

REARDON SMITH LINE LIMITED

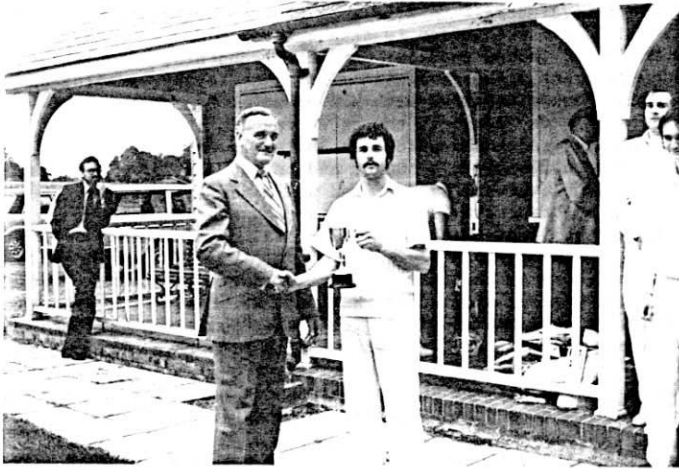
newsletter



NO.115

AUGUST 1979.

CRICKET MATCH



The Chairman presenting the Gower Cup to Cricket Captain
John Jones.

After three seasons of attempting to arrange a Cardiff-London Cricket Match, the grand event was finally staged at the Royal Merchant Navy School, Wokingham, on 18th July.

The game was played on a thirty overs per team basis, each bowler limited to seven overs. Cardiff won the toss and elected to bat, beginning very slowly against a fast, accurate attack, the first run coming in the fourth over. The slow progress of tiring London's bowlers continued and the opening partnership was broken in the ninth over, with the score at a hard grafted 12. A fifth wicket partnership between Frank Thomas and Dennis Matthews moved the score along, but with only nine overs left and the score at 43 for 5, Cardiff were struggling.

However, the situation changed rapidly when Dave Annetts reached the wicket. His first four scoring strokes brought sixteen runs and a fast-scoring partnership began to flourish. For once, Dennis Matthews found himself playing a supporting role; some excellent running and hard hitting brought a partnership of 68. Dave Annetts was finally out off the last but one ball of the innings for 49, including three sixes and five fours and he was undoubtedly Cardiff's saviour. John Reardon Smith had one ball to face and Dennis unselfishly ran himself out for 25, attempting to give John his first run of the season.

Cardiff's innings closed at 118 for 8.

Features of London's fielding were how well they managed with only ten men for half the match, without complaining and a fine display of wicket-keeping by John Hawkes. David DeRosa produced the best bowling figures of four for 28 off his seven overs.

Some light refreshments were then taken and battle re-commenced.

Unfortunately, the person who did most to organise the ground and victualling for the match was the first to register a duck and London quickly found themselves at 7 for 1 wicket. The first ball of the third over saw Dave Tucker caught at slip by Jim Bendon - a remarkable catch, worthy of a Test Match and, as things turned out, probably invaluable. Cardiff were made to work for the third wicket as David DeRosa and John Hawkes began to take control. However, two quick wickets fell and at 43 for 5, it looked good for Cardiff. John Hawkes continued to play well and an excellent stand developed with Mike Blainey, proving his all-round ability. John Hawkes departed with his score at 30 and the total 75 for 6. The game swung Cardiff's way again as the score reached 84 for 8, with 7 overs remaining. Mike Blainey continued with Alan Rowley supporting well and the score reached 100 before Blainey was caught and bowled for 29. London's innings ended at 104 in the 27th over and Cardiff had won a very closely fought match by 14 runs. Cardiff's notable bowling performances were Frank Leavers - 6 overs, 3 wickets for 9 runs and Dennis Matthews - 1 for 15, off 7 overs.

The Chairman, who had been an interested spectator during the match, had kindly donated a Cup for the victors and, after the game, Mr. Chatterton presented the winners with this very handsome Cup, christened the "Gower Cup" and extended his thanks to Players and Umpires for their contribution to a very good game.

It was then back to the School for refreshments and a novel game introduced by John Norman called "Broomsticks", the effects of which have to be seen to be believed

The event was thoroughly enjoyed by all and special praise must go to Antony Reardon Smith for a very well organised day. Here's to next year!

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STAFF NEWS

We offer our congratulations to Second Officer J.C. Pagler on his marriage to Miss Bridget Amanda Wallis at Douai Abbey, Woolhampton, on 3rd August.

OBITUARY: It was with regret that we learned of the passing of Mr. T.K. Watson on 1st August, at the age of 87. Mr. Watson joined the Company in 1927 and retired in 1963, after many years in the Superintendents' Department. In 1951 he was made a Director and remained as Head of this Department until his retirement. We would like to record our appreciation of the tremendous service Mr. Watson gave to the Company over many years and the respect and affection in which he was held, not only by his colleagues on the Board, but by the Staff generally. Since his retirement, those of us to whom Mr. Watson often spoke on the telephone, enjoyed the conversations we had and he never failed to enquire after - and send messages to - those whom he knew. It was nice for those here to maintain this close association and many of our longer-serving staff often asked for news of him. Our sincere sympathy is extended to all his family at this sad time.

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NEW STAFF: A welcome is extended to the following new Staff:-

Mr. P.R. Buckland - Chartering Broker.
Mr. M.L. Chiplin - Computer Programmer.
Mr. Ian Jones - returned to Company.

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CERTIFICATE SUCCESSES

Second Class (First Mate's)

M.J. Clarke
T.L. Lawrence

Second Class Motor

M.J. Hugill
P.J. Prendergast
D.A. Roberts

Third Class (Second Mate's)

M.R. Lovibond
A. Williamson

Part "A" Second Class

K.D. Hill

Marine Electronics Diploma

R.W. McInnes
M.W. Savory

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DONATIONS TO CHARITY

We wish to thank the Officers aboard the m.v. "WELSH CITY" for their generous donation of £24.00 to the Royal National Lifeboat Institution, which is so much appreciated.

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ONE ON - ONE OFF CIRCULAR

We have been asked to make the following correction to this Circular:-

No. 1 should have read 28% - Yes. Our apologies for the error.

Latest figures are:-

- | | | |
|------------|---------------|------------|
| 1. 33% Yes | 2. 57% Yes | 3. 22% Yes |
| 4. 31% Yes | 5. 67% Salary | 6. 44% Yes |

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"ONE GOOD TURN" - BOY SCOUT LAWSON DOES IT AGAIN!

Captain Lawson reports that whilst at Manzanillo on m.v. "AMPARO", the T.M.M. vessel m.v. "MAYA" double-banked alongside the m.v. "AMPARO", which was berthed at the quayside. An emergency generator was lifted from the quay by the "AMPARO's" No. 2 crane and placed on the poop deck of the "MAYA". The whole operation went without a hitch and was an excellent lesson for the Officers in ship-handling, using only one anchor and one small tug; no paint being scratched on either vessel. The actual docking operation of both vessels was carried out at night-time.

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LATE NEWS

Belated congratulations and best wishes to Miss S.J. Bryan, Shorthand/Typist, London Office on her marriage on 30th June. She is now Mrs. Petty.

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SHIPS POSITIONS

As at 24th August, 1979

m.v. "CARDIFF CITY" This vessel is on Berth Service No. 106. She sailed from Vancouver BC on 19th August with a cargo of Forest Products. She is expected to transit the Panama Canal 2nd September, and discharge Newcastle 18/21st, London 22/26th, Rotterdam 27/29th and Brake 30/2nd October.

m.v. "DEVON CITY" On Time Charter a/c Safmarine from 28th July. She sailed from Antwerp on 3rd August and discharges Cape Town 22/25th and Durban 28/1st September and re-delivers UK/Cont or US Atlantic/Gulf.

m.v. "FRESNO CITY" Vessel is operating under Time Charter a/c Cast. She sails from Annaba with a cargo of Iron Ore on 28th August and is expected to arrive in Antwerp on 2nd September with completion about 5th September.

m.v. "NEW WESTMINSTER CITY" At present operating under Time Charter a/c Hamlet Shipping. She is expected to pick up spares at Gibraltar on 25th August and arrive at an unspecified Egyptian port on 30th, to discharge her cargo of bagged flour.

m.v. "PORT ALBERNI CITY" This vessel transitted the Suez Canal on 19th August bound for Bandar Abbas where she will discharge her cargo of Bulk Barley between 27th August/15th September.

m.v. "PRINCE RUPERT CITY" This vessel is on East Coast Service No. 5. She sailed from Antwerp on 24th August for Providence R.I. 4/7th September and Bridgeport 8/12th. Completion Bridgeport, loads Grain USNH for Glasgow. Vessel scheduled drydock on completion discharge Glasgow.

m.v. "TACOMA CITY" Vessel is operating under Time Charter a/c Cast. She is expected to transit the Suez Canal 24th August and discharge at Dammam 31/2nd September and Basrah sailing about the middle of October.

m.v. "VICTORIA CITY" Sailed Baltimore 23rd August to deliver under Time Charter a/c Salen, passing Key West, her itinerary being: Tampa 27/30th, Landskrona 14th September redelivering on 20th. Vessel is then nominated for Steel Service No. 73. ETA/D Antwerp 22/28th September.

m.v. "WELSH CITY" This vessel sailed from Corpus Christi on 21st August with a cargo of Wheat for discharge Hamburg. ETA 5th September, completion expected 10/15th September. Her future business has not yet been arranged.

VESSEL	MARIA ELISA	SARA LUPE	BIBI
Master	R.K.Stuart	D.B.Jack	J. Cann
Chief Officer	S.P.Gorford	K.Milburn	R.V.Duncan
Second "	P.J.Godding	N.R.Jackman	C.Swindells
Third "	G.M.Kivell	J.C.Neale	T.H.Jowett
Radio "	J.M.A.Clark	S.E.J.Kirkbride	B.B.Everett
Chief Engineer	G.J.H.McBride	R.M.Paddock	N.B.Shilstone
Second "	G.J.Morris	D.P.Jones	G.J.Griffiths
Third "	T.E.J.Sperrin	D.A.Roberts	A.Doubler
Fourth "	G.G.Waters	C.L.Taylor	S.C.Ward
Junior "	J.R.Sampson	K.D.Hill	J.W.Cable
Junior "	J.E.Richardson	D.T.Owen	P.J.Cole
Electrician		T.Willoughby	D.G.Grant
Electrician	J.T.Loraine		
Catering Off.	J.A.Patrick	R.G.Pierce	L.Slawinski
Cadets		R.A.Hall	B.F.Collings
		N.Boyce	P.R.Cook
		M.P.Spurrell	
		R.W.Eacott	
		J.C.Brown	

Below are listed Officers at home on voyage leave as at 27.8.79. Every endeavour is made to ensure that the list is as accurate as possible at the time of printing.

Masters:	D.C.Griffith-Jones, P.J.Boroughs, D.L.G.Jones, R.E.Skinner, K.B.Whitting, T.R.McNulty, R.A.H.Vanner, J.J.Birrell, D.L.Bell, A.L.G.Gosset, J.Porteous, J.Vaughan, M.C.Hurst, W.J.Cross.
Chief Officers:	J.E.S.York, M.J.Bellamy, J.R.Thomas, W.D.Howell, P.M.Baverstock, M.C.Ingram, W.G.Wood, K.Jones, T.Haxell, M.W.Slayman, D.C.Toon, D.H.Aubrey, R.E.Baker, T.J.Hunter.
Second Officers:	T.A.Price, S.J.Godding, N.Jerrum, P.C.Coles, E.Bingley, I.A.Smith, A.Abel, A.L.Bruce-Smith, T.A.Burley, N.Davies, P.C.Roberts, A.C.Prosser.
Third Officers:	G.P.Eyles, R.J.Elliott, G.Proud, D.P.Kirley, A.Tay, C.A.Prescott, M.Sealey, W.E.Summers, P.A.C.Pullen, A.P.Morris, J.J.Moore, A.C.Baxter, T.L.Lawrence, P.D.Codd, R.I.Gillingham, M.L.Frazer, R.G.Hayton, I.C.Miller.
Radio Officers:	C.G.Macey, J.R.Mathews, J.A.Heslop, R.J.Preece, I.F.Pullock, P.J.Parker, D.R.Wilkinson, A.J.L.Cottle, E.G.Bromham, M.Wilkinson, B.J.Carter, M.W.Savory, D.F.Bidmead, E.A.Willocks, C.L.Gorford, R.C.Miller, W.P.Budden, R.H.Smith.
Chief Engineers:	B.M.Draper, D.M.Parsons, M.McQueen, G.Hughes, G.N.Trott, E.R.Morgan, D.N.Amey, P.W.Evans, D.Harrison, D.N.Henry, R.Chambers, M.C.Seaman, D.Archbold, R.Ellison, M.E.Rayner.
Second Engineers:	N.G.Whitby, N.Nesbitt, J.Foots, G.B.Stevenson, M.Murrell, J.King, K.D.Morgan, T.Graham-Russell, E.L.Mallett, T.J.Newell, P.H.Evans, M.J.Galica, A.Edwards, A.G.Hodgson, J.N.Haugh, M.R.Green, G.D.Morgan, P.J.Walker, R.E.Diamond, P.J.Prendergast.
Third Engineers:	G.E.Stevenson, J.H.Davies, I.S.Exton, P.D.Slade, W.R.Shannon, W.M.Powell, M.B.Ferrott, A.J.Budge, A.Hobin, D.E.Simons, G.F.Smith, D.C.Lewis, M.Causer, R.E.Russell.
Fourth Engineers:	M.J.Hugill, A.M.Baxter, M.G.Smith, K.J.Midwinter, D.B.Evans, G.E.Ashton, M.D.W.Evans, K.W.Newton, A.Price, R.H.Reed, D.C.Pulley, D.J.Coombes, S.J.Staines, K.R.Negele, W.R.Parkin.
Junior Engineers:	G.Reynolds, M.Jones, C.G.Fletcher, D.G.Davies, P.Curran, M.Taylor, J.J.Jones, W.N.Crossley, M.G.Evans, E.L.Lloyd, G.R.Evans, J.M.Gavanagh, G.Biggins, R.A.James, P.M.Deschamps, R.I.Hall, C.Rees, A.P.Brandram-Jones, E.J.Pexton, R.Godsall, D.J.Jarvis, P.L.Mahoney, M.T.Hurst, A.Hamilton, T.P.Young, B.L.Ahern, K.R.Tonks.
Electricians:	J.A.Grainger, A.McRae, K.F.Bean, P.J.Foale, J.F.Bowman, P.Tyerman, K.Baines, G.H.Chilcott, G.Shaddock, D.Osborne, P.G.Stoker, B.Cawtherley, D.G.Jarvis.
Catering Officers:	D.C.M.Trinick, D.Gowsell, A.A.Gouldie, G.R.Pasmore, P.P.Delaney, A.P.Hughes, J.Buckmaster, F.W.Lever, D.Kelly, P.F.Akers, D.R.Hartshorne, C.J.Harryh.

Officers on sick or study leave as at 27.8.79:- G.S.Garlick, J.M.Smith, I.Cowan, S.R.Freedon, E.R.Clark, J.W.Gurton, G.D.Evans, D.H.Smith, A.K.Smith, M.J.Yates, R.H.Moore, R.Emms, D.D.Hill, D.J.Herring, C.J.Lyons, B.J.Hernaman, K.J.Cribbin, K.T.O'Higgins, A.M.Tanner.

Cadets at home on voyage leave, study leave or sick leave as at 27.8.79:- D.J.Knox, A.R.Redman, F.Borley, A.R.Parker, D.R.Aldus, J.C.Thomas, I.J.Morgan, A.J.Salter, M.G.Adams, W.E.Wilkins, D.R.James, C.B.C.Jones, P.Collins, M.R.Penny, G.A.Brooks, J.A.Thomas, A.M.Francis, L.P.Jasper, N.J.Millward, R.E.Parsons, R.L.Manson, M.Williamson, T.A.Savage, M.P.Owens, G.J.McKenzie, M.P.Henry, M.J.C.Lockwood, A.J.Ketchen, P.C.Connick, S.J.Voss, G.D.Randell, T.C.Landsell, C.K.Lee, J.A.Akhurst, S.F.Lowry, R.W.Price, M.S.Morgan, R.W.Davies, A.M.Russell, R.A.Holloway, M.A.Evans, J.M.Vincent, M.R.Dunstall, D.W.Gorman, C.M.Kirton.

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GENERAL COUNCIL OF
BRITISH
SHIPPING

news release

For publication after
1200 hours Wednesday,
1 August 1979

PROFITABILITY IS THE KEY

The size of Britain's merchant fleet is determined in practice by the number of ships which companies can profitably employ.

That, said David Ropner, President of the General Council of British Shipping (GCBS) today (Wednesday, 1 August 1979) is the "clear message" from recent experience where, despite some improved freight rates and fewer ships laid up, the UK owned and registered fleet had continued to decline.

Mr. Ropner was speaking at a news conference to launch British Shipping Review 1979, a 20-page illustrated publication by the GCBS.

The UK fleet, which reached a peak of 50 million deadweight tons at the end of 1975, is now under 40 million dwt. The process of decline is likely to continue in the short term. Although in the 1970s the total fixed capital expenditure of the industry was over £1 million per day, the indications are there will be a massive fall off by 1980. This year deliveries of new ships are expected to be about 1 million dwt. - about a quarter of what they were six years ago - and in 1980 a mere 130,000 dwt.

Underlying Worry

Mr. Ropner said the very recent substantial rises in freight rates, both dry cargo and tankers, were welcome and encouraging. The factors behind them included increased chartering for Russian grain movement and developments in oil supply and demand.

m.v. "AMPARO" The itinerary of this vessel is as follows:-
ETA/D New Orleans 25/26th August, Hamburg 7/8th September,
arriving Rotterdam 10th. Vessel then drydocks, thereafter
loading at Antwerp, Bremen, Hamburg and Havre for Vera Cruz.
ETA 12th October.

m.v. "BIBI" Sailed Keelung 23rd August for Hong Kong 24/
25th. She then proceeds to the following ports: Keelung
29/30th, Yawata 31/2nd September, Kakogawa 2/4th, Kobe 4/
7th, Fukuyama 7/8th, Mizushima 8/9th, Kure 10/11th, Yokohama
12/13th, Yokosuka 13/14th. ETA Ensenada 25th September.

m.v. "JOSEFA" Vessel is at present in drydock at Flushing
after which she loads at Antwerp 28/29th August, Bremen 30/
1st September, Hamburg 2/4th, Le Havre 6/7th, Liverpool
10/13th to discharge Vera Cruz. ETA/D 26/30th.

m.v. "MARIA ELISA" Arrives Vera Cruz 27th August to
discharge Steel and Generals. She is expected to sail
31st for Tampico 1/3rd September, Coatzacoalcos 4/5th,
Progreso 6/7th, Morehead City 11/15th, Naples 29/1st
October and other Mediterranean ports.

m.v. "SAMIA" This vessel is expected to arrive in Hamburg
29th August and sail the following day for Rotterdam. She
then drydocks for 8/10 days. Her subsequent itinerary is:
ETA/D Rotterdam 9/10th September, Antwerp 11/12th, Bremen
14/15th, Hamburg 16/18th, Havre 20/21st, Liverpool 24/27th
and Vera Cruz. ETA 11th October.

m.v. "SARA LUPE" Vessel is at present discharging in Naples,
followed by Leghorn 26/26th, and Genoa 28/30th. She then
proceeds to Malta for drydocking until about 11th September.
Then follows Leghorn 14/17th, Genoa 18/20th, Marseilles 21/
22nd, Barcelona 23/26th.

VESSEL	CARDIFF CITY	DEVON CITY	FRESNO CITY	NEW WESTMINSTER CITY
Master	J.S.Murray	A.D.Lightfoot	R.I.Crawford	M.E.Jones
Chief Officer	J.S.Pearsall	A.M.W.Mitchell	A.P.Jaggers	I.C.Stutt
Second "	J.R.Ashley	J.B.Pritchard	A.Thomson	W.P.Barnes
Third "	T.J.Fuller	N.Budden (Mobil)	P.C.Harding	P.M.Bates
Radio "	P.D.Hartwell	V.F.Cullen	D.C.Short	S.G.W.Whitmore
Chief Engineer	J.C.Cullen	L.M.Williamson	J.Cormack	G.M.Cuthbertson
Second "	J.B.Hocking	H.C.Convery	K.Durward	D.P.Wood
Third "	R.Thomas	K.D.Aust	J.E.Spiller	A.G.Vincent
Fourth "	W.A.Stone	A.D.Cowling	W.J.Lait	P.John
Junior "	R.B.Hodgson	J.Rettalick	C.J.Brown	C.R.Brennan
Junior "	A.P.Brandram-Jones	P.H.Munro	K.Wiltshire	R.Brown
Electrician	P.D.Kyle	E.M.Bennington		N.J.Doyle
Catering Off.	R.A.Peach	L.Hayward	R.G.White	A.H.Fox
Cadets	T.D.Bennett	H.D.McLundie	P.W.Knibbs	
	D.S.Sheppard	M.Cox		
	K.J.Ayres	J.D.Bateman		

VESSEL	PORT ALBERNI CITY	PRINCE RUPERT CITY	TACOMA CITY	WELSH CITY
Master	L.R.Staines	J.J.Kalnins	T.W.D.John	B.A.G.Boyer
Chief Officer	I.R.Boulton	R.P.Graham	D.J.A.Nicholl	I.Woolard
Second "	I.M.Stewart	J.C.Pagler	M.F.Marco	A.A.Field
Third "	R.K.Villars	M.R.Lovibond	A.Williamson	G.R.J.Faulkener
Radio "	K.H.Sellar	W.P.Cameron	G.P.S.Watts	N.C.Sanders
Chief Engineer	W.J.Gill	L.G.I.Taylor	D.R.Inglis	R.J.Trigg
Second "	D.E.Horne	R.U.Bell	P.R.Bryant	K.Rowney
Third "	J.L.Magill	R.C.Butcher	A.C.Coombs	K.A.Velda
Fourth "	G.Gaywood	R.G.Wells	R.M.Stead	S.R.W.Jenkins
Junior "	P.Price	M.Morgan	S.D.Barron	S.G.Morris
Junior "	S.H.Hocking		D.A.Hayden	A.Keast
Electrician	K.W.G.Hampton	P.Willmott	D.E.Rees	B.C.Wappler
Catering Off.	L.E.Seabrooke	N.H.Frost	J.Bonner	J.Fernandez
Cadets	R.Hughes-Jenkins	D.T.Shorthouse	M.R.Preece	P.D.Smith
	J.J.Hudson	M.S.Duke	R.W.Price	C.E.Broad
	S.F.Broderick	A.J.F.Tuck	C.G.Everett	S.J.Laws
	P.A.Vaughan	H.D.Murray (Mobil)	R.J.Taylor	
		Z.Chodzko-Zajko (Mobil)	A.P.Miller	

VESSEL	VICTORIA CITY	AMPARO	SAMTA	JOSEFA
Master	O.J.T.Lindsay	T.Lawson	W.D.Jones	J.C.Lee
Chief Officer	P.P.Lewis	E.W.Walmsley	R.T.Alford	E.J.Dunk
Second "	J.Henderson	P.R.Manning	J.P.Andrews	M.J.Clarke
Third "	P.A.Bullard	T.J.Ward	H.D.Johnson	G.R.Garland
Fourth "		R.E.Spriggins		
Radio "	W.E.Davies	R.W.McInnes	R.G.Chugg	P.Bradley
Radio "	D.S.H.Thomson			
Chief Engineer	D.J.Jennings	H.L.Fletcher	J.Fitzsimmons	J.Scott
Second "	D.G.Wedlake	R.A.Rees	W.A.Bruce	C.J.Burton
Third "	R.M.B.Jenkins	R.Taylor	W.H.Tucker	C.C.French
Fourth "	K.R.Warner	A.J.White	D.Caffyn	D.E.Wright
Junior "	P.N.McCormick	D.F.Barkess	D.Wright	K.J.O'Brien
Junior "	M.G.Hardy	N.C.Williams	G.Tucker	
Electrician	I.Hughes	R.D.Parker	J.P.Crawford	B.R.Batey
Catering Off.	P.J.Keogh	L.B.Surrey	R.G.Moylon	S.P.Smith
Cadets	A.D.Lott (Mobil)	J.M.Coleman	E.J.Naughton	
	P.Martin	M.J.Cummins	P.C.Weychan	
	M.R.Hart		M.Richards	

He added: "But there are a number of difficulties and uncertainties to be resolved so it is too early to judge yet whether we are in a sustained up-turn. The big underlying worry is whether the oil situation and inflationary pressures will push the world into another recession."

All this reinforced the urgent need for the British shipping industry to retain its competitive edge.

The Review stresses that to hold its own, let alone expand, the industry would have to squeeze every ounce of value out of the decided advantages it had - access to an extremely sophisticated capital market, well trained competent seafarers, acknowledged good management, a wide range of ship types and its good working relationship with the Government.

But even these advantages, fully exploited, would not be enough if the British fleet was dragged down by high operating costs or overheads.

Industry's Task

Says an article on "The Future": "There are no short cuts here. Those who have lower costs than ours cannot be compelled by law or industrial action to abandon their advantage.

"So the British fleet, like any other fleet, must fight the tough battle for competitiveness by its own exertions, and largely on its own.

"It can ask that the Government does nothing to shackle it, and does not impose charges or requirements that its competitors do not have to face; and in self-defence, it may have to ask the Government to match special advantages given by other governments to their fleets.

"That apart, competitiveness is the task, not of the Government, but of the industry itself in the widest sense. The industry and those who work in it cannot assume that any uncompetitiveness on their part will be made good by Government action: there is

no magic safety net to preserve ships or jobs if the industry's undoubted advantages are cancelled out and made of no avail by excess costs in other areas."

Under the heading "Rough Seas for Shipping", the Review says that at the same time as the most severe recession since the 1930s, there had been a significant shift in the balance of shipping power away from the Northern European countries. This was due to a number of factors: tax considerations loomed large in a switch to a flag of convenience; but crew costs were also a major consideration. Competent crews from Far Eastern countries were available in increasing numbers: because of the lower living standards and reduced employment opportunities they were content with much lower pay, leave and other benefits than their European counterparts.

Overall, the Review says, British shipping companies continue to face a period of difficulty and uncertainty.

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