

# Wavelength



Curiosity soon got the better of Christine Hill, late of Passenger Division, after her wedding to Bulk Shipping Division Radio Officer, Gordon Bell. The reason why, we'll leave to your imagination! Their wedding took place in true Highland fashion with Gill Green and Val Pollard (ex Passenger Department) the bridesmaids and Gordon's one-time shipmate 'Doc' Paul Buchannan, the best man. Afterwards the couple spent their honeymoon in the Western Isles of Scotland. Christine, a well-known and popular member of Passenger Department, spent most of her seven years with the company in the Restaurant Seating Section of Cruising. Gordon joined Trident Tankers in 1968 since when he has also served in a number of Passenger Division ships. The last we heard of the happy couple was that they had flown off to join Gazana and are now at sea somewhere between Japan and the Persian Gulf.

## Canberra calls at Trieste

Plaques were exchanged between the Canberra and the port of Trieste when the 45,000-ton passenger ship called there for the first ever time during a cruise. To mark the visit, Captain PC Read gave a cocktail party which was attended by leading members of the Trieste community, port officials, customs officials and members of the local Board of Tourism.

## 100 more officers needed by 1974

# Bulk Shipping appoints six new masters

By The Editor

Bulk Shipping Division's management has approved the promotion to master of six chief officers and has told the Division's other officers that promotion prospects will increase during the next two years. The six new masters are BD Woolley, MR Hicks, CG Hunt, PR Malarky, AO Copeland and AS Jackson. They will take up their new appointments between now and the end of the year when Gambada is commissioned.

Gazana, Jedforest and Garmula have already been commissioned this year, Kildare and Lauderdale are scheduled for delivery in the next few months and Garonne has recently made a welcome return to the fleet after being laid up for some weeks. Chief Executive, Mr AB Marshall, said promotion prospects for other officers were bright because the fleet was increasing in number all the time.

In addition, BSD — like the other deep sea divisions — was committed to increasing the leave entitlement of officers to 186 days for every year's service and to implement this it will be necessary to have more officers in each rank. Mr Marshall added that BSD could not hope to fill all the vacancies from within the Division and it will therefore be necessary to recruit a substantial number of officers from outside if necessary to reach the target of over 600 officers by October 1974.

## Captain retires

Captain David McCausland of the Belfast Steamship Company retired at the end of August after over 40 years at sea. Captain McCausland began his career in 1928 as ordinary seaman with Wilson & Reid of Belfast. During the last war he sailed mainly from Scottish and East Coast ports running the gauntlet of 'E' Boat Alley and hellfire corner.



AS Jackson



AO Copeland



CG Hunt



PR Malarky

## Hatchett honoured



Alan G Hatchett (left) talks with Dr Waleed M Sadi, Minister-Counsellor, Jordan Embassy and HE Mr Omar Nabulsi, Jordanian Ambassador to the UK following the presentation to him of the Istiklal (Independence) Medal of the Hashemite Kingdom of Jordan. The ceremony was held at the Savoy Hotel in London. The citation covering the award said that it was made "in recognition of the excellent services which His Excellency Alan Hatchett has rendered to our country's trade".

# Zaida saves 17 fishermen

The republic of China's Ambassador to New Zealand, Mr KC Shah, praised the officers and crew of Zaida when the vessel arrived in Wellington earlier this month with 17 shipwrecked Chinese seamen. The men had been picked up by Zaida after their fishing vessel had run aground on a reef near New Caledonia on 2 September. Five of their colleagues died when their

lifeboat was swamped and lost as it tried to get clear of the reef. Captain HC Walker told newsmen that Zaida picked up an SOS from the Taiwan vessel at 11.30am on 3 September. He altered course and at 4.30 pm made contact with a circling aircraft which reported that three rafts and a boat had left the wreck. Half an hour later Zaida sighted the

fishing vessel aground on the reef with heavy seas breaking over it. Near darkness, said Captain Walker, the rafts were again sighted, still off the reef, but too close to it for Zaida to approach. The boat had been lost trying to get clear of the reef. Shortly afterwards Zaida lost sight of the rafts in the gloom and rain but at about 8 pm voices were heard coming

from the sea and a search was carried out by Zaida's port lifeboat. In the rough seas and high winds the boat could find nothing and returned at 10.10 pm. The next day brought success, however. In the morning light a liferaft was seen and six men were picked up. Soon afterwards a second raft carrying five men, and a third with six men, were sighted.

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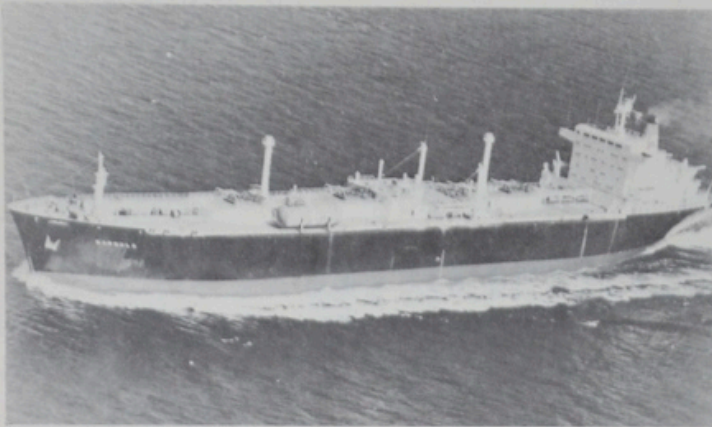
## Guide dog appeal tops £50

A guide dog for the blind appeal launched by the 37-man crew of OCL's Encounter Bay has topped the £50 mark. The Encounter Bay's crew hope to raise £500 — that's what it costs to train a guide dog — and when, last week, they totted up the money they had collected so far it came to £51. This has been used to purchase premium bonds and everyone connected with the appeal is hoping that at least one of these will "click" before very long so as to give the fund a boost. Any reader who wishes to contribute to the fund should send their donations to the General Manager, Container Fleets Limited, Navigation House, London, EC3N IPT.

## Exam success

Congratulations to Richard Pittam, our Shore Staff Recruitment and Development Officer, on passing the Institute of Personnel Management examination and becoming a Graduate Member. Preparation for the exam involved him in two years' study and attendance at Croydon Technical College evening classes.

# Second LPG carrier enters service



*Garmula on her maiden voyage.*

Within days of the 22,500 dwt Gambada being launched at Cammell Laird's, the P & O house flag was being hoisted on board the 38,000 dwt Garmula as she prepared to sail on her maiden voyage to Venezuela.

Garmula had earlier been handed over by Moss Rosenberg Verft and the ship's success toasted by Captain Bailey, Mr G Tuke (Technical Services Division's Group Manager, Ship contracts and administration), Moss Rosenberg, director and Mr H Frank.

Now she is on charter to Gazocean SA but in due course she is likely to join her sister ships on charter to Mundo Gas.



*The P & O house flag is hoisted.*

## Party celebrations aboard the Ardvär



*Second Officer Stephen J Tucker and his bride Miss Mary Christine Hogkinson, after their wedding at the Parish Church of St Mary's, Saltford near Bristol. The bridegroom has worked for Trident Tankers and BSD for 7 years and on his next voyage, which will probably be in Heythrop, he will be accompanied by his wife.*



Captain Basil Thomson of Ardvär reports on two social events in his ship's calendar which lived up one week in the month of August for his officers and crew.

Peter Simpson, Ardvär's Chief Engineering Officer invited officers and wives to celebrate his "Nth" birthday on 10 August with a pyjama party. The Chief appeared immaculately attired in blue silk pyjamas with cravat, cummerbund and bright red braces.

It was only later in the evening that the partygoers realised his aristocratic air was hinged directly on the braces which hinged only spasmodically on to his pyjama trousers.

On 15 August, Ardvär's petty officers invited the officers and wives to celebrate the Silver Jubilee anniversary of the Independence of India.

The P.O.'s skiffle band entertained with traditional Indian folk songs and numbers from the top twenty while numerous Indian dishes were served.

Captain Thomson hopes that no talent scouts ever spot the band or he feels that Ardvär could be three P.O.'s short.



*Ardvär's leading steward, Wilson D'Costa and Miss Lydia Colalo, after their wedding at the Church of St Xavier, Bombay. The bride is a stenographer with Cinefone Co Pvt Ltd.*

## Marine Inspector appointed

In a move designed to further strengthen the operational and safety standards of our current fleet of 26 specialised bulk vessels, Captain Robert Noel has been appointed Marine Inspector.

Captain Noel will be working under the Marine Manager, Captain G A Marchant. His main responsibility will be to improve and maintain safe operational efficiency by direct supervision of cargo handling and tank cleaning operations throughout the Bulk Shipping Division fleet.

Born in Jersey in 1935, Captain Noel started his sea career with the British India SN Co and transferred to Trident Tankers in 1963. After serving for three years as Chief Officer, he was promoted to Master in 1966.

In 1969 he left Trident Tankers to join Marine Safety Services Ltd as a Safety Consultant.

## Congratulations

Congratulations to Chief Officer J M Christie and his wife on the birth of a son, Alistar on the 20 July.



**All copy for the November issue should reach the Editor by 3 November**

## Retired port Chief was a cadet in the Woodarra

Dear Sir,  
I retired from the position of Shipping & Port Manager, Holyhead, a year or so ago, and this would be of little interest to you except that I must be one of the last of the cadets who served their time in the SS Woodarra from 1924-1928.

When I completed my time, I returned to the company, and after serving in the Home Line in the troop ships and the cadet ship Nardana under Captain Reilly, I went out to the Coast, where I served on the Bombay/Durban Mail (Kenya and Karanja) and also on the East African Coast in the Dumra for over two-and-a-half years.

On my return home on leave, when I passed for Master, I was caught on the not unusual hook of having aging parents and the love interest that comes to most of us, which precluded me from going out for yet another Coast spell of three-and-a-half years.

After a short spell in the Cunard Line, I joined the old LMS Railway Company on the Holyhead/Ireland service, where I remained until the war caught up with me when, as a RNR Officer, I found myself out in India once again.

For two years odd I was

## A song for the P&O's engineers

Dear Sir,  
I served as a deck-officer with P & O between 1955-61 and I am now interested in researching into sailors' songs. I remember a song which engineers used to sing, one version of which was as follows:

I went down to Tilbury and the weather was fine  
And I got me a job on the P & O Line  
They paint their ships black and they paint their ship white  
And they work all their juniors by day and by night.

It went to a well known traditional tune known to folklore enthusiasts as Villikins and his Dinah. I should very much like the remaining verses and wonder whether any of your sea staff know them.

John Harrington

The Cottage,  
The Street,  
Cretingham,  
Stowmarket,  
Suffolk.

Gunnery Officer of HMS Hector and then home in command of one of the anti-submarine yachts working out of Campbelltown, where, as you know, the birth place of William MacKinnon is marked over a house door in Longrow.

After this, I again found myself in India, and again in Bombay as Staff Officer Movements on the staff of the Senior Officer Royal Naval Establishments, India, so it is quite apparent that my war service was really a case of returning home to familiar pastures, where I was in almost daily contact with previous colleagues, both afloat and ashore.

After the war I came back to the LMS Railway Company, which subsequently became British Railways, and after achieving command of passenger ships was transferred to the administrative sphere in 1957 where I remained in the capacity of Shipping & Port Manager until my retirement.

Going right through the above, it is quite obvious that although I left the BI officially in 1936, nevertheless my attachments to it have remained, and a couple of years ago I was in personal contact with Donald Lattin under whom I served in Woodarra, and with whom, believe it or not, I shared the stardom of the ship's dance band.

Too many of my contemporaries have gone, though I am glad to say some are still with us and I would be delighted if any of them got in touch with me, and we could swap yarns of when we served under the two white bands and the broad pennant with the red St. Andrews saltire.

It has always been a matter of pride that I have served in the company, and as an item of final interest my father put in a small spell as a clerk in the company's ships in the 1890s, and as a small boy I was brought up listening to the stories of those days.

Captain R A H Lord

Kyles,  
Trearddur Road,  
Trearddur Bay,  
Holyhead.

## How the Mata Hari met her end

Dear Sir,  
I was delighted to read Captain Francis Poole's account of the doings of the Mata Hari in the July issue of *Wavelength* and to see the fine photo of her at Telok Anson.

I think the fact that she was manned by BI officers although owned by P & O is explained by her having been



Officers and cadets serving aboard the Woodarra in 1927. Back row: Brightman, Grace, Connolly, Kingwood, D H A Jones, Strange, Law, Browning, Pennett, Russel. Fourth row: Thomas, Kirkup, Duwane, Roberts, Woodcock, A W Clarke, Lord, Austin, Woods, Mackenzie, Allenby, Campbell. Third row: Gray, Hutton, Bell, Falkner, D J Bardsley, MacCullum, Wing, Whitfield, Scott, A W Woodward, Leaver, Smith. Second row: Forsdyke, Thompson, Griffin, McSwan. Front row: Kerr (4/E), Russel (3/E), Hogg (2/E), G D Stewart (C/E), Captain J V Reilly, H V Gouter (C/O), B W Smith (2/O), D B Lattin (3/O), G F Alexander (3/O) and Dr Steele.

### George Kerr's book tells all

Dear Sir,  
In your publication of July 1972, number 5, Captain Francis Poole wrote a most interesting article on ss Mata Hari... he ended up by asking for details of her wartime demise.

I would recommend to Captain Poole (and indeed to others who may not have seen the book) to borrow from the P & O Museum perhaps, a copy of the history of P & O at war, 1939-45.

Written by George F Kerr it is entitled *Business in Great Waters* and amongst other stunning tales of great troop convoys and armed merchant cruisers etc it has a whole chapter (7) devoted to the account of Bulan's and Mata Hari's war record and eventual end.

I am sure Captain Poole would enjoy these passages and relive the drama of Mata Hari's moonlight voyage through Jap infested Indonesian waters.

P W Love  
Staff Captain  
ss Himalaya,  
Sydney.

## My happy months on the Rangoon to Mergui run . . .

Dear Sir,  
I have read with great interest the article by Captain Francis Poole in the July issue of *Wavelength*. Mata Hari was sunk during the War but I well remember Bulan and also the BI ships Kola and Kistna in the immediate post-war years.

I received a transfer to Sir Harvey Adamson in January 1947 when that vessel was employed on the 'Nanny Goat Mail' between Colombo and Tuticorin. This was soon cancelled as I was obviously lacking in experience to be appointed Acting Third Officer. I never did join Sir Harvey Adamson which was tragically lost with all hands between Tavoy and Mergui about three months later.

After helping, in my small way, to see Egra through her first major post-war survey and then sailing on that fine vessel on the Rangoon Mail run I was transferred to *Bandra*. This latter ship had taken the place of Sir Harvey Adamson on the Rangoon to Mergui run and I spent fifteen very happy, hardworking and instructive months on *Bandra*.

I served under Captains

W R K Clark and W E Jackson. Captain Jack Washbrook was Chief Officer at the time and Alan Willis was Second Officer. The usual run was from Rangoon to Moulmein, Tavoy and Mergui and return via the same route with occasionally a variation on the theme. The BI tender *Yengyua* working in the Tavoy River was under the command of Captain J A Patterson, then a Chief Officer. The arrival of *Bandra* in the Tavoy River was considered the social event of the calendar and the local 'burra sahibs' (not many of them) who could find an excuse or persuade Captain Patterson to put up with their company would contrive to wangle a passage downriver on *Yengyua*.

On one occasion I was able to make the trip upriver to Tavoy and back whilst *Bandra* proceeded to Mergui. An engineer officer accompanied us to inspect the tender's boilers (wood fired, no less) and it was the only time I have seen a BI ship careened - well, almost. The Cargo Superintendents then based in Rangoon were Captain C I V Maskell

and Mr (later Captain) Martin Cockman. The latter made a trip to Mergui on one occasion and, using the agents' tender (previously towed to Mergui by *Bandra*), a survey was made of the channel leading to the Pool as the inner anchorage off the sea-wall was called. I distinctly remember that the palms of my hands were terribly sore after a couple of days of 'swinging' the lead - for once in a perfectly legitimate and approved cause.

As far as I am aware Eric Dewar (Chief Engineer Officer) and I are the only former BI officers still serving afloat who have experienced life on the Mergui run. I would be most interested to learn (perhaps through the medium of *Wavelength*) of the experiences of retired personnel who knew this service in its heyday between the two Wars. They would, I am sure, make quite fascinating reading.

Incidentally also in the July issue of *Wavelength* you printed the words of 'Psalm 95G58' as related by my friend and colleague Captain Frank Heard.

There used to be a number of BI songs and rhymes which were still popular when I was a junior officer but these have been, I fear, mainly lost to posterity.

One in particular that I recall was known as the 'BI Alphabet'. My tattered and dog-eared copy was gleaned from the late 'Sailor' Dean, himself quite a character, but it has long since been lost.

I wonder if any retired BI officer is able to provide the words of the 'BI Alphabet'.

V P Harvey  
Master, m s Carpentaria,  
General Cargo Division.

naval communication ship, Yumihari.  
In 1944 she became the naval auxiliary *Nichirin Maru*, and was finally bombed and sunk west of the Ryuku Islands on 2 March, 1945.  
W A Laxon  
10 Palmer Crescent  
Mission Bay  
Auckland 5  
New Zealand.

She was sold to the Royal Navy in 1940 and commissioned as HMS *Mata Hari*, being captured by the Japanese in Banka Strait on 15 February 1942.

While under their control she was bombed and sunk in Sunda Strait on the 28th of the same month, but was salvaged and recommissioned later the same year as the

built originally in 1915 as a BI vessel. She was not transferred to P & O until 1924 when the *Bulan* was built, and doubtless it was convenient to continue the existing manning arrangements.

I imagine someone else will have told Captain Poole of the eventual fate of the *Mata Hari*, but in case not, here it is:



## Diplomat takes ferry home

The former British Consul in Lisbon, Mr Henry Neill, pictured on board Southern Ferries' Eagle with his wife Eleanor (right) and Eagle Hostess Eileen Cronc. Mr and Mrs Neill are well-known on board Eagle, and travelled in her in August when they returned to the UK for leave before their next posting. In December, Mr Neill takes up his new appointment as First Secretary and Consul at the British Embassy in Rio de Janeiro. Another diplomat to patronise Eagle is Sir Archibald Ross, formerly British Ambassador to Portugal. Sir Archibald, who is now retired from the Diplomatic Service, sailed with Eagle at the end of August when he and Lady Ross were returning from a Portuguese holiday.

## Ulster Queen rescues five Irish fishermen

Five Irish fishermen, who abandoned their blazing trawler, were rescued from a drifting liferaft in the Irish Sea last month by the Belfast Steamship Company's passenger-vehicle ferry, Ulster Queen.

The ferry changed course after sighting distant distress flares while on her routine nightly crossing from Liverpool to Belfast.

Later, the Ulster Queen, under the command of Captain James Fullerton, found the Dublin-registered trawler Bengali ablaze from stem to stern.

One of the ferry's lifeboats was launched with Senior Second Officer John Hunter in charge, but his crew found no sign of life. After a search the bridge signalled it had spotted the survivors drifting in their tiny liferaft.

Skipper Joseph Hammell of Dublin later told his rescuers that his trawler caught fire after an engine room blaze got out of control. He then gave orders to abandon ship. Among the five survivors - none was injured - was a 15 year old Dublin boy on his first trip to sea.

Ulster Queen took the skipper and his crew to Belfast from where they planned to make their own way home to Dublin.



Captain Fullerton

## OBE for Bordeaux manager

Mr Jim Clark, Franco-Britannique's Bordeaux Manager has been awarded much to the delight of his colleagues the OBE in the recent Queen's Birthday Honours List.

Jim joined the P & O's Company in France in 1930, transferred to GSN London in 1934 and after war service with the British Forces, returned to Bordeaux in 1947 and was appointed Manager in 1966.

Acknowledged as a true specialist in wines, he has for many years played a major part in Franco-Britannique's activities as wine shippers from probably the world's most famous wine region to destinations as far away as Japan and the Americas.

In addition to his day-to-day work and close liaison with his fellow managers at Le Havre, Le Touquet, Boulogne, Dunkirk and Paris, Jim has devoted a great deal

of his time to the British community in Bordeaux.

His many local activities include being Vice Chairman of the British Chamber of Commerce, President of the Royal British Legion, Hon. Life Governor of the Commonwealth and Continental Church Society, and a Lay-Reader of St Nicholas Church. He is also on the Committees of Association France-Grande Bretagne and the Bordeaux Bristol Association.



Jim Clark

# Scottish islanders give captain a rousing farewell

Captain Willie Sinclair spent his whole working life with the North of Scotland, Orkney and Shetland Shipping Company. And during that time he made more trips to Unst than he can remember.

But there was something different about the visit he made there a few weeks ago - so different, in fact, that it will probably stick in his mind for ever.

After 48 years' service with the North Company - the last seven as master of the Earl of Zetland - it was Captain Sinclair's last visit before he retired.

The people of Unst knew it and when he arrived at the Reading Room in Baltasound, between 50 and 60 islanders, as well as the crew of the Earl, were waiting to greet him.

There followed a buffet, with entertainment by Mr Andy Irvine who read a series of anecdotes and poems, and the Rev. Douglas Lamb who delivered a Shetland poem, and dancing until midnight.

And in between all this Mr Viv Owers thanked Captain Sinclair for all he had done for Unst and Mrs May Sandison presented the Captain with an inscribed cigarette box from the people of Unst.

Earlier Captain Sinclair had been invited into the officers mess at RAF Saxa Vord, where Squadron Leader W Woolston presented him with a plaque bearing the station shield.

On a previous day whilst the Earl was berthed in Lerwick, Captain Sinclair was presented with a wallet of notes from head office in Aberdeen by Herbert W Scott, General Manager of the North Company. And Purser William Smith handed Captain Sinclair - a keen angler - an inscribed rod, tackle and harness, from the crew of the Earl.

These two presentations were watched by crew and staff, past and present, who heard Purser Smith say that Captain Sinclair was one of the few seamen left who had started out in shipping in the days of sail.

It was, in fact, 1924 when Captain Sinclair joined the North Company as a crane boy in the St Sunniva. Before



Captain Sinclair receives the fishing rod from Purser William Smith. Looking on in the centre is the new master of the Earl, Captain Gray.

that time he had been cook and rope coiler on the Lowestoft smack, Orient. After two years he went deep-sea for a period of 15 years, during which time he admits to having spent some time as a cowboy in New Zealand while waiting for another sea-going job.

He went back to Shetland in 1943 as second mate of the St Rognvald. During the same year he was with the St Ola before joining the Earl of Zetland in 1944, with which vessel he remained - being made master in 1965 - until his retirement.

Mr Smith went on to say that Captain Sinclair's bland personality and kindly ways were known all over Shetland, especially in the North Isles - from Whalsay to the tip of Unst.

"One would think", said Mr Smith, "that one who has led such an active life would find it difficult to pass the time in retirement, but Captain Sinclair has many interests. He is a pillar of the 'Big Kirk', and a member of the Masonic Lodge and its recreational club".

Captain Sinclair replying to Mr Smith, said that he did not quite know how to go

about thanking everyone. He had to admit he would have been happier taking the Earl into Skerries with a north east wind and an ebb tide!

The Captain said it seemed only last year that he first came down the pier to join a North Company ship, a "poor peerie boy". He had been greatly relieved on that occasion to find another peerie boy - even peerier than himself in fact - on board. That other boy was Robbie Tulloch, and Captain Sinclair was just as pleased to see him in the audience now as he had been on that first occasion.

Mr Scott who, with his wife, had flown up from Aberdeen especially for the occasion, welcomed Captain David C Gray, who has taken over from Captain Sinclair as master of the Earl.

Before extending his own good wishes to Captain Sinclair, Mr Scott passed congratulations from the staff in Aberdeen and Orkney and from Lady Geddes, who extended the good wishes of the P & O Company.

Mr Scott had also been asked to pass on a message from Mr Edward Thomason, County Convener, who

wrote: "Good, well maintained communications are essential in any developing progressive community. To provide these on the rock-strewn exposed eastern seaboard of Shetland involves a constant commitment of skill and effort. For nigh on 30 years your name and that of the Earl have been synonymous. As the name of the late Captain Spence and Purser Davy Gray were identified with the old Earl, so has yours come to be linked with her successor.

"On behalf of the people of Shetland, and particularly the residents of the North Isles I offer you all good wishes for a happy and interesting retirement. On a personal note, it seems a short time indeed since I watched you start as a crane-boy on the old Sunniva.

"A new era lies before us - before another twelve months the first of the vehicle ferries will be in service. I would like to think you all pass to your crew, past and present, aboard the Earl tonight the acknowledgement of Zetland County Council for their many years of toil.

"Again on a personal note, I would like to think that you will spare a thought for a dear friend of us all now departed - Bertie Pearson."

In addition to congratulatory telegrams there was a letter from Lerwick Harbour Trust wishing Captain Sinclair a happy retirement.

Captain David Gray has been with the North of Scotland Company since 1961 when he was second mate on the St Rognvald for a short time before becoming second on the St Magnus.

After two and a half years with that vessel he became second mate on the St Clair, taking up the post of mate on the Earl of Zetland in 1965. Captain Gray has spent all his working life at sea.

# Eagle crew's swift action saves German seaman's life

Prompt action by Eagle's seastaff undoubtedly saved the life of a young East German seaman seriously injured in an accident last month on board the 2,600-ton cargo ship, Elster.

Eagle — taking part in her second epic sea rescue within four months — picked up the Elster's call for help in the Bay of Biscay while on her way from Lisbon to Southampton.

The Elster, bound for Algeria from her home port of Rostock, radioed for medical assistance following an engine room accident while she was off Cape Finisterre.

Eagle's master, Captain Gordon Renshawe, fixed a rendezvous with the Elster and within an hour and amid a force 7 gale and heavy seas, gave orders for the starboard accident boat to be launched with Chief Officer Doug Rowland in charge.

## Critical

With Second Officer D Best and Third Engineers John Moss and Colin Tutt assisting in the launch — crewed by A/Bs Ken Bezant, Barry Bulpitt, Richard Foster, Malcolm Prynne and Tom Neil — the 18-year-old seaman, Jurgen Matschke, who had lost an arm and suffered critical head injuries, was taken on board for urgently-needed treatment. The transfer took just nine minutes.

Once in Eagle's fully-equipped hospital, the ship's surgeon, Dr Ernest Winters and Nurse Jenny Manley-Tucker, aided by four medically qualified passengers, rendered immediate aid but reported that the seaman required major surgery in an intensive care unit ashore.

## Call

A call for assistance was flashed to the French navy at Brest but because of the distance and imminent darkness a helicopter lift was ruled out. As a diversion to Brest would have been no quicker, Captain Renshawe radioed the Royal Navy controller at Plymouth to ask if they could help.

Back came the reply that they could and a rendezvous was arranged for the early hours of the following morning 40 miles from Eddystone Lighthouse — a pick-up point judged to be least harmful to the injured man.

Shortly before 5 am two RN Sea King helicopters were hovering over Eagle in semi-darkness after flying from Culdrose. Rough following seas were running and a gale force six wind blowing, but the skill of one of the pilots

led to a trouble-free transfer from the sun deck, just forward of Eagle's twin funnels.

Said Captain Renshawe, "It was a magnificent display of piloting as it must have been most difficult for the pilot to hover for 12 minutes

only five feet above our sun deck."

The rescue helicopter and its escort then flew Herr Matschke to Truro Hospital where he underwent an emergency operation shortly after arrival.

Throughout the emergency, Eagle's passengers were kept fully informed of rescue plans by Hostess Eileen Crone and her staff. Passengers, anxious to help in their own way, organised a fund and collected £203.80p to help the young East German during his stay in Britain.

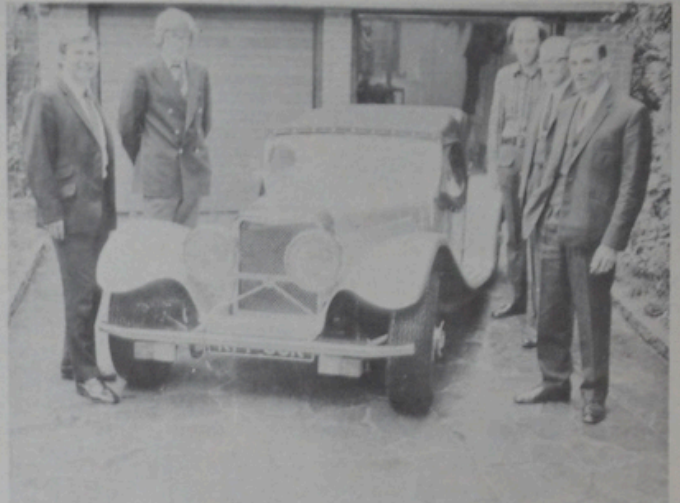
Eagle's medical staff and their volunteer helpers were on continuous duty throughout the rescue, while Radio Officers Stewart McGee and Iain Petrie were called on to show swift initiative in contacting shore-based rescue services.

Added Captain Renshawe, "I was very impressed and proud of all Eagle's crew. All departments were most anxious to help where possible and ensured the passengers suffered little inconvenience. The Royal Navy organisation was, as usual, very efficient and unflappable."

Herr Matschke left Truro Hospital on 1 September to go home to East Germany.

## SOS No 2

Eagle was involved in another sea rescue when she took on board a sick African officer cadet from the Union Castle Line's Clan Graham. The Eagle was crossing the Bay of Biscay on her way home from Lisbon when she picked up the Clan Graham's emergency call. Later, after a mid-ocean rendezvous, the cadet, who had acute abdominal pains, was transferred to the Eagle by launch for expert medical care on the advice of the ferry's resident surgeon. Eagle's medical staff treated the cadet until Eagle's arrival in Southampton.



## Vehicle shippers to advise on vintage bodied Panther car

Specialist vehicle shippers Claridge Holt & Co — part of the Anglo Oversea Transport Group — have been appointed shipping advisors to Panther West Winds Ltd, who make the vintage-bodied Panther J.72.

Built to classic design styling and powered by a 3.8 litre Jaguar engine, the Panther has been primarily produced for the export market where there is a big demand for latter-day models powered by modern engines.

Continental markets,

including Germany, France and Scandinavia and the USA are the prime export areas and orders from the USA have already been placed. If the current demand and enquiries are maintained, the car could shortly be marketed on a world-wide basis.

Claridge Holt have specialised in the overseas movement of motor vehicles since 1912. At the moment they are carrying out an investigation into the most suitable methods of shipping this unique car

in the safest way on the most economical basis. Costs at present are being compiled for both overseas and UK movements and it is anticipated that shipments will commence early in 1973 with annual production quickly increasing to some 300.

Our picture shows (from left), Jim Gourlay (Group representative), David Franks and Robert Jankel (both of Panther West Winds), Jack Liptrap (Director, Claridge Holt) and Chas Green (Export manager, Claridge Holt) with a J.72.



## New uniforms for ferry girls

Fashion line-up for Southern Ferries' hostesses and purserettes to show off their new blue uniforms. Seen on board Eagle, (from left) are: Freda Rawlings, Pat Coxetter, Sheila Whitworth, Gillian Lang, Eileen Crone, Jenny Manley-Tucker and Jean Rippingale.

## Pandair's Leicester staff move to new offices

Pandair Freight has moved its Leicester staff from Baron Street into new, purpose-built offices and warehousing at Freemans Green, Leicester.

Covering over 4,000 square feet, the new premises have been specially designed for the speedy handling of air freight with such features as improved access and loading facilities and modern telecommunications. Self-seeking telephones can also connect callers to any available lines.

Pandair's move forms part of plans to further increase its share of the growing air freight market in the Leicester area, a thriving part of the East Midlands.



## New post for former Zillah Shipping Co. master

Captain J Pickthall, formerly Assistant Marine Superintendent Coast Lines Liverpool, has been appointed Sea Staff Manager Liverpool with special responsibilities for the Belfast Steamship Co, General Steam Navigation (Trading), and Tyne-Tees Steam Shipping Co.

Captain Pickthall first went to sea in November 1930 with the Zillah Shipping Co and was appointed Master in 1938.

Serving with Zillah throughout the war he came ashore in 1954 as Marine Superintendent.



Captain Pickthall

In 1964 the Zillah Shipping Co was acquired by Coast Lines and Captain Pickthall became Assistant Marine Superintendent for Coast Lines in Liverpool, serving in this capacity until his recent appointment.

## 1925 lorry's top speed was 12 mph

A Sentinel 5-ton tipping wagon with a speed of 12 mph that was operated by William McMillan, forerunner to James Hemphill Ltd, about 1925. The driver and firemen are John and Malcolm Lockie whose nephew, John McArthur, is a Hemphill driver.



## Hornchurch wedding

Miss Linda Bearham and Mr Frederick Dukeson, after their wedding at Langton's Registry Office, Hornchurch on 2 September. Following a reception for 70 guests at the Red Cross Hall in Romford the couple left for a honeymoon in Scotland. The bride used to work in our Group Property Department but is now secretary to E & ATD's Mr A E Mahoney.

## Three new managers for Airsea Freight's sales division

As part of the streamlining of their sales division, Airsea Freight Group - Ferryscot, Stapleton Shipping, Scotpac and Airsea Freight - have made three new managerial appointments.

F H Darkes, F Inst FF, has been appointed Regional Sales Manager for the Midlands and North of England. With many years' experience of freight forwarding and container operations, gained with Ferrymasters (Sealand) and a prominent Glasgow shipping and forwarding agent, he will initially be based at the

Ferryscot Depot at Wigan (Telephone: 0942-56211).

Ian McArthur has been appointed Regional Sales Manager for West and Central Scotland.

Based at Airsea Freight Group headquarters at Kirkintilloch (Telephone 041-776-7191), Mr. McArthur joined the company last December from the sales department of Overseas Containers Limited, having previously worked for a major Scottish export com-

pany. J Bruce Neilson has been appointed Manager of Airsea Freight's Leith office (Telephone 031-554-8655), where he will be responsible for freight sales in the East of Scotland.

He joined the company from a prominent air freight company, and is well known to exporters and importers in the Leith area, as he had previously worked for a shipping and freight forwarding company there.

Congratulations to Dennis Edwards, Branch Supervisor at Pandair's Bristol Airport office and his wife on the birth of a son, Paul, 7lb 4oz, on 17 August.

## Oatcakes for climbers

Pandair's Glasgow office hit a high spot recently by shipping 136 kilos of oatcakes and shortbread to the 1972 British Mount Everest expedition.

## Pandair's South Wales staff leave Newport for Glamorgan airport

Pandair Freight has moved its South Wales branch from Newport to a new base at Glamorgan (Rhoose) Airport near Barry.

Located within the airport complex, the new branch has greater warehouse and office space and better all-round facilities.

### Increase

Pandair planned the relocation to take full advantage of the increasing amount of traffic now passing through Glamorgan Airport from the growing number of industrial and commercial areas in South Wales.

The supervisor in charge of the branch is Miss Julia Breese - one of several women in top jobs at Pandair - whose staff will be based at Pandair Freight Limited, Cargo Terminal, Glamorgan (Rhoose) Airport, Barry, Glamorgan CF6 9BD.



Julia Breese.



While HMS Fearless was visiting Lisbon as the Flagship of the Commander in Chief Fleet, Sir Edward Ashmore, a party of Fearless officers visited Eagle. They were led by Surgeon Cdr. Peter Wood and included Cdr(E) Willie Erskine, Aviation Lt. Cdr. Malcolm Botten, Lt. Roy Taylor of Southampton, Instructor Lt. Cdr. Bob Pegler, Senior Engineer Paul Marshall and Engineer S/Lt. Ray Beeson. Surgeon Cdr. Wood presented a plaque from HMS Fearless to Captain Renshaw which will take place of honour in the Captain's Cabin alongside the one of HMS Eagle; this plaque was presented to Captain Renshaw by the Commander just prior to mv Eagle's maiden voyage on 18 May 1971. Mrs Ceri Wood, wife of the Surgeon Cdr. was presented with a souvenir paper knife mounted with the Eagle crest.

## Orama bell mystery: How did it get to Hong Kong?

The discovery in Hong Kong of a ship's bell from the Orama has left both me and my colleagues somewhat puzzled.

Whether the bell comes from the first or second Orama is beside the point although, of course, we'd like to know. The fact is both Oramas were lost in European waters — so how did a bell from either get out to Hong Kong?

For those who can't remember how the two ships met their end, here are the brief details.

Orama 1 built in 1911, was torpedoed and sunk on 19 October 1917 as she was approaching the English Coast while escorting a convoy from Dakar.

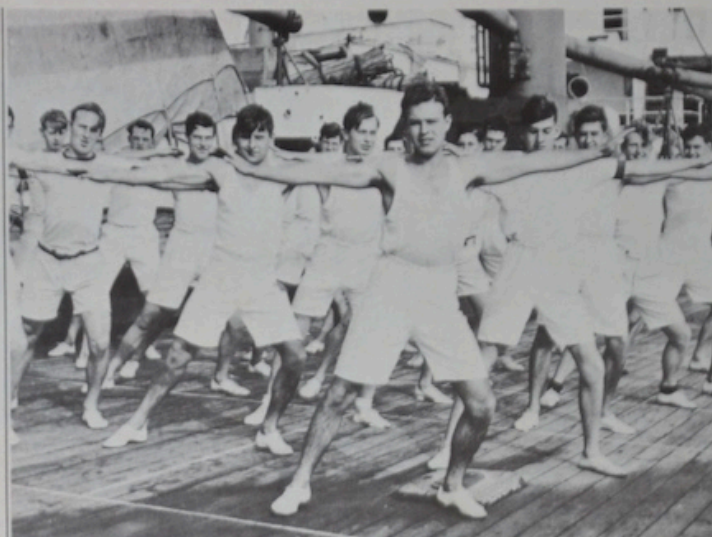
Orama 2, built in 1924, was sunk off Norway on 18 June 1940 by the German pocket battleship, Admiral Hipper.

But let's go back to that bell for a minute. It was found by staff of the China Navigation Company when they were clearing out the terminal at Taikoo Sugar Refinery. The terminal had

been used by their mv Taiwan, a passenger vessel, which until its recent withdrawal, operated between Hong Kong and Keelung.

The China Company informed P & O in London and now the bell has been sent to our Leadenhall Street head office, where, as I said earlier, it's got quite a few of us puzzled.

Perhaps a reader can solve the riddle!



## PT on the Durham

Mr Fred Shaw of Henley-on-Thames has kindly loaned me this photograph taken in 1938 — at 0700 hours no less — aboard the cadet training ship, Durham. Where are they now? he asks. Can anyone help?

## New post for ex master

Those readers who served with the old New Zealand Shipping Company will be interested to hear that Captain R S Webster has been appointed Manager of the P & O (NZ) office in Auckland. Previously he was the company's Marine Superintendent.

Captain Webster joined The New Zealand Shipping Company 29 years ago and was appointed to his first command in 1955. He succeeds Mr E F M Wilson who has retired after 41 years with P & O (NZ) and The New Zealand Shipping Company.

## Honour

I'm pleased to report that Mr E L Claridge, Managing Director of P & O's former Coventry-based company Motor Packing Limited, was awarded the OBE in the Queen's Birthday Honours.

## Father follows in his son's footsteps...

Four years after making his last voyage as First officer of Nevasa, ex naval Lieutenant Commander, Denis Gaul has been ordained a Deacon in St Anthony's Church, Wythenshawe, Manchester. His son, John, a Roman Catholic priest was at the service.

Mr Gaul, a 65 year old widower with five children, will be raised to the priesthood later this year, possibly

on December 8, the day John was ordained a Sacred Heart Father 14 years ago.

As a deacon, Mr Gaul will work for three months at St Elizabeth's, Wythenshawe, before going on to help at the Apostleship of the Sea hostel in Ellesmere Port.

A convert, he worked on Catholic newspapers in London until he was called up by the Navy in 1938. During the war he commanded a minesweeper.

Soon after leaving the service in 1948 his wife died and, after three years as a freelance journalist in Doncaster, he returned to sea.

For a number of years Mr Gaul had felt a keen desire to become a lay brother but, because of his age, he was turned down by a number of religious orders.

Then he was accepted as a student by Shrewsbury diocese by Bishop Graser.

Fourteen days after he left Nevasa he began his four years' studies at the Beda College in Rome.

## Former purser puts his feet up

Thirty-three years have passed since P & O purser Reg Jermy left the company to open a shop, with his wife Nellie, at Highams Park, Essex.

Reg had been at sea for 17 years and had no experience of shopkeeping whatsoever. But he and his wife, the daughter of an antique and furnishing dealer, soon made a go of it and before long their stationers and fancy goods shop, J & J Circulating Libraries, proved a success.

Now they have handed the business over to a new owner. But their son, Ronald, aged 48, will continue to run the toy shop next door which his parents opened in 1946.

Reg who is now 70, and Nellie, 68, have retired to their home in Chingford. First, however, they set off for a tour of Europe to satisfy Reg's wanderlust.

"Reg wants to travel by sea but I fancy flying", said Nellie before leaving.

## Museum appeal

An appeal for exhibits to furnish a new maritime museum at Tilbury has been made by Thurrock Council's recreations committee.

Leading councillor Mrs Margaret Jones said the committee would like to hear from anybody associated with shipping in the area.

The museum will be on the former premises of the local history museum and the types of exhibits required include ship models, costumes, flags, photographs, prints, documents, charts, tools or rope knots.



## Home again from Pakistan disaster

These two photographs will no doubt be of particular interest to my older readers.

If you haven't guessed already they show the Karanja arriving in Southampton on 7 July 1935 with nearly 1,000 British survivors from the Quetta (West Pakistan) earthquake.

The earthquake occurred the month before and practically destroyed the entire city.

Today Quetta is a trade mart for western Afghanistan, eastern Iran and much of central Asia and has a population of about 100,000.

The name Quetta (Kawatah) is a variation of the word kwat-kot, signifying a fortress, and the place is still locally known as Shal or Shal Kot.



## Poodle service earns free holiday offer

Little-known service offered to customers by Pandair Freight is their poodle-minding facility.

Clients emigrating to Zambia in June were worried about their poodles, who would have to wait another month in the UK before joining them. Geoff Melling, Pandair Export Supervisor in Manchester, stepped into the breach.

He arranged for the dogs to be kennelled near his home, and after the owners had left, he visited them each week to make sure that all was well.

In July, instructions were received to fly the poodles to Lusaka, so Geoff made the necessary veterinary arrangements and booked them via BOAC.

Obviously the poodles put in a good report on Geoff's services, for a postcard has since arrived from their owners offering him a free holiday in Zambia.

Now all he needs is a free air ticket — all offers gratefully received!

# The tale of a captain and a mosquito . . .

The Commandant of the small French Mediterranean trader in which two of us made the round voyage from Caen to ports in Algeria and back was a stout and humorous chap. He spoke passable English and loved good food and did well on the Algerian wine.

A litre of the latter was issued daily to officers, crew, and we two solitary passengers. It was not all consumed so our commandant dealt with the surplus. It was potent and somewhat raw. We drank it watered down at mealtimes until we reached the Camembert cheese stage. To water it then was a crime.

In Algiers one evening after lunching well with the harbour master, our Commandant waxed exceedingly convivial and recounted with much laughter his discomforts during the previous trip. The story of his sufferings was downright and well demonstrated.

"Last voyage" he said "it

is very hot in Algiers. I come back to my cabin and I am very tired and I lie down to sleep. But when I turn off the light I hear buz-z-z-z. It is a moustique - a mosquito".

"So I get up and essaye to attrappé the moustique comme-ca, et comme ca - so". And here he got up and clapped his hands, turning to right and left as he did so. Then he went on, "But always I hear buzz-z-z-z and I am so very tired I fix the curtain round the bed and I lie down to sleep. But always I hear Buzz-z-z-z close to me. The moustique he is in the curtain".

"So again I get up and for one hour I essaye to attrappé the moustique" and once more he suited the action to his words as he turned right and left "comme-ca, so, et comme-ca. And then at last I lie down again to sleep. I am exhausted".

"And the moustique? He is exhausted and he sleeps".

P.F.F.



## Beautiful Bombay!

Mr N Latif, Chairman, Mackinnon Mackenzie & Co Private Ltd, India, planting a tree outside the Bombay Office Building (part of its facade is seen in the picture below) while Mrs Latif (extreme right) looks on. The planting was part of a campaign launched by the Bombay Municipal Authorities to beautify the city.



# The day that the rains came down in beautiful Vigo . . . . .



Mr James T Brown (left) who retired as P & O Group Representative in Japan at the end of July congratulating his successor, Mr Jamie G Hutchinson, General Manager for Pandair Freight in Japan. Mr Hutchinson will continue to represent Pandair in addition to his new responsibilities.

My first of many arrivals in Vigo was to say the least of it, unorthodox. Voyaging out to Las Palmas I had sailed in an old Spanish coaster out from Bilbao. The weather was bad in the Bay. We rolled and pitched along the north coast of Spain with the decks awash all the time, relieved only by calls at Santander, Gijon, and Villagarcia.

Late in the evening we tied up in the Cargo Basin in Vigo. The rain continued. The few Spanish inter-port travellers were at last less noisy. The watchman on the gangway was half asleep. The wine at table hadn't been very good. All round the atmosphere was gloomy. I decided to go ashore to see what could be done to improve matters.

The jetty underfoot was gritty with coal dust. Stacks of timber and cases piled high made the going uncertain but I eventually reached two high iron gates, on each side of which stretched iron railings, high and solid. The gates were locked and I stood perplexed, wondering what next to do.

Then out of the gloom appeared the tri-cornered hat of a Gardia Civile. As he approached he waved his arms and shook his head. His meaning was plain.

I knew but few words of Spanish but two I fortunately remembered. I had very good reasons to get outside those gates. I said "Bebida" - a drink, then "Much sed" - much thirst, endeavouring at the same time to look the part, and making the appropriate gesture with arm raised and head tossed back.

The Gardia's face grew more "civile". His right arm came up and a forefinger waggled as he turned round. I followed him; our route led round heaps of coal, more stacks of wood, over rail sidings and through passages between odd sheds. Rats scuttled around. We reached the iron railings. The Gardia turned again and the same beckoning forefinger pointed downwards. Underneath the fence was a hole large enough to scramble through.

I felt most grateful and raked my memory for more Spanish. "Una botella" - a bottle, I said and poked his chest with my forefinger. He nodded and I passed down beneath the fence and up on to a paved road.

A short distance along buildings showed up and further still lights shone out from what appeared to be a respectable cafe for a dockside street. One or two of the

inmates were playing cards. I tried a glass of Claret; it wasn't bad; better than the ship's wine anyway. On shelves behind the zinc-covered counter were ranged more bottles some of which looked respectably labelled. I had another glass of something a little stronger while summing up what those bottles contained. Finally I selected six, five of which I managed to cram into side pockets. From the sixth I had the cork drawn and replaced. Then I made my way back to the hole in the fence feeling more cheerful and warm.

As I straightened up on the dockside of the fence to the accompanying clink of bottles I saw my Gardia approaching from the lee side of a goods wagon. What looked like the dim form of a girl-friend stayed in the background. I handed over the uncorked bottle. In a moment it was tilted up and after a long swig the Gardia muttered "Muchas Gracias". I felt much more content with life and replied "Thank you old boy, that was very good of you". I couldn't think of the Spanish version of that. We bowed simultaneously to a mutual "Buenos noches".

Next day I noticed one or two envious looks from other travellers and concluded I'd acted wisely.

The weather improved. Vigo Bay looked delightful. I made up my mind to return whenever possible. Many times since as I go ashore at the big modern passenger terminal I've remembered that Gardia Civile and been grateful to him for the introduction.

P. F. Finch

## Mackinnon's director dies in Hong Kong

The death occurred in Hong Kong on 2 September of M J Connor, Director of Mackinnon Mackenzie & Co of Hong Kong Ltd. He was 52.

Mike Connor joined Mackinnons in 1948 and served in Tokyo, Osaka, Bombay and Hong Kong.

He was appointed a director of the Hong Kong Company in January 1969.

He leaves a widow and daughter.

# Foreman shipwright completes 50 years service with G & S W

Mr Wally Spooner, for 27 years Foreman Shipwright at R & H Green and Silley Weir Ltd, Tilbury, completed 50 years service with the company in July.

As foreman, Wally has supervised the dry docking of 1,115 vessels, including, on numerous occasions, all the large P & O passenger ships except Canberra and Oriana and more recently the OCL "Bay" class container ships.

Congratulations Wally from all your friends at Tilbury on this outstanding achievement.



Wally Spooner (left) and his chargehand, Bill Reynolds, who retired on 15 September after over 25 years' service. - Picture by Tony Wingrove.

# Whirlwind romance then beat the clock wedding

After a whirlwind romance with a passenger, Orcades boilermaker Eddie Davies conducted a lightning courtship which ended in a beat-the-clock wedding in Fremantle, Western Australia.

Romance was in the air when Eddie (27) of Hamilton, Scotland met 20-year-old Jane Kennedy of Western Australia, at the Captain's cocktail party.

Three months later when Orcades sailed back to Australia, Eddie met Jane again and proposed.

They planned a June wedding to coincide with Eddie's next trip to Australia. But Orcades was delayed, so

the wedding had to be a masterpiece of time-abling, with only 10 hours for the wedding, reception, honeymoon and farewell to the new bride.

Thanks to all the help the couple got, there were no hitches. Eddie did a spell on duty at 7.55 am, clocked in for a shampoo in the ship's hairdressing salon at 9 am, left the ship with his best man at 9.45 am and was married in Claremont at 11 am.

The Davies family couldn't manage the trip to Australia for the wedding, so the ship's company — the captain and 25 officers — went instead. And with a wedding cake provided by the ship's chef and the Orcades orchestra playing at the reception it was a splendid affair.

A member of the Fremantle Pipe Band provided the final link with home for Eddie. As the newly-weds left St Alden's Church, he played "Scotland the Brave".

Then Eddie had to obey the ship's rule that no officers' wives can travel on Orcades. So he waved Jane a fond farewell after a ten-hour wedding and honeymoon.

When Orcades arrived home in July, Eddie hurried back to Hamilton to make arrangements for a second wedding reception so the bride could meet all her new Scottish relatives.

Jane was particularly thrilled about her trip to Scotland as her great grandfather came from the Isle of Skye.

After the second wedding Jane and Eddie set up home in Scotland.



Miss Norah Elizabeth Jones and Mr Peter Scott after their wedding on 15 July at St Margaret's Parish Church, Stanford-le-Hope, Essex. The bride, who works at Thomas Allen Limited, is the confidential secretary to Mr H T Turner (General Manager) and Mr J H Paton (Assistant General Manager) and has worked for Thomas Allen for 10 years. The groom, who also works for the company, is a fitter in the Garage Section.

## Guard of honour for staff captain

Officers from Chusan formed a guard of honour for their staff captain, Joe Chapman, and his bride, Miss Lillias Frankland as they came out of the Catholic Church of Our Lady and Saint Patrick in Teignmouth, Devon after their wedding.

The couple met in January when the bride, a Public Relations executive from Durban, was doing a short working cruise aboard the Chusan. They were engaged within a week.

Miss Frankland flew her model wedding gown from Harrods, of Knightsbridge, to Durban. Of wild silk shantung, it featured narrow twin front panels of lace over pale pink to match a single layer of pale pink in the multi-white layers of her veil.

Her bridesmaid was Gail Wilson, of Durban North. After a honeymoon in Portugal, the couple moved to their home in Devon.

## Congratulations to . . .

Miss Linda Bearham and Mr Frederick Dukeson, who were married at Langton's Registry Office, Hornchurch on 2 September (see page 6).

Second officer Stephen J Tucker and Miss Mary Christine Hogkinson who were married at the Parish Church of St Mary's Saltford, near Bristol (see page 2).

Leading Steward Wilson D'Costa and Miss Lydia Colalo who were married at the Church of St Xavier, Dabul, Bombay (see page 2).

## Newly weds met in Canberra

A couple who met in Canberra were married at St Andrew's Church, Whitchurch. The bride, Miss Jean Hosking, and the bridegroom, Mr Jeffrey Osbourne, were both hairdressers aboard the ship.

The bride is the only daughter of Mr and Mrs Ray Hosking, of Tavistock, and the bridegroom, the only son of Mr and Mrs Osbourne of Blackwall, New South Wales, Australia.

Mr Robin Hosking, the bride's brother, was best man and following a reception at the bride's home the couple left for a honeymoon in Jersey.



Miss Lisa Cruet, the Executive Secretary at Pandair's John F Kennedy International Airport office and Mr Tony Garcia after their wedding on 1 July. Tony also works in the airfreight office and is employed by United Parcel Service, one of the USA's largest domestic businesses. Pandair's JFK Sales Secretary, Mrs Carole Raffetto was maid of honour and Carole's husband was best man. Lisa and Tony spent their honeymoon in Mexico.

Congratulations to Dennis Edwards, Branch Supervisor at Pandair's Bristol Airport office and his wife on the birth of a son, Paul, 7lb 4oz, on 17 August.

## Couple to make home in Australia

Two days after their wedding, Sylvia Barker, a former first-class hostess in Canberra, and her husband Don Davies were flying to Australia, where Don is a bank manager with the Australia and New Zealand Bank Group.

Sylvia's romance was quite a 'moving' affair. On 26 March she left Sydney in Canberra. On 17 April she and Don had their first date in Acapulco. On 6 May they said goodbye with only a casual date fixed for Sylvia's birthday. On 12 May they met again in Hastings for a party. And four days later they got engaged.

The couple are now living in Sydney.

## Congratulations

. . . to Mr G C England, a Radio Officer with our Passenger Division, and Miss Jennifer Crood who were married at Holy Trinity Church, Ulverston, Lancashire on 16 August. The groom is on attachment to Panoeacan and on his next voyage in the Post Runner, in mid-September, he hopes to be accompanied by his wife.



Miss Linda Patricia Stinton of Dowie and Marwood's Liverpool Printing Department and Mr Christopher Heggarty who were married at St John's Church, Wallasey, Cheshire on 12 August.



Huntingdon

On the 22nd May 1929, I celebrated my 14th birthday. With 1929 being what it was, there was little else to celebrate. My mother was obviously pleased, my father just as obviously apprehensive. He had plans for me, but I was determined to go on living.

In the interest of long term family unity, my parents decided on a separation — of myself and my father. Plans were laid to ensure that we met only rarely, and then by accident. My father was sea-going with The New Zealand Shipping Co. to Australia and it was decided that I should follow suit on the same run. It was all a question of timing. If it could be arranged that I sailed from Liverpool to Sydney on the same day that he sailed from Sydney to Liverpool, the odds against my embarrassing him in Mid-

Pacific or the Indian Ocean were fairly high.

My father's accomplice in this sinister plot was a certain Dan McKeon, Quartermaster Sergeant British Army (retired), an uncle who was at that time a member of the Corps of Commissionaires. Sergeant McKeon as he was known was in sole command or so it seemed, of New Zealand House in Water Street, Liverpool. This was the headquarters of what was then James Dowie & Co., and Marwood & Robertson, and it was from here that the affairs of those fine ships of The New Zealand Shipping and Federal Steam Navigation Companies were directed as far as Liverpool was concerned.

A word in the appropriate ear by the "Sergeant" and I was duly appointed Stewards Boy to ss Huntingdon and was signed on at the princely

rate of £3 per month for my first trip which was to take me to Australia via Suez and bring me home around Cape Horn some seven months later.

An allotment of wages to my mother of £2 per month left me with the princely sum of £1 per month for the fleshpots of Port Said, Melbourne, Sydney and Brisbane. As this also had to cover replacements of clothing, toilet accessories, postage etc., it is obvious that I was not thrown out of many night clubs or gambling dens.

I learnt a great deal on my first trip. Thanks to the kindly interest of the more mature members of the crew, I became adept at smoking, and drinking beer. For light entertainment they would occasionally add cigarette ash to the latter.

I still have nightmares

involving primitive Australian pubs and the first pints I ever encountered. In these I am surrounded by a leering circle of firemen and sailors, "Go on — gerritdownyer". To be followed half an hour later by the same leering circle, in an even more primitive "loo" shouting "come on, gerritup".

As a first tripper I learnt a good deal of geography, the lyrics of "Maggie May" and a lot about men. I learnt little about women except how to manage without them for quite long periods.

Contrary to the popular opinion most seamen are remarkably naive about women, and alternate between treating them either as cattle or Madonnas. I learnt to sew and knit, to darn socks and play poker. I learnt to curse in three languages while still making paper aeroplanes to throw from the fo'castle. I learnt how to wash paintwork by the acre, how to make brass-work gleam in the humidity of the monsoon, how to wash, iron and press my clothes, make my bed, and keep coldstout out of my food. I learnt to live communally with six men in a "gloryhole" less than fifteen feet square, and to cry into my pillow without attracting attention.

Before leaving Liverpool I had all the advice one would think it possible to give a fourteen-year-old Sir Francis Drake. "Don't go to brothels". "Don't sleep on your back". "Make sure your vests are aired". "Try to get to church occasionally" (the Vicar), "Ignore any ten shilling notes on the deck", "Clean your teeth", "Change your socks", etc. etc. etc.

Nobody but nobody had said "Take good care of your bucket". This omission highlighted the abysmal gap of ignorance between the landsman (or woman) and the homogeneous brotherhood of cut-throat, fiddling, womanising, drunken pirates I was about to join.

The bucket (galvanised with handle) was to the cargo boat steward of that era, what the union card is to the docker of to-day, or what the oxygen tank is to a diver. Life was impossible without it. On its side, depending on one's college, was your name or your mark in bold black paint. It was never out of your sight or reach. You washed from it and bathed from it. You soaked your soiled linen in it overnight

## 'Dole' queue war—but were the

and boiled that same linen in it on the galley stove in your afternoon "time off". You scrubbed the pantry from it including the bread boards, you scrubbed the officers' toilet from it, and every other gangrenous, cockroach-ridden corner that the cunning and debased minds of shipbuilder and chief steward could think of.

In bad weather you nested the skipper's teapot, cup,

ing albatrosses, and the sinister black mass of the Cape itself will always stay in my memory.

There are many more memories of the Tasmania but only a few survive the years with any clarity. My first time to New York; my first time through Panama; being in Sydney when the bridge was opened; the grand parade under the bridge of all the vessels in the port; and



## L.F. Sinclair his service The New Shipping and Coast

saucer, sandwiches or cakes in it in order to get them safely to the bridge without the gale whipping them out of your hands. You used it in the same way to transport afternoon tea to the engineers on watch.

Those same engineers used to peer up hopefully and expectantly through the spiderwork of gratings, shiny oiled ladders and equally oily rails, as you painfully descended — not for the tea and cakes you had carefully prepared with a view to slow poisoning, but for you to hurtle down to a shattered heap at their feet. It was a well-known fact that ships engine rooms were designed primarily to cripple pantry boys. Accommodation of machinery was incidental.

This then was the bucket, of which little has been written in previous sea sagas. Without it one may as well have stayed ashore or become an officer or an engineer.

My next ship was the Tasmania of The New Zealand Shipping Company. A fine looking ship of some 10,000 tons, she had eight hatches and was of German origin. I have seldom felt the traditional "magic" of the sea so strongly as when coming home around Cape Horn in that ship. Flush decked and down to her marks with meat, fruit and wool she frequently rolled her rails under in the mountainous seas. The grandeur of those seas, the peculiar ethereal light of the region, the wheel-

walking over the bridge that night in the midst of a seething mass of proud, semi-delirious and very large Sydneysiders.

Then for me, the final sad trip to Falmouth. It was summer, the weather was glorious, and I was still too young and irresponsible to appreciate the gloomy picture of dozens of once proud ships — fine ships — laid up in the worst depression of all time. Dead ships in a beautiful graveyard, ships without lights or heat or life, unmanned, save for the odd watchman. And for every ship there was a crew mouldering on the 'dole'.

The melancholia is only in retrospect. I was seventeen with money in my pocket. The sun was shining on the Cornish beaches and it was a vintage year for Cornish crumpet. Two weeks later with pallid front and sun scorched back, I prodigally back to Liverpool.

Broke to the wide and with a built in antipathy to the "dole" queue, I stood outside the White Star engagement "office" at Gladstone Dock until they gave me a job to save me from exposure.

This was the time when getting a job, of almost any kind, was like winning the pools.

There were four million unemployed when I signed on the Georgie. She and her sister ship Britannic were of the Liverpool-New York run. There were virtually four

## Semprini takes mini cruise to Portugal



Showing the discernment to be expected from a top entertainer, Semprini chose the Eagle when he took his family to Portugal in August. Pictured in the Eagle wheelhouse with Captain Gordon Renshaw and the famous pianist are (from right) Mrs Semprini and son Christopher, Eagle Hostess, Eileen Crone and Assistant Hostess, Pat Coxetter.

## es then hose days!

crews between the two ships. With the exception of a few key men, all hands did one round trip of three weeks to New York and back, then three weeks on the dole. Then back into the ship again. This was a praiseworthy effort by the company to give the maximum number of men the maximum amount of work.

A few months of this, then came the spring and I was

## ir recalls e with Zealand Company Lines

transferred to that most popular of all the cruising ships, Doric. Fourteen day cruises from £1 a day, eight hundred people every cruise and often only one day between cruises to clean ship and re-store!

The unhappy end to this happiest of ships was a collision in fog in the Bay of Biscay when homeward bound from a Mediterranean cruise. Badly holed, it was "touch and go" for a few hours whether or not she remained afloat. The two vessels which came to our help were the Viceroy of India and Orcades and each took approximately half of Doric's passengers. With a number of other stewards from Doric I too was transferred to Orcades to help look after Doric's passengers, Orcades, on a maiden cruise, being neither manned nor equipped for such a contingency.

No lives were lost in Doric's collision and the whole thing progressed in the "stiff upper lip" tradition as British shipwrecks always do. The orchestra played gems from "No No Nanette" while we marshalled the passengers to boat stations and a good time was had by all.

Doric memories are many and varied and must be condensed. Leningrad, with huge Russian women wielding picks in road repair works; endless queues at the few shops that were open; the Park of Culture; the Winter Palace; and the cemetery of

the revolutionaries.

Copenhagen and the gaiety of Tivoli Gardens; the breath taking beauty of the Fjords; and the stomach knotting chill of the water in them.

Barcelona, Lisbon, Algiers, Teneriffe, Palma and a dozen other fascinating ports, all as they were before mass tourism had standardised them into Mediterranean Blackpools.

Hamburg, with a huge crowd of German wellwishers on the quay singing a teutonic and alcoholic Auld Lang Syne as we sailed; the strange feverish gaiety in the cafes and bars as Hitler's long march to Gotterdammerung gathered way.

Another change of ship and back to Australia - my first love - in the Orion, but the war clouds are gathering and Naval Reservists among our crew are being called up.

The "phony" war and blackouts and gunnery courses with antiquated weapons and unpredictable ammunition. Beautiful ships becoming dull grey and green with camouflage. Sailing from Tilbury in Orcades - the last time she ever left there. Scapa Flow, thousands of soldiers streaming aboard to be given a meal before leaving on other ships for Narvik, the mountains of greasy plates they left to mark their visit, buttering bread for hours on end with paint brushes dipped in molten butter. The smell of sweat and apprehen-



Orion

sion, the voices of Churchill, Vera Lynn, "Lord Haw-Haw", Exhortations to "be like dad", "Keep mum", "Don't keep a diary", "Careless talk costs lives", etc. etc. and all this while the "brasshats" in the various services must have spent most of their time keeping the voluminous and detailed diaries which formed the backbone of their inevitable memoirs.

Then to Freetown and Takoradi. Shipping the West African Frontier Force to the Abyssinian Theatre. Black troops, Ashantis and others being slung aboard in nets like cattle because the swell prevented the lighters coming alongside. Black troops spitting betel nut juice down our glossy white paintwork. Black troops with tribal scars cut deeply into their cheeks, to whom boots and guns were an impediment, and who only wanted to get to close quarters with their great razor edged chopping knives.

Simple black troops who extracted dozens of addresses and ten shilling notes from sophisticated white crew members, on the promise of sending them tiger skins, leopard skins, elephant tusks, and nuggets of gold when they returned home.

Home to Liverpool for an accumulation of fourteen days leave, judiciously stretched to three weeks by volunteering for a gunnery course at Altcar.

The gods who so thought-

fully took me out of Orcades the voyage before she was torpedoed and sunk, balanced this blessing by having my leave coincide with a Liverpool blitz. The ensuing noise, the shortage of beer, and the commandeering of all the local crumpet by wealthy American "tourists" in uniform, all combined to make me ship very willingly and quite quickly into the Highland Princess of Royal Mail Lines.

This friendly ship marked a happy and fascinating period of my war time life, which a diary or a better memory would make into a worth while story in its own right.

Voyages which I suppose in retrospect were perilous, interspersed with stays in ports still ablaze with light and untroubled by rationing, air raids, shortage of ale, nylons, chocolate, meat and other vital necessities.

The "Stage Door Canteen" in New York chock-a-block with sympathetic and co-operative American 'dollies', no American troops, (they were all in Liverpool) and an abundance of all the above necessities with which one could placate one's mother and use as bait for the deprived maidens back home.

Stretching one's youthful energy to it's limit by working all day on the ship, then working half the night in Jack Dempsey's Restaurant or some other Broadway Night-

spot for extra money to keep up with the bird that took up the two or three hours remaining out of the twenty four.

There were trips to Buenos Aires too, a city to which the vessel was no stranger. Outward bound from England these were strange lazy trips, inconsistent with the times. No troops, no passengers, and a minimum of work. Sunbathing on deck while sailing through the pitiful flotsam of a Blue Star boat torpedoed the night before. Watching another vessel go up in flames as though it were a film. (It could never happen to you).

Buenos Aires, in those distant days seemed the most beautiful and romantic city in the world, even to a well travelled seaman.

Not for nothing was it called the "Paris" of the southern hemisphere. It was a fascinating blend of all that I had always admired in Spain and the United States. The night clubs which never closed, midnight movies, gardens ablaze with flowers, wide avenues, beautiful buildings, Latin American music, and almost always the warm sun. Shoeshine boys who seemed to "materialise" out of the ground as one sat down in a pavement bar or cafe, and all around, some of the most beautiful and certainly the most beautifully groomed girls and women in the world.

[Continued on page 16]

## 21 ships receive Met Office awards

Twenty-one P & O Ships are to receive Meteorological Office Excellent Awards as a result of the quality of their meteorological records during 1971.

The ships, their captains, principal observing officers and radio officers respectively are:

- Cumberland: C P Robinson OBE, W N C Pointon, R Comrie
- Dorset: P Lay, C J Barton, C E Hughes
- Hertford: J M Burn, H M Close, A Rose
- Huruui: J F Milner, C D Marryat, C J Elliott
- Manapouri: J D Guyler, D J Goodwin, W F Shepherd
- Matura: K Barnett RD, C P Wise, W F Law
- Northumberland: R G Hollingdale, H M Munro, D J Lendrum
- Nottingham: A Britain, R R Walker, R N J Bush
- Nurmahal: W Counsell, H O'Mullan, J A Borrett
- Orsova: F B Woolley RD, B Minter, R H C Berry.

## Otaio

Otaio: R B Hood, A W Noble, R G Heath.

Otaki: J H B Weston, R B Hughes, C Madders.

Pando Head: D J Scott-Masson RD, I A D Acland, D J Atkinson.

Pando Point: I M Adie, R C Hart, G R Latham.

Piako: D E Moran, W D Phimister, D R Houghton.

Rakaia: F T Rowland, C R Dalzell, R F McManamon.

Somerset: J D Hellings, K Storey, M J Ellis.

Taupo: F C Taylor, M A Barnett, S A Brown.

Takoa: F S Angus RD, R J Ayers, S J N Griffith.

Turakina: A C Rollinson, F S Sprout, J Lawrence.

Westmorland: I Y Batley, L J Hesketh, B J F Adkin.

## Young farmers meet 'Royal road sweeper'

The 1972 P & O Canberra Award winners, who return to Australia next month, interrupted their visits to agricultural establishments to attend a Royal garden party in the grounds of Buckingham Palace.

Outside the Palace the farmers met up with the 'Royal road sweeper' for whom, despite all the activity around him, it was work as usual.

### Queen

Inside the Palace grounds the farmers had the unexpected honour of being presented to the Queen and Duke of Edinburgh, who chatted to them for some 10 minutes.

Our picture shows the Australians talking to the roadsweeper outside the Palace.





## New navigational aid demonstrated

Passenger Division's Peter Johnson - currently in London studying for his Master's ticket - demonstrates the "Paralign", a new navigational aid claimed to be more accurate and handier to use than the traditional parallel rule, to Rear-Admiral Sir Edmund Irving, former Hydrographer of the Navy, while Jeremy Hamand (International Relations Division) looks on. The occasion was the function organised by J D Potter Ltd at the Plantation Suite, to introduce the instrument to the industry. The "Paralign" - precision manufactured from special quality ICI perspex - has other P & O connections: its name was dreamed up by Peter Paget, Technical Services Division, and one of the instruments is currently being evaluated in Bulk Shipping Division's Irton.

## John Dixon retires from Property Department

P & O's "man of property" - John Dixon, Group Manager, Property - has retired from the Company Secretary's Division.

Born in March 1913 in Bristol and educated at Eastbourne College, Mr Dixon joined the clerical staff of Gray Dawes & Company on leaving school and four years later Mackinnon Mackenzie & Company in India. His service on the sub-continent took him to Calcutta, Bombay, Colombo and Delhi.

During the war he served as a Lieutenant Commander in the Royal Indian Navy.

In 1948 Mr Dixon became the P & O and Inchcape Group's representative in Delhi. Four years later he returned to Gray Dawes &



John Dixon

Company, London, as General Manager.

Between 1956 and 1961 he was General Manager for the former British India Steam Navigation Company, being appointed Executive Director to that Company towards the end of this period.

In 1969 Mr Dixon was appointed Director, Property Division, P & O Steam Navigation Company, a post he held until the restructuring of the P & O Group in October last year.

## Items for sale

- Camera, 8mm Bell & Howell Autoload, model 308; Projector, Eumig Dual, mark 501; Screen and stand, white, 36 x 36; Screen viewer. All purchased in 1970 and unused. A. F. James, "Esherwyn", Commonfields, West End, Woking, Surrey.
- A modern Town House, 3 years old, occupying a pleasant position in a popular residential rural area at Wimborne in Dorset. It has 3 bedrooms, bathroom, well-fitted kitchen, lounge/dining room (24ft), garage, night storage heaters throughout, and a secluded and well laid out garden. The price £10,350 o.n.o., includes certain fitted carpets and general fittings, including sun-house bathroom heater. The rateable value is £74, and rates payable £48 per annum. Offers please contact KN Metcalfe 01-283 8000 extn 3212.

## Forty years in advertising - now Eric calls it a day

Eric McGrath Smith, who has spent over 40 years handling advertising for BI, is to retire at the end of this month.

Eric, who will be 64 in November, started work in 1924 with the Lamson Agency and spent three years handling the classified shipping advertising for P & O, BI, The NZS Co and the Union Steamship Co of New Zealand. He then transferred to Gray Dawes and Co where he supervised all BI advertising at home and overseas.

Eric's next move took him to BI for whom he worked as Publicity Manager until October last year when his department became part of the P & O Group's Information and Public Relations Department. Since then he has been a Public Relations Executive in this department.

Looking back over his 48 years of service, Eric said that

the busiest year of them all was 1956 - the BI Centenary Year. He was responsible for arranging every function and celebration all over the world and for producing the BI Centenary History, calendar and medals, which were presented to all officers.

During the war he served with the RAFVR but was invalided out in 1943.

Eric's "pet", however, has been the organising of the BI pensioners reunion luncheons. There have been 17 in Scotland and 17 in England - and Eric has arranged and attended them all.

Eric lives in Hainault, Essex with his wife, Anne, who was his assistant in the office for seven years until they wed in June last year.

They both have grown-up families - Eric, a son Roy and twin daughters, Helen and Susan, and Anne, a son, Ian and daughter, Christine.



Eric Smith

## New PR chief former Fleet Street man



Bill Parkinson

P & O's new Head of Information & Public Relations, Bill Parkinson, former Deputy Director of the Confederation of British Industry, takes over from Peter Thomas on 1 October.

Peter leaves P & O at the end of September to set up his own London-based public relations consultancy, Thomas Wilde Associates. He has been retained by the Group as a consultant for a period from 1 October.

Before joining the CBI in 1967, Bill was editor of The Times Review of Industry & Technology. He became an industrial journalist in the

then Manchester Guardian in 1946 and later was labour correspondent of The Financial Times. A former chairman of the London Labour and Industrial Correspondents' Group, he was for several years a regular broadcaster on industrial affairs.

His first appointment at the CBI was as deputy director, production and technology, with particular reference to transport. Subsequently he became co-ordinator of policy to CBI presidents, and latterly has been deputy director - information, in which capacity he launched and

edited The CBI Review.

Peter Thomas, an Australian with the distinction of being an incurable Anglophile, has spent almost ten years with P & O. He joined the Group in 1961 as Public Relations Manager. Six years later he left for his native Australia to take up an appointment as Director of Public Relations for Overseas Containers Australia (Pty) Ltd in Sydney. After 18 months he returned to Britain and the P & O Group as Director of Information.

His earlier career was spent in full-time journalism in Australia and Britain.



Peter Thomas

## Obituary

We record with deep regret the following deaths:

S L Arnold, former Chief Engineer with BI, on 5 July, aged 63.

F P Whiteway, Dowie and Marwood, on 20 June.

Captain H L Blake, formerly with BI, on 1 August.

J H Oswald, former Chief Engineer with FC Strick & Co, on 22 July.

J Kelly, Coast Lines, on 25 June.

K Poad, formerly with Orient Line, on 30 May, aged 71.

W Younger, Tyne Tees Shipping Co, on 29 June.

W Hurley, Coast Lines, on 14 July, aged 95.

G H Lewis, former Assistant Barman with P & O, on 29 July, aged 66.

W E B Fowler, former Chief Engineer, GSN, on 16 August, aged 65.

C W H Collings, former Maintenance Superintendent, P & O, on 29 July, aged 68.

Captain J A Bell, Coast Lines, on 28 May.

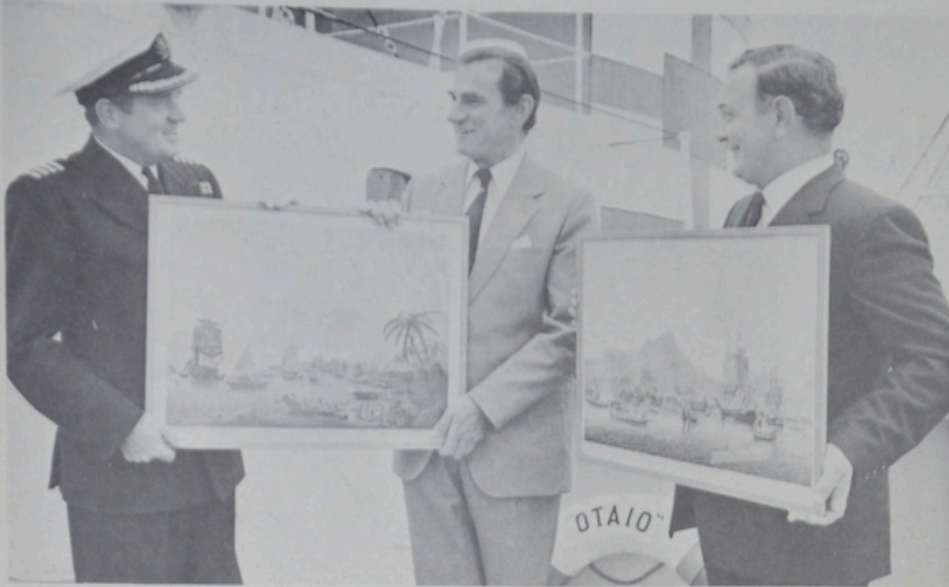
W T Hebron, former Managing Director, Grand Union Shipping Co, on 21 June.

J North, Coast Lines, on 20 May, aged 86.

C D Watson, formerly with P & O, on 27 July, aged 75.

Robert Kydd, former Second Engineer with BI aged 53.

Captain H D Clark, formerly with BI, on 2 April



## Dowie director retires after 27 years' service

Mr J R Leggate retired from Dowie & Marwood at the end of August after 27 years' service, over 25 of which were spent as a Partner and Director of the company. Prior to joining the company, reports R H Wignall, Mr Leggate was from 1934 a pilot in the Royal Air Force and during the war years served in Coastal Command. He retired with the rank of Group Captain in 1945. In that year he joined James Dowie & Co, and Marwood & Robertson and was admitted into partnership in those firms in 1947. He was one of the original Directors when the companies were incorporated in 1948. He was appointed Chair-



J R Leggate, DSO, JP.

man and Managing Director of Dowie & Marwood in March 1964.

From November, 1967, he was Chairman of the Employers' Association in the Port of Liverpool to the completion of his term of office at the end of January, 1971. During this lengthy period he was personally involved in all the phases of modernisation following the Devlin Report of 1965.

In addition to being Chairman of Dowie & Marwood, he was also Chairman of Carefree Travel (D & M), and a Director of Birt Potter Westray, Mersey Insulation Co and Norwich Union Fire Insurance Society, Local Board.

Among his numerous outside activities he is Chairman of the New Brighton Lifeboat Station (Royal National Lifeboat Institution) and Chairman of Grenville Playground (a centre for under-privileged children in Liverpool's Dockland). He is also a Justice of Peace and a General Tax Commissioner. The last appointment never ceased to amaze our Chief Accountant.

With the retirement of J R L we have lost someone who has been in a position of high responsibility in the company during all his commercial life and we wish him a long and very happy retirement in North Wales with plenty of good fishing.

## Presentations from sea staff

Two 18th century aquatints were presented to Captain J S B Holley, former Marine Superintendent of the old New Zealand Shipping Company, at a ceremony on board the Otaio earlier this month. The aquatints - retirement gifts from former NZS Co. sea staff - showed Captain Cook's first voyage to New Zealand and the Society Islands. They were presented to Captain Holley by Otaio's master, Captain F G Bevis (left) and among those present to lend a hand was Captain A C Davies (right), from GCD's Royal Albert Dock Office.

## Shore staff get a taste of life at sea . . . .

Four members of our shore staff got a taste of sea life recently - not for very long, and certainly not in the way one might have expected. With a supporting muster of wives and children, they spent a week-end on the 80 foot Thames sailing barge, Kitty, one of those now fitted for passenger charter and working from Maldon on the Essex Blackwater.

Prime mover was Rick Hogben from OPS/A1, whose hobby for some considerable time has been "knocking about" on sailing barges, including re-rigging practically from scratch, a barge of which he was joint owner for four years.

Harry Dobson, Don Cosburn and John Rowland were the other "sailormen", and notwithstanding a biting April wind and plenty of hard-labour, they all came back converts to sail, Research and Development to note?



F B Hogben GCD/OPS/A1 Eighty feet of barge, 3,000 square feet of canvass Kitty underway, seen from the bowsprit end.

### Gift for Wild Auk

A painting has been presented to Wild Auk by her sponsor, Mrs Robert Whitehouse. Mrs Whitehouse presented the picture to Captain E T Rowlands in Hamburg a few weeks ago.

## 'Pando Bay' lifts 37 containers

So many containers were brought home by Pando Gulf on her last Far East voyage that she was light-heartedly christened Pando Boy with apologies to OCL! - by members of her crew.

Pando Gulf, now on the UK-Gulf service, had on board 37 containers for Europe, moved an additional 20 from Hong Kong to Singapore and also lifted a 12-ton yacht as deck cargo.

She also went out of her traditional run in a blaze of glory - because of the UK dock strike she discharged her containers and ordinary cargo at the new Hamburg Container Terminal. And almost next to OCL's Tokyo Bay.

Talk about much in a little!



The officers and crew of Hertford presented Chief Engineering officer John E Cresswell with a tape recorder to mark his last voyage pending retirement in November. John has been with the Group for 34 years, having joined The NZS Company in May 1938. Our thanks to Mrs Britain, wife of Hertford's Captain for sending the photograph which shows her "doing the honours".

## Cadets win third prize in Technical College sports

More than 40 P & O Engineer Cadets took part in the annual Sports Day and Swimming Gala organised by Poplar Technical College in July.

Inspired perhaps by the unusual (for this summer) fine weather in Victoria Park in London's East End where the sports were held, the P & O cadets collected one first, two seconds and three thirds to give the company third place overall, after the Engineering Industrial Training Board and the Royal

Fleet Auxillary.

P & O's list prize was won by Cadet George Jacklin, General Cargo Division for the Javelin event. The sports day prizes were presented by E M P Hughes, Group Training Centre.

No P & O winners at the swimming gala, but special congratulations to Cadets Robert Cameron and Paul Schofield on gaining the ASA Personal Survival Honours Award during the College's academic year.

# Pensioner flies in from Australia for BI reunion



Mr D A Docherty and Mr J Fleming

Captain C W Jenkins from Australia and two octogenarians, Mr G E Scott and Dr E Percival, were among 130 BI pensioners who made their way to Nevasa in Southampton last month to attend the southern reunion luncheon.

Mr Scott, who retired way back in 1939, will be 90 in November and Dr Percival, who retired from BI only last year, but is now back at work in Otaio, celebrated his 82nd birthday in June.

The pensioners were welcomed on board by Captain B J C Biddick and Mr R B Adams, who, in a speech after lunch, said Mr Scott looked as if he was just about to set off for 36 holes of golf rather than celebrate his 90th birthday.

Mr Adams gave a special welcome to four new pensioners - Commodore F H Blackett, Captains R A Greenland and P H Bidmead and Mr J T McAvoy, Commodore Chief Engineer Officer - and also Captain Jenkins who, he said was without doubt the pensioner who had travelled the furthest distance to be at the reunion. Two others who had had long journeys were Captain W R Poppellwell who lives in Palma and Mr A D Oag, home on leave from Karachi.

Mr Adams also congratulated Captain F A Cook whose birthday fell on the same day as the reunion.

He paid special tribute to the officers and crew of Nevasa for arranging the pre-luncheon drinks and the luncheon so well when in the middle of a complete crew change.

Mr Adams went on to say that when he spoke at last year's southern reunion it was as Chairman of BI. "This

year", he added, "while I am still Chairman of BI and very proud to be so, my working capacity is as Chief Executive of P & O General Cargo Division. And with elements of 8 different operating companies within my Division I have to be careful not to be 'BI' so that the BI Northern Reunion on 23rd May and our Southern Reunion today are a real holiday for me too".

Mr Adams said that the main thing which had happened to BI during the last year was the P & O Group reorganisation and he had detailed the changes in short when he spoke last year. BI's Educational Cruise ships were now part of Passenger Division and we were indebted to that Division for making Nevasa available for this reunion.

"Most of BI", continued Mr Adams, "the cargo ships and the Eastern Passenger ships came to General Cargo Division. Last year I told you we had decided to sell the five 'B' class ships and Kampala. With the exception of Bulimba, these ships had been sold before BI went into General Cargo Division and Bulimba, Purnea and Sirsa were awaiting delivery with sale contracts signed when we went in. Once in General Cargo Division we have been able to take stock of the conventional cargo ships resources of the P & O Group as a whole - as well as BI. It is not our intention to continue to operate 'tramps' and therefore we have been able to continue the policy of disposing of over-age and uneconomic BI ships faster than would otherwise have been the case as we have been able to use Hain Nourse and Avenue ships as replacements.

"Tanda, ex F & A Arafura,

and Juwara, ex Federal Surrey, were sold. Chinkoa got involved with a number of tugs and a bridge in Antwerp and it did not seem worth repairing her so she was sold a few months earlier than would otherwise have been the case. Howra, ex Avenue Limerick, and Chilka have also been sold, while Chakdara is due to be delivered to new owners within the next few days. Morvada, Mulbera and Ziada have come into service and Zira is due to be delivered this month. After this there will be something of a lull in the disposal of BI cargo ships as most of the over-age ships, with the exception of the 'C' class ships with the larger refrigerated capacity, will have already gone.

"The picture is not all one of gloom", said Mr Adams, "BI trades have stood up well in a year of low market rates, opposition from non-commercial Iron Curtain country shipping, and the continued interference of Governments, particularly those of the developing countries with whom BI mostly trade, to support shippers in their refusal to pay economic freight rates on the export of their primary products. Most of these trades made a useful contribution to P & O Group profits last year and they should all contribute this year.

"The only area where we seem to be losing ground is in the Eastern Passenger trades. The reduction of the duty-free limit for goods imported into India to only Rs. 250/- enables most passengers to take what they want by air and the scenes of deck passenger embarkations at Outram Ghat, which you will all remember, now tend to take place at Kuala Lumpur

airport into the Boeing 707s and soon into the Jumbo Jets of Air India. As a result of this, and also the intrusion of Pakistan passenger ships into the Karachi-Gulf trade after the loss of their Eastern Province, we have decided there can be no justification for putting Dumra and Sirdhana through special survey this year. Dumra is to be bare-boat chartered to Damodar Steamship Co and will continue to be operated by them alongside Dwarka and will continue to be operated by the Bombay-Gulf trade, but Sirdhana is to be scrapped. It is indeed the end of an era when even Rajula is only making reasonable profits on the Madras-Strait trade.

"Incidentally", added Mr Adams, "the decision has been taken that these ships should continue in BI colours until they pass out of service.

"You will want to know how the reorganisation has gone and here I can really only speak for General Cargo Division. We have had to integrate the ships of eight different operating companies into one unit and the new London office organisation started on 1st October 1971 as planned. There were some initial difficulties largely arising from the change of location and the establishment of centralised Group services. All things considered the new Divisional organisation ran in pretty smoothly and the advantages by way of control and flexibility in operation and also as an economy measure have been immense.

"The Sea Staff were integrated on to a General Cargo Division establishment from 1st June. With the long list of disposals I have had to mention, the new arrangements do, of course, give BI Sea Staff a much wider



Captain H B W Cray, MBE and Captain J B B Robertson.



Passenger Liaison Officer David Marks, Mr A E Nelson, Commodore D R P Gun-Cunningham and Captain H M Edmondson.



Mr J M D Bickerton, Captain R Burch and Captain H C Pearson.

## Mr Adams says Group is determined that reunions should continue

opportunity than could otherwise have been the case. It was not our intention immediately to mix up officers of all the various operating companies which came into the Division but this is happening gradually.

We have a new P & O livery for cargo ships with a blue funnel and the P & O logo on it in white, but the changeover is to be gradual so as not to involve heavy expense. You may be interested to learn that when I recently visited a New Zealand Shipping Company ship which was about evenly manned by officers who had formerly been in the NZ Group and BI I was under pressure from both sides to speed up the process of putting the ships into the new livery so that General Cargo Division would have a visible single identity.

"To sum up I think it is true to say that for both shore and sea staff the change has not been quite so horrible as they might have expected. BI will continue as a company for tax reasons, but the number of ships operating in BI colours will gradually decrease, and as the various loans and tax advantages work themselves out, the company will gradually fade out as an operating company. At this stage, which is still a few years ahead, it will become dormant and would be available for any other project which the P & O Group starts up and which requires a company identity.

Mr Adams next referred to the reunions. "Last year I

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Captain A P Horscroft, Captain W A Robson, Mr F O Lemmon and Mr I G Tolfree.



Mr G E Scott and Mr W J Campbell (left).



Mr R C Roberts, Captain J A Cleeve, and Captain I O Harborow.



Mr J T McAvoy and Mr W N Patterson, Chief Engineer.



Captain Jack McPhail, Captain H W Harwood and Mr H W Cooper.



Captain F L Sampson, DSC, Captain F A Spenceley and Commodore D R P Gun-Cunninghame.

# Strick's oldest pensioner dies at the age of 95

Strick Line's oldest pensioner, Mr John Henry Oswald, died on 21 July at the age of 95.

Mr Oswald was born at Hartlepool on 13 January, 1877 and served all his working life with the Strick Line, for the greater part as Chief Engineer.

He helped to build, and sailed on her maiden voyage, the Koordistan, launched at Gray's Yard, Hartlepool in 1897. She was, he said the

first ship built specifically for the Strick Line.

He knew well the founder of the firm, Frank Strick, remembered the firm's first ship, the Alphonse Porran, and had an enduring pride in the firm.

During the Boer War he served on one of the firm's ships carrying Boer prisoners back to South Africa from St Helena.

In the 1914-18 war he was constantly at sea and sailed with supplies to Archangel. On this voyage the Panama Canal was closed and the journey was made round the Cape.

The 1939 war found him still with Strick's but on shore and in London during the blitz.

In 1911 he was initiated into Freemasonry at Connaught Lodge, Hartlepool, and made an honorary member after fifty years continuous membership.

He made his home at 20 Arthurs Avenue, Harrogate in 1937 and had lived there since then.

## Farewell address

Rajula's master, Captain Thompson was presented with a farewell address by the Indian Chamber of Commerce and Industry Nagapatnam, when he handed over command of the vessel to Captain G C Woolgar.

The address, signed by the President and the member shippers of the Chamber, read "It is a great pleasure for us to welcome you to this Chamber today . . .

"Ever since our representation to you on 10 April 1971 you have been taking particular care to safeguard the interests of the shippers who have suffered a loss due to deterioration of the quality of the onions on account of bad storing and stacking arrangements. You have been endeavouring to avoid shut out of cargo. The shippers cannot forget your kind co-operation during the period of your officialdom."

R H W

# Buenos Aires was just like Paris

Continued from page 11

Nothing in this city ever seemed "ordinary". A tram or bus ride was brought to life by animated conversations, gesticulating hands, and hair raising driving. The mere act of sitting with a beer at a pavement bar with the rattle of poker dice spilling on to cool marble tables was like watching some gigantic musical comedy. One resented having to sleep, and wanted to squeeze the maximum out of every exhilarating moment before leaving in a ship that was scheduled to play "hide and seek" with "U" boats all the way back to the UK.

My last trip in Highland Princess lived up to all the others. The European War was coming to an end. In company with several other ships we carried the Maori Battalion back to New Zealand and once again arrived unscathed. The ship was full and work was hard, over long hours with little leisure, but the Maoris are a lighthearted people with a great sense of fun and of music and they were going home with the rigors of North Africa and the horrors of Cassino all behind them.

The ship was alive with the sound of singing to guitars and ukuleles, or with the mock rage of their stamping feet as they performed a "Haka" on the open deck to entertain the crew.

Home again and the end of the war. A reaction to the sea. A reaction indeed to everything that was still wet, salty or didn't keep either.

Why not a "shore job" on those inflated war time wages? Mum's cooking every night? Saturday afternoons and Sundays free? A steady girl friend etc. etc?

Alas, the inflated wages soon deflated. Mum's cooking had to be stomached to the accompaniment of "You're not going out again are you?" or "You can't have been doing any good, at that time of the morning."

The "steady" girl friend became too steady, and started looking at new furniture in shop windows. The free Saturdays and Sundays became boring rail filled vacuums in time, and the ship, my traditional magic



Tasmania

escape route, was no longer available.

I had been home just eighteen months when "emergency stations" rang in my brain. During that time my father had died, just as I was beginning to know him and become friendly with him. Once the decision was taken I soon took quick and cunning steps to become reinstated as a merchant seaman.

This took the form of becoming a certificated ship's cook as there was then a shortage of these and a surfeit of stewards. I "sat" for and obtained this golden prize by making pea soup, fishcakes and rock cakes to examination standard! The fact that I would not sample these culinary delicacies myself did not seem to deter the examiner. I can only think that his taste buds had been removed at birth.

Armed with this "certificate of competency" (which made me about as much a cook as my "lifeboat certificate" made me a yachtsman) some sixteen years of experience, and a reborn desire for alien soil, I became a Chief Steward for Ellerman Papayanni.

My first ship under their houseflag was a "liberty" ship, a class which the Americans are reputed to have "built" (and I use the word loosely) under licence from the Metal Box Company.

The Captain's sense of humour, like his looks, was inherited from Dracula. Standing with him on the main deck just forward of the bridge, he would tap the welded plates with his foot and casually remark, "This is where all these ships crack and break in half, Sinclair". Another of his loveable idiosyncrasies was to throw hatch blocks at me as I swam alongside the vessel in Mediterranean ports. Realising there was very little future in serving with a man so intent on my early demise, I paid off, leaving him to do his "Captain Bligh" thing without my assistance. Most ship's masters are megalomaniacal to some degree. This one made Hitler look like a Patrol Leader in the Girl Guides.

A sympathetic and understanding catering superintendent then appointed me to the

Lancastrian a cockroach ridden survivor of the Spanish Armada. Access to my storeroom in this ship was still by trapdoor and ladder. The refrigerator was a gigantic ice box which reared itself from the after main deck like a sort of wooden block house on the Santa Fe trail.

If my memory serves me right she was still propelled by coal fuel and one always experienced a faint air of surprise on finding that she was not fitted with benches for rowers.

Notwithstanding, she served her purpose in the pattern of my "education". I learned how to pack an ice box, how to bake a reasonably edible batch of bread when my Cook and 2nd Cook became "Alcoholic Synonymous" in Alexandria and how to understand "Geordie", as my small staff, by another quirk of fate, were all Tynesiders.

I learnt, with some small success, how to bargain with ship chandlers, Greek, Arab, Cypriot, Maltese, Italian and Israeli. This has stood me in good stead in later years in dealing with management, accountants, method study geniuses and consultants. Stemming from the same doubtful parentage, these five groups have a similar chaotic and devious approach to the most simple and obvious situations of life, business life in particular.

The Lancastrian completed my probationary period with Ellermans. I was now considered experienced and able to be "given" the Crosbian, a small new vessel designed mainly for the wine trade to Lisbon, Apporto etc.

Alongside a quay Crosbian looked beautiful, and was extremely comfortable to work in. Once she left the security of a dock or harbour, however, she became obsessed with the idea that she was a "U" boat. She had all the manoeuvres usually associated with a submarine without any of the abilities of a submarine to keep water out. She shipped seas through every conceivable hole that a ship is blessed (or cursed) with - portholes, main deck doors, ventilators, hatches, toilet traps, bathroom scuppers etc. etc. You name the hole and Crosbian shipped water through it. Every

crossing of the Bay of Biscay was a nightmare of flooded storerooms, alleyways, kitchen and main deck cabins. The one exception was the hole in the top of the funnel and she did her damndest to roll that underwater on several occasions.

Some months of this and one began to feel like a pea being constantly shaken up in a very wet pod. The combination of this and some domestic complications, brought me ashore for good with a completely new sort of life and a new career to make.

It was fifteen years before I felt the inevitable "itch" again, not to actually sail again, but to rejoin the happy band who know and love ships and can reminisce with nostalgia and their own particular brand of humour, over the "days of wine and roses" in Sydney, Buenos Aires, Hong Kong, New York etc.

These fifteen years covered two years hotel work and thirteen years in three industrial catering establishments. Their remoteness from ships or shipping condemns them here to undaunted oblivion. Suffice to say they were reasonably successful and gave me no small measure of fresh experience.

It is seven years now since the "itch". Seven years since I joined Coast Lines and I have enjoyed every minute of them.

Now we have been "taken over" and it has taken me some 2,000 words to say that I now work for P & O. My only excuse is that every ship has a memory in it and every memory has a ship in it.

It is almost exactly 42 years since the very apprehensive 14 year old that was me walked into New Zealand House to be "given a note" to report to his first ship.

I am quite sure that no one remains to connect that boy with the equally apprehensive Catering Superintendent of Coast Lines who occasionally walks into the much changed interior of New Zealand House to peer myopically at the ship models in their glass cases, and to think a little sadly of the ships and the men and the days that are gone. And to ponder the days to come!

## 'Dirty job' man retires

Leonard Ernest Power of Dowie & Marwood's Outward Freight Department, Liverpool, has retired after twenty-one years service.

Len joined Marwood & Robertson, as the company was then known, in January 1951 as a trainee quayside foreman and worked for some three years on the North Gladstone Dock berth. He worked under the leadership of Cargo Superintendent M E (Matt) Drake and Wharfinger, Harry Wrathall.

He transferred to the City Office (New Zealand House, Water Street) in 1954 to work in the Outward Freight Department on the Dirty Cargo Desk. He had been involved from that date to the time of his retirement with the booking of chemicals, frozen fish, bulk liquids and dangerous cargoes.

Len joined the Merchant Service in 1928 sailing with the Canadian Pacific, Cunard, Royal Mail and Blue Funnel companies. He joined the Royal Naval Reserve in 1932 and was mobilised into the Royal Navy in 1939. During the war years he served at sea in cruisers as seaman and was promoted to petty officer in 1942.

All friends and office colleagues wish Len good health and a long and happy retirement.

## BI Southern reunion

Continued from page 15.

could only promise that we would try to continue them, although I envisaged we might change gradually to a group reunion. In the event we have had another BI reunion and there is now a determination within the P & O Group that these reunions should continue. The most important thing of all is that you should get the opportunity of meeting your old friends and that we, who are still serving in P & O, should get the chance of meeting you, who all in

various ways did so much to teach us whatever we know about the business of shipping. I think that we are all agreed that we like these occasions to be on board ships and at this stage I can only say we will be meeting again, and hopefully it will be on board one of Passenger Division's ships and it may well be in fact on one of the former BI ships, Nevassa or Uganda.

"There will, perhaps, be one sadness in our next reunion in that this is the last occasion on which Eric Smith will be organising it for us as he retires at the end of September having already

gone one year beyond our retiring age. I know you would wish me to thank Eric very much indeed for the excellent arrangements he has been making for these reunions for so long and I am certain his efficient touch will be much missed in the future. I think probably Eric is without doubt the record attender at reunions as he is reputed to have attended all 34. No one else I suspect can do better than 17. If they can, I can only think that Eric must have slipped and allowed somebody to attend two in one year."

Mr Adams was thanked by Commodore Blackett.



To mark the retirement of our Southampton manager, Captain Jack Simms, a reception was held in his honour by the British Docks Board. Captain Simms is seen here with Southampton Port Director, Mr D A Stringer (right) and Captain E J Kirton, Docks and Harbour Master (left). In the background is the Chief Fire Officer for Southampton, Mr Arthur Tanner and Mr E L Ward, H M District Inspector of Immigration.



Canon J W Clift MBE, Senior Chaplain of the Missions to Seamen, baptising Nicola Michelle, the 5-month-old daughter of First Officer Roger David Knight and his wife Pamela. The baptism took place on board the *Nevasa* at Southampton and for Canon Clift, who retires shortly, it was probably the last of its kind.

## LATE LETTERS

### 'Watchers' got the blame for Egypt disaster

The Egypt had the misfortune to founder during the 12 to 4 morning watch. At the time several British ships were in the vicinity with wireless watchers on duty.

No SOS was picked up, for which the "watchers" received the blame.

A move was made by the Marconi Company to replace "watchers" with fully qualified operators on all British ships. Shipowners resisted this move for several years when an automatic device was invented which activated an alarm bell when the SOS signal was received.

The rating "deck boy and wireless telegraph watcher" disappeared from the ships crew list in the late 1920's. His age was 16, his pay was £3.10.0d. per month for a 15-hour working day and a seven day week.

After one year he would qualify as Ordinary Seaman and a monthly pay rate of £4.10s.0d. Perhaps when Egypt went down the "watchers" were paying more attention to the "Adventures of Sexton Blake" than the jumble of morse coming through the earphones in the area around Ushant (which was known as the Piccadilly

Circus of the sea) on that fateful early morning just over 50 years ago.

Frank Brennan  
ex Deck Boy and  
Wireless Operator

ANZ Bank  
Box 1051  
Brisbane,  
Australia 4001

### It's me!

Dear Sir,

I have received *Wavelength* No 3 from one of the old BI Captains who was very thrilled about my comments about BI men and ships.

On page 12 of this issue I see you have two pictures of cadets from Wangaratta, one in blue uniform, one in white, and a write up of the personnel - with the exception of one "unknown".

The "unknown" in the middle row of the cadets in white is none other than myself! What a coincidence.

E S Shaw

The King's Head,  
Front Street,  
Orford,  
Nr Woodbridge,  
Suffolk.

### Sketches in pen and ink

Dear Sir,

In my father's marine collection, which I treasure, there is a book, *P & O Sketches in Pen and Ink* by Harry Furniss, and published by The Studio of Design & Illustration Supply Agency, Effingham House, Arundel Street, Strand, London.

The first owner of the volume acquired it in 1922, but I think the date of

publication would be about 1890-1900. The sketches and notes (98 in all) are a constant delight.

I also own a very handsome old British India paperweight. The passenger liner depicted has three stacks.

Miss Elizabeth Reid  
21 Greenbank Gardens  
Edinburgh  
EH10 5SN.



First Officer Michael Cavagham, escorting the Carnival Queens of Southampton, Jersey and Le Havre on a tour of the *Oriana*. The girls are (from left) Julie Gorrey, Mary Horton, Pauline Pitman, Pauline Kenwood and Luana Rastelle.

### Training for travel agents

Mansfield's Travel in Singapore have recently organised a series of one day sea travel training courses for travel agent's staff.

The course programme includes studies of P & O Passenger Division cruise schedules and fares and a film show.

Pictured in an off-duty moment at the most recent seminar are Mr ACL Heywood (left) and Mr G Bueford (right) with some of the students.



P & O's 7,899 grt ss *China*, built in 1896 by Harland & Wolff of Belfast. Throughout the 1914-18 war she did magnificent work as a hospital ship after which she was completely refitted and remained in service until 1928.

When clearing out a drawer in my desk I found, tucked into a corner, a handbook of information on India, Burma and Ceylon for travellers and residents published by those experts in travel, Messrs Thos. Cook and Son, Ltd.

It was dated 1923, a little while before I tried my 'prentice hand at passenger reception upon an unsuspecting public. I forget how it came into my possession, but browsing through its mellowing, decorously set-out pages, I was led into contemplating the changes that fifty years had wrought in the methods and modes of travel.

In that year Trafalgar Square had yet to experience one-way traffic, and Haymarket was an ordinary two-way street with the Carlton Hotel where New Zealand House now stands. We wore spats and stiff collars, and relaxed in Oxford bags; the Charlton and the Black Bottom were just around the corner as we danced, an arm about our partners, to the strains of the blues and jazz dissonance. The girls wore their hair demurely bobbed, shingled and bingled beneath cloche hats and had no thought of a mini skirt.

The current thriller was "Bull-Dog Drummond" by Sapper, to be breathlessly followed by others of the

## To India and back in the Roaring Twenties

series. The Passenger Department had not long been in occupation of No. 14 Cockspur Street, having moved there from Northumberland Avenue only, I think, a couple of years or so earlier. The renowned F. H. Grosvenor was then in occupation of the managerial chair, and somehow his presence still seems to pervade that well-appointed room in which he received the distinguished and the not so distinguished. Cockspur Street itself was almost exclusively devoted to shipping with insurance coming a good second.

If you were an intending passenger and it was necessary or convenient to remain overnight in London before

embarking, according to the advertisement in this handbook, the Imperial Hotel, Russell Square would give you, for the magnificent sum of 7s. 9d. bed, bath and breakfast and service. The orchestra, we are told, plays in the Winter Garden daily, doubtless tunes from "Chu Chin Chow," "No No Nanette", or "The Vagabond King". Other advertisements caught my attention. Besides publicising the P & O and B.I. Services the handbook offered the traveller sailings to Rangoon by the Henderson Line and "the fast twin-screw steamers of the Bibby Line to Southern India", to the Far East by Blue Funnel and N.Y.K., and to the Near East by Lloyd Triestino. The Rotterdam Lloyd would take you to Sumatra, Singapore and Java where, at Batavia, you could connect with the K.P.M. network of vessels serving such entrancing places in the Netherlands Indies as Bali, Samarang and Sourabaya, Macassar and the Moluccas and others of that string of beautiful isles dotting the Arafuse and Banda Seas with their connotations of tropical splendour and ancient seaways between India and China. The steamers illustrated were straight-stemmed and straight funnelled with counter sterns and towering upper-works - none of your

sleek, aero-dynamically designed vessels of to-day. Also advertised were River Tours in Assam and trips up the Nile to Luxor and Assouan.

The advertisements for Ceylon proclaimed the unique merits in Colombo of the Galle Face and the Grand Oriental Hotels, that O.L.M. Macan Markar was the oldest and leading house in Ceylon for gems, pearls, and jewellery, and that N.D.H. Abdul Caffoor's Showroom held an

information given in the handbook one is presented with a bewildering assortment of routes and lines, beginning alphabetically with the Aberdeen Line to Australia via South Africa and ending with the White Star Line to the same destination, with Round the World Tours by all routes as a grande finale. The fares quoted are remarkable. To Bombay First Class minimum was £70 single, and if you shirked the Bay of Biscay, you could travel overland by ordinary train to Marseilles for £81.11.1 inclusive, or by P & O Express for £75.10. The mail steamers sailed from Royal Albert Dock or Tilbury, or, if the state of the tide required it, from off Tilbury every week; to China generally on alternate Fridays, and to Australia generally every fourth Friday. Should it be necessary to embark off Tilbury "a commodious River Steamer awaits the arrival of the passengers by the Special Train and conveys them to the Company's steamer lying in the river". Incidentally the fare to Tilbury was 2s.6d. First Class single; 5s. return.

Regarding baggage on the Continent passengers were advised to take as little as possible and were warned that "owing to the great risk of robbery en route no money or jewellery or similar articles should be packed in

registered baggage". Shades of Raffles and Arsene Lupin and those suave light-fingered gentlemen of the *chemin-de-fer!* The maintenance of an Empire required a military presence and we are given details of baggage allowed to officers, W/Os, N.C.O.s and men travelling by trooper to or from India on permanent or temporary duty, ranging from 36cwt for a Major General to 37lbs for the rank and file. We are also told what baggage each officer and lady may be allowed in the cabin and the soldier's wife in the Womens' Quarters.

There follows information on the various ports of call at which Cooks have offices, agencies or correspondents, together with particulars of shore excursions and places of interest. Southampton nostalgically mentions the Southern Railway, and Plymouth the Great Western. Breakfast on the train was 3s 6d, luncheon 3s, and dinner 5s. "During the winter months the carriages are specially heated"!!

At Gibraltar we are warned specifically against "touts and others who allege that they are employed by Cooks to organise conducted or private tours". It is interesting to note that private inclusive tours and excursions could be arranged as well as camping and shooting tours in Morocco.

Older readers will remember Marseilles in the days when the mail arrived by the P & O Special Train just at noon at Mole C. and the colossal task began of loading and stowing the hundreds of mail bags for almost every destination in the world. It was usually in the small hours of the following day before the last bag was checked on board and the ship cleared for sea. For £13 10s you could travel on this sumptuous train, catering as it did for those to whom an extra week at home was essential, or who respected the reputation of the Bay of Biscay. Distinguished pro-consuls of Empire and other Heaven-born as well as those of low degree were numbered among its passengers. A full-some description of Marseilles and details of services are given including the "Hiring of



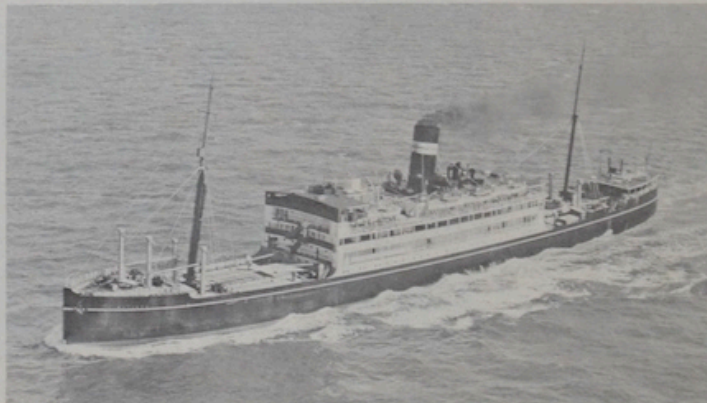
B I's *Mulhera* on her last voyage in 1954.



B I's *Dunmana*.

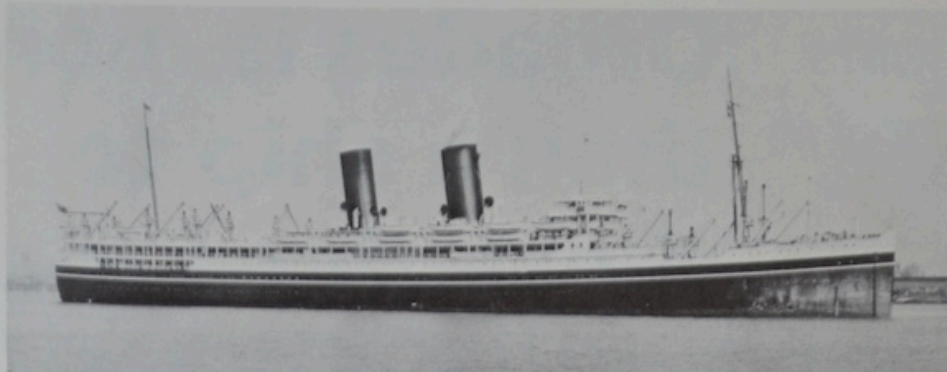


P & O's 11,000 ton ss *Morea* built in 1908.



B I's 9045 grt *Matiana*, built by Barclay Curle & Co Ltd, Glasgow, was employed in the East Africa - UK trade.

'The year Trafalgar Square had yet to experience one way traffic and Haymarket was an ordinary two-way street'



P & O's 16,738 grt ss Ranchi built in 1925, by Hawthorne Leslie on the Tyne, for the India and Far East service.

B B & C I and G I P Railways. The stamp of Empire is reflected in its presentation and the variety of the services which Cooks undertook including the "Agency of Civil Servants and others connected with India or the Colonies". Under this heading "Pay and Pensions can be collected as well as powers of attorney for drawing pay in India and London, and the keeping of regimental accounts". In the paragraph relating to conveyances we are told that "an abundant supply of Motor Taxis of the latest type is always available while horse-drawn vehicles called Gharris are also obtainable but are not recommended".

private landaus, carriages and automobiles". How quaintly it reads now!

Other ports follow not necessarily served by P & O but which, none the less, recall other days when reading about them in the handbook - Toulon, Genoa, Naples, Brindisi (from whence "Isis" and "Osiris" used to carry the mail to and from Port Said), Venice, Trieste. We see that at Port Said passengers could repair to Cook's Office close to the Landing Stage where, in the reading room, they could "read or write while the steamer is being coaled". Truly a haven from that all-pervading coal dust.

So we pass down the Suez Canal to Suez, the Red Sea and Aden, the latter briefly dismissed with "the mortality among Europeans is not excessive but for a prolonged residence the climate is very debilitating" and that "more than a quarter of a million camels enter Aden yearly with produce from all parts of the Yemen".

The section devoted to India is very comprehensive beginning with Bombay and Calcutta each radiating a network of local steamer services and connections to the Persian Gulf, Ceylon, the Far East and South Africa; and to Delhi, Lahore, the Punjab and United Provinces by the

There follows a section on Burma with some specimen tours by rail and river to places which then had only a peaceful connotation - Rangoon, Mandalay, Prome the Arakan coast. A brief twenty years had to pass before tours of a very different, and of a much more urgent and hazardous nature had to be undertaken.

There is an interesting note on the services maintained by the Irrawaddy Flotilla Co. which was formed about 1860. We are told that "at the present day there is not a navigable river or creek in Burma which is not served by steamers of this deservedly prosperous Company". Further on, quoting their Mandalay-Bhamo service we are informed that "Steamers above Mandalay during the dry season Jan. Feb. Mar. are often a day behind their advertised time of arrival". Information relating to the Burma Railways includes a note that "passengers by rail should provide themselves with meal tickets before leaving Rangoon" and that "Restaurant cars not being attached to the trains they wait for passengers to take meals at certain stations". I wonder how British Rail would react to such an arrangement!

So to Ceylon and details of travel in this truly beautiful island, locally by jirikshaw and electric tram or taxi, or further afield, by organised excursion to Kandy, Neuralia and Adam's Peak.

One last note of interest. On arrival in London, at Waterloo and Vauxhall Stations we could "hire a private omnibus (small, single horse) or large (pair horse) for the conveyance of ourselves and our baggage for 9s up to 4 miles, 2s per mile thereafter maximum distance 6 miles; and 14s for 3 miles, 3s per mile thereafter, maximum distance 8 miles

respectively. Small and large omnibuses are also available". These conveyances were provided by Messrs Charles Rickards Ltd.

The handbook concludes with information covering homeward travel from India direct by various Lines, and via Australia, Japan and the USA. This latter route recalls the flexibility (not to mention the headaches!) of interchange tickets which the different Shipping Companies at that time could offer the travelling public. As the handbook says "The route homeward via Australia, China, Japan, US and Canada is becoming very popular with Anglo-Indians. The fares are moderate and the countries passed through most interesting. Owing to the large and steady increase of traffic by this route we have opened offices in the Straits, China, Japan, etc., as shown in the following pages".

There follow the old familiar ports - Singapore, Hong Kong, Manila, Shanghai with tours up the Yangtze Kiang to various places inside China and side trips to Darien and Port Arthur, Peking and Ming Tombs, and the Great Wall, and for the adventurous the Shanghai Express, the "Trans-Siberian Railway forming a direct link with the principal cities of Europe". So we come to Kobe and Yokohama and across the Pacific to Vancouver and San Francisco, and by rail across Canada and America to Montreal and New York and over the Atlantic to the United Kingdom.

Older readers associated with the Passenger Department of those days will recall our own Round-the-World tours handbook which covered many of these routes but without the side trips at the different ports which Cooks were able to offer. Variations, if I remember right, included the Rangoon Option and travel via Java involving the B.I., Apar, KPM and SMN, and via Australia, the Burns Philp Line and WASN Co, and the Canadian-Australasian Line and the Canadian Pacific among others.

Altogether a most comprehensive handbook reflecting the choice of route open to the traveller at that time and the opportunity given to visit, if only superficially, the various countries on the way, with the ubiquitous Cooks representative ever at his elbow to advise and assist. A leisurely placid way to see the world with one's body adapting its metabolism in accord with the clock as one progressed from west to east or vice versa - time to stand and stare as the poet has it. Even then, however, the portends of the future were discernible on the horizon - "the cloud no bigger than a man's hand". In a paragraph headed "Aerial

Travel" Cooks informed us that "as official Passenger Agents for the principal companies operating Aerial Lines Thos. Cook and Son issue tickets for advertised flights, and supply Aeroplanes for special journeys on the shortest notice".

So now, fifty years later, we whirl over these countries at an altitude of 37,000 ft. at 600 miles per hour, eating a Fortes pre-cooked meal as we do so. Do we enjoy such travel? Time may be an advantage but where is the romance of a chance meeting that ends, perhaps, with "Quis Separabit"? - the feel, the very essence of travel if one does not come into direct contact with one's fellow creatures living in a different clime?

Yes, I think, and I am sure that many of us of an older generation will agree, that travel by sea in the twenties had much more to offer, was more fun than travel by air in the seventies, the depredations of the nimble-fingered Abdul Mansoor and his ilk and the uncertainties of the Burma dry season notwithstanding.

## Temporary disinterest in the Pandor club

Chairman of the Pandor Club, James G Davis, told members at the annual general meeting that despite the re-organisation of P & O, the club's facilities still remained and were there for all who are interested in a variety of activities.

Mr Davis's comment came after he had reported a temporary "inevitable" disinterest in the club following the re-organisation.

Mr F H Thomasson spoke briefly about the future of the club and said each area in the Group might eventually have its own. All would be managed by a Group Sports and Social Club Committee of which Mr Alan Bott had already been nominated as chairman. One present thought was that the present British India Club, the Pandor Club and the Maori Club might be called "The City of London Club" for those members who are based in London.

Officers elected were: The Committee - J G Davis (Chairman), M F Coster (Vice Chairman), L E O Hermes (Hon Treasurer), A H S Robinson (Acting Secretary).

Wine Committee - J G Davis (Chairman), L E O Hermes (Hon Treasurer), A H S Robinson (Secretary).

## Margo has the whole world in her hands

"Just Margo" - that's what she likes to be called, and this little lady sails with our cruises from Sydney entertaining passengers in the most unique fashion - by reading their palms.

And Margo is spot on with her readings every time. To prove it, just ask the number of people in Sydney Office who have been brave enough to present their hands for her inspection.

She has read Entertainment Officer Garry Drake's palm with amazing insight.

Margo began studying palmistry about 12 years ago, but has only professionally read for the past three years.



"Margo"

"Many people don't believe I use palmistry alone. For instance, the Editor of one Australian national women's magazine insisted that I must use psychology as well, and have background information about my subjects," Margo said.

"She was determined to prove her point, so 'staged' a reading. I was invited to read the palms of two well-known personalities - from behind a curtain. The identity of the two was kept secret".

After the reading was over, the two "unknowns" introduced themselves - Lorae Desmond and Tommy Leonetti - two internationally known show his personalities.

Both agreed they were amazed at the readings - Margo even named dates and instances that only they could have known.

"It can be a very emotional experience both for the subject and the reader. Out of the thousands of people I have given readings to, I would say only about 30 could be classed as 'happy' - and this is a very sad situation", Margo said.

So far Margo has sailed in Himalaya, Iberia and Oriana. Last month she was off again - on the Circle Pacific in Himalaya.

"I love meeting people - and on ships you meet such an interesting variety".

"After reading quite a few Captain's and Staff Captain's palms, I have found out they all have markings in common. It is most unusual".

"For instance, they all have strong thumbs, a good finger for Jupiter - and a well developed little finger. This shows an amazing ability to express themselves - both to their passengers and in commanding their ships".



P & O's 16,697 grt ss Rawalpindi built in 1925 by Harland & Wolff at Greenock, for the India and Far East service. She was sunk on 23 November 1939 by the German battle-cruisers Scharnhorst and Gneissau in the North Atlantic.

## Nevasa joins search for crew of fishing boat

Nevasa spent almost two hours helping in a search for three men whose fishing boat sank after being in collision with another vessel eight miles SSE from Eddystone Light.

When the cruise liner continued on her voyage to Reykjavik no trace had been found of them and later reports indicated that none

survived.

Nevasa joined the search after receiving an SOS from the vessel which was in collision with the fishing boat. An air-sea rescue launch also answered the call and as Nevasa left the crash area so HMS Ilicate arrived on the scene.

Nevasa was on an educational cruise at the time and had on board 960 Warwickshire schoolchildren. She was proceeding to Iceland via the Western Isles of Scotland, Olden and Oslo.

Later the same morning she passed Uganda in the Bristol Channel, bound for Portimao from the Clyde with a similar number of Scottish schoolchildren.

## Trevor is posted to New York



Trevor R Chilver, 38, has been temporarily seconded to Cunard New York to act as Berthing and Sales Supervisor for Canberra's programme of 20 Caribbean cruises.

Trevor's appointment is expected to last for approximately six months, during which time he will be based at the Cunard Line office at 555 Fifth Avenue.

Trevor, who has been with P & O for 18 years, was, before his departure, Sales Controller in the Passenger Division's UK Area. In New York he will supervise the team controlling the sale of berths and administrative servicing of agents' enquiries.

## Schoolboy becomes a star on cruise

An unsuspecting 15-year-old lad from Rochdale became a film star overnight during an educational cruise in Nevasa.

He was chosen as the leading character in a new promotional film just finished shooting on board.

The story, depicting all aspects of educational cruising, begins in a "Coronation Street" type setting and switches to Maderia, Malaga and Casablanca.

Asked how he felt about giving up his time on the cruise to take part, the boy said, "It's a bonus. I came on the cruise to improve my education. That's exactly what happened and I've enjoyed myself into the bargain".

The new film, entitled "Where in the World" is expected to be ready in December.

# Orcades is more than a ship to these three men

It will be a sad day when Orcades ends her career with P & O next month and sails into Southampton for the last time.

But there will be none sadder than Douglas Williams, the ship's head barman, Billy Bell, the ship's second barman and Fred Leigh, a public room steward. For between them, they have clocked up 64 years continuous service in the once great liner.

Billy - his real name is Hubert Frankline - was the first of the trio to join the vessel, signing on for her fourth voyage on 8 December 1949. He enjoyed the trip so much that he decided to stay for another - and another, and another, and another

"It's been a great life and a great ship", he said. "I've a good job and I've seen the entire world".

But Billy has another reason for thinking that life aboard Orcades has been good to him. For it was aboard the ship that he first met his Dutch-born wife, Elenor, who at the time was a female purser. They now have their home in Welwyn Garden City.

Billy, who is 47 was born and schooled in Jamaica and moved to the United Kingdom the year before he joined Orcades. He was working in a Brighton hotel when the thought occurred to him to go to sea.

Shortly afterwards he did just that and now rates Honolulu as his favourite port. "The weather is kind, the nights are balmy - and the bar trade is very good in that area", he says.

He considers that a cruise is the greatest holiday possible. "We aim to make passengers comfortable and provide their every need".

Orcades' passengers over the years have been served by Billy in many roles - as table waiter, public-room steward, assistant barman and public



Douglas Williams, Billy Bell and Fred Leigh enjoying a drink on board Orcades.

room barman until he was promoted to Second Barman in 1968.

His greatest seagoing memory is of a storm off the West Australian coast two years ago which buffeted Orcades so much that her passengers were kept off the decks. The storm occurred in the area off the notoriously rough Cape Leeuwin and Orcades had to return to Fremantle before resuming her voyage east around the Australian coast.

Douglas joined Orcades as First Class Tavern Barman a year after Billy. And after 22 years in the "drinking game" he's well qualified to talk about the public's drinking habits.

Australians, he says, are by far the biggest beer drinkers and can claim to have "swigged" quite a lot of the 600,000 gallons that have been served during his time in Orcades. And if Australian readers disbelieve him, Douglas has figures to prove

that beer consumption at the Australian end of a cruise is two thirds greater than at the UK end.

One change Douglas has noticed among today's younger set is that they now prefer whisky, gin and dark rums whereas a few years ago it was all vodka and bacardi rum.

Tastes in wine vary from country to country, says Douglas. Europeans for example, have a preference for medium-sweet and dry wines while Australians favour the sweet products of the group.

Douglas is 45 and first went to sea in 1943 with the Anglo-Saxon company. He joined the Orient Line in 1946 as the Engineer's steward in the Otranto and then spent three years in Orontes before joining Orcades.

When aged 28, he relieved the First Barman, a post he was promoted to on three occasions before he was made permanent Head Barman in 1965.

Douglas and his wife, Josephine, have their home in Brighton. They have two sons, one aged 23 and married, and another who is 22.

Douglas hopes to sail on in another ship when Orcades is withdrawn from service. But for the third member of the trio, Fred Leigh, the retiring of Orcades will coincide with his own retirement to his home in Sunbury-on-Thames where he lives with his wife, Rosina, and two poodles, Peppy and Benjy.

Fred has spent 19 of his 26 years at sea in Orcades and has lost count of the number of times he has voyaged across the equator. But his seafaring life with the Orient Line and P & O has satisfied a life-long ambition.

As a young man he always wanted to go to sea, but he never got the chance. When he was mobilised at the start of the Second World War he wanted to join the Royal Navy but was drafted into the RAF. At the war's end he took immediate action to get to sea. He applied for a position with the Orient Line and was promptly afloat.

Fred said that the most outstanding figure he had met during his service had been the car manufacturer, the late Lord Nuffield, a devoted voyager with P & O. "He was a gentleman", said Fred.

What had been the most personally satisfying experience of his seafaring career? Fred answered with a double-barrelled reply: There had been enjoyable friendships established with his shipmates. His life with P & O had been a most happy one and, if given his time again he would certainly chose the same career.

There had been close personal relationships with friends he had made in Australia, particularly Melbourne. Some visited him at his home near London and he made calls on them at their Australian homes. This had been a most satisfying aspect of travelling the world.

## Gift from Orient Line goes back home

A handsome clock "missing" from No. 1 Squadron, Royal Australian Flying Corps for 32 years has been re-united with its unit at an informal function in the officers' mess at RAAF Laverton.

The clock, mounted on a wooden panel, was originally presented to No. 1 Squadron by the Orient Steam Navigation Company as a memento after transporting the squadron overseas in the Orsova in World War I.

It was a prized possession and remained with No. 1 Squadron after the AFC became the RAAF in 1921.

The clock was left behind at Laverton when the squadron sailed for Malaya in 1940 and had remained in the Laverton officers' mess ever since.

The handover of the clock

to the present commander of No. 1 Squadron, Wing Commander Lyle Klaffer, was made by the president of the Laverton mess committee, Wing Commander John Warr, and is now the pride of the squadron at Amberley, Queensland.

An inscription on the panel reads: "Clock and panel from RMS Orsova (Troopship A69) presented by the management of Orient SN Co. Ltd. to No. 1 Squadron AFC, AIF, as a memento of the Squadron's voyage to the Great War."

• Can anyone tell us when the original presentation took place? - Editor.

The Officer Commanding Laverton, Group Captain J W Newham (left) and Wing Commander Klaffer with the clock after the handover.

