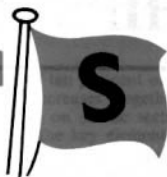


MASTER

REARDON SMITH LINE LIMITED

# newsletter



No. 66 JULY, 1975

## COMPANY HOUSE PURCHASE SCHEME

The above Scheme which was introduced on 1st January, 1974 has proved to be very successful and several Officers have now entered the Scheme and completed the purchase of a new home. Several more, are presently in the process of purchasing properties through the House Purchase Scheme.

It may be of interest to Officers to know that in the first year of the Scheme approximately a quarter of a million pounds has been advanced by the Woolwich Equitable Building Society to Officers who have entered our Scheme.

The Building Society has asked us to point out that they can only advance money which they receive from depositors, and wish Officers to remember when opening an account with a building society that they should certainly bear in mind the Woolwich Building Society, in which case, the account should be opened through the Cardiff branch. We would, of course, be pleased to assist any Officers who wish to open an account with the Society. We feel that Officers who will be purchasing a property in the future should open an account with the Society to cover the deposit on the property. Other Officers who open an account will have the satisfaction of knowing that they are indirectly helping their colleagues.

We would again remind Officers that those wishing to enter the House Purchase Scheme should first contact this Office and not communicate direct with the Woolwich Building Society.

## BENEFITS IN KIND etc—

We would advise that the Inland Revenue have announced that seafarers are to be taxed on benefits in kind by shipowners and, as a result, we are required to supply to them details of all wives who

accompany their husbands aboard vessels. Consequently, the following items will be assessed for tax by the Inland Revenue:—

## PROVISION OF FOOD ON BOARD SHIPS FOR SEAFARERS' WIVES

For several years, we have been required by the Inland Revenue to supply them with the names of all husbands whose wives accompany them aboard our vessels. The Inland Revenue has then assessed the Officer concerned on the basis that they have received free food to the value of £1.25p per week. The total value of the food received has been calculated and the Officer assessed for additional tax in respect of this benefit. We have now been advised by the Inland Revenue that with effect from the 1st April, 1975, the assessment of the value of food will be increased to £2.50p per week. We are advised that the Seafarers' Union have agreed this assessment. Please note that this will only apply when Officers earnings exceed £5,000 during the current income tax year.

## PART-PAYMENT OF OFFICERS' WIVES' AIR FARES

We have been requested to supply H.M. Inspector of Taxes with the names of husbands whose wives receive subsidised air-fares from the Company during the financial year ending 5th April, 1976. Apparently, the Inland Revenue will assess the Officers concerned with the amount of subsidy paid by the Company towards the cost of air-fares of wives. We understand that similar annual returns will be required in subsequent years. This will apply only to Officers whose earnings exceed £5,000 in the current income tax year.

## B.U.P.A. SCHEME

The Chancellor of the Exchequer recently announced in his Budget Speech that employees whose employers enter them in private medical schemes will be assessed for income tax on the value of the subscription to such schemes.

We very much regret the increased tax liabilities of Officers but, it will doubtless be appreciated that whilst we have done our utmost to introduce schemes to help our employees, we have no alternative but to comply with the requests made by the Inland Revenue. We would mention however that Officers will still be financially better off by the present schemes continuing rather than Officers meeting the full cost of the above themselves.

Although Officers will be assessed on the above payments, we would point out that there will be no saving to the Company as a result of the assessments.

Should any Officer have a query concerning the above, please let us know when we shall endeavour to assist.

## Thin End of the wedge?

I'm told that Industry Secretary Tony Benn recently threw a small party for prominent British businessmen.

But I'm assured there is no truth in the rumour that, when bidding them farewell after the shindig was over, he murmured: "Thanks for your company."

Paul Inman's Diary  
Travel News April 3 1975

# SHIPS' POSITIONS AS AT 7. 7. 75

**m.v. Atlantic City.** On T/C to Compania de Navegacion 'Las Perlas' S.A. of Panama until January/March 1976. Arrived Norfolk 25th May loaded full cargo coal, sailed 28th. Arrived Taranto 12th to commence discharge, berths 20th completing 24th.

**m.v. Cardiff City.** Completed discharge, re-delivered off time charter and sailed Santos 23rd May. Arrived Pointe Noire 4th June loaded cargo. Mangrove ore. Sailed 11th. Arrives and sails Durban 19th. Arrives Tachibana 15th July to commence discharge, completing about 18th.

**m.v. Chiyoda.** On T/C to N.Y.K. Tokyo. Sailed Jeddah 24th May, arrived Port Sudan same day, completed discharge cars. Sailed 28th. Redelivered off time charter 16th June passing off Kagoshima. Arrived Kobe 17th entered drydock same day. On completion drydock hands over to new owners.

**m.v. Cornish City.** On T/C to South African Marine Corporation Ltd., Sailed Baltimore 19th May completing loading Philadelphia 20th and New York 21st/24th. Arrived Walvis Bay 11th June to commence discharge, sailed 13th. Arrived Cape Town 15th, sails 20th. Arrives Port Elizabeth 22nd, sails 27th, arrives East London 28th, sails 29th. Arrives Durban 30th completing discharge 4th July.

**m.v. Devon City.** On B.C./U.K.-Cont. Service. Arrived Watson Island 25th May to commence loading forest products, sailed 5th June for New Westminster 7th/11th, Crofton 11th/13th, arriving Vancouver 13th completing and sailing 18th. Arrives and sails Panama Canal 30th. Arrives London 14th July to commence discharge sails 20th, arrives Antwerp 21st completing discharge 26th.

**m.v. Fresno City.** On B.C./U.K.-Cont. Service. Sailed Watson Island 25th May. Arrived and sailed Panama Canal 7th June. Arrives Rotterdam 21st June to commence discharge completing about 27th.

**m.v. Indian City.** On T/C to Yamashita Shinnihon S.S. Co. Ltd., until November 1976/March 1977. Completed repairs Yokohama 25th May and sailed 27th after sea trials. Arrived Yokosuka 27th loaded cargo cars sailed 29th. Arrives and sails Panama Canal 21st/22nd June. Arrives Houston 27th to commence discharge, sails 28th. Arrives Newark 4th July completing discharge and sailing 5th. Arrives Baltimore, 6th July loads full cargo coal sailing about 8th. Arrives and sails Panama Canal 14th. Arrives Japan 7th August to commence discharge completing about 10th.

**m.v. New Westminster City.** Sailed Panama Canal 19th May. Arrived Kaohsiung 18th June to commence discharge grain cargo, sails 29th, Arrives Keelung 30th for drydocking, requiring about four days.

**m.v. Port Alberni City.** On T/C to Korea Shipping Corporation. Arrived Inchon 28th May completed discharge, re-delivered off time charter, sailed 6th June. Arrived Mutsure anchorage 8th, delivered on time charter to Star Shipping A/S, sailed Moji same day. Arrives New Westminster 21st to commence loading sails 23rd completing Portland 24th/28th, Eureka 30th/3rd July and Coos Bay 4th/12th. Arrives and sails Panama Canal 24th. Arrives Rotterdam 7th August to commence discharge, sails 9th completing Brake 10th/12th, Nordenham 13th/15th completing Esbjerg 16th/18th. Then proceeds to drydock requiring about four to five days.

**m.v. Prince Rupert City.** On T/C to Gearbulk Ltd., Arrived Hamburg 25th May completed discharge, re-delivered off time charter and sailed 28th. Arrived Emden same day and drydocked completed repairs, undocked and sailed 7th June. Arrives Flushing 8th and delivered on time charter to Atlantic Shipping Co. S.A. Arrived Antwerp 10th loaded cargo steel products sailed 14th. Arrives Bushire 16th July to commence discharge completing Khorramshar about end September.

**m.v. Tacoma City.** On T/C to Tokai Shipping Co. Ltd. Sailed Panama Canal 23rd May. Arrived Morrisville 28th to commence discharge part cargo, sailed 5th June. Arrived Philadelphia same day, sailed 6th. Arrived San Juan 10th. Completed discharge, re-delivered off time charter, sailed 13th. Arrives River Plate 28th and delivers on time charter to Mitsui. O.S.K. Loads cargo grain River Plate area, sailing about 5th July. Arrives and sails Durban 20th, Singapore 3rd August. Arrives Japan about 11th completing discharge 18th.

**m.v. Vancouver City.** On T/C to Daiichi Chuo Kisen Kaisha. Sailed Houston 19th May. Arrived New Orleans 21st. Sailed 22nd. Arrived Tampa 24th completed discharge and re-delivered off time charter 25th. Then proceeded to load cargo phosphate and sailed 27th. Arrives and sails Durban 23rd June. Arrives Visakhapatnam 10th July, completing discharge about 16th. Then delivers on time charter to Japan Line Ltd., loads cargo ore, sailing 19th. Arrives Japan 1st August, completing discharge about 5th.

**m.v. Victoria City.** Completed discharge Bilbao and sailed 9th June. Arrives Key West 22nd and

delivers on time charter to New York Navigation. Arrives Houston 23rd. Loads cargo pipes, sails 28th. Arrives Persian Gulf 1st August to commence discharge, completing about 15th October.

**m.v. Welsh City.** On time charter to South African Marine Corporation until August/October 1975. Sailed Durban 6th June. Arrived East London 8th, sailed 9th. Arrived Port Elizabeth same day, sailing 13th. Arrived Cape Town 16th completes loading and sails 20th. Arrives Rotterdam 11th July to commence discharge completing Bremen about 20th.

**m.v. Amparo.** Sailed Ensenada 28th May. Arrived Manzanillo 31st, sailed 6th June. Arrived Acapulco 7th and sailed 9th. Arrived La Libertad 10th, sailed 13th. Arrived Mazatlan 16th and sailed 18th for Los Angeles, arrives 21st, sails 22nd. Arrives Ensenada 23rd, completes and sails 24th calling Yokohama 8th/10th July, Nagoya/Yokkaichi 11th/16th Osaka/Kobe 17th/21st, on completion discharge drydocks Kobe.

**m.v. Elena.** Arrived Yokohama 31st May, sailed 2nd June. Arrived Nagoya 3rd, and sailed 8th. Arrived Yokkaichi same day and sailed 9th. Arrived Osaka 10th. Sailed 11th. Arrived Kobe 11th, completed discharge 14th and drydocked Kobe 15th. Left drydock 18th, modifications continue and sails after loading 25th.

**m.v. Gela.** Sailed Coatzacoalcos 19th May. Arrived Tampico 20th, sailed 23rd. Arrived Progreso 25th May, sailed 27th. Arrived Rotterdam 11th June and sailed 12th. Arrived Hamburg 13th. Drydocked 16th, undocks 24th. Arrives Bremen 27th, sails 28th. Possibly calls Middlesbrough thence Antwerp 30th/1st July. Arrives Le Havre 2nd and sails 3rd after completing cargo operations, arriving Tampico 17th and Vera Cruz 20th July.

**m.v. Maria Elisa.** Arrived Manzanillo 20th May, sailed 22nd. Arrived La Cardenas 23rd, sailed 25th. Arrived Acapulco 26th, sailed 29th. Arrived Corinto 31st, sailed 8th June. Arrived Wilmington 14th, loaded part cargo alfalfa pellets, sailed 16th June. Arrived Yokohama 2nd July, sails same day for Nagoya 4th/5th, Yokkaichi 5th/6th, Osaka 7th/8th and arrives and sails Kobe 8th.

**m.v. Sara Lupe.** Arrived Yokohama 27th May, sailed 31st. Arrived Nagoya 1st June and sailed 2nd. Arrived Yokkaichi 2nd and sailed same day. Arrived Kobe 3rd and sailed 12th. Arrived Fukuyama 12th, sailed 13th. Arrived Yokohama 14th, sailed 17th. Arrived Tokyo 18th June, completes cargo and sails 20th for Ensenada 7th/8th July thence Manzanillo, Acapulco and Salina Cruz.

## Heavy weather incident remembered

Following our publication of photographs in the April edition of the *Newsletter*, we were delighted to hear from Captain H. W. Marshall. We wish Captain and Mrs. Marshall every happiness at their new address—21 Page House, 70 Torbay Road, Paignton.

It is a far cry from Captain Harry Marshall in South Devon to Captain Sidney Leebetter in Western Australia. However, we like to think that the *Newsletter* does form a bond which knows no distance.

In his letter Captain Marshall had some interesting comments to make which we are pleased to publish:

"I always look forward to receiving the monthly *Newsletter*, but found the April number particularly interesting because of photographs of personnel etc. of m.v. *Eastern City* submitted by Mr. Dawson our electrician.

The most unusual and interesting point of heavy weather damage shown in picture No. 3 was that it was incurred by vessel "pooping", whilst in ballast on an eastwards crossing of N. Pacific to Vancouver, with a maximum draft of about 16 feet. I have personally never

heard before or since of pooping occurring under these conditions. This same sea carried along after deck and smashed two aft facing teak lavatory doors of midship house, and on to lower bridge where a fair amount of water entered alleyway to my accommodation, and continued downstairs to saloon accommodation.

Adjacent to above photo is one showing Xmas morning pre-dinner cocktail party for Officers in smokeroom in which left to right are one unknown, Mr. Dawson, C/O Davies (decd.), my wife, self, and C/E Powell. The lower picture shows Messrs. Powell and Dawson serving Xmas dinner to the catering staff in saloon.

The night damage occurred was one of the worst I put in on the bridge. The depression was a deep and vicious one. Mr. Beasey, C/S who appears in foreground of bottom picture was also up all night, and was of great assistance in re-assuring my wife, helping her to mop up, and in handling at least one young first tripper hysterical with fright.

With best wishes to all staff ashore and afloat."

## m.v. "VANCOUVER CITY" and m.v. "FRESNO CITY"

Writing from the Panama Canal on the 11th May Mr. O. G. Williams refers to the report sent in by R/O Savoury of the m.v. *Fresno City* on the soccer match between the two vessels at Lisbon—a win for the *Vancouver City* XI by 7 goals to 2 reported in the March edition. It appears that the Vancouver's table tennis team also rubbed it in a bit by winning in convincing style by two matches to nil.

It was with much hilarity that we read Radio Officer Savoury's précis of the inter-ship sports held while both vessels were at Lisbon. He lays great emphasis on the soccer match against our vessel's team, alias "Dave's Desperados", but fails to mention the two beatings, or perhaps a more apt term, thrashing at table-tennis. The first thrashing took place aboard the *Vancouver City* and even though the *Fresno City* brought distractions with them in the form of Sylvia and Olga the second and third engineers' wives they went home losers, their doubles or more aptly named "debacle" as far as the *Fresno City* were concerned made this challenge a non event. A very pleasant evening was rounded off by the refresh-

ments and running buffet organised by our own Brian Clough, alias our very capable Catering Officer Dave Trinick whom we sincerely miss. A return match was arranged for the following week and once again the *Vancouver City* returned home triumphant after a most enjoyable evening.

## PRESENTATION TO MR. J. J. BAGHURST

In further recognition of Mr. Baghurst's bravery when a fire broke out in the engine room of our m.v. *Indian City* in January 1974, Mr. and Mrs. Baghurst attended a Reception at Lancaster House, London, on 14th May last, when Mr. Baghurst was presented with a gold watch by Mr. Alan Williams, M.P., Minister of State. The Chairman, Mr. C. R. Chatterton, was present at this Reception.

After the presentation had taken place, Mr. and Mrs. Chatterton were very pleased to entertain Mr. and Mrs. Baghurst to lunch at a London hotel.

## Shares

A rigid ceiling of ten per cent on all pay and dividend increases together with strict cash limits on public sector total wage bills were the key elements in the Government's package of crisis proposals. The announcement on the 1st July by Mr. Healey, the Chancellor of the Exchequer, appeared as a desperate bid to cut back U.K. inflation and restore confidence in the pound, which had reached a new all-time low.

In the few days following Mr. Healey's clampdown proposals, sterling managed to find its way into calmer waters and, encouraged by hopes that the T.U.C. will accept the Government's proposed ten per cent pay limit, stock markets ended a volatile week very firmly. The Financial Times 30 Share Index at the time of printing stood at 323 compared with 315 as mentioned in the May *Newsletter*.

In the face of adverse press comment, poor freight rates and ever increasing operating costs, the Shipping Sector of the Stock Market has attracted little interest and there has been a tendency for share prices to fall. At the time of going to press the Reardon Smith Ordinary Units were standing at 425p and the "A" Non-Voting units at 188p compared with 590p and 233p respectively in the May *Newsletter*.

The Panamanian interest in the Ordinary units of the Company has been increased by 0.80 per cent and now stands at 19.20 per cent; however, the Directors, Family Trusts and other family interests continue to control over 63 per cent of the Ordinary Share capital.

Just a problem for Readers of the *Newsletter*—

John has 3 pocket calculators which he is selling for £10 each. Arthur, Mike and Fred want a calculator each so Arthur collects £30 and takes it to John. John says he'll only take £25 for the calculators so Arthur now has 3 calculators and £5 change. When he goes to work Arthur tells Mike and Fred what happened so he gives them their calculators and £1 change each. Arthur has his calculator and £1 change so this leaves £2, which they decide they would go and have a drink with. Now if you add up that the three gents only paid  $3 \times £9 = £27 + £2$  beer money where has the other £1 gone.  $(27 + 2) = 29$  but it should be 30.

# STAFF NEWS

## BIRTHS

Congratulations and best wishes to:  
Mr. and Mrs. G. J. Morris on the arrival of Susan Emma, on May 29th. (Mr. Morris is one of our 3rd Engineers).  
Mr. and Mrs. B. J. Bartlett on the arrival of Karen Reed, on June 3rd. (Mr. Bartlett is one of our Chief Officers).

## SUCSESSES

Congratulations to the following:  
Mr. A. K. Smith (First Mate's Certificate)  
Mr. I. H. Woolley (O.N.D. Nautical Science)

Mr. P. E. Murray (O.N.C. Nautical Science)  
Mr. C. Graddage (2nd Class Motor)

## Captain A. J. H. Crowther

At the time of going to press, Captain Crowther is still in hospital making good progress. We are delighted to hear the skin grafting is "taking".

## NEW STAFF

We extend a welcome on joining the Company to:  
Mr. Andrew Wright (Head Office, Personnel Department)

## Britain is ahead in World Safety League

Despite the growth in the risks facing ships at sea today, the British merchant fleet's casualty record was very good by international standards.

This was emphasised by Mr. John Archer, head of the Department of Trade's Marine Division, in a recent lecture.

Mr. Archer said that while the UK ranked third in world tonnage of merchant ships after Liberia and Japan, the average tonnage lost by Britain in relation to tonnage at risk from 1964 to 1973 was the lowest of the seven largest merchant fleets for which comparable figures were available and over three times better than the world average.

Deaths by accident among passengers in ships had been very low, varying between thirteen a year and one.

Accidental deaths of crews had fluctuated between 140 in 1966 and 49 in 1971 and showed a considerable improvement compared with pre-war. It was necessary to strive constantly to maintain and improve upon this casualty record, and safeguard seafarers against old and new dangers. Britain was engaged in a great deal of re-thinking on safety equipment for ships, on devices for alerting and locating missing ships, and on the updating of the training of officers and crews.

Referring to the traffic separation scheme in the Dover Strait and the introduction of the Channel Navigation Information Service in 1972, Mr. Archer

said there had been a dramatic decline in the number of collisions in fog—from ten in 1968 to two in 1974. However there were still an average of three or four collisions a year in clear weather.

About 350 ships passed through the Dover Strait per day, and the number of "rogue" vessels going the wrong way down the lanes had halved to about 5 per day though there had been less improvement with crossing traffic. He expected that when the new international collision rules came into force in 1976 requiring countries to make it compulsory for their ships to obey traffic separation schemes, these numbers would come down. In the meantime the Department prosecuted British shipowners who breached the rules, and did their best to follow up the "rogue" vessels with their owners and overseas governments.

Mr. Archer said it was encouraging that oil spill incidents were showing a welcome downward trend. The number of incidents dealt with by the Department's nation-wide organisation had been two in 1970, five in 1971, none in 1972, one in 1973 and none in 1974.

Mr. Archer stressed that the British marine safety record matched our great maritime tradition and that the organisation was geared to tackle new tasks effectively. Inevitably, it was the shipwreck that hit the headlines while the care and attention paid to good seamanship by our mariners and the highly-professional work of shore-based staff tended to go unnoticed.

## Special label to speed seafarers' mail

A special label, which it is hoped will speed seafarers' mail, came into use in March following its recognition by the Post Office in the UK. The Universal Postal Union has also informed national postal administrations of their member countries of the label's adoption.

The purpose of the labels is to identify letters or packages from seamen in a way which will gradually become well-known throughout the world and lead to improved and speedier handling.

## This takes the biscuit

The following story was related by Mr. Clive Stockdale, Accounts Head Office, concerning the experiences of a friend's wife:

She had been shopping in town and had some time on hand before catching the train home. At the station refreshment room she purchased a cup of tea and a packet of biscuits, and proceeded to a table at which there was a gentleman sitting. After sitting down and making herself comfortable she proceeded to enjoy her refreshments. She opened the packet of biscuits and took out a biscuit. To her amazement the gentleman opposite also took a biscuit from the packet. Having devoured the biscuit he took another one. Her discomfiture was beginning to express itself in flushes of embarrassment showing on the face and a most uncomfortable feeling. She took another biscuit and he did likewise. Her embarrassment turned to annoyance and she was only just able to contain herself. Whereupon she briskly gathered her belongings together to leave, and attempted to remove the residue of the biscuits, but before she could grab the packet the gentleman had already placed a restraining hand on them. Indignant and in a rage she left him biscuits and all, only to find on opening her handbag on arrival home—her packet of biscuits inside.

## How others see us

"Modernisation, rationalisation, diversification, and rejuvenation of top management are the key characteristics of the revolutionary changes which have swept through British shipping these last ten years".

—*International Transport Journal, Basle.*

A new form of financial reporting has been introduced into our published accounts as recommended by the Institute of Chartered Accountants called a "Statement of source and application of funds". This funds statement is in no way a replacement of the conventional profit and loss account and balance sheet, but is the presentation of the information contained in these two statements in a manner to show how the operations of the Company have been financed.

As this is a new innovation for our Company, we present in non-technical terms the statement for your information. However, a funds statement is not intended to show the requirements of a business for raising outside capital, nor the extent of cyclical fluctuations in trading conditions experienced, but it does show from where our money has come during the year to 31st March 1975 and how we have used it and the manner in which the resulting surplus has been applied or any deficiency financed.

#### REARDON SMITH LINE LIMITED AND SUBSIDIARY COMPANIES

##### Statement of source and application of funds for the year ended 31st March, 1975.

	£	£
During the year we operated our fleet and chartered-in tonnage to make a profit after operating expenses of ..		2,370,377
We also set aside for the following purposes:		
to reduce the value of our ships over the twenty years as they wear out ..		791,713
future estimated cost of overhauls required for special surveys ..		52,200
an amount we are required to provide in the event of our selling all our ships at their book value ..		3,798,233
A charter hire was adjusted by .. .. .		7,012,523
making a total operating profit of .. .. .		120,000
funds received from other sources included the proceeds of selling a vessel whose book value was .. ..		6,892,523
so that out of what we received for the year .. .. we paid:		8,003,523
to our shareholders in dividends .. .. .	208,352	
to the Government in taxes on these dividends .. ..	109,060	
in constructing and buying new ships .. .. .	8,309,159	
money owed to us was reduced by .. .. .	704,122	
while the bills for supplies and services increased by ..	(155,242)	
and we raised loans to buy our ships by .. ..	(789,200)	
making overall expenditure of .. .. .		8,386,251
to find this extra money .. .. .		382,728
we took cash earning interest off deposit of .. ..		600,000
placing the balance in our bank current account .. ..		£217,272

## The Mail Gets Through

Apart from the correct way of addressing an envelope there are many others—weird, varied and wonderful. The letters arrive however, and often the staff engaged in opening the mail in the morning at least get an occasional smile out of it, especially on reading mail addressed as follows:—

MR. —  
O.N.C.I.B. C/O LLANDAFF COLLEGE OF TECHNOLOGY DEPARTMENT OF  
MARITIME STUDIES REARDON SMITH ANNEX PLAS  
MAWR ROAD FAIRWATER CARDIFF CF53XH  
GREAT BRITAIN

MR. —  
M.V. VANCOVER CITY  
S.W.R. SMITH CO. LTD.  
POST BOX NO: 90  
G.F. ROAD  
CARDIFF—U.K.

MR. —  
M/O AMPARO SIR W.R. SMITH LIN  
PO BOY 90 DIVONSHIRE HOUSE  
GRIM FREARS ROAD  
GARDIFF U/K

## "Sealife"

### —project to enhance career

A major research programme to examine ways in which life at sea in the British shipping industry can be made more attractive for the British seafarer is being undertaken jointly by the General Council of British Shipping, representing the employers, and the five seafaring unions.

The programme, to be called "Sealife", will be organised by a Steering Group representing all participants and their investigations will inevitably involve appraisals of future fleet and manpower requirements; job satisfaction; the organisation of work; and human relations on board ship.

This is to take into account, in particular, the extensive and fundamental changes that have occurred in shipping operations and in the way of life ashore.

The research and experimentation that is envisaged will take account of similar work, that is being and has been done, in other major maritime countries which face manpower problems similar to those which exist in the UK.

This joint effort will be complementary to the whole range of personnel policies which are continuously being developed within the shipping industry.

The "Sealife" programme is likely to be on a considerable scale. It will take some time for the necessary work and consultation to be completed—for results that are fully considered and generally acceptable, to be achieved.

The GCBS and the seafaring unions consider that this is an important venture for the potential good of the industry, those who serve in it, and those it serves.

## GCBS—New voice of British Shipping

A new national shipping organisation, the General Council of British Shipping, came into operation on March 1 following the merger of the Chamber of Shipping of the United Kingdom and the British Shipping Federation.

The new body represents the interests of the British shipping industry nationally and internationally on all corporate policy matters.

The new organisation represents over 200 British shipping companies owning or operating some 2,200 ships totalling just under 50 million deadweight tons—the third largest fleet in the world.

Many thanks to Mr. Richard Hudson of the Purchasing Department, Head Office, for compiling the following Crossword. See August edition for answers to clues.

#### ACROSS

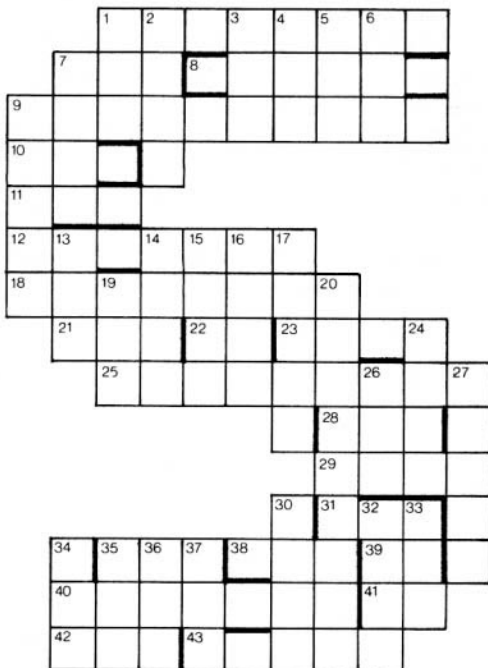
- 1 Try to keep it up and the flag flying (8)
- 7 French king turned to Spanish flower (3)
- 8 We like them fair but better rising (6)
- 9 A land link when all at sea (10)
- 10 More than a national concern and they publish the fact (Ab) (3)
- 11 Master of the weather he's gone to the other side (3)
- 12 He's gone up in the world, that's the ticket (7)
- 18 One of the duties is watching capacities (8)
- 21 Generally you buy electrical goods from this company (Ab) (3)
- 22 They buy for ships but not in large stores (Ab) (2)
- 23 The sparks can measure them before twelve and add a postscript (4)
- 25 He may cut your contributions (3, 6)
- 28 They'll fly you to the new world (Ab) (3)
- 29 Faith and charity know this one (4)
- 31 See 40 across
- 35 Compressed they've got things bottled-up (Ab) (3)
- 38 Me in a French port (3)
- 39 It's good at Lloyd's (2)
- 40 S is the symbol (also 20 down and 31 across) (7, 5, 4, 3)
- 41 A ship's communication-over (Ab) (2)
- 42 An old sailor impervious to weather (3)
- 43 Give the ship's apprentice a cigarette (5)

#### DOWN

- 1 Doris without the diesel oil turned, aye, aye (3)
- 2 There may be tiny ones on board (4)
- 3 On sick-leave? use it or pay (Ab) (3)
- 4 Phetically could be part of a tapped out message (3)
- 5 Look back over the era (3)
- 6 An Australian bird but not for dating (3)
- 7 If you're given too much you could get in a tangle (4)
- 9 He won't fly aboard, that's your guide (5)
- 13 When it's down you could get lost (3)
- 14 If you know your right don't budge one (4)
- 15 If you round it be sure to wear one, the weather could well be bad (4)
- 16 If you go over it you'll see it this way up (4)

- 17 Batteries should ever be so (5)
- 19 A slip up on the gangway could be hair-raising, be sure you've got one (3)
- 20 See 40 across
- 24 Not always a cleaner if soft enough it can smooth the way (4)
- 26 We have too many cities for this story (3)
- 27 One of the barriers that 9 down should see you through, not land you on (5)

- 30 A product of life in the galleys (4)
- 32 It doesn't start your meal, it's at the end (4)
- 33 Inseparable from 4 down
- 34 A sea-scape could inspire you to take it up (3)
- 35 They were up and into Europe before we joined the E.E.C. (Ab) (3)
- 36 If you stick it in, don't catch a crab (3)
- 37 Our man at the top (Ab) (3)



Nearly every daily newspaper and periodical has provided space for some reference to the subject of gardening. It is one of man's oldest pursuits—from the first garden referred to in Genesis, to the present day, man has existed on the fruits of his labours. Garden and field, prairie and outback still provide for his needs, brought to him across the oceans of the world and the highways of the world's landmass. However, there is enormous satisfaction in "growing your own". There are some folk who look upon gardening, using it as a verb, as drudgery and hard work; but out of it one derives a satisfaction born from industry, planting and reaping. Whether you are Christian or an unbeliever the fact still remains that "whatsoever you sow so shall you reap"—and gardening is just

simply that. It would be a good idea also, if this fact was fully implemented in other spheres of life in this day and age.

To return to basics. There must be many keen gardeners amongst our readers, and that does not exclude our seafaring colleagues. The subject is so varied that many an interesting short article or question must be ready to be written or asked by readers. If so, please send your contribution in and it will receive attention.

Looking around just now, it is noticeable that so much depends on the climate. The cold Spring prevented growth and hindered sowing. The dry spell has not helped either. It is noticeable how plants prefer the natural watering to watering by tap water. In some areas domestic

water supplies contain so much alkali and other mixtures such as fluoride, chlorine etc., it is no wonder the plants reject it.

The economic crisis has had the effect on the community of increasing the interest in gardening. More and more are realising the economic necessity of growing at least some of their requirements—kitchen gardens are re-appearing where once was a bit of lawn or shrubbery. Hardy Annuals have made room for spring cabbage, caul and sprouts. Small wonder the seedsmen have reported a fantastic increase this year in the vegetable seeds market—when a miserable dejected lack-lustre cauli could cost 40p or a moisture starved lettuce 25p or a pound of potatoes grown near the Pyramids cost 15p!