill of Lading. The Master, in the absence of knowing that the holder of the Bill of Lading has no right to it, or in the absence of known fraud, has authority to deliver the goods. Should the goods be delivered to an unauthorised person who holds the document of title, the Master is free from liability for wrongful delivery.

Under the Carriage of Goods by Sea Act, a shipper, if he demands it, has to be issued with a "shipped Bill of Lading" when the cargo is loaded. Bankers are reluctant to accept documents which do not clearly state this and many demand "shipped" Bills of Lading.

The Carriage of Goods by Sea Act states that the Shipowner must exercise due diligence to make his ships (a) seaworthy (b) properly man, equip and supply the ship and (c) make all holds, refrigerated and cool chambers and other parts of the ship in which goods are carried, fit and safe for their reception, carriage and preservation.

Therefore, Bills of Lading now read "Shipped on board the vessel" and not "the good vessel".

"Apparent good order and condition". Outward condition of the goods on shipment is in good order. To earn his freight the carrier is only bound to carry the goods and deliver them in the same order as he received them. If the goods have any defects, a notation would be put on the Bill of Lading describing the defect. This qualification makes the Bill of Lading "unclean". A "clean" Bill of Lading is one which has the clause "apparent good order and condition" unqualified.

The Bill of Lading is made out in the name of the shipper or, if an Agent, as "A.B. as Agents" and consigned to the consignee or Receiver. If the shipper does not wish to disclose the name of the consignee or has not sold the goods, the Bill of Lading is consigned to "order" or "Shippers' order".

If a named consignee - no need to endorse Bill of Lading but if consigned to "Order" the shipper must endorse the Bill over to the consignee to whom he wishes delivery to be made.

Under the Carriage of Goods by Sea Act an express statement must be incorporated in the Bill of Lading, that it is to have effect subject to the provisions of the Act.

The Bill of Lading is signed at the foot by, or for, the Master.

The date at the foot of the Bill of Lading should be the actual date of shipment, or receipt of the goods.

"Through" Bills of Lading cover the transport of goods from port to port and a further journey from the destination of the ship to, for example, an inland town. The carrier incorporates in the Bill of Lading a clause stating the goods are to be "transhipped and forwarded to at ship's expense, but at shippers' risk". The extra

Inflation, with its causes and consequences, very much in evidence these days. Many and varied are the views expressed about it and the way to overcome it. Economists, Management, Unions and Workers have their theories and inevitably the answers. We publish an article which may be of interest to readers who are interested in matters financial. We cannot guarantee the accuracy of the article. Mr. S. Crooge is not known to us personally, as an experienced financial wizard - he may even be one of the gnomes of Zurich, but we hope readers will find the article at least light reading!

You are Green if you are Black, Go Red.

Puritanism demanded that an individual should always pay his way in the world; to be in debt was regarded as a mortal sin. Similarly, a company with a large bank balance in its Balance Sheet was regarded as successful. However, opinions are changing as the rate of inflation grows apace.

Take Mr. X who maintains an average of £500 in his bank account during 1970. At the end of the year he would find that he required £540 to purchase the same amount of goods that he could have acquired for £500 at the 1st January. This real loss of £40 would be a direct result of the increase of 8% exhibited by the Index of Retail Prices in 1970. Even if he was a wise man and that £300 was kept in a deposit account, then he would have only about £9 to set against his loss of £40, assuming an interest rate of 5% before tax.

If we consider Mr. Y who borrowed £500 at the beginning of 1970 and repays it at the end of the year, the converse will be true and he will be £40 better off. In other words, the Bank will require £540 to purchase the goods that it could have bought for £500 in January 1970. If Mr. Y paid 9% on his overdraft, ignoring tax relief on the loan (if available) his costs will be approximately £5; i.e. £45 - £40. If we imagine that Mr. Y had used his overdraft immediately to purchase a car, for £500, he may find that he would have to pay £540 for a similar model at the end of the year, thus his decision has saved him £40, before considering the saving in convenience etc.

A better example is offered if a person were to borrow £3000 to purchase a house over 25 years. The interest charge of 8½% will, after allowing tax relief at the standard rate, reduce to 5.94%. If house prices treble in 25 years the buyer will have a gross gain of £6000 over the 25-year period as it will require £9000 in 1996 to purchase an equivalent property. Assuming constant tax and interest rates, the total net interest cost will be £4500 and the borrower will therefore have a net gain of £1500 over the 25 years. This ignores the reduced purchasing power of the interest payments as the years go by, so the real gain is further increased.

Keynesian Theory maintains that savings = investment, so someone must have money to throw away, so borrow some. If you've got a friendly Bank Manager, Good Luck.

S. Crooge.

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ENGINE ROOM DUTY

Several Navigating Cadets have sent in their impressions of tours of duty completed by them in the engine room. We have received a report on engine room duty submitted by Cadet G. Sizer of m.v. "ATLANTIC CITY" and is published below:-

On Tuesday, 18th June, dressed in a clean white boiler suit, safety shoes and ear-plugs, I ventured into the unknown. After reporting to the Fourth Engineer, I was shown around the engine room. On coming to the end of the tour, I took the ear plugs out and discovered that the noise was not as great as I had been led to believe. I posed the question "why wear ear plugs?" and the answer was forthcoming when I passed the turbo-blowers - ear plugs were necessary.

I worked a month in the engine room on the 8-12 morning watch, gaining some knowledge of the engine room, starting compressors, pumping fuel, etc., all to do with the practical side. On evening watches, I was taught the theoretical side by the Chief Engineer and I am grateful to the Chief Engineer and the Fourth Engineer for devoting their time to me.

Two special occasions stand out in my period in the engine room. The first was the day when I completed the log in twentyfive minutes - a record for me. My second occasion to remember - and this one was possibly my greatest experience and thrill - was when assisted by the Chief Engineer, I took over the controls and with 12,000 B.H.P. in my hands, I felt like Steve McQueen and Stirling Moss rolled into one.

There were also two occasions which will be remembered for a long while by me - both startling in their own way. The first time was when the Junior Engineer dropped a heavy spanner on the steel plating and the second was when I heard the engine start up for the first time. My hair stood on end. I must have jumped six feet in the air and aged a few years, all the same time, as I thought the whole place had blown up - such was the sense of power generated by the 6 cylinder Clarke-Sulzer RD90).

All these experiences gained in the engine room during my month's tour of duty there made the work worthwhile. I found it all very interesting and enjoyable and learned a great deal. The heat, of course, one has to get used to. I left the engine room dressed this time in an oily boiler suit, prepared again for a cooler life on deck.

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Captain Cross of the m.v. "VICTORIA CITY" likes his Sunday papers and, judging by the extracts from two papers which he has sent us, very little passes his keen eye. His comments too are very topical, especially as we have recently withdrawn from Bahrein. We, therefore, publish below the extracts from the two Sunday papers:

f1M Contract for Rolls

Rolls Royce (1971) Limited has won a f1 million share of a contract placed by the Imperial Iranian Navy with Millbank Technical Services of London. The contract is for a maintenance base at Bandar Abbas. Rolls Royce will supply equipment for gas turbines which power some of Iran's hovercraft and destroyers.

Rolls Contract

Rolls Royce (1971) Limited, the state owned company which took over some of the aero marine and gas-turbine engine interests of the old Rolls Royce, have won a f1M share in a contract for maintenance and overhaul at a Jamaican Navy base at Bandar Abbas.

Well, they said there would be trouble when the British