

About Ourselves

No. 26 July 1968





CHUSAN

(1852 — 1861)

One-hundred-and-seventeen years ago a tiny—even for those days—single-screw, iron steamer of 699 tons gross was purchased by the P & O Company from Miller Ravenhill & Co. She was a barque-rigged, three-masted, single-funnelled steamer, bought for the Calcutta/China mail service and named *Chusan* after the island off the China coast.

She was 190 feet long and 29 feet 5 inches broad, and could achieve a speed of 10 knots with her 80 h.p. engine and 12½ with the addition of sail.

It was some two years, however, until she saw the China seas. Demand for a regular steam ship service between England and Australia resulted in her maiden voyage on 15th May 1852 being via the Cape Verde Islands and Cape Town to the new Continent. She made five voyages altogether to Australia until she was withdrawn due to the demand on the Company's ships for service in the Crimean War.

She never returned to Australia but was used intermittently on the China service, between Hong Kong and Manila, and under charter to the Indian Government as a transport for the Persian War and to the British Government for the China Expedition. She was sold to David Sassoon & Co. in June, 1861, having become too small for the Company's growing operations.

Chusan was unusual in that she carried no cargo. Her passenger accommodation must have been comparatively "luxurious", cabins being 10 feet 6 inches high with "staterooms" for three. She carried some 30 passengers.

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No 26 JULY 1968

CONTENTS

- 1 Index
- 1 From the Chairman
- 2 The Computers Are Coming
- 3 Company News
- 5 Group News
- 7 Coping With Problems
- 8 Marine Training
- 9 Wife At Sea
- 10 Balloons
- 11 Ships News
- 18 Letters to the Editor
- 21 The 'Canberra' Black & White Minstrel Show
- 22 Time
- 22 The Guilty Ships
- 23 ABC of the Straths
- 25 From Abroad
- 29 Merchant Navy Hotels and Clubs
- 30 From the Departments
- 32 Beauty Comes to Beaufort
- 33 Illegal Navigation
- 34 Who's Who
- 36 Pandor News
- 38 Personal News
- 41 Appreciations
- 42 Sick Parade
- 44 This is Your Club
- 45 We Hear That
- 47 Old Bob

Cover (outside): Computer Department (*cf. p. 2*)
(inside): Ships Ancient and Modern

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From the Chairman *of the P & O S.N. Co.*

An appointment of great interest to all readers of *About Ourselves* was that, announced on June 19th of Mr. Ford Geddes as Deputy Chairman of P & O S.N. Co. This means that he will have to disentangle himself from work in P & O Lines in order to free himself for work in the Group Executive. I am sure that all readers will wish him well in his new post.

Amongst all the changes that have been and are taking place in shipping, and about which I have commented in the last two issues of *About Ourselves*, the changes in liner trades resulting from 'containerisation' will be the most radical. In addition to requiring new ships and new operating skills, containerisation will require a re-grouping of the traditional liner company's organisation.

This is because it requires a combination of liner companies, each of which must yield its former control over its own affairs in any trade to a joint organisation which will pool the resources of all its members. In our case this organisation is O.C.L.

Of course O.C.L. is not a foreign body which is stealing our business. We have played a major part in setting it up. Its chairman and much of its staff have been drawn from the P & O Group. It is a child of ours, but with four parents rather than the normal two.

No doubt as it grows up it will show the same signs as we all recognise at home of knowing what is good for it better than its parents do.

But already it has been at work for three years or more on the tremendous task of planning the new service and educating its future customers, and so June 5th was an exciting day, for it saw the launch in Hamburg of *Encounter Bay*, the first of the O.C.L. container ships, and the first major physical fruit of the results of all the planning. The ships are up to schedule, and the first sailing should take place as planned in February or March 1969.

The advent of the new service will require a redeployment of the Group's conventional cargo liners. A number of them will be surplus to the requirements of the Australian trade, and will be employed in other Group trades.

The Far Eastern trade is highly competitive, requiring the highest class and fastest tonnage. Thus, the fastest of the "ex-Australian" ships will go into this trade, namely *Ballarat* and *Bendigo* of P & O Lines, and *Waronga* and *Woodarra* of B.I. The slightly slower *Balranald* and *Baradine* will go into B.I. trades, as will *Soudan* and *Somali*.

It is proposed to rename some or all of them, and to make such alterations as are needed to suit their new employments. This will enable us to give our customers in all of our trades a better service even than hitherto.

All this is part of the planned redevelopment of our resources, about which I have written before. The

changes will be achieved with, I hope, the minimum of discord and will bring the bonus of a more efficient organisation.

D. F. Anderson

The computers are coming

A quiet but significant revolution is currently taking place within the London offices of P & O.

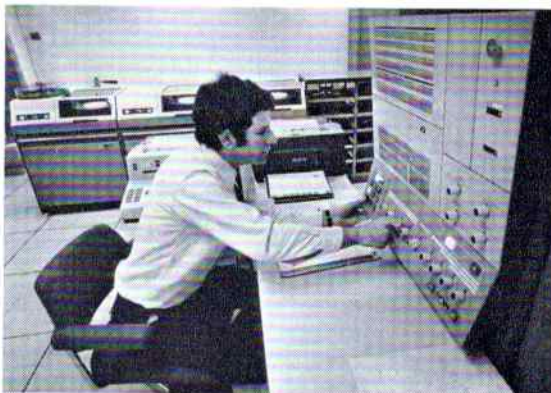
High above the busy market place of Petticoat Lane an enthusiastic team of men have entered the esoteric field of computers and are actively engaged on a project designed to link-up the Company's three main passenger areas—London Sydney and San Francisco.

To be known as ELDORADO (Exchange of Local Data on Reservations and Dollar Optimisation) the idea of the network—scheduled to start operating sometime next year—is to allow through computers a greater and wider exchange of up-to-date booking information between the three passenger departments.

The computer project is also aimed at effecting a dramatic speed-up of production.

Under the present system a great deal of time is taken up with the physical work involved in preparing berthing and booking lists—the lists which record each passenger booking and each berth vacancy. A vast amount of time and energy is also expended in typing out berthing and passenger lists for ships (remember P & O has eleven passenger liners); issuing tickets, and cross-checking these various lists to ensure accuracy. At the moment there are four girls working full-time issuing tickets, and it takes three days to get *Canberra's* berthing list typed out. Also the manual compilation of the booking sheets—a comprehensive record of the booking lists—would, without the aid of a computer, take up to 20% of the Passenger Department's clerical output.

Keith Robinson, one of our computer operators, at the controls of the Central Process Unit—the "brain" unit where information is collated and processed.



P & O investigation has revealed that computers can bring an end to all this drudgery. At the press of a button they will compile and print lists, issue tickets and even indicate through rejection (a kind of regurgitation) any mistakes that may have been made. Time saved will be channelled into the selling side of the business.

Offices, of course, are not the only places where computers can be put to use. A study will shortly be carried out aboard the Company's vessels to discover the computer's role in reducing shipboard and port documentation.

With the introduction of computers there is always the fear of redundancies, but the function of these machines so far as P & O is concerned is to bring about increased revenue through increased efficiency—not to reduce staff.

London already has a computer installed; so too has San Francisco but the machines at present deal only with a limited amount of passenger work. With the installation of the latest equipment at the three main passenger areas and the implementation of research findings the rise in output and efficiency is expected to be both startling and rewarding.



Company News

F. I. Geddes.



Mr. FORD GEDDES ELECTED DEP. CHAIRMAN

Mr. Ford I. Geddes has been elected a Deputy Chairman of the P & O S.N. Co.

Mr. Geddes, 55, has been a Director of the Company since the merger in 1960, and a Managing Director since 1963. He was appointed to the Board of Anderson, Green & Company Limited, Managers of the Orient Line, in 1947, having joined that Company in 1934 straight from University. Mr. Geddes is also Chairman of the British Shipping Federation, a position he has held since 1965.

Educated at Loretto and Gonville & Caius, Cambridge University, where he read Engineering, he joined the family firm of Anderson Green in 1934. At the outbreak of war he joined up as a Gunner. The following year he was commissioned in the Royal Engineers.

He served overseas 1940/45, for over four years of which he was A.D.C. and then Military Assistant to Field Marshall Viscount Gort, V.C., in Gibraltar, Malta and Palestine. He was appointed a M.B.E. in 1943.

He rejoined Anderson, Green & Company Ltd. in 1946 and was appointed Company Secretary, becoming a Director the following year.

P & O AIDS MIDLANDS EXPORTS

During a press conference held in Birmingham, Sunday, 25th February, Mr. J. G. Davis, General Manager of P & O, said that the Company was launching an intensive fortnight-long Export Drive in the Midlands.

"Devaluation has given exporters incentive to explore overseas markets, and the Midlands is one of Europe's most important industrial centres," said Mr. Davis. "We have for several months been making exporting cheaper for the industrialist."

Previously, shippers were charged by the Port of London Authority on a sliding scale up to a maximum of £2. 8s. 2d. per ton. In addition port rates were levied at an average rate of 3s. 4d. per ton, plus 13s. 2d. for each shipping note.

Now, the P.L.A. renders accounts to the Company at the full rate, but P & O debits the shipper at a flat rate of £1 per ton for all deliveries by land.

During their Export Drive, P & O will be "selling" their three 14,000 ton record-breaking Strath Class cargo liners. "It is no good exporters winning orders if the goods cannot be delivered quickly and efficiently," said Mr. Davis. "Our *Strathardle*, *Strathbrora* and *Strathconon* have constantly clipped days off sailing times between Europe and the Far East. Recently, *Strathardle* sailed from London to Japan in only 25 days at an average speed of over 22 knots.

"With the cheaper London f.o.b. charges, and our Strath ships, we feel we can help Midland exporters at a time when the country's economy could well do with a boost."

INSURANCE COMPANY FORMED

The P & O S.N. Company has established a wholly-owned Insurance subsidiary company to be called the *Leadenhall Insurance Company Ltd.*, which will initially underwrite those classes of business normally undertaken in the London Marine Insurance Market.

The Directors of the company are Mr. C. A. W. Dawes, Mr. J. Mitchell, Mr. N. H. Matthews and Mr. L. J. A. Collins.

The company has appointed as its marine underwriting agent Gray Dawes Westray (Underwriting and Management) Company Ltd.—a new company whose Marine Underwriter and Manager is Mr. A. T. Foster.



Mr. F. W. Jenkins, Contracts Manager of Taylor Woodrow (left) hands the key of the new P & O building to Mr. J. W. Dixon, member of the P & O Group Executive responsible for properties.

NEW BUILDING NEARS COMPLETION

The P & O Group's new £2½ million head office, the first block in London constructed on the 'umbrella' principle—built from the top downwards—is now nearing completion by Taylor Woodrow Construction.

At an informal ceremony on 6th May, the keys of the 185 ft. Leadenhall Street building were officially handed over to P & O by the constructors.

The building provides 150,000 sq. ft. of office space and comprises a ten storey tower 110 ft. sq. rising from a three storey podium above a two storey basement.

The building is fully air-conditioned, the system being designed to take into account the effect of the sun's rays on the various elevation levels.



M. S. Robinson.

FREIGHT CHANGES

Mr. M. S. Robinson has been appointed Manager of P & O's Freight Administration Department in place of Mr. C. S. Guernsey, who retired on 31st March, 1968. Mr. Robinson did, in fact, assume responsibility for the Freight Administration Department on Monday, 24th March.

Mr. R. A. Peters, Freight Marketing Manager, took administrative charge of the Freight Marketing and Sales Department from 5th February, vice Mr. M. S. Robinson. His Deputy is Mr. D. Durnford-Slater, who retains his responsibility for the development of the Far Eastern Trade as Far Eastern Trade Manager.

Mr. W. L. Holland continues as U.K. Sales Manager.

CARIBBEAN SUNSHINE HOLIDAYS

Three major carriers—P & O, B.O.A.C., and French Line—have again teamed up to offer a further series of 68 fully inclusive sterling area holidays.

The holidays, called Caribbean Sunshine Holidays, will take in Bermuda, Barbados, Bahamas, St. Lucia, Trinidad, Tobago and Jamaica, and have been specially designed for the person or family who want the best of both worlds in travel.

Starting 7th May when *Antilles* (French Line) sailed from Southampton, holidaymakers were able to either fly to an island and after a stay at a hotel, return by ship, or sail out and return by plane.

The holidays will last from 13 to 30 days with fares from £163.

All outward sailings are from either Tilbury or Southampton and all flights to or from London (Heathrow) Airport.

Mr. E. W. Vowles, P & O's General Passenger Manager, said: "These tours are a natural extension to the successful 'Ocean Liner Holiday' and have been continued because of their tremendous popularity last year when they were introduced."

DISCOVERY TOUR SAILS IN

Britain's tourist industry got a shot in the arm on 21st March when a 1,400-strong group of Australians arrived at Tilbury aboard P & O's 28,000-ton liner *Arcades*.

The group—members of a World Discovery Tour sponsored by the Australian *Women's Weekly*—made up the largest single party in the history of holiday travel.

Mr. A. H. Morris, Director of P & O Lines Passenger

Services Limited, commented: "This is the third year running that we have carried a party of the *Women's Weekly* World Discovery Tour, and the fact that the number of the party has doubled in the last three years from 700 to 1,400 indicates the great interest which is now being shown in Group Sea Tours. Promotions of large group tours are taking place in the U.K., Australia and the U.S.A., and we are confident that such tours will continue to play an increasingly important part in our passenger operations."

The group returned to Australia from Southampton on 29th April and 24th May aboard *Oriana* and *Canberra*.

STRATHS TO CALL AT HONG KONG

P & O Lines' emergency re-routing via Panama of its "Strath Express" service at the outbreak of the Arab/Israeli conflict a year ago, today, is to become a permanent feature, the Company announced in London 6th June.

On a new itinerary, the Company's three Strath Class super cargo liners will offer shippers a 25-day transit via the Cape from London to Hong Kong, 31 days to Kobe and 33 days to Yokohama.

Homewards from Japan, the Straths will sail via Panama to Rotterdam in 25 days, to Hamburg in 28 days and London in 31.

THE YEAR'S RESULTS

A difficult year ended with an improved performance from the Group, tankers and tramps in particular, leaving a net profit of £4,970,255 for the year ended 30th September, 1967 (£2,961,174—1966).

At the P & O S.N. Co.'s annual meeting on 20th March, the Chairman explained about the difficulties during the year, starting with the aftermath of the Seamen's Strike, and ending with serious dock strikes in London and Liverpool, ostensibly about the introduction of decasualisation. The year also included the closing of the Suez Canal which affected Group ships considerably. However, he showed guarded optimism about the future, which he hoped would be "if anything better rather than worse."

Dividends declared were on the Preferred Stock 2½% actual for the half-year ending 31st March 1968, and on the Deferred Stock a final dividend of 7% actual, making a total of 10% for the year ended 30th September, 1967.

TO LET—A dismal view of the old P & O offices at 26 Cockspur Street, London. Passenger Department having moved to Beaufort House in the City, it is waiting empty for new tenants.





DISASTER struck the 9,000 ton roll-on/roll-off car ferry *Wahine* in a tropical storm on 10th April, 1968. She sank just outside Wellington with the loss of 51 lives. *Wahine* was owned by the Union Steamship Company of New Zealand, a member of the P & O Group. Here she is seen in happier days.

MAJOR FERRY OPERATORS IN BOOKING LINK

A new linked booking system, which will enable passengers to book on ferries straight through to Ireland from the Continent, was announced by North Sea Ferries in May.

NSF have joined forces with TOR Line and Townsend Car Ferries to provide this service in conjunction with the British and Irish Steam Packet Company.

Holidaymakers and businessmen with or without cars can now make one booking enabling them to travel between the Continent, UK and Ireland using ferry services. They will be able to stop over in England and carry on to Eire when they wish. Tickets can be purchased from any travel agency on the Continent or Ireland or at any of the above companies (including the port offices).

AT LAST—IT'S MANTUA

For the first time in five years and 390,000 miles of ocean voyaging the 19,000-ton British tanker *Mantua* visited the U.K. on 28th March.

Mantua, managed by Trident Tankers Limited, is on charter to Shell. She sailed from the U.K. for the Far East on 29th December, 1962.

Busy *Mantua's* respite was brief, for she sailed from Thameshaven the same day.

Built in 1960, *Mantua* has been on service almost throughout her career in the Far East, with periodic visits to Australia and the Caribbean. Crew changes have been carried out by air.

EUR DUNKIRK SERVICE STARTS

European Unit Routes Ltd., a member of the P & O Group, started its proposed thrice weekly all-container service from Tilbury to Dunkirk on Wednesday, 17th April. This is EUR's second regular container service. The first, between Tilbury and Rotterdam, started operation in January this year.

At the same time sailings from Rotterdam to Tilbury have been increased to six times a week—daily, Monday to Saturday. Sailings from Tilbury remain at five a week, Monday–Friday.

The Dunkirk service was inaugurated by the *Schelde*, which has been operating on the Rotterdam service since 1st March. Sailings are thrice weekly from Tilbury and twice weekly from Dunkirk. A vessel leaves Tilbury every Monday, Wednesday and Friday, with return sailings from Dunkirk on Tuesdays and Thursdays. (The outward vessel on Friday returns from Rotterdam on Monday.)

A third ship has been chartered to enable EUR to maintain the two services. She is the *Catrin*, 500 tons, owned by Ahlmann Transport K.G., Bremen, with a capacity of 30 containers. She was chosen for similar reasons as the *Ruhr* and *Schelde*; she has large open hatches particularly suitable for containers. Her maiden EUR voyage was on Thursday, 18th April, when she sailed from Rotterdam.

To provide maximum flexibility and minimise the effect of bad weather delays, the three ships are not assigned to any specific service. They may be switched between the Rotterdam to Dunkirk trades according to demand and according to timings.



Mataura on trials in the Inland Sea, Japan.

MATAURA MAIDEN VOYAGE

The New Zealand Shipping Company's 20-knot refrigerated cargo liner *Mataura* under the command of Captain Ernest F. H. Allen, of Takapuna, Auckland, New Zealand, made her Maiden Voyage, Japan—New Zealand—United Kingdom in May/June.

Built in a Japanese shipyard, *Mataura* is a much improved version of the four highly successful 20 knot *Taupo* Class ships which entered service in 1966/67.

Mataura will be followed by a sister ship, *Manapouri* from the same shipbuilding yard, in August this year.

The six 20-knot ships in the "M" and *Taupo* Classes will make the voyage from New Zealand or Australia to the United Kingdom in 25 days—a saving of 7 days compared with the 15½ knots speed of some earlier

The Concorde section en route by road from Southampton to Filton after being shipped to England by Normandy Ferries.



ships—which will benefit our customers, the exporters and importers alike.

MAIL RUN ANNIVERSARY

A special Press Conference to mark the 95th Anniversary of the signing of a mail contract between the Queensland Government and the E & A Line was held aboard *Aramac* at Sydney in April.

The contract calls for the regular carriage of mails between Singapore and Australia.

To mark the anniversary an authentic Chinese junk with two Chinese girls on board arrived at No. 7 Woolloomooloo. The girls went on board *Aramac* and met the ship's captain, Captain J. L. G. Plant who handed to them a mail bag symbolising the mail contract anniversary. They then left the vessel by a special P.M.G. mail van.

Large poster-size blow-ups of the mail contract pages were on display for Press photographers.

NORMANDY FERRIES SHIPS LARGEST UNIT LOAD

The motor vessel *Dragon* (Normandy Ferries, Southampton/Le Havre) was used to bring outside sections of the Concorde supersonic jetliner to England from the Sud Aviation factory at Toulouse. The largest unit to date, measuring 80 ft. long, 15 ft. wide and over 14 ft. high, consisted of a fuselage section and wing roots for the Concorde being assembled at the British Aircraft Corporation factory at Filton, near Bristol.

Land transport arrangements in France and England were handled by Walon/Lep, with a tractor unit supplied by Pitter Bros. Ltd. of Southampton drawing the load from Southampton to Filton.

Dragon can accommodate larger loads than any other ferry serving British ports: up to 22 ft. wide and 21 ft. high.

Coping with problems

by A. H. S. Robinson

One's first impression of that much-maligned department, Correspondence, is of a hundred telephones ringing in unison, a battery of typists clacking and bashing away at their machines, a handful of clerks, nerves almost at shattering point, fingernails non-existent. Above all the noise and that of the ever present Underground, a slight hint of the sound of telex and copying machines, provides background music to the department which can rightly be called the nucleus of the P & O. Its motto is "The impossible we do immediately, miracles take a little longer".

Under its wing a number of sections, all equally important, combine to make this complex department, its arms reaching out to every ship, office and department in the P & O organisation throughout the world.

One of these sections, the Central Reproduction Section, aptly nick-named the "Rabbit Hutch", assiduously and resolutely reproduces, copies or duplicates all and everything coming within its grasp.

Next door, leaving the post room five or six times a day can be seen our efficient version of the Postmaster General, totally obscured by a mountainous mailbag, staggering across to the Post Office with circulars for East Ham, airmail for Kobe and Sydney, parcels for Brighton and packets for Neath and Verkne-Kolymsk. All are dealt with in the same capable manner. At other times of the day this same man can be seen weighing and stamping each article for posting, his tongue darting in and out as quickly and effectively as an ant eater's.

Monster

Across the room three times a day, willing hands grasp the incoming mail which is sorted. Those letters unfortunate enough not to be addressed to an individual are slid through a gasping, rasping steel monster who slits the throats of each envelope. The same hands as before then eviscerate the mail, branding each item with an official indelible stamp. The mail thus denuded then passes to a sorter who with the wisdom and knowledge of Solomon scatters it around the many pigeon holes confronting him.

The army of uniformed black "worker ants" now swing into action, darting hither and thither with sheaves of paper which they distribute around the building. Now and again other messengers emerge (often it seems with an audible "plop") from that most inner of all sanctums — the telex room — clutching bundles upon bundles of urgent messages (for *all* cables and telex messages are urgent) which are deposited in departmental "in" baskets with a speed that would astonish even the most swift of winged Mercuries. There is no time to linger in the telex room, for an idling visitor may well find himself compressed through a machine, which feeds him through a telephone line until he re-appears on a telex machine in Geneva or Yokohama or San Francisco as an urgent message asking for further details on a freight consignment or requesting a double berth cabin on *Oriana*.

This then is Correspondence Department. Our character and mood changes many, many times in the course of a single working day. When we are asked what date Good Friday falls on in 1970 or when a ship left a certain port ten years ago, we hope that we can supply the answer in ten minutes.

In this respect, therefore, we are the company's own detective agency. We have tracked down missing passengers and indeed on a number of occasions dead ones as well. We are always asked to search for obsolete and missing files, often we think non-existent ones too. Would you like a car to take you to London Airport — ask us. Perhaps you would like a First Class Return Ticket to Llanfairpwllgwyngyllogerychwyrndrobwilllantysiliogogoch. The station is still open and although trains do not pick up or drop passengers there we will be able to get you there somehow (provided you have filled in the appropriate form).

Cope

Whatever is required of us, be it consolation of the distressed relative of a deceased passenger, the repair of a broken desk or a leaky radiator, a rail-strike; whatever the problem, all are coped with speed and tact. For in this department everything must be done at least an hour before we know about it, or so it seems sometimes. Few things can be allowed to wait until another day. Imagine the consequences of not issuing luncheon vouchers or delivering 1,000 turkeys or renewing one of many insurance policies on the appointed day. Letters from grumbling passengers (and appreciative ones, God bless them) shaking and quivering with indignation, their feathers ruffled, must be answered as soon as possible. A thousand and one things pass through the department in a day. All are equally important and we like to think that we handle all of them with equal speed and efficiency.

Our greatest compliment came from a confused elderly gentleman, who with three hours to go until he sailed to Sydney rang and told us that he had lost somewhere in the West End of London his wallet containing all his money, travellers' cheques, passage ticket and passport. After two hours work and without seeking assistance from the Police he was safely aboard ship. He is still working out how we did it. As I said before, the impossible we do immediately, miracles take a little longer.

CLAIM TO FAME

Sir Alec Rose's yacht, *Lively Lady*, has like most good things connected with the sea, a link with the P & O. She was originally built (under another name) in a shed that used to be a P & O laundry on the banks of the Hooghly. No doubt the shed was part of the original large P & O set-up at Calcutta.

MARINE TRAINING

SELECTED

Three P & O Cadets and three Trident Cadets were selected to attend a lecture given by H.R.H. The Duke of Edinburgh at the Institute of Electrical Engineers on 21st March.

The total number of places available to members of the Institute of Marine Engineers to attend this lecture was 46.

The Cadets attended in uniform and came from Southampton College of Technology and South Shields Marine and Technical College.

P & O Cadets selected were: G. M. Lewis; M. C. Peek, and G. Cameron.

Trident Cadets selected were: P. R. Howe; M. C. Cater, and D. Sharples.

After the address, tea was provided and an open discussion was held with H.R.H. in the Chair.

LOOKING TO THE FUTURE

The National Sea Training School, Gravesend, has taken the plunge to introduce an element of engineroom training into deck boys' syllabus. This will widen the understanding, interest and usefulness of deck boys when they are serving in traditionally organised ships with separate deck and engineroom departments. A basic knowledge of machinery and tools will stand any deckhand in good stead. It will be particularly useful to those who may later serve as members of "general purpose" crews.

A committee of experts is considering how the syllabus can best be adapted to incorporate this new element. There will be questions of staffing, equipment, accommodation to be considered too.

The appropriate M.N.T.B. Panel will be asked to approve—or amend—whatever is decided. It is important that this initial training should fit in with the overall plans for the ratings' career structure.

PRIZES FOR TOP CADETS

P & O is to award prizes to outstanding Engineer Cadets at three training colleges—Southampton/School of Navigation Warsash, Hull and South Shields. The prizes will be open to all Engineer Cadets regardless of their Company, and will be made up as follows:—

PHASE I

To be awarded at Southampton, Hull and South Shields Technical Colleges: 1st Year, P & O prize for progress in Engineering Studies, Books to the value of £10; 2nd year, Trident Prize for Engineering ability, Books to the value of £10.

To be awarded at the School of Navigation, Warsash, Hull and South Shields Technical College:

Phase I Cadet of the Year, Inscribed Silver Tankard plus books to the value of £10.

PHASE III

To be awarded at the Southampton Technical College and South Shields Marine and Technical College:

P & O Award for ability and progress in Phase III; Books to the value of £10. Phase III Cadet of the Year, a watch to the value of £25.



Mr. Marshall wishes Cadet Sharples good luck before he leaves

DAVID'S GOLDEN DAY

It was a big day for Engineer Cadet David Sharples on Wednesday 14th February. First he met Mr. A. B. Marshall, Managing Director of Trident Tankers Ltd., then it was off to Buckingham Palace to receive the Duke of Edinburgh's golden Award.

David, 17 of Langho, near Blackburn, Lancashire, joined Trident in 1967 and is at present on a training course at South Shields College of Technology.

To win the award, David had to pass tests in pistol and rifle shooting; life-saving; first-aid; and make a lone 3-day trek along the Pennine Chain from Derbyshire to Scotland.

ENGINEER CADET PRIZES

The following personnel have been awarded prizes as follows:

P & O 1st Year Prize
for Progress Engineering

—P. R. Jarvis (Cayser-Irvine)

to be presented during the Summer Term at the School of Navigation, Warsash.

Trident 2nd Year Prize
for Engineering Ability

—R. A. Mulleneux (P & O)

to be presented during the Christmas Term at the School of Navigation, Warsash.

A SANGUINE RESULT

A record of 12 gallons (96 pints, for the beer-drinkers) of blood was donated by 96 members of the Shore Staff at the Baltic Exchange on 15th March.

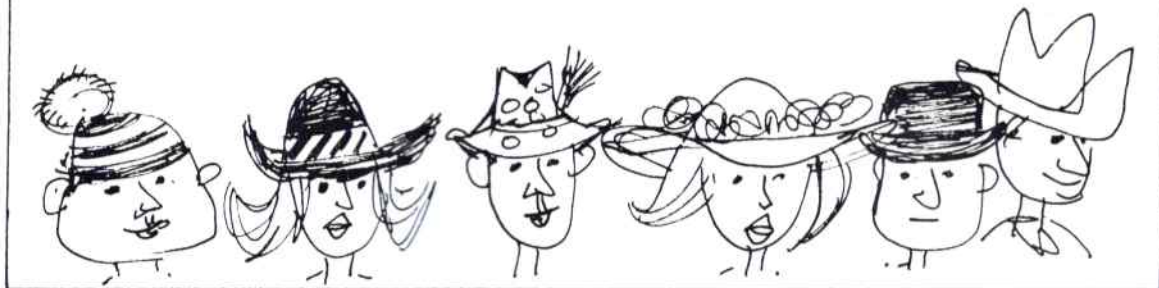
Taxing Problems

"Please send me a claim form, as I have had a baby. I had one before but it got dirty and I burnt it."

—from a letter to an Inspector of Taxes.

Wife at sea

Danielle Redwood who joined *Aden* shortly after her marriage to Fourth Engineer Tom Redwood sends in this report of *Aden's* last voyage.



On discharge of British cargo in N.Z.—which is when I joined the s.s. *Aden*—we loaded cargo for the Montreal-Australian-New Zealand run up through Panama and the U.S. east coast, and arrived at Montreal, in time for ship's officers and crew to visit Expo '67. In fact, *Aden* berthed opposite "La Ronde", the man-made island housing the fun park of the exhibition, and afforded all on board a grand-stand position for the nightly fireworks displays.

A highlight of the voyage up the American east coast was a Sunday afternoon cricket match played at Savannah with some locals, the organiser of which was English, but had lived in the States for many years and was a professor at a local university.

Canvas hat

It was quite a sight to see Captain Dallas in shorts and shirt, hob-nailed shoes and black bowler; the Chief Engineer ("Aussie Case") with a warped brimmed Aussie-looking canvas hat; the 3rd Engineer (Gordon) in a Tyrolean-type felt hat with a multitude of mountaineering badges pinned on it; the 4th Engineer (my husband, Tom) with a white and coloured striped cotton

skull cap, about ten sizes too small; Nancy, the 4th Officer's wife with a battered old felt school hat; and myself with a wide-brimmed "Garbo" hat, leaving the ship to meet the potential cricket foes.

Another day's outing was during our stay in Philadelphia when a large contingent of officers, Nancy and I, took the train to Washington to see the sights of the city.

However, two momentous occasions took place before ever *Aden* left Auckland to face the foes of force 10 to 11 winds and mountainous seas, hot sticky humid weather in the Panama Canal Zone area, a snow storm at sea between Boston and Montreal, and ice flows on the southward journey from Montreal—the marriages, firstly of Tom Redwood, the 4th Engineer, to myself in Sydney, unfortunately without the support of Captain and officers, and, secondly of John Dick, the 4th Officer, to Nancy, a New Zealander, in Hamilton, with full support of Captain and officers. Hence the availability of a female work force on board—and work they had to in order to cope with mountains of mutilated boiler suits, missing buttons, holey trouser pockets and various other mishaps to uniforms, etc.

Aden returned to N.Z. from Montreal, revisiting the east coast ports seen on the northward journey.



Competitors

There was a lull in working activities between N.Z. and Australia, so we berthed in Hobart, Tasmania, while awaiting further instructions. It was a slack period for ships at that time in Hobart, and so we had quite frequent visits from the local Customs officials. It was a very nice place to spend two weeks too—only a few minutes walk from the town. The "Padre" from the Mission put the lads in touch with a Teachers' College Hostel, and they organised a number of parties which turned out very well. Harry Twigg spotted his choice early in the proceedings, and while introducing her to all personnel made sure she was never in one spot very long, and so "off put" suspect competitors! Harry was not the only person to so score—there were enough girls to go round and everything sorted out very well.

Melbourne and Sydney were good ports socially too. The Chief Engineer in Melbourne was to prove himself an adept party organiser and so one evening while there, some of his countrymen, all accomplished musicians, came aboard and with great gusto played practically all night. It was only discovered next day that there was good reason for celebrations—the birthday of *Aden's* last Chief Engineer! *Aden's* more or less official send-off party was held in Sydney. Apart from liquid refreshments, there were cocktail frankfurts, various cheeses, and other delicacies served at supper time. This was probably the most organised of ship's parties this trip.

Depressing

Port Alma, on the North Queensland coast, consisted of a new concrete wharf and warehouses, and an ancient wooden wharf and dilapidated wooden sheds, a railway track, two houses—one being the telephone exchange and P.O.—thence mud flats stretching to the hills on the far horizon—surely the last outpost of civilisation!

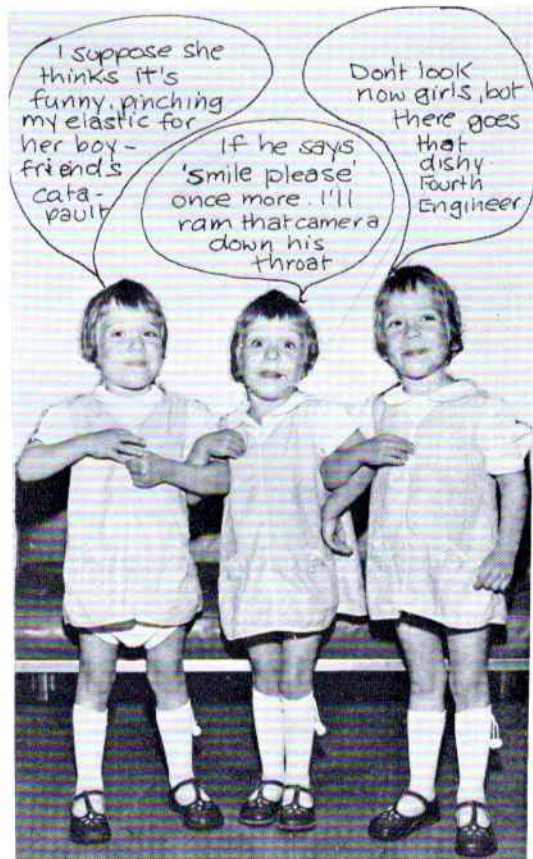
Though it was 10.30 p.m. when we arrived in Hong Kong, we were invaded by numerous tailors, "sew-sew" women, and many other peddlars all ready to sell practically anything you wished to name.

The stays in Japanese ports were only short—cargo finally being discharged while "on the hook" in Tokyo Bay. For her departure from Tokyo, the ship's company dressed the ship. There was much blasting of ship's whistles and the *Amalric* was seen to be flying the message: "Well done. Good voyage."

It was a very depressing sight to see all the deserted ships, some fifty or more—one being the *Karmala*—in a watery graveyard in Kaohsiung harbour, Taiwan. We were shunted alongside a rusty skeleton of a ship and shuddered to a halt about two inches from her. No one wanted to leave the *Aden* in such a depressing place.

Surely for a vessel which had done such outstanding service during her lifetime, which had initiated many a young officer in the way of the sea, and which had virtually circumnavigated the globe, covering a distance of 44,057 miles on this trip alone, she deserved a more fitting send-off than this!

BALLOONS



These three cuties Rose (left), Susanna (centre) and Belinda were passengers with their parents, Mr. and Mrs. J. Dromgoole, aboard Chitral bound for Singapore.

Balloons

Born in the U.K. four years ago, the triplets became the centre of attraction for passengers and crew, and also for *About Ourselves*. We have added "balloons" with what we hope are amusing captions.

If you can think up something similar—remembering to match the caption with their expressions—then send them in to the Editor. He will choose the three which he feels are the most appropriate and publish them in the next edition. The winner will receive a cheque for two guineas. Remember to mark your entries "from left to right" and give your name, rank/title and ship/department/address.

Ships News

ORSOVA, CHUSAN and IBERIA (right) at Southampton. The three ships sailed on April 11th carrying nearly 3,000 passengers.



BALLARAT — *Captain Meets the Mayor*

Another episode took place recently in the link between *Ballarat* and her name city when Captain and Mrs. Mortleman-Lewis, accompanied by Mr. J. Field, Assistant Engineer, and Mr. I. Henderson, Electrician, visited there during the ship's stay in Melbourne.

Arriving in Ballarat shortly after eleven the party were met outside the Town Hall by Mr. C. N. Ayres, the Company's representative in Ballarat, and his wife, who took them inside where they were officially welcomed by Mr. and Mrs. A. Nicholson, the Mayor and Lady Mayoress. During this reception, opportunity was afforded for Press and Radio interviews after which the party was taken for a drive around the city

before proceeding to one of the leading hotels for lunch.

Following lunch the party continued their sightseeing tour and visited the Eureka Stockade, the site of Australia's only armed rebellion, and finally, some of the water reserves.

Afternoon tea was taken at a chalet overlooking one of the largest of these—Moorabool Reservoir—but which, like all the others in Victoria, was very much depleted owing to the severe drought conditions prevailing.

Tea over, the Mayoral party returned to the City of Ballarat while the ship's party set off for the return trip to Melbourne.



ORSOVA—On her maiden call at Rio de Janeiro, 6th March, 1968

ORCADES—Sex and Mr. Jones

Captain A. J. Field, *Orcades* Staff Captain, tells of the following radio message received by the ship whilst en route to U.K. with 1,400 members of the Women's Weekly Tour party:

"We have received approval from U.S. customs for James Jones Knicker Bocker Representative Los to travel Hon-Los in ship to assist in sex arrangements at Los. Please accom. in suitable cabin and inform Fuller Tour Director. SFO will issue complimentary ticket on TBA basis."

Comments Staff Captain Field: "Bearing in mind that the ladies outnumbered the men by 65 per cent to 35 per cent, we thought it most helpful and thoughtful of Sydney to supply one more man."



Terry Latham (left), who plays Charlie Bates, and Raymond Millross, the Dodger, watch the containers being loaded

STRATHBRORA—'Oliver' Goes Oriental

After a seven-year run in London's West End, Lionel Bart's hit musical 'Oliver' has gone to the Far East. The show is to be produced in Tokyo for a three month season.

It is the first ever British show to be staged in Japan, and if successful may well be the forerunner of others.

Stars from the show came down to KGV docks to see props and scenery being loaded into *Strathbrora*, which sailed from London recently.

The 'show' was shipped in two 32 ft. containers.



COMORIN—A fire engine being loaded on board Comorin for shipment to Malaysia at the end of January. No doubt to put out the Far Eastern fires.



Violet Carson in typical Ena Sharples pose aboard Oriana.

ORIANA — Ena says "Thanks"

Violet Carson, who is perhaps better known as Ena Sharples, the star of ITV's 'Coronation Street' sailed aboard *Oriana* in February for Australia where she toured major cities meeting her fans.

During her trip out Violet wrote a series of sparkling articles for *TV Times* in which she praised the ship and crew members.

She also wrote a note of thanks to P & O General Manager Mr. Jim Davis which we print below:

"Dear Mr. Davis,

May I say thank you so very much both for your letter of welcome and your beautiful flowers. Annie Walker would indeed be jealous!

Quite seriously, this is such a happy ship, and everybody from the Commodore down has gone out of his or her way to make us feel at home.

We are going to leave her very reluctantly when we reach Australia—and only regret that she doesn't take us home again.

My sister joins me in warmest good wishes—and again—many thanks."

(signed) Violet Carson

CHUSAN — Keeping the Roses Ship-Shape

Those gardening fanatics who usually stay at home during the summer holidays rather than neglect their beloved plants are suddenly going overboard for two of P & O's 1968 cruises.

For apart from seeing such places as Las Palmas, Barbados and Madeira, they will also be able to hear talks on rose-growing by the master rose-grower himself, Mr. Harry Wheatcroft.

Mr. Wheatcroft has been "signed-up" by P & O for two cruises—*Chusan*, which sailed on April 11th for a 15 day cruise to Malta, Athens, Naples and Palma, and *Iberia*, which sails on September 21st for a 13 day cruise to Lisbon, Gibraltar, Las Palmas and Madeira.

During the sunshine trips Mr. Wheatcroft will be holding lectures for first and tourist class passengers and answering any questions that are put to him.



Muscle-man Lee takes the strain. Officers on his stomach are (left to right) Mike Staddon, A/P, Keith Aspin, Chief Steward, John Hutchinson, Asst. Electrician, Miss Sue Ford, J.W.A.P., Michael Miles, D/P, Michael Baxter, Ref. Eng., and Ken Flint, Tourist Purser.

CANBERRA — Lee Under Pressure

Lee Peterson, Australian amateur hip-lift champion, was among *Canberra's* passengers when she sailed from Sydney on 2nd April. His mission: to attempt to beat a 105-year-old U.S. weight-lifting record.

Lee, alias 'Young Athaldo', proved his ability by giving a demonstration on the day of sailing. With non-chalant aplomb he balanced seven of the ship's officers (total weight 91 stone 9 lb.) on a ten-foot plank which was laid across his stomach.

ORSOVA—Enter Diogenes

A birth at sea is an unusual event, but a baby born on a British ship to a Paraguayan couple bound for Uruguay after having decided not to settle in Australia could well be unique.

The baby in question was christened in Durban during the one-day stopover of *Orsova*—and as a permanent reminder of the circumstances of his birth Mr. and Mrs. Diogenes Acevedo decided to name their son Diogenes Orsova. Mr. Acevedo sold his shoe factory and shop in Paraguay and took his wife, Justa Benigna, and 4½ year old daughter, Celeste Aida, to Australia in January.



Above: Mrs. Acevedo with baby Diogenes.
Right: Ship's staff present gifts to the family.



The Acevedos, both 36, intended to start a new life there, but after 22 days in Sydney and Melbourne they realised that Mr. Acevedo's lack of English made it difficult for him to get employment other than manual work, so they decided to head for Montevideo instead.

Doctors had told Mrs. Acevedo that her baby was unlikely to arrive before the end of March, but young Diogenes, a healthy 6 lb. 10 ozs., arrived at 0325 (ship's time) on February 21st.

Orsova was then in the South Indian Ocean on latitude 29 degrees 47 minutes South, longitude 84 degrees 36 minutes East.

To commemorate the rare event of a birth at sea, Captain M. A. Trenfield on behalf of the Ship's Company, presented Mr. and Mrs. Acevedo with a pewter tankard bearing the ship's crest, and a silver spoon.

ORCADES — *The Roaring Twenties*

It was back to the good old days aboard *Orcades* recently when the ship's staff and passengers got together for an evening's entertainment entitled 'Roaring 20's Night'. A group called the 'Barbarious Baritones', made up of catering staff, provided the songs, and the Pursers Department the dance team. Passengers were responsible for some of the show's decor. Result: a smash hit.

Catering and Pursers staff as they appeared in 'Roaring 20's Night'.





Captain Prowse receives his Master of Wines Certificate.

HIMALAYA — Master Wine Men

Travelling aboard *Himalaya* recently were Captain and Mrs. B. W. Simmons, the President of the Order of Military Wine Tasters.

This is an American organisation catering for service officers interested in wine and has its founding chapter in San Francisco.

Founded in 1959, it has 17 chapters in the United States, Australia, Great Britain, France and 12 other countries.

Whilst *Himalaya* was at Fremantle Captain Simmons presented a Certificate of Honorary Membership to the Ship's Captain, Captain M. R. Prowse.



Mr. Macmillan and Captain Vickers.

IBERIA — Restful Days for ex - PM

Once, in the days of political pressures, he would have boarded a plane and flown to his appointments.

Now, however, former Prime Minister Harold Macmillan leaves the flying to the Wilsons and the Heaths. He prefers to take things easy and indulge in a more leisurely P & O style of travel—perhaps to forget the wind of change and enjoy instead the soft breezes of the Pacific.

Picture shows Mr. Macmillan with Captain W. B. Vickers aboard *Iberia* on his way from Los Angeles to Sydney for business talks.

ORIANA — Through a Pipe Darkly

If you have always wanted to see a picture of a liner viewed through an asbestos cement pressure pipe, then here's your chance. The shot below was taken of *Oriana* through the pipe near Fawley Power Station, Southampton. The pipe is being laid as a twin main for cooling purposes in a tunnel carrying transmission cables under Southampton Water from the power station to the opposite bank.



Oriana, as she looks through a pressure pipe.



Captain Vickers with some of the children. Miss A. A. M. Wells, the Headmistress, stands back centre.

IBERIA—£1000 Gift to School

A cheque for £1,000 has been presented to the Florence Treloar School for handicapped girls by Commodore W. B. Vickers, Captain of *Iberia*—the School's adopted ship.

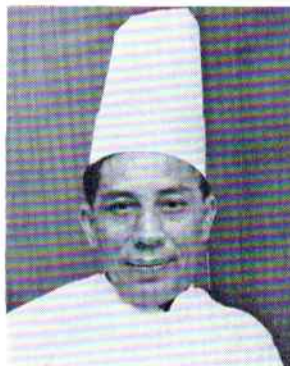
The cash was raised by the ship's staff from crew and passengers and will go towards providing the School with hard courts, a play area and camping equipment.

Part of the money will also go into the *Iberia* Travel Scholarship Fund which has been started in the School—in Alton, Hants.—to help pupils take holidays abroad.

Since the adoption in 1965 more than £2,000 has been collected for the school by the ship's staff.



Mrs. Ayerst at the beginning of her big voyage.



Mr. Lam Shing

CHITRAL— Anyone for noodles?

Well known Chinese chef Lam Shing was flown to Penang recently to join *Chitral*. His assignment: providing a wider selection of oriental dishes for the large number of Chinese passengers bound for Hong Kong.

Mr. Shing, who has appeared on T.V. in the U.S., Tokyo and London, comes from a long line of cooks—his father is a retired hotel chef, and his great grandfather worked in the kitchens of a Chinese lord.

IBERIA—Reunion Trip

The biggest adventure in grey-haired Emily Ayerst's life began on 11th April, when she left her home in Ealing, London, and set off on a 12,000 mile voyage to Australia.

For 84-year-old Emily of 32 Fowlers Walk it was a dream-come-true trip which began in January on the television quiz game "Take Your Pick".

Emily was a contestant competing for the major prize of a return air ticket to Sydney. It was the one chance of seeing her son who emigrated to Australia 24 years ago. But Emily was unlucky—the prize went to someone else.

Viewers, touched by her disappointment, wrote to P & O and asked if the Company could help.

They did. And the following week Emily was called back to the programme and told by Michael Miles, the show's compere, that P & O had offered her a free return ticket to Sydney.

So, in April, widowed Emily boarded the 30,000-ton liner *Iberia* for her journey to Australia.

Waiting to meet her when she arrived was her son Reginald, his wife, and Emily's two grandchildren whom she saw for the first time.

Said Emily before she sailed: "It's wonderful. I still can't believe that it's happening. I never thought I'd see my son again."



The Barbers tone up.

CANBERRA—Barbers' Quartet

Gamblers at *Canberra's* Edwardian Gaming House were arrested in their pursuit of easy money by the appearance and full throated singing of the "Barbers' Quartet", last voyage.

Many old favourites, such as "Goodbye Dollie Gray", and "In the Shade of the Old Apple Tree", were rendered by this gifted group, with the gamblers themselves joining in with nostalgia and gusto.

The four tonsorial artists who left their barbers' chairs for this little excursion into the realm of entertainment were also known by their shipboard aliases (left to right) as M. Ostler, Second Printer, P. W. Love, Chief Officer, R. Madin, Tourist 2nd Steward, and C. Nelson, Tourist Head Waiter.

Dart Champions — Canberra



CANBERRA—Dart Champs

The *Canberra* New Darts Trophy was won during the last voyage by the Little Demons. It was presented on 8th May by Captain Edward Riddelsdell. Members of the team are (left to right), D. Stringer, BRS, F. Martin, BRS, T. Lowe, BRS, J. Pascaul, BRS, and N. O'Kane, Messman.

ORSOVA—Drama Group Aids Blind

Thanks to *Orsova's* Drama Groups £40 has gone to the Guide Dog for the Blind Association.

The cash is the result of collections taken amongst passengers after the Group's presentation of two one-act plays—"The Baby", by Wolf Mankowitz and "Keep Calm", by Louis Goodrich.

Ron and Pat take a turn around the deck.



ORONSAY—Take Your Partner

Waltzing their way into Southampton recently aboard *Oronsay* were Ron and Pat Shelton, undefeated professional ballroom dancing champions of Australia since 1965.

Ron and Pat, from Sydney, are here to take part in the World Professional Ballroom Championships.

During the voyage the husband and wife team gave demonstrations and lessons to passengers.

Picture shows Ron and Pat during a shipboard workout at Singapore.

Letters to the Editor

OLD "ARCADIA'S" ENGINES

28 Albany Road
Derby

Dear Sir,

My sister who lives in Paignton sent me a cutting from her local paper describing that the P & O Liner *Arcadia* had called into Brixham Harbour recently.

Now here is the sequel: I joined the old P & O s.s. *Arcadia* in 1911 as a junior Engineer. She was a vastly different job from your present ship. She was a two funnel, three masted job but built like a yacht, and was really lovely to look at in dry dock. (She was over 30 years old then).

Now for a few details, she was a single screw job, three cylinders, with tail piston rods in I.P. and L.P. cylinders. She could steam about 17 knots with Welsh coal, but only about 12 knots on Indian coal, and then that meant clearing fires every two hours. The electrical system was a Heath Robinson dream, with only one wire and a slip side return.

One day in Shanghai in the winter, we were delayed up there and one of the dynamos went bust. In order to get the other one away, we upset the polarity of the generator! Everybody near metal got a shock and the surface of the water on the ships side was all bubbles.

I have known in bad weather the Captain set a sail to stop excessive rolling and it was very effective.

We carried no electrician and the 5th engineer had to do the jobs and very often knew very little about it. The usual procedure when a fuse went, was to put a double fuse in, if that blew then we used to triple it and if that blew, well, we used to look to see what was wrong.

The refrigeration unit was a cold air machine and steam driven. Altogether it was a very massive affair, and at times when using Indian coal, the freezer had to stop his machines in order to keep the main engines going.

In those days very few Chief Engineers allowed any fitters from the shore repair companies to come on board, and all repairs to engines and boilers were carried out by the ship's engineers.

On one ship I was on, the single-ended boilers were entirely tended by myself and the junior engineer working with the boiler maker on daywork.

One of the toughest jobs was finding the glands on the main engines. There was no metallic packing in the glands on the old ship and it really was a work of art to pack the glands and ensure that they did not leak when at sea.

All greasing was done by hand and the greasers (Indian) used small tins with the oil and never used an ordinary oil can.

Life was hard in those days, although on the whole we were a happy crowd.

Discipline was enforced by the rule of the fist, and although very often the natives used knives we soon became adept at getting over that hazard.

I sincerely hope that you will not be annoyed by this letter but it shows the difference in ships of that day and the modern liners of today.

Yours very sincerely,
W. J. B. Mann
(*Ex-4th Engineer*)

SOLAR TOPEES

Oak View Cottage
Shipbourne
Tonbridge
Kent

Dear Sir,

Will someone kindly tell me when it was considered unnecessary to wear a Solar Topee in the East?

After a full five years in the Company's service I came home on leave from Colombo at the end of 1915 and all the time there everyone wore a topee from sunrise until 4 p.m. I never knew why one was allowed two hours dispensation at the end of daylight hours but on no account just after sunrise.

In 1937 the then Chairman Lord Craigmyle invited me to become his personal representative in Australia and New Zealand. In passing through Bombay and Colombo that year was greatly surprised to find our people there wearing small felt hats and in some cases no hat at all at high noon. They did not even possess topees.

How did this great transformation come about? What part of the East did it start and who was powerful enough to contradict such an age old fallacy?

Yours faithfully,
H. N. Hollis
(*Pensioner*)

DON'T FORGET THE DECK CHAIR

s.s. *Orcades*,
Fremantle,

Dear Sir,

During the current voyage, I have had the good fortune to read a book printed in 1885 called "Orient Guide".

Here are a few of the more amusing paragraphs and remarks:

"The passenger who embarks on board an Orient liner will find everything arranged to conduce as much as possible to his comfort; those who travel second class will enjoy accommodation which a few years ago would have been unobtainable in the first. Nevertheless, grumblers are sometimes encountered; but, in the absence of the postman's knock, in the perfection and punctuality of the routine of the daily life, in the temporary cessation of care, even the grumbler should sooner or later yield to the fascination of the voyage. It would be well, however, for the intending voyager to make up his mind to take a cheerful view of things from the first, and if a few rose leaves are crumpled under him, to endure them for a time, and trust that soon, even these sources of slight discomfort will disappear.

"Little need be said of the obvious duty of the invalid to his fellow passengers. Cabin mates are assumed to be in average health; and to say nothing of the chance of infection, it is not fair for a passenger suffering, for instance, from a distressing and perpetual cough, to impose himself upon a hale man.

"The passenger at sea spends much of his time in the open air. Thus, his first appearance in the morning is for an airing on deck. For this purpose he will have judiciously supplied himself with a pair of slippers and also of pyjamas. These latter, thin flannel trousers (and jacket), are invaluable both for these daily purposes, and in the tropics for sleeping on deck which is often so pleasant and so health-giving. It is advisable to avoid sleeping with the direct rays of the moon upon one's face. Neuralgia with various unpleasant results such as contortions of the features, are often attributed to the actions of these rays.

"The passenger should, before embarking, provide himself with a deck chair.

"The pièce de résistance in exercise is pacing the deck. Everyone is destined sooner or later to fall in to this habit."

There are 254 pages in the book and it goes on to give, beside advice such as these samples, details of the voyage and what one would expect to see etc. A truly amusing book. Edited for Managers of the line by W. J. Loftie, B.A., F.S.A.

Yours faithfully,
A. J. Field,
(Staff Captain).

ORIENTAL SURPRISE

6595 Wiltshire Street,
Vancouver 14., B.C.

Dear Sir,

The following incident may be of interest to some of your readers, because to my knowledge, the event has never been recorded. It happened that the *Nyanza* under the command of Capt. 'Johnnie' Gaunt, R.N.R. was homeward bound in January 1917 from Yokohama. We called in as usual at Kobe and on arrival, the agent, Mr. Wooley, informed the commander that owing to our sailing date coinciding with a visit of H.I.M. the Emperor, instructions had been issued by the local authorities that all passengers were to be on board and all cargo work completed the previous day.

On the morning of sailing we were surprised to see a large number of Japanese naval vessels at anchor outside the breakwater. Among others were the new battleship *Haruna* as flagship, and battle cruiser *Kongo*, recently built at Vickers in Britain. All the nearby wharves were lined with naval ratings at two arms length apart and armed with rifles and fixed bayonets. The water-policemen were active on board to see that all port-holes and windows were screened and that no persons were allowed over the gangway except for officials and the Company's agent.

Sharp at noon a royal salute was fired from the *Haruna* to indicate the arrival of His Majesty at the railway station. Later, I sneaked up to the chartroom, where with the aid of a telescope poking discreetly through the drawn curtains I witnessed the royal entourage emerge

from a black limousine and board the white painted Royal Yacht (obviously built on the Clyde), which was moored alongside the hatoba. As the khaki-clad figure of the Emperor boarded the yacht, his standard, bearing a gold chrysanthemum on a red background was broken at the fore, to the accompaniment of a second gun salute from the *Haruna*. A third salute was fired when the royal party boarded the flagship which shortly afterwards hove up and steamed off westward, followed by the rest of the squadron in excellent precision. Apparently they were bound for the island of Honshu, where military manoeuvres were to be held.

When the fleet had disappeared from sight we were informed that we would be able to sail in about two hours time, so with Mr. Hori, the Japanese pilot on board, we cast off and proceeded towards the Inland Sea. At nightfall it began to snow heavily whereupon speed was reduced enough to just give us headway. When the snow-squall cleared imagine the consternation to find ourselves surrounded by red and green sidelights. Poor old Hori nearly had a fit, and weigh was taken off the ship immediately. We had run slap bang into a flotilla of submarines and by the grace of God did not touch one. It was sometime before the shaken pilot could be persuaded to proceed. After that experience life returned to normal without further incident. I wonder how many persons are alive who remember this affair.

Yours faithfully,
T. C. Fairburn,
(ex-Second Officer)



The undeveloped waterfront of Port Said, showing the lighthouse already built

SUEZ A CENTURY AGO

33 Pilford Heath Road
Colehill
Wimbourne
Dorset

Dear Sir,

Recalling some years ago the Management was pleased to accept from me an item of interest for the Company's Museum records, possibly the enclosed may likewise be of interest and similarly preserved when the Museum is revived

These old photographs of the Suez Canal (one of which reproduced here) show I think an early stage of

development, of some interest recalling the long association of the P & O S.N. Co. with the Canal.

To judge by the shipping using the Canal being rigged for auxiliary or emergency sailing with yards and sails, I would place the date circa 1870/80 contemporary rigging comparison with the Company's *Mirzapore* built in 1871. A matter of disappointment (at least for me) however not to identify a P & O ship (in other pictures not reproduced here), though opining the likelihood of one or more among the numerous shipping depicted.

Trusting these photographs and my remarks are likely to arouse interest among the more elderly Marine Staff at Beaufort House, with all good wishes.

Yours faithfully,
F. O. Webster.
(Pensioner)

THE MINISTER'S REVENGE

Beaufort House,
Gravel Lane,
London, E.1

Dear Sir,

During my recent visit to the Shetlands, I was shown a gravestone which I think is worthy of mention in *About Ourselves*.

The stone is at Eshaness Burial Ground in Shetland and bears the following inscription:

DONALD ROBERTSON.

Born 14 January 1785. Died 4 June 1848 aged 63 years. He was a peaceable quiet man and to all appearance a sincere Christian. His death was very much regretted which was caused by the stupidity of Lawrence Tulloch in Clothaster who sold him nitre instead of Epsom Salts by which he was killed in the space of 3 hours after taking a dose of it.

Tulloch was a small shopkeeper and was arrested following Robertson's death. A jury of 15 was formed and found him guilty, but recommended mercy as the death of Robertson was accidental and unintentional. The plea was accepted and the Sheriff's sentence was eight days' imprisonment.

The affair ruined Tulloch's business (naturally enough), and he emigrated to New Zealand, where, it is said, he prospered.

The rather unkind tombstone was erected by the local minister, who seems to have had doubts about Robertson's faith.

A classic case of poetic justice?

Yours faithfully,
B. MacDonald
(Correspondence Dept.)

THE LAST LAUGH

Calzuga, 254/5
Mexico 8 DF

Dear Sir,

The shark was a big one — my hand line, with a breaking strain of 123 lbs. biting into my flesh for an hour and a half while the victim swam, reeled and snapped in frantic patterns, but to little avail. After three hours of careful playing and a little cunning the shark was landed 40 feet up on the after deck of s.s. *Orsova*

in the Port of Numea (New Caledonia) during an Australian Cruise in 1966.

Hung in the traditional manner — tail end up! She was left till the next morning — a notice pinned to each side of its body reading — "Do not touch — it is dangerous." Sharks have been known to attack unsuspecting people up to six hours after being caught. Children were not a worrying factor as the area was railed off.

The following morning the shark, quite dead by now, was the main attraction to both passenger and crew alike with the "click" of cameras coming from all directions. If they had got there a few hours earlier, I'm sure the shark would have smiled for them! But now it looked awful with half its inside hanging grotesquely from its mouth, and its eyes the colour of that horrible stuff we often meet coming into the Thames after four months of not being able to see a hand in front of you and this was the attraction!

"I'll send you a copy" they all said but it appears none of the photos came out. However if anybody does have a copy or a negative of this catch I'd be very pleased to hear from you. The Mexicans like fairy tales but — Help!

Yours faithfully,
Jonny More
(Ex-Head Waiter, Orsova)



Former quartermaster Edmund Stephens at the wheel of *Himalaya* with serving QM Graham Payne, 21, looking on.

BRIDGING THE YEARS

Sixty years ago Edmund Stephens served as a quartermaster in the liner *Himalaya*, about 9,000 tons, which carried some 300 passengers between the U.K. and Australia. Recently he completed a voyage as a passenger in the present-day *Himalaya*, 28,000 tons and carrying 1,300 passengers.

"There is no comparison between the two ships," he recalled. "The old *Himalaya* rolled her inside out if she got into any heavy sea; this one is like a rock."

Mr. Stephens, now 82, first went to sea with P & O at the age of 15, serving in a cargo ship between China and Japan. He also served in the *Barabool* on the Bombay-Shanghai run.

He came ashore after 22 years at sea, settled in Australia and retired from the New South Wales railways in 1949.

With his wife Nellie, he has returned to England to live near relations in Norfolk.

The 'Canberra' Black and White Minstrel Show

Recipe for High Spirits

INGREDIENTS:

An idea, The Chris Marshall Trio, The Eric Thorne Quartet, 3 Hostesses, 1 Children's Hostess, 1 Stewardess, 1 Fourth Officer, 11 Ladies and 2 Gentlemen from the Tourist Passenger List, 5 First Class Cabin Stewards, 1 Head Waiter, 2 Women Assistant Purser's, 1 Baggage Steward, 1 Crew Third Steward, 1 Deputy Purser's Writer, 3 Electrical Officers and 1 Public Room Attendant.

METHOD:

Put Chris Marshall in charge of production, ask one Tourist Class lady to do the choreography, another to wield her make-up brushes and John Griffiths (B.R.S.) to design and make the costumes from crepe paper, old menu cards, paper doilies, butcher's wire and net. Leave all the washing up, buttering up and typing to Greta Lomas, Head Cook and Bottle Washer and, incidentally, Tourist Class Hostess.

Now convince four delectable Tourist Class girls that they can sing, dance and are destined for stardom.

Introduce these last four ingredients to Greta Lomas, Jean Laws (Stewardess), Cyril Nelson (Head Waiter), David White (Baggage Steward), John Pearcey (P.R.A.), Pat Dinsmore, Alan Bishop, Keith Venner, John and David Griffiths (B.R.S.'s) and stand back and watch an all-singing, all-dancing chorus line take shape.

Bringing the singing to a bearable consistency with Anne Donze and Gill Angrave (W.A.P.s), Margaret Blamire and Pam Wooler (Hostesses) and three ladies and two gentlemen (from a group of Tourist passengers who would by now seem to be working their passage), forming a background chorus, and stir in a prepared combination of the Chris Marshall Trio and the Eric Thorne Quartet. Keep stirring.

Season with a melodic dash of Anne Donze, sweeten with three songs from Andrew Ogilvie (4th Officer) and Patricia Craig (Children's Hostess) and add the spice of a great comic performance from Bert Howard (Crew Third Steward) and Tom Newton (D.P.'s Writer).

Top off with some fine tenor solos from Pat Dinsmore and serve in the Tourist Class Island Room (two performances), the Stadium for First Class passengers, and a fourth performance for crew, with enthusiasm, joie de vivre and some atmospheric lighting from Eddie Davidson, Archie Struthers and Roy Bowyer (Electrical Officers). Nobody will complain of indigestion.

(It might be of interest to note that we believe that Chris Marshall's production of the Black and White Minstrel Show sets a precedent in that for the first time Passengers, Ships' Officers, Leading Hands and Ratings have co-operated in a highly successful effort to entertain passengers and ship's company alike.—Any other claimants to this record?)

*From Left to Right:
Jean Laws; David Griffiths; John Pearcey; Greta Lomas; Passenger;
Passenger; John Griffiths; David White; Alan Bishop; Passenger;
Anne Donze; Keith Venner; Passenger; Pat Dinsmore.*





WAXING POETIC TIME



There's time to be happy
There's time to be sad,
There are times that are good
And times that are bad;
There's time to be thoughtful
And time to forget,
There's time that is wasted
And times you regret;
There's time for decisions
And time when you wait
There's time to be too late;
There are times for good deeds
And time to ignore
There are times to be thankful
For the ever open door:
There's time to work
And there's time to play
There are times to be silent
When there's nothing to say;
There's time to be grateful
And to show appreciation,
There's time to be proud
Of one's friends and relations;
There's time to be patient
And there's time when you will see
That the time spent on effort
Will return a handsome fee;
There's time to be firm
And time when one unbends;
There are times for confiding
And time for secrets too,
There's time for everything,
There's time enough for you:
There's time to be truthful
But no time to lie,
There's time to love living
And there's a time to die,
Time is what you make of it
But you can't make time,
There's no time to procrastinate
That's the thief of time.

J.I.B.

THE GUILTY SHIPS

EDITOR APPEALS FOR CORRESPONDENTS

Where have all the ships gone? asks the harrassed Editor.

Where indeed? People often complain that too much is written about *Canberra* and *Oriana* or about shore staff. They then do nothing to put the balance right.

"It's three and a half years since I took over the Editorial Chair," says the Editor, "yet there are still a handful of ships, including one or two larger passenger ships, from which I have had no contributions (barring the odd note for the personal column)."

Can it be that in 3½ years entire ships' complements of up to several hundred officers and crew have done or achieved nothing that is worthy of note? Or is it that they take no pride in their ships? Or are they just lazy?

Being an eternal optimist and believing that sea dogs are traditionally dab hands with the pen, the Editor has decided to appeal to them direct for contributions. In addition to his regular letter asking ships' Captains for items, he asks for volunteers to drop him a line if they could help by collecting material on board their ship. It is intended to appoint one *About Ourselves* correspondent for each ship of the fleet.

If more than one person volunteers from a ship, no harm's done. The difficulties arise if there is not enough news from a ship. There can never be too much. Quantity only helps to improve quality—the more contributions, the better the selection the Editor can make, and the more interesting the magazine.

The type of material wanted is short notes about events or activities or achievements of interest, accompanied by a photograph where suitable. These notes need not be written in flowery language. On the contrary, they should keep to the point, answering the six questions: Who, What, Where, When, Why and How. The Editor also likes to know of any honours, births, engagements, marriages, or other personal news.

In the next issue a list will be printed of all those who have volunteered and been appointed *About Ourselves* Correspondents.



An ABC of the Straths

by G.R.H.

Many of us are still awaiting our first view of a Strath cargo ship. An unexpected stroke of good fortune sent me to *Strathbroora* for a voyage recently, and within a few weeks I became one of their staunchest fans. With a few paragraphs and some photographs I hope to satisfy some of the curiosity about these ships.

Accustomed to conventional cargo ships, I was taken aback by the entirely new cargo working and stowage system. There are seven hatches, five for'ard and two abaft the accommodation. Numbers 3, 4 and 5 hatches, having a full beam of the ship, have two hatch openings each.

Instead of the traditional tweendeck arrangements, there are upper and lower floors with flush-fitting flap openings, operated hydraulically. With this "double" hatch system there are only a few feet of space between the hatch opening and ship's side. This saves all the manhandling in and out of traditional tweendecks, as cargo can be worked by crane or derrick right to the ship's side.

COOL CHAMBERS

Forklift trucks can be used to good effect below decks because of the completely smooth floors and few stanchions in these spaces. Number 6 hatch contains five freezer or cool chambers—otherwise there are no lock-up spaces below. There is a small bullion room up in the accommodation next to the Chief Officer's office. There are also two small hatch

openings abaft the Wardroom; one serves the storerooms and the other opens directly into the after end of the engine room to facilitate removal of machinery or to load stores.

The three main hatches mentioned can be served by up to three hooks of the ship's own gear. All the hatchgear, derricks and cranes, are hydraulic, the latter being self-contained units with their own electrically-driven pumps. The 15- and 30-ton Hallen derricks are each controlled by a single operator. Hagglund 5-ton cranes serve all hatches except for a 15-tonner at Number 5.

Even to a non-professional eye, the speed and ease of cargo working and the large number of gangs which can be employed simultaneously is apparent. Freight Department, not renowned for wild exuberance, are believed to have given forth several whoops of joy since the Straths hit the headlines.

A nine-cylinder, two-stroke turbocharged Burmeister & Wain diesel engine developing a maximum of over 20,000 BHP, and 18,200 in service, gives the Straths speeds of up to 23 knots, yet with a daily consumption of only 70 tons of heavy oil. Bunker capacity allows non-stop passages between Europe and Japan, and ample distillation capacity makes the ships self-sufficient for fresh water. Three main and one emergency B & W diesel generators provide 440-volt, 60-cycle electrical power. Each unit can provide over 700 amps.

SPACIOUS

There is full control of the main engine and most auxiliary machinery from the engine control room, a brightly-lit, air-conditioned and spacious room set high up on the port side. Although not fully automated, most machinery runs within set limits without constant attention. Normal engine movements are carried out from the Bridge. The main electrical switchboard is also in the control room. Adjacent are well-equipped workshops, storerooms and a laboratory. One very useful piece of engine room equipment is a 3-ton electric crane with remote control, which speeds up main engine repairs and servicing.

The navigational control room, with its superb visibility, carefully laid out controls and instruments, and silent resilient decking, is the most efficient and comfortable Bridge I have ever seen. All main controls are contained in a long console against the for'ard windows, the most vital being within arm's reach of the conning position.

A Kelvin Hughes navigational console stands in the middle of the control room and contains several innovations, one of these being chart illumination from below. The Kelvin Hughes photoplot and 14/12 radars occupy the starboard end of the console, Decca navigator and course recorder the centre, and Marconi echo-sounder equipment the port side. The whole layout ensures easy accessibility for servicing. A pilot's cabin, toilet and pantry open off the after end of the control room.

The radio office, on the port side of the boat deck, is spacious and well-fitted with up-to-date equipment giving world-wide communications on telegraphy and telephony. A fully-equipped workshop and store opens off the office. Here again, great thought has gone into layout, ease of servicing, and for stowage of the large quantities of spares and stores needed.

All the three main departmental offices of the ship are grouped close together in the after part of the accommodation. This leaves the rest of the accommodation free from the usual heavy traffic in port—the route to these offices from the gangway is even signposted.

LAUNDERETTE

Accommodation is of a high standard, and all officers' cabins have private facilities. There is both bunk and daybed and the furnishings are bright and cheerful. The wardroom, which contains a smart bar, is comfortably furnished and has large picture windows facing aft. Both radio and tape recorder help provide entertainment. The dining saloon is for'ard on the starboard side with the galley adjacent. All other messes open on to the same alleyway. A full laundry service is provided, very efficiently, but for do-it-yourself types there is a fully-equipped launderette in the officers' accommodation.

One of the most striking points about the Straths is their very international flavour in machinery and equipment. Windlass and mooring capstans are French; cargo and hatch machinery mostly Swedish; the main engine is Danish designed; while one can find British, Dutch, Japanese, even American, equipment in the engine room.



Central Console from port



Radio Office watchkeeping position



Starboard part of navigation console

FLEET LIST

(as at 15th June 1968)

CAPTAIN

CHIEF OFFICER
SECOND OFFICER
THIRD OFFICER
JUNIOR THIRD OFFICER
FOURTH OFFICER
RADIO OFFICER
CHIEF STEWARD
CARPENTER
CADETS

Ballarat

8,792 tons
Mortleman-Lewis
E. A. W., R.D.,
R.N.R.
Bayliss, I. C.
Spread, R. J.
Matthew, R. C.
Burnell-Jones, C. E.
Morris, P. C.
Sweby, L. M.
Jones, M.
Strudwick, K. R.
Winn, M. R.
Coombs, R. W.

Balranald

8,513 tons
Rose, E. R.
Harrison, D. J.
Bennett, M. De B.
Turrall, D. E.
Rowe, N. A. F.
McKie, G. R.
Timmins, S. H.

Baradine

8,511 tons
Mordaunt, B. S. C.
Hopkins, T.
Ellingham, R.
Morrow, L. J.
Eveleigh, P. J. M.
Derrick, M. J.
Bewley, R. W.
May, J. A.

Bendigo

8,782 tons
Prideaux, A.
Purchase, C.
Priestley, R. P.
Dick, W. F.
Raven, T. L.
Blanchard, T. V.
Bliston, C. F.

Cannanore

7,065 tons
Firth, R. N.
Lumb, P. D.
Cawthorn, P. C.
Goderidge, C. T.
Woollard, I.
Gurman, C. R.
Tracey, J. T.
Leeson, J. A.
Marden, J. T.
Warren, P. V. W.

Comorin

9,236 tons
Cooke, C. B.
Bonner, J. W.
Lloyd, C. M. R.
Fargrieve, J. B.
Reed, A. H.
Plant, T.
Waterman, A. J.
Richardson, R. S.
Simmonds, P. R.
Marshall, N. C.
Knight, C. D.

CHIEF ENGINEER OFFICER
SECOND ENGINEER OFFICER
THIRD ENGINEER OFFICER

JUNIOR THIRD ENGINEER OFFICER

FOURTH ENGINEER OFFICER

ASSISTANT ENGINEER OFFICERS

FIRST ELECTRICAL OFFICER

SECOND ELECTRICAL OFFICER
FIRST REFRIG. ENGINEER OFFICER
ENGINEER CADETS

Paton, D. F.
Pound, N. W.
Maisey, P. D. (Actg)
Huffadine, B. W.
(Actg)
Miller, P. R. J.
(Actg)
Field, K. J.
Byham, G. M.
Davies, D. J.
Henderson, I.
(Actg)
Mullineaux, R. A.
Wooding, C. J.

Sadler, J.
McVay, J.
Tait, A. B.
Poole, B. R.
(Actg)
Cass, J. A.
(Actg)
Caiger, E.
Jewell, M.
Taylor, K.

Reid, J. E.

Ferguson, A.
Goldsmith, C.
Lund, G.
Radbourne, D. E.
Byrne, J. J.
Butterworth, B. K.
Pimm, J. A.
Mills, R.

Grant, D. W.

Nightingale, P.
Carlisle, J. W.
Gambles, A. D.
Cox R. J. (Actg.)
Lines, J.
Gould, G. R.
Johnson, L. R.
Currie, J.

Peacock, D. C.

Paterson, M. D.
Nettleship, G.
Berry, R.
Ferrier-Williams,
D. J.
Hills, C. J.
Harris, G.
Bayliss, A. F.
Crocker, R.
Bowles, P.
(Actg.)

Southcott, H.
Moesby, J.
McConachie, W.
Hicks, J. E. (Actg.)
Hinchcliffe, M.
(Actg.)
Leech, T.
Wells, D. W.
Mowbray, C. R.
Palmer, R. K.
Beaton, D. M.

Coromandel

7,065 tons
Adie, I. M.
Howard, K. E.
Wilson, J. R.
Hallmark, R. W. H.
Cooper, P. J.
Mennie, G. W. A.
(Actg)
Leaver, D. B.
Baker, C. A.
Steeves, P. M.
Bird, K. R.

Patonga

10,071 tons
Haggas, M. H.
Barrett, A. D.
Merredith, J. E. W.
Swann, J. F.
Cooper, D. B.
Westwood, J. V.
Walker, I. L.
Packer, G. J.

Somali

9,080 tons
Wacher, J. F.
R.N.R.
Pearce, R. J. S.
Upjohn, C. J.
Coles, R. St. A.
Woodger, R. P.
Gaston, B. A.
McAllister, W. J.
Hine, G. J.
Bird, J. D. S. F.
Wright, J. H. G.
Holt, R. S.
Moore, R. J.

Soudan

9,060 tons
Underwood, R. F.
Hayward, P. E.
Carveth, R. N.
Tyzack, R. D. W.
Pilsworth, D. G.
Dunn, A.
O'Brien, P.
Macgregor, S. R.
Fuller, A. M.
Francis, A.
Harris, J. P.

Strathardle

13,057 tons
Terry, J. W.
Clark, J. G.
Jamison, S. S.
Smith, R. M.
Tadman, J. R. P.
Sloan, J. F.
Gliddon, R. G.
Vllasto, K. M.
Hunt, S. G.
Mendoza, C. P.

Strathbrobra

12,539 tons
Clifford, J. A.
Townsend, S. W.
Rodger, D. A.
Reed, M.
Johnson, C. J. C.
Rice, J. D.
Parkinson, M.
Pattenden, F. P.
Williams, J. R.
Christie, D. L.
Blinch, J. C.
Child, J. A.

CHIEF ENGINEER OFFICER
SECOND ENGINEER OFFICER

THIRD ENGINEER OFFICER

JUNIOR THIRD ENGINEER OFFICER

FOURTH ENGINEER OFFICER
JUNIOR FOURTH ENGINEER OFFICER
ASSISTANT ENGINEER OFFICER

FIRST ELECTRICAL OFFICER
SENIOR ELECTRICAL OFFICER
ELECTRICAL OFFICER
FIRST REFRIG. ENGINEER OFFICER
SECOND REFRIG. ENGINEER OFFICER
ENGINEER CADETS

Ditchfield, R.
Bedford, T. D.
Burn, R. G. (Add)
Haddon, C. D.
Mathie, J.
Ramsey, D. P.
Meachem, R.
Smalley B.
Stanfield, S.
Pappin, P. F.
Stevenson, J.

Bayliss, N. H.
Walsh, J. J.
Haddon, C. D.
Mathie, J.
McIlreavy, D. I.
McConnell, W.
Blyzno, A.
Hudson, R. O.
Wright, A.
Lamerton, J. H.
Mills, E. H. (Actg.)

Lambert, A.
Wells, R.
McL. Jenkins, K.
Hornby, J. A. (Actg.)
Andrews, K. B.
Greenback, M. J.
Burton, M. C.
Smith, F. K.
O'Dell, A. J. A.
Wilson, J.

Clarke, A. D.
Bowen, J. D.
Bartle, R.
Hodges, K. J.
Weller, R. G.
Robinson, R. W.
Ditte, M. P.
Thorpe, K.
Dumoulin, C. J.

Harrison, A.
Graham, G. R.
Seago, A. R.
Hughes, P. G. (Actg.)
Johnstone, D. T.
Applin, P.
Platt, G.
Robertson, C. W.
Pace, J.

Morrow, N. S.
Littlejohn, M. J.
Middleton, D. J.
(Add)
Mills, A. W.
Crawley, M. T.
Denton, R. J. A.
Sutherland, L. J.

Beaton, D. D. M. Harwood, N. E.

ASSISTANT ENGINEER OFFICERS	Hillier, J. Stringer, J. S. Clay, M. J. Owston, P. A. Buckley, R. H. Hayward, M.	Nicholson, B. Twigg, H. Stokes, P. F. Betts, D. J. Fox, T. Walker, G. Murphy, M. Trollope, D. Doucher, T. Cheetham, J.	Wanstall, D. W. Selby, D. C. Bell, J. Newstead, A. M. Janes, M.	Pumfrey, V. Stallan, R. Wall, L. Chipperfield, T. D. Plumb, R. F. Davis, R.	Bowey, S. A. Norris, R. A. Smith, E. Collinson, M. K. Payne, E. L. Booton, B.	Brown, A. K. Hunt, K. W. Hughes, S. Kelly, R. Pilkington, G. Watson, A. Betts, J. W.	Dalkin, A. R. Evans, A. W. Hackett, R. Mitchell, J. P. Brown, I. R. Brangwynne, K. J. Smiley, N.	Wadsworth, G. S. J. Wilson, G. F. Ainsworth, S. J.	Shea, A. D. Pitten, G. A. J. Nicol, S. Riley, K. Maddocks, D. J.
FIRST ELECTRICAL OFFICER	Davidson, E.		Dibsdall, M.	Ellis, R.	Dunford, R. H.	Cresswell, E.	Milne, G.	Ironside, J.	Ripken, R.
SECOND ELECTRICAL OFFICER	Corrall, L. J.		Berridge, R.	Edwards, A. S.	Newton, J. T. (Actg.)	O'Connor, J.	Roberts, W. T.	Stephens, G. C.	Blunden Brooks, R.
JUNIOR SECOND ELECTRICAL OFFICER	Struthers, A. Bennett, F.	Jamison, A. C. (Actg.)							
ASSISTANT ELECTRICAL OFFICERS	Douglas, J. Jones, M. J. Hutchinson, J. Bowyer, R. V.	Talboys, R. S. Riley, W. F. Balhatchet, D. R. James, J. D. Edwards, T. Williams, B. V. Steadman, H.	James, T. J. Salmon, R. A. Hutchinson, I. Quinn, P. D.	Higglesden, R. S. Clish, G. Richards, G. A. H. Cameron, D.	Goulding, R. D. Pepper, P. D. Keenan, J. Wood, J.	Peachey, D. M. Bickford, D. G. Clayburn, R. B. Hughes, B. R.	Ashall, M. Duncan, H. McKay, A. Denton, R. S.	Clough, G. A. Butler, R. J.	Jones, G. A. Snape, D. W. Martin, S. Milton, B. J.
VENTILATION OFFICER									
FIRST REFRIG. ENG. OFFICER	Sumner, A. S.		Cloughton, C. W.	Bullock, F. S.	Doig, P.	Robertshaw, P. G.			
JR. FIRST REFRIG. ENG. OFFICER	Steddy, M.	McGuffie, E.	McAvoy, R.	Long, P. J.	Fittes, G. J.		Taylor, F.	Harrison, M.	Fricker, D. A.
SECOND REFRIG. ENG. OFFICER	Cunningham, B. G.		Porter, J. B.	Santi, M. G.	Collins, M. H.		Knights, L.	Reynolds, J. M. Muse, R.	Firth, B. Brown, P. F.
JR. SECOND REFRIG. ENG. OFFICER	Reid, N.		Anderson, G. R.						
THIRD REFRIG. ENG. OFFICER	Learmont, A. (Actg.)	Buxton, C. B.	Merritt, F. B.	West, C. J.	Cook, F. E.		Rattray, B. Hadfield, J.	Packham, A. Chilton, B.	Murdin, R. (Actg.)
JR. THIRD REFRIG. ENG. OFFICER									
	Barham, A. (Actg.)	Huelin, R. P. Williams, M. L.	Macey, M. F. Everett, J. R.	Girling, P. H.			Beament, D. R. Haigh, D. W. (Actg.)		
BOILERMAKER	Lloyd, D. P.	Guile, P.	Crouch, R. W.	Reynolds, S. O.		Stringer, R.	Somers, P.		Morgan, W.
PURSER	Wyeth, L.	Tonks, B. R.	French, E. L.	Pinches, E. W. H.	Arkieson, A. P.	Ewan, W. A. J.	Blurton, D. C.	McGregor, P. A.	Hale, A. G.
TOURIST PURSER	Flint, K.	Williams, R. A.							
DEPUTY PURSER	Miles, M. J.	Onslow, M. G.	Belsher, A. S.	Burleigh, D. G.	Mulder, B. K.	Parker, J. R. M.	Hughes, J. R.	Hodgeman, G. P.	Meyrick, J. J.
SR. ASSISTANT PURSER	Batt, P.	Milne Buckley, C. G.	Smart, M. F.	Sutcliffe, M. H.		Pearce, D. S.	Webb, P. E.	Bonham, J. S. W.	Holtom, C. D. R.
ASSISTANT PURSER	Keating, J. D.	Hawkesworth, M.	Nicholls, R. K.	Hustwit, J. J.	Harris, J. G.	Jordan, C. T.	Hill, R. J.		Dixon, I. J.
	Staddon, M. P.	Hemsley, W. A.	Symons, C. R.	Gardiner, P. P. F.	McDonald-Bell, A. R.		Heap, G. L.		
JUNIOR ASSISTANT PURSER	Bennett, P.	Cardnell, E. J.							
	Atkins, J. M.	Hindley, C. T. H.	Green, D. N.	Hawker, M. J. J.	Miller, D. G.	Clements, N. S.	Earp, M. K.	Hooper, C. H.	Coulter, M. J.
PURSER CADETS	Philips, D.			Ashbourne, R. K.	Tutton, P. A. D.	Herman, R. M.	Jones, M. T.	Andrews, M. W.	
WOMAN SR. ASSISTANT PURSER				Collins, D' J.	Burr, R. B.				
WOMAN ASSISTANT PURSER	Redgewell, S.	Tingay, A. A. Haynes, S. A. Hammond, C. B. Powell, D.	Whitmore, A. R.	Van Der Linden, J.	Bonning, H. B. Salmon, S. J.	Ascott, L. J. Becker, E. P.	Masset, M. McClintock, P. F. Couvée, A. M. A.	Orchard, J. C. Gray, D. R.	Traies, S. M.
WOMAN JR. ASSISTANT PURSER	Fisk, P. A. Bakker, A. M. Kat, C. G. N. Ford, S. A. Blackburn, L. M. Angrave, G. L.	Van't Hof, E. A. Harwell, P. J. Ramage, L. E. Randall, P. M. Van der Wel, G. M.	Van Der Wegen, W. P. J. Barlow, P. J. Wating, C. D.	Blackley-Goble, P. J. Davies, J. C.	Hayes, S. L. King, E.	Plumb, C. A. Lingham, C. J.	Griffin, J. M.	Archer, P. A. Van Noort, M.	L'Estrange, V. J. B. Van Dongen, A. J.
TRAVEL ADVISER									
ENTERTAINMENT OFFICER <i>First Class</i>	Goater, J. M.	Sharp, D. R.	Issacson, J. W.	Riley, J. J.	Allison, W. F. T.	Bessant, J' M.			Culmer, J. F.
ENTERTAINMENT OFFICER <i>Tourist Class</i>	Brayne-Nicholls, N. L.	Ward, J. B.	Jamieson, W.	Metcalf, P. J.	Lynch, J. P.	Sheen, C.	De-Lyle-Turner, C.	Moisewitsch, B.	Thiele, L. N.
HOSTESS <i>First Class</i>	Reading, E. A.	Worton, J.	Walters, D. A.	Jackson, P.	Dorrell, C.	Booth, J.	Webb, S. P.		McCleery, F. M.
HOSTESS <i>Tourist Class</i>	Lomas, G. M. Wooller, P. M.	Jewell, S. E.	Dillon, N. A.	Munt, D. E.	Chambers, E. M.	Hymus, L.	Talbot, J. K.	Cox, G. Waldmann, M. E. Sheen, P. M.	Browne, L.
CHILDREN'S HOSTESS <i>First Class</i>	Hartle, J. J.	Barringer, H. L.	Moss, A.	Allen, P. M. G.	Sharpe, M. M.	Grahame, E. A.			Ainley, D. J.
CHILDREN'S HOSTESS <i>Tourist Class</i>	McVean, M.	Davis, G.	Nickson, E. J.	Nelson, H. M.	De V. Van Rensburg, L.	Milford, J. M.	Chamberlain, I. W. Naylor, J. R.	Barrett, D. I. L. Newbold, B. E.	
SY. C. H.									
CHIEF STEWARD <i>First Class</i>	Aspin, K. W.	Boreham, A. W.	Standing, R. W.	Holden, R. R.	Turffrey, R. J.	Davies, D. B.			Martin, J. F.
CHIEF STEWARD <i>Tourist Class</i>	Browne K. C. V. South, R. K.	Dellow, K. E. Baker, W. C.	Kinsella, S.	Ruddock, G. L.	Rogers, D. J.	Shubert, H.	Chapell, E. W. A. Rogers, G. H.	Rendle, G. M. Pearce, M.	Mincham, G. A.

FLEET LIST

(as at 15th June 1968)

	Strathconon 12,529 tons	Sunda 9,235 tons	Surat 8,925 tons		Cathay 13,790 tons	Chitral 13,790 tons
CAPTAIN	Blois, D. P.	Bullock-Webster, R.	Kingswood, L. C., R.D., R.N.R.	CAPTAIN	Harris, E. V. R.D. R.N.R.	Reed, P. C.
CHIEF OFFICER	Houghton, J. F. T.	Dornom, D. A.	Hughes, D. T.	CHIEF OFFICER	Harris, G. E.	Hansing, D. A.
SECOND OFFICER	Hicks, M. F.	Stokoe, G. A.	Messinger, N. R.	SECOND OFFICER	Carter, M. J.	Hayward, E. L.
THIRD OFFICER	Clark, P. S.	Beavington, M.	Temple, J. M. G.	JUNIOR SECOND OFFICER	Feasey, F. H.	Church, V. R.
JUNIOR THIRD OFFICER			Young, R. G.	THIRD OFFICER	Pinney, S. R.	Douglas W. M.
FOURTH OFFICER	Holt, R. C.	Renshaw, G. W.		FIRST RADIO OFFICER	Gibson, K.	Graham, P.
TRAINEE RADIO OFFICER	Ayres, D. M.			SECOND RADIO OFFICER	Bagent, N. M.	Jolly, M. P.
RADIO OFFICER	Macey, I. D.	McQuater, A. J. (Actg.)	Hicks, D. E.	SURGEON	Hollinrake, J. B.	Ashby, J. R.
JUNIOR RADIO OFFICER				NURSING SISTER	Berrick, E.	Saunders, P.
CHIEF STEWARD	Waters, P. E.	Kent, T. W.	Hodgskin, W. J.	CARPENTER	Brookbank, J.	Pike, J. F.
CARPENTER			Pitt, A. C.	PLUMBER	Moore, J.	Weir, L.
CADETS	Urquhart, A. S. Jackson, S. A. McCurry, R. G. Campbell, C. F.	Ross, R. J. Lee Kim Lin, J. Bell, J. M. Timm, S.	Reynolds, J. Binnington, R. J. Cugley, J. G.	CADETS	Bearne, S. J. V. Davidson, M. H. Johnson, J. M. Purdy, R. Chandler, C. A. G.	Browne, J. R. H. Stutt, I. C. Scow, L. Lakin, J. B. Hibbert, D. R.
CHIEF ENGINEER OFFICER	Godbold, W. C.	Stubbs, J. M.	Fisher, E. H.	CHIEF ENGINEER OFFICER	Chandler, C. A. G.	Hibbert, D. R.
SECOND ENGINEER OFFICER	Page, D.	Goodman, A.	Biggs, R. L.	SECOND ENGINEER OFFICER	Weaver, D. F.	Sanderson, R.
THIRD ENGINEER OFFICER	Conway, M.	Lipscombe, A. C.	Walker, D. J.	JUNIOR SECOND ENGINEER OFFICER	Blades, J.	Newman, A. J.
JUNIOR THIRD ENGINEER OFFICER	Marshall, W. S.		Martin, W. F.	THIRD ENGINEER OFFICER	Long, G. S.	Postlethwaite, B. (Actg.)
FOURTH ENGINEER OFFICER	Smith, D. C.	Orwin, B. (Actg.)	Hampson, H. R.	JUNIOR THIRD ENGINEER OFFICER		
JUNIOR FOURTH ENGINEER OFFICER				FOURTH ENGINEER OFFICER	Jarvis, H.	Onions, R. J.
ASSISTANT ENGINEER OFFICER	Keys, R. S.	Lowrey, M. R. Wallbank, A. S. Watters, I. G.	Coupe, T. L. Dixon, A. W. Sharpe, R. F.	ASSISTANT ENGINEER OFFICER	O'Brien, L. Footitt, C. Copland, W. C.	White, A. Officer, T. A. J. Chaplin, D.
SY. FIRST ELECTRICAL OFFICER				FIRST ELECTRICAL OFFICER	Kendall, N.	Hewitt, H. K.
FIRST ELECTRICAL OFFICER	Pitman, I.	Bunney, K. (Actg.)	Loosen, G.	SECOND ELECTRICAL OFFICER	Chulk, C. R.	Wanless, J.
ENGINEER CADETS	Thow, J. A. Peperall, R. A.			FIRST REFRIG. ENG. OFFICER	Sumner, R. R.	Green, J. V.
				SECOND REFRIG. ENG. OFFICER	Alcock, G. C.	Middleton, D. J.
				PURSER	Wicker, M. C.	Ewan, W. A. J.
				SR. ASSISTANT PURSER	Jones, I. R.	Pike, W. L.
				CHILDREN'S HOSTESS	Simister, J. M.	Sinfield, L. J.
				CHIEF STEWARD	Taylor, R. G.	Curtis, C. A.
				CHEF	Mitchell, M. S.	Roberts, A.

P & O RADIO OFFICERS IN TRIDENT TANKERS

Busiris, Wignall, R. A.; *Derby*, Price, M. R.; *Ellenga*, Hewlett, R. H. K. (Jr.); *Ellora*, O'Connor, K. L. (Jr.); *Eridge*, Cubitt, T. H.; *Erne*, Soper, P. R.; *Garonne*, Pitt, D. J.; *Grafton*, Sims, D. W. (Third); *Grafton*, Walton, J. F.; *Grafton*, Wilson, M. E. (Trainee); *Heythrop*, Astley, C. (Jr.); *Kent*, Richardson, P. S.; *Maloja*, Johnston, I. C. (Jnr.); *Malwa*, Dyson, A. L. (Jr.); *Mantua*, Pulman, M. L. (Actg.); *Megna*, Cowell, M. C. (Jnr.); *Opawa*, Enrico, P. C. A.; *Opawa*, Lane, H. D. (Trainee); *Orama*, Horsburgh, D. I.; *Orama*, Sanderson, R. W. (Trainee); *Orissa*, Stone, T. J.; *Orissa*, Bell, R. G. (Trainee); *Ottawa*, Haynes, J. E.; *Ottawa*, Hird, S. (Trainee); *Queda*, Kennington, R. M. (Actg.); *Qulloa*, Atkinson, D. J. (Actg.); *Talamba*, Gray, A. H.



George M. Turner

From Abroad

SAN FRANCISCO—Mr. Warren S. Titus Resigns

Mr. Warren S. Titus has resigned as President of P & O Lines (North America) Inc., to accept appointment to a senior executive position with American President Lines. He will be succeeded by Mr. George M. Turner, now Vice-President (Marketing) of the Company.

The changes became effective on 1st June.

Mr. Titus, 52, has been in the travel business 32 years and became President of P & O Lines Inc., in 1959, when the Line was just beginning its North American service. Since that time, according to Sir Donald Anderson, Chairman of the P & O S.N. Co., Mr. Titus has developed a comprehensive marketing organisation throughout the United States and Canada, with the result that this Continent is one of the parent Company's major sources of passenger revenues.

Sir Donald Anderson said, "All of us at P & O are, of course, very sad to be losing Warren Titus. During his years with us, he has achieved, in a brilliant fashion, all the objectives we set ourselves and leaves behind him a first class organisation, which will serve as the spring-board for our future developments in North America.

"His special business and human qualities have won him countless friends in our Company and in the travel field and, though we shall miss him, we wish him all the very best of luck in his new and important position with A.P.L.

"We are fortunate in having George Turner so eminently suited to take over from Mr. Titus."

Mr. Turner, 50, joined P & O as Sales Manager in 1959, becoming Vice-President in 1961. Previously, he had worked for British Commonwealth Pacific Airlines, Qantas and was Executive Director of the Pacific Area Travel Association.

In commenting on Mr. Titus's appointment, Ralph K. Davies, Chairman of the Board of American President Lines, said, "We consider ourselves very fortunate to obtain the services of a man of the stature of Warren Titus. We have good reason to know his capabilities, having observed at close range his accomplishment at P & O."

SAN FRANCISCO—Pat on the Move

Pat Feeney has been appointed sales representative in the Midwest, effective from 15th April. Miss Feeney, who will work out of the Chicago office under the direction of District Sales Manager Ian Hutchison, will call on travel agents in 15 states.

A former air line stewardess, she has served in P & O's central reservations section, San Francisco, since October 1965 and is a graduate of the University of Oregon with a degree in sociology.

TOKYO—Toasting the Straths

Representatives of major Japanese business firms attended a reception in Tokyo on 7th March to celebrate the first anniversary of P & O's Europe/Far East "Strath Express Service" which was introduced in February last year with the maiden voyage of the 21-knot, 14,000-ton cargo liner *Strathardle*.



Professor Renwick (seated) of the Hunter Valley Research Foundation studies some of the photographs presented by P & O with Mr. P. W. Hole, P & O's Newcastle (N.S.W.) Manager, who made the presentation.

NEW SOUTH WALES—Donation

P & O have donated to the Hunter Valley Research Foundation a series of ship photographs depicting the evolution of the P & O passenger ships since the Company was founded in 1837.

These pictures have been mounted on permanent display for the Foundation's many visitors to see.

HONG KONG—New Agents in Macau

A cocktail party was held in Macau in January to celebrate the appointment of Agencia Commercial Tong San Limitada, as P & O's freight agents in Macau.

Attending the party were many prominent members of the business community and local officials. Speeches were made by Mr. Tang Ioc Su, Director of Agencia Commercial Tong San Limitada and Mr. G. M. B. Salmon, Managing Director of Mackinnon, Mackenzie & Co. of Hong Kong Limited.



Captain Riddelsdell cuts the tape to inaugurate 'P & O Week'

TOKYO—"P & O Week"

Captain E. G. H. Riddelsdell, R.D., R.N.R., captain of *Canberra*, officially opened a "P & O Week" promotion at the Grand Hotel in Nagasaki on 17th March.

Guests present included the Mayor of Nagasaki, Mr. Y. Morotani; Mr. J. R. Blanckensee, P & O Passenger Manager for Japan; and Mr. Y. Komatsu, Assistant Passenger Manager.

SYDNEY—Travel Agents

As part of their familiarisation programme for staffs of Travel Agents, P & O recently invited a party to travel on the round voyage Sydney, Wellington, Melbourne, Sydney. The group was accompanied by Mr. K. R. E. Stuart, Supervisor, Agency Sales, Sydney.

Australian travel agents before their familiarisation voyage in Orcaides





The Blue Streak being unloaded by floating crane.

ADELAIDE—Blue Streak Rocket

A Blue Streak rocket scheduled for blast-off at Woomera was aboard *Bendigo* when she arrived at Port Adelaide in February. The rocket forms the first stage of the multi-stage Eldo satellite launching rocket Europa 1.

Designed and built by Hawker Siddeley Dynamics Ltd., at Stevenage, Hertfordshire, it will be the eighth Blue Streak rocket to be fired at Woomera.

It is 61 ft. long, 10 ft. in diameter and weighed 26 tons in its crate aboard the ship. When filled with fuel it will weigh 93 tons.

SAN FRANCISCO—Commodore honoured

The Order of Maritime Merit medal and certificate were presented to Commodore Clifford Edgecombe by San Francisco Port Authority Commissioner Dan London when *Oriana* visited San Francisco on March 31st.

The award was made upon the occasion of Commodore Edgecombe's first visit to the American West Coast after his appointment as Commodore of the Fleet.

Commissioner London (second from right) presents Commodore Edgecombe with his medal and certificate. Warren Titus (left) and Staff Captain T. A. M. Lincoln look on.



SAN FRANCISCO—200th visit

A plaque commemorating the 200th visit of a P & O ship to San Francisco was presented by Cyril Magnin, President of the Port Authority, to Captain E. G. H. Riddelsdell, Captain of *Canberra*, on February 28th.

Television, radio and newsmen were aboard *Canberra* to record the occasion.

Cyril Magnin (left) makes the presentation to Captain Riddelsdell, watched by television, radio and Press.





P & O Vancouver Branch Manager Donald Palmer (centre) presents Captain Johnson with a desk pen set on completion of the improved facilities for P & O ships. Also in the picture are Staff Captain Champneys, Purser Pinches and Mr. R. S. Allison, General Manager of Canadian Pacific Railways which operates the berth facilities.

VANCOUVER—Pier Gets a Face-lift

Port of Vancouver is putting on a brighter front for P & O passengers with completion of a \$90,000 renovation project at Pier B-C by National Harbours Board, the Canadian harbour authority.

Renovation was completed just in time for the January visit of *Iberia* and gave port manager, Captain B. D. L. Johnson, an opportunity to show off the facilities to Staff Captain Michael Champneys, Purser E. W. Pinches, as well as Vancouver businessmen and newsmen.

The group were entertained with cocktails on board *Iberia*, and later taken by Captain Johnson to the Vancouver Club for lunch.

The \$90,000 face-lift for the old pier is one of the first direct results of the take-over of ownership by the National Harbours Board. The pier will continue to be operated by Canadian Pacific Railways under lease.



Mrs. N. G. B. Burrage presents the trophy to Yasuo Makita.

TOKYO—Bowls Tournament

A goodwill bowling tournament for representatives of the major Japanese newspapers and news agencies

was held on 1st March at the Seaside Bowling Center in Yokohama under the sponsorship of P & O Lines. An elaborate P & O Trophy was specially designed for the event.

P & O was represented in the tournament by a team from the freight and passenger departments of the company's Japan agents, Mackinnon Mackenzie & Co. of Japan Ltd.

Yasuo Makita of Kyodo News Agency won top honours for the highest series and the highest individual game. Runner-up was Keiichiro Kamiya of Tokyo Shimbun's Yokohama branch, who chalked up the second highest series.



Bruce White (San Francisco District Sales Manager) and Valma Gay (Sales Representative) demonstrate their new P & O blazers.

SAN FRANCISCO—Eyecatching

Unofficial P & O 'going out' uniforms have been designed for our American staff. For men the uniforms comprise navy blue blazer with a P & O crest on the pocket, worn with grey flannel trousers, and for women a double-breasted blue blazer worn over a white knit suit with pleated skirt.

CHICAGO—New Post for Ian

Ian Hutchison, who has been a sales representative and passenger agent in the Chicago office for the past four years has been appointed District Sales Manager there, replacing Mike Rowarth who resigned early this year.

Before joining P & O in 1964 Mr. Hutchison was Manager of the British-American Chamber of Commerce in San Francisco.

Merchant Navy Hotels and Clubs



Southampton Hotel

The Merchant Navy Welfare Board, which has been in existence since 1948, operates a number of residential and non-residential establishments in the major Ports in the United Kingdom which provide a high standard of facilities for Merchant Navy seafarers and their families. Whilst situated away from the dock areas they are readily available by public transport and every effort is made to provide a congenial atmosphere for visiting seafarers.

The residential establishments, or Merchant Navy Hotels as they are generally known, have single and double bedrooms equipped with radio and cots are available for very young children. Other facilities include a restaurant meal service and fully licensed bar, television and games rooms. Any seafarer using the Establishment may take his guests into the restaurant or bar.

Charges for bed and breakfast range from 18s. 6d. to 22s. 6d. per person whilst lunches and dinners are 5s. and 6s. per meal. There are reduced charges for young children.

In the Southampton Hotel, which is one of the newest of the Board's establishments, the double bedrooms include their own bathroom and toilet and this facility is much appreciated. This same standard is provided in the recently opened Liverpool hotel.

Details of the addresses are as follows:

HOTELS:

CARDIFF: Merchant Navy Hotel, Saunders Road, Cardiff. Tel: Cardiff 33413; **LIVERPOOL:** Plimsoll House, 1/2 Gambier Terrace, Liverpool. Tel: Liverpool Royal 7807; also 6 Canning Street, Liverpool 8; **LONDON:** Merchant Navy Hotel, 19-21 Lancaster Gate, London W2. Tel: Paddington 8831; **MIDDLESBROUGH:** Merchant Navy Hotel, 250 Marton Road, Middlesbrough. Tel: Middlesbrough 2736; **SOUTHAMPTON:** Merchant Navy Hotel, Lodge Road, Southampton. Tel: Southampton 22989; **SOUTH SHIELDS:** Merchant Navy Hotel, Lawe Road, South Shields. Tel: South Shields 63704; **SWANSEA:** Merchant Navy Hotel, 160 St. Helens Road, Swansea. Tel: Swansea 57861;



The Bar Lounge—London Hotel

CLUBS:

AVONMOUTH: Merchant Navy Club, Gloucester Road, Avonmouth. Tel: Avonmouth 2335; **GLASGOW** Indian and Pakistani Seamen's Club, 23 Oxford Street, Glasgow C5. Tel: Glasgow South 3997.

Illustrated brochures of the establishments are available by writing to the Hotel Managers or to the Board's Secretary at 19-21 Lancaster Gate, London W.2.

The Board which is controlled by a Council of Management representing Shipowners, Seafarers Organisations, Voluntary Societies, the Board of Trade and the Ministry of Social Security is assisted in its work by local Port Welfare Committees in the major Ports in the United Kingdom. The Board is also concerned with welfare work overseas, particularly for British Seafarers, and in this direction has close associations with the national Voluntary Societies, the Missions to Seamen, British Sailors Society and the Apostleship of the Sea who operate in all parts of the world. Many welfare projects in the United Kingdom and overseas are given financial support by the Board.

From the Departments

ADVERTISING

A. R. (Tony) Love has transferred from Passenger to Advertising Department, where he will be responsible for the production of a wide variety of items ranging from half-a-million cruise brochures to a single poster for a Travel Agent.

Last year Advertising Department's print orders totalled more than 3,000,000 pieces with unit costs of 5 shillings to four-a-penny.

ENGINEERS

Margaret Gets a Gold

Miss Margaret Somerville, Engineers Department, an international fencer and former Captain of the British Ladies' team, and until recently Secretary of the Ladies' Amateur Fencing Union has been appointed the Union's Vice-President.

Miss Somerville has also been presented with a gold medal by the Amateur Fencing Association in recognition of her outstanding services to British Fencing. It is understood that only about ten of these medals have been awarded to both men and women fencers.

FLEET PERSONNEL

As Mr. G. D. Copeland retired on 31st March, it was decided that Mr. G. O. Puckle, Head of Crew Department, should also take charge of Officers Department.

In this he is assisted by Mr. W. Girling and Mr. J. K. Hewitt who are respectively responsible to him for the day-to-day administrative work of Crew and Officers Departments, whose functions remain unchanged. Mr. R. H. Coe retains his responsibilities for Asian crew.

Mr. Puckle is now known as Head of Fleet Personnel Departments.

FREIGHT MARKETING AND SALES

Changes in organisation

The following changes in P & O's Freight Organisation have been made and came into effect on 8th April:

The section in Freight Marketing and Sales Department responsible for the booking and shipment of livestock and passengers' motor cars have been transferred to the Transhipment and Forwarding Section of Freight Administration Department. Therefore all enquiries relating to livestock and passengers' motor cars should be made to this section of Freight Administration Department and not to Freight Marketing and Sales Department as formerly. Bookings and shipment of commercial cargo continue to be controlled by the Traffic Section of Freight Marketing and Sales Department.

Transhipments, inwards and outwards, and Lines Forwarding sections of Freight Administration Department, together with the Livestock and Passengers'

Motor Car section formerly of Freight Marketing and Sales Department have been merged into one section under the leadership of Mr. T. J. Coope within the Freight Administration Department and is known as the Transhipment and Forwarding Section.

Mr. P. M. Hagen has transferred to the Transhipment and Forwarding section of Freight Administration Department with Mr. B. J. Rawlings and continues to be responsible for livestock and passengers' motor cars under Mr. T. J. Coope.

Mr. R. C. T. Williams and Mr. R. D. Andrews has joined the Freight Sales Co-ordinating section from other sections within the Freight Marketing and Sales Department so that the Co-ordinators' section under the UK Sales Manager Mr. W. L. Holland, will comprise: Mr. W. H. Butler; Mr. C. J. Jarvis; Mr. R. C. T. Williams; Mr. R. D. Andrews; Miss A. Micklewright—Robophone operator; and Miss S. Wickings—Asst. Robophone operator.

Following these alterations, the Co-ordinators' section of Freight Marketing and Sales Department has assumed responsibility for all Freight tariffs covering P & O services, and for answering all enquiries relating to rates of freight.

Mr. B. Lockett left this Department on 10th May to join Overseas Containers Limited as an Assistant in the Marketing Department.

NEW APPOINTMENTS

Three new appointments in P & O's Passenger Department became effective from 4th March, 1968.

Mr. A. D. Winsor, formerly Tour Development Manager, has been appointed Sales Promotion Manager. This is an entirely new position which is designed to widen and develop the activities of the Passenger Sales Department.

Mr. L. E. Wilton, formerly a Berthing Group Manager, takes over as Tour Development Manager. Mr. H. L. Fisher has been appointed Reservations Sales Manager, another new position. Mr. Fisher will supervise P & O's Reservations Sales Section.

OFFICERS

Certificates

We congratulate the following officers on having passed the following Board of Trade examinations:

Master's—Second Officers M. de B. Bennett, N. F. Corrigan, P. D. Curtis, R. M. Eaton, D. Farrar, R. J. Spread.

First Mate's—Third Officers S. R. Callaway, R. N. Carveth, B. V. Chipperfield, W. J. C. Clarke, W. M. Douglas, J. B. Fairgrieve, P. A. Messinger, J. J. Noakes, R. P. Priestley, D. W. Syrett.

1ST P.M.G.—Junior Radio Officer A. Busby.
B.O.T. Radar Maintenance—Radio Officer D. B. Drummond, Junior Radio Officer C. Keightley.

Second Class Steam Certificates—Third Engineer Officers G. S. Long, A. C. Lipscombe, G. Lund, J. D. Heslop, R. W. Taylor, D. E. B. Hunter, D. J. Palmer.

Steam Endorsement to 1st Class Motor Certificate—Second Engineer Officers I. Nash, G. Nettleship, S. A. Fleming.

Motor Endorsement to 1st Class Steam Certificate—Second Engineer Officers D. A. Martin, F. J. Parle, D. W. Page, J. Dobie.

First Class Steam Certificate—Second Engineer Officers B. C. Munro, R. N. Jackson, D. F. Weaver.

Appointments

P. H. A. Parson, Chief Officer, was appointed Cadet Training Officer on 22nd January 1968 to relieve *P. R. Mitchell*, Second Officer, who returned to sea.

P. S. H. Pollitt, Chief Officer, was appointed Assistant Cargo Superintendent King George V Docks with effect from 22nd January 1968.

P. R. D. Cutmore, Second Officer, was appointed Careers Officer, 8th April 1968, to relieve *C. M. R. Lloyd*, who returns to sea as Second Officer, *Comorin*.

J. Addison, Second Engineer, transferred to Shore Staff as Technical Assistant, Engineers Dept., Tilbury Dock Office, with effect from 1st June 1968.

At the beginning of May 1968 the following P & O Officers have been accepted for service with O.C.L.:

Captain *M. Champneys*—as Captain

Chief Officer *K. E. Howard*—as Captain

Chief Officer *J. K. Blackburn*—as First Officer

(Navigating)

Chief Officer *D. M. Swetnam*—as First Officer

(Navigating)

Chief Engineer *I. H. Stewart*—as Chief Engineer

Chief Engineer *A. W. Gardner*—as Chief Engineer

Chief Engineer *D. P. Crowe*—as Chief Engineer

Second Engineer *B. Debney*—as First Officer

(Engineer)

Second Engineer *J. Franks*—as First Officer

(Engineer)

Second Engineer *B. J. Slater*—as First Officer

(Engineer)

Second Engineer *L. H. Robinson*—as Chief Engineer

First Electrical Officer *R. M. James*—as Electrical

Officer

PASSENGER

As the Computer system has developed, it has become necessary to amend clerical procedures affecting the handling of bookings to ensure that the workload is spread as evenly as possible. To achieve this the Berthing Groups have been reorganised.

Starting 4th March *Mr. R. G. A. Blencowe* became Berthing Manager, assisted by *Mr. P. C. Hearle*, *Mr. H. L. Fisher* who has been appointed Reservations Sales Manager directly responsible to *Mr. Blencowe*, heads the team making offers of accommodation to Travel Agents and the public direct.

Mr. P. D. Norton became Reservations Manager assisted by *Mr. R. F. Hawker*. His section, which is divided into six teams, handles all Line Service Bookings after initial offers have been accepted.

To strengthen the Passenger Sales Team, *Mr. A. D. Winsor* was appointed Sales Promotion Manager, and his place as Tour Development Manager has been taken by *Mr. L. E. Wilton*.

New South East Area Sales Representative

After a two-year period in P & O's Hong Kong office, *Mr. Mike Longhurst* has returned to the U.K. to take over from *Mr. Ron Beedle* as P & O's South East Area Sales Representative.

Mr. Ron Beedle is about to undertake a six-month world tour visiting many of P & O's overseas offices. On his return to the U.K. in November, he will take up a

position in P & O's Reservations Traffic Section in the City.

These appointments enable P & O's Sales Representatives to offer travel agents first-hand information of the Company's world-wide passenger marketing areas.

PAY

Saving the Cheap Way

Positive opportunities to reduce one's personal income tax liability are fairly limited. In the matter of life assurance, however, few take full advantage of the tax relief available.

Those members of the company's staff who are participating in the Staff Voluntary Endowment Scheme which was introduced a year ago must be congratulating themselves as they now look at their tax assessments and see that the Inland Revenue are in effect contributing up to 16½% of their premiums.

This scheme offers opportunities for regular saving to both shore and sea staffs who are paid monthly by Pay Department. The premiums are at especially reduced rates, and the policies with the Scottish Widows' Fund & Life Assurance Society provide a guaranteed capital sum together with bonuses free of tax at the end of a selected period of years or previous death.

If, for example, one is 30 years of age next birthday a premium of £2 per month gives immediate guaranteed Life Assurance cover for £619 and at age 60 with bonuses is estimated to be worth £1,528. A woman member of the staff receives even more favourable terms.

In course of time the policy becomes an increasingly valuable document as security for loans, overdrafts, etc.

Mr. L. E. O. Hermes, Head of Pay Department, will be pleased to give further information about this scheme to anyone who is interested.

PLANNED MAINTENANCE

With the intention of increasing the effectiveness of Planned Maintenance by vesting the control of it in the



Maritime Reporter/Engineering News

hands of those directly responsible for the maintenance of the ships and attendant costs, the administration of shipboard Planned Maintenance has now been transferred to the docks (1st April, 1968).

Staff transferred for this work will be responsible for providing services to all the departments concerned, but for administrative purposes they are appointed to the staff of the Assistant Superintendent Engineers at Tilbury and KGV docks.

RESIDENT CLERK

An important link in the Company's communications is the Resident Clerk, a man whose praises are rarely sung but who bears the full brunt when there is any sort of incident in the Company's affairs out of office hours, and who deals with countless telephone calls and telex messages when we are all at home in the evenings and at weekends.

It is interesting to look back and see the number of marriages which have taken place within the Company, closely followed by a term as Mr. and Mrs. Resident Clerk.

An early example of this was George Cope in Pay Department, who married Miss Audrey Russell (also of Pay Department) back in July 1953. They then set up home in the Resident Clerk's flat in the old building in Leadenhall Street. Later on Roger Schofield, who has now left us, married a girl in the Passenger Department and immediately did a stint as Resident Clerk.

Now, more recently, Brian MacDonald, Correspondence Department, married Miss Joan Powell in Electronics and moved into the flat (now situated in Cockspur Street) until the end of 1967 when their term came to an end. He has been succeeded by Clive McDermott of Passenger Department, who married Miss Elizabeth Batchelor, also of Passenger Department, and they are the present occupiers of the Resident Clerk's flat.

STATISTICS

The Statistics Department, managed by Mr. P. H. Hall has considerably expanded the area of its work since it was first formed, principally in the field of Market Research.

It has therefore been decided to alter its name to Market Research and Statistics Department (departmental reference MRS) as being more indicative of its function.

SEA STAFF SERVICE

Miss Elizabeth Hall has taken the place of Miss Carole Thoms in Sea Staff Service. Miss Hall joined the Company in 1960 and served as a W.A.P. in *Canberra* and *Iberia* before coming ashore

CHIEF ACCOUNTANTS

Mr. M. D. Denchfield of the Chief Accountants Department was appointed Management Accountant (Group) on 1st May, 1968. He is responsible to Mr. T. P. Daly, Group Chief Accountant, for developing procedures throughout the Group for the production of Group Management information.



Beauty demonstration in Betafoods restaurant.

Beauty comes to Beaufort

Girls at Beaufort House—referred to by the Petticoat Lane vendors as the "best looking birds in the district"—were suddenly getting more wolf whistles than ever.

Reason: In May, two Revlon beauty experts, Buntie Saffrey and Beryl Oxley, visited the Company to give demonstrations and hints on make-up and skin care. The occasion was the P & O's first 'Beauty Night', organised by Mrs. Yolande Castle of Staff Department, and over 100 of the female staff from the City, West End, Plaistow and Dock Offices attended.

They were told that the first step must be to declare war on the old faithfuls 'soap and water'—utter ruin to a good skin!!

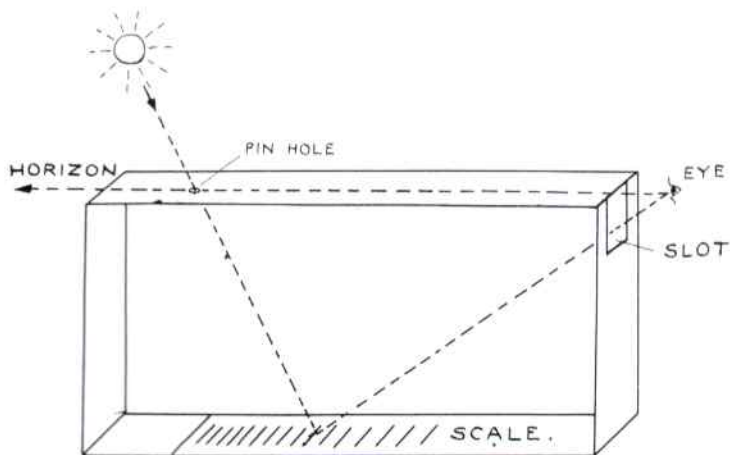
Miss Saffrey then described the basic skin-types explaining the correct remedies and treatments for each of the conditions—at the same time displaying the Revlon range of cleansers, moisturisers, toning lotions, and so on.

This was followed by a demonstration of evening make-up using a member of the audience as model. The correct procedure for a perfect and long-lasting make-up was shown, commencing with thorough cleansing and finishing with combined rouge and 'face-gleamer'. It was fascinating to watch the change and to see a new face emerge.

There was then an opportunity to put questions on individual skin problems. Finally, Management Secretary Mrs. Ruby Greening gave a vote of thanks and presented bouquets to Miss Saffrey and Mrs. Oxley who gave everybody a small bottle of Balmain perfume as a present from Revlon.

Illegal Navigation

by S. E. Evans



A sketch of the make-shift sextant made from a cardboard box

Corps H.Q. had assembled at Aldershot, and our destination had been kept secret until the troopship—the converted *Oronsay* (1925–1942)—was clear of Liverpool Bay. By deduction, we knew we were bound for the Persian Gulf, as courses of instruction had been put in motion on the languages of Arabia, Persia, and Hindustan, and on various military subjects deemed essential for campaigning in those regions.

My own contribution to this spate of learning was in the realm of maps, projections, and grids. From this developed a demand for a knowledge of the sun compass by enthusiastic potential drivers of armoured cars who already visualised themselves bounding over the deserts of the Middle East. Other navigational aids were discussed, and at night practical demonstrations in Star Identification were given to small groups that left the smoke-filled and brightly-lit lounge to grope their way through the black-out to the upper decks. In northern latitudes a start was made with the friendly Pole Star, the Great Bear, the Pointers, the Little Bear and the magnificent Orion.

Constellations

On its long haul around the Cape, the convoy zig-zagged far out into the Western Ocean and then turned south towards warm tropical seas. Polaris on each successive night appeared lower and lower and finally disappeared below the northern horizon. New stars and new constellations came into view, never before seen by most of us. Our celestial guide was now the Southern Cross—a disappointing cluster in the sparsely covered heavens above the South Pole.

Several peace-time yachtsmen asked for instruction in the art of astro-fixing, and were joined by the R.C. Chaplain whose interest was purely academic—for this kindly Jesuit had formerly been a teacher of mathematics, and the theories of the celebrated Marq St. Hilaire were no problem to him.

All this time I felt guilty of a breach of security. Lacking instruments, I was able, nevertheless, to fix the approximate position of the ship, because by virtue of my posting I was equipped with a Nautical Almanac.

At first I obtained latitude by measuring the altitude of the Pole Star with a pencil held at arm's length, and using the "pointers" as a scale. Later, getting a cardboard box from the Naafi, I constructed a primitive sextant, which I pushed outside the porthole at noon and found the altitude of the sun. Correcting this for declination gave a more accurate latitude.

Longitude was easier. Setting my watch to G.M.T. by the pips of the B.B.C., I timed sunrise and sunset and consulted the Almanac for the Local Mean Time of these phenomena. The difference of these times at four minutes per degree gave the longitude.

Commanders

Consoling my conscience about this illicit navigation I argued that if we had to take to the life boats (I had been nominated in charge of one of them) I would compensate for my ignorance of seamanship by at least knowing the direction of the nearest landfall. I added to my "war crimes" by entering the latitudes and longitudes in my diary. (The diary itself was an offence!) But I need not have worried over this, as the post-war book world has been flooded with extracts from the diaries of victorious and defeated commanders.

Some of the officers knowing of this clandestine knowledge, gathered around the large Mercator map of the world in the ante room, and to all appearances we were discussing global strategy. I waited for a convenient moment and put my finger on the position of the day.

In addition to these regular courses there were compulsory lectures which all were ordered to attend. One felt sorry for the lecturers making heavy weather of such dry matters as the duties of A or Q branch. The speaker on Army Law was lucky. His talk had barely begun when he was handed a note by a sailor. He read it, beamed, and said he had good news for us. The Chief Officer had sent his compliments and asked that the lounge be vacated at once as the bosun and his mates had to carry out structural alterations to improve the black-out!

One compulsory lecture was on the North West

Frontier by a Kiplingesque Brigadier of the old school. This old boy was one of those "and-er" speakers, and a sweepstake was organised on the number of times this hesitancy would occur. Three scorers were at the ready, and to ensure that justice was done and to give tone to the operation, an Assistant Judge Advocate General no less, was willingly co-opted. It is hoped that the worthy Brigadier never discovered what the industrious note-takers were really doing. Nevertheless, we enjoyed his account of those turbulent semi-independent States and his shooting parties with the Potentates.

Ordered to give one of these compulsory lectures I was fortunately able to choose the subject and elected to give some information on the Oilfields of the Middle East, and a broad outline of the mysteries of Oil Finding.

Not being "shop" the interests of my listeners was aroused, and at the end I was peppered with questions on every phase of oil technology. By great good fortune I managed to keep one jump ahead of my inquisitors. One questioner wanted to know how, and how long it took for oil to form. The first part I answered by stating the differing views of the experts and the latter half by a vague "millions of years."

I was unable to resist illustrating this by repeating the words of one of those orators that delight the crowds at the Marble Arch.

This speaker had given his audience a detailed account of the evolution of Man, starting way back with the nebula in space, moving on to the central sun, the plants and the earth, and running through the whole evolutionary gamut from life in the slime to the crowning glory of Man, prefixing each step with the phrase: "And after more millions and millions of years . . ."

Fascinated by his oratory and the droning repetitions of "millions of years" an enormous crowd had gathered by the time he got to his peroration, when he described the grand finale of all this travail through aeons of time culminating in the magnificent brain of Man "who now, in October 1930, is so intelligent that he expects some good out of the bloody Labour Government!"

The story of this anti-climax ended my compulsory lecture on a happy note which gave a welcome respite from the unspoken but very real anxieties which beset every one of us. For the B.B.C., which assisted illegal navigation with its time signals also gave us grave news of the continuous bombing of Britain, of naval and military disasters, of the rapid advance towards the Caucasus of the German armies and the sprawling of the Japanese over South East Asia.

The future was gloomy with the thoughts of toil sweat and tears. But each one faced them with whatever courage he possessed.

WHO'S WHO around the Company

In the last two issues we have presented a cross-section of people in the City and West End offices. We now begin to specialise, looking at one part of the Company at a time. Our original idea was to devote this page to the Docks, but because of the difficulty of locating all the people we want in one place at one time, we have had to postpone them to the next issue.

We have instead chosen the Freight Organisation. Broadly speaking, it divides up into three parts, Freight Marketing and Sales (responsible for filling the ships, i.e. selling our services and satisfying our customers), the Lines (responsible for operating the ships so they are in the right place at the right time) and Freight Administration (responsible for providing a fast and efficient documentation service to our customers and rendering freight accounts).

Management responsibility for the Freight Organisation rests with Messrs. K. Reynolds, J. G. Davis, R. Lamb and J. E. Playfair.

1 Jack Barnett



2 Freddie Bond



3 Thomas Coope



4 Joan Bonanate



1 J. E. F. Barnett—Dispatch and filing clerk, Freight Administration. Joined Company 1954.

2 F. A. Bond—Traffic Manager. Joined Company July 1929 as Junior Clerk in Import Freight Dept. Spent his career with P & O in Conference and Freight Departments.

3 T. J. Coope—i/c Transhipment and Forwarding Section. Joined Anderson Green & Co. 1938, served in forwarding department.

4 Mrs. J. Bonanate—Supervisor of Flexewriter Room dealing with Export Manifests. Joined Company 1964.

5 D. Durnford-Slater—Far Eastern Trade Manager. Joined Orient Line as Management Trainee in September 1958. After serving in agencies in Far East, Australia and on the Continent, returned to permanent post in Freight Organisation, London, June 1966.

6 Mrs. P. A. Baker—Secretary to Mr. J. E. Playfair, General Manager, and Mr. D. Durnford-Slater, Far Eastern Trade Manager, formerly Import Freight Department Secretary to Mr. M. S. Robinson. Joined Company August 1962.

7 A. G. Saunders—Export Cashier, Freight Administration. Joined Company in 1926 in Pursers Department at London and Tilbury Docks. Transferred to Freight Department 1930.

8 D. F. Griffin—Deputy U.K. Sales Manager. Joined Company 1935—Passenger Department, served for eleven years in Malta Agency and was formerly a canvasser in Export and Import Freight Departments.

9 J. E. Marshall—Co-ordinator for Japan Express Service, Far Eastern Line. Formerly Import Freight Department, Passenger Department, and was seconded to Aden Agency for several months.

10 J. Morrison—City Cargo Officer. Joined Company 1951 having served at sea with various shipping companies. After short spell in Correspondence Department was transferred to assist Cargo Superintendent.

11 Miss V. A. Jenkins—Shorthand Typist, Freight Administration. Joined Company 1965.

12 W. L. Holland—U.K. Sales Manager. Joined GSN 1936 on freight side, becoming Traffic Manager. Seconded to P & O Freight Department in May 1967 to take charge of canvassers. Joined permanent staff February 1968.

13 D. R. Trudgett—Assistant Far Eastern Traffic Manager; formerly Canvasser, Import Freight Department. Was Resident Clerk October 1961 to September 1963. Joined Company August 1951.

14 R. E. Dawson—Bill of Lading Section leader Freight Admin. Joined Company at Tilbury Docks 1930. Transferred to City Office 1940.



5 David Durnford-Slater



6 Pat Baker

7 Albert Saunders



9 James Marshall



10 John Morrison



11 Valerie Jenkins



12 Bill Holland



13 Dennis Trudgett



14 Raymond Dawson



Pandor News

FOOTBALL

Wednesday, 27th March, saw Pandor and Escombes clashing in the annual football match at Lee Green.

A hot, sunny afternoon, it was obvious that the fitter side would come out on top. And that's what happened.

After only three minutes play Pandor took the lead when right winger Tim Hawkins scored with a rising shot. This early goal inspired Pandor and five minutes later they went further into the lead when Escombes' goalkeeper, Carter, after beating out an Alan Breen shot, failed to cope with Hawkins who was on hand to push it into the net for his second goal.

Escombes fought back gamely and reduced the arrears during a goalmouth scramble through veteran Bert Wells. The fight back was thwarted however when just before half time Pandor's Brian Rawlings made it 3-1 after good work by Alan Breen.

The second half, although slower than the first, still provided plenty of thrills with Keith Robinson running through the middle to score Pandor's fourth. Escombe piled on the pressure again and it was Bill Lumbard who scored the final goal of the match to make the scoreline 4-2.

Cup Final

On the evening of Tuesday April 23rd Pandor met Maori in the final of the P & O Group Cup, at the Maori ground at Worcester Park. Although Pandor were the holders of the trophy, it was clear that Maori were the favourites judging from the pre-match speculators around Beaufort House. Pandor, however, refused to

be dismayed knowing that the team that gave most effort over the 90 minutes play would be the winner.

Straight from the kick-off, both teams strove for the early goal and there were several near misses at each end before play settled down. After 15 minutes of fairly even play, however, Maori took the lead when a defensive mistake allowed centre-forward Huggett to run through and score.

Pandor refused to be rattled by this setback and immediately laid siege to the Maori goal with Rawlings heading wide. The equalizer had to come, and with about five minutes to play before half time, right-winger, Pat Palmer beat three defenders near the corner flag and cut inside down the goal line before hitting a tremendous shot into the roof of the net.

The second half began as the first half had ended, with Pandor attacking from the start, but the Maori 'keeper Davis was in great form. Pandor steadily increased the pressure and with Mitchell and Robinson controlling the midfield, and centre-half Larthwell keeping a tight check on Huggett, the Maori attacks were few and far between.

Pandor's task was now to break down the tight Maori defensive screen and although there were several near misses, notably when inside forward, Breen, beat three men in a dazzling run on the left wing before shooting inches wide, the goals just would not come. The deadlock was finally broken, however, with ten minutes to go when Robinson broke free on the left and centred hard and low to the far post, where Pat Palmer, racing in, volleyed high



K. Robinson (second from right) beats Escombes' goalkeeper Carter for Pandor's fourth goal. Also in the picture are (left to right) Mulrooney (Pandor), Putland, Turley, Drakeley and Darnell

into the roof of the net.

This had a demoralizing effect on the Maori team and five minutes later Ray Wood clinched the match for Pandor when he blasted the ball home from well outside the penalty area for the goal of the match.

It must be emphasised that although this victory was a team effort, credit must be given to the Pandor rearguard of Mulrooney, Larthwell, Perry and Robbins, who remained calm under the early Maori onslaughts and finally blotted out their attack completely.

The team and spectators later spent a very pleasant evening in the Maori club-house, during which Mr Jim Davis, the Pandor Club Chairman, presented the trophy to the Pandor Captain, John Perry.

TEAM: Bob Bowne, Geoff Robbins, Rod Mulrooney, Trevor Mitchell, Stan Larthwell, John Perry (Capt), Pat Palmer, Ray Wood, Brian Rawlings, Allan Breen, Keith Robinson.

TENNIS

The 1967 season proved to be a very successful year for the Lawn Tennis Club. The Men's Doubles team came top of the Second Division of the London Shipping Tennis League and are therefore, promoted to the First Division for the 1968 season. This means twice the number of fixtures and stronger opposition, which should prove an interesting challenge for the team. Last season's team consisted of John Allen, Richard Esdale, Ivan George and Donald Giffin, who played six matches, won five, and drew one.

Last year also saw a greater use of the tennis facilities at Lee Green, several members playing on Sundays as well as on the weekly Club evening held every Wednesday.

Although the aim of the Club is to build a strong team of regular players, new members whether novice or expert will always be welcome and consideration will always be given to their training and integration within the Tennis Club.

THE NUT CASE



"WHAT WILL MR BUNYAN SAY..."



Jill Ford gets airborne to score a goal for Pandor. She is watched by Sue Rhodes (Pandor).

NETBALL

The annual netball match against Escombes was played on 27th March, and although Pandor lost, the team did not disgrace themselves.

From the beginning both sides played extremely well and despite Pandor notching the first goal, the score at half time was 8—6 to Escombes.

The second half was played at a slower pace, but Escombes went further into the lead and at the end the score was 18—9 to their credit.

DRAMA

Regular Play Reading sessions have been started in a private flat near Beaufort House.

Apart from a variety of interesting plays to read the evenings are also something of a social gathering. The first meeting was held in April and it is intended that whenever possible, they will take place in the third week of each month.

At the last meeting there were many new faces and anybody who is interested is urged not to be shy but to contact the Secretary, Miss Janet Withers in the Sea Staff Service Department.

Those who are concerned with back stage work and are not so keen on reading plays, should go along anyway, as they will be most welcome.

Personal News

HONOURS

We congratulate :-

MR. T. W. B. FIELD, Public Room Steward, *Oronsay*, on being awarded the B.E.M. in the Birthday Honours List, Jun 68.

MR. F. E. HARMER, C.M.G., Deputy Chairman, P & O S.N.Co. on being created Knight Bachelor in the Birthday Honours List, June 68.

CAPTAIN W. B. VICKERS, R.D., R.N.R., *Iberia*, on being promoted Commodore R.N.R., 11 Mar 68.

EXAMINATION SUCCESS

We congratulate :-

MISS CAROL SLATER, Freight Marketing & Sales Dept. on being awarded the 2-year Secretarial Prize for her class at the East Herts College of Further Education.

21st BIRTHDAYS

We send congratulations and good wishes to the following who celebrated their 21st birthday on the dates shown :-

MISS J. M. ATHEY, Correspondence Dept., 27 Feb 68.

MR. D. R. BAKER, Passenger Dept., 4 Mar 68.

MISS V. A. CORING, Passenger Dept., 19 Apr 68.

MISS E. K. ELLINGSEN, Cash Dept., 21 Apr 68.

MISS L. FERRIS, Passenger Dept., 16 Feb 68.

MR. J. R. GILBERTHORPE, Passenger Dept., 26 Apr 68

MISS M. HERMAN, Steamers Shops Dept., 8 Apr. 68.

MISS C. J. LINGHAM, W.J.A.P. *Oronsay*, 23 Feb 68.



The former Miss Anita Allen (ex-W.A.P., ex-Pursers Dept.) and Mr. Christopher Larkin (ex-4/O) after their marriage in *Surbiton*. They sailed off in *Orcades* a week after the wedding to start a new life in Sydney.

MISS H. J. PERRING, Computer Programmer, 2 Mar 68.

MISS B. SCANTLEBURY, Management Services, 4 Apr 68.

MRS. H. SEGAL, Accounts, 25 Mar 68.

ENGAGEMENTS

We congratulate :-

MISS J. M. ATHEY, Correspondence Dept., on her engagement to Mr. L. J. A. G. Preza of Lisbon, Portugal, 8 Jun 68.

MISS J. C. BRYANT, Passenger Dept., on her engagement to Mr. J. W. Powell, 6 Apr 68.

MR. J. H. BUY, Purser *Oronsay*, on his engagement to Miss Elaine Burton (ex-hostess) of West Ashford, Devon.

MR. IAN JOHNSON, 3rd Radio Officer, ex-*Chusan*, on his engagement to Miss Ruth Bryson of Belfast, 17 Mar 68.

MR. J. W. CORNISH, Statistics Dept., on his engagement to Miss E. B. Zielinska of Ealing, 23 Sept 67.

MISS MARGARET DAVIES, Public Relations Dept., on her engagement to Mr. Greg Hall, of Staines Middx., 8 Jun 68.

MISS BEVERLEY MORTLEMAN-LEWIS, ex-Public Relations Dept., presently of Reservations & Berthing Dept., Sydney, on her engagement to Mr. Tony Goldsmith of the same dept., 17 Apr 68. Beverley is the daughter of Captain E. A. W. Mortleman-Lewis, commander of *Ballarat*.

MISS VALERIE SMITH, Public Relations Dept., on her engagement to Mr. James Hazell, 8 Jun 68.



Mr. Leslie Wighton, Carpenter, receives his B.E.M. (awarded in the 1968 New Year's Honours) from Mr. J. P. W. Mallalieu, Minister of State, Board of Trade. With Mr. Wighton are his mother and father.

—Crown Copyright picture.

MARRIAGES

We congratulate :-

MISS ANITA ALLEN, ex-Pursers Dept. on her marriage to Mr. Christopher Larkin of Norfolk, 23 Mar 68.

MR. H. BELL, Barman *Orcades*, on his marriage to Miss E. W. Van der Es ex-WAP *Orcades*, at Rotterdam 25 Mar 68.

MR. M. de B. BENNETT, 2/O *Balranald*, on his marriage to Miss Kirsty A. Paterson of Sydney at Fleet, Hants, 30 Dec 67.

MISS CAROLE THOMS, ex-Sea Staff Service on her marriage to Mr. G. T. Dickins 4/O ex-*Cannanore* at Loughton, Essex 27 Jan 68.

MISS PATRICIA KILLASPY, Freight Marketing & Sales Dept. on her marriage to Mr. Ronald C. Baker at Camberwell, London 23 Mar 68.

MISS JANE LESTER, Management Sec. on her marriage to Mr. Gerald M. Lynch at Benfleet, Essex, 1 Jun 68.

Another *Balranald* wedding! Mr. and Mrs. Tim Wainman.





Mr. and Mrs. M. de B. Bennett after their wedding. Matron of Honour was Mrs. Rita Harrison, wife of the Chief Officer of Balrarnald, and Bridesmaid was Miss R. J. T. Bennett, W.J.A.P., Himalaya, sister of the Groom.

MISS JULIE OXBORROW, ex-Public Relations Dept. on her marriage to Mr. Brian Nash, 23 Mar 68.

MR. TIM WAINMAN, 3/O *Balrarnald*, on his marriage to Miss Robyn Lindsay of Pymble N.S.W. at Wimbledon, 27 Apr 68.

BIRTHS

We congratulate :-

MRS. GERRY ARUNDEL, ex-Pursers Dept., and her husband on the birth of a daughter, Cathrine Eve, 4 Jun 68.

MR. R. N. EATON, 2/O *Iberia*, and his wife Dinah on the birth of a daughter, Katie Patricia, 1 Mar 68.

MRS. C. A. HAYMAN, ex-typing centre, and her husband on the birth of a son, Paul Charles.

MR. RUSSELL HUDSON, Pursers, and his wife Carole on the birth of

Mr. G. T. Dickens, 4/O, and his wife, the former Miss C. V. Thoms, ex-Sea Staff Service and ex-W.A.P., after their marriage.



a daughter, Tanya Jane, 30 May 68. MR. F. T. W. MAJOR, Assistant Cashier and his wife Pamela, on the birth of a daughter, Angela Carol, sister to Wendy Anne, 22 Dec 67.

MR. J. E. MARSHALL, Far East Line, and his wife on the birth of a son, William Aldwin, 29 Jan 68.

MR. G. E. SMITH, Assistant Electronics Inspector and his wife Ines, on the birth of a son, Robert Ian, 29 Apr 68.

MR. D. R. TRUDGETT, Freight Marketing & Sales and his wife Yvonne, ex-WAP, on the birth of a son, Nicholas David Boughton, brother to Jonathan Mark, 20 Feb 68.

MR. P. J. WILDERSPIN, Reservations Sales Section and his wife Margaret, on the birth of a son, Simon Peter Harrison, 12 Apr 68.

MISCELLANEOUS

MR. F. J. LOVERIDGE, Pensioner, ex-Shore Gunner, Hong Kong, has resigned after 5 years with the Mandarin Hotel, Hong Kong, and gone to Australia for his retirement. His address is c/o Major and Mrs. Redding, Elfin Hill Road, Green Point, Gosford, N.S.W. 2250, Australia.

RETIREMENTS

BRUCKLAND, W. A. Chairman's Messenger, born 19 Nov 03, joined Coy May 20, ret. 30 Apr 68.

COPELAND, G. D., O.B.E., Head of Officers Dept., born 2 Feb 07, joined Coy. 21 Jun 27, ships include *Barrabool*, *Narkunda*, *Strathnaver*, transferred to shore 20 Oct 36, ret. 31 Mar 68.

DICK, J. B., Asst. Supt. Engineer, born 1 Dec 06, joined Coy. 17 Sept. 28, ships include *Stratheden*, *Cathay*, *Arcadia*, transferred to shore Nov 54, ret. 31 Mar 68.

DONNELLY, A. L. Superintendent Engineer, born 03, joined Coy. 27, ships include *Chusan*, *Strathnaver*, *Mooltan*, transferred to shore 56, becoming Supt. Engineer 62, ret. 31 Mar 68.

DOUGLAS, MISS D. Stewardess, born 15 Mar 08, joined Coy. 37 ships include *Comorin*, *Arcadia*, *Oriana*, ret. 10 May 68.

EVANS, R. L. Asst. Manager, born 16 Jan 07, joined Coy. 4 Aug 29,

ret. 31 Dec 67.

FAIR, A. G. Accounts Dept., born 1 Mar 03, joined Coy. Dec 17, ret. 29 Feb 68.

GOODALL, C. H. Stores Assistant & Port Relief KGV Dock, born 26 Jun 09, joined Coy. 3 Aug 34, ret. 31 Dec 67.

GUERNSEY, C. S. Manager Freight Administration Dept., born 8 Feb 05, joined Coy. May 26, ret. 31 Mar 68.

HITT, T. W. Chief Clerk, Marine Dept., KGV Dock, born 27 Mar 08, joined Coy. Jan 27, ret. 31 Dec 67.

JAMES, A. T. Public Room Barman, born 30 Jan 08, joined Orient Coy. 23 Apr 27, ships include *Otranto*, *Orontes*, *Orcades*, ret. 21 Mar 68.

KING, H. E. Barman, born 26 Jan 12, joined Coy 14 Apr 38, ships include *Strathaird*, *Strathnaver*, *Himalaya*, ret. 12 Jun 67.

KNIGHT, H. Supt. Engineer, born 3 Oct 06, joined Orient Coy. 2 Apr 46, becoming Supt. Engineer Dec 54, ret. 31 Mar 68.

LADLOW, L. K. Chief Steward, born 29 Apr 08, joined Orient Coy. 15 Sept 28, ships include *Orontes*, *Orcades*, *Cathay*, ret. 3 Jun 68.

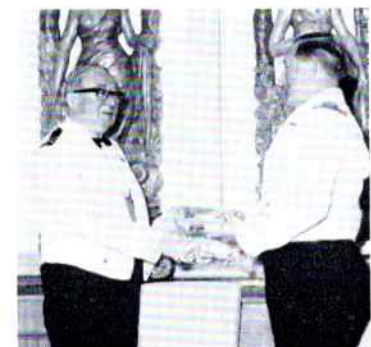
MAJOR, H. E. Cash Dept., born 22 Apr 08, joined Coy. Nov 22, ret. 21 Apr 68.

MILES, P. H. Purser, born 20 Nov 12, joined Coy. 26 Sept 29, ships include *Himalaya*, *Orcades*, *Orsova*, ret. 26 May 68.

MILLAR, W. C. T. Engineers Dept., Tilbury, born 3 Apr 03, joined Orient Coy. 1 Apr 25, ships include *Orcades*, *Oronsay*, *Orsova*, ret. 2 Apr 68.

MONK, J. D. Winchman, born 8 Dec 04, joined Coy. 29 May 51, ships include *Iberia*, *Arcadia*, ret. 30 Nov 67.

Captain F. B. Woolley presenting a cheque and souvenir clock to Chief Steward L. K. Ladlow.





Miss D. Douglas, Stewardess, with Commodore Clifford Edgecombe at the end of her last voyage on 27th April. At a small ceremony to mark her retirement, Staff Captain T. A. M. Lincoln presented her with a cheque and farewell present from the Ship's Company and Sports and Social Club.



Captain R. B. Nowell presents a picnic hamper to Purser L. S. Warren on behalf of the Officers and Crew. He was also presented a cheque—made out to his wife!



ME AND MY SHADOW—Mr. C. S. Guernsey at his farewell party

MOSS, W. Shore Boatswain, born 8 May 03, joined Orient Coy. 10 May 19, ships include *Orsova*, *Oronsay*, *Orion*, ret. 7 May 68.
 PEEK, V. S. Chief Butcher, born 15 Feb 14, joined Coy. 4 Jun 37, ships include *Strathaird*, *Mooltan*, *Iberia*, ret. 18 Feb 68.
 PLENDERLEITH, R. Chief Radio Officer, born 26 May 09, joined Coy. 10 Feb 54, ships include *Arcadia*, *Strathmore*, *Iberia*, ret. 9 Feb 68.
 RENALS, W. G. Second Baker, born 16 Oct 07, joined Coy. 17 Oct 50, ships include *Carthage*, *Iberia*, *Chitral*, ret. 23 Apr 68.
 RYALL, J. B. Passenger Dept., City, born 11 May 03, joined Branch Line Nov. 20, transfer to Passenger Dept. 1929, ret. 10 May 68.
 SARGENT, P. D.S.C., R.D., R.N.R. ret., Captain, Marine Superintendent, born 25 May 05, joined Orient Coy. 26 Jan 32, ships include *Oronsay*, *Orion*, ret. 31 Jan 68.
 WALTERS, W. W. Quartermaster, born 22 Aug 06, joined Coy. 8 Feb 46, ships include *Carthage*, *Arcadia*, ret. 24 Nov 67.
 WARREN, L. S. Purser, born 11 Jul 08, joined Coy. 23 Feb 27, ships include *Canberra*, *Iberia*, *Chusan*, ret. 11 Jul 68.
 WHITE, M. A. Messenger, born 14 Oct 01, joined Coy. 21, ret. 31 Dec 67.
 WISEMAN, W. C. Winchman, born 13 Dec 02, joined Coy. Feb 46, ships include *Mooltan*, *Chusan*, *Arcadia*, ret. 28 Dec 67.

DEATHS

ARTHURS, F. J. Chief Radio Officer, born 9 Dec 99, joined Coy. 1 Mar 54, ships include *Stratheden*, *Carthage*, *Strathmore*, ret. 8 Mar 64, died 15 Feb 68, leaves widow.
 BARRETT, R. G. Stores Dept., Branch Service, born 26 Dec 83, joined, Coy. 97, ret. 30 Apr 31, died 27 Apr 68.

BUCKNER, R. C. Barber, born 15 Aug 87, joined Orient Coy. 1921 ships include *Ormonde*, *Orama*, *Empire Orwell*, ret. 24 Jun 55, died 28 Feb 68, leaves widow.
 CAMPBELL, D. C. Engineer Commodore, born 27 Apr 02, joined Coy. 16 Jun 25, ships include *Arcadia*, ret. 21 May 62, died 3 Feb 68, leaves widow.
 FENNEY, V. H. Head of Freight Dept. born 22 Aug 83, joined Coy. Nov 05, ret. 31 Dec 50, died 11 May 68, leaves widow.
 FERGUSON, L. J. Chief Engineer, born 2 Nov 91, joined Coy. 20 Jul 14, ships include *Stratheden*, ret. 30 Nov 51, died 23 Feb 68.
 GREEN, M. J. Chief Steward, born 13 Apr 91, joined Coy. 7 Jan 13, ships include *Perim*, *Soudan*, *Ranchi*, ret. 31 Jul 51, died 14 Mar 68, leaves widow and son, Mr. R. M. J. Green, in Property Management.
 LESTER, F. W. Chief Steward, born 12 Aug 84, joined Orient Coy. 08, ships include *Orford*, *Otranto*, *Orion*, ret. 31 Dec 47, died 1 Apr 68, leaves widow.
 MELLONIE, J. C. Captain, born 3 May 97, after being trained in sail at H.M.S. *Worcester* joined Coy. 1 Apr 17, ships include *Allipore*, *Rawalpindi*, *Strathmore*, promoted Captain 10 Jun 43, first Command *Peshawar*, ret. 30 Jun 53, died 30 Mar 68, leaves widow.
 MURPHY, B. C. Chef, born 28 Dec 03, joined Coy. Feb 27, ships include *Himalaya*, *Stratheden*, ret. 31 May 63, died 26 Dec 67, leaves widow.
 PARKER, D. Y o M, born Nov 95, joined Coy. Sept 22, ships include *Chusan*, *Strathmore*, *Mooltan*, ret. 31 Dec 62, died 15 Feb 68, leaves sister.
 STOUT, C. Boilermaker, born 28 Nov 82, joined Coy. 9 Mar 06, ships include *Moldavia*, *Kaiser-i-Hind*, *Canton*, ret. 29 Feb 52, died 8 Apr 68, leaves widow.
 STUTCHBURY, F. B. R. 1st Refrig Engineer, born 18 Aug 90, joined Coy. 28 Aug 13, ships include *Narkunda*, *Strathnaver*, *Somali*, appointed M.B.E. Jun 44, ret. 31 Jan 55, died 3 Mar 68, leaves widow.
 SWEET, F. G. 2nd Linen Store Keeper, born 25 Sep 95, joined Coy. 15 Nov 29, ships include *Strathmore*, *Strathnaver*, ret. 22 May 58, died 18 May 68.

APPRECIATION

J. B. RYALL

Having joined P & O Branch Line at 32 Lime Street in November 1920, Mr. J. B. Ryall's first job was as a post-boy with Mr. A. H. Morris.

In 1929 (about a year before the Branch Line office closed and the work was merged with that of the P & O department at Leadenhall Street) he was transferred to the P & O office at Cockspur Street to handle any Branch Line enquiries received there. The following year, whilst on a voyage on the *Mongolia*, he was afflicted by deafness which became total and, as a result, changed to the Correspondence side of Passenger Department.

The experience and expertize gained in this ever unpopular aspect of the Company's work, made him particularly adept at dealing with complicated and awkward letters from 'difficult' passengers and he became a recognized expert in this art.

Far from being cut off from what has been going on around him it has always astonished his colleagues how much he has been aware of all that has taken place, not only in his Department but in the Company as a whole, and his 'foreknowledge' of events and changes yet to come has been truly uncanny.

G. D. COPELAND

Mr. George Dale Copeland, Head of P & O's Officers Department since its formation in 1962, retired on 31st March 1968.

Mr. Copeland was responsible for all P & O's Officer appointments. He joined P & O as a Fourth Officer in 1927 and in 1936 transferred to the Shore Staff.

In the war years he served in the Sea Transport Service and the Rhine Army and was awarded an M.B.E. in 1942 for his part in one of the Malta convoys.

In 1946 he was appointed an O.B.E. and awarded the Order of Leopold (Belgium) for his part in the Liberation of Brussels.

Mr. Copeland, who is 61, is married with one daughter and lives in Farnborough, Hants.

CAPTAIN P. SARGENT, D.S.C., R.D., R.N.R. (Ret'd.)

Captain Sargent, who retired as Marine Superintendent on 31st January, started as a Cadet in H.M.S. *Conway* and commenced his seagoing career with the *Clan Line*. Then in 1932, after obtaining his Extra Master's Certificate, he joined the Orient Line.

He came ashore in 1938 as Assistant Marine Superintendent and served with the Royal Naval Reserve in the War, during which he was awarded the D.S.C. On demobilisation in 1946 he resumed his duties as A.M.S. and after having command of *Orion* and *Oronsay*, was appointed Marine Superintendent, Orient Line in 1953.

In 1958 he was appointed A.D.C. to H.M. the Queen and 3 years later became Marine Superintendent (Maintenance) and Dock Superintendent, Tilbury. His

appointment as Marine Superintendent was made in 1966.

Captain Sargent has always shown an intense interest in ships and, as he puts it, "the people who drive them" and since he has served ashore his first consideration has been to those afloat.

In his younger days he was a keen motor-cyclist and vintage motor car owner—his many machines causing not a few humorous remarks from persons in the Docks.

JOINT SUPT. ENGINEERS RETIRE—JOINTLY

P & O's two Superintendent Engineers, Mr. A. L. Donnelly and Mr. H. Knight, retired on 31st March 1968.

Mr. Alexander Leo Donnelly was born in Belfast in 1903 and served his engineering apprenticeship with David Scott & Son of Belfast.

He joined P & O in 1927 as a Junior Engineer Officer and served all ranks to Chief Engineer.

He was appointed P & O's Assistant Superintendent Engineer (Tilbury) in 1956 and was promoted to Deputy Superintendent Engineer in 1958. He was made Superintendent Engineer in 1962.

Mr. Donnelly is married with two children and lives at Westcliff-on-Sea, Essex.

Mr. Harry Knight was born at Carnforth, Lancashire, in 1906, and served his apprenticeship with Vickers-Armstrongs Ltd., Barrow-in-Furness, entering their Marine Engine Drawing Office in 1927.

After war service in the Engineer-in-Chief's Department of the Admiralty, he joined the staff of the Orient Steam Navigation Co., Ltd., as Assistant Superintendent Engineer, becoming Superintendent Engineer in December 1954. He was associated with the machinery installation in all the post-war ships and was responsible on behalf of the Orient Line for the overall design of the machinery installation in the 42,000 ton liner *Oriana*.

After the P & O Orient merger, he remained responsible for the maintenance of the machinery of the above vessels, and, additionally, became responsible for the machinery installation in *Canberra*, 45,000 tons.

Mr. Knight is married and lives at Epsom, Surrey.

W. A. BRUCKLAND

Bill Bruckland retired in April after a lifetime with the Company. He had been Chairman's Messenger for the last five years, and before that had been on the Messenger Staff for many years, chiefly at the front door.

Having joined the Company at the age of 16½ in 1920 he served continuously until he was called up at the very beginning of the war. He was a Territorial with 312 Searchlight Battery, R.A. at Upminster, in which George Brier of Advertising also served.

Mr. Bruckland subsequently transferred to Movement Control and was stationed at Liverpool Docks. At one stage he was left in charge of the unit, being told that a new officer would be posted there later on. When the officer arrived, it turned out to be Frank Baty of Export Department, who retired two years ago.

Mr. Bruckland and his wife are going to live with their daughter in Essex. Bill, who is a great gardener, is already looking forward to taking care of the garden.

Sick parade

by O. L. Buggé

As *Corfu* finally cleared Keppel Heads and set course for Penang that August morning in 1939, the massed dark grey clouds of an approaching sumatra, or rain squall, loomed forbiddingly across our path. It presently engulfed us in a torrential down-pour which blotted out the horizon and set the scuppers brimming. In a way it was a portent of the future, of the baleful years of attrition that lay ahead; it also came to mark the end of a halcyon period for many of us on board whose lives had been spent in the East.

During the voyage we learned from the news bulletins that the dogs of war were being unleashed in all their rabid fury. The lengthening shadows of the coming conflict reached us at Port Said, when after leaving at dusk, we noticed that our hitherto brightly lit vessel was now shrouded in darkness, apart from her navigation lights, as she slipped, ghost-like, through the Mediterranean.

At Marseilles we heard that war had been declared, so that from Gibraltar, where some R.N.R. passengers were whisked off the ship, we zig-zagged our way far into the Atlantic with double look-outs and every precaution taken for emergencies, our life jackets never very far away. We arrived safely at Liverpool, which later we were destined to know so well, and as officials

came on board, we noticed that many carried what we thought were lunch boxes. We were soon made aware that these contained not sustenance but gas masks for protection against a contingency much grimmer than hunger.

Contrast

In due course I thought I should fulfil my duty and fight the King's enemies; so having been a volunteer in the Singapore Royal Artillery, I joined up as a gunner and found myself posted to a Light A.A. Battery at Sheerness. Here I found a marked contrast in the way of life of a volunteer gunner in Singapore and a real-life one amid the stark realities of war.

My amiable contemporaries and kindred spirits whom after parade on Mondays I used to join in the mess, and with whom I consorted on terms of friendship, were replaced by brothers-in-arms with a totally different background and outlook. The discipline was understandably more rigid and this I readily accepted.

A bleak and bare Nissen hut, shared with a dozen or so other men with whom I lived, ate and slept, took the place of my comfortable flat, congenial messmate, and attentive Chinese boy. In sharp contrast to the clean, bright Volunteers' Mess of yesteryear, with its complement of immaculate Chinese boys to wait upon us against a pleasing seascape background, was a dingy, cheerless NAAFI, redolent of stale baked beans on toast and cheap cigarette smoke, with warm effervescent McEwans beer served in misted well-fingered glasses by a moronic hatchet-faced barman, or a slatternly slate-voiced Amazon with the glare of a basilisk.

No boy cleaned my buttons and boots, or pressed my



khaki shorts; instead I polished my own overcoat buttons, and pressed my trousers beneath the palliasse of straw on which I slept, wrapped in rough Army blankets; and blanched again and again anklets and webbing equipment to the satisfaction of a lynx-eyed Sergeant Major.

Vantage point

Our gun-site was a sand-bagged emplacement over-looking the Thames Estuary and opposite Southend. It was from this vantage point that during my spells of duty I saw flotillas of mine-sweepers begin their daily and nightly sorties from the nearby Naval docks. Once we went into action as a stricken enemy plane sped low across our front, and we managed to fire off two rounds. The third, despite our constant drills, became jammed in the breech, and our Sergeant's strictures do not bear repetition.

One morning I awoke not feeling at all well, and although I made an attempt to get dressed, I had to return to bed where I thought that a matter of 24 hours rest would restore me to my usual state of health. However, I reckoned without Army Standing Orders.

One of my room mates reported me to the Orderly Bombardier who in due course came to inspect the body. After a brief scrutiny he departed only to return half an hour later to inform me, from the Sergeant, that I was to join the sick parade at 09.00 hours. For my part all I asked was to be allowed to lie quietly in bed and let nature take its course. However, the Army — and Sergeants — have their own immutable ways. If a man is sick he must go on sick parade. That's an order.

Rigid

So in the end, after being ill, somehow I managed to dress and make my own way to H.Q. where I wanly told the Lance Bombardier that I wanted to report sick. He replied that as it was now 09.15 hours I was too late to report sick, that I should have done so by 08.55 hours, and that I would have to report sick the next day. This seemed to me to be a too rigid interpretation of Standing Orders. I explained that, as I had been delayed on the way, I simply could not have reported by 08.55 hours.

"What would happen if I fell sick at 09.30 hours from some fell pestilence," I asked, "and could not report sick however much I desired to comply with Army Regulations? Would I have to wait until 08.55 hours the next day before I would get attention by reporting myself ill? Presumably I would be left to rot until some fatigue party removed my mortal remains and, I hope, buried me with full military honours."

"I dunno," he answered with the stolid unimaginativeness of his kind. "All I know is that you must report sick by 08.55 hours at the latest so as to be entered on the sick list." Helpfully he added that if I cared to go to the M.I. Room and ask the Medical N.C.O. to add my name to the list, I might be able to see the M.O. after all.

Accordingly I wended my way to the M.I. Room, which was on the other side of the parade ground, and reported to the Medical Orderly N.C.O. who by now had marshalled his motley squad of ailing personnel in roll call order for the ready inspection of the M.O. I explained

the purpose of my visit.

"What's your name and number?" he asked peremptorily.

I gave him the required information and he looked down the list.

"Not here," he said. "Better report sick tomorrow. Can't add your name to this list as it has already gone into the M.O. You can't see him today unless you can get your name on a supplementary list. You'll have to go to H.Q. for that and get the Orderly Officer to sign it."

Despair

I despaired of getting medical attention of a more tangible nature than that of being entered on some soulless Army form, and even that was proving elusive. As I had been ordered to report sick and was not feeling particularly well in any case, I decided to essay again the tortuous route to the M.O., so once more I appeared before the L/Bombardier at H.Q. I retailed what the Medical N.C.O. had said and could he please put me on to the supplementary sick list, the "Open Sesame" that would lead me to the M.O. that day. I was now a little weary and so far had accomplished nothing.

A List, Sick, Supplementary, M.O. for the use of, proved difficult to produce; apparently the stock had been mislaid. Whether or not a further search would have been successful will remain one of the unanswered questions of the war, for at that precise moment an air-raid alarm was sounded. While sirens wailed and guns boomed, adding their chilling cacophony to the clangour of our own alarm system, the entire H.Q. Staff, including my particular L/Bombardier, siezing tin hat and gas mask, vanished as if by magic to the air-raid shelter below. Spell-bound at such precipitate retreat, I was left, Ajax-like, to face alone the might of Hitler's Luftwaffe. Momentarily, it seemed, I was the calmcentre of some tornado that had suddenly burst upon us.

Returned

Clearly I was not destined to see the M.O. that day, so abandoning any such lingering hopes, I put on my tin hat and returned to my section. The Sergeant grinned understandingly when I explained what had happened, and as I was feeling better after the mug of hot tea we were given later while standing to, I resumed my battle against the King's enemies.

It is only fair to add that when, at another unit, I was taken ill suddenly with what was diagnosed as "febrile catarrh", an ambulance quickly transported me to the nearest Medical Reception Centre where I was given the comparatively new-fangled M. & B tablets to reduce my temperature. This time I received the M.O.'s immediate attention without undergoing the statutory sick parade with its concomitant list. My illness was short but sharp and I received prompt treatment which enable me to make a rapid recovery.

Apart from an accident on a motor-bike at O.C.T.U. when I had a stitch put into my upper lip, and various medical examinations, I had no occasion to make any further calls upon the Military Medicos, and I was fortunate indeed in being returned to civilian life in much the same good order and condition as when I began my war-time career.

THIS IS YOUR CLUB

It is hoped that the majority, if not all, P & O staff know all about the existence, aims and intentions of the Pandor Club. For some months the affairs of the Club have not been quite as active as we on the Committee would wish and it is our fervent intention to rectify this as much as possible.

However, for us to be able to do so, we must have the active interest and support, not only of all members but more particularly those who are best placed to act as "spokesmen" when it comes to passing on the news of our activities.

To explain this more fully, it should be realised that the Club thrives and is operated by three groups of people:

1. The Committee, which governs the Club and holds monthly Committee Meetings;
2. The Secretaries or Representatives of the 15 Sporting and Social Sections;
3. The Pandor Representative in each Department of P & O.

Attached to this article is a list of the names of those who are on the present Committee and also those who represent the various sections.

Recently a new membership book on the Pandor Club has been printed and this is given to all new P & O entrants who are encouraged to avail themselves of all the many direct or indirect advantages and enjoyments to be gained by joining the Club. Shortly after a newcomer has settled down in his or her Department, its Representative should extend a hand of friendship and by so doing personally explain the value of becoming a Pandor member. Having completed the necessary form, the Sectional Secretaries should welcome the newcomer to the sport or activity in which interest has been expressed.

From this moment onward, the more one "gives" the more one "receives". The Committee work hard in their endeavours to continue interest through arranging events for the enjoyment of all. But all their ideas and announcements can only be brought to the attention of Pandor Members, usually by written advice, through each Department's Representative. This is where that person plays his or her most vital part.

As mentioned in the opening paragraph, it cannot be over-emphasised how important is the part that must be played by the Departmental Representative. He must continually "advertise" the Club's activities and stimulate collective interest. He can and must report back ideas to the Committee at whose meetings far greater attendance is to be encouraged. All Sectional Secretaries should attend or be represented. If this is impossible a report on the latest state of their Section should be submitted for interest and discussion.

It would be misleading if one imagined that there is

little point in joining Pandor unless one actively participates in a sport of one kind or another. Admittedly team sports are well catered for at our most attractive Kidbrooke Sports Ground, but both on and off stage the Dramatic Society stimulates creative interest whilst a variety of credits emerge from under the banner of Entertainment. Theatre visits, weekend opportunities in Paris, purchasing facilities from many stores notably Goddard & Jenkins Ltd., Dinner Dances — all these opportunities and advantages are for the benefit of Pandor Members.

It is right and proper that a firm like ours should have a Sports and Social Club. It is equally right, proper and to be hoped that all will join it even if only an occasional advantage is to be gained. All senior staff, through being members, can set the example and all new entrants should be made to feel at home through the off-duty socialising of the Club.

The more members we have, the more interest will be stimulated and activity can be organised. The Committee and Officers of Pandor Club are extremely enthusiastic to do for you that which you want us to do. So please never be reticent in coming forward with your ideas and suggestions. Remember this is *your* club. It is constantly ready and available to provide you with the recreations you want — all it continually needs is keen and enthusiastic suggestions.

A.H.S.R.

President:	Sir Donald Anderson
Chairman:	J. G. Davis
Vice-Chairman:	E. W. Vowles
Hon. Treasurer:	L. E. O. Hermes
Secretary:	Mrs. A. Cope
Hon. Asst. Secretary:	A. H. S. Robinson

Section Secretaries

ATHLETIC CLUB

M. H. Parsons, Accounts, City

CRICKET CLUB

W. Laidlaw, Cruising, West End

DRAMATIC SOCIETY

A. P. Sherwood, Correspondence Dept.

FOOTBALL CLUB

G. Robbins, Freight Claims, City

GOLF CLUB

L. E. Kimpton, PR Dept., City

HORTICULTURAL SOCIETY

W. G. Fry, Freight Administration Dept., City

LAWN TENNIS CLUB

D. R. Baker, Passenger Dept., City

MOTOR CLUB

B. E. Martin, Accounts, City

SQUASH CLUB

F. W. Butt, Passenger Dept., City

SWIMMING CLUB

K. L. Mackenzie, Passenger Dept., City

TABLE TENNIS CLUB

J. Duranti, Accounts, City

NETBALL

W. A. Williams, Staff Dept., City

PHOTOGRAPHIC SOCIETY

Miss M. Mounch, Freight Administration, City

ENTERTAINMENTS COMMITTEE

B. E. Martin, Accounts, City

RUGBY CLUB

K. L. Mackenzie, Passenger Dept., City

We Hear that

SEAFARERS COMPETITIONS

Seamen and women with artistic and creative talents may once again compete against each other through the Seafarers' Competitions 1968, organised by the Seafarers' Education Service, London.

The competitions fall into three categories, literary, handicraft and visual. Prizes of £25, £10 and £5 are offered, and entry is open to all British merchant seafarers, fishermen and lightkeepers.

As readers will see elsewhere in this issue, Bill Bremner (A/B *Orsava*) won £5 for a poem he submitted last year.

The literary section covers essays, short stories, poems and articles. The essays should not exceed 2,000 words on (a) The Middle Watch; (b) A Place I Want to See Again; (c) Work Study at Sea; (d) The Unexpected, or (e) My Ideal Cabin. Any article suitable for *The Seafarer* may also be submitted.

The short stories may be on any theme, but not exceeding 3,000 words. The poems similarly may be on any subject, and not longer than 25 lines.

Art or handicraft of any description may be submitted in the second section, which includes painting, drawing, handicraft and art in general.

The visual section covers photographs, prints, transparencies and 8 mm. film. It is divided into two sub-sections. These are about ships and seafarers (black and white prints only) and nautical education. This latter sub-section is open to 35 mm. slides or 8 mm. films (about 50 feet in length) likely to "prove of value in nautical education".

Entries should be sent, stating name, rank or rating, permanent address, ship and owner (using one side of the paper only), to The Secretary, Seafarers Education Service, Mansbridge House, 207 Balham High Road, London, S.W.17, to arrive by 31st December, 1968.

P.S. AFTER 30 YEARS

The Rev. and Mrs. Stanfield have been regular passengers with the P & O for many years, dating from the time they lived in Hangkow. They gave the poem below to Captain R. E. J. Fox when they cruised last summer in *Chusan*. It was written by their two small daughters 30 years ago, with the last stanza added as a post scriptum by Mrs. Stanfield during the cruise:

Oh! It's fun to go on the P & O,
There's so much to do and see
You can ring the bell—if you're feeling well,
And order your morning tea.

There's a swimming pool to keep you cool,
It's really for grown-ups you know.
But at four about, some water's let out
So we children can have a go.

A nursery you find on the deck behind,
With plenty of books and toys,
And we ride away on a rocking horse gay—
It's lovely for girls and boys.

We see fish that fly as the ship passes by
And the porpoises leap up and play.
We once saw a whale, just its spout and its tail
Because it was so far away.

We go ashore at Singapore
And stretch our legs and run,
There are monkeys to see and there's Raffles for tea
Oh! we do have such glorious fun.

But the days go fast, it all ends at last
And Shanghai we reach once more,
Thank you Captain and crew, we are grateful to you
For landing us safely ashore

So we always go by the P & O
When we travel to far Cathay,
For East or West we know its best
And we'll travel no other way.

P.S. 1967.

Now the children are grown, and we travel alone
But the words that they wrote to amuse
Are still true today, and I'm sure we all say
That we're having a marvellous cruise.



*Captain Roberts
in his seafaring days.*

CAPTAIN ROBERTS ELECTED PRESIDENT OF M.M.S.A.

Newly elected President of the Mercantile Marine Service Association is Captain R. W. Roberts, O.B.E., D.S.C. The M.M.S.A. is the British shipmasters representative organisation which also administers pension funds and residential establishments on Merseyside for retired seafarers and their dependants.

Captain Roberts began his sea career in 1916 with Messrs. T. & J. Harrison's of Liverpool, transferring in

1929 to the Orient Line. He was awarded the Distinguished Service Cross for his services as Commodore of the assault convoy engaged in the invasion of Madagascar in May 1942.

He was then serving in the liner *Oronsay*, which later in the year was sunk off Freetown by a German submarine. All on board survived, with the exception of five men killed in the original explosions, although some of the passengers and crew spent up to nine days in lifeboats. For his part in the successful abandonment of the liner Captain Roberts was awarded the O.B.E.

Subsequently he had the satisfaction of commanding the *Oronsay's* post-war namesake, in which he was serving on his retirement in 1962. In 1949, he was seconded for service as technical adviser to the International Refugee Organisation, spending ten months on the Continent supervising the refitting of ships to carry refugees.

A Younger Brother of Trinity House, Captain Roberts comes from a family which for over 200 years has been closely connected with the sea, among his forebears being master mariners and sailing ship owners.



Young Australians with Captain E. Cowen. They are, left to right, (top row) Barry Bell, John Murphy, Tom Fearby, (bottom row) Ron Creagh, Gavin Riggs and Gerald Bennett.

TENTH TOUR BY AUSTRALIANS

The tenth party of Australian Young Farmers, winners of the annual P & O Canberra Award, sailed into Tilbury on Tuesday, 9th April, aboard *Arcadia*.

With their arrival, 60 Australian young men and women will have come to this country since the award began in 1959, to spend six months touring the U.K. to look at British agriculture and British life generally.

The 1968 award winners, selected as the top representative of the junior farmer and rural youth movement of each Australian State, are: Barry Bell, 25, from Horsham, Victoria; Gerald Bennett, 24, from Elizabeth Town, Tasmania; Ronald Creagh, 24, from Nungarin, Western Australia; Thomas Fearby, 26, from Gunnedah,

New South Wales; John Murphy, 25, from Memerambi, Queensland; and Gavin Riggs, 23, from Gawler, South Australia.

Gerald Bennett's brother John was a Canberra Award winner in 1961.

The six Australians were welcomed to London by the Lord Mayor, Sir Gilbert Inglefield, Sir Donald Anderson, chairman of P & O, and Sir Alexander Downer, High Commissioner for Australia.

The award winners visit agricultural and research establishments, tractor and motor manufacturers, wool processors and clothing manufacturers. They will also visit the Royal Farms at Windsor, the Royal Show at Stoneleigh and the Royal Highland Show at Edinburgh.

Examinations are taken at the end of the tour and the winner is awarded the P & O Canberra Scholarship. This provides for a course worth £930 stg. (\$A2,000) at an Australian university or college, or a cash grant of £700 stg. (\$A1,500) to spend on an agricultural project.

HIDDEN TALENT

Congratulations to our newly discovered bard in *Orsova*.

He is William Bremner, A/B, who has won £5 in the Seafarers Educational Service Poetry Competition. This places his "Sights and Sounds of Home" third equal.

Commenting on the entries the judge wrote, "What struck me was the gusto and technical skill of several entrants in the rollicking verse forms made popular by Masefield, Kipling and others—the kind of nautical balladry that might be compared to well polished brasswork"

"Mr. Bremner's simple and effective "Sights and Sounds of Home" struck me as the best of many entries which tried to set down some of the basic sentiments of the seafarer."

MENARD IN SEARCH OF MAUGHAM

Actors, of course, are notorious for living the parts of the subjects they portray. And biographers, judging from Wilmon Menard's latest exploit, seem to have much the same trouble.

Menard, the Honolulu author who wrote the best-seller *The Two Worlds of Somerset Maugham* sailed on 12th April for a round-the-world voyage to visit some of Maugham's favourite ports—Tonga, Las Palmas, Lisbon and Nassau.

To add to the Maugham flavour, Menard made the journey on *Canberra*. P & O was Maugham's favourite shipping line and the subject of one of his famous short stories: "P & O".

STIFF UPPER LIP

"Shipping offices are being closed by strikers—our turn may come any minute."

—telex from Dunkirk office during recent French troubles.

OLD BOB

By Navrig

Sometimes it is necessary to muddy the well of truth. The water remains, but truth which is always found at the bottom is not clearly seen.

For this reason some names have been altered and some changed, but the facts remain. Those who were there will know and remember. For those of today there is a message . . .

The Chief Officer was obviously fed up. As he addressed a working party of his crew I heard him tell them they were not sailors, but a bunch of nautical bank clerks. Later in conversation over a pre-lunch gin he enlarged on the subject stating that all the trouble was due to modern education. In his opinion there was not a character amongst them—they were all turned out from the same mould, thought the same things, and not an outstanding man amongst them.

Thinking over his remarks it dawned on me that there might be something in what he said. When I first went to sea as a junior Engineer, practically every Chief and many second Engineers in the fleet had nicknames which reflected on the character of the man or some episode in his career.

For instance, there was Stern Gland White, Aden White and Bully White, three different Chiefs with the same name but with widely different characters. Then there was a Robinson whose initials were W.C. He was a cinch for the one word which in many ways described him. Why one of the three Smiths was called Sposh I never knew but there must have been some reason. These are only a few of the nicknames, but the point is they were all men of character and different from the rest.

Gossip Sessions

These men and many others were the ones who were talked about when ships met in port and the Engineers got together and there is no doubt that if you were sent to a ship to serve under them, you knew exactly what to expect and I must say, you were seldom disappointed.

Mind you, they were not all tough and hard. Many of them were talked of with affection and at times even admiration. However, no matter where or when these gossip sessions took place there was always one name

which would crop up. It belonged to a man of character who took a fiendish delight in practical jokes. He was known throughout the fleet as "Old Bob". Whilst many suffered from his jokes and were made to squirm, they had to admit to the puckish sense of fun which made him think up some of the episodes.

As a comparatively young man he got the credit for one episode for which it has never really been proved that he was responsible. A few of the Engineers had gone ashore one night at Tilbury with the express intention of having a pub crawl in Gravesend, the object being to call at as many pubs as possible during the evening. Everyone knows that for sailors in a strange port the pub is the one place where they can be sure of a welcome. The evening went well and by the time they boarded the last ferry for Tilbury everyone was in a happy mood and old Bob was the life and soul of the party. Nobody was anxious to go back to a cold ship but there it was, the pubs were closed and this was the last ferry.

Shortly after departure from Gravesend some bright soul remarked that it would be a terrible thing if the ferry were to break down. "Damn soon fix that," said Bob, and without further ado he climbed through the door to the top of the boiler and proceeded to shut down the steam stop valve which served the two small engines. He was quickly in and out and as the engines started to fade away the somewhat apprehensive party quickly dispersed to the upper deck to await developments. They did not have to wait long.

The Master of the ferry soon realised that something was wrong, for the tide was on the ebb and in spite of frantic signalling on the telegraphs the ferry was rapidly drifting towards the open sea. The driver in the engine room was frantically trying to get the engines to work whilst the fireman was assuring him in no uncertain terms that the fires were burning brightly and the steam gauge was showing full pressure.

Suddenly the safety valves lifted, and with the roar of steam escaping up the waste steam pipe the ferry continued to drift. Needless to say, it took some time to sort out the trouble, and it is estimated (although as would be expected, the story grows with telling), the ferry was as far down river as East Tilbury before she got under way again. There was hell to pay on the ferry but the culprit could not be found for Bob was cute enough to throw his gloves overboard.

Accommodation

When he was second of the *Malwa*, the Chief Engineer was a real old worry-guts. He made Bob's life a misery by constantly watching him and wanting him to be in the engine room all the time. The engineers' accommodation was in the main deck working alleyway, with the Chief's cabin right at the engine room door, and Bob's cabin was at the other end of the alleyway. The idea being to have the Chief at one end of the accommodation and the Second at the other so the Engineers in between were at all times under close supervision.

The trouble lay in the fact that every time Bob left the engine room he was spotted by the old man, cross-examined about how things were and above all why he was leaving the engine room. No matter what the reason, he was always admonished by the Chief not to be too long on top but to get down again as soon as

possible and of course he watched to see that Bob didn't stay up top too long. Bob decided to do something about this sorry state of affairs.

Cabin furniture at sea is only three sided so that as it is permanently fastened to a bulkhead or partition a back is unnecessary expense. It so happened that the wardrobe in Bob's cabin and that in the Third's cabin next door were exactly opposite each other—back to back with the cabin partition in between. With the agreement of the Third a large hole was cut in the partition so that one could pass from cabin to cabin without using the doors.

All was ready and when the Third was on watch the plan came into action. He came out of the engine room and, as was expected, the Chief spotted him and started the usual questions. Bob ignored him completely and walked straight to his cabin. The Chief was really astounded and mystified at this and followed Bob to his cabin to find out what was wrong. When he got there the cabin was empty, for Bob had nipped through the hole and made his way back to the engine room. The old man's state of mind can be imagined. He had seen the Second enter the cabin but there was no doubt it was empty. Very mystified he returned to his own.

Giving the old man time to settle Bob once again came out of the engine room to be nailed as usual by the Chief. When questioned he completely denied having left the engine room only a few minutes previously. After this had happened a few times the Chief began to have serious doubts regarding his sanity. It was even rumoured amongst the Engineers that he had become T.T. in an effort to prevent himself going crackers.

It was of course a state of affairs which could not last, and eventually Bob had to allow himself to get caught. The Chief was so relieved to know that he was not going round the bend, that Bob was allowed to come and go without question for the rest of the voyage.

The old man kept away from the engine room for a time but one evening he advised Bob that he proposed to have an inspection the next morning, and that he expected everything to be in tip top order.

Bob did not like it. Here was the old man getting ideas again.

However, he decided to deal with this emergency and after consultation with the Chief Officer a quantity of bunting and signal flags were delivered to the engine room. When the Chief entered the engine room the next morning the handrails, ladders and bulkheads were decorated like a Christmas tree and there was a large WELCOME notice at the door. One look at this lot and the Chief turned on his heel and absolutely refused to enter the engine room. It was rumoured that for the rest of the voyage he only went below on stand-bys.

Another Story

Whilst berthed in the Royal Albert Dock Bob was persuaded by the Second of another of the Company's ships also in port at that time to go to the pictures. He had no time for pictures and such time wasting activities but there was no alternative—Bill Bowry was the only bachelor available and the only alternative to a lonely evening, so it was the pictures at the old Premier, East Ham. Having got settled in the balcony it wasn't long before Bob got restless and began to grumble at the nonsense being shown on the screen. He kept suggesting that they would be better in the Cock tavern across the street, but it was no good. For in spite of Bob's thirst, Bill was determined to have his money's worth.

Finally Bob decided to act. Gathering his hat and coat he left the seat and climbed to the back of the balcony. Having got there he called one of the attendants and complained that a dirty old man in the second row had been making improper advances to him and he pointed out Bill.

"Soon deal with that Sir," said the attendant, and called his mate from the other side of the balcony he explained the position.

Without further ado they pounced on Bill and almost as quickly as it takes to tell deposited him on the pavement where Bob was awaiting his arrival. Needless to say they adjourned to the Cock and by the time they had tried the Denmark Arms and the Black Horse they were on speaking terms again.

One could tell many stories about Bob and to the end of his life he remained a character. Years after the last episode I came under his influence, for he was my boss in another capacity and I had to work very closely with him. As always, if he liked you and you did your job he was a tolerant kindly man, but, you had to watch your step and several times by reason of his puckish sense of humour I was made to feel very hot under the collar.

Alas, he has gone now and the world is a duller place without him.

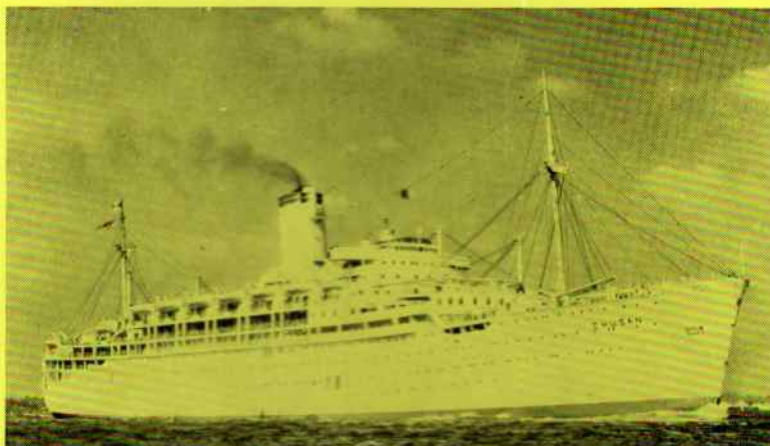
As Masefield said of a previous generation of sailors:

"They mark our passing as a race of men

We shall not see their like again."

Or shall we?





CHUSAN

(1950 —)

Eighty-nine years and two World Wars after the sale of the first *Chusan* came her present namesake, the third of the line. She was also intended for the Far East Service and was the largest P & O ship to be specifically designed for it.

Built in 1950 by Vickers-Armstrongs at Barrow-in-Furness at a cost of £3½ millions, she was the first large passenger ship to be fitted with stabilisers.

Starting her career with four summer cruises, she established a record for the Company's ships on 1st June this year when she sailed on her 100th cruise from England.

In 1959 she was the first P & O ship to make a round-world voyage. It was not until July 1963, however, that she first visited Australia. Two years later she was finally withdrawn from the Far East Service.

Since then she has concentrated almost entirely on cruising, both from England and Australia. In her 18 years' life, there was only one, 1963, when she did not appear in an English Season's Cruising Programme.

Carrying up to 451 First Class passengers and 541 Tourists, she has a crew of 577. Her service speed is 22 knots. Her gross tonnage is 24,062, and she is 672 feet 6 inches long and 85 feet broad.

The second *Chusan* of 4,495 gross tons, had accommodation for 109 First Class and 44 Second Class passengers. She had an undistinguished but highly successful career during 22 years' service (1884-1906) on the India and Australia run.



P & O S. N., Co

P & O Lines Management Ltd

P & O Lines Passenger Services Ltd