



**About Ourselves**

**No 16-1964**

# About Ourselves

EDITOR: B. D. O. JONES M.A.I.E.

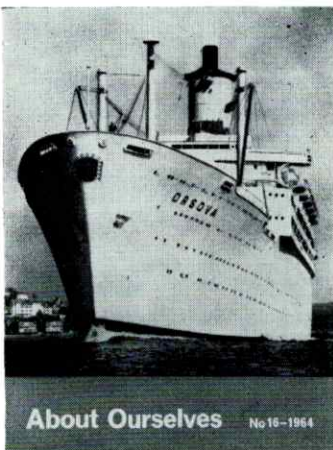
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## Chairman's Page

This is the last number of 'About Ourselves' which Mr. Jones will be editing, since to our regret he has reached retiring age and will be vacating his chair at the end of the year. I will be voicing the opinion of a great number of his colleagues, present and past, when I say how grateful we are to him for his work on this magazine. It forms a link with the present and a reminder of the past, and a great deal of hard work goes into it. We wish Mr. Jones many happy years ahead.

You may have read Mr. Ted Hill's recent criticism of the Company for building ships in Japan. The short answer is that, although we support British shipbuilders as much as we possibly can (and some say a little more than we should), our job is to try to make shipping pay, and if our competitors are allowed to build in the cheapest market, wherever it may be at any particular time, and we are not, we shall not succeed. Our business will contract and go down. And that would not help British shipbuilders either.

But any impression that we are not still supporting British shipbuilding is quite mistaken. At this moment the Group has building orders on hand which will cost it £49 m. Of this total, £37 m. will go to U.K. yards; £11 m. to Japan, and £1 m. to Holland. So U.K. still has by far the greatest share of our orders.



Left to right, Act II: Nigel Farnham, Carol Plumb, Linda Bassett, Ann Dunnett, Lawrie Kimpton, Jacqui Hoadley, Andrea Barker.

*Pandor Amateur Dramatic Society*

# 'JANE STEPS OUT'

A Comedy by Kenneth Horne

*Produced and Directed by*

Chris Grainger

CAST

*Beatrice Wilton  
Briggs  
Major-General Wilton  
Mrs. Wilton  
Jane Wilton  
Margot Kent  
Mrs. Simmonds (Grandma)  
Basil Gilbert*

Jacqui Hoadley  
George Brider  
Lawrie Kimpton  
Ann Dunnett  
Andrea Barker  
Linda Bassett  
Carol Plumb  
Nigel Farnham

Over 420 Pandor Club members and their friends saw Chris Grainger's production of 'Jane Steps Out' at King George's Hall on December 1st and 2nd. It would be surprising if any one of these did not enjoy this first-class presentation of a very amusing play.

Kenneth Horne's comedy of plain Jane's Cinderella act of captivating her attractive sister's boy friend provided most enjoyable entertainment, and it was obvious especially on the second night, that those behind the lights were enjoying themselves as wholeheartedly as those of us in front. During the morning following the second night a member of the cast was seen wandering through Beaufort House full of sorrow because it was all over and full also of suggestions for increasing the number of performances in future, for taking the cast on one of next year's cruises to play before the passengers, and for the need to put on another play at an early date!

This is the kind of keenness the Society needs and it is hoped to put on two plays next year—one in the Spring as well as the usual pre-Christmas one. Players and audience therefore please don't lose your enthusiasm.

As to the players themselves, all deserve high praise. Jacqui Hoadley as Beatrice Wilton gave her usual polished performance and Ann Dunnett in what was undoubtedly a difficult part proved an excellent foil for Major-General Wilton, admirably, and as all of us who know him would have expected, enthusiastically acted

by Lawrie Kimpton.

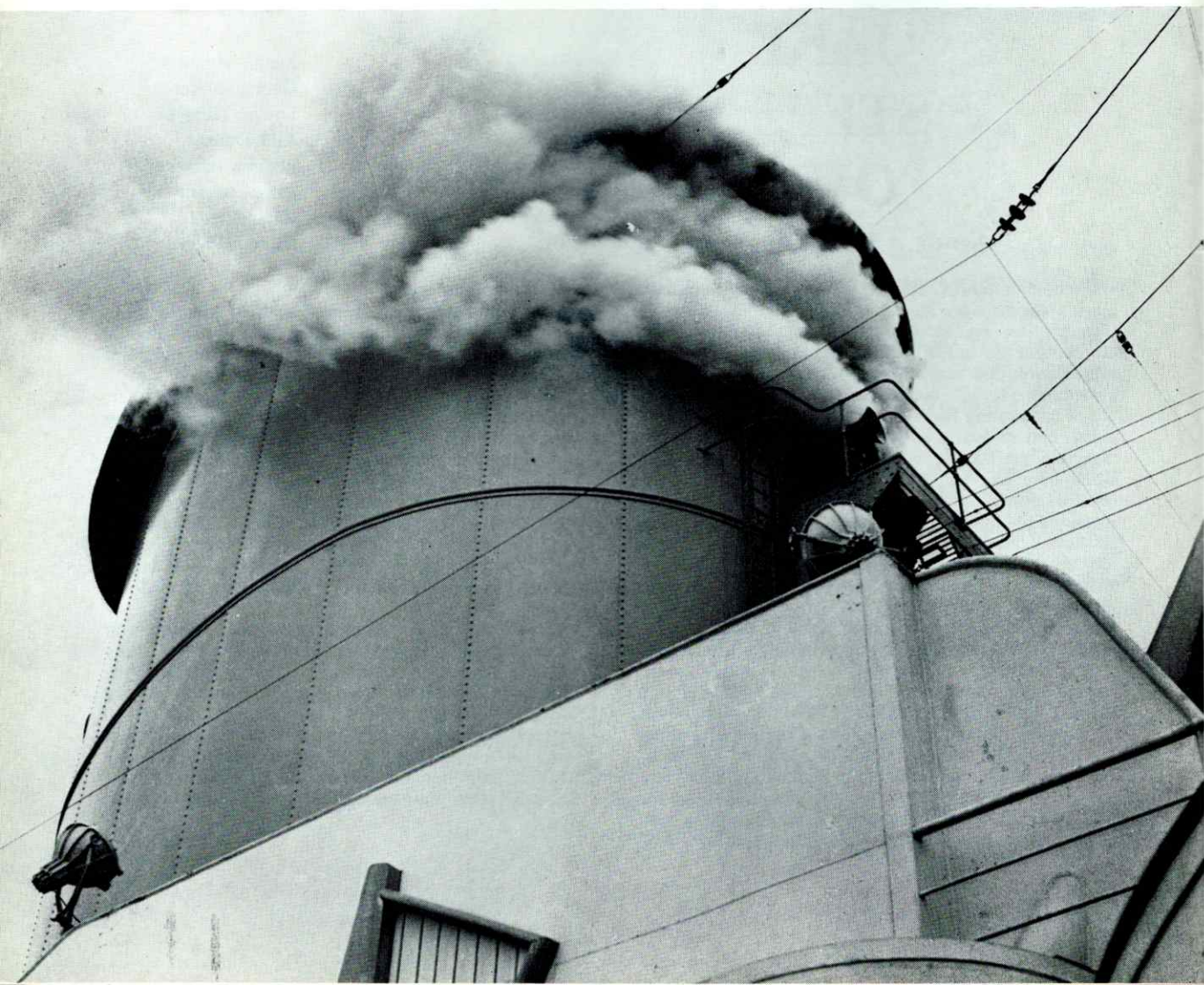
Linda Bassett playing the sophisticated Margot Kent, almost achieved the impossible by making her audience dislike her, while Carol Plumb gave an excellent portrayal of 'Grandma'.

George Brider was a 'well-trained', well-trained Butler; one would have liked to have seen more of him, while we all wanted to see more and more of Andrea Barker who in the first act was splendid as the plain Jane of the family and afterwards seductive, bewitching and entrancing in turn and sometimes all at once. Hers was an exceptionally fine piece of acting. Nigel Farnham who played opposite her as Basil Gilbert gave a most pleasing performance as the boy friend, first of all of Beatrice and then of Jane, and surely enjoyed himself in doing so.

Altogether a most successful event and a great credit to all those who put so much into the production, many of whom are not mentioned above, but who include the Stage Director and her assistants, the Prompter and the Secretary. Some of them were also in the cast and to all of them, and to the Chairman, Peter Sherwood, whose sustained enthusiasm has seen the Dramatic Society through many ups and downs, the success of the production is very heartening and, I would add, well deserved.

H.S.C.

# Ship News



### 'CATHAY'

*Managing Director, Sir Andrew Crichton speaks to freight supporters at a special reception on board 'Cathay' when she made her first call at Rotterdam, inaugurating the revised Far East Mail Service. In the foreground clapping are Mrs. Churcher, wife of L. M. Churcher, Manager of General Steam Navigation Co., and Mr. G. Van den Wall Bake, Chairman of Hoymanand Schuurman of Amsterdam.*



### 'ORCADES'—Floating Casinos

The advent of fruit machines (one-armed bandits) on some majestic liners of the fleet, has not been without its humorous side. The fact that the manufacturers of these complex caterers to modern living, are Messrs. Nut and Muddle was not overlooked by the ship's staff who quickly summed up the situation and drew from it the maximum enjoyment in caustic comment.

However, in spite of the manufacturer's name the machines have worked extremely well and foreign coins have not upset them at all. To date we have a collection from nineteen different countries, including Japan, Southern Rhodesia, Fiji, South Africa and Spain. Needless to say, they have maintained a ravenous appetite for coins (silver only). Occasionally, perhaps

through a too rapid intake, their digestion is affected and some coins are disgorged into the hands of a delighted customer.

Presence of the machines in what was a quiet little backwater of the *Orcades*, has transformed the public room (now appropriately named Casino Bar) into a lively centre where coffee, tea, orange cordial and confectionery are also dispensed from automats.

The fruit machines have attracted a regular clientele who concentrate on one or flit from one to another in the hope of catching a winning combination unawares and even staff have not been immune to the magnetic attraction of these impassive robots so I feel sure that dead of night sees the night workers enjoying a flutter. Regrettably for shore side punters, the machines do not operate in Tilbury Docks!

### 'ORIANA'

*After one week in Yokohama, 12,000 packed lunches had been given out to passengers to take to the Olympic Games. Here Miss Jenny Purves of Melbourne receives the 12,000th lunch box.*



**'ORONSAY'-ORSOVA**—*Rugger at Honolulu*

We learn from Theo. H. Davies, our General Agents there, that the Honolulu Harlequins beat a combined team from *Oronsay-Orsova* by 25 points to 3 points. A photo of the match made the front page of the 'Star Bulletin and Advertiser'. We were told also that *Oronsay* beat *Orsova* by 5 goals to 3 at soccer.

**'WOODARRA'**—*Blue Streak Rocket*

A Blue Streak rocket was shipped by *Woodarra* to Adelaide on 19th November. From there it will be taken over land to the Woomera range.

*Woodarra* is due on December 15th at Adelaide, where she is making a special call to unload the Blue Streak. This is the third such rocket that P & O-Orient Lines have transported to Australia.

**'HIMALAYA'**—*Half 'Angulong Dave' arrives from Melbourne*

'Angulong Dave', half a champion steer carcass, was one of several meat prizewinners from the Royal Melbourne Show arriving at Tilbury on the P & O-Orient liner *Himalaya* on 16th November.

An Angus steer weighing 830 lbs. when alive, 'Angulong Dave' was Grand Champion out of 119 entries in the Fat Cattle section of the Show. He also won the P & O-Orient Lines' silver trophy, awarded for the Fat Cattle Grand Champion, judged on the hoof and on the hook.

While one half of the carcass was kept in Australia, the other half—still known as 'Angulong Dave'—has been shipped to Britain for judging at Smithfield Market. It will then be exhibited on one of their stalls by W. Weddel & Co. Ltd., the importers.

The P & O trophy was presented to 'Angulong Dave's' breeders, J. A. Long of Delamere, Southern Australia, by Captain R. J. Brittain on board *Oronsay* at Port Melbourne on 2nd October.

**'SOUDAN'**—*Spool or Ship's Snooker*

Carpenter Cramp and Storekeeper Vogt of the *Soudan* have broken all the rules by producing at long last a version of Snooker that can be played in a ship—even a ship of the size of *Soudan*. They have named their game 'Spool' and the rules and implements required for the game as are follows:—

A table is constructed from a sheet of mahogany plywood 8 ft. by 4 ft. by  $\frac{3}{8}$  in. thick, surrounded by a 3 in. cushion  $\frac{3}{4}$  in. high, also made of mahogany.

The pockets are 3 in. in diameter and set at a constant clearance of  $1\frac{1}{2}$  in. from the cushions. A net is set beneath each pocket.

The table face is painted with a gloss paint and french chalked to give a highly-polished surface.

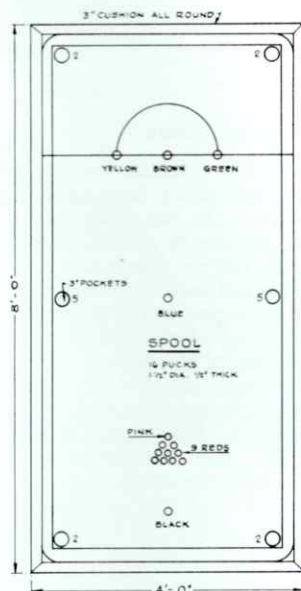
The cues are made from alloy, having a plastic handle and a wooden tip. The rest is fashioned in the same way.

The pucks are  $1\frac{1}{2}$  in. in diameter and  $\frac{1}{2}$  in. thick and made from Lignum Vitae. Each puck is coloured and

numbered corresponding to its appropriate value as shown in the following table:—

Colour	Number	Value
Red	9	1
Black	1	7
Pink	1	6
Blue	1	5
Brown	1	4
Green	1	3
Yellow	1	2

The cue-puck is given the value of 4 points if pocketed and is coloured white.



**Rules**

The game consists of 16 pucks as shown.

The position of the pockets is shown in the diagram below. Each corner pocket counts 2 points while the two centre pockets count 5 points.

When potting a puck the value of the pocket is added to the value of the puck.

The same rules as in snooker apply to the potting of the cue-puck off another puck except the value of the pocket is added.

Should the cue-puck touch the margin-line, shown in red, the player is allowed to move the cue-puck outside the line.

Apart from these alterations the rules of the game are basically the same as Snooker.

We think that there are many Snooker addicts in the Fleet who will welcome this idea and any ship is free to make up their own Spool table as required.

P & O-Orient Management Ltd. have awarded £3 3s. 0d. each to Mr. Cramp and Mr. Vogt for their suggestion.



David George, formerly 2nd Barber of *Orion*, has recently been appointed Purser of the *Cerdic Ferry* travelling between Tilbury and the Continent. He joined the Orient Line in 1953 as a Laundry Boy.



**'ORIANA'**

*We have received from the Deputy Purser of 'Oriana' the picture which we show here. The names are, from left to right, M. G. Onslow, deputy purser; J. Connolly, 2nd chef; C. Weatherley, 2nd cook; M. Pearce, chef; W. Powell, 2nd cook; D. Stone, 3rd cook. The occasion was a cocktail party given by the All Japan Cooks' Association to members of 'Oriana's' galley staff whilst the ship lay in Yokohama.*



**'ORIANA'**

*Party of British Young Farmers returning after six months' study tour of Australia. P & O donated their return passage. Picture shows them with Commodore Edgecombe on board 'Oriana'. They are, l to r: Messrs. D. Barr, J. Wakely, Miss S. Richards, Miss K. Shannon, Miss A. Bowness and Mr. D. Lewis.*



# FROM PUDDING LANE TO PORT SAID

BY ANGELA KINHEAD

Mrs. Angela Kinhead, who wrote 'From Pudding Lane to Port Said' comes from our San Francisco office where she has been for three and a half years. Her official job is 'coffee lady' and she acts also as unofficial 'House Mother'. This was her first experience on board a cargo ship and this unretouched article records her personal impressions.

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It is no more complicated to run away to sea on a freighter than it is to say 'Peninsular and Oriental-Orient Steam Navigation Company'! Not hard to do but not exactly easy. But then of all the bloomin' ships at sea who wants a freighter? *We did.*

To board a P & O freighter one ought not to live in San Francisco. P & O cargo ships don't put in here.

Given time we could have sailed from S.F. to U.K. on any one of nine P & O luxury liners. Without the time we did the next best thing and flew by Pan American jet over the polar route to London.

A husband and wife and two seventeen year old girls made a rendezvous at Cockspur Street where their hands were shaken and their persons handed into a limousine for a drive to K.G.V. King George the Fifth is a dock as well as a king. P & O's cargo ship (freighter) lay at ease in London's pool beyond Pudding Lane where the great fire started in a bake shop in the 1600s. The fire burned out the Plague and burned down London town. So the great docks are comparatively modern, dating as they do, from long after the fire. Beyond the soot and grime of the fish market . . . Billingsgate . . . Limehouse, we came upon the Royal docks.

There lay the freighter m.v. (for motor vessel), *Coromandel* one of the seven-thousand tonners on P & O's Asian run.

*Coromandel* isn't elegant. She's simply herself, blackhulled, upper works painted British buff (landlord tan). She lay moored in a region of factories . . . chimneys putting plumes of greasy smoke into a lead sky. In spite of dismal surroundings she was a lovely sight.

We boarded the pride of P & O's cargo vessels, one of 17 passenger carriers, and stowed our gear, a suitcase each, in spick-and-span cabins. In ours, and the girls, there were two berths and a dresser and wardrobe and night stands. Attached to the wall above each berth is a little book stand which folds up during heavy seas. Each berth is made up with thick soft white blankets. The berths are a marvel of sleeping comfort where one truly sleeps in the cradle of the deep.

The saloon is also the library and passenger lounge. We went into it and sat down with the pilot. On the shelves I saw, and later read, 'The American Way of Death' by Jessica Mitford and 'Naked Came I' by David Weiss. There were several cretonne covered arm chairs and a couch. On the mantel over the electric fire there was a copy of Sir Donald Anderson's article 'British Shipping in 1964'. The piece has much to do with freight rates. After reading it I felt we ought to disembark but my husband explained that freight rates are forever being disputed by all carriers and that we could stay aboard and remain loyal U.S. citizens. I did manage to mention Valley Forge during breakfast.

At 7.40 p.m. down came the stem jack! (The pennant flown only when a ship is still.) *Coromandel* sailed into the stream. We were 82 souls aboard. Officers, cadets, crew, captain's wife, and four of us. Two Dalmatian dogs, Rita and Prince, were bound for Hong Kong.

At seven the next morning we were awakened by the soft spoken cabin steward who served us tea and apples. We had reached Antwerp waters. Breakfast and all meals were served in the dining room. Because we were the only passengers we sat at the Captain's table with the officers. Captain Ian Adie told us the table was so wide that once they had aboard a short armed chap who would have starved had they not passed him the food.

The breakfast menu was Victorian in its bounty and was no doubt almost exactly what was served aboard the *Tagus* (900 tons) in 1840—smoked haddock, fresh rolls,

cold toast, oatmeal, fruit, cheese, *bubble and squeak* (a concoction of fried onion, cabbage and carrot). Coffee, tea and marmalade, eggs and bacon, rounded out the first meal of the day.

After Antwerp we sailed to Rotterdam where the captain's wife left us to return to England. We took aboard autos and bales and boxes of cheese and beer and chocolate. I knelt on the sofa in the library and watched through the windows as the world's biggest port loaded and unloaded ships that were nose-to-stern mile after mile. Giant teak logs, bales of cotton, tubs of cheese and cases of beer were picked up and put down onto the wharfs and into the ship's holds by the giant cranes that move on tracks beside the ships. But look as I might, nowhere could I find a single American flag flown on a single U.S. ship. Something about freight rates!

Louis, our library-saloon steward, had a dozen treats up his neat white coat sleeve. He serves a bottle of the finest French wine for eight shillings, incomparable Allsops lager for sixteen cents and Haig & Haig whisky at 27 cents. The officers and passengers stood treat to each other each evening before dinner through the Bay of Biscay and around the Straits of Gibraltar and through the Mediterranean to Port Said where the passengers disembarked.

The library-saloon where half of the drinks were served is panelled in light wood called *avoidre*, and in dark called *sapele*—strange sounding woods from far forests.

The bridge is the heart of any ship but on *Coromandel* the library-saloon helps keep the heart pumping. Books keep changing hands, the game-cabinet under the bookcase is in steady use.

In one corner the bar under Louis' stewardship is open and shut, on and off, six times a day. The lounge faces the forecastle. The outer wall is curved and has seven neat windows. Louvred shutters roll back into the wall of the room during the day. At night we tried to remember to pull them up to black out the light. The light cast dangerous shadows on deck. Turkey-red tapestry tie-back curtains frame the little windows. A heavy oriental rug covers the floor linoleum. There is a writing desk in each corner flanked by two sturdy game tables and a coffee table in the centre. The bar is also a louvred shutter that pulls up and down when Louis goes on and off duty.

Louis has sea tales, fifty years of them. Twice he had to jump into a cold black sea at night, once during each world war. He can't swim. He intends to learn how as soon as he retires in August. Over Louis and his bar and 152 books and 4 passengers four ceiling punkahs (fans) make life bearable in the Red Sea and at Hong Kong and Singapore.

Louis is also the shipboard representative of the worldwide Apostleship-of-the-Sea programme. It is his job to line up all the Catholic crew members and passengers when in port. His message to me: 'Madame, please report to the dining room together with the Goanese crew and Mrs. Adie (captain's wife) for Holy Mass on Monday evening at 7 o'clock while the ship is docked at Rotterdam.'

Captain Adie, a handsome north country man who was raised in Australia invited us to his cabin on Sunday at noon. Fearing we would engage in Divine Service



Louis

of some kind my husband did not accompany me to the Captain's quarters. The captain served the First Officer, the Chief, the Seconds, the Steward and me a drink before luncheon. We assumed solemn faces upon entering the dining room at one.

The day-to-day ship shaping would reduce the world's finest housekeeper to a teeth-gnasher. Each day the ship's decks and rails are polished, over and over, with fine sand. Rust is chipped and hacked, all day, every day. Paint brushes are in endless use. There are precise boat and fire drills. Each inch of the ship is literally inspected by the captain each week. The fore-castle and after decks were both painted before we were long into the Mediterranean.

We sailed over serene seas across the Bay of Biscay, which is supposed to be rough, along the coast of Spain, of Portugal . . . day after pleasant day. Past Trafalgar and into the Straits of Gibraltar. Just outside a small fishing trawler was almost at anchor while two British carriers and attendant destroyers steamed into the Mediterranean. Captain Adie came down from the bridge with binoculars.

'That trawler over there is a Russian spy ship. Simply loaded with electronic gear inside,' he said. 'They've got them spotted all over the seas, keeping watch.'

Then the Rock on the left and Africa on the right as we bucked heavy swells through the Straits.

The crew is mainly a turbaned one. They speak Pakistani and Hindustani. The stewards are mostly from Goa, now a protectorate of India. The food includes, at each meal but breakfast, the finest Indian curries. The service extends to friendship—like being piped over the side when we had to disembark at Port Said, our destination. Our last sight of *Coromandel* was the slim hulk of her bow where Captain Adie and First Officer Black and Chief Engineer Fisher and Chief Steward Barber saluted us as we drew away in an Egyptian launch.

Take good care of her, mates!

## OLYMPIC GAMES TICKETS FOR SHIPS' CREWS

Crews of P & O-Orient Lines' ships calling at Japan during the Olympics were able to visit the Games as guests of the P & O Management. The tickets, almost one thousand of them, were distributed between *Oriana*, *Iberia* and *Oronsay* according to the length of their stay at Kobe.

Officers and crew could apply for tickets, which were then awarded by Ballot on a ticket per man basis. Where necessary, duties were changed around to enable ticket holders to go to the Olympics without impairing the passengers' comfort or the efficient functioning of the ship.

Crew members went to many of the events at the Games, including the Opening Ceremony and several of the finals. The P & O also hired special buses to take ticket holders to the Games where there was a sufficient number going to any one event.

The tickets were obtained by P & O's Sea Staff Service Department in London. Using a mixture of stubborn persistence and gentle persuasion over a period of ten months, they managed to procure practically one thousand of the 'impossible to get' tickets.

*Oriana*, on an Olympic Games cruise from Australia, had the lion's share of the tickets as she was standing by at Kobe during the whole Games. She received 620 altogether. *Iberia*, at Kobe for the first three days, and *Oronsay*, there for the last three days, had 220 and 150 respectively.



# A MANACLED REVERIE

Whilst on holiday in Cornwall we stayed at a farm at a hamlet called St. Martin, four miles from Helston, and explored the surrounding countryside. We were charmed by the unspoilt beauty of the district; the little one-shop, one-pub villages and the narrow twisting lanes which followed the contours of the land—lanes so narrow that if one met a car, one or the other had to reverse into the nearest lay-by to enable both vehicles to pass with only inches—Cornish inches—to spare. We noticed that with typical Cornish courtesy, it was invariably the local car or van which was the first to stop and reverse to allow us to proceed, however quickly we, for our part, tried to return the compliment.

One of the most attractive places we visited was St. Keverne, a few miles from the Lizard. Its square, with some shops, two hostleries, cottages, and church of grey moss-covered stone and squat tower, had more an air of a French than an English village—an impression heightened by the gaily striped umbrellas over the chairs and tables placed outside the two inns. One half expected an ample-girthed Patronne to appear, anxious to offer the best in her establishment—potage au feu; bifteck avec pommes frites et salade; and des fromages variés, together with a carafe of vin de la maison. As it happened, a more prosaic landlady, with not even a Cornish accent to bolster our imagination, provided us with sandwiches and beer.

We had noticed a lane leading from the square sign posted 'To the Manacles', so having heard of this well known navigational hazard, we decided to see these rocks for ourselves and explore the coast. Accordingly, we followed the little winding lane for a mile or so, passing several trim cottages and farms on the way. We turned off into a field, and on the far side, picked up a path through waist-high fern to the top of a low cliff and thence down to the beach mercifully free from the sans culotte, there being nothing to attract them.



by O.L. Bugge

To the left, beneath a coastguard station, lay a jumble of rocks from a higher part of the cliff as if tossed there carelessly by some giant hand. This is Manacle Point beyond which are Porthoustock, tucked into an inlet, and farther along the coast, the Helford River and Falmouth. In the opposite direction, past a quarry, are Lowland Point, Coverack and the Lizard. From Manacle Point stems the dreaded Manacles, a reef of jagged saw-toothed granite for the most part lying just below the surface and stretching for about two miles out to sea near the Minstrel Rock. Perhaps it was only imagination, but there seemed to be something sinister, a hint of hidden menace, about the peaceful scene with fishing and local craft dotted about the sunlit sparkling sea. Peaceful enough in clear daylight and calm water but a place to which a wide berth should be given in thick weather or on a dark, gale-driven night. In fact, it would be wise to avoid it at all times. Once within the maw of the Manacles there would be no survival for a hapless vessel caught in its treacherous currents, its vitals torn out by those hard razor-sharp rocks. Such has been the fate of many a well found ship making Land's End or the Lizard before navigational aids had developed to the extent they have today. The very name—Manacles—seems to have an ominous sombre ring to it, savouring of grim finality and ineluctable despair.

Back in St. Keverne we wandered round the beautiful old church and looked at the various relics salvaged from some of the wrecks which had occurred nearby. The east window caught my eye and I read the inscription beneath: 'To the glory of God and in memory of the s.s. *Mohegan* on the Manacles on 14th October, 1898. Erected by the owners, the Atlantic Transport Company.' My curiosity was aroused—this was obviously a notable wreck—and I wondered what sort of ship was the *Mohegan*. Where was she going? How did she come to be wrecked on the Manacles? What were the findings of the Board of Trade Enquiry? The wreck must have caused quite a stir in this sequestered village when the alarm was raised, and help was being organised, and, later on, with the presence of anxious relatives, friends and officials attending the inquest. I decided to find out more about the *Mohegan* so when we returned home I delved into the files of *The Times* for October, 1898 at the Westminster Public Library. The Information Department at Lloyds also very kindly allowed me to look through their Lloyds lists of the period which gave me some interesting data about the wreck. Perusing some of the advertisements and odd paragraphs here and there, set in ponderous Victorian prose, one was reminded of a more leisurely and spacious age. How frenetic has modern life become by comparison! Nevertheless, I must record that with true old-world courtesy I was given a refreshing cup of tea while I was engaged in my researches.

The *Mohegan* had a very brief life. Built by Earle's Shipbuilding Company at Hull, under special survey, she was completed in July 1898 and delivered to her owners, the Wilson & Furness Leyland Line. She was originally named *Cleopatra*, but this was changed to *Mohegan* (after the Indian tribe and meaning 'a good canoe man') on being sold to the Atlantic Transport Company for their London to New York service. Her

subsequent fate bore out the old sailor's superstition that a ship which changes her name is unlucky. She certainly had a full measure of misfortune as even on her first voyage she had a great deal of trouble with her boilers, taking 21 days to cross the Atlantic in consequence.

For the statistically minded, the *Mohegan* was a vessel of some 7,000 gross tons, 4,500 nett (about the size of our *Cannanore*, I imagine) 482 ft. long, 52 ft. broad, 23 ft. in depth, with four pole masts and triple compound engines of 750 h.p., which gave her a speed of about 12 knots. She had accommodation for 131 passengers and 97 crew.

On her second and last voyage, the *Mohegan* left Royal Albert Dock at noon on Thursday, 13th October for New York under the command of Captain Richard Griffiths, aged 53, the senior Captain of the Atlantic Transport Company. At Gravesend she embarked 53 passengers and, after swinging compasses, proceeded on her way down Channel on a normal course.

The next day at 2.50 p.m., off Prawle Point, the Captain reported 'All well. Report me.' It was the last time that all was well with the unlucky *Mohegan*, for already the pattern of her fate was being formed. At 4.17 p.m. she passed the Eddystone Lighthouse about 3 miles off, and according to witnesses at the Court of Enquiry, appeared then to be off course and to be making inexplicably for Falmouth. Some of the passengers who survived stated that she passed unusually close to the shore at this time. A noteworthy side-light on this point was a statement I read in *The Times* that a 'P & O officer' on leave by chance was walking along the cliffs near Pendennis Castle. He noticed the lights of a large vessel which seemed to him to be heading for the shore. Even as he watched she altered course suddenly, as if realising her imminent danger. Shortly afterwards, the lights disappeared and seeing distress rockets fired, he hurried to give the alarm. According to Lloyds list, however, it was not a 'P & O' but a 'Customs & Excise' officer who saw the *Mohegan* disappear, and who later assisted with the launching of the Falmouth lifeboat. This conflation could be misunderstanding in reporting or a printer's error—one can only speculate—but if indeed it was a P & O officer, it would be satisfying to one's curiosity to know his identity.

The various editions of *The Times* give a fullsome account of the wreck written with Victorian embellishment and exaggerated drama. While it was indeed a tragic episode of the sea, one cannot help comparing those reports with the terse direct style in which they would have been written today. Social differences, too, are implied when a survivor is addressed with the prefix 'Mr.' while one of humbler social status is referred to without it. Today, with the blurring of such distinctions of rank and quality, everyone concerned would be given that formal mode of address without exception.

It was at about 6.50 p.m., just as her passengers were about to sit down to dinner, when the *Mohegan* with a terrifying rending crash, ran on to the Manacles. At 12 knots she ripped open her bottom with such violence that the engine bed plates were forced up and the engine room was quickly flooded. The night was dark but clear with a considerable sea running which later moderated, and when the lights went out there was added con-

fusion and alarm. Distress rockets were fired but it was some while before the Porthoustock lifeboat could locate her. The Lizard, Cadgewick and Falmouth lifeboats also came to her assistance. There was some difficulty apparently, in getting the ship's boats away, due to their positioning and to her acute list to port. In any case, there was little time to clear them before the *Mohegan* slid off the rocks and sank in deeper water, precipitating these on deck into the sea.

Some 50 passengers and crew were saved, 16 being rescued from the rocks to which they had managed to struggle. Most of the survivors were picked up by the Porthoustock lifeboat, which was able to make several journeys to the scene. Mention is made of one, Juddery, a quartermaster of the ill-fated vessel, to whose efforts in getting a line to the lifeboat, and in other ways, so many people owe their preservation.

There was great excitement at St. Keverne and neighbouring hamlets when news of the wreck was received. The vicar and other leading personages as well as the local life saving association organised assistance to the limit of their available resources, freely throwing open their homes for the relief of the shocked and exhausted survivors. Falmouth is only 6 miles from the Manacles as the crow flies, but 20 miles by primitive hilly lanes leading inland to the nearest bridge across the Helford River and then seawards again to St. Keverne, so help on any large scale was unavoidably slow, horses and horse-drawn vehicles being the general means of transport. The village hall was turned into what we would now call a rest centre, and the west end of the church was curtailed off for use as a temporary mortuary as bodies were recovered.

On 16th October, a Salvage Association officer at Falmouth reported on the position of the *Mohegan* with a view to possible salvage: 'Weather has prevented any close examination. Observed from tug she lies about ship's length eastward of Voises Rock, part of Manacle Group on even keel. 25 degrees list to port. Apparently 30 feet of water over upper deck at low water very exposed position, probably after striking rocks came off and sank. Prospect of saving ship not good considering position and coming season. Few casks, etc. washed ashore. Divers might save cargo if worth it. No officers saved.' In fact salvage of the cargo was carried out but no details of the recoveries are known. There was, however, no hope of saving her and the wreck subsequently broke up completely.

A Court of Enquiry was held at the Guildhall, London,

in November but as no officer survived to give evidence, its findings could only be based largely on surmise. The quartermaster on watch at the time, who could have given vital evidence as to the ship's course, was also lost. The unfortunate Captain Griffiths was last seen helping to clear one of the lifeboats before he was swept overboard. Evidence was given of his honesty and sobriety and of a hitherto faultless record. His officers, too, were equally sober, upright and diligent in the discharge of their duties. The Court found that as all changes in course can only be made under the direct orders of the Captain, prime responsibility for the loss of this ship must rest with him; and that he committed a grave error of judgment in ordering what proved to be a wrong course. In mitigation, it was stated that an exceptionally strong tide was running when the *Mohegan* struck which doubtless increased the initial error of navigation. So far as it was possible to ascertain, the ship's compasses were correct and in order, so it is unlikely that any compass error could be a contributory cause of the casualty.

It may be that somehow Captain Griffiths thought he was farther west than he really was, and altered course to make what he thought to be Land's End when in fact he was heading for the Lizard. This, coupled with the strong set of the tide, could be within the bounds of possibility in explaining how an officer of such experience and ability could have made so grave an error. Even so, Naval Authorities seem to dismiss this theory on the grounds that the Falmouth and Lizard Lights are quite dissimilar and could not be mistaken. At this distance of time no one now will ever know what really happened to cloud the Captain's judgment.

St. Keverne has long since resumed the tranquil ebb and flow of Cornish village life. There must be few now who had any part in that bygone drama of shipwreck. The memory of it belongs to another generation, rather like some faded photograph in an old family album. The communal grave and memorial window in the church mutely tell the chance visitor of a moment when the sea claimed a well found vessel with its crew, passengers and cargo all bound together in a common venture.

In the warm sunshine of a summer's afternoon we took our leave of St. Keverne's neat bright square with its hint of Gallic hospitality. In contrast, the chill shadows of that autumn night nearly 66 years ago seem to linger still in the ceaseless fret of the sea over the unrelenting Manacles nearby, with the reef a fittingly harsh and enduring memorial to the fallibility of mankind.





## From Abroad

**P & O-Orient Lines  
of Australia Pty Ltd**

*Miss Hawaii 1964 (Miss Leinaala Teruya) arrived in Sydney on November 13 in the P & O-Orient liner 'Orsova' and was welcomed by Mr. J. D. Bates, Chairman of the Australian National Travel Association, who presented her with a toy koala. Miss Hawaii in turn presented Mr. Bates with an Hawaiian doll. This photograph shows Miss Hawaii with Mr. Bates just after the ship berthed in Sydney. Miss Teruya's visit to Australia was part of her prize for winning the Miss Hawaii competition.*



*A presentation was recently made to P & O-Orient Lines in appreciation of the assistance given to the 'Krait' enterprise when the famous Australian war vessel was brought from Borneo to Brisbane without charge in the E & A cargo liner 'Nellore'. The gift, a wooden cigarette box made from teak from 'Krait', and bearing an appropriate inscription, was presented to the Deputy Chairman, Mr. J. D. Bates by Major-General Sir Denzil MacArthur-Onslow, Chairman of the 'Krait' Appeal Fund. This photograph shows the Deputy Chairman with the cigarette box and a copy of 'The Heroes' by Ronald McKie, a book about 'Krait's' wartime exploits. On the Deputy Chairman's right is Major R. Cardew, President of 'Z' Force Association and on his left, Major-General Sir Denzil MacArthur-Onslow. Others in the group are Directors and staff members of P & O-Orient Lines of Australia Pty. Ltd.*



*British Exhibition, Australia, 1964. British Cargo Lines exhibited at the British Exhibition in Australia and our photograph shows how the display appeared. This show generally combined with the British Fortnight in Sydney and it was felt that those who bring the British products to Australia must also be represented there.*

### *P & O CANBERRA AWARD WINNER*

#### **William H. Young Wins 1964 Prize—First for Queensland**

The outright winner of the 1964 'Canberra' Award was announced by P & O-Orient Lines in Sydney on 2 November, 1964. He is 24 year old William H. Young, Mundubbera, Queensland.

The Award entitles Bill Young, who runs his own 2,000 acres mixed farm, to take a £A1,000 university, agricultural or technical course or receive a cash grant

of £A750 to be used for an approved purpose such as farming equipment.

The Scheme, which has now enabled for the sixth time a group of Young Australians to visit the U.K., is sponsored by P & O to strengthen the already strong links between the U.K. and Australia, in particular the farming communities.

Bill Young, the first winner from Queensland, received the following cable from P & O-Orient Chairman, Sir Donald Anderson: 'Congratulations from us all in P & O-Orient—Stop—We consider it well deserved—Stop—Good luck and best wishes—Stop.'

### **P & O-Orient Lines Inc. North America**



Seventy-five San Francisco executive secretaries and their executives were entertained at a cocktail party aboard the *Oriana* in San Francisco Bay, September 10. Here Rita Magnus (centre), secretary to Warren S. Titus, president of the North American operation, announces a door prize winner while sales representative Velma Gay presents an *Oriana* silver pencil to the winner.

Executives Secretaries, Inc. is a national organisation composed of firms representing various industries and professions. Its purpose is to develop opportunities for self-improvement and leadership through education in business, community and national affairs.

P & O-Orient Lines is the only steamship company in Northern California which belongs to the organization and Rita Magnus represents the company. Rita hails from London and has been secretary to Mr. Titus since June, 1959. During the past year she has served as programme director for ESI.

Freeward 'On arrival at Bermuda'

# THE VOYAGE OF 'FREEWARD'

By R.P. and M.N.



1964 will long be remembered as a year of sail. On May 23rd we, in Britain, saw thirteen gallant single handers leave our shores on their lone passages across the Atlantic. The following day a fleet of larger vessels sailed to partake in one of the greatest sagas of modern day sail racing—the Tall Ships Race. The sight of such vast spreads of canvas amassed in Plymouth Sound that Sunday must have stirred many an old salt. Yet later in the year, the skills of match racing were put to the test in Tokyo. But in September, the 19th challenge was made in an attempt to wrest what has become the most coveted of all yachting trophies, from its 113 year long stay in America—The America's Cup.

Of all the races which have been held since seafarers started sailing for the fun of it, none has had so profound an effect as that on August 22nd, 1851, when the American schooner *America* raced round the Isle of Wight and won the Royal Yacht Squadron Cup which was at that time valued at 100 guineas. On its arrival in the victor's

home country it was given to the New York Yacht Club, and there it has remained. Nineteen attempts have been made to remove it from the custody of the Americans and each one, including 16 British attempts, has failed. Of 63 races during these past 113 years, the Americans have won 57. There was in fact only one occasion in the history of the Cup when it appeared that the trophy might be returned to its home shores. In 1934 after a lapse of 39 years the R.Y.S. challenged again and presented the yacht *Endeavour* to race. She was generally conceded to be the fastest and most beautiful of all the Cup yachts and won two races of the seven. But it never happened again.

The Cup has been raced for over several different courses in its history and by several different types of boat. In the days of the *Shamrocks* and the *Endeavour* they were of a class called 'J' Class boats. These were magnificent boats of over 120 ft. in length and with spreads of canvas in the region of 7-10,000 square feet.

# FLEET LIST

(as at 7th December, 1964)

	<b>Aden</b> 9,943 tons	<b>Ballarat</b> 8,792 tons	<b>Balranald</b> 8,513 tons	<b>Baradine</b> 8,511 tons	<b>Bendigo</b> 8,782 tons	<b>Cannanore</b> 7,065 tons
CAPTAIN	Thompson, W. B.	Mordaunt, B. S. C.	Prowse, M. R.	Cooke, C. B.	Hopkins, T.	Kingswood, L. C.
CHIEF OFFICER	Hayward, P. E.	Jackson, P. B.	Guthrie, D. C.	Hannah, D. H.	Thom, G. B.	Black, P. I.
SECOND OFFICER	Sutton, T. (Actg.)	Paston, J. W.	Lumb, P. D.	Perry, D. J.	Corney, P. G.	Nicoll, I. M.
THIRD OFFICER	Rodger, D. A.	Blythe, M. F. H.	Spencer, S. W. H.	Senior, P. T.	Upjohn C. J.	Cawthorn, P. C.
FOURTH OFFICER	Julian, M. H.	Knight, R. D.	Morrison, D. N. R.	Curtis, P. D.	Scorgie, L. S.	Griffiths, A. F.
RADIO OFFICER		Gawley, J. C. E.	Plenderleith, R.	Trehane, B. G.	Blyth, J. I.	
JUNIOR RADIO OFFICER	Drummond, D. B.					Hall, H. V.
CHIEF STEWARD	Willacy, J. G.	Morris, A. R.	Waters, P. E.	Abbott, R. A.	Thomas, P. J. M.	Gliddon, R. G.
CARPENTER	Carruthers, D.	Troon, R. J.			Stewart, W.	
BOATSWAIN	MacQuillin, R. C.					
CADETS	Smith, R. M. Messinger, P. A. Hallmark, R. W. J. Farrar, A. McK.	Robertson, K. B. P. Fox, C. M. Durell, H. E. Poyntz, R. G. J.	Tomkiss, D. J. Beavington, M. Myton, R. Perryman, M. T.	Clarke, W. J. C. Burnell-Jones, C. E. Coldham, R. Rowe, N. A. F.	Coles, R. St. A. Dow, T. A. Dickens, G. T. Chadwick, A. C.	Fairgrieve, J. B. Carter, P. W. T. Colthup, J. A. Ogden, R. P.
CHIEF ENGINEER OFFICER	Ferguson, A.	Crowe, D. P. C.	Twining, D. W.	Thompson, T. W.	Sadler, J.	Howell, J. O.
SECOND ENGINEER OFFICER	Bauchop, C. T. M.	Berry, R.	Wilkinson, R.	Lyons, R. H.	Graham, A.	Graham, G. R.
THIRD ENGINEER OFFICER	Jenkinson, J. O.	Ross, D. B.	Jackson, R. N.	Hibbert, D. R.	Cadzow, N.	Bedford, T. D.
JUNIOR THIRD ENGINEER OFFICER	Self, C. J.	McCarthy, J. J.	Pitt, D. S.	Willoughby, C. R.	Munro, J.	
FOURTH ENGINEER OFFICER	Robertson, J.	Bird, K. G. (Actg.)	Woodford, D. S.	Stevens, R.	Thompson, D. P.	Beard, I. F. G.
ASSISTANT ENGINEER OFFICER	Corbett, R. A. Evans, M. B. Morgan, D. G.	Hicks, J. E. Tucker, P. J. Nicholas, L. F. Mansfield, E.	Hancock, R. Walsh, T. M. Drennan, T. W. H. Talbot, M. G.	Chambers, D. Williams, P. Clare, P. Edwards, R. P.	Kelly, J. J. Mole, K. J. Reynolds, J. Wright, L.	Lloyd, R. Conway, M. Tarbit, A. R. Southin, R. A.
FIRST ELECTRICAL OFFICER	Kirk, M. J. (Actg.)	Grant, D. W.	Hope, I. T.	Blackett, K.	Davidson, A. C.	Brooks, R. (Actg.)
SECOND ELECTRICAL OFFICER	Brookes, G. E. J.	Diamond, P. G.	Wright, A.	Burridge, R. J.	Page, E. (Actg.)	
FIRST REFRIG. ENGINEER OFFICER	Francey, T.					
SECOND REFRIG. ENGINEER OFFICER	Thomas, R. H.					
	<b>Comorin</b> 9,236 tons	<b>Coromandel Karmala</b> 7,065 tons	<b>Patonga</b> 10,071 tons	<b>Perim</b> 9,550 tons	<b>Salmara</b> 8,202 tons	
CAPTAIN	Waghorn, W. H.	Adie, I. M.	Underwood, R. F.	Cookman, R. D. (Actg.)	Haggas, M. H.	Blois, D. P.
CHIEF OFFICER	Hansing, D. A.	Merrick, A. E.	Kennard, P.	Coull, I. A.	Ellingham, R.	Harrison, D. J.
SECOND OFFICER	Pearce, R. J. S.	Bingham, M. G.	Pollitt, P. S. H.	Parsons, P. H. A.	Lyon, R. G.	Booth, J. H.
THIRD OFFICER	Purchase, C.	Meredith, J. E. W.	Nash, B. G.	Cornelius, B. A.	Plews, A. E.	Carter, M. J.
FOURTH OFFICER	Austin, P. S.	Nicolson, D.	Hodges, A. P.	Spread, R. J.	Woodhead, P. D.	Edgerton, M. E.
RADIO OFFICER	Chapman, R. J. E.		Rogers, D. A.	Groves, F. H.	Clark, P. D. A.	Thompson, P. J. (Actg.)
JUNIOR RADIO OFFICER	Raven, T. R.	Morris, P. C.				
CHIEF STEWARD	Gourley, P.	Barber, R. H. S.	Dellow, K. E.	Curtis, C. A.	Marshall, C. L.	Rendle, G. M.
CARPENTER	Holden, R.			Packer, G. J.	Langdon, M.	Ivey, C. W.
CADETS	Frost, M. S. Grove, G. R. W. Hall-Thompson, M. H. Patterson, D. M.	Webster, D. Dick, W. F. James, R. A. Willis, D. H.	Kempston, M. I. C. Norris, K. G. V.	Marshall, M. W. Edwards, S. B. Derrick, M. J. Howe, O. J.	Syrett, D. W. Collinson, R. J. B. Woodger, R. P. Blencowe, D. A.	Branson, I. H. C. Lampe, N. H. Knight, C. H. C.
CHIEF ENGINEER OFFICER	Nightingale, P.	Fisher, E. H.	Morrow, N. S. G.	Southcott, H. E.	Lambert, A. E.	Harrison, A.
SECOND ENGINEER OFFICER	Kelly, J.	Bowen, J. D.	Biggs, R. L.	Baldry, W. C.	Grady, P.	Ditchfield, R. R.
THIRD ENGINEER OFFICER	Norledge, T. K.	King, D. M.	Adolph, P.	Dawkins, R. A. Baxter, K. G.	Hoare, D. R.	Corless, G. W.
JUNIOR THIRD ENGINEER OFFICER	More, J.			Martin, D. A. R.	Johnstone, W. M.	
FOURTH ENGINEER OFFICER	Auld, J. A.	Thorne, R. J.	Hazell, A. J.	Parnaby, W. T.	Murray, P. G.	Humphries, W.
ASSISTANT ENGINEER OFFICER	Sutcliffe, D. F. Baker, A. E. Hooley, D. C. Rennie, L. M.	Mills, A. W. Petrie, W. Kenyon, P. A. Jolly, H. S.	Watkins, S. J. Wilson, A. H. Cunningham, B. G.	Hunt, A. C. Haddon, C. D. Edge, D. Parker, P. J.	Green, J. McCambridge, J. Smith, C. J. Postlethwaite, B.	Watson, J. K. Rankine, H. T. Scott, J. C. Wade, T. C. H.
FIRST ELECTRICAL OFFICER	Lewis, D. J. (Actg.)	Daniel, D.	Crawley, M. T.	Gwynne, W. H. S.	Hewitt, H. K.	Ellis, R.
SECOND ELECTRICAL OFFICER	Roberts, D. F.		Shaw, D. E.	Pegler, J. T.	Green, G. T.	
FIRST REFRIG. ENGINEER OFFICER	Woods, M. E.			Lamerton, J. H.	Bullock, F. S.	
SECOND REFRIG. ENG. OFFICER				Jensen, F. (Actg.)	Curtis, D. J. R.	



ASST. ENGINEER OFFICER	Tait, I. H. Young, R. D. Cook, W. A. S. Hancock, T. R. Catterall, T. E. Harrison, J.	Bayne, C. J. Sheen, M. J. Wilson, R. J. Love, K. Kenworthy, E. A. Jones, J. C. Dobbs, D. A. Lewis, F. M.	Williams, H. Waller, N. E. Hurford, F. C. Haddon, R. E. Mitchell, G. Underdown, R.	Lee, G. P. Cogger, R. B. Faulkner, T. Hempshall, R. D. Stevens, M.	Fittes, G. J. Mathie, J. Norris, P. J. Griffiths, A. F. Lipscombe, A. C. Cox, R. J. Powell, H. D. McRae, A.	Brown, J. G. Dobbie, R. E. Cunningham, A. Bradshaw, M. G. Brown, W. G. Atherton, J. A. Webber, M. L.	Allan, C. R. Gough, R. J. Hedges, D. Anderson, G. R. Abrams, M. G. Anderson, J. Palmer, B. W.	Gauld, J. A. Savage, F. T. Nicholls, D. J. Low, M. A. Williams, K. C. Staddon, M. H.	Mulholland, C. D. Rudland, D. H. Fitzgibbon, G. P. McKenzie, B. A. Broad, J. C. Rushbrook, M. J.
FIRST ELECTRICAL OFFICER	Davidson, E.	Walker, J.	Whiteford, A. F. M.	McLaren, A. G.	Wiles, B.	Cresswell, E. W.	Smyth, J.	Ironside, J.	Dunford, R. J.
JR. FIRST ELECTRICAL OFFICER	Gibb, C. F.	Douther, T. J. Parkinson, J. L. (Actg.)	Johnstone, J. A.	Groves, B. C.	Jackson, W. G.	Kendall, N.	Morgon, J.	Middleton, K. E.	Box, D.
JR. SECOND ELECTRICAL OFFICER	Hope, G. I. Cairns, J. James, R. M. Lawlor, J. C. Simm, K. C. Wells, B. M.	Turner, L. M. Clayton, G. C. Dowson, M. K. Matthews, B. Beck, M. J. Cheetham, J. Steadman, H.	Richards, G. A. Weatherburn, D. Peacock, D. C. Haynes, K. G.	Webster, G. F. Pierpoint, M. J. Reid, J. E. Gillard, A. W.	Forshaw, C. Kett, B. Pearson, G. A. McDonald, M. R.	Corrall, L. J. Porter, P. Chulk, C. Plunkett, K. A.	Robinson, R. D. Askam, W. B. Mayson, C. J. Stevens, C. G.	Palmer, R. K. Temple, B. Ryan, P. W. Irving, H. W.	Tismond, H. R. Bradley, P. Plevy, B. Harley, R. K. C.
ASST. ELECTRICAL OFFICER									
VENTILATION OFFICER					Doig, P. R.	Robertshaw, P. G.	Williams, G. M.		
JR. FIRST REFRIG. ENG. OFFICER	Reveler, B. Fox, J.	Curwen, D. S.	Cloughton, C. W. Lock, G. A.	Broughton, W. P. Harrison, M.	Brookes, P. M.	Jones, T. A.	Taylor, F. (Actg.)	McGuffie, E. Heskeith, H. Reenan, P. G. Thomas, M. E.	Boreland, W. J. Santi, G. J.
JR. SECOND REFRIG. ENG. OFFICER	Newey, A.		Canham, L. Long, D. W. Burningham, T. J.	Harvey, H. A. G.					Green, J. V. (Actg.)
JR. THIRD REFRIG. ENG. OFFICER	Stuart, W. P. (Actg.)			Modley, P. R. (Actg.)				Weetman, K.	
JR. FOURTH REFRIG. ENG. OFFICER	Coghill, J. Smith, M. J.	Morrigan, P. Lyne, G. J. Wingham, T. A. Battison, J. A.	Bradley, S. J. McAvoy, R.	Tanner, D. J.	Addison, R. J.	Ward, M. W.	McKay, K.	Santi, M. G.	Collins, A. L.
FIFTH REFRIG. ENG. OFFICER					Hebdon, J.	McNeil, B. J. Thorburn, A. D.	Holmes, P. J. Walker, C. S.		
BOILER MAKER	Lloyd, D. P.		Turner, P. L. Cahill, T. E. Wiseman, F.	Ward, R. P. Taylor, A. E. Monk, J. D.	Wellings, M. S.	Stringer, D. L.	Goodwin, J. W.	Guile, P. Dobson, D. Tucker, E.	Parker, R. Ojala, A. Langley, W. T.
WINCHMAN									
-----									
PURSER	Warren, L. S.	Wyeth, L. C.	Pateman, F. P.	Brown, R. S.	Tonks, B. R.	Hare, C. T. R.	French, E. L.	Miles, P. H.	Hollister, P. A.
TOURIST PURSER	Arkison, A. P.	Mayhew, H. W.							
DEPUTY PURSER	Simpson, J. C.	Onslow, M. G.	Hale, A. G.	Whicker, M. C.	Jennison, P. C.	Osborn, D. G.	Blurton, D. C.	Miles, M. J.	Flint, K. J.
SENIOR ASSISTANT PURSER	Burley, A. J.	Brett, R. M. Hurst, T. I.			Griffiths, J. B.	Dalton, T.	Norris, A. A.	Pollard, T. M.	Belsher, A. S.
ASSISTANT PURSER	Holtom, C. D. R. Webb, P. E. Sutcliffe, J. P. D. Pearce, D. S. Baumann, D. L. Adams, A. M.	Buckley, C. G. M. Warmington, D. F.	Michelson, R. E. Jones, I. R. Symonds, J. Irvine, D. C. Reynolds, B. P.	Newman, B. J. Winney, A. J.	Nicholls, T. H. Long, S. R.	Heap, M. S. Locke, P. Meyrick, J. J.	Sutcliffe, M. Mulder, B. K. Simmonds, J. A.	Henchoz, I. D. Brown, L. S. Keating, J. D. Gretton, J. A. C.	Batt, P. Dixon, I. J.
JUNIOR ASSISTANT PURSER		Harris, J. G. Phelan, R. B.	Ritchie, J.	Brown, A. R. Hawkesworth, M. Rosser, M. A. Bennett, P.	Kimber, C. P. Nicholls, R. K.	Rutter, R. Hustwitt, J. J. Smith, G. J.	Bonham, J. S.		Hemsley, W. A. M.
PURSER CADETS					Dawes, M. Gardiner, P. P. F. Yates, C.		Eardley, J. W. Tilby, P. J. W. Stacey, C. A.		
WOMAN S. ASST. PURSER	Williams, B. J.								
WOMAN ASST. PURSER	Baxter, M. J.	Traies, S. M. Smyth, J. C. Smith, A. L. Durling, D. J.	Holmes, M. E.	MacPhee, J.	Timothy, E. Williams, S. V.				
WOMAN JR. ASST. PURSER	Roser, G. V. Hall, E. A. Clare, H. Rodenburg, M. Fisher, L. W. B.	Oppenheim, D. S. Orchard, J. C. Croft, J. M. Archibald, P. M. Craigavon, Vis- count	Dellow, C. Mundler, E. J.	Thoms, C. V.	Dixon, R. A.	Wilson, S. E. Norris, K. S. Lomas, G. M. Twine, E. A. Rice, R. C.	Hall, P. A. Caldecourt, J. C. Mitchell, P. M.	Hartley, J. G. Elton, L. Rogier, T.	Hastings, D. M. Hague, M. I.
ENTERTAINMENT OFFICER <i>First Class</i>			Stafford, D. M.	Ross, A.	Hall, H.				Hunt, L. E.
ENTERTAINMENT .. <i>Tourist Class</i>	Thiele, L. M.	Westwood, K. C.	Bessant, J. M.	Crone, E.	Ainsley, J. Peachey, M. D.	Moore, T. G. Richardson, J. B.	Akeroyd, W. L.	Sharp, D. R.	Ruddin, P. A. Dawson, V. E.
HOSTESS <i>First Class</i>	Christie, E.	Chesterman, R. M.	Yearsley-Thomson, J. M.						
HOSTESS <i>Tourist Class</i>	Dewey, P. A.	Holmes, V. C.	Towell, D. M.	Young, P. S. Walters, D. A.	Gaunt, P. A.	Thomas, P.	Juson, L. E. Geoghegan, E. M. B.	Goater, J. M. Dillon, N. A.	Munro, J.
CHILDREN'S HOSTESS <i>First Class</i>	Gothard, E. A.	Rapson, M. E.	Gregory, J.	Cornish, M. F.	Thomas, C. A. M.	Thomas, D. M.	Reeve, L.	Davis, C. M.	Bover, A. T.
CHILDREN'S HOSTESS <i>Tourist Class</i>	Hill, E. M.	Hill, M. E.	Hanefey, V. P.	Davies, C. F.	Nolan, M.	Elliott, V. J.	Edwards, A. M. C.	Payne, J. V.	Ainley, D. J.
CHIEF STEWARD	Perch, M. F.	Dyter, W. A.	Boreham, A. W.	Martin, J. F.	Chappell, E. W.	Aspin, K. W.	Goffin, H. N.	Smith, A. L.	Maley, T. G.
CHIEF STEWARD <i>Tourist Class</i>	Bickford, H. L.	Ockleford, R. A.							
CHEF	Cox, J.	Pearce, M. W.	Ruddock, G. L.	Mincham, G. A.	Delahay, C. A.	Liggett, J. R.	Baker, W. C.	Shubert, H.	Rogers, G. H.

# FLEET LIST

(as at 7th December, 1964)

## Cathay 13,790 tons

CAPTAIN Wood-Roe, W. H.  
C., R.D., R.N.R.

CHIEF OFFICER Love, P. W.

SECOND OFFICER Dornom, D. A.

JUNIOR SECOND OFFICER Ironside, A. D.

THIRD OFFICER Stevenson, C. J.

FOURTH OFFICER Feasey, F. H.

CADETS Clayton, E. R. J.  
Noakes, J. J.

FIRST RADIO OFFICER Hargreaves, W.

SECOND RADIO OFFICER Twomey, T. P.

THIRD RADIO OFFICER Larkin, H.

SURGEON Gibson, T. W.

NURSING SISTER Carwardine, E. A.

CARPENTER Brockbank, J.

PLUMBER Morris, A.

BOATSWAIN Martin, F.

## Chitral 13,790 tons

West, D.

Lowther, R. E.

Dymoke-White, J.

Miller, D., B.

Cavaghan, M. S.

Adams, D. A.

Young, R. G.  
Baker, J. G.

Jameson, C.

Cahill, R. V.

Hubbard, B. K.

Saunders, R. McG.

Spurrell, R.

Pike, J. F.

Bulley, A. V.

Mackay, J.

CAPTAIN

CHIEF OFFICER

SECOND OFFICER

THIRD OFFICER

FOURTH OFFICER

RADIO OFFICER

JUNIOR RADIO OFFICER

CHIEF STEWARD

CARPENTER

CADETS

## Salsette 8,202 tons

Mortleman-Lewis,  
E. A. W., R.D., R.N.R.

Smith, D. L.

Harvey, S. M.

Nisbet, W. R.

Chinery, C. G.

Ferguson, G. J.

Greenaway, B. S.

Jones, C. R.

Woollard, I.  
Pilsworth, D. G.  
Reed, J. M.  
Woodard, L. J.

## Somali 9,080 tons

Nowell, R. B.,  
R.D., R.N.R.

Bayliss, I. C.

Christey, A. H. D.

Wilkin, R. H. N.

Messinger, N. R.

Price, M. R. (Actg.)

Gurnan, C. R.

Gordon, G.

Davies, J.

Craddock, D. A.  
Ranklin, C. J.  
Skipper, M. E.  
Liddiard, P. F. J.

## Soudan 9,080 tons

Reed, P. C.

Bonner, J. W.

Banks, D. G.

Wood, R. T.

Broome, V. A.

Geraghty, P. M.

Thompson, J. R. S.

Cramp, B.

Wainman, T. R. M.  
Cooper, D. B.  
Montgomery, D. P.  
Holt, R. C.

## Sunda 9,235 tons

Bullock-Webster,  
R.

Goddard, C. H.

Swetnam, D. M.

Jackson, R. L.

Godderidge, C. T.

Alton, G. C.

Brown, L. C.

Wyke, A. J.

Lockyer, P.  
Woodhead, J. W.  
Tadman, J. R. P.  
Osborne, H. B.

## Surat 8,925 tons

Cutler, R. J. H.

Blackburn, J. K.

Raven, M. J.

Tinsley, A. R.

Church, V. R.

Fowler, M. J.

Lungley, E. P.

Jones, M.

Staley, J. C.  
Johnston, C. J. C.  
Cooper, P. J.  
Ogilvie, A. E.

CHIEF ENGINEER OFFICER

SECOND ENGINEER OFFICER

JR. SECOND ENGINEER OFFICER

THIRD ENGINEER OFFICER

JR. THIRD ENGINEER OFFICER

FOURTH ENGINEER OFFICER

ASSISTANT ENGINEER OFFICER

FIRST ELECT. OFFICER

SECOND ELECT. OFFICER

ASST. ELECT. OFFICER

FIRST REFRIG. ENG. OFFICER

SECOND REFRIG. ENG. OFFICER

THIRD REFRIG. ENG. OFFICER

Constable, G. D.

Robinson, L. H.

Lord, P. S.

Benton, B. J.

Bell, L. M. S.

Downs, M. W.

Callan, G.  
McCormick, R. G.  
Redwood, T.

Milne, G.

Hughes, H. R.

Mack, J. M.  
Calvert, R.

Fricker, D. A.

Button, C. D. A.

Firth, B.

Stubbs, J. M.

Robertson, C.

Corbett, B. D.

Darling, K.  
Fitzgerald, P.

Smith, J. A.

Thomson, D. G.  
Snow, R. A.  
Onions, R. J.

Caughey, W. G.

Fitchie, J.

Roberts, E.

Benton, F. H.

Statham, D. J.

CHIEF ENGINEER OFFICER

SECOND ENGINEER OFFICER

THIRD ENGINEER OFFICER

JR. THIRD ENGINEER OFFICER

FOURTH ENGINEER OFFICER

JR. FOURTH ENGINEER OFFICER

ASSISTANT ENGINEER OFFICER

FIRST ELECTRICAL OFFICER

SECOND ELECTRICAL OFFICER

REFRIG. ENGINEER OFFICER

Peach, A. J. V.

Walker, H. M.

Nash, I.

Walkington, T. G.  
(Actg.)

Goddard, M. J.  
Holden, C. T.  
Wiltshire, J. E.  
Briggs, D. R.

Ripken, R. A.

Evans, M. P.

Dempster, W.

Lang, J. D. F.

Jenkins, K. M.

Kirton, P. A.

Pedder, M.  
Poole, B. R.

Perren, W. J. D.  
Roome, M. J.  
Coupe, S. M.  
Revell, M. J. H.

Pace, J.

Nelson, G. C.

Williams, F. H.

Westgarth, J. P.

Chard, J. T. B.  
(Actg.)

King, D. O.

Rushton, A. M.

Ludick, J.

Wilson, D. J.  
Storey, J. H.

Hanman, P. M.

Taylor, M.

Rose, D. B.

Pitman, I. G.

Hamilton, J. C.  
(Actg.)

Herbert, S. T.

Criag, A. W.

Ryan, P. J.

Blades, J.

Fleming, W.

Ball, D.

Gurnett, K. S.  
McGlashan, A. S.  
Dabell, J. R.  
Campbell, D. E.

Hand, W. A.

Cox, J. C.

Turner, T. E.

Clarke, A. D.

Hall, V.

Garbutt, W. C.

Hesketh, A.

Louis, P. S.

Wilson, K. T.  
Taylor, R. W.  
Clark T.  
Barber, L. A.

Dibsdall, M. C.

Bickerstaffe, J.  
(Actg.)

Green, T. M.

### P & O RADIO OFFICERS IN TRIDENT TANKERS:

*Busiris*: M. Pearson; *Ellenga*: K. M. Chapman; *Ellora*: D. F. Day (Actg.); *Erne*: D. G. T. Kerslake; *Foyle*: P. A. Johnson; *Garonne*: J. A. Groat (Actg.); *Lincoln*: T. A. Beck; *Maloja*: R. D. Lancaster; *Malwa*: M. P. Jolly; *Mantua*: D. I. Maclean; *Opawa*: T. H. Cubitt (Actg.); *Orama*: R. H. Smith; *Ottawa*: F. E. Anderson; *Queda*: N. S. Smethurst (Actg.); *Quilloa*: J. P. Bedaton; *Talamba*: T. R. Clark.

PURSER

SR. ASSISTANT PURSER

CHILDREN'S HOSTESS

CHIEF STEWARD

CHEF

Barnett, W. H.

Parker, J. R.

Pinhey, P. M.

Lingham, C. E.

Cornwell, H.

Buy, J. H.

Harries, R. M.

Kay, M. A.

Standing, R. W.

Rogers, D. J.

Their crews numbered as many as 40 and meals were served by stewards. By contrast, today's boats are built to the twelve metre rating rules, and are comparatively small. For instance, *Sceptre* was 68 ft. 10 in. overall length, her sail area 1,619 sq. ft. and her crew numbered eleven.

A quick translation of 12 metres into its equivalent in feet (39.37) produces no ready answer. Nor should it for it is not a measurement but rather the product of a formula devised in 1906. The formula includes such features as length, girth, difference, sail area and freeboard. So long as the elements of the formula combine to equal 12<sup>3</sup>metres, the boat is within its rating. In this way a designer has a certain amount of leeway in which he can produce what he considers will combine to give the most successful results.

The course over which the races are held is of the Olympic type. It consists of six legs totalling 24.5 miles. It is a course which will truly test a boat on all points of sailing since it is composed of 3 dead beats, 2 reaching runs, and 1 dead run.

On all occasions in the past Great Britain has only been able to produce one challenger. This year however saw the dawn of what we hope will be the new era. Two boats were presented to the Royal Thames Yacht Club who were to make the 1964 challenge. It was their job to decide which of the two boats was the faster, and which one would actually challenge for the America's Cup.

At the start of the '64 season, one of the boats, *Sovereign* had already seen one complete season in action, and had for a long time looked like the only boat we would have. After her dismal failure in 1958, *Sceptre* had been altered considerably and was being used to race against *Sovereign*. Both boats had been designed by David Boyd and built by John Robertsons at Sandbanks. At the time of her launching her owner, Antony T. Boyden, had already spent 3 years of planning and preparation for his effort. In May, 1964 however, a second 12-metre was launched following an agreement between two Australian brothers and one of our own eminent yachtsmen. The Livingstone brothers had financed the hull, and all further expenses were to be paid for by Owen Aisher. The new boat was to be called *Kurrewa V* and was almost identical to *Sovereign*. She had in fact been designed and built by those responsible for *Sovereign*. At this point it should be realised what an incredible financial sacrifice these 12-metre owners make in the interests of yachting. It has been estimated that the total cost of one boat, its gear and crew, can reach  $\frac{3}{4}$  million pounds. In *Sovereign's* case this expense was born by one man. Many of the American defending yachts are built by syndicates. For example, *Constellation's* cost was paid for by 30 people. This may be proffered as the reason why America has so many of these expensive racing machines.

Thus 1964 found Britain with two potential challengers and of the two, the best had to be chosen. The trials to decide were held in two parts. Firstly nineteen races were held in the eastern Solent in May and June. Secondly a second series was to be held off Newport in America, where the actual races were to be held in September.

For all sailing races there has to be a committee boat,

or floating base from which the organisers can oversee the race in question and ensure fair play. For the purpose of selecting a challenger, Brigadier Wakeham, an eminent yachtsman, and a member of the R.T.Y.C., offered his fine motor yacht *Freeward*. She was a boat of 61 ft. in length, 18 ft. beam, and was powered by twin Gardner engines, each of 129 h.p. These developed a maximum speed of just over 9½ knots. She had seen only two seasons in service since building in 1962 and had already proved herself a magnificently sturdy sea craft. She served as committee boat off the Nab and during those races *Kurrewa* won 10, and *Sovereign* 9. For the second series of trials in America, Brigadier Wakeham had decided to sail her over and gathered together six of us as crew. Primarily responsible for much of the organisation was Bill Lucas, an ex-2nd Officer in P & O who had left and served much time in the Persian Gulf as master of his own craft. Mark Houghton, the young son of a Gardner executive signed on as our engineer, and Brigadier Wakeham's professional skipper, Trevor Flood proved a brilliant seaman. We two made up the complement of six.

Whilst *Kurrewa* and *Sovereign* were being made ready to be shipped over on cargo ships, we sailed from Cowes on June 28th. It was a cold, overcast and blustery Sunday as we slipped out through the Needles. It had been decided to take the southerly route through the Azores and across to Bermuda taking the winds with us. In this way we could proceed under sail should our engines fail us in any way. It was a great tribute to their makers, that on not one occasion did they falter.

The first leg of 1300 miles was accomplished in six days almost to the hour. On our first night out we were able to talk to *Iberia* as she drove down the Channel towards the Azores, through the same choppy, uncomfortable sea that we were experiencing. In the Bay of Biscay it became quite apparent that taking sights with a height of eye of 9 feet was an art in itself, and a lot of practice was obviously required. But these were easy days and when a gale finally blew up it came out of the north-east. We spent 24 hours running it down under twin staysails set on either side. They were hanked to the twin forestays and sheeted out onto booms which dropped out from the mast in much the same way as derricks. Many dolphins came to provide us with company, playing incessantly around the bows, and leaping to within inches of the deck. Surfing in a following gale proved an exhilarating experience. One is lifted high into the air and able to see for miles around before being hurtled down into a trough amidst a mass of rushing, hissing foam and wake. When finally the gale did blow itself out we ran into drizzle and poor visibility, which only lifted the night before we made our landfall. It was with great relief we sighted the island of St. Michaels ahead of us at 0900 on July 4th, and in fine weather we followed the coast around to Puerto Delgada, the largest port in the Azores group.

During our 24-hour stay our affairs were ably handled by the P & O agents. After storing and refuelling the crew bathed and dined splendidly ashore. On the following morning three American naval vessels arrived and their officers entertained us to lunch. But alas we could not stay.

We had ahead of us a voyage of 2000 miles, and hoped

to be able to sail across under the protection of the vast high pressure area which sits over the Azores and Atlantic during the summer months. This in fact was the case and we had ten days of glorious sunshine, calm seas and never more than a 15 knot breeze. We sometimes doubted whether we were in fact in the Atlantic.

Our crew were split into three watches, each watch steering for six hours and piping down to do our individual tasks for twelve. The boat was equipped with automatic steering, but this we never used. Steering was done in the open in all weathers, although provision was made to steer from the inside if required. Both positions were equipped with magnetic compasses of unbelievable accuracy, providing transistors, cutlery and metal tumblers were kept away from them.

In our tanks we carried 1000 gallons of fuel and on our deck 12 36-gallon containers, in addition to another 400 gallons in drums. Of our total 1830 gallons we consumed 1200 over 2000 miles, but of course we were not to know the weather was to be so good, and that consequently we were to make such good time. For water we carried 400 gallons in our tanks and we never wanted more.

Thus for ten days we steamed west under clear skies and a burning sun. More dolphins came and went. Flying fish would land on deck, and on one morning we found a squid washed high and dry in the scuppers. We passed the occasional ship but always at a distance, and none seemed interested in a winking Aldis. It was a lonely world. On several occasions we would hoist our mainsail and jib, more to steady us than add to our speed. To amuse ourselves we would test the emergency radio, but it was to little effect. We even attempted to communicate with a weather ship which we knew lay in our track, but again, to no avail. Sing-songs were conducted regularly by our choir master, Bill Lucas, but there was never a moon to sing to. Four days out of Bermuda we picked up the southerlies as they drifted up the westerly edge of the pressure system, bringing with them damp, sticky and sleepless nights. They stayed with us right through to Bermuda.

Despite predictions to the contrary, and muffled warnings, we found that golden isle on July 15th, having averaged 8½ knots since leaving the Azores. It sat fair and square on the bows and as dawn rose it remained only to embark a pilot who would guide us through the unfamiliar and hazardous approaches. At 0830 on a placid morning, our anchor splashed down into the clear blue waters of Hamilton harbour, and we all breathed a sigh of relief.

We stayed in Bermuda for two weeks and it was here that Bill Lucas left us. We were as sorry to see him go as only a crew can be when they have lived together for so long in such a small craft. Bermuda is an extremely expensive playground, and its inhabitants hosted us well. But we had a job to do, and sail we had to. On our very last morning there we moved alongside the pier of the Royal Bermuda Yacht Club and over a party said farewell to all those who had done so much for us. Some we knew would see us again in Newport, for that track is well known and well sailed by yachtsmen of all nationalities.

At 1300 on August 1st we sailed amidst cries of 'Bon Voyage', the shrill of whistles, and the frenzied waving

of arms. It was a sullen overcast and miserable day, and as we navigated the tortuous channel in restricted visibility we had every reason to believe that we would in fact have a 'bon voyage'. But the Gulf Stream was something we hadn't reckoned on. As we cleared the reefs at 1600 it was apparent that a gale was blowing up and within an hour the air was thick with spray and solid water. We tried putting on canvas but the weight of wind was too much and dusk found us struggling on the bows in 20 foot waves, trying to handle the jib. We returned drenched and chilled to the bone, to prepare for a wild night of vicious pitching. At midday it had moderated somewhat and we were able to rendezvous with the *Queen of Bermuda* bound from New York to Bermuda. She steamed in close blowing her whistles and flying flags, only to disappear astern of us into the gathering dusk. But the lull was not to last, and by dusk the full fury of a north-easterly gale was pounding down on us, kicking up vicious seas as it fought against the Gulf Stream. For nearly three days we ate, slept and worked in our oilskins, struggling hard at night on the wheel, as crest after crest came rushing in out of the pitch black. At one stage we passed a 600 foot bulk carrier hove to. Such was the weather.

Finally it moderated, and the wicked cross currents and eddies of the Gulf Stream delivered us off Newport. Once again we were right on course and the vast tower on piles which marks the entrance to Narraganset Bay was observed fine to starboard. As we steamed into the sheltered waters, *Kurrewa* drew alongside and gave us three cheers—a magnificent gesture. We were there.

During the latter part of that month and early in September two series of trials between *Sovereign* and *Kurrewa* were held. As a result of them it became quite apparent that *Sovereign*, with Peter Scott at the helm, was in fact the faster of the two boats. *Kurrewa* conceded defeat and the problem of challenging for the Cup rested fairly and squarely on *Sovereign*. It was an interesting series of trials, and it was our job to act as the starting and finishing mark for all the races. We would leave at 0930 daily, steam 13 miles out to sea and anchor. Referring once again to the diagram of the course, mark 'A' was a buoy which had been laid by the American Navy for the Cup races and preceding trials. We would proceed to this buoy, ascertain the wind direction to the nearest 5 deg. and form a starting line at right angles to the wind, using the buoy as the inner end of that line. Marks 'B' and 'C' were boats which we would position. For example, were the wind due north, boat 'B' would be told to steam north for 4.5 miles and anchor. Boat 'C' would be told to steer north-west for 3.15 miles and anchor. In this way the triangular course was formed, and the 12-metre yachts instructed and informed of their course. To finish we would pick up the 100 fathom anchor warp—by hand—and proceed up to boat 'B'. Using him as one end of the finish line and ourselves as the other, we would again anchor to form the line at right angles to the wind. We would return daily at about 1800, scrub our decks down and turn in or go ashore.

The social life was a world on its own, for Newport is the summer retreat for America's richest. It is a town where cocktail parties start at 5.30, and balls with guest lists of hundreds are every day occurrences.

Generally conceded to have been the best ball of the season was that given by the Royal Thames Yacht Club in conjunction with the owners of *Sovereign* and *Kurrewa*. A sumptuous affair held in the most beautiful of the many mansions along the coastline, it went on into the early hours of the morning after 600-odd guests had dined on grouse flown in from England, and drunk many tons of champagne.

The Americans had chosen a defender for the Cup after a series of trials resembling our own. The yacht *Constellation* was selected, having thoroughly trounced three other yachts. The first race was held on September 15th and the pace was set from the start. *Constellation* was pointing higher and was much faster. Many reasons have been given but perhaps a lot can be explained by the fact that *Sovereign* was initially two tons heavier than *Constellation*. And in a game where designers fight for ounces, this is too much. The series is won by the first boat to win four races and *Constellation* won four straight sailing duels. During the races we were considered a privileged boat and allowed in close. The many thousands of other spectators had to remain outside a screen of destroyers which steamed abreast the two yachts, around the triangular course.

We were in fact thoroughly humiliated and came away bitterly disappointed. After a hurricane warning, the full threat of which did not materialise, *Sovereign* was sailed down to New York, packed and shipped home. We had to sail *Freeward* home and started making our preparations during the last two weeks of September. We had an awful lot to do. The ship had to be stored, fuelled and watered, and all gear on deck and aloft checked and re-checked. To make up our crew an American was signed on. He proved a wonderful shipmate and even in the worst weathers remained quietly competent and a bag of energy. He was also a brilliant cook, and in the days to come we had a lot to thank Chip Collamore for.

At the end of September the weather pattern in the North Atlantic appeared to have formed a definite cycle. High pressures were building up on the North American continent and drifting slowly eastwards across the Atlantic taking fine weather with them. On October 1st one such system was situated over the Gulf of Maine and Brigadier Wakeham considered it both safe and practicable to sail home direct, gaining some protection from this. The direct route had the advantage of powerful westerlies blowing almost consistently, and we hoped to gain a knot from the Gulf Stream. This great sweep of current surges across the Atlantic from Cape Cod, past Nova Scotia and direct to the English coast. This then was to be our route, stopping at Cork in Ireland for refuelling.

We sailed from Newport at noon on October 2nd. It was a quiet, deserted and bleak port with no hint of the crowds and yachts which had thronged there two weeks before. As we cleared the bay we knew it was to be the last we would see of land for 2,700 miles. If it wasn't the navigator would be answerable. It took us, in fact 14 days 22 hours to reach our berth in Cork.

We cleared Nantucket light vessel at dawn on the 3rd and ran out of fog banks into torrential rain and a north-westerly blow. Our biggest problem was our deck cargo of 5 tons of fuel. We had two tons of this



'Kurrewa'.



The crew of 'Freeward'.



Heavy seas.

on our counter in 40 gallon drums, thus greatly reducing the buoyancy in our wide stern on which we relied so much. The worst happened and as we rolled in confused seas the drums shifted from side to side. A shifting deck cargo is never pleasant and on a small yacht it can mean disaster. That first night was a nightmare and as the wind howled down over us we fought to further secure that great sliding weight. Soaked to the skin but feeling happier we succeeded with a maze of lashings and a good deal of timber. Our efforts were not in vain for they hardly moved again.

For six days we sailed through fresh breezes and heavy southerly swells. We piled the canvas on as we could and as we used the fuel in our tanks we pumped the contents of the drums into those same tanks. Slowly we reduced that great weight on the counter and when next we ran into a gale, all our drums had gone overboard. Our course was to have taken us 500 miles due east. In this way we planned to utilise the full force of the Stream and avoid the meanders off the Grand Banks. In practice we were unfortunate for the winds drove us north and we had finally to set a course south of east to avoid the edge of the Great Bank of Newfoundland.

We passed a great deal of shipping and talked to many vessels by radio telephone or aldis lamp. Several reported us to London. For much of the time we deduced that a vast high pressure system was situated on our starboard hand and moving east with us, but for all its good weather, it finally immersed us in a thick blanketing fog. For two worried days we steamed

blindly on, maintaining steerage way, unable to use our radar due to a fault. Worried because these are the waters in which some of the world's largest liners ply their trade, and the chance of their picking up our minute radar reflector was comparatively small. We cleared the fog on the night of the 12th and by dawn it was blowing a full gale from the north-west. We rolled wickedly through heavy beam seas and after 24 hours had finally to heave to under a grey and sullen dawn. Slowly the wind abated and by that evening we had again increased to eight knots. As we approached the Irish coast a heavy drizzle set in and slowly thickened from the west. When we sighted the light on Fastnet at 0200 on 17th October visibility was down to two miles. We arrived in Cork 12 hours later after another 60 miles of fog and drizzle. The great sense of satisfaction and accomplishment as we threw our heaving lines ashore can never be adequately described.

A week later we arrived in Cowes after a 44 hour passage from Cork. We had been blown up the channel in a Force 9 gale and arrived none the worse for wear. This was a happy occasion and we sailed on under leaden skies and in a bitter easterly blow. But champagne does wonders and we could but look back with a little pride on our seven thousand mile journey in that small craft. As we left *Freeward* the following day we reflected how well she had served her owner's purpose during those last four months. She was a fine craft and a happier yacht crew one could never find. She deserved her rest.

## THIRTY YEARS AGO



Children's Party held on board s.s. *Orford* during a cruise in the Mediterranean and Marmara during the summer of 1935. Included in the Group is the present Earl of Dalkeith and his sister Lady Mary Scott. Only First Class passengers were carried, and this era was known as 'The Golden Age of Cruising'.

CAPTAIN: The late Commodore Sir Arthur James Baxter, K.B.E., D.S.C., R.D., R.N.R.

PURSER: A. S. Hart, who is now in Officers' Department.

CHILDREN'S HOSTESS: Miss Sheila MacFarland (one of the first Children's Hostesses to be appointed in Orient ships).



## GADET NEWS

### TRAINING IN TRIDENT TANKERS

From 1st January, 1965, Cadet Training in Trident Tankers will be administered by P & O-Orient Management Ltd.

Cadets joining Trident Tankers will follow a course of training in three phases, similar to our own. Thus, Phase I will be a period at sea devoted to practical Seamanship, Phase II will be a six months' course at a nautical college, and Phase III will be a further period at sea as Senior Cadets understudying the Junior Officers.

Although Trident Cadets will sign separate Indentures and follow their own training scheme, it is intended that they will have the opportunity of serving one voyage in a P & O cargo ship during Phase I. Similarly, it is intended that P & O Cadets shall serve for a period of four to six months in a Trident Tanker during their first phase. Trident Cadets will go to a Nautical College for their Mid Apprenticeship Release Course, and will serve Phase III in their own ships understudying their own officers.

There seems little doubt that the further knowledge and experience to be gained from this joint training scheme will be a great benefit to Cadets in both Companies when they take their Ministry of Transport examinations and for their future careers.

### R.N.L.I. APPOINTMENT FOR B. MILES

In the last issue of 'About Ourselves', we announced that Mr. B. Miles had been appointed as Assistant Cadet Training Officer at Head Office. Unfortunately for us, his stay was brief, and he has now taken an appointment as Assistant Inspector in the Royal National Lifeboat Institution. We wish him success in his new career and hope that one day he will find time to write an account of the Lifeboat Institution for the magazine.

Mr. G. Whillance has temporarily resumed his duties as Assistant Cadet Training Officer.

### P & O - B.I. v. H.M.S. 'CONWAY'

This year's 'Conway' team was a combination of P & O Officers and Cadets and Cadets from the BI training ship, *Chantala*.

The match, which is now a well established annual battle, kicked off in typical mild wet conditions with 'Conway' attacking in a determined manner. Even with slightly lighter forwards, they frequently proved able to secure the ball from the fixed scrum and line out. The game was vigorous and packed with constant attacks by the home team. Our backs played an

effective defensive role time after time, breaking up the 'Conway' threequarters' attack. Full back R. Napier suffered a fractured collar bone whilst successfully tackling a dangerous winger.

'Conway' pressed relentlessly on with the ball rarely finding their half for any length of time. Gradually the less fit visitors were pressed back, and with the score 9-0 shortly before time 'Conway' added two more tries. The only conversion of the match came from the final try which was scored near the posts.

Welcome voices of support echoed against the roar of some two hundred Cadets; these being Officers from *Patonga* and *Perim* which were berthed conveniently in Liverpool.



*The party of Donors meeting the Duke of Edinburgh at H.M.S. 'Conway'. His Royal Highness the Duke of Edinburgh shaking hands with Mr. Brian Heathcote, O.B.E., past Chairman of H.M.S. 'Conway', at the ceremony opening the School's new buildings at Anglesey. From left to right the others are: Captain W. H. Coombes, C.B.E., R.N.R. (Hon.); Mr. Brian Heathcote, O.B.E. (Past Chairman of H.M.S. 'Conway'); R. A. Peters; Captain R. Marsh (British Petroleum); Captain A. Letty, D.S.O., D.S.C. (Cunard); Captain E. Hewitt, R.D., R.N.R. (Captain Superintendent, 'Conway'); Sir John Nicholson, Bart., C.I.E. (Chairman of H.M.S. 'Conway').*

## NEW CADETS

We welcome the following two Cadets who joined the Company in October and December of this year, respectively:—H. B. Osborne, London Nautical School; M. P. Carr, Pangbourne Nautical College.

## SECOND MATES' EXAMINATION

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers:—R. G. Andrews, P. J. M. Eveleigh, I. R. Hinchley.

## PANGBOURNE CADETS IN 'CHITRAL' FOR VOYAGE TO ROTTERDAM

On Monday, 16th November, Lieutenant Commander Rimmer, R.N.R., and a party of Cadets from the Nautical College, Pangbourne, joined *Chitral* for the passage from London to Rotterdam and Southampton.

The weather was too calm to allow a real taste of the sea, but harbour stations and night watches kept the Cadets fully occupied during the voyage. Whilst the ship was in Rotterdam, the Cadets were able to tour the Hague, Scheveningen and Delft. A water-bus tour of the dock system gave the Cadets a glimpse of the industry they are shortly to enter, and a visit to the Rotterdam Dry Dock completed a memorable stay.

By the time the Cadets left the ship in Southampton, they had gained much more than an impression of life at sea.

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## BOOK REVIEW

'The Elements of Shipping' by Alan E. Branch

This book has been written with the aim of introducing shipping to those who have little or no knowledge of the subject'. Thus Mr. Branch prefaces this excellent little book in which, in 140 pages, he sets out to summarise the basic principles behind the machinations of the shipping industry. I do not agree with Mr. Branch that his book is 'also written for the shipping employee who wishes to further his general knowledge of the subject'. This is essentially a beginner's book and is a 'must' for anyone in their first year in shipping. If all employees were to read this book within their first three months in the business, it would give them a much better idea of the part they are playing in this rather complex industry. Mr. Branch is a regular lecturer at the East London College of Commerce and a Tutor at the Institute of Transport and well knows the points at which students must start on subjects such as chartering, shipping documentation and cargo handling.

This book is essentially a learner's book and for the most part ignores any political or economic comment that Sturmev might have liked to have seen. It deals with shipping in general and does not give enough information on the subject for examination purposes, as Payne, Stevens or Thomas might, but as a general introduction to shipping it is first class.

*The Editor learns that the Company's Staff Department have copies of the book available for loan.*



*The Wedding of Mr. D. Woodbridge and Miss S. Crocombe.*

# Personal News

## MARRIAGES

Our Congratulations to:—

Miss G. K. HARPER (Pursers Dept.) on her marriage to Mr. D. ARUNDEL at Holy Trinity Church, Southall on Saturday, 5th September, 1964.

Miss J. E. DODD (Purser's Dept.) on her marriage to Mr. J. CLELAND at St. Mary's Church, Hornsey on Saturday, 21st November, 1964.

We congratulate Mr. W. GWYNNE, First Electrical Officer, on his wedding to Miss ELIZABETH EWEN of Waipakuran, New Zealand.

This wedding was, by the way, the third groom which the ship has provided 'down-under'. Captain Savage of *Patonga* welcomed the couple and warned his audience that he, too, when Chief Officer was married from the ship.

Mr. A. P. MYERS, Third Officer, on his wedding to Miss JANET FIELDEN, on 26th September at Llanfair, P.G., Anglesey.

Miss SANDRA CROCOMBE of Pay Department, on her marriage to Mr. DAVID WOOLDRIDGE of the same department at St. Catherine's Church, Leytonstone.



*The wedding of Mr. W. Gwynne and Miss G. Ewen.*

We offer our congratulations to Miss GLENDA LOVE, ex West End, on her wedding to Lt.-Cmdr. W. E. A. SEWELL, R.N.R., ex New Zealand Shipping Company, at Walton-on-Thames Methodist Church, Surrey, on 8th August last.

Mr. B. MACDONALD of the Correspondence Department, recently appointed Resident Clerk, on his marriage to Miss JOAN POWELL of Electronics Department, at St. James' Church, Leigh-on-Sea on 7th November last.

*The wedding of Mr. B. MacDonald and Miss J. Powell.*



## BIRTHS

### Our Congratulations to:—

We offer our congratulations to Mr. MICHAEL DENCHFIELD and his wife ENID on the birth of a son, Andrew Michael, on 7th November, 1964.

To Mr. D. A. DORNOM, 2nd Officer, and his wife on the birth of a son Peter Andrew James, on 14th August, last.

To Mr. and Mrs. JOHN FOOT on the birth of a son, Michael John, on 26th August, 1964.

To Mr. and Mrs. D. A. STEPHENS, Accounts Department, on the birth of a son, Neil Christopher, on September 15th.



## ENGAGEMENTS

### We congratulate—

Mr. G. J. K. ABBOTT, of Reservations Department at the West End Office on his engagement to Miss PENELOPE STACEY of West Worthing.

Mr. ROBIN MARGERESON of Rates and Conference Department on his engagement to Miss BRENDA BETTLES of New Eltham.

Miss JENNIFER PALMER, Pay Department on her engagement to Mr. ERNEST ATTRILL of Swanley, Kent.

Our congratulations to G. G. LEE, Fourth Officer, on his engagement to Miss J. B. BURTON of Retford, Notts.



*The wedding of Lt.-Cmdr. W. E. A. Sewell and Miss G. Love.*



## Attempted Rescue

It was reported in the 'Daily Telegraph' on 23rd November 1964 that Mr. Peter JOHNSON, the P & O Radio Officer serving in the tanker *Foyle*, dived into New York Harbour on Sunday, 22nd November and rescued a woman who had fallen from a water taxi. He failed to trace a man who had also fallen and he was presumed drowned.



## RETIREMENTS

### We wish many years of Happy Retirement to:—

Captain H. V. WILLIAMSON. Having served his apprenticeship with the Branch Line he served at sea from July, 1928 until this year, when he gave up command of *Iberia*. Owing to ill-health this retirement took place in May, 1964.

Captain A. G. STANSFIELD retired on 2nd November, 1964 after having been in service since June, 1926. His last command was *Ballarat* which he left during the Spring.

G. E. SHEWAN, Chief Engineer, was in charge of *Ballarat* when he came ashore. He joined P & O in September 1935 and was due to retire on 14 December, 1964.

G. E. BIRCHLEY, Purser's Department at Tilbury Dock. He had been at sea originally and was ex-barman, helping at the Docks. He had served from August, 1920 to October 26, 1964.

G. R. HOOD, Linenkeeper of *Orsova*, retired on 27 September last. His services dated from February, 1929.

W. BANISTER, Purser, retired on September 30th, after being on board *Oriana*. He joined Orient Line in 1938, having served for a short time during the war with the Army as a Major. Indifferent health forced his retirement on medical grounds.

J. H. SMITH, Chief Steward, retired on 14th November, 1964. His last ship was *Coromandel* but he performed dock duties for a short time after coming ashore.

G. S. MCGREGOR, Bedroom Steward, October, 1964. He had had 25 years' total service, having joined the Company in October, 1923. Last ship was *Arcadia*.

Mr. J. F. CLARK—Chief Radio Officer. We wish Mr. and Mrs. Clark many happy years of retirement together. Mr. Clark left *Chusan* in September in order to take leave prior to his retirement on 10th January, 1965, having passed his 65th birthday in October. He served in many P & O ships as a Chief Radio Officer, including *Iberia*, *Himalaya*, *Strathmore* and *Strathnaver* during his service of almost 22 years in our fleet as a P & O and a Marconi Radio Officer.

## OBITUARY

### We deeply regret to record the deaths of—

Captain H. G. SLINN died on 30th November, 1964. He was born in 1902, became a P & O Cadet and entered the Company's service in February, 1923. He became Chief Officer in 1941 and was Mentioned in Despatches while Chief Officer of *Cathay*. His first command was *Pinjarra* and his last *Himalaya*. He retired on pension in January, 1961 and lived in Memimbula, New South Wales.

R. W. CALDERWOOD, Chief Engineer, who had retired in 1954. He joined P & O in 1919 and died on 14th September, 1964. His last ship was *Stratheden*.

J. C. WADE, ex Purser. He had joined P & O in October, 1908 and he retired in 1947. His death took place on October 17th, 1964. Mr. Wade's last ship was *Mooltan*.

CYRIL A. METCALFE died on November 29th at the age of 83. He was Head of the Cash and Baggage Department at Tilbury when he retired in 1944, having joined the P & O in October, 1901.

F. MANT, a Security Watchman at Tilbury was knocked down by a car on 25th November and died on the next day. He had joined us in 1956.

SIDNEY T. MILLS, Wine Steward of *Orcades*, who died in Colombo Hospital on November 25, 1964.

ANGUS MACIVER, Quartermaster, *Himalaya*, died whilst on leave, 25th November, 1964.

Miss SADIE (Sally) BELL, ex Nursery Stewardess of *Oriana* died on 29th November last after a short illness. She had served at sea for twenty-four years and had retired on 27th February, 1964.

E. S. Kininmont, Second Engineer, who died whilst in service on August 8th. He had been with us since October, 1959.

W. M. THOMPSON, a nightwatchman, died on 20th October last, having been with us from September 5th, 1930 to 9th June, 1964.

G. W. GOULDEN, B.E.M., an electrician who died in October, 1964. He had had a long service with us from 1910 to January 10th, 1949.

WILFRED M. THOMPSON, Night Watchman, who had been with us since 5th September, 1930 and who had retired on 9th June, 1964.



Mr. B. D. O. Jones

## GOODBYE TO EDITOR

As the Chairman says on his 'Page', this edition sees the sad departure of one of our best known staff in London. Mr. B. D. O. Jones has been Editor of 'About Ourselves' since 1955, and it can only be hoped that the high standard that he has set during his years in charge can be maintained in the future.

Brian Jones was educated at Magnus School, Newark-on-Trent, and matriculated at London University in 1920.

After leaving University, he straightway joined the P & O Advertising Agency, in March 1920. He transferred to the P & O Publicity Department on 1st January, 1922, and was Deputy Head of it when War came in September, 1939. Having been in the Officers' Emergency Reserve for two years, he was immediately posted to Movement Control at Southampton. In 1941, he went to the U.S.A. to become Deputy Assistant Quartermaster General at New Orleans.

Following demobilisation in 1945 he came back to P & O, becoming Advertising Manager in 1954.

Since 1955, he has been Editor of the Staff Magazine, and also Caretaker of the Museum and Company records. His knowledge of the Company and its long history is unrivalled, and we foresee that we shall be calling upon his memory in the years to come.

In his younger years, Brian Jones was a keen sportsman and played rugby, soccer, cricket and athletics for P & O. He is also keen on Chess.

Living as he does at Ferring-on-Sea, near Worthing, he can look forward to a happy retirement in 'Sussex-by-the-Sea', and all of us hope to see something of him in the years to come. Beaufort House, or '122', will not be quite the same without him.

J.G.D.



l to r: G. Whillance, M. J. E. White, J. S. Gordon, B. J. Spiller.

## PANDOR CLUB

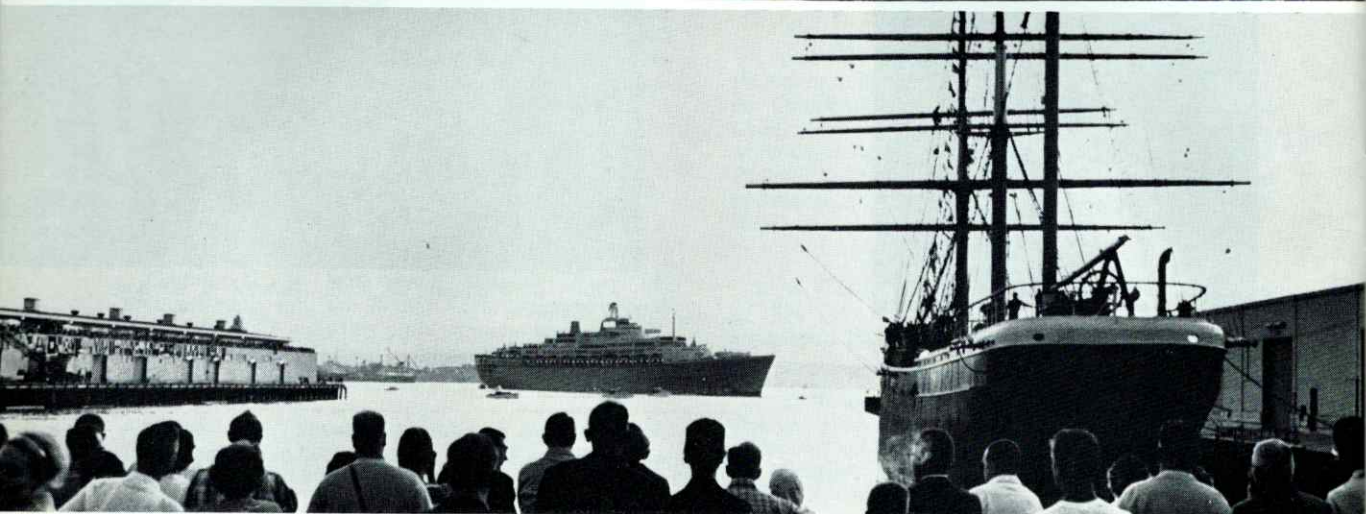
### SWIMMING CLUB

Pandor did quite well in the London Shipping Amateur Swimming Association's Gala held on 17th September. They came second with 60 points in the Weir Challenge Cup and in the various events earned 4 firsts, 3 seconds and 3 thirds. We offer our congratulations on these successes. J. S. Jordan won the men's butterfly, backstroke, free-style and was our best performer. In fact, the team's second place in the mixed medley team race equalled the old record, whilst Gordon broke the meeting's record in the Men's Butterfly Championship.

*Pandor Club in lane 3, won the men's inter-Shipping Team Race (4 x 44 yds.)*



# Letters to the editor



## Plaque for restored 100-year-old Ramsey Ship

Mr. David Hodgson, branch manager for P & O-Orient Lines in Southern California, recently presented a plaque on behalf of the town of Ramsey, Isle of Man, to Captain Ken Reynard, supervisor of the 100-year-old Ramsey-built ship, *Star of India*. The plaque was to commemorate her restoration and conversion into a maritime museum in San Diego, U.S.A.

The *Star* was spotted during a visit to San Diego by Mr. Edward Le Gear of Ramsey, Chief Radio Officer of P & O's 42,000 ton liner *Oriana*. While in port Mr. Le Gear visited the ship and heard about the restoration project.

On returning home some months later, he discussed it with friends and suggested the town of Ramsey should send some token of appreciation to the people of San Diego for what they were doing.

This is exactly what happened, when on August 7th a colourful plaque bearing the coat of arms of the city of Ramsey was presented to Captain Reynard. It was accompanied by a letter in which Mrs. D. M. Quayle, Chairman of Ramsey Town Commissioners, wrote:—

'Having been informed of the progress of restoration and conversion of the *Star of India* into a maritime museum, we asked for this plaque of the arms of the town of Ramsey, Isle of Man, to be presented to the *Star of India* at San Diego as a token of our goodwill and appreciation for the work being done on a ship built in our town 100 years ago.'

## To the East by Overland

Q House,  
Mary Road,  
Karachi.

30th August, 1964.

I have one or two things to apologise for. One of which is in your hands now and another is not getting this letter off earlier. For the latter there are two legitimate excuses. The first is that although I survived as far as Teheran with no illness at all, my stomach, like everyone's here, could not survive the condition peculiar to Karachi. The second is that it took me a long time to get my own thirteen pages of typescript of factual account written.

You will excuse me for giving only an abridged version of my trip, please.

Having collected my papers on the sixth July I frantically set about packing in the evening and had a short night's sleep at home. The next morning I set out early by train for Lydd where I met my friend and we caught the ferry plane at midday. We arrived on the other side bathed in sunshine and started motoring straight away. We took the main route through France staying a night at St. Dizier and passing through flat country to Switzerland. We stayed the following night in Sion in the foothills of the Alps and climbed over the Simplon Pass into Italy. I found the Simplon most beautiful and in places quite breath-taking. We passed next through Gravelona and deviated from our route to tour the small lakes in this area. We had lunch near Omega in a tiny hamlet restaurant. From here we went

to Como where we stayed the night in a hotel at the summit of one of the high neighbouring hills. Up to this stage I had been staying in Youth Hostels. As my friend persuaded me the hotel might be cheap I gave in and had a very comfortable but expensive night.

We sped into Milan on the autostrada and I stayed the day and a night. The next morning I had to start hitch-hiking properly. I was extremely nervous for some reason but when we at last found the right gate to the autostrada I had no difficulty in getting a lift. It only took four lifts to get to Venice but all the same it was quite hard work with one wait of about three hours. There are several snags on these autostradas. If one is travelling from West to East, cars going in that direction always leave the motorway by the West gate where they drop one off. Cars going out of the town in this direction leave the town by the East gate. Unfortunately the gates can be anything from five to ten miles apart. Also the gate-keepers are often snooty and don't allow hitch-hikers to wait in the shade of the gates, making sure that one has to go far out into the blazing sun.

I got to Venice at about six o'clock and went to stay in the Youth Hostel which is nothing less than a slightly cheap luxury hotel. Another fellow and I swam the main shipping canal to keep fit both physically and nervously and later we turned in on our rough straw mattresses.

The next morning was very hot. We glanced at Venice before we left. There were now six or seven of us all making for Trieste separately. I won, arriving right at the hostel at half-past-one in the afternoon. I spent the rest of the day sun-bathing on the hostel's private beach. It was here that I met a Pakistani fellow with his Canadian wife. When they found that we were going their way he offered me a lift for two-thirds of the rail fare for as far as I liked. I discussed it with one or two other fellows who I knew were going the same way with the idea of getting a cheaper rate with more people. In the end two of us decided to go.

We went as far as Belgrade by this means and then decided to pack it up as it did not suit us nor the Pakistani well.

Yugoslavia is a lovely country full of well-fed peasants who seem always hard-working and cheerful. We tried to get Bulgarian visas at the Embassy but were told to get them at the border.

The other fellow who had travelled with the Pakistani was an East End London boy, with no ties at home, who had packed his job in to go to the Olympic Games. Unfortunately he failed to do this but his next objective was Australia. We decided to stick together and try to make Karachi at least.

We got through Yugoslavia fairly easily and arrived in Sofia after a couple of days. Here we had to sleep in a church due to the expensiveness of the hotels. Bulgaria was somewhat different. There was a great gap between the rich and the poor and we often noticed that the poor people looked very scruffy. We got lifts through the great hot plains of this country and had our first rain of the trip when we were approaching the Turkish border.

As soon as we crossed the border the poor looked poorer and the towns looked dirtier, but this was the frontier area which is not a very fruitful land.

We arrived in Istanbul late in the evening but found

little difficulty in finding the five-bob-a-night students' hostel which was bare and clean. The first part of the city we saw was the filthiest. We wandered right into the eastern slum area of steep cobbled streets and dirty cats. We saw the Blue Mosque which is quite magnificent. The atmosphere is such that any person is almost forced to sit, squat, or kneel and think and be absorbed by the unbroken silence. The mosaics are fabulously beautifully blue. We wandered around in the sweltering heat and stayed a second night moving on the next day. We got lifts very easily. Every time we were dropped in a village we would soon become the guests of the village headman and surrounded by the idle populace would drink tea and explain our journey.

The Turks are beautifully mannered and excellent hosts. They do not allow one to be put out in any way and they never ask for money and always refuse to take ordinary little things like cigarettes, preferring you to have theirs. In this way we got to Ankara, being showered with favours as we went.

Ankara is not a pleasant place at all. In summer it is hot and dry and in winter it is cold and dry. We were there in the heat. It is a very modern city, having wide boulevards and very smart buses. We stayed three nights in a cheap students' hostel but did not do very much while there.

East of Ankara, once out of the vast plains, the country gets much rougher. We went through the mountains and these in parts are magnificent in their arid harshness. The country has the appearance of being washed away by centuries of rain. Everyone travels the dust roads in medium sized lorries, most of which are in shocking repair. We had several hair-raising rides. The people here are equally hospitable and we spent two nights in real Turkish style. One in a private house and one in a village inn. On both occasions we were the guests of honour and as we all sat round the enormous tin tray of food, we were expected to start everything.

Turkish food is less spicy than Indian foods but has some very subtle and delicious flavours. The use of yoghurt, of which they consume a great deal, has been exploited to the full. The most famous Turkish speciality is the kebab and we were very surprised to find how many different types of kebab there are.

We were told that our next large town would be extremely hot—Malatya. We stayed here for a snack about midday and got out as far as Elazig in one lift, from where we continued through the mountains and stayed the night outside the Police Station of a small town called Tunceli. The next day we had an interesting but uneventful drive through the mountains until about five o'clock in the late afternoon when my companion began to feel ill, at the filthy town of Tercan. After about an hour during which he was vomiting and having diarrhoea and chewing stomach pills and aspirin, a bus came through which was making its way to Erzurum. We decided to pay 10/- each for this fairly long bus ride and arrived in the poorer half of the town at about half-past-eight in the evening.

At midday the next day my friend, although only half recovered, decided that we could not afford another night's hotel bill and that we should try to get into Iran that day. Unfortunately we did not get a lift until about three o'clock and we only got as far as Horasan.

Here we slept the night in a bus and managed to wangle a very cheap fare all the way to the last town in Turkey. Here we ate a large meal at about lunch time and managed to get to the border by nightfall. We slept in a village close under Mount Ararat in a typical mud building with the animals living underneath. We started hitching from the border post next morning.

We got a lift to Maquin in a truck and waited a long time in the mid-morning heat on the sunny side of an enormously high vertical wall of rock. Eventually a car pulled up for us. The driver asked us if we spoke German, which unfortunately neither of us did. He turned out to be an Irani small-business man who had driven down from Germany. Not long after he had picked us up he picked up an American student who fortunately for him spoke German. This of course helped us as well and we spent a jolly day driving through the barren country of northern Iran. As we were all bound for Teheran we decided to stick together and so the four of us shared a hotel room in Tabriz. Unfortunately the next day the driver of the car remembered some friends of his whom we visited and they persuaded him to stay the night. So the three of us decided to try to get to Teheran without him.

We slept the next night in a police station and got to Teheran the next day at midday. Here we all split up and I made enquiries and booked my flight for Karachi. The reason I decided to fly from Teheran was that I felt I had been out of contact for so long now and that I knew that I had not signed my indentures with the Company nor completed my arrangements. Furthermore I was shortening my time with my parents. I had thought that it would take at least a fortnight and maybe three weeks to do this last bit, but, in fact, my friend took only ten days although he had been in hospital twice and was in bad health when he arrived. Had it not been for a lucky lift, it may well have taken him as long as I had suspected. Nevertheless I am still a bit disappointed at having given up after doing four-fifths of the journey, especially as the air trip at £56 was

nearly two and a half times what I had spent to Teheran!

The trip had taken me 24 days from Hove and cost £24. During this time I never went hungry, had an expensive night at a hotel in Como, ate several fairly expensive meals and bought myself a hat against the sun, and sent several letters and postcards (an expensive item!).

I was glad to sign my indentures and hear that they had been received safely in London and I now look forward to having my sailing orders.

Yours sincerely,

ROBERT P. OGDEN,

★

Ottawa

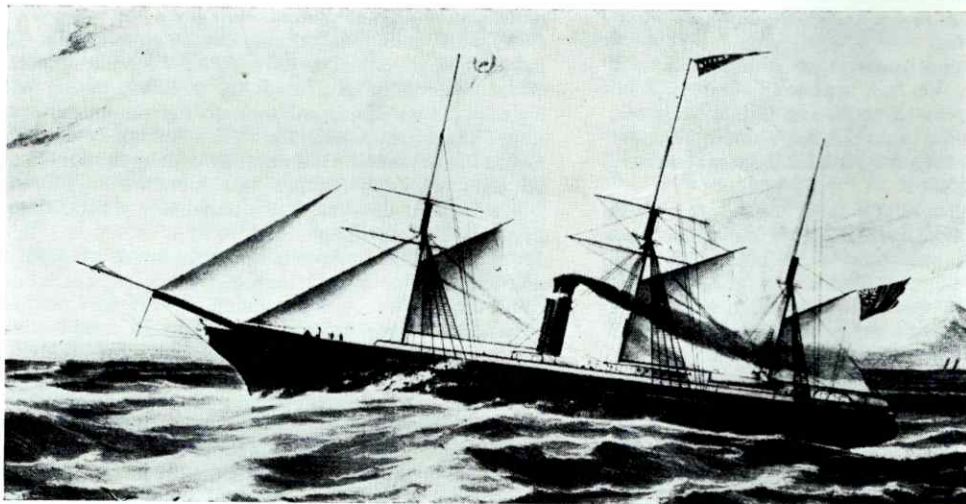
15 Repton Gardens,  
Gidea Park, Essex.  
21st October, 1964.

Dear Sir,

In your No. 15 issue of 'About Ourselves' mention of the new *Ottawa* reminded me of some information I obtained from an old Ships' History Book regarding the Company's first ship of that name.

She was built in 1854 with a G.T. of 1275 and the engines which were of the Oscillating Geared type driving paddles were supplied by Fawcett Preston & Coy and had an indicated horsepower of 700. In 1853 boiler pressure had started to rise from the, up to that date, figure of 10 lbs. and as the boiler pressure on the *Ottawa* was 17 lbs. she represented the early moves towards higher pressures which went up to 20 lbs. the following year and remained at that figure for some years.

The ship was generally employed on the Bombay-China service, at least she was in 1863 when she is first mentioned in this particular history book and by this time it is obvious that she is feeling her age for the first two entries bring us into trouble right away. 'Uptake, Steam Chest and Funnel getting very thin in several places. A hole 1-in. in diameter in a plate underneath



s.s. *Ottawa*  
1854

the stokehold and from the gland. Brass liner completely worn away.'

One could almost describe these as wind and water troubles, that the engines were giving trouble as well becomes apparent in the next voyage report—'Trunnions of forward cylinder fractured in forward trunnion, the fracture extends round one quarter of the circumference and is split quite through the steam passage. The after one extends about four inches resulting apparently from contraction of the metal at the time of casting. Permanent repairs impossible.'

The ship was laid up at Bombay for a refit in 1864, this included new boilers and a new cylinder. From the report we have a view of one of the troubles associated with the coming of steam and the usage of sails in a steamship for the main mast had to be moved 20 feet further aft away from the proximity of the funnel which hitherto had been responsible for burning the sails. The total cost of the refit was £21,564 14s. 9d.

In spite of this refit it was necessary within a year to fit a new superheater, this was ordered from Day & Coy and cost £470.

Almost every voyage brings a story of mechanical trouble, boilers, screw shaft, crank, driving wheel shaft, until the final entry states that the *Salsette* took this vessel's regular mail to Bombay and she proceeded to Bombay later as an extra ship with cargo only. It was the beginning of the end and shortly after the *Ottawa* disappears from the book.

W. GIRVAN.

✱

#### Obituary—Captain M. J. Sarson

'Otway',  
72 Bardfield,  
Vange,  
Basildon, Essex.  
19/10/64.

'About Ourselves', No. 15, Summer 1964  
Obituary—Captain Sarson, M. J.

Dear Sir,

Though it matters little, Captain M. J. Sarson was first appointed Captain of s.s. *Orontes* in March, 1917 and remained in Command in various ships until he retired.

I know this because I was appointed as Chief Officer (ex *Orsova* as 2nd then) at the same time and was with him for 18 months, being the first Orient liner (I think) to pass through the Panama Canal and call at Papeete. We in *Orontes* spent 12 months ferrying American soldiers across the Atlantic to Liverpool and saw the loss of the P & O ship on Colonsay, March 1918 at that time the Commodore ship of the 17-knot convoy. It is so long ago, that it probably matters not.

Yours faithfully,  
Captain G. S. KENNEDY, C.B.E.

I joined Orient Co. 1911 as 5th Officer.  
Promoted 1917 as Chief Officer.  
,, 1929 as Captain.  
,, 1918 as Assist. Marine Superintendent.  
,, 1936-1953 Marine Suptd., Orient Line.  
Retired 1953.

#### Gospel at Sea

s.s. *Patonga*,  
at Dunkirk.

Dear Sir,

I feel that the following tale of the Gospel at Sea may be of interest to your readers.

Homeward bound this voyage from Melbourne to Suez, we were about sixteen hours behind the *Perim* and messages were received daily from her giving details of the weather, current experienced, position, speed, course, etc. A couple of days out their OOW obviously thought that a bit of additional help was needed to guide us through the tempestuous waters of the Indian Ocean, and he very helpfully added a Bible reference. This was received in the expected manner, and *Patonga's* bridge was cleared away as the nerve centre of a Bible Study Work Group! From that day onwards, a daily 'reading' was transmitted across the ether along with the navigational information.

Added excitement came later, when it became apparent that, although *Perim* was 250 miles in front of us, she would go through the Suez Canal in the same convoy. To her chagrin we were placed one ahead of her, and led her out of Port Said.

The two ships remained in sight of one another practically to Cape Finisterre where, we regret to say, we had to reduce speed due to a boiler defect. *Perim* therefore had the satisfaction of steaming past us on her way to Liverpool, while we steamed at reduced speed across the Bay on our way to Dunkirk.

Copyright on the references used is held by the Highest Authority!

#### 'Perim'

*Australia—Suez ('Perim' leading)*

Romans 2:19  
Romans 1:22 & 1 Timothy  
5:23  
Matthew 13:6  
(Very rude and unprintable!)

Matthew 11:3  
Hebrews 13-1 & Isaiah  
30:20

#### 'Patonga'

Proverbs 14:15 & Luke  
21:34  
Proverbs 12:5 & Proverbs  
20:1  
Hebrew 13:8  
Deuteronomy 28:29  
Psalm 39:1  
Psalm 28:3 & Psalm 14:3

#### *Break for Suez Canal Transit*

Deuteronomy 27-18  
Proverbs 23:29 & 30  
Job 8:2  
Matthew 19:30  
1 Samuel 15:14 & Proverbs  
4:11  
1 Corinthians 15:33  
Proverbs 4:1 & 5

#### 'Patonga' shuts down one boiler

Daniel 5:27  
Isaiah 5:26  
1 Corinthians 4:16  
Job 6:18  
Ecclesiastes 3:7  
Isaiah 5:30 (*Patonga* being  
inshore from the *Perim*)  
Proverbs 24:17 & Proverbs  
27:1

#### *On parting company in the Bay of Biscay* John 16:12 & 16

Both ships now feel fairly proficient in the art(?) of misquoting from the Bible, but we do not wish the rest of the fleet to treat this example of the comradeship of

the sea as a challenge to 'go one better' next time they come across us. I doubt if we have made any significant contribution to the history of signalling at sea, but we have, we hope, managed to get your Bibles off those dusty shelves!

Yours faithfully,

W. W. NEWSON

(Third Officer)

★

Dear Sir,

It was a great pleasure to have a conversation with Mr. Hewitt, of your department, when I telephoned last week, in order to find the address of Captain Baillie. I thought I would mention to you that after leaving the *Worcester* I was on the *Peshawar*, *Cormorin*, *Moldavia* and *Shiva*. After getting my 2nd Mate's ticket, in London, I left the sea. However, I went back during the late war, being on the 'Mercantile Marine War Service List', and was away at sea for over 6 years. The old *Peshawar* traded to Australia only, in my day, being chartered to Federal S.N. Co., with meat carrying. The Second Officer was K. Cummins, whom I've seen mentioned in the press, in recent years, in command of one of the 'Strath' ships, where incidents occurred at sea. He was a very fine type of officer and the job mattered a bit more than with the average man. We used to steam right up the Australian coast, to remote places, such as Port Alma. One day the local stevedore-boss took us up-river for a desperately lonely trip on his launch, and stuck it on the mud for five hours, with all of us on board and no means of getting off her, and cramped up like sardines. I well recall Cummins passing the time throwing apple cores at the ladies—it was a rough neighbourhood and nobody bothered about refinements. It passed the miserable time until we could get the launch off again. When I was on the *Comorin* she caught fire in Colombo harbour, homeward bound. It was a serious one and much compensation passed hands. We dumped 30,000 meat carcasses into the sea after the fire! I was most awfully sorry for the likeable skipper, as it was his first trip back to sea—as we understood it—after being on the ill-fated *Egypt* when she sank with her treasure on board in the Channel. The *Moldavia* was entirely converted for carrying cheap-rate passengers to Australia; and not allowed to have Indian crews. The crew were completely all-white, including bosun and bosun's mates, etc. A tricky matter, at times for officers not brought up to the oddities of white crew's behaviour. She was not a happy ship for us youngsters. The *Shiva* was very pleasant, and again I was on a ship on fire, this time when we were at sea, in the China seas. The fire was aft, in the 2nd Class. However, as in the *Comorin*, she was able to steam home before having repairs.

Some news:—

RICHFORD. Now keeps a fine pub—the 'Rutland', in Smithfield Market, a very 'un-ordinary' hostelry, catering among other things, for meat-firm directors' lunches at 30/- a time. It opens in the early hours and closes at 6—à la Smithfield.

BERNCastle (whose father was a ship's surgeon in the P & O with my own father) now has an important position on the Humber Conservancy Board at Hull.

SHEFFIELD, captain in the Furness Withy group.

MAY, in the Royal Fleet Auxiliaries.

REEVES-BROWN, killed in the war.

GRAHAM. Went into the R.N. and now retired.

RAMSAY. Now a pilot on the Great Lakes, Canada.

My father's last ship was the P & O *Persia*, torpedoed in the First World War. I was reminded of something he often told me about, when I saw in 'Peterborough's' column in the 'Daily Telegraph' a picture of the courtyard at 122 Leadenhall Street, not long ago, with an account of the gold shipments therefrom.

One day, when my father's ship was loading gold bars out East, somehow one of the boxes broke loose and fell into the water. It was a very deep muddy bottom and the ship swinging at anchor! What could be worse! Worse still, it was a long time before a dredger could be got, and hopes were very low indeed of ever seeing that gold again. One can imagine the chagrin of captain and cargo officers alike. They dredged for hours, in vain, and were seriously thinking of giving it up, when—Abracadabra—the box appeared in one of the dredger buckets, sitting upright, battered but proud, and bringing the most ineffable joy to the heart of more than one worried man.

I always think of the P & O with far more genuine remembrance than mere sentimentality. It is a slice of my life that means quite a lot to me, especially when my father, Capt. W. H. Haughton, R.D., R.N.R. was in the outfit.

I won't bring this interminable screed to a close, however, without asking you to forgive its size.

Yours sincerely,

J. K. HAUGHTON.

★

s.s. *Arcadia*.

Dear Sir,

Tony Cooper and myself, Graham Justice, are both lounge stewards on the s.s. *Arcadia*, nothing unusual about that, not really, but in our spare time we are a budding comedy magic team. We entertain regularly on board, mostly for children's parties and sometimes for the passengers.

On our Athenian Cruise we had great pleasure in meeting David Nixon, he gave us some very useful tips and lessons in magic and presentation.

We consider that we are very lucky to be able to continue our hobby whilst at sea, and we have met many magicians amongst our passengers.

Whilst in Sydney we were lucky enough to have instruction from the Great Lavante.

In Hawaii we met Ziko Pang, another celebrated magician. In New Zealand a well-known newspaper gave us a half-page spread, including a photograph taken on board. An Australian TV producer also offered us an appearance on one of his shows, so you can see that our life at sea is a very interesting one.



*Tony Cooper and Graham Justice.*

On our last voyage we formed a group headed by the third chef Lou Menzies and called it Offchance Productions. Our aim is to adopt a guide dog for a blind person. We are now busy arranging Old Time Music-Hall nights and a Country Fair for the crew at which we hope to raise much of the money.

We hope you find this interesting enough to include a small piece in a future issue of 'About Ourselves'.

Yours faithfully,  
TONY and GRAHAM.



### SAVE THE CHILDREN FUND

Thanks to the hard work of three Messenger Boys (Stevens, Smith and Frost) in organizing a raffle, we were able to pay over the sum of £2 10s. 0d. to the Save the Children Fund just before Christmas.



### STUDY GROUP IN CHAMBER OF SHIPPING

We are glad to learn that Chief Officer D. G. Black has been seconded to the Chamber of Shipping of the United Kingdom for a period of about twelve to eighteen months to join a study group in the Chamber's Research Department, which will concentrate on how to improve upon the traditional methods of mooring ships. Mr. Black, with another Chief Officer from the Shell Tanker Company, will give expert advice to the leader of the Group, who will be a Method Study Engineer.



### SQUASH CLUB

Recently, the formation of a Squash Club has been suggested. Already, some fixtures have been arranged, while for next season, the hire of a court is contemplated for the use of members.

Now, what we want is . . . SUPPORT! Players, active and passive, interested non-players of Sea and Shore staff are needed. The Acting Secretary, F. W. Butt, of Sales Department, West End, would be glad to hear of any interested Pandor Club members.

## 'ORISSA' LAUNCHED

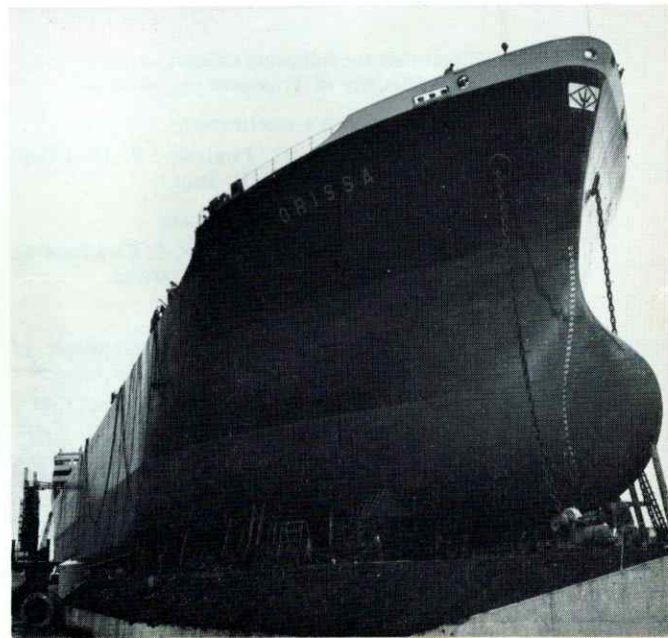
The fourth tanker to be launched for Trident Tankers, Ltd., is the 63,000-ton *Orissa* (below). Mrs. F. C. Murphy, wife of Captain F. C. Murphy, a director of Trident, performed the launching ceremony at the Port Glasgow shipyard of Lithgows, Ltd., the builders, on October 19th.

*Orissa* is equipped with the special new 'Lithgow Bow', which produces an efficiency of seven per cent in the ballast condition. The bow was developed by Lithgows' design team in co-operation with Trident, and Lithgows are confident that it is a real 'breakthrough' in ship design.

The ram bow, as it is called, is a totally different conception from the bulbous bow it vaguely resembles. During a series of experiments made at the National Physical Laboratory using a model of *Orissa*, no improvement was achieved with a conventional bulbous bow. The ram which was eventually developed gave no advantage in the loaded condition but showed an improvement of nearly seven per cent in ballast.

Working closely with the British Ship Research Association and the N.P.L., Lithgows arranged for further model tests to be carried out with other vessels. Fitted to the model of a 17,000 ton bulk carrier, the Lithgow ram bow produced an improvement of no less than 24 per cent in the ballast condition. This remarkable figure was—not surprisingly—greeted initially with some scepticism, but further tests showed that it was in fact accurate.

The contract for *Orissa* was placed in November, 1962 and building began in February this year. The other three tankers ordered at the same time and already launched, are the 61,000-ton *Opawa* (Barclay, Curle & Co. Ltd., Clydeholm), 87,300-ton *Ottawa* (Swan, Hunter Tyne), and 61,000-ton *Orama* (Lithgows, Port Glasgow).



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**FROM THE DEPARTMENTS**  
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**CREW**

It might be of interest to learn that the Crew Department was formed on 4th August, with Mr. G. O. Puckle as Head of the Department. Mr. R. H. Coe has now taken over all Asian Ratings, and Mr. W. Girling is in charge of engagement of all European Ratings, including Deck and Engine.

**OFFICERS**

We doubt whether any other Department can match the following variety of excuses for late arrival at the office:—

1. Overslept
2. Couldn't get up
3. Missed train
4. Train late
5. Train held up
6. No buses
7. Slow buses
8. Couldn't get on bus
9. Delayed by fog
10. Delayed by ice
11. Industrial unrest
12. Stopped to gossip
13. Train doors wouldn't open
14. Car capsized
15. Slipped on leaves
- 16.
- 17.
- 18.
- 19.
- 20.

} Left blank  
 } for new  
 } inventions.

While 4, 5, 6, 7 and 11 are favourite apologies, 1, 2 and 12, the main causes are rarely offered.

We congratulate the following Officers on their success in the recent Ministry of Transport examinations:

**MASTER'S CERTIFICATE**

Second Officers M. P. C. FURLONG, P. D. LUMB, B. G. MAVITY, J. T. DALBY, C. R. SHORT.

**FIRST MATE'S CERTIFICATE**

Third Officers P. J. QUINN-HOGG, P. C. CAWTHORNE, P. D. CURTIS, D. FARRAR, A. F. H. GRIFFITHS.  
 Fourth Officer D. E. MULLINS.

*Engineer Officers who have gained Certificates of Competency since the last issue of 'About Ourselves'.*

- |                 |           |                       |
|-----------------|-----------|-----------------------|
| CHARD, J.       | 3rd Engr. | 1st Class Motor Cert. |
| PITT, D. S.     | 3rd Engr. | 2nd Class Steam Cert. |
| BEDFORD, T. D.  | 3rd Engr. | 2nd Class Motor Cert. |
| WEATHERSTON, J. | 3rd Engr. | 2nd Class Steam Cert. |

**ELECTRONICS**

*Congratulations to:*

**CERTIFICATES:**

Mr. P. C. MORRIS, Junior Radio Officer, on obtaining his M.O.T. Radar Maintenance Certificate and to Mr. D. F. DAY, Acting Radio Officer on obtaining his First Class P.M.G. Certificate.

**PROMOTIONS:**

Mr. T. H. MARTIN on his promotion to the rank of Chief Radio Officer; Mr. K. GIBSON and Mr. W. KEELING to the rank of First Radio Officer; Mr. D. W. SIMS to the rank of Acting First Radio Officer; Mr. D. I. MACLEAN, Mr. B. K. HUBBARD and Mr. D. A. ROGERS to the rank of Radio Officer; Mr. M. R. PRICE, Mr. J. A. GROAT, Mr. T. H. CUBITT, M. J. E. HAYNES and Mr. D. F. DAY to the rank of Acting Radio Officer.

**A Ship for One Hundredth Birthday**

A chocolate and icing replica of her late husband's last command—the 5,844-ton P & O-Orient liner *Simla*—was presented to Mrs. Cecil Goldsmith on Monday, 9th November, as a surprise 100th birthday present.

Captain H. M. T. Askin, as Head of the shipping line's Sea Service Department, presented the cake.

Captain Goldsmith joined the P & O as a 5th Officer in 1885 in the 3,130-ton *Poonah*. In 1890, whilst serving as Second Officer in the 3,174-ton *Hong Kong*, he was shipwrecked on the Azalea Rocks off the island of Perim. His last ship, *Simla*, was in 1912.





# About Ourselves

P & O S.N.Co

P & O-Orient Management Ltd

P & O-Orient Lines

Passenger Services Ltd