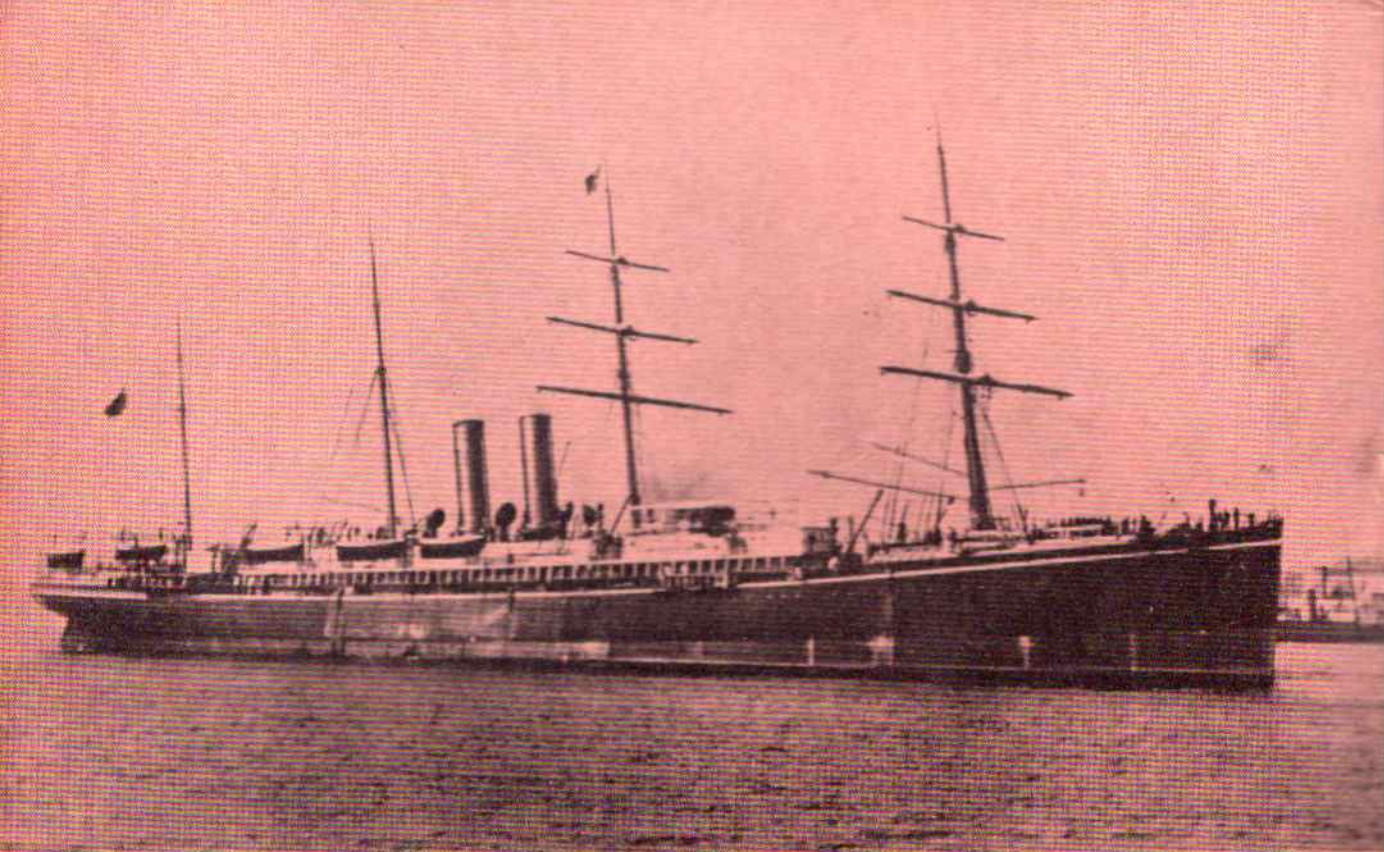


# About Ourselves

No.31 March 1970





## Arcadia (1)

The first *Arcadia* was a two funnel, single screw, steamer rigged as a four-masted schooner built by Harland and Wolff of Belfast.

She was the last of the four jubilee ships built in 1887, an exact sister of *Oceana* and slightly larger than *Victoria* and *Britannia*. She was launched on 17 December of that year and made her maiden voyage to Australia from London on 1 June 1888. On her arrival at the Royal Albert Docks she was the largest ship, with the exception of the *Great Eastern*, ever to have navigated the Thames. She was 468ft in length b.p., 52ft broad with a depth of hold amidships of 34ft. Her gross tonnage was 6,362 (later increased to 6,603) and her triple expansion engines developed 7,500 IHP for a speed of 16 knots.

She had accommodation for 250 first, 150 second class passengers and space for 4,000 tons of cargo.

Her first Captain was W. B. Andrews ("Bo'sun Bill"), who figured prominently in the book "P & O Pencillings".

*Arcadia* was present at King Edward VII's coronation naval review of 1902, while in July 1904 when she was at Bergen, the German Imperial yacht arrived. Being accorded appropriate honours by *Arcadia*, the Kaiser showed his appreciation by making an inspection the following morning and wrote, in English, his comments on a copy of a letter to the *Times* on the subject of navigation. (This letter is in the Archives.)

*Arcadia* remained a favourite on the India and Australia run until 1911 when she was transferred to the Bombay-Far East service. Shortly after the beginning of World War I she was sold to Eastern buyers and later broken up in Bombay.

# From the Chairman

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

Another AGM has been and gone. It is a pleasant enough affair for most, not particularly exciting perhaps, but an opportunity—for stockholders, to make views known; for those who have retired, to meet some of their old friends; for anyone who wants to practise his public speaking; for one or two to ride their particular hobby horse. But to the Chairman it is more than that. It is always the milestone that marks the passing of each year, but it sometimes turns out also to be an opportunity for him to expose his ignorance of something he ought to know about, to make a fool of himself without really trying, to give a wrong impression on some matter which the Press will pick up. Do not therefore despise him if he admits to heaving a sigh of relief when it is over, whether he has avoided those pitfalls or not.

I don't know how many of you read the Directors' Report and Accounts, or my speech to the AGM. If you are not in the habit of doing so, I suggest you try this year. I don't pretend that either are the lightest bedside reading you can find, but for anyone who is interested in the Company and its future—and by association, his own—these two papers contain a great deal that is not easily to be found elsewhere. They contain a vast array of figures and information, and they record much that has happened within the Group during the year. They give some idea, but no detail, of course, of the range of activities covered by Group companies. The amount of space given to our various operations is not perhaps "fairly" balanced. There is an emphasis on new developments, which are probably small and contributing very little, whereas it is our existing businesses, in which far more capital and people are involved, which have produced the Group profits but don't seem to rate much mention. To some extent this is inevitable. Stockholders want to know in which direction the Group is going, and so they must be told what the new developments are. The old they know already.

In fact, of course, no one gets nearly as much notice for his labours as he deserves! For instance, to those responsible for some new development, a brief report that a new subsidiary Company X has been formed to undertake this or that, seems poor recognition of all they had to do to achieve this. They recall that the purpose of the venture was thought up by someone—discussed, criticised, broadened, narrowed, and finally carried through to a decision to work on it. A market survey followed, and it needed outside help, which had to be chosen, and hired, and briefed, and consulted and advised. The financial aspect was crucial. Good ideas alone butter no parsnips. What was the outlay, and what the estimated return? This turned out to be insufficient. It had to be improved, and after more thought and investigation it was improved. Now, where was the money to be found? What were the tax implications? And at this point the commercial investigation suggested that we should do better with a partner, who happened to be foreign. This threw up a whole new series of problems, first arising from the implications of partnership, and then from the complications of two different tax systems. By now someone had to be found to run the embryo Company, and then he had to be provided with a Company to run. The Company needed a name, and anybody who has tried to get common agreement on a name knows what passions can be aroused by this innocent task! There was need also for a Board, an office, and a staff. The Company then needed a ship, which had to be designed, contracted for and built. After which it must be operated and manned. I could expand a list of tasks that had to be carried out almost indefinitely. But I think I have shown at least that the words "Company X was formed to undertake this venture" is not an extravagant recognition of what was actually done. The fact that in practice we must be content with the feeling that we have helped to achieve something, and that we are not ashamed of the result.



# About Ourselves

No. 31 MARCH 1970

## Contents

- 1 Index
- 2 Company News
- 5 Group News
- 8 Letters to the Editor
- 9 Newsdesk
- 11 The Story of a Portrait
- 12 Ship News
- 16 We Hear That
- 20 From Abroad
- 23 Personal News
- 24 Obituaries
- 25 Boeing Boeing
- 26 Who's Who

## MAGAZINE SUPPLEMENT

- 28 The Trial of Candia
- 31 Kyoto
- 33 Pandor Club Room
- 34 History of Group Companies No. 3—The Eastern & Australian Steamship Company Limited
- 37 Adventures on the East African Railroad
- 40 Contract Bridge
- 41 A Memory of the Khyber
- 44 Hunt for a Name Nos. 3/4 —The Cotswold and The Heythrop
- 48 Crossword

Cover (outside): February sunshine in the Royals. STRATHCONON loads bagged cargo for the Far East whilst at her berth in the Royal Albert Dock.

*All articles and illustrations in this Journal are copyright and must not be reproduced in part or in full without permission. Editor—M Minter Taylor, Assoc. B.A.I.E. Printed in England by Colibri Press Ltd. Hackney, London E.8*

---

# Company News

---

## SOUTHAMPTON

On 14 November 1969 a buffet luncheon party was held on board *Arcadia* in Southampton to mark the transfer of P & O Lines Passenger Operations to Southampton and the set up of their own organisation in that port.

The function was attended by the Mayor and Sheriff and 150 guests, representing organisations in the Port and City of Southampton.



The Mayor being received by Mr R. M. Thwaites, Chairman of P & O Lines Ltd. watched by Commodore J. D'Oyly Green.

In 1451 Henry VI conferred upon the Mayor of Southampton the dignity of Admiral of the Port. The Mayor was accorded many privileges but over the years these were gradually discontinued. It was not until the Coronation in 1953, however, that the Royal Navy dropped the courtesies of piping aboard the Mayor as Admiral. *Arcadia* revived this custom when the present Mayor, Alderman Mrs H. K. Johnson arrived on board.

## FAREWELL SOUDAN

The 9,080 tons gross P & O cargo liner *Soudan* has been sold to Mitsui & Company

Ltd. for breaking, and was delivered to Kaohsiung on 24 February.

This vessel was taken over by the Company in March 1948, manned with a crew of 101, accommodation existing for 10 passengers.

## NEW AGENCY IN PHILIPPINES

P & O Lines have appointed Soriamont Steamship Agencies of Manila as their passenger agents in the Philippines in succession to their previous agents Smith, Bell & Co. The appointment took effect from 1 January 1970.

In an endeavour to rationalize our overall agency arrangement in Manila this move is concurrent with the transfer of our freight representation from Smith, Bell & Co. to Soriamont Steamship Agencies.

Although the calls of our passenger ships are fairly infrequent there is much interest in the Philippines by travellers from abroad and a growing market of Filipinos who travel.

## SHOWING OFF OUR SHIPS

Each year we receive hundreds of requests from members of the public, clubs, and schools, asking for the opportunity to visit a P & O liner.

Up to now, visitors' day was always held 2 days before sailing and an average of 70 people saw round a ship on that day.

In order to accommodate as many visitors as possible, a new type of visitors' day was tried out for the first time on *Oronsay* on 15 December 1969.

Twice the number of visitors toured the ship on the day before sailing—when she was all "spick and span". They were accompanied by Head Office staff who answered questions on bookings and fares.

To give them a complete picture of ship-board life visitors were shown our new film "Run Away to Sea" in the ship's cinema. Arrangements were also made to provide a tea service in the passenger reception hall.

Visitors provide us with many bookings; it is in our interest to look after them.



DUTCH RECRUITING CAMPAIGN  
A party of newly recruited Dutch W.A.P.s visited Arcadia in Rotterdam on 15 November. From left to right: Captain D'Oyly Green, E. van Gent, J. M. Korff, M. Koopman, K. Meyer, K. H. Fernink, G. Wubboits, G. Poll, F. Kohler, S. de Rijke, L. Moerman, H. Verhoef.

## MARKET RESEARCH

During the past year over 10,000 P & O Lines passengers have completed questionnaires whilst on board ships, as part of the Company's market research programme. The main objective of the programme is to find out what motivates people to travel by sea and their attitude towards P & O.

The Company is currently carrying out a global market research plan. The purpose of this plan is to achieve consistency in research topics amongst overseas areas. The plan was initially drawn up to cover a 5 year period—the maximum time that should be allowed to elapse before studies are repeated. However, the studies themselves will be reviewed at least once a year to ensure that priorities still apply. Market research is essential to planning. With it we can be more certain of who our customers are, where they live, where and when they want to travel, and at what price; and who our future passengers will be. Without market research we would have to operate on guesswork. No company can operate on guesses.

## "LAUGH IN" FOR 1970

Agents throughout the country are talking about P & O's new style sales presentation. Based on BBC2's Rowan and Martin

"Laugh In", it presents P & O's sales plans in a hilarious style never before used by the Company.

Mr Len Stuckey, our Passenger Sales Manager, wanted to get away from the traditional type of audio visual sales presentation that one sees so much nowadays.

Len, together with Richard Esdale and other members of our Sales team have toured the country showing the presentation at 15 locations during November and December to an audience of 1,400 agents. Apart from P & O's overnight showing on board *Orsova* to their top hundred UK Agents, the areas covered were Bristol Southampton, Birmingham, Nottingham, Cardiff, Glasgow, Edinburgh, Durham, Leeds, Liverpool and Manchester, finishing with two shows in London.

To cap a highly successful 1969, Len Stuckey has been appointed Vice Chairman of the City of London Travel Club and we all wish him luck in this capacity.

## MR K. REYNOLDS

Born at Newcastle in May 1925, Mr Reynolds joined P & O in August 1950 after attending Caius College, Cambridge, and seeing active service as Captain in the Royal Signals from 1943-1947.

Commencing his career as a Management



Mr K. Reynolds

Trainee, he was soon posted overseas and served in Calcutta, Singapore and Hong Kong, returning to the UK in 1955. Two years later he was appointed Assistant to the Management, and in 1959 Assistant Manager. He was promoted Director of P & O Lines Management Limited in May, 1962.

Mr Reynolds leaves us to take up an appointment with OCL.

#### **COUNTY CHAMPIONS VISIT CANBERRA**

Glamorgan County Cricket Club, last year's county champions, presented a club plaque and cap to *Canberra* on 12 January.

A party of thirty made the visit from South Wales which included Tony Lewis, the club captain, other players in the team, committee members and representatives on the ground staff.

New members of the staff may like to know that aboard *Canberra* we have a miniature cricket museum and among the exhibits are 200 club ties, many International and County cricket caps, bats, balls, and stumps from famous games.

There are also a series of caricatures of D. R. Jardine's famous 1932 Test side, drawn by Arthur Mailey when the team travelled to Australia in the old Orient Liner *Orontes*.

Many other items make up the exhibition and the Tavern Bar, which houses the collection, is always a popular meeting place for young and old cricket enthusiasts.

#### **KEEPING PASSENGERS HAPPY**

During the 1969 UK cruising season P & O Lines booked a total of 158 acts to entertain passengers on board ship. This represents 272 actual entertainers.

Apart from the more usual type of act, such as singers, bands, and pianists there were many whose routine was more unusual. For example, beauty lecturers travelled on seven cruises and bridge lecturers on six. On two of the cruises we had a rose lecturer and there was even a lecturer on wine who travelled several times during the season.

Although thousands of pounds are spent on shipboard entertainers, it is money well spent if it enables passengers to have an enjoyable cruise.



Tony Lewis Glamorgan's Captain presents the County Plaque to Captain Riddelsdell aboard CANBERRA.

# GROUP NEWS

---

## P & O

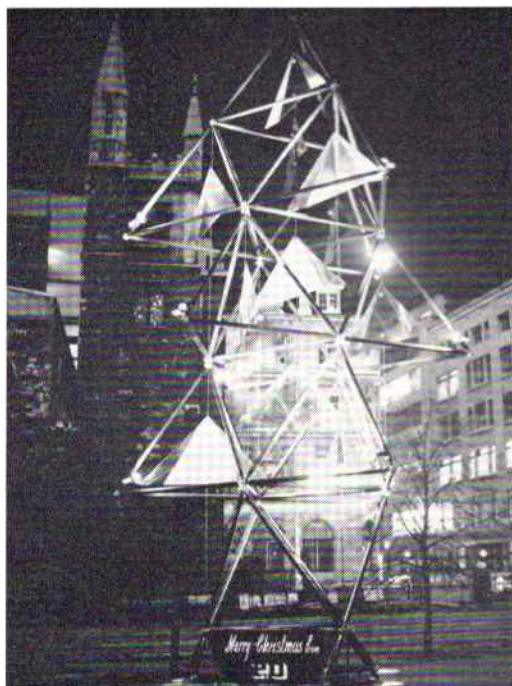
### PARENT COMPANY ACQUIRES INSURANCE INTERESTS

Negotiations have been completed to acquire the entire share capital of the Bishopsgate Insurance Company Limited from the Mobil Group of Companies.

The new Board of Bishopsgate Insurance consists of Mr C. A. W. Dawes (Chairman), Mr N. H. Matthews, Mr J. Mitchell, Mr L. J. A. Collins, and Mr W. E. Ford, who, in addition, continues as General Manager.

P & O is developing the operations of Bishopsgate in both the UK and Australia and continuing the Company's close association with certain areas of the insurance programmes of the Mobil Group Companies.

The P & O SN Christmas tree.



### "MOD" DECORATION

A Christmas tree with a difference was switched on outside P & O Building prior to the start of the festive season.

This spider-like construction, made up of some 69 galvanised steel tubes, had no coloured lights attached to it, no holly or mistletoe, just a sign wishing all passers-by a Merry Christmas and some spotlights which were directed on to a number of spinning triangles.

## BI



Captain J. Plant welcomes a guest aboard ARAMAC.

### REUNION PARTY AT TOKYO

Meitetsu World Travel Inc., a leading travel agency, who have been successful in promoting Japanese traffic on BI's Educational Cruises, contacted the British India Company stating that members of four past groups were interested in holding a reunion party.

As it was not feasible to stage such a function on a BI cargo ship, a proposal was submitted through BI to E & A for the use of *Aramac* when she called at Japan last November.



Guests assemble in the Smoking Room aboard ARAMAC after Luncheon.

The idea was approved and a total of 70 guests attended, including Mrs Tama Morita, a former Member of the Japanese House of Councillors. Mrs. Morita was a guest lecturer on one of the first BI Educational Cruise groups from Japan.

After a most successful lunch reminiscences were exchanged, the guests gathering in the Smoke Room, where the party ended in the late afternoon.

Government for the part played by his ship, the 8,200-ton *Arakawa*, in an international rescue operation following the sinking of the Japanese freighter *Shoka Maru* off Taiwan last year. Captain Murdoch now commands *Arafura*, a vessel of 8,775 tons.

J. T. Brown, Managing Director, Mackinnon, Mackenzie & Co. of Japan Ltd., holding the official commendation with the recipient of the award, Captain A. J. Murdoch.

## Duncan Wallet

### £ $\frac{1}{2}$ MILLION NEW PREMISES

Early in December Duncan Wallet announced that they are to move from their London base to Basingstoke in 1971. The Company, which supplies everything from food to custom built furniture to ships around the globe, has acquired a 9 $\frac{1}{2}$  acre site in the new Houndmills North area of Basingstoke. On it is to be built an integrated office, warehouse, distribution and manufacturing complex at a cost of about £500,000.

Basingstoke, although inland, is an ideal distribution centre particularly for London and Southampton. Their move will enable them to consolidate their position as leaders in this highly competitive field.

## E & A

### AWARD FOR CAPTAIN

Captain A. J. Murdoch was awarded an official commendation by the Japanese



## EUR

### BOARD APPOINTMENT

Early in January Mr Donald E. Grover, General Manager of European Unit Routes Limited since its formation in 1968, was appointed to the Board.

Prior to the formation of EUR, Mr Grover headed the research and development team of the parent company General Steam Navigation Company Ltd., and for the



Donald E. Grover.

twelve months prior to the commencement of EUR operations, was engaged in the study of Unit Load movements between the UK and the Continent.

The further expansion of EUR during these past two years has been somewhat held back by the unfortunate problems surrounding the O.C.L./A.C.T. Tilbury Container Terminal.

Likewise the adverse publicity on Tilbury has in no way inspired Freight Forwarders to concentrate exclusively on the Port—despite the fact that the labour relationship at 43 Berth, Tilbury, is extremely good.

## GSW

### SILLEY COX—REPAIRS AT SEA

Demand for on board emergency ship repairs at sea has shown a steep rise according to Silley Cox and Company, ship repairers and engineers of Falmouth.

In the early autumn a team of men was sent out to the *Rowanmore* in the English Channel to carry out major boiler repairs.

### NEW INSTRUMENT CONTROL SECTION

The Editor has also heard that Silley Cox and Company are developing an Instrument and Control Section in their repair yard to cater for the increasing demand for an efficient marine automation service. The increasing use of automation within the industrial and marine fields necessitates a comprehensively equipped department which is able to provide facilities

for the re-commissioning, repair and maintenance of a variety of instruments.

It is anticipated that Silley Cox will eventually be able to offer their facilities to Government and Industrial concerns in the South West.

### KORT PROPULSION—DIRECTOR MAKES WORLD TOUR

Mr T. E. Hannan, Director and General Manager of Kort Propulsion Co. Ltd., left London during the latter part of October at the start of an eight week world tour which took him to the Far East, Australasia, United States and Canada.

During his tour, Mr Hannan informed the agents and clients of Kort Propulsion of a patented improved form of nozzle which has only recently been developed.

Mr Hannan also represented the Design Group, which was recently formed within R. & H. Green and Silley Weir Ltd., offering general marine design services, based upon years of experience in this field.

As well as designing and supplying Kort nozzles for tugs, trawlers, coasters and other similar craft, Kort Propulsion supply propeller designs and offer technical assistance on all problems of ship propulsion.



The excavator being lowered into her allotted position aboard DORSET.

## NZS

### EXCAVATOR SETS SAIL FOR THE ANTIPODES

A 24-ton unpacked Ruston-Bacyrus Excavator was recently shipped aboard the 7,800 ton liner *Dorset* bound for New Zealand.

# Panocean

## APPOINTMENT OF DIRECTOR

Mr Michael Duncan Penney has been appointed a Director of Panocean Shipping & Trading Ltd., the Company formed early in 1969 by P & O and the Ocean Steam Ship Company Ltd.

Mr Keith Reynolds has resigned from the Panocean Board to take up a new appointment with Overseas Containers Ltd. as Director in charge of the Far Eastern Trade Division.

Orders for four vessels each of about 24,000 dwt. are at present being built by Cammell Laird & Co. (Shipbuilders & Engineers) Ltd. of Birkenhead with delivery to commence in August 1971, as reported in the June edition of *About Ourselves*.

# Trident

## KEEL OF FURTHER GIANT TANKER LAID

Recently the keel of a further 215,000 ton tanker, *Ardvar*, was laid at the Chiba Yard of the Mitsui Shipbuilding & Engineering Company Limited of Japan being scheduled for delivery in June of this year. Building Superintendent Mr G. P. Kiernan represented Trident at the ceremony which was preceded by traditional Shinto religious rites. Mr Kiernan and Mr K. Kato, President of the Mitsui Shipbuilding & Engineering Company of Japan Limited, painted their initials on the keel before the two sections were electronically welded together.

When all four tankers of this class are completed, Trident's fleet will operate approximately two million tons dwt. of shipping making the Company the country's largest independent tanker operator.

---

## Letters to the Editor

Computer Programmers' Bureau  
Management Services Division  
P & O Lines  
Beaufort House  
E1

Dear Sir

It was most interesting to read your article about the *Orcades*. In 1940 I travelled with my mother and brother to Australia in the *Orcades*. We had a fairly pleasant trip but the only thing I remember of it was that our steward, with great patience, managed to teach me how to tie my shoe laces! In October 1942 we set off from Bombay in the ss *Maloja* in order to return to England. At Karachi we collected a number of Poles who had spent a generation in Siberia and who had walked out across Russia. It would be interesting to know what happened to them. When we reached Capetown the *Orcades* had just left, so that when she was torpedoed we were able to pick up some of her survivors, also two or three boats, (alas, rather empty), from a Greek vessel. The morning after we had picked up the *Orcades'* boats we were called with tea by our same old friend the steward, who happened to have been allocated to our deck. The remainder of the voyage was extremely eventful as the Germans never left us alone for long, and only a few of the convoy reached England. We were among the lucky few who did, but were treated to a big air-raid our first night in Liverpool.

Although only 8 years old I witnessed many of

these events as we were at boat-stations most of the time.

Curiously enough we still regularly see several other passengers from that trip of the *Maloja*. I should think that the length of the journey, and the perils of it, had something to do with that.

After the war, my mother and another brother travelled to Australia for a visit and returned on the *Orcades*: I think it was the second half of her maiden voyage, as they arrived here in February or March 1949.

Yours faithfully,  
N. J. Hodson

Dear Editor

The following was printed in a recent Sydney newspaper article and displays, I feel, the implicit faith that the travelling public has in P & O:

"On the xxxxxx travelling between Tahiti and Sydney on 29 December the International Dateline was crossed making the next day also December 29. A little old lady on board was still unconvinced even after the ship's Staff Captain tried to explain it all. As she left the office she was heard to say tartly 'This would never happen on a P & O ship'."

Yours sincerely,  
I. R. Jones,  
Deputy Purser  
ss HIMALAYA

# NEWS DESK

In an endeavour to obtain topical news coverage, the Editor considered the possibility of the appointment of news correspondents around the world.

This idea is in its infancy but it is hoped that by the time that the June edition is published, a network of journalists will have been set up, forwarding the latest news from their own spheres of influence. Any readers who would be prepared to act as correspondents for their own area are invited to contact the Editor who will be only too pleased to furnish full details.

## FOREIGN CORRESPONDENTS

A. V. K. Murray, Japan  
R. W. Wilson, Hong Kong

## Hongkong

What a good idea for *About Ourselves* to appoint correspondents around the world. In Hongkong, Roger Wilson gets the job, but he is on leave and therefore cannot do his stuff for the March edition.

It was a sad occasion when *Chitral* sailed homewards on 1 January 1970, the last of the regular passenger ship sailings to UK. At the same time, it was a cheerful scene with the ship looking very smart, streamers from the decks, and a full Gurkha band to play the ship away. It was also possibly the last time in Hongkong for Captain Cowen because he said he expected to go to *Arcadia* which is not presently programmed to call in Hongkong in 1970 or 1971, and he will be retired by 1972. Sad not to see him again, and also sad not to see *Arcadia* for so long.

At the time of writing, we expect to get a "rocket" for spending too much on a float for the Festival of Hongkong procession,

which took place early in December. We all thought it was expensive, too, and when the final estimate of the cost came along cancelled the thing. However, by this time the order of march had been established and made public, and a very senior Government official rang up to say that as the P & O Group float was the leader, it would look very odd if it was not there. So back it had to go. As far as it is possible to get value for participation in these affairs, P & O at least got it, the estimate of the number of people who crammed into Nathan Road Kowloon for the occasion being 250,000.

Every E & A cargo ship coming up from Australia brings up 6 boxes of fruit which are donated to the Sandy Bay Children's Orthopaedic Hospital. This donation is very much appreciated by the hospital who cannot otherwise afford to give fruit to these handicapped children—and is good PR. The *Aramac* left the E & A fleet early in November, for breaking up in Taiwan, and *Cathay* has taken her place. Union Steam's *Wanaka* was launched at Taikoo Dockyard on 19 December, the honours being performed by Mrs F. K. Macfarlane, wife of the Chairman. It was a pleasure to see both in Hongkong again. We look forward to seeing BI's new ship *Amra* here in March.

Mackinnons annual dinner party was held on 9 January. Our staff, plus P & O Building staff and launch crews, totals some 185. Mr Ignatius Chu (Iggy to all who know him) got himself married on 4 January, having sensibly selected our most attractive lady typist. It is always a pleasure to have visits from people in the Group, and amongst recent visitors have been Mr J. T. Brown from Japan, Mr Buschhorn from Germany, Messrs Rose, Butcher and



Mr. J. T. Brown, Managing Director of Mackinnons raising his glass to wish good fortune to the Tokyo staff, many of whom transferred to the New Agency, during a "Sayonara" party held after the Tokyo office had finished final packing up operations.

The Editor would like to hear from our staff afloat or pensioners who have had mysterious adventures connected with the sea. Ghosts, ghostly happenings and other weird and wonderful experiences make for interesting reading.

If there is a good response to this idea a new series can be compiled which would tell of the magic of the mystic deep.

A very well-known contributor to 'About Ourselves', Mr B. MacDonald, is making a study of this subject and is willing to inaugurate a series of articles which he is sure will interest readers of the magazine.

The most famous ghost story connected with our Company must be that concerning the vessel *Waratah* which disappeared in 1909 on a passage from Durban to Cape Town, and was never seen again.

At the time of the vessel's disappearance her owners were the Blue Anchor Line which was subsequently taken over in 1910 by the P & O.

No trace of the *Waratah* was ever found and no man survived.

Here, then, lies material for a future article but there must be many other strange stories worth re-telling. Please let the Editor hear of them.

Graham from Sydney, Mr Tuke and Mr Mitchell from P & O and Mr Alistair Thomson from BI, London. Hongkong's hotel position has never been so tight, so the earliest possible notice of accommodation requirements would be appreciated.

#### Japan

G.M.B.S.

#### "The End of an Era"

Mackinnon Mackenzie & Co. of Japan Ltd. finally closed their doors for business on 31 December 1969 after representing P & O Group Lines in Japan for over 50 years. The Group Agencies were transferred to Butterfield & Swire (Japan) Ltd. from 1 January 1970, their Shipping Division being renamed "Swire MacKinnon" to reflect the continued presence of the P & O Group in Japan.

E & A's *Aradina* had the distinction of being the last P & O Group vessel to sail from Japan under the Mackinnon's Agency, leaving Nagoya some five hours after *Strathconon* sailed from Kobe on 30 December. As a valediction the *Strathconon* sent the following wireless message to Mackinnons Tokyo.

"I Corinthians 16 13 Sayonara Mac Mac" When a Bible could be traced, the message translated to read:

"Watch ye, stand fast in the faith, quit you like men, be strong."

This farewell greeting was much appreciated!

# The story of a portrait

Nowadays it's far from unusual for company chairmen and directors to have their portraits painted. But there's a shade of difference about the collection of portraits which are on permanent display at The Equitable Life Assurance Society's offices at 4 Coleman Street, London EC2.

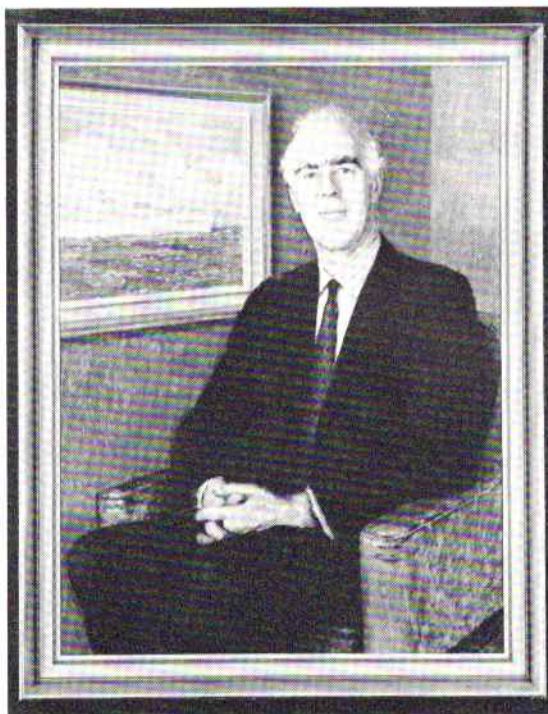
The portraits show all but four of the past presidents of the Society together with the recently completed painting of the present president, Mr F I Geddes, Deputy Chairman and Managing Director of the P & O SN Co. And Mr Geddes is the third person with a shipping background to be appointed to the post.

Mr Geddes is the 17th President of the Society which was founded in 1762 under the presidency of the Right Honourable Lord Willoughby of Parham.

Shipowner, Sir Thomas Lane Devitt, Bart held the position from 1912 until 1920. He was the senior partner of Devitt & Moore and the dominant influence in that firm for many years. He was well thought of in the shipping world and at one time was Chairman of Lloyds Register of Shipping and President of the Chamber of Shipping.

In 1947 Sir William Palin Elderton, KBE, was appointed President, a post he was to hold until 1953. During the First World War, Sir William was an advisor to the Ministry of Shipping and during the Second World War was an advisor to the Ministry of War Transport.

The earliest portrait in the collection is by



Gainsborough and is of the fourth president, Sir Charles Morgan.

London artist, Michael Noakes, was commissioned by the Equitable to paint Mr Geddes, who was first approached about the portrait in April, 1969. The first sitting was held three months later and the fifth and final sitting in October, 1969. Each sitting lasted about one and a half hours. Mr Noakes, who is 36, is Vice-President of the Royal Institute of Oil Painters. He has broadcast and appeared on television art programmes both in this country and America. His portraits include Lord and Lady Boothby; Lord Chuter Ede; Sir Colin Cute; Viscount Elveden (Now Lord Iveagh); Archbishop Lord Fisher; Gilbert Harding; Valerie Hobson (Mrs Profumo); Malcolm Muggeridge, Robert Morley; Cliff Michelmore; Sir Gerald Nabarro; Sir Ralph Richardson; Dennis Wheatley and Sir Donald Wolfitt.

Mr Geddes' portrait is at present on exhibition with the Royal Society of Portrait Painters at their annual show. The exhibition, which closes on April 2, is at the F.B.A. Galleries at 6½ Suffolk Street, Pall Mall East, SW1.

# SHIP NEWS

STRATHARDLE brought a shipment of 1,000 cases of Scotch to Japan for British Week in Tokyo during the early Autumn. Captain E. Snowden and his officers were welcomed by two Misses Yokohama.





CANBERRA Fencers.  
Left to right: Colin Johnston, Morag McVean, and John Levermore.

### CANBERRA—Fencing

Is *Canberra* the only ship of the fleet to have a Fencing Club, asks Mr Colin Johnstone, founder of the *Canberra Fencers*.

Apparently fencing began in September 1968 when he joined the ship, having fenced "French School" foil for about three years with the Darlington Fencing Club.

Colin has told me that the club started with four Officers, but after a little time one, David Malcolm, 3rd Radio Officer, left the ship. At present the three left are Morag McVean, Children's Hostess, John Levermore, the Junior 3rd Radio Officer, and Colin himself.

They fence daily at sea for about half an hour on the open deck. Although this does not sound very long fencing is considered on par with a fast game of squash for the amount of energy expended.

Colin says that the common concept of fencing is "bash and thrust" but speed, balance and quick thinking are the main essentials.

At present *Canberra's* Fencing Club suffers one main disadvantage—the lack of opponents. Any challengers?

### CHITRAL—New Chef

Michael Mitchell has a lot on his plate as he has just been appointed Chef aboard *Chitral* which is to make thirteen Mediterranean cruises this year.

Based on Genoa *Chitral* will undertake the first ever P & O Lines Continental Market venture. Although Michael has prepared thousands of meals for European passengers, the task ahead of him is no easy one.

To further his experience of German and Continental food Michael flew to the Continent to spend some time at a Restaurant and two Hotels in Germany.

### FURTHER CHITRAL CHAT

Tony Duff, Baggage Steward and Writer aboard *Chitral*, is keeping the Editor well informed of recent events aboard the "little white yacht".

On her call at Bombay in September *Chitral* embarked a party of sixty-two members of Waseda University from Tokyo. The fifty-nine students with three professors had left Japan in August on a working holiday and had visited Bangkok, Delhi and Agra before they joined *Chitral* for the fortnight's floating campus en route to Hong Kong.

They soon established themselves on board and during their voyage they demonstrated Judo, Ikebana (the art of Japanese flower arrangement), and delighted other passengers with their traditional Japanese Tea Ceremony.

Always happy and active, their day began with a bout of violent PT on deck as fellow passengers slumbered on. After breakfast members attended the morning lecture on Transport and Communications, Indian Philosophy or Anthropology. Lunch was followed by a further lecture session.

Tony also tells us that at Port Swettenham the Honourable Prime Minister of Malaysia joined *Chitral* for a short holiday cruise. Tunku Abdul Rahman and Mrs Rahman, accompanied by their daughter Mariam and a small party of officials travelled to Hong Kong.

The Malaysian Prime Minister Tunku Abdul Rahman being greeted on board CHITRAL by Captain E. Cowen and Adrian Labroy, Passenger Manager of Harrisons & Crosfield (Malaysia). (Photo E. Cornish).





The Lord Mayor of London Sir Charles Trinder and Captain J. F. Wacher, talking to guests.

### ORONSAY—British Week

Whilst in Yokohama, on 4 October, *Oronsay* held a buffet luncheon as part of P & O's contribution towards "British Week" in that city. Among the guests were the Lord and Lady Mayoress of London, H.E. the Governor of Kanagawa and Madame Tsuda, His Right Worship the Mayor of Yokohama and Madame Asukata and Minister and Mrs D. R. Ashe from the British Embassy.

### STRATHBRORA—Squash At Sea

Captain of *Strathbrora*, D. P. Blois, writes stating that much ingenuity can be used to give officers, not only relaxation, but also much needed exercise.

The Captain goes on to say that last November he had to cable Freight Services, Cape Town, for six squash balls.

The reason behind the request was that thanks to the Construction Company of Woodhead-Wilson, with encouragement from Radio Officer Rice, a miniature squash court had been built in No. 7 hatch, out of dunnage not then in use.

A great deal of energy has been expended outward-bound but it was feared that the homeward cargo would necessitate the destruction of the court. However, as the cargo was not so heavy on that voyage, it was found possible to retain the court. Captain Blois finishes his letter by saying that should the Management raise an eyebrow at such use being made of cargo space, it is regretfully acknowledged that cargo has priority over squash!

### IBERIA—Champion Charity Performances

Once again the "Pantomime Players" put on a really excellent concert for the passengers whilst crossing the Atlantic recently. This time it was called "Sans Souci" and great credit goes to all the cast and back-stage staff for a wonderful fortnight's run. Harry Minter, W.L.H., the Producer, received high praise from everyone. Proceeds from the sale of programmes and collections amounted to nearly £119, all of which was donated to the Dilkusha Orphanage in Fiji.



### ORSOVA

Whilst calling at Brisbane in the Autumn of 1969 ORSOVA was asked if they had any interesting seafaring characters on board. The accompanying photograph shows the collection that was netted. Quartermaster A. Tomlin, Leading Seaman 'Joe' Carey, Bosun's Mate R. Brissenden, Deck Storekeeper C. Cutting and AB (Sails) W. Cribb were thought to be a fine collection of 'Ancient Mariners'. In fact, Joe Carey is the 'baby' of the group whose combined age totals over three centuries. The bearded Storekeeper may be recognised as that amiable tar who is seated on deck teaching a small boy how to splice rope in one of our early P & O/Orient advertisements.



The ORIANA Darts Team with the shield presented by Mr John Wigg organiser of the Kings Arms Tavern Darts Club with, standing from left to right, A. Speed, P. Marr, A. Wilson, R. Watson, J. Miller. Seated, J. Mitchell, G. Spain, R. Ablitt, D. Fletcher, L. Purdy, A. Fletcher.

## ORIANA

News comes from *Oriana* that some very happy evenings have been spent both aboard and ashore with friends from the Kings Arms in Auckland.

The Editor has been asked to advise readers that they will be more than welcome at the Kings Arms and should those interested contact Mr John Wigg, 55 Pinches Street, Mount Roskill, Auckland, he will be only too pleased to arrange an evening on their behalf.

A last glimpse of STRATHNAVER—a photo taken in the summer of 1962 at Hong Kong. The Shipbreakers 'yard' of the Shun Fung Steel Company Kowloon was non-existent. Ships were taken to pieces down to water level, the scrap being loaded on to Sampans. Incidentally, CANTON was also beached, being broken up just astern of STRATHNAVER. (Photo Bob Judge)



# We Hear That

The float viewed from the front.





A rear view of the P & O Group float as it passed St. Paul's Cathedral. (PHOTOS 1 & 2 reproduced by kind permission of the British Travel Association).

### LORD MAYOR'S SHOW 1969

The theme of the 1969 Lord Mayor's Show was "Tourism in Britain" which had been chosen by the new Lord Mayor, Sir Ian Bowater.

The forward end of the P & O Group float consisted of gaily-coloured posts with large round bobbing heads which represented animated tourists. The Australian Trade Publicity girls, who appeared by kind permission of the Australian High Commissioner, moved amongst them dressed in Union Jack mini skirts.

The rear half of the float represented a show boat complete with an imitation of P & O's buff funnel. This section was animated by tourists dressed in their own country's colourful national costumes.

### ATTENTION PURSERS PAST AND PRESENT

A letter has been received from John G. Harris inviting Pursers to join "Assistant Pursers Past and Present", a club which has its headquarters at the "Sherlock Holmes", Northumberland Avenue, in the West End of London.

It has made its existence official by designing, registering, and producing a distinctive tie. Its presence has already been felt as one London Pub guide rates the "Sherlock Holmes" as a haunt of ship's Pursers!

The membership rules are quite flexible and any, as yet, uninitiated officers may like to contact John Harris at sea or Derek Warmington in the London office in order to obtain further details.

### AN ORIENT REUNION

A happy trio who served together on board s.s. *Oronsay* under the Orient Line flag met over lunch and a bottle of Swiss wine on 14 December at the Brighton home of Mrs Audrey Davies (ex Nursing Sister and widow of Charles Davies, ex Chief Electrician). Mrs John Cooke (née Pamela Jackson, ex Nursing Sister) was the Guest of Honour of Audrey Davies and Shirley Ansell (ex Woman Assistant Purser). Also present were Audrey's son, Geoffrey, and Pamela's daughters Amanda and Deborah. Pamela was on a visit to her home in

Bexhill from Australia, where she has been since her marriage to John Cooke (ex NSW Bank Clerk) whom she met on *Oronsay's* Pacific Voyage 29. Since leaving the ship, Christmas letters have been exchanged between Sussex and Australia bearing a wish that one day there would be a reunion when old times could be talked about and a firm friendship renewed.

A number of people's ears must have been burning and if any shipmates of these three ex Orient Liners would care to get in touch, they are invited to write to Miss Shirley M. Ansell, 7 Coleman Avenue, HOVE BN3 5ND.

### P & O SAFETY PRIZE

On Thursday, 16 October the National Sea Training School at Gravesend were pleased to welcome Mr Walter Kerr and a Governor of the School to present the first of the new P & O Group Safety Prizes. The prize takes the form of a Pewter Tankard suitably inscribed. One of these is presented to the best trainee on each of the four weeks Safety Training Phase, which forms the first part of the school course for all boys. Mr Kerr said that he welcomed the opportunity to emphasise the importance which the industry places on Safety at Sea.



The scene on ARAMAC's bridge prior to her departure on her last voyage from Hong Kong. From left to right, 3rd Officer P. Groundwater, Chief Engineer A. T. Hatten, Chief Officer J. Wilson, Captain F. Williamson, Quartermaster Raham Rahmat, 2nd Officer G. Renshaw, Bosun Leung Ping Kwai.

### GROUP EFFORT

We hear that it was a Group effort to deliver the E & A passenger liner *Aramac* to the shipbreakers at Kaohsiung, Taiwan.

*Aramac* left Hong Kong under the command of Captain F. Williamson (Marine Superintendent, Sydney, and an ex Federal Line Captain), his Officers being Chief Engineer Officer A. T. Hatten (E & A), Chief Officer J. Wilson (E & A), 2nd Officer J. Renshaw (P & O 3rd Officer ex *Cathay*), 3rd Officer P. Groundwater (E & A), Quartermaster Rahman Rahmat (E & A), and Bosun Leung Ping Yuen (P & O Bosun ex *Cathay*).

So ended the career of an ex Cunarder and former

member of the New Zealand Shipping Company's fleet. The P & O passenger liner *Cathay*, now manned by E & A, has taken over the function that *Aramac* so ably filled over the last few years. *Cathay* becomes E & A's first "great white ship".

### BRITAIN'S MOST BRITISH SHIP

In the last edition of *About Ourselves* readers will recall seeing a letter written by James H. Hempstead, Director of Music, Fiji Police, stating what a pleasure it had been, after receiving a request from the crew, to play "Rule Britannia" as *Oronsay* steamed away from Suva.

The matter did not rest here. The Editor has heard that the sum of £12 15s 4d was collected by the crew aboard *Oronsay* and sent to us here in London with a request that the sum of money involved be credited to the Union Company in Suva. This office in the Pacific was asked to forward the sum to any charity that Mr Hempstead would care to name.

The crew of the *Oronsay* have told James Hempstead that the playing of "Rule Britannia" was a great morale booster. On her return to London, the vessel displayed a large banner amidships on which were written the words "Britain's Most British Ship".

### THE BRITISH SHIP ADOPTION SOCIETY

Latest bulletins from the Adoption Society show that *Iberia* has given the sum of £1,550 to the Florence Treloar School for physically handicapped girls, Holybourne, Alton, Hants. Apparently, the school has planned to use some of this money to help girls to go on their group holidays abroad which will include the school's planned trip to Denmark this year.

*Arcadia* recently sent the Cloudesley School for physically handicapped children in London, a gift of £50 which will be used for taking the children on special outings to theatres and other places of interest.

News has also reached the Editor that Captain B. S. C. Mordaunt, who has a personal link with the Timsbury Secondary School, Bath, visited the school in the autumn accompanied by his wife. After lunching at the school the Captain gave a most interesting slide show on the projector that his previous ship, the *Pando Point*, had presented to the school.

The school in return presented Captain Mordaunt with a wooden fruit bowl made in the school's woodwork shop and a hand embroidered tablecloth depicting a Wessex Wyvern embroidered in the school's colours.

### PANDO WATER BALLET.

Mr Hanns L. Jung writes to us from Munich stating that at a recent continental press gathering, which was held at a Public Swimming Pool in that city, the famous "Isarnixen" water ballet gave a performance during which the swimmers formed the beautiful shape seen above.

### Group Diversification?

Advertisements for PANDO SHERRY "Shippers of the famous" have been appearing in publications such as *Readers' Digest* recently. Management assures readers that it has no connection with the Group efforts to diversify.

### THAMESIDE REMINDER

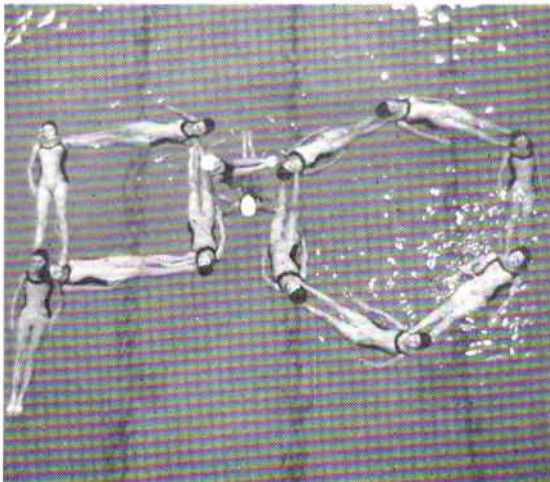
In a letter to the Editor in the December issue of *About Ourselves* Mr. R. C. F. Hatch, who recently retired after some forty years' service in the company, stated that he was looking for a painting of the lower reaches which would be an ideal way of using the money so generously given to his retirement present.

We have now heard that he saw a painting at the Guildhall recently, depicting *Himalaya* in the Thames, and was so attracted by it that he did two things; one, he suggested that the company looked at it with a view to buying it (the Management have now purchased the painting), and two, he commissioned an artist to complete a small replica of the painting for his own home.

*Himalaya* and *Orcades* were, of course, the first post war ships to use Tilbury; and *Himalaya* was the last ship of the company to leave Tilbury with passengers on board prior to the recent closure of our Tilbury Dock organization. Her sailing thus marked the end of an important era in the company's history.

### MAN ALIVE

Mr A. J. Hampton who retired from the Orient Line in 1958 at the age of 65, appeared recently in the BBC 2 programme "Man Alive". The programme dealt with the problems that old age pensioners have on how to manage on their retirement pensions. He does not appear to be under any strain as he is now aged 76, and lives in a Catholic Retirement Home where he is looked after by the Reverend Sisters!





A general view of the new Pandor Club Room.

#### PANDOR CLUB PENSIONERS

At a recent Committee Meeting of the Pandor Club it was decided that P & O Pensioners should, in future, be honorary members of the club.

It is understood that one of the reasons this has been done is to enable Pensioners to use the new Pandor Club Room which has recently opened in Beaufort House.

#### SCHOLARSHIP WINNER NAMED

The winner of the 1969 P & O Canberra Scholarship is Kym Trethewey, who has given his home State of South Australia a hat-trick.

Kym and five other Australian Young Farmers competed by examination for the Scholarship at the end of their recent five months' tour of the UK as winners of the annual P & O Canberra Award.

The Scholarship, worth SA 2,000 (£933), will enable Kym to attend an Australian university or technical college. Alternatively, he can take a cash grant of SA 1,500 (£700) to spend on an approved agricultural project.

---

## APOLOGIES

In the last edition the Editor was unable to give the name of the author of the short story 'Sailors on Horseback'. It has since come to light that Mr Ashley Randall composed this, and the Editor would apologise sincerely for not being able to pass on this information to his readers.

---



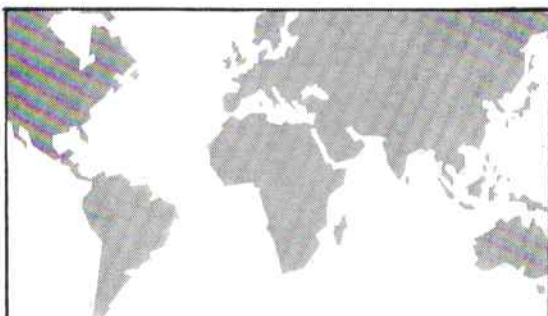
D. W. Frew receiving his silver tankard from W. Kerr with Mr H. Ferguson Black looking on. Apart from the tankard Douglas also wins books of his own choice to the value of £10.

#### CADET AWARD

A P & O Engineer Cadet, Douglas William Frew, has been awarded the 1968/1969 Phase 1 "Cadet Of The Year" prize at South Shields Marine and Technical College.

This award, which is offered every year by P & O for all 2nd Year Engineer Cadets at the college, was competed for by more than 140 Cadets, and this is the first time that the award has been won by a P & O Cadet.

At present Douglas is sailing aboard ss *Botany Bay* and we should like to take the opportunity to congratulate him on his winning the award and wish him continued success during Phase II of his Cadetship.



# From Abroad



Mr M. Chandrasoma, Managing Director, Mackinnon Mackenzie & Co., of Ceylon Ltd. (right) presenting a Silver Tray worked in Kandyan Art to Mr La Faber. On his left is Mrs La Faber.

**COLOMBO**—*Baggage Superintendent Retires*  
Mr Mervyn La Faber, Baggage Superintendent, retired recently having served the Company for nearly twenty years. Mr La Faber joined the Company, after serving in the Ceylon Garrison Artillery, as Assistant to the Baggage Superintendent. In 1964 he succeeded Mr Henry Salvador as Baggage Superintendent and was a familiar figure on the waterfront in Colombo. He was a great asset not only to the passengers but also to ships' officers with his intimate knowledge of the port. Mr La Faber is emigrating to Australia with his family.

**COLOMBO**—*Skal Club Appointment*  
Mr C. N. Lawrence, Passenger Manager, has been elected President of the Skal Club of Colombo. Mr Lawrence, who served as the club's secretary for over seven years, was elected Vice President last year and President this year. He also represents shipping interests in the Advisory Committee of the Ceylon Tourist Board.

## SYDNEY

Miss Cathy Hawkes of St Marys, New South Wales, was named winner of a contest staged by Farmer & Co Ltd through *The Sun* in conjunction with the *America Week* held in the Sydney Store during October.

The prize for the contest was a round voyage for two to North America in the P & O liner *Arcadia* in January 1970. Miss Hawkes decided to give the trip to her parents, Mr and Mrs R. K. Hawkes, and the family visited P & O's Sydney Office to discuss details of the voyage.

Mr A. R. Scarisbrick, Sydney Passenger Manager, looking at a model of the liner *ARCADIA*—from left Mr Hawkes, Miss Cathy Hawkes, Mr Scarisbrick, and Mrs Hawkes.



**SYDNEY**—The P & O Trophy for the most progressive Rural Youth Club in South Australia won by Gawler in 1967 has been won again by Gawler this year. Mr M. A. Kemp (right), chief inspector of Elder Smith Goldsbrough Mort Ltd., P & O agents in South Australia, attended the club's annual meeting in the Autumn to present a \$200 cheque and a certificate signed by Sir Donald Anderson. Mr Keith McCallum (left) President of the club, holds the cheque, and Miss Janet Arbon, a former club secretary, the certificate.



A. Leslie Palmer.



David J. L. Hodgson.

### SAN FRANCISCO—High-level Appointments

Two appointments have been announced by Mr George M. Turner, president of P & O Lines (North America) Inc.

Mr David J. L. Hodgson is now assistant to the president and Mr A. Leslie Palmer is advertising and promotion manager.

David Hodgson was previously Sales Development Manager in the Sales department whilst Leslie Palmer, previously sales promotion manager in the Sales Department, now heads a new department which will take over advertising and production of promotional literature.

Mr Hodgson was born in England and educated in Adelaide, where he attended St Peters College and Adelaide University. He joined P & O in Australia in 1951, transferring to the North American headquarters in San Francisco in 1955.

Mr Palmer, also a native of England, is a graduate of the Royal Military Academy, Sandhurst, and served eight years with the British Regular Army before joining P & O in San Francisco in 1955.

### SAN FRANCISCO—Art Exhibition

The 29 entries in the last Employees Art Exhibition were displayed in the foyer at 155 Post Street and drew a good attendance.

The display included paintings, photographs, wood sculpture, collage, and a "half model" boat, all created by members of the staff.

The judges, Jacquetta Nisbett, artist-designer and craftswoman, Al Snyder, painter, and George Knight, photographer—split the Grand Prize between Marge Upham's watercolour "Homecoming", and an untitled collage by Bill Moser.

The first and second prizes went to Troy Garrison for two colour photographs, "Alpine Autumn" and "A Ship Has Wings". Ian Back sailed away with third prize on the charm of his model boat "O. K. Dinghy", whilst Bonnie Cornelius and Joann Jeong received Honourable Mentions, Bonnie for her colour photo, "Amsterdam Bridge" and Joann for an oil painting, "Cat".

The Grand prize money amounting to \$50 was shared by Marge Upham and Bill Moser with \$35 going to Troy Garrison for obtaining first and second prizes.

Mr George Turner commented, "I congratulate not only the winners, but all who participated including Debby Ogden and Rita Magnus, who ran the show. This display shows that P & O employees are as creative in their spare time as they are on the job."



SAN FRANCISCO—Her Excellency, Pat Feeney, right, gets a briefing from Karen Bair, assistant to P & O's Public Relations director, in front of P & O's North American headquarters in San Francisco. Miss Feeney is the company's new Ambassador and has started on an intensive programme of interviews and promotions.

An envious Troy Garrison makes threatening gestures at his secretary, Marge Upham (left), while Bonnie Cornelius looks on. But it's all in the family: all three winners are in the San Francisco Public Relations Department.





**SYDNEY**—Presentation of the P & O Royal Show Trophies on board *ARCADIA* at Fremantle 11 December 1969. Pictured are—from left to right, Mr. A. Wilkinson - President, Royal Agricultural Society of W.A., Mr M. G. Boydell - Resident Director of P & O Lines of Australia Pty Ltd. for W.A. His Excellency The Governor, Major General Sir Douglas Kendrew, K.C.M.G., C.B., C.B.E., D.S.O. (Governor for Western Australia).

### SINGAPORE

The start of the year brought to an end P & O's Far East passenger service. *Chitral* steamed out of Singapore to the strains of Auld Lang Syne to bring to an end a service that has been operating for 134 years.

The schedule from this country to the Far East which was commenced in 1845 with a small 553 tons gross paddle steamer, *Lady Mary Wood*, sailed via the Cape to begin a monthly programme

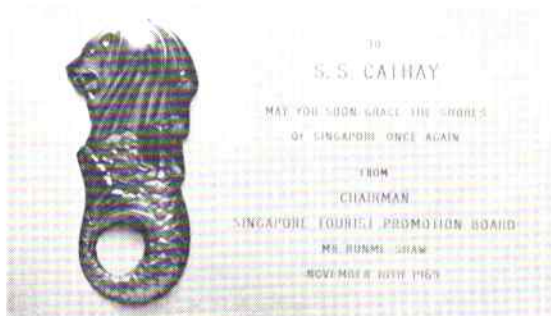
of sailings between Ceylon and Hong Kong; the voyage from Ceylon being an extension of the Europe to India service. In those days it took 48 days to sail from Southampton to Singapore!

### SINGAPORE—*Cathay*

On *Cathay's* last call at Singapore before transfer to E & A, the Chairman of the Tourist Promotion Board, Tan Sri Runme Shaw, was kind enough to donate a plaque to the vessel in appreciation of the part played by the ship in bringing tourists to Singapore.

A small ceremony was held on board immediately prior to departure when Tan Sri Runme Shaw presented the pewter plaque to Captain Reed in the presence of other Senior Officers, members of Singapore Agency's staff, the Press, TV and Radio. The handing over ceremony was later shown on Television Singapura.

The pewter plaque presented to *CATHAY* by the Singapore Tourist Promotion Board.



*CHITRAL* leaves Singapore for the last time.



# PERSONAL NEWS

## HONOURS

We congratulate:

LORD GEDDES on being awarded the KBE.

J. G. DAVIS, on his being elected a Member of the Institute of Transport (MInstT), Dec 1969.

CAPTAIN J. L. DUNKLEY, on being awarded the CBE.

COMMANDER G. McGOWAN RD RNR, on his promotion to Captain RNR, from 31 Dec 1969.

## APPOINTMENTS

We congratulate:

LORD GEDDES, who has been appointed to the Board of Directors of Anglo Overseas Transport Co. Ltd., Ferrymasters Ltd., Escombe McGrath & Co. Ltd., and E M G Air Services Ltd., which are members of the P & O Group.

A. D. BARRETT, Chief Officer, who was appointed Assistant to the Marine Superintendent, 3 Nov 69 to relieve Captain F. M. O'Connell who is now Nautical Adviser.

P. D. CURTIS, Second Officer, who was appointed Assistant Nautical Inspector 13 Oct 69 to relieve M. S. Frost, Second Officer, who has resigned to study at Simon Fraser University, British Columbia. P. D. Curtis has since joined the Shore Staff of Overseas Containers Ltd., and T. P. Watkins, Chief Officer relieved him on 8 Dec 69.

R. ELLINGHAM, Chief Officer, who was appointed Assistant Dock Superintendent, King George V Docks, 1 Feb 70 to relieve G. B. Thom, Chief Officer who has returned to sea.

M. P. JOLLY, First Radio Officer, who transferred permanently to Shore Staff, 1 Nov 69 when he was appointed Assistant Electronics Inspector.

D. B. MILLER, Chief Officer, who transferred permanently to Shore Staff 1 Aug 69 when he was appointed Commercial Co-ordinator, Freight Department.

## CERTIFICATES

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

Extra Master's—Second Officer P. D. Curtis.

Master's—Second Officers L. J. Morrow, M. J. F. Moulin, D. E. Mullins.

First Mate's—Third Officers C. T. Abbey, M. H. Hall-Thompson, D. C. True, C. S. Wallace.

First Class PMG Certificates—Radio Officers M. L. Pulman, H. K. Smith.

Junior Radio Officers R. S. Hill, E. W. Towers.

Radar Maintenance Certificate—Radio Officer I. G. Johnston.

We congratulate the following Engineer Officers who have gained Certificates of Competency since the last issue of *About Ourselves*:

1st Class Steam Certificate—2nd Engineer R. Hepworth.

2nd Class Steam Certificate—3rd Engineers A. J. Goodman, D. J. Maddocks, R. Kelly, A. Yeoman, J. L. D. Munroe.

2nd Class Motor Certificate—3rd Engineer I. G. R. Zobell.

## 21st BIRTHDAYS

We send congratulations and best wishes to the following who celebrated their 21st birthdays on the dates shown:

MISS M. M. ALLEN, Passenger Department, 10 Sep 69.

MR A. J. PRITCHITT, Passenger Department, 18 Oct 69.

MISS P. M. TUCK, Passenger Department, 12 Feb 70.

## ENGAGEMENTS

We congratulate:

MISS C. A. HEATH, Passenger Department, on her engagement to MR S. K. NEWTON, 25 Oct 69.

MISS T. R. MONHAM, Secretary to MR J. G. DAVIS, Director, on her engagement to MR P. C. BANKS, 24 Jan 70.

MISS D. M. PHILLIPS, Passenger Department, on her engagement to MR A. STREATFIELD, 6 Dec 69.

## MARRIAGES

We congratulate:

MR PHILIP BREWER, FE Line, Freight Department, on his

marriage to MISS ELAINE GILBERT, of Enfield, Middlesex, at Barnet Registry Office.

MISS JILL M. FISHER, Passenger Department, on her marriage to MR DAVID BIGNELL, at Stratford Methodist Church, 7 Feb 70.

MISS J. GOOD, Shore Excursion Section, Beaufort House, on her marriage to MR J. G. HIND-MARSH on 30 Dec 69, at Haringey Civic Centre.

MR P. H. MANDAVIA, Passenger Department, on his marriage to MISS NELLI SOOD in Bombay, March 70.

MISS VALERIE TRAYLER, Passenger Department, on her marriage to MR DAVID WRIDGAY, 7 June 69.

## BIRTHS

We congratulate:

MR G. D. COPUS, Passenger Department and his wife Brenda, on the birth of a son, Gabriel Russum, 4 July 69.

MR A. R. MARGERESON, Marketing Unit, and his wife Brenda, on the birth of a son, Neil Richard, 29 Oct 69.

MR I. NASH, 2nd Engineer *Pando Point*, and his wife Elaine, on the birth of a daughter, Lisa.

MR A. J. RADFORD, Quartermaster, and his wife Maureen, on the birth of a son, 22 Sep 69.

MR. H. RELTON, Head of Conference Department, and his wife Jill, on the birth of a daughter, Kerry Elizabeth, a sister for Samantha and Timothy, 19 Nov 69.

MR D. W. WHITAKER, Passenger Department, and his wife Jean, on the birth of a son, Timothy Charles, 3 Oct 69.

## RETIREMENTS

AYLES, RD RNR, joined Coy. 37. Promoted Captain 56, first command *Empire Orwell*. Ships include *Orion*, *Oronsay*, *Orsova*, *Orcades*. Ret. 31 Oct 69.

FRASER, G. H., BEM, joined Coy. 16. He completed over 164 voyages in the Coy's service, 81 of which as Public Room Steward. He survived the sinking of the *Arabia* in 16 and *Viceroy of India* in 42. He was awarded the BEM 64. Ships include *Khyber*, *Viceroy of India*, *Oronsay*. Mr Fraser gave 51½ years of service and retired 19 June 69.

MITCHELL, J. R., joined Coy. 22 May 45. Served as Boatswain on *Paringa*, *Strathmore*, *Himalaya*, ret 31 Aug 69.

ROWELL, S. T., joined Coy. 34, and served as a Bedroom Steward in *Strathnaver*, *Iberia*, *Canberra*, ret. 18 Sep 69.

SAWYER, R. F., Joined Coy. 52 and served as a Public Room Barman on *Strathnaver*, *Canberra*, *Orcades* ret. 8 Sep 69.

## DEATHS

ALBON, R. J., joined Coy. 24 Stock & Transfer Department, ret. 30 June 54, died 4 Oct 69.

BEWERS, R. J., joined Coy. 19 as a Butcher and served in *Otranto*, *Orontes*, *Orcades* and *Orion*, ret. 60, died 17 Dec 69.

CALLON, S., joined *Mooltan* 51. Served as Laundryman *Cathay* until his death, 1 Sep 69.

CHRISTIE, J., joined Coy. 64 as Quartermaster, *Iberia*. Died 26 Sep 69.

DRAIN, D. J., joined Coy. 32 as Laundryman on *Otranto*, *Orcades*, *Orontes* and *Orsova*, ret. 31 July 58, died 6 Dec. 69.

DYER, W. W., joined Coy. 42 Sea Staff as Boilermaker. Transferred

to Shore Staff 52, ret. 63 because of ill health, died 4 Jan 70.

ELLISDON, S. H., joined Coy. 69 as a Temporary Draughtsman with Group Naval Architects, died 30 Nov 69.

EVANS (MISS) B., joined Coy. 15 in the West End, ret. 42, died 23 Oct 69.

EVANS (MRS) G., joined Coy. 14 in the Freight Forwarding Department, ret. 46, died 16 Oct 69.

GILL, E., joined Coy. 27 as a third cook and continued in service until his retirement in 55 when he was a third chef, Died 14 Oct 69.

HABGOOD, A. I. D., joined Coy. 13 in Passenger Department. In 46 he gained the position of Shore Excursion Manager, ret 59, died 17 Oct 69.

JEFFREY, E. F., joined Coy. 09 and was appointed Purser on *Orion* in 11. Ships include *Orontes*, *Orsova*, *Oronsay*, *Ormuz*, *Orviato*, *Orama* and *Orford*, ret. 40, died 19 Jan 70.

JONES (MISS) C. N., joined Passenger Department in 26 and transferred to Pay Department where she stayed until retiring in 52. Died 20 Aug 69.

LOCKE, D. A., born 1880. It is not known when he joined the Coy, as all details of service were lost

in the fire in 44, ret. 44, died 15 Oct 69.

MILNE, L. G., joined Coy. 65 as Naval Architect. Died 26 Oct 69.

REES, W. H., joined Coy. as Assistant Steward in *Strathmore* in 32. He was promoted to Chief Steward in *Khyber* in 49, and Passenger Chief Steward in 51. He has also served in *Mooltan*, *Empire Fowey*, *Strathnaver*, *Himalaya* and *Cathay*, ret. 67 after 34½ years of service. Died 8 Nov 69.

ROBBIE, D. R., MBE, joined Coy. 12. First ship *Nankin*, was promoted Chief Engineer 40, *Strathnaver*, and appointed acting Inspecting Engineer 49, ret. 50, died 13 Oct 69.

WEBSTER, F. O., joined Coy. 21 as a Barman, ret. 57, died Jan 70.

WEBSTER, J., joined Coy. as Assistant Engineer on *Mongolia* 25. He served on *Peshawur*, *Empire Raja*, *Maloja*, *Perim*, *Carthage*, *Mooltan*, and retired 53 when he had reached the position of Second Engineer on *Stratheden*. Died 1 Nov 69.

WILSON, W. T., joined Coy. as Assistant Cook, *Orsova* 26. Ships include, *Oronsay*, *Otranto*, *Orviato*, and *Orion*, ret. 62, died 16 Nov 69.

WRIGHT, A., joined *Strathnaver* 57, and served as 2nd Chef, *Arcadia*. Died 20 Sep 69.

---

## OBITUARIES

### D. A. LOCKE

I first met Donald Locke in December 1939 when I was serving in ss *Orama* and he was a very senior Chief Engineer due to retire the next month, however, the war had produced many staffing problems and the Company asked him to stay on.

In June 1940 *Orama* was engaged in the evacuation of Norway and while returning to England, fortunately without troops, she was sighted and sunk by *Hipper* and destroyers. Of the ship's Company of 330, 17 were lost—mostly in the engine room, the remainder were made Prisoner of War.

D. Locke was sent to the Swiss border to be repatriated towards the end of 1940 on account of his age, but like many others including "boys" under 18, he was not repatriated and remained with the ship's company, being eventually exchanged in 1944.

Throughout the years of captivity all members of the ship's company, and indeed all other Merchant Navy POW's came to look up to Donald Locke as the finest example of a Merchant Navy Officer and an inspiration to us all. He was always ready to advise and guide his fellow Officers, he made light of difficulties, never grouched or grumbled, and in spite of bitter disappointment encouraged all by his cheerful bearing. JCS.

### 'SAM' EMPTAGE, BEM

Those officers and ratings who previously served with the Orient Line will be sorry to learn that Sam Emptage, Quartermaster and Deckman, died during the morning of Wednesday 27 December 1969. He was 84 at the time of his death.

Sam first went to sea in the Royal Navy in 1900 and joined the Orient Line about 1930. In 1957 he was awarded the BEM and the medal was presented to him by Sir Austin Anderson, following a dinner given for him and his family on board *Orion*. I remember it was said at the time that he had rarely, if ever, taken a voyage off during his service with the Orient Line, and certainly he served continuously in *Orion* from the time of the ship's maiden voyage until he retired in 1958. While in *Orion* he was, about lunch time, usually good for a glass of beer, a supply of which he kept in his locker on the port side of *Orion's* "B" Deck!

Sam lived at Prittlewell in Essex and, at the time of his retirement, said that he would watch for all the Orient ships entering and leaving the Thames. He died soon after an Orient ship sailed for the last time from Tilbury and his ashes will be scattered at sea from one.

# FLEET LIST

(as at 15th December 1969)

	<b>Cannanore</b> 7,065 tons	<b>Pando Cape</b> 8,972 tons	<b>Pando Cove</b> 9,236 tons	<b>Pando Gulf</b> 8,925 tons	<b>Pando Head</b> 8,925 tons
Captain	Underwood, R.F.	Barrett, G.C.	Mortleman-Lewis, E.A.W., R.D., R.N.R. Bingham, M.G.	Firth R.N.	Bullock-Webster, R.
Chief Officer	Hellyar, F.C.P.	Perry, D.J.		Jamison, S.S.	Hughes, D.T.
Acting Chief Officer					
Second Officer	Coles, R.S.L.A. Lampe, N.H.	Pennell, P.M. Durell, H.E.P.	Adamson, N.M. Brooking, A.C.,	Lockyer, P., Williams, P.J.F.	Fairgreave, J.B. Reeves, J.E.
Third Officer					
Junior Third Officer					
Fourth Officer	Turner, B.V.,	Toghill, P.L. Silo, C.S.	Warner, B.J.	Gilmour, I.F.	Wilson, A.R. Hicks, D.E.
Radio Officer					
Acting Radio Officer					
Junior Radio Officer	Barradell, R.H.		Sampson, C. Spiden, I. McAllister, W.J.	McManus, P.J. Goodfellow, T.J. O'Brien, P.	Williams, J.S. Browne, K.C.V. Sampson, A. Conlon, G.L. Kirtley, R.J. Glossop, S.
Trainee Radio Officer					
Chief Steward	Thompson, J.R.	Morris, A.R. Livett, P.A.	Wright, J.H.G. Evans, R.M.	Watson, P.C. Holt, R.S.	
Carpenter					
Cadets					
Chief Engineer Officer	King, D.M.	Hudson, R.E.	Bannister, A. Goodman, A.	Southcott, H.E.	Bownass, A.W. Goodwin, C.M.
Second Engineer Officer	Tate, M.	Weatherstone, J.C.		Marshall, R.L. Brailey, F.T.	
Ass. Second Eng. Officer					
Third Engineer Officer	Nightingale, P.	Low, M.A. Buckley, R.H.	Hicks, J.E.		Clarke, A.J.
Ass. Third Eng. Officer					
Act. Third Eng. Officer			Flower-Ellis, B.R.	Field, K.J.	Johnson, L.R.
J. Third Eng. Officer					
Ass. J. Third Eng. Officer					
Act. J. Third Eng. Officer					
Fourth Engineer Officer	Chester, P.H. Smith, M.F. Armstrong, I.F. Sugdon, R. Rudd, D.R.	Adair, I.R.F. Thomas, D.P. Briggs, P.K. Corran, M.S.	Darlow, R.J. White, A.W. Tinning, J. Havercroft, C.	Pappin, P.F. Rootes, D. Knight, C.G. Daniels, P.J.	Rowe, E.K. Lawrence, E.B. Owen, M.G. Henderson, A.
Assistant Eng. Officers					
First Elect. Officer		Young, J.W.	Corrall, L.J.	Ellis, R.	Dumoulin, C.J.
Act. First Elect. Officer					
Electrical Officer	Bartholomew, T.				
First Ref. Eng. Officer					
Second Ref. Eng. Officer					
Engineer Cadets	Denton, R.J.A.		Lund, D.J. Sweetmore, M.H.	Barnard, J.K. Dent, P.H. Mullen, M.B.	Clutterbuck, J.C. Frew, D.W.

	<b>Pando Point</b> 8,753 tons	<b>Pando Sound</b> 8,782 tons	<b>Pando Strait</b> 9,235 tons	<b>Patonga</b> 10,071 tons	<b>Soudan</b> 9,060 tons
Captain	Adie, I. Hicks, M.F.	Field, A.J. Rushan, M.D.	Mordaunt, B.S.C. Tinsley, A.R.	Lowther, R.E.	Harrison, D.J. Broome, P.C.J.
Chief Officer					
Acting Chief Officer					
Second Officer	Fatchen, M.J. Hornett, P.C. Hart, R.C.,	Clarke, W.J.C., Skipper, M.E.	Messinger, P.A., Turrall, D.E. Pockett, D.A.	Upjohn, C.J. Sims, D.W. Carr, M.P.	Dickens, G.T. Renshaw, G.W.
Third Officer					
Junior Third Officer					
Fourth Officer	Cowell, M.C.	Davidson, M.H. Pitt, D.J.	Turpie, T.I.	Vlasto, K.M.	Combe, G.P.D. Atkinson, D.J.
Radio Officer					
Acting Radio Officer					
Junior Radio Officer					
Trainee Radio Officer					
Chief Steward	Ryan, R.V. Jarvis, A.W.	Prescott, R.E.	Kent, T.W. Cramp, B. Pringle, M.L. McCurry, R.J.	Lawes, F.W. Ivey, C. Farquhar, R.S. Hamilton, M.R. Richardson, T.	Sweby, L.M. Olive, V.C.
Carpenter	Barker-Simpson, J. Holmes, L.J.	Hoddinott, M.W. Durfieid, P. Child, J.A.			
Cadets					
Chief Engineer Officer	Thompson, T.W. Pitt, D.S.	Bayliss, N.H. Fairley, L.J.	Clarke, A.D. Kirchin, D.A.	Craig, A. Carlisle, J.W.	Fisher, E.H. Moore, G.N.
Second Engineer Officer					
Ass. Second Eng. Officer					
Third Engineer Officer			Allen, I.A. (Add Second Eng.)		Ditchburn, M.B.
Ass. Third Eng. Officer					
Act. Third Eng. Officer	Hancock, R.S.	Cox, R.J. Hinchcliffe, M.		Hampson, H.R.	Cooke, M.R.
J. Third Eng. Officer					
Ass. J. Third Eng. Officer					
Act. J. Third Eng. Officer					
Fourth Engineer Officer	Warwick, R.S. Butterworth, B.K. Jones, S.A. Worsfold, K.S. Stafford, D.G.	Stephens, J.F. Hopkins, D.S. King, G.D.	Moir, D.P. Watters, I.G. Bellamy, D.R. Bird, J.H. Ballard, A.R.	Lowrey, M.R. Hillier, J. Knights, P.J. Stokes, D.K. Stringer, R.	Ward, R.M. Cotton, T.A. Gwynne, H.R. Hall, T.F.
Assistant Eng. Officers					
First Elect. Officer					
Act. First Elect. Officer					
Electrical Officer	Bunney, K.	Reid, J.E.	Turley, J.	Talboys, R.S.	Kirk, J.R.
First Ref. Eng. Officer					
Second Ref. Eng. Officer					
Engineer Cadets	Sara, P.J. Gray, J.P.		Squires, I.J. Pirie, J.F.	Firth, B. Gurnett, K.S. Rhodes, K.M.	

# FLEET LIST

(as at 15th December 1969)

	<b>Canberra</b> 45,000 tons	<b>Oriana</b> 41,423 tons	<b>Arcadia</b> 29,664 tons	<b>Iberia</b> 29,614 tons	<b>Orsova</b> 28,790 tons	<b>Oronsay</b> 27,631 tons	<b>Orcades</b> 28,164 tons	<b>Himalaya</b> 27,955 tons	<b>Chusan</b> 24,261 tons
<b>Captain</b>	Riddlesdell, E.G.H. R.D., R.N.R.	Vickers, W.B., R.D., Commodore, R.N.R.	D'O Green, J., Commodore, R.D., R.N.R.	Cutler, R.J.H.	Prowse, M.R.	Wacher, J.F., R.D., R.N.R.	Harris, E.V., R.D., R.N.R.	Terry, J.W.	Nowell, R.B., R.D., R.N.R.
<b>Staff Captain</b>	Chester, J.M.	Love, P.W.	Dallas, A.H.W.	Scott-Mason, D.J., R.D., R.N.R.	Harris, G.E.	Cookman, R.D.	Bonner, J.W.	Hansing, D.A.	Howe, G.E.
<b>Chief Officer</b>	McCarthy, T.J.	Hannah, D.H.	Clark, J.G.	Guthrie, D.C.	Dornom, D.A.	Bradford, M.V.N.	Bayliss, I.C.	Goddard, C.H.	Gaffney, B.
<b>Navigator</b>	Falkner, A.H.	Smylie, C.R.	Gibb, I.	Cavaghan, M.S. (Act.)	Jones, C.	Carter, M.J.	Wilkin, R.H.N.	Meredith, J.E.W.	Jackson, R.L.
<b>First Officer</b>	Mavity, B.G.	Campbell, C.R.P.		Spread, R.J.	Julian, M.H.	Moulin, M.J.F.	Evetegh, P.J.M.	Douglas, W.M.	Reed, M.
<b>Second Officer</b>	Kilner, J.B.	Morrow, L.J.	Carr, D.A.	Smith, R.M. (Spy.)	Minter, B.	Young, R.G.	Gold, M.J.	Robertson, K.P.B.	Priestley, R.P.
<b>Junior Second Officer</b>	Tyzack, R.D.W.	Stanway, I.C.	Syrett, D.W.	Wallace, C.S.	Reed, A.H.		Hall-Thompson, M.H.	Derrick, M.J.	Willis, D.H.
<b>Third Officer</b>	Woodger, R.P.	Ross, R.J.	Johnson, J.M.						
<b>Junior Third Officer</b>	Dagnall, M.S.	Robinson, A.W.			Curran, C.J.N.	Acland, I.A.D.	Burgoine, M.S.		
<b>Fourth Officer</b>	Browne, J.R.H.	Fowler, M.R.J.							
<b>Junior Fourth Officer</b>			Boulton-Lea, D.C.		Thompson, I.R.	Timm, S.	Bishop, M.A.W.	Winn, M.R.	MacGregor, S.R.
<b>Cadet Officer</b>			Jarvis, P. St.J.			Knight, C.D.		Keane, D.N.	Harris, J.P.
<b>Chief Radio Officer</b>	Hawkins, R.J.	Meaney, J.F.	Raney, W.J.	Geraghty, P.M.	Berry, H.C.	Gibson, K.	Evans, G.W.	Hargreaves, W.	Jameson, C.
<b>Snr. Chief Radio Officer</b>									
<b>First Radio Officer</b>	Gawley, J.C.E.	Dowie, D.	Keeling, W.	Twomey, T.P.	Harding, G.	Murphy, H.F.	Cowley, G.D.	Cahill, R.V.	Graham, P.
<b>Second Radio Officer</b>	Chapman, K.M.	Drummond, D.B.	Bewley, R.W.	Ferguson, G.J.	Martin, L.R.	Stewart, B.J.	Beck, T.A.	Stewart, C.P.	Price, M.R.
<b>A.J. Second Radio Officer</b>	Clark, T.R.								
<b>Junior Second Radio Officer</b>		Haynes, J.E.							
<b>Third Radio Officer</b>	Wood, K.T.	Tetley, I.	Jones, H.A.	Dyson, A.L.	Murphy, J.M.	Rice, D.A.	Bell, R.G.	Williams, B.J.	Astley, C.
<b>Junior Third Radio Officer</b>	White, M.A.K.	Frew, A.S.							
<b>Fourth Radio Officer</b>	Smyth, M.E.	Clifton, J.S.	Pollock, R.M.	Scott, M.L.	Houghton, J.C.	Hill, R.S.	Raybould, M.J.	Slade, J.M.D.	Moore, J.J.
<b>Junior Fourth Radio Officer</b>	Nicoll, J.E.	Hewson, T.J.							
<b>Surgeon</b>	Watson, S.W.	Holroyd, J.D.L.	Munns, P.L.	Cowen, M.J.	Diamond, P.S.	McMurray, G.N.	Mitchell, J.M.H.	Fleming, W.S.	Mills, A.G.
<b>Assistant Surgeon</b>	Christie, J.S.	Venner, R.M.	MacMillan, G.S.	Hindmarsh, J.R.	May, J.H.	Billings, R.A.	Tate, P.H.L.	Coffin, J.R.O.	Shamson, R.L.
<b>Nursing Sisters</b>	Robertson, E.M.	Hogan, D.P.	Robinson, P.	Ross, A.M.	Skinner, I.M.	Berrick, E.	Douthwaite, C.M.	Newsholme, M.A.	Thompson, A.E.
	Keightley, D.M.	Johnston, A.M.	Tolhurst, D.J.	Waddams, L.	Duggan, K.		Last, M.	Dawson, M.	Ashcroft, J.M.
	Sanson, W.D.								
<b>Carpenter</b>	Richards, W.	Scott, A.G.	Chard, L.G.	Jones, M.	Bray, F.	Jones, C.R.	Chessel, R.	Williams, P.	Slater, A.E.
<b>Plumber</b>	Barnes, S.	Rawlings, F.	Bealing, K.	Lemon, J.S.	Burman, L.	Longstaff, A.	Oppler, F.	Mann, S.	Dorec, C.R.
<b>Boatswain</b>	Mitchell, C.G.	Phillip, W.	O'Sullivan, J.L.	Wain, W.G.	Crean, T.P.	Warriner, C.	Phillip, G.	MacCay, J.	Keyl, H.M.
<b>Cadet</b>									
<b>Chief Engineer Officer</b>	Smith, D.H.	Howell, J.O.	Maunder, R.J.	Westgarth, J.P.	Brown, R.D.	Crone, R.A.	McLeod, J.M.	Constable, G.D.	Purdy, R.
<b>First Engineer Officer</b>	Pullen, R.	Stewart, M.J.							
<b>Second Engineer Officer</b>	Bowen, J.D.	Dempster, W.	Graham, A.	Good, E.M.	Fitzgerald, P.	Drummond, W.	Connolly, G.A.	Love, B.R.	Pound, N.W.
<b>Junior Second Engineer Officer</b>	Raine, J.	Rogers, W.S.		Wilkie, T.M.	Buxton, E.	Englefield, J.	Cole, M.J.	Waller, B.H.C.	Sugdon, R.
<b>A.J. Second Engineer Officer</b>	Broden, M.L.		Robinson, R.D.						
<b>Third Engineer Officer</b>		Line, K.	Heslop, J.D.	Pitten, G.A.	Lipscombe, A.C.	Taylor, K.	Ramsey, M.G.	Whitby, D.J.	Maddocks, D.J.
<b>Junior Third Engineer Officer</b>	Gould, G.R.	Goodman, A.J.	Hawker, R.A.		Harrington, D.	Kelly, R.	Gregory, J.E.	Nicol, J.G.	Hodges, K.J.
<b>Fourth Engineer Officer</b>	Rennie, L.M.								
<b>Junior Fourth Engineer Officer</b>	Sauvary, P.	Betts, D.J.	Cooper P.H.	Caulfield, M.	Collinson, M.K.	Robinson, P.R.J.	Kelly, K.V.	Selby, D.L.	Trollope, D.
	Learmont, A.N.	Gardiner, D.M.	Walker, G.	Glessinger, G.A.	Booton, B.	Sharpe, R.F.	Haig, D.W.	Wadsworth, G.J.	Cooke, R.J.
	Goulding, M.F.	Dixon, R.G.	Balmforth, T.	Green, M.	Hunt, S.J.		Watson, A.A.	Ainsworth, S.J.	Ballam, P.E.
	Hayward, M.								
	McQueen, C.J.								
	Ryan, B.								
	Johnston, C.								
<b>Assistant Engineer Officer</b>	Emmons, B.J.	Wedd, S.	Hunsley, J.	Taylor, J.E.	Brady, J.	White, J.R.	Boulter, M.R.	Wilson, G.F.	Gold, B.T.
	Bartlett, R.A.	Chilton, A.J.	Kelvin, B.	Barrett, W.	Simpson, B.L.	Cleave, D.	Donaldson, P.W.	White, I.R.	Gunford, R.B.
	Kendall, F.	Walters, P.	Jowitt, R.J.	Clegg, R.V.	Lawes, G.W.	Statham, R.A.	Nicholls, R.E.	Dinsdale, M.	Walter, R.J.
	Griffiths, P.S.	Murray, R.A.	Wilcox, D.	Atkinson, R.S.	Hall, C.C.	Wedgebury, C.J.	Hutt, I.	Lindon, B.	Hammond, D.
		Saunders, C.G.	Haylett, S.W.	Rea, J.	Courts, J.K.	Otter, K.	Wilson, A.		
		Campbell, E.A.	Austin, A.R.		Christwick, J.	Osborne, R.M.	Tweddle, R.M.		
		McCandless, W.H.			Steele, F.T.	Henwood, G.W.			
		Kelley, G.P.							

Cadet Engineer Officers	Thow, J.A. Wooding, C.J.	Villiers, R.P. Hunter, P.J.							Mullencaux, R. Pepperall, R.A. Dunford, R. Worsley, J.
First Electrical Officer	Davidson, E.	Wiles, B.	Whiteford, A.F.M.	Davidson, A.C.	Smyth, J.	Coughy, W.G.	Roberts, W.T.	Ironside, J.	
Second Electrical Officer	Jamieson, A.C.	Cheetham, J.	O'Conner, I.	Edwards, A.	Newton, J.T.	Thompson, D.	Bickford, D.G.	Fiddling, K.	
Junior Second Electrical Officer	Bowyer, R.V. Spurling, R.R.	Loosen, G.							
Assistant Electrical Officers	Richards, G.A.H. Hill, D. Hampson, E.H.	Jessop, B. Dobson, G.W. Marshall, P.L. Hammond, J.R. Kenney, B.J. Harris, L.	Pepper, P.D. Dobbs, M. Davis, M.W. Machin, N.T.	McKinnon, L. Adams, T. West, M.J.	Howe, E.D. Cawthrow, J.F. Barnard, W.A. Tremain, I.J.	Hoyle, S.R. Milton, B.J. Thomas, H. Dodsworth, C.	Carlin, D.M. Hart, J.F. Ryan, R. Noble, D.W.	Kirk, R.G. Collins, R.A.	Turrell, R.C. Hamilton, G. Smith, G.P. Parkinson, R.W.
Add Second Electrical Officer				Butler, J.					
Ventilation Officer		Steadman, H. Baxter, M.J.S.	Donkin, W.C.	McGuffie, E.	Cloughton, C.W.	Robertshaw, P.	Taylor, F.	Harrison, M.	Knights, L.
First Refrig. Eng. Officer	Clayton, P.		Stuart, W.P.	Santi, M.G.					
Jr. First Refrig. Eng. Officer	Buxton, C.B.		Lyne, J.	Kenyon, P.A.	Fittes, G.J.	Clare, P.	Tanner, D.J.	Muse, R.	
Second Refrig. Eng. Officer			Woollett, M.J.	Gray, J.					
Snr. Second Refrig. Eng. Officer	Chilton, B.					Brown, F.		Middleton, J.	Taylor, R.
Jr. Second Refrig. Eng. Officer									
Third Refrig. Eng. Officer	Finch, T.		Donaldson, E.	Catchpole, B.D.	McNicholas, M. Potter, B.J.	Moss, K.W.	Gulliford, K.	Kerr, J.R.	Gayler, W.R.
Jr. Third Refrig. Eng. Officer	Dawson, R.D.		Burton, D.P. Williams, M. Paterson, W.	Davies, E.C.	Martin, R.W.	Barnes, J.J.	Kerr, G.D. Evans, K. Muntz, R.F.	Baxter, G.W.	Crouch, R.W.
Boilermaker	Lloyd, D.P.	Turner, P.L.				Stringer, R.			
Purser	Wyeth, L.C. Hale, A.G.	McGregor, P.A.	Pinches, E.W.H.	Simpson, J.C.	Williams, R.A.	Ewan, W.A.J.	Arkieson, A.P.	Blurton, D.C.	Brown R.S.
Admin. Deputy Purser	Miles, M.J.J.								
Deputy Purser (Catering)	Aspin, K.W.	Hodgeman, G.P. Pollard, T.M.	Mulder, B.K. Poyntz, J.M.	Parker, J.R. Bonham, J.S.W.	Harries, R.M. Keating, J.D.	Burleigh, D.G. Hawkesworth, M.	Jennison, P.C. Webb, P.E.	Jones, I.R. Tilby, P.J.W.	Meyrick, J.J.
Deputy Purser (Accom.)		Milne- Buckley, C.G. Pike, W.L.					Walsh, J.M.		
Deputy Purser	Henchoz, I.D.								
Snr. Assistant Purser	Rutter, R.W. Nicholls, R.K. Price, M. Cameron, A.G.	Atkins, J.M. Burr, R.B. Pratt, P.J.L.	Hawker, M.J.J. Phillips, D. Robinson, P.C.	Bull, K.R. Collins, D.J. McCaughy, R.R.	Hemsley, W.A.M.	Hooper, C.H.	Blasdale, B.J. Leck, J.D.	Hill, R.J.	Heap, G.L. Coulter, M.J. Saunders, D.L.
Assistant Purser									
Jr. Assistant Purser	Whitmore, A.R. Fisk, P.A.	Kiy, V.J. Powell, D. Kat, C.G.N. Woodroffe, D.M.R.	Salmon, S.J.	Forbes, M.M. Barlow, P.J.	Blackburn, L.M.	Dirks, J.C. Williams, S.B.	Ooyevarr, I. Becker, E.P.	Snyth, J.C.	Traies, S.M. Leeknegt, H.L.M.
Woman Snr. Assistant Purser									
Woman Assistant Purser									
Woman Jr. Assistant Purser	Angrave, G.L. Massett, M. Ascott, L.J. Bishop, A.E. Mitchell, J.F. Lacey, J.A. Collins, S.T. Turner, J.R. Furniss, S.S.	Birchbury, I.E. Moore, C.J. Rooke, J. Ritman, J.C. McGregor, B.	McLennan, A.M. Evans, P.M. Kohler, F.E.	Usher, P.R. Haage, M.I.	Dunnett, A.V. Renkema, T.	Armstrong, S.J. Hyde, R.A.	Goldsmith, D.K. Doyle, A.V.	Scott, K.M. McDougall, M. Dijkstra, A.J.	Slade, C.J.
Travel Advisor	Isaacson, J.W. De Lyle Turner,	Winsall-Hall, W.G.C. Sharpe, D.R. Westwood, K.C.	Culmer, J.F. Hall-Green, D.A.	Riley, J.J. Metcalfe, P.J.	Diggins, J.M. Edward-Jones, H.C. Webb, S.P. Greaves, P.F.G.	Sloen, C.E. Robertson, D.J.B.	Pinks, J.M.	Moseiwitsch, B.	Lynch, J.P. Spilsbury, H.A.
Entertainment Officer First Class									
Entertainment Officer Tourist Class									
Hostess First Class	Dorrel, R.C.	Worton, J.	Hymus, L.G.	Dillon, N.A.		Booth, J.	Chambers, E.M.	Blamire, S.M.	McCleery, F.M.
Hostess Tourist Class	Cox, G.A. Pay, J.C.	Waldmann, M.E. Bretherton, H.M.	Talbot, J.K.	Griffin, R.M.		Barker, S.M.	MacRea, A.D. Fox, D.M. Moss, S.M.	Munt, D.E.	Browne, L.
Children's Hostess First Class	Slorach, A.P.	Davis, G.	Nickson, E.J.	Naylor, J.R.	Gepp, P.D.	Grahame, E.A.	Priston, M.J.		Simister, J.M.
Children's Hostess Tourist Class	McVean, M.	Barringer, E.L. Boreham, A.W. Hodgeskin, W.J.	Hynd, J.A. Timmins, S.H.	Kell, R.D.G. Boxall, R.A.	Mallalieu, S.E. Dellow, K.E.	Shepherd, M.J. Standing, R.W.	White, R. Picking, A.	Turfrey, R.J.	Taylor, R.G.
Chief Steward									
Chief Steward First Class									
Chief Steward Tourist Class									
Chef	Kinsella, S.	Mincham, G.A.	Baker, W.C.	Cox, J.	Manzi, L.	Cornwell, H.	Rodgers, G.H.	Rogers, D.J.	Bayne, D.J.
Du. W.A.P./Hostess W.A.P.									
Purser Cadets			Jameison, H.D. Pike, D.R.M.	Meritt, P.R.	Talbot, S.R. Parsons, D.C.	Herries, G.C.	Walters, M.H. Woodroffe, R.J.	Goldring, A. Harrap, T.R.	



# PANDOR CLUB SPECIAL

## Boeing Boeing

### A REVIEW BY F. H. THOMASSON

The Boeing Boeing story is well known and for a drama group, keen but small in numbers, it is a good choice of play. The plot, centred round a wealthy, apparently inexhaustible Don Juan, who is possessed of an encyclopaedic knowledge of the airlines ABC, provides great opportunities for characterisations, comedy and collusion.

The Pandor Dramatic Society, in its production at the King George's Hall on 11 and 12 December last, made much of these opportunities.

King George's Hall is a Victorian adjunct to a Victorian Swimming Bath, but nevertheless offers the facilities of a good small theatre, except a bar, and the audience received a pleasing welcome from the Society's attractive and appropriately dressed front of house staff.

The set, provided by a professional scenery company, was exactly right in that it had the requisite number of six doors upon which so much of the action of the play relies, and it gave the impression of space and high-ceilinged opulence. However, I felt it was somewhat cold and clinical for what, after all, was essentially a much used love-nest. Perhaps some warmer lighting, more bric-a-brac and books, or even some of the Anderson silver, would have helped.

Apart from the excellent comedy lines which the play offers to the players it depends for effect so very much on the timing of a bewildering number of entrances and exits, and in this respect the entire performance was excellent. This type of action, seen so much for instance in the Brian Rix productions, demands agility and alertness throughout and it is much to the credit of the whole cast that they carried these complications through so adroitly.

The producer's greatest problem with a

play, such as this, with a small cast is to achieve an evenly matched performance from his players. If, for any reason, he is unable to do this the less satisfactory performers may stand out as sorer thumbs than they really are, and the better performers acquire a gilt which perhaps they don't really deserve.

Unfortunately, there was an element of this dilemma in the production, and for me this centred on the difficulty of finding Bernard (John Hillman) entirely credible. Meticulously efficient organiser he was; adorable polygamist he was not, but perhaps this is the reaction of a male envious of another male who has it all made in a manner which rarely comes our way!

Air Hostesses have always seemed to me a somewhat clinical breed and one often wonders what they're really like behind their public masks. This mystery was unravelled for us by the admirable performances of the three Boeing Boeing Hostesses, American, French and German, played respectively and permissably by Penny Hawkesworth, Joy Redington and Mary Barulis.

Bertha (Ann Barulis), the maidservant to Bernard, and Robert (David Lipscomb), Bernard's friend, had the lion's share of the comedy and made everything of it. Their pace, timing and characterisations were excellent and, though there were times when I could have sworn Derek Nimmo was on stage, this did not detract from David Lipscomb's convincing and most competent performance.

Director Derek Edwards, his cast and all the faceless back-stage workers are to be very warmly congratulated on giving us a most enjoyable evening.

The real tragedy is that so many Pandor members and their friends deprived themselves of this pleasure by their absence.

# WHO'S WHO



1 W. A. Williams



2 Mrs Y. T. Castle



3 J. B. Griffiths



4 Mrs S. J. Allen



5 Miss C. Clare



6 Miss J. P. Houson



7 M. D. Wylie



8 Miss G. Dolder



9 Miss B. M. Creighton



10 A. B. Claridge

around  
the  
company

## The Staff Department

Staff Department has responsibility basically for the provision of office staff in P & O Lines and departments in the P & O Group Executive Divisions. This means advertising, liaison with Employment Agencies, interviewing, arranging medical examinations, taking up references, scanning job descriptions, obtaining job profiles from Heads of Departments. Carrying out all the detailed staff administration connected with pay and pensions recording all this so that Pay Department can transfer the information into the right form for passing to the Computer Bureau. Further administration occurs over staff transfers, promotions, retirements, resignations and attendance at training courses as well

as the maintenance of suitable records for staff career development. In addition to this basic function, Staff Department has responsibility for the administration of applications under the Company's house purchase scheme for both shore and sea staff; for the processing of applications for concessional passages from both sea and shore staff and working in very close liaison with the Cruising Department during the summer months. Finally the department is responsible for supplying the Management with the statistics required on staff sickness, turnover and establishment. Within the general statistical sphere they are responsible for keeping records of all staff pay scales of something like

30 different categories of shore staff and company staff policy on many subjects such as attendance allowance, passage concession rules, day release for training, office hours, railway season ticket scheme, sick and annual leave. Interviewing forms a large part of the departments time. Figures tend to fluctuate but as an example it is calculated that in the last financial year something like 2,250 interviews were conducted, largely by Mrs Castle and J. B. Griffiths.

1 W. A. Williams—Joined the company straight from school in 1936 and has served in Correspondence Department Fleet Personnel (then called Officers

Department). Pay Department and had a spell assisting Mr Mackenzie with passenger shipping programming. Shortly after the merge with Orient Line in 1960 Staff Department was formed and he has been in charge of it ever since.

2 Mrs Y. T. Castle (Yolanda)—Female Staff Supervisor. Formerly a Nursing Sister Mrs Castle joined us in 1967 from a famous multiple retail store with whom she was a management trainee. She has overall responsibility for recruitment of female staff, nominations for promotions and transfers, training, and for provision of temporary staff when required.

3 J. B. Griffiths (Barrie)—Male Recruitment Officer. Joined the Company in September 1957 Sea Staff, served in most of Company's

passenger liners reaching the rank of Senior Assistant Purser. He came ashore in April 1966 and joined Passenger Department transferring to Staff Department in July 1967. Apart from recruitment, his job covers staff statistics including a detailed monthly summary of changes in the establishment of some 50 departments.

4 Mrs S. J. Allen (Sheila)—Statistics Assistant, a tower of strength over budgeting and compilation of figures for the statistical reports. Sheila married last October.

5 Miss C. Clare (Carol)—Secretary to W. A. Williams. Joined the Company December 1968 just prior to the formation of the Marketing Unit with whom she was attached until September 1969 when she was transferred to Staff Department as Secretary to Mr Williams.

6 Miss J. P. Houson (Jill)—Secretary to J. B. Griffiths. Having previously lived abroad in East Africa for a number of years Jill joined the Company in October 1969 as Secretary to Mr Griffiths.

7 M. D. Wylie (Mike)—Assistant to Head of Department. Mike joined the Company in September 1968 as a records clerk in Staff Department and became Mr Williams' Assistant early last year. A great deal of his time is spent in dealing with requests for Housing Loans and the maintenance of staff policy rules.

8 Miss G. Dolder (Gill)—Records Clerk. Gill joined the Company in July 1969 having refused a place at a Teacher Training College. She now deals with all the records of salary, transfers, joining and leaving, turnover, and sickness for all staff in the Company.

9 Miss B. M. Creighton (Barbara)—Filing Clerk. Barbara joined the Company in September 1968, Claims Department, transferred to Staff Department in April 1969 and has responsibility primarily for keeping an accurate dossier for each member of the staff in the Company.

10 A. B. Claridge (Jack)—In Charge 8th Floor - Messenger/Commissionaire. Joined P & O in August 1968 having previously been with the Ford Motor Company. Jack is a great help in looking after the many people calling on Staff Department.

## STOP PRESS

### P & O LINES AND US FREIGHT CO JOIN FORCES

Two of the world's largest transportation Companies recently announced plans to form a joint operating company that will design "Floating Hotel" passenger cruise ships.

These will be made available to airlines and other travel interests. With the coming era of supersonic aircraft, along with the growth of world wide tourism, such a development should provide an excellent opportunity for such a joint development.

A Letter of Intent has been signed to form the new company in Bermuda.

### NORTH SEA FERRIES GO CONTAINER

A new lift-on/lift-off container service between Hull and Rotterdam will commence during the autumn.

The new container service is a result of a direct demand from shippers, and the recent growth of freight carryings from both Hull and Rotterdam.

The provision of this additional carrying capacity will also make more space available in the existing roll-on/roll-off service, thus enabling North Sea Ferries to meet the growth in both trailer and container carried through transport traffic.

### YOUR COPY AIRFREIGHT

Members of the sea staff will be pleased to hear that commencing with this edition their copies of 'About Ourselves' will be airfreighted to their individual ship's nearest port of call as soon as the magazine is published.

Distribution of 'About Ourselves' has always been one of the publication's greatest problems. This step has been taken to enable members of our staff afloat to have a magazine aimed at providing topical news coverage.

This action brings with it a plea, especially to those at sea, to let the Editor have far more news than he is at present obtaining.

The Editor has done his piece, now it is up to you!

### PENSIONERS RE-UNION LUNCHEON 1970

The luncheon this year will be held aboard IBERIA at Southampton on Thursday, 9 July.

### PHOTOGRAPHIC COMPETITION

Readers are reminded that the closing date for the photographic competition is 31 May. All entries, please, to the Editor at the following address:

'About Ourselves' P & O SN Co P & O Building Leadenhall Street London EC3.

### INDEX TO VOLUME VIII.

Readers may be pleased to learn that an index has been compiled to volume VIII. Those wishing to obtain copies are requested to let the Editor know, so that he can arrange to have the index sent to them.

---

# MAGAZINE SUPPLEMENT

---

## *The trial of Candia*

Every once in a while, shipping annals record the appearance of a vessel which is extraordinarily efficient, happy and popular with seamen and passengers alike.

Such a ship was *Candia*, built in 1854 by Mare at Blackwell. She was a fine three-masted iron screw barque and with one notable exception had an unspectacular career. She quickly proved herself an excellent ship and when in 1856 she broke her shaft, the opportunity was taken to lengthen and re-engine her at the same time as repairs were done. She then became 317.4 by 40.5 extreme with a gross tonnage of 1982.

*Candia* lay peacefully at anchor in Aden's Outer Anchorage in the hot arid afternoon of Wednesday, 27 April 1864. Now on the Calcutta-Suez run, she was returning to Calcutta with a full load of cargo and mails, including half a million pounds in specie. She was also carrying passengers, some of whom were now wearily, and probably thankfully, returning from expeditions to the famous tanks.

At 6 pm she weighed anchor and steamed slowly out of the anchorage, watched by people gathered on Steamer Point. The voyage had had an unfortunate start when a lascar fell overboard and was drowned in Suez but now everyone had settled down and was looking forward to the comparative cool of Ceylon and India. That evening and the following day passed quickly and quietly in Victorian euphoria.

The morning of Friday, 29 April, found *Candia* about 52 miles North of Ras Ulloola (Alula) on the coast of Arabia and

about 300 miles from Aden. Waking passengers were surprised to see that the weather was threatening. The sea was rising and the wind accompanied by slight rain showers was coming in strong gusts. John Castle, the 41-year-old Captain, ordered the ship to be prepared for a gale and many of the sails were taken in. By 9 am the barometer, which was falling, was being anxiously watched. Most passengers ate hearty breakfasts and some of the hardier ones were lounging on the deck. They were soon disturbed when the wind started coming in such tremendous gusts that the foresail could not be taken in. The fore topsail was blown to pieces and the loud cracking of its shreds showed the wind was increasing in violence, and as no man could safely work aloft, they were left. The atmosphere became thick and hazy and the wind blew off the crests of the waves of the sea which was rising fast. At noon, the seas were swamping the ship. Water poured in tons down the stokehole and engine room; the skylights were letting in showers of water, terrifying the passengers in the saloon. Tarpaulins nailed down over the large openings on deck were ripped off by the sea and wind "like so much blotting paper" and frantic efforts to re-secure them failed. The scene on deck was one of utter chaos, all awnings had been torn away, and smashed deck furniture and hen coops crashed drunkenly around. Ropes had been stretched across the deck for men to hold on to as the ship was lurching very heavily. The sea was "swirling and curling over us as she dipped her stern" and a heavy sea carried

away the starboard lifeboat and quarter boat, bending double the davits as if they were wax. At times, the forecastle was almost buried by the sea which filled the lower forecastle. Above all, the roar and the noise of the elements was inconceivable.

Castle decided to round *Candia* to, with her head NNE. This was accomplished successfully and the rudder was lashed and secured. Castle at this time was lifted by the seas but he managed to grab a rope. At 1.30 pm the wind which was amazingly still increasing, carried away the jib boom and the fore topgallant mast. The wind was also forcing the ship over and down on the starboard side so that those cabins were flooded. The water lifted the lower berths, washing stands, trunks and portmanteaus and "beat all up into one mass of pulp and debris" and attempts to save the baggage besides being unsuccessful were foolhardy. The starboard bower anchor was torn from its securings and hung overboard beating a hole some nine inches in diameter in the ship's side. The crew were being helped by passengers at pumping and baling.

About 2 pm *Candia* was in latitude 12.13 North with Socotra about 60 miles off the lee quarter. The storm, increasing in fury, now threw the weather lifeboat and its davits inboard where it banged up against the funnel. The gig and quarter boat were turned over. The fore, main and mizen topgallant sails were all blown to ribbons. Most bulwarks had gone, awning-booms, ladders, and coops were all loose and knocking about, Second Officer

Turner had his leg broken in two places by a hen coop. The saloon which housed 12 ladies and 3 children (the other passengers helping at the pumps) was completely gutted of furniture.

The engine room resembled a scene from Dante's "Inferno". The water was rising fast and threatened to put out the fires and clouds of steam were escaping from the openings into which the sea was pouring. By 4 pm the engine room had seven feet of water crashing about in it. The fires were out and "we were shorn of our greatest strength. How comforting it would have been to have felt that vibrating noisy screw, at other times such an intolerable nuisance".

All passengers and crew were pumping. At one stage the Danton pump on deck became choked and the Second Engineer and the Carpenter went below and with water up to their necks managed to cut the pipe and so enable the pump to be worked down to that depth.

Daylight had gone at 7 pm but the worst had passed. The sea and winds were still tremendous but certainly decreasing and all aboard counted their losses. The Second Officer and a Steward each had a broken leg and one passenger had severely injured a knee when he fell through some glass. The listing ship had lost 5 boats, some masts, all sails and had a hole in the bow. The passengers had lost all or most of their baggage.

During that night and most of the following day, Saturday, passengers and crew pumped and baled, baled and pumped. The Danton pump was being worked in turn by passengers, each doing a certain



The 1,961 tons gross *CANDIA* built by Mare of Blackwell in 1854.

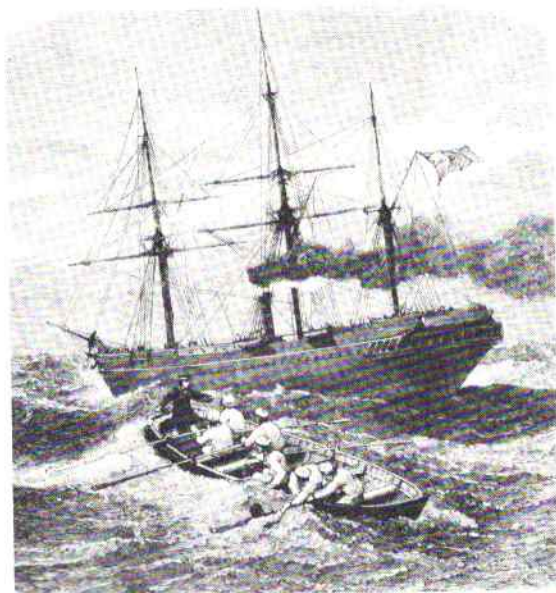
number of strokes. Although the weather was moderating, it was still threatening and one passenger at the pumps observed the work "induced an intense thirst and perspiration to be quenched only by copious draughts of liquor". That day there was no breakfast or dinner save bread and cheese and "excellent tipple". By 4 pm the water in the Engine Room had been reduced sufficiently to get steam up in one boiler and so apply power to the donkey engine and the Danton pump which partly relieved passengers and crew from manual pumping.

At 11 pm the engines began working very slowly and continued so all night and course was shaped for Ceylon. *Candia* was still listing badly to starboard and as a result it was necessary to pick dry coals from the port side for the boilers. Pumping and baling had been necessary all through the night and by 5 on Sunday morning, everyone was utterly exhausted. Castle decided to return to Aden as the engines were not working fully and "in our crippled state even an ordinary gale would be very serious".

During the morning, some of the passengers cleared the starboard cabins of the saturated debris which was "producing a dreadful smell" and sprinkled the cabins "with a deodorizing fluid they had on board". At 2 pm a passenger, Bishop Boone of the US Episcopal Church Mission Society of China, held a short thanksgiving service.

On Monday, the ship passed the "too evident signs of some ships having foundered in the hurricane. Bales of silk and cushions besides the dead body of a lascar lashed to a mast."

Captain Castle "never for an instant through all those weary hours from Friday morning to Sunday afternoon, did he leave his duty of superintending personally the vessel's movements and giving such orders as were necessary to ensure . . . the safety of the ship". So impressed were the passengers with the courage of the crew that a collection was made. Captain Castle was given £100 to buy a piece of plate and the Chief Officer and Chief Engineer were each given £50. The Chief Steward received £22 and the Stewards received £90 amongst them. The two Stewardesses were not forgotten and received £25 each for "right good service



Picking up a man overboard from the *CANDIA* in the Red Sea.

did they do amongst the ladies". Finally, a small sum was given to Bishop Boone to purchase a Bible as a mark of appreciation.

At 12.25 pm Tuesday, 3 May 1864, *Candia* arrived safely back in Aden. The watchers on shore hardly recognised the old familiar lines and certainly the ship was very battered and sorry looking. Even the passengers and crew who had lost most of their possessions, presented a spectacle, dressed as they were in an assortment of ill-fitting clothes. No doubt as the exhausted people came ashore, the superstitious commented that the voyage had started and finished with the death of a lascar. In any event, all agreed that *Candia* had weathered a storm which ought to have sent her to the seabed.

*Candia* had shown what a fine ship she really was. She had demonstrated what her officers had known all along and as a passenger put it "proved herself a magnificent sea boat, and will do her work as nobly again". Six days later after temporary repairs she resumed her voyage to Galle, Madras and finally Calcutta where she was drydocked for extensive repairs.

On 9 September, the proud ship went back into service which lasted for another ten years after which she was sold to Japan, finally ending up as a storeship at Hakodate at the turn of the century.

# KYOTO

by Peter Simmons

A little time ago the Editor was approached by Peter Simmons of our Steamers' Shops Department asking if an illustrated article on Kyoto would be suitable material for a future edition of *About Ourselves*. Having seen the standard of the photographs that Peter has taken, there is no doubt that such an item would be welcomed by the readers of the magazine.

Peter has, in fact, had several colour transparencies accepted by a well known photographic studio.

In connection with his day to day work, Peter was asked to visit the Far East during the months of September and October

**HIGASHI HONGANJI TEMPLE**—is one of the famous meccas of Buddhists in Japan. Destroyed by repeated fires the present temple structures were re-built in 1895. The temple is noted for its example of Japanese Buddhist architecture and is one of the largest wooden structures in the country.



**HEIAN SHRINE**—built in 1895 to commemorate the 1100th anniversary of the founding of Kyoto is actually a small scale model of the original Imperial Palace. It reflects the Chinese influence on the Japanese Imperial Court prevalent in the Heian period (794-1192).

1969, and whilst in Japan took the opportunity of spending a little of his own time in Kyoto.

After the hustle and bustle of Tokyo, Yokohama and Osaka, Kyoto, although a city of nearly a million and a half inhabitants, came as a vast contrast.

The ancient city of Kyoto was the former capital (794-1868) of Japan, located in the

**KINKAKUJI TEMPLE (GOLD PAVILION)**—noted as a famous structure of the Muromachi period (1336-1573) originally constructed in 1397 as the Governor's tea house becoming a Buddhist temple on his death. In 1950 the temple was deliberately burned by one of the temple's priests, and the present building was erected in 1955 as a reproduction of the original. The glittering three storied building with a bronze phoenix on the roof is reflected in the lake, surrounded by evergreen hills.



central area of the main island of Honshu, surrounded on three sides by low lying mountains and close to lake Biwa. It is laid out centrally on the plan of the early Chinese city of Chang-an, all the main roads running either east to west or north to south, and is linked to Tokyo and Osaka by the 130 mph "Bullet" trains of the New Tokaido Line.

The sophistication cultivated in over a thousand years as the centre of the nation's civilisation is very apparent and the city is very rich in tradition not only in architecture but in the lives and industry of its people.

Large numbers of people visit Kyoto to view the Shinto shrines and Buddhist temples in which the city abounds. Many of them are works of art in their own right, others contain beautiful paintings, sculptures or other works of art, and many have beautiful gardens for which the country is so well known.

As a point of interest there are said to be more than 2,000 shrines and temples within Kyoto.

Shinto and Buddhism would appear to co-exist very well together in Japan although there have been in the past, periods of intolerance. Many observances and rites of Shinto are now so interwoven with Buddhist elements that it is not unusual for people to adhere to both for different purposes.



**KIYOMIZU TEMPLE**—nestled in the picturesque hillside of Higashiyama (Eastern Hill) is considered to be one of Kyoto's oldest temples constructed on wooden staging over a hundred feet high. It was originally built in 795 but re-built in 1633. Visitors are encouraged to sample the clear mountain waters (to prolong life) and to see the panoramic view of the city in the distance.



**SANJUSANGENDO HALL**—is the popular name given to the Renge-o-in Temple, a large barn-like hall best known for its image of the Thousand Handed Kannon (Goddess of Mercy) and its many other statues. There are in fact 1,001 wooden, carved and gilded idols, each about 6 feet high. Originally begun in the early 12th century the present building dates back to the mid 13th century.



Kyoto is the main centre of the traditional industry in Japan and takes pride in the vast selection of commodities offered. There are the popular folding screens, stone art, a large selection of pottery, developed largely as a result of the tea ceremony, wood block prints, and luxurious silks. The sight of cloth bleaching in the clear running Kamo River is one of the features of the city.

As dusk covers the city from the surrounding hills the central area becomes crowded. Under the bright colourful neon lights there are a considerable number of night clubs, bars and cinemas. Eating houses abound and apart from exciting Japanese dishes the cuisine of the eastern and western worlds is available.

**RYOZEN KANNON TEMPLE**—erected in 1955 to console the spirits of those killed in World War II is surmounted by the vast commanding figure of the Goddess of Mercy appealing to the people to make eternal peace for the world.

---

# PANDOR CLUB ROOM

W A Williams

Friday, 5 December, 1969, was a Red Letter Day for the Pandor Club.

After years without a proper headquarters for the Club, during which we were sustained by rumours—most of which turned out to be false—and hopes,

eventually a club room far exceeding in space, comfort and facilities anything the Committee had ever dreamed of, was suddenly there. At last we have a long awaited focal point for our growing sports and social activities.

Drinks and light refreshments are available at very attractive prices. Darts, table tennis, bar billiards, cards, idle chatter, even shop talk, can now take place in surroundings which are probably not equalled for staff anywhere in the City of London. What a joy it is for instance for the table tennis team to have a "home ground"; already they are one of the most feared teams in the league. How pleasant to be able to put on a dance on our own premises in these truly excellent surroundings; how pleasant to have somewhere to take your guests for a lunch-time drink; how nice to see members of various departments meeting together and even more so, members of the sea staff in London Office for a course, meeting shore staff during the lunch break; how nice to see the Pandor swimming club trophies properly displayed.

Need we say more? If you are not already a Pandor Club member, for goodness sake join at once. It is only £1 a year, and don't think from what I have written that the bar operates only between 12.00 and 2.30; it opens again at 5.00 pm until 7.00 pm daily. Hope to see you there.

# History of Group Companies No.3

## MAGAZINE SUPPLEMENT



### THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY Limited

The present E & A Line is in fact the third shipping company to bear the name "Eastern and Australian". The first was founded on 18 April 1873 when four British merchants resident in Singapore signed a contract with the Queensland Government for the carriage of mails from Brisbane to Singapore to connect with the P & O mail service to Europe. This company was known as the Eastern and Australian Mail Steam Company, although this was unofficial and no company of this name was legally formed.

The service started in December 1873 using an assortment of ships including the new steamer *Sunfoo* of 1,450 tons with accommodation for 44 first and 30 second class passengers, and two chartered vessels, the Harrison steamer *Legislator* of 2,126 tons and the *Tom Norton* of Leith (1,400 tons).

Although the original contract called for

a service from Brisbane to Singapore this was soon extended to Melbourne in the south and to Hong Kong in the North. The *Sunfoo* met an early end when opening the northbound extension to Hong Kong. She was stranded and abandoned on Reef Island off Hong Kong. This was a considerable blow to the young enterprise but a replacement was found in the *Flintshire*. This ship in turn came to grief on her first voyage for the line when she grounded on a reef outside Townsville. Included amongst the passengers on this occasion was the famous tightrope walker Blondin. The route followed by the company's ships from Queensland to Singapore through the Torres Straits was at that time very poorly provided with lights and the many reefs and islands were very sparsely charted. E & A Officers have always had to become familiar with these waters and to this day a substantial number transfer to the Torres Pilot Service aided, no doubt, by the experience they have gained whilst in E & A service.

Other hazards exist in the waters between Australia and China apart from reefs and typhoons. In 1880 the Captain of the *Bowen* heard soon after leaving Hong Kong that a party of pirates was on board and planned to take over the ship when she was intercepted by two junks which were lying in wait. Fortunately the pirates on board were quickly rounded up and disarmed and when the ambushing junks appeared they were evaded by a burst of speed which the designers of the engines would not have thought possible. To this day there is a danger of meeting pirates in this area and all E & A ships take precautions against being ambushed by them. Relations between the company and the Queensland Government became increasingly strained because the latter wanted



TANDA leaves Circular Quay, Sydney in 1935



ST ALBANS a passenger/cargo vessel which was in the fleet between 1910-1931

Brisbane to be the terminal port whilst the company found the trade from Melbourne and Sydney to be increasingly important. The climax was reached with the loss of the mail contract to the BISN Company Limited in 1880.

Following this set back the company was reformed and registered under the present title—the Eastern and Australian Steamship Company Limited. Trading conditions were not easy in the last decade of the nineteenth century as economic conditions in the area appeared to have stagnated and the tide did not turn until the early years of the 1900's.

In 1910 the *St Albans* was built; she was a 14 knot triple expansion steamer of 4,119 tons and 588 hp. She was to be the last vessel specifically built for the company for 40 years.

The company came through the 1914/18 war unscathed and shortly after the return of peace the owners, the Gibbs family, decided to sell out. The purchaser was Lord Inchcape and the E & A thus became a member of the P & O Group as a subsidiary of the BI. The most marked result of this change was that when new ships were required they were transferred from other Group companies rather than being built for the trade.

Thus it was that at the start of the 2nd World War, E & A were operating the former BI ship *Tanda* and two ex P & O vessels *Nellore* and *Nankin*. This war was a complete contrast to the 1st World War and at the end of it the E & A was a shipping company without any ships.

The first loss was the *Nankin*. On 5 May 1942 she was in the Indian Ocean en route from Fremantle to Bombay. In addition to normal passengers, she was carrying a substantial number of survivors from other ships who had reached Australia and who were now returning to

India. The first sign of danger was the appearance of a seaplane which grappled away the wireless aerial before a complete distress message could be transmitted. Shortly afterwards the German raider *Thor* appeared together with a supply ship. *Nankin* was taken over by a prize crew and the original passengers and crew transferred to the supply ship. The three ships then sailed to Japan where the passengers and crew of *Nankin* were interned for the rest of the war. *Nankin* was renamed *Leuthen* but whilst she was being converted into a supply ship in Yokohama there was an explosion in a tanker called *Uckermark*. This explosion destroyed not only the tanker and the *Leuthen* but also the raider *Thor*. Thus victor and victim perished simultaneously. *Nellore* and *Tanda* continued in service for two years until, within 17 days of each other, they were both torpedoed and sunk in the Indian Ocean.

After the war services were resumed with

ARAFURA the first ship specifically built for E & A after the war





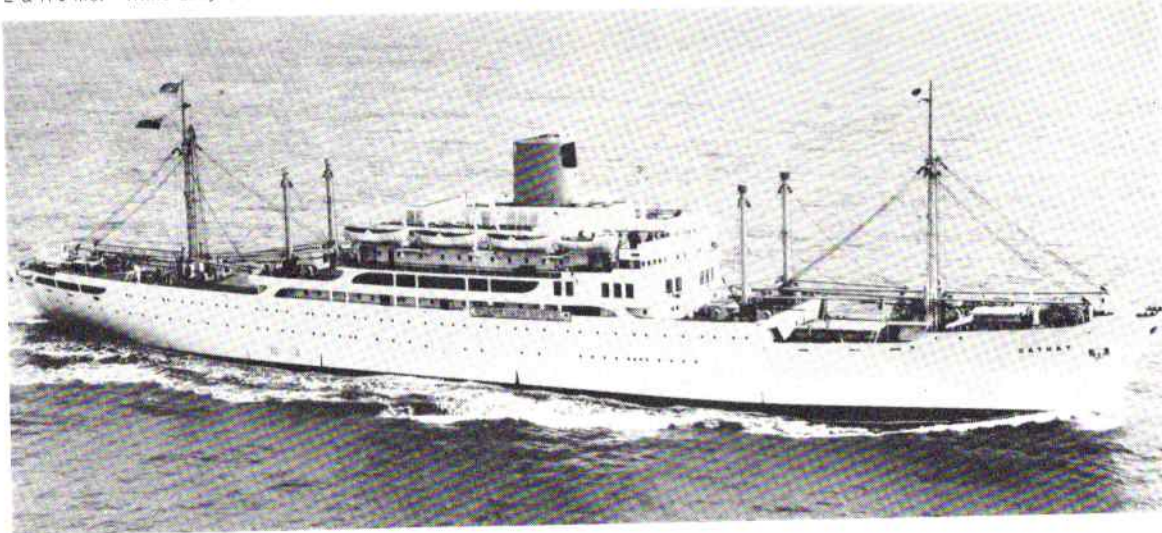
ARAMAC

three war built standard ships—the second *Nellore*, *Nankin* and the *Eastern*. *Nellore* and *Eastern* were British built "Empire" type steamers of 9,900 tons whilst *Nankin* was an American built "Victory" ship.

These three ships were joined by *Arafura* in 1954. *Arafura* was built for the company by Barclay Curle of Glasgow and was the first new ship E & A had had since 1910. The next addition was *Arawatta* in 1963 and in 1965 came *Aramac*.

*Aramac* was a milestone in the company's history as she marked the re-entry into the passenger trade after a gap of 21 years.

E & A's first "White Lady", CATHAY



She was built for the North Atlantic services of Cunard as *Parthia* but was substantially converted by the New Zealand Shipping Company for their UK/New Zealand trade as *Remuera*. *Aramac* was very popular with the Australian travelling public and operated a regular service of cruises from Australia to Japan, Hong Kong, the Philippines and back to Australia. She has now been broken up in Kaohsiung and replaced by *Cathay* which was transferred from the P & O's UK/Far East Trade in November last.

The war built ships were sold and replaced by two ex P & O motor ships—*Salmar* and *Salsette* which were renamed *Arakawa* and *Aradina*. These together with *Arafura* and *Arawatta* now maintain the company's cargo services between Australia and Japan, and Australia and Hong Kong.

1969 was probably the peak of E & A's activity as during 1970 the main Australia/Japan trade will be taken over by the container ships of the Australia Japan Container Line Limited and most of the conventional cargo ships will be transferred to other Group companies. In 1969 the five ships flying the E & A house flag of a gold lion "rampant guardant" holding a fouled gold anchor on a red diagonal band on a green ground steamed 320,000 miles to carry 3,328 passengers and 282,000 tons of cargo. The ships were manned by 113 Australian Officers and 352 Chinese crew members.

# Adventures on the East African Railroad

BY P. G. HAMPTON, MC. TD.,

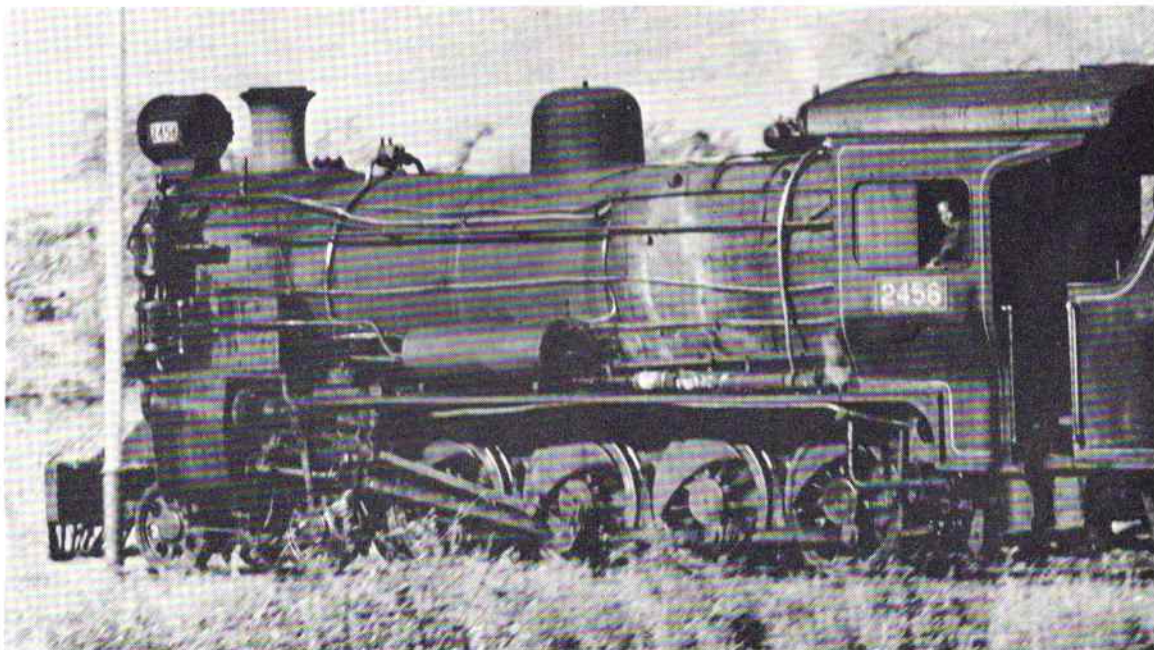
Twice during the last two years we have flown out to see our daughter in Nairobi, and on each occasion we paid a short visit to Mombasa. The first time we went by road—a distance of about 300 miles. It is a most interesting drive through open country with, if one is lucky, glimpses of Kilimanjaro in the distance, and elephant, giraffe and many kinds of buck quite close to the road. The road surface is like the Curate's egg—good in parts. The good is very good indeed, but the potholes in the bad part are terrifying. In spite of this we averaged about 65 mph, and this is not considered at all fast!

On our second visit we flew down to Mombasa in a Fokker Friendship of East African Airways. After a smooth, nearly silent non-stop flight out from Gatwick to Nairobi in a VC10 it seemed very small

and noisy, but the flight—only about 80 minutes—was smooth and the two Kenyan Air Hostesses were charming and efficient. Having used two of the three available means of transport, we decided that we would now try the third and return to Nairobi by the train which leaves Mombasa at 6.30 pm each day. It is scheduled to cover the 330 miles in 13½ hours—an average speed of 24½ mph! It carries first and second class passengers only, with motor cars and other freight in covered vans. Our locomotive was a diesel-electric built by the English Electric Co. Ltd., and the train consisted of 10 passenger coaches, a restaurant car and 10 motor car and other freight vans.

Mombasa station platform was crowded with people of all races and ages—in fact there were far more people seeing the

An East African Railways 4-8-0 steam locomotive used for hauling freight trains.



train off than passengers. Tension grew as the time for departure approached. At 6.30 pm the piped music (fairly elderly records of such old favourites as "My Fair Lady", "The Sound of Music" and, of course, selections from Gilbert and Sullivan) died away, and a voice from the loudspeakers solemnly announced: "The train for Nairobi will leave in about 5 minutes".

The sun was going down as we pulled out of Mombasa, across the island and the causeway to the mainland. We then began to climb steadily through narrow cuttings and round sharp curves. At first we hung out of the window enjoying the silhouettes of ships and cranes against the evening sky, but there is no twilight in the tropics and when we could see no more we withdrew our heads and examined our compartment. This was upholstered in blue leather and was spotlessly clean. It was equipped with all the usual sleeper fittings, drinking water, glass-holders, and reading lights. This compared well with British Rail in spite of the narrower gauge (3ft 6in). At the window there was a fine-mesh wire screen which one could wind up to discourage mosquitoes.

A smiling attendant soon appeared and enquired if we would like morning tea, and also if we required bedding. This is hired at the equivalent of 10s a night consisting of mattress (Dunlopillo) pillow, sheets and blankets. There is no sleeper charge. He was shortly followed by the Chief Steward who asked if we would prefer first or second sitting for dinner. We chose the latter and then passed a pleasant and comfortable hour over drinks served to us in the compartment by the sleeping car attendant. Outside it never got quite dark, and soon the glory of a full moon was lighting up the countryside and showing us glimpses of mud huts and weirdly-shaped trees. When the train was going round a curve we could see that the locomotive carried a powerful searchlight which lit up the track for a considerable distance ahead—a necessary piece of equipment as game frequently strays on to the line.

Dinner was announced at about 8.30 pm. The restaurant car (also upholstered in blue leather) holds 24 passengers and was staffed by the Chief Steward, a Wine Steward and three table waiters. The service was excellent, the dinner well cooked



An East African Railways dinner menu.

and beautifully served from hot dishes on to hot plates, and there was a limited but adequate Wine List. A copy of the menu is reproduced. We thought that five courses and coffee for about 13s was very good value for money. Strawberries are certainly in season in Kenya during December, but I do not remember their appearance on British Rail's bill of fare in June or any other month.

Our compartment had been converted to a sleeper during dinner, and as we were about to turn in we heard loud blasts on the locomotive siren, and felt the brakes being applied. I put my head out of the window just in time to see a giraffe in the beam of the headlight sedately crossing the line ahead of us. The railway runs through the huge Tsavo Game Park where there is the largest concentration of elephant in Kenya. During the night we were halted a couple of times for several minutes while the siren blared forth impatiently. It is said that

only elephant can bring the railway effectively to a standstill, and we have been told tales of them standing on the line and refusing to move. This also happens on the road and a long line of traffic can pile up while one waits for an elephant to decide to move out of the way!

All through the night the train climbed steadily through the Game Park, stopping sometimes at tiny, beautifully kept stations where the track is doubled to allow trains to pass. Some time after midnight, at Mtito Andei—the half-way point, we passed the passenger train going to Mombasa from Nairobi. It was light by about 6 am and we were soon peering out of the window to see if we could spot any game. We were now about 4,000ft above sea level, a morning mist clinging to the caravan of carriages but as soon as it cleared we could see many buck, gazelle, and once, a solitary giraffe only a few yards from the track. There was also more than one colony of Marabou Stork—an unattractive bird which seems to have habits rather like the culture!

Breakfast is a running meal starting at 6.45 am. The menu is pretty comprehensive and one can have a full "English" breakfast—even including kippers—if one wants it. Once again the service was excellent in every way. At this time we

seemed to be running on time, and expected to be in Nairobi by 8 am, but there were several stops at passing stations to cross more freight trains. These are normally hauled by steam Garrett locomotives manned by African crews, and are a most impressive sight pulling anything up to 70 or more wagons. The two drivers of our train were Europeans. Accommodation for the one not on duty is provided in a caboose car at the end of the train.

Some miles outside Nairobi the railway runs alongside the perimeter fence of the Nairobi Game Park and we were lucky enough to see a couple of cheetah playing on the track just inside the wire. The last stretch of the line runs through the fast-developing industrial area of Nairobi, where most of the factories are now situated, and is about 2 or 3 miles from the centre of the city. The train slowed to a walking pace and finally stopped just short of a busy level crossing where nobody seemed to know who had right of way! However, further impatient blasts from our siren finally induced someone to stop the road traffic and we arrived in Nairobi Station at 8.45 am, just 45 minutes late. So ended a very comfortable, interesting and leisurely journey for which the First Class single fare is about £4 10s. It was Christmas Eve, and the shade temperature was already in the eighties!

In a 1956 copy of an Orient Line Newsletter the Editor came across the following item which may be of interest to readers:

### WHY 'ORIENT'

‘ Few people who know of the Third Division Football Club, Leyton Orient, and probably no member of this Company could have realised until recently why the Club was so named. However, an article which appeared in the *Wanstead Express and Independent* at the back-end of last football season, under the heading "Why Orient?" traced the origin of the Club back 75 years to 1881, when an amateur football club, composed of members of the staff of the Orient Line was founded, and began its career on the Upper Clapton Cricket Ground. From this beginning (according to the article), Leyton Orient F.C. grew. It may be remembered that the Club's name was changed from Clapton Orient to its present name a few years ago. A letter was then written from the Publicity Department to Mr A. Stock, the Manager of the

Club, requesting confirmation of the article. Mr Stock replied that this was correct and added that the original club shirts had a large "O" on the back, hence the club war-cry "Up the O's."

A "History of the Orient Line" was then sent to the Club with an offer of a suitably-framed enlargement of the S.S. *Orient*, the first ship built for the OSN Co. in 1879 and, of course, contemporary with the beginnings of the Club.

A reply from the Secretary, Mr A. Huggett, stated that the Directors would be delighted to hang the picture in their Board Room.

On Saturday, 20 October, W. E. Harris, Publicity Department, presented the picture to the Chairman of the Club. Their latest acquisition proved a talisman of good fortune for Leyton Orient who proceeded to beat Swansea Town by three goals to nil.

It is only natural that the telegraphic address of the Club should be "Orient", but quite a coincidence that the name of the road in which the Football Stadium is situated should be "Brisbane"—for so many years the Company's final port on the Australian run.'

# MAGAZINE SUPPLEMENT

## CONTRACT BRIDGE

By H. St. John Ingram

### SAFETY PLAYS

Play of the hand and defence is quite as important as bidding and, although many players have little interest unless they hold aces and kings, the finer and most enjoyable part of the game is overlooked and missed, and that is why such players are not winners.

Perhaps the chief reason for misplaying the "dummy" is not employing what is known as "safety play". There are numerous occasions when a certain position arises and the recognised "safety play" guards against an awkward break of the cards.

I noticed in the Final of the British Bridge Leagues Gold Cup how the Scottish team paid great attention to Safety Plays. They were rewarded on a number of occasions and it went a long way for Scotland to win the cup for the first time. They are the present holders.

Here is the kind of thing you will come across repeatedly:

<i>West</i>	<i>East</i>
S. 9.8.7.4.	S. A.Q.6.5.2.
H. 8.3.	H. 7.5.
D. 10.4.2.	D. A.K.Q.
C. A.9.7.4.	C. K.Q.2.

East is playing the hand in 4 spades, and South, after making Ace and King of hearts, leads a club. It is quite obvious that if you only lose one trick in spades, your contract is assured and it is the handling of this trump position where so many fall down. Most players would take the club on the table and lead a trump and finesse the Queen. This is wrong. Your correct play is to take the club trick in your own hand, lead Ace of trumps and go over to table and lead a small card if King did not fall to the Ace. Your play of the Ace first round, *guards against this singleton King with South*, which would mean the loss of two tricks in the suit.

If you hold nine cards in the two hands and can afford to lose one, always play your Ace first. Here is a position which arises practically every time you sit down for a game. You are declarer—the contract is immaterial, but you can see it is all right if you can make three tricks from the following combination of cards in your own hand and your dummy:

A.7.2.  
K.J.6.4.

How would you play them? The average player leads the Ace and then finesses the Jack. That is all right of course if you want all four in the suit, but remember, here you only want three. The correct play is to lead King first, then a small to the Ace and the third round, up to the Jack. Put the cards out and distribute the remainder how you like and you will find you have lost nothing by this play to make three. Why should you play them this way? To guard against two only, including the Queen, sitting over the Jack. The finesse would lose to the Queen and you would lose another to the other hand.

The next position given does not happen so often, and for that very reason should be studied carefully, so that you remember to apply it when the occasion arises.

In one hand you hold A.K.9.x.x. and in the other four small of your trump suit. If you require all five tricks you have no option but to lead out Ace and King and hope the other four are divided 2/2. If, however, you only require four tricks in the suit, you should lead up to the A.K.9.x.x. and if second in hand plays a low card you make the safety play of putting up the 9. This guards against the four missing cards (Q.J.10.x.) all being in the second hand. The play of Ace or King would lose you two in the suit.

It will pay you handsomely to get one of the recognised books on safety play and study it carefully.

There are recognised standard leads from certain combinations of cards; seldom will it be advisable to depart from them.

### LEADS AGAINST NO TRUMPS

From A K Q etc.	Lead King followed by Q
.. A K & 5 more	.. Ace
.. A K & 4 or less	.. 4th best
.. A J 10 etc.	.. Jack
.. A & 3 or 4 small	.. 4th best
.. A Q J etc.	.. Queen
.. K Q J 10 etc.	.. King
.. K Q & 5 or more	.. King
.. K J 10 etc.	.. Jack
.. Q J 10 or 9	.. Queen

### LEADS AGAINST TRUMP SUIT

From A K Q etc.	Lead King followed by Q
.. A K etc.	.. Ace
.. A K only	.. King
.. A Q J	.. Ace followed by Q
.. A & 2 or more	.. Ace
.. K Q J etc.	.. King
.. K Q etc.	.. King
.. Q J 10 or 9	.. Queen
.. J 10 9 or 8	.. Jack

Do not forget that if you hold Ace-King only of a suit, you lead King first followed by Ace but if you have others in the suit, you lead Ace first followed by King unless you also hold the Queen in addition; this you should play second round instead of King.

### QUIZ

East one spade, West 2 hearts, East 4 diamonds. What should West now bid, holding S. Q.10, H. K.J.10.8.3, D. 9.8.6.2, C. A.9?

### ANSWER

likely slam by showing club control. West is pleased to co-operate for a bid confirming a fit in hearts and showing control of diamonds. East's jump to four diamonds must be

# A MEMORY OF THE KHYBER

O. L. BUGGÉ

Most of the ships which comprised the Company's fleet in years gone by took their names from the places and countries which they served. Many of these conjure up in the mind a picture of far off lands under a burning sun, while others savour of romance and history, and pioneering days in a new world. Thus the *India* gives an image of the old Mogul Empire and the East India Company, of Viceroys and Maharajahs and age old customs and religions; the *Arabia*, of nomadic Bedouins in the empty desert, of oases and camels, and fervent pilgrims wending their way towards Mecca; the *Persia*—of merchant caravans and markets, and the Peacock throne of the Shahs, and Darius and his vain bid for domination over the Athenians and Greeks; the *Egypt*—of an ancient civilisation which bequeathed to us the Sphinx and the Pyramids and the great temples of the Pharaohs, and the gods Isis and Osiris; the *China*—of inscrutable celestials and long dead dynasties remembered in priceless pottery, of intricate carvings in ivory, jade and wood, of opium dens and pirates, and junks with lateen sails and clippers racing home with the new season's tea. The *Australia* reflects a new continent to be opened up with sheep farming in the great outback.

Here the rush for gold and quick riches finds an echo in the *Ballarat* and *Bendigo*. Others come similarly to the imagination. The *Delhi* suggests the Indian mutiny and the blowing up of the Kashmir Gate at the storming of that rebel-held city as well as the brilliance and pomp of the Durbar. The *Simla* and *Kashmir* are redolent of the India of the British Raj when, in the hot weather, the Viceroy with his glittering retinue and the lesser Sahibs of that august period, would forsake the searing heat of Bengal for the refreshing coolness of the Himalayan foothills. Does not the *Himalaya* recall the mighty peak of Everest overshadowing that massive range of mountains and regarded with awe and veneration by the Ancients as the abode of eternal Spirits?

All the colour and mysticism of the East are conveyed in the names of *Cathay*, *Chusan*, *Nagoya*, *Nankin* and, *Sumatra* with *Malacca*, *Sunda*, and *Banka* commemorating the ancient seaways between China and India. The *Peshawur*, if I remember rightly, once ploughed her solitary way to unusual ports in her search for cargo typifying the fiercely independent character of the inhabitants of that remote city on the borders of Afghanistan. Of the six "K"s, *Kamala*, *Kalyan*, *Kashmir*,

*Kashgar, Khiva and Khyber*, which in the twenties maintained a service to the Far East, the last, I consider, bears a name of absorbing interest.

The Khyber Pass has been from time immemorial the gateway through which the merchant caravans of Bokhara and Turkestan have made their way to and from India. It is about thirty-three miles long and is set in a grim and inhospitable region of towering mountains and boulder strewn valleys, affording natural cover for ambushes and sudden forays. From their rocky fastnesses the wild Ghilzye and Afridi tribesmen would descend upon any hapless band of travellers struggling through the confines of the Pass, killing and plundering with scant mercy if adequate toll for safe conduct were not forthcoming.

It was along this route that Alexander the Great made his victorious march into India to hold sway as far as the Sutlej, as well as later invaders such as Nadir Shah who sacked Delhi and Tamerlaine. It was this same highway which witnessed one of the worst disasters that has ever befallen British arms. This was when, in January 1842, in the bleak menacing gorges of Khoord-Kabul, Tezeen and Jugdulluk on the Afghan side of the Khyber Pass, the Army of the Indus, numbering some four thousand troops and twelve thousand followers, was decimated by vengeful Afghans as it retreated in bitter weather from Kabul. For those who would like to take a closer look at this tragic episode I can recommend "Signal Catastrophe" by Patrick Macrory, a book which gives a vivid pen picture of the retreat and the events which led to it.

The seeds of this calamity were sown in Calcutta towards the end of 1838 when the Government of India fearing Russian intrigues following the deposition of Shah Shoojah by Dost Mohammed as ruler of Afghanistan, decided to restore him to the throne by force of arms in order thereby to enlarge their sphere of influence in that quarter. This decision was based on what proved later to be false premises; the Russian interest was not so great as was thought at the time, and Shah Shoojah was not particularly favoured by his subjects. In fact the whole campaign was a serious error of judgment from the start.

So it came about that with the approval

of Lord Auckland, the Governor General, the Army of the Indus as it was called was despatched on its fateful mission to Afghanistan under the command of General Sir John Keane. Sir William Macnaghten, the Chief Secretary to the Government at Calcutta and the principal architect of this ill-starred and misconceived scheme, accompanied the expedition as Envoy and Political Agent.

Despite the tenuous lines of communication with India and diplomatic blunders in dealing with the local Chiefs, the campaign was brought to a successful conclusion and the two Ameer were transposed. However, this did not resolve the Envoy's difficulties but only created fresh ones. The fiercely independent Afghans were not prepared to accept the indefinite occupation of their country; nor were the Ghilzyes, nominal subjects of the Ameer, willing to continue a safe conduct through the Khyber Pass which was under their virtual control, when the British subsidy to them was reduced on the grounds of economy. It soon became very clear that Shah Shoojah was being kept on his throne only by the presence of British bayonets and not by the wish of his subjects.

In November 1841 the increasing discontent of the Afghan Chiefs with the presence of the "Feringhees", as the British were called, suddenly erupted when a rioting mob in Kabul hacked to pieces the British Resident, Sir Alexander Burns, and his Staff, and looted the Residency and several other houses of British officials living in the city.

The incredible vacillations of General Elphinstone, who was now the Commander-in-Chief, and his Staff led to the British being beseiged in their badly-sited and indefensible cantonments outside Kabul. When their position there became untenable they were forced to enter into negotiations with the Afghan leaders under Akbar Khan, a son of Dost Mohammed, for the withdrawal of the army to India. Whilst taking part in these initial parleys Sir William Macnaghten was seized and suffered the same fate as his Political Adviser, his body, with that of Captain Trevor, Commander of the Shah's Bodyguard, being hung from a meat hook in the bazaar. Still the British made no move, not even to avenge the murder of their Envoy

and his companions; it seemed as if some insidious malaise, a fatal inertia had gripped those in command and robbed them of any ability to take the resolute action which the situation demanded.

The conditions imposed by the Afghans were imperative and included the greatest humiliation of a defeated army—the surrender of their guns. Only six horse artillery guns and three mule guns could be taken with them; all the rest, together with the musket and ordnance stores in the magazine, were to be given up. In return, the British were assured of an honourable safe conduct to the Indian border, an undertaking which the devious Akbar Khan and his confederates made little effort to implement.

At last, after many delays caused by indecision and conflicting orders, the hard pressed British force left Kabul on 6 January 1842. Silhouetted against a snow-covered landscape of bleak hills and inhospitable valleys they began their slow laborious march towards Jalalabad ninety heartbreaking miles farther on, a ragged disintegrating column of faltering human beings, cluttered with impedimenta and animals. Before them lay a series of defiles set amid rugged and formidable country which had to be traversed by this once proud Army of the Indus in the bitterest weather whilst beset by a treacherous and merciless foe.

The army, already on short rations as a result of the siege, comprised 4,500 fighting men, of which some 700 were Europeans, the rest being Indian troops and levies and East Indian Company sepoy with some sappers and miners. The camp followers and their families, fearful and bewildered, were nearly three times as many. Thirteen days later, of this hapless and ill-fated multitude, only one European survivor, Dr. Brydon, wounded and reeling on his exhausted pony, reached Jalalabad to give the dire news of the disaster to a stunned garrison. He was followed by a handful of Indian soldiers and camp followers who dribbled in over the next few days. The remainder had perished by the way, as much from the severe cold as from the knives, swords and jezails of the exultant Afghans. Some had been stripped naked and left to die of exposure.

In the chaotic conditions which prevailed after leaving Kabul overall command was

soon lost and the retreat became a rout, although here and there, notably at Gandamak where the 44th Foot made a last concerted stand, individual units fought with the courage of despair. It was at this place that Captain Souter saved the Regimental Colours by wrapping them round his body. He was taken prisoner by the Afghans who thought he was a person of some importance and therefore worth holding to ransom. A dramatic picture of this last stand, painted by W. B. Wollen RA, was exhibited at the Royal Academy in 1898.

Some weeks earlier the troops under General Sale, returning to India as part of the economy drive, had halted at Gandamak to regroup and await further orders. However, with rumours seeping down the passes of the disastrous events taking place at Kabul, the General decided to march on to Jalalabad, and in a state of defence, to remain there for the time being in order to preserve a link with Calcutta and to form a line to which his retreating compatriots could retire.

General Elphinstone and some officers, together with a number of women and children, including the redoubtable Lady Sale were taken prisoner and held as hostages. The General, elderly and ailing did not long survive captivity and died of dysentery. Lady Sale kept a diary which has given us some interesting sidelights on these events as they took place. It is a measure of the indomitable spirit and physical stamina of these Victorian women that four of them gave birth during their detention and were apparently none the worse for their experience, despite the primitive conditions in which they lived.

Nearly ten months after this crushing reverse a relieving force under General Pollock, a very different commander, marched on Kabul, rescued the captives and in accordance with instructions, blew up the Great Bazaar as retribution for the defeat. In due course, prestige restored, they withdrew to India and so brought to a close the first Afghan War. Shah Shoojah was murdered by rival tribesmen in the interval following the retreat, while Dost Mohammed eventually came back to Kabul and later proved a staunch friend of Britain by his attitude during the Indian Mutiny.

# MAGAZINE SUPPLEMENT

## HUNT FOR A NAME Nos. 3/4

### THE COTSWOLD AND THE HEYTHROP HUNTS

In a recent interview with Captain R. E. Wallace, MFH, the Editor discussed the histories, kennel management, problems, and the future of hunting generally, in an endeavour to give readers an insight as to what hunting is like behind the scenes. A record of this conversation is quoted below.

**Editor:** When were *The Cotswold* and *Heythrop Hunts* formed?

**Wallace:** *The Cotswold Hunt* dates from 1858, in which year Lord Fitzhardinge ceased to hunt the whole of his very extensive territory, and gave over to the new *Cotswold Hunt* the whole of the present *North Cotswold* country and practically the whole of the present *Cotswold* country. *The Heythrop* dates from 1835, since when it has existed in its present form. Prior to 1835 the country was hunted by the Duke of Beaufort, who spent part of the season at Badminton and part at Heythrop. In view of the hunt's connection with the

Duke of Beaufort the hunt's servants wear the green coats associated with *The Beaufort Hunt*.

**Editor:** What areas do both hunts cover?

**Wallace:** *The Cotswold* covers an area of some 17 miles north to south by 15 miles east to west and lies entirely in Gloucestershire. It consists of about two-thirds hill country and one-third vale, with extensive woodland on the eastern side. The best centre for hunting with *The Cotswold* is Cheltenham.

*The Heythrop* country lies both in Oxfordshire and Gloucestershire and extends about 15 miles in its greatest breadth north to south, and by 30 miles east to west, the best centres being Chipping Norton, Stow-on-the-Wold and Moreton.

**Editor:** What other forms of hunting have you been associated with?

**Wallace:** I first started hunting with *The Eton College Beagles* later becoming associated with *The Christchurch Beagles* in Oxford. During the war I had my own pack of Beagles which were known as *Mr Wallace's*. So far as fox hunting is concerned I hunted *The Ludlow* and *Teme Valley* packs before coming south to *The*

The Childrens' meet organised by the Cotswold Hunt at Rossley Manor near Cheltenham in 1948, with R. E. Wallace in the centre. The beautiful Cotswold stone work puts a finishing touch to the picture. In his part of the world the stone walls are a feature of the landscape and form the major obstacles for the "field".





R. E. Wallace astride "Barney", with Lord Ashton of Hyde. This photograph was taken in North Ashton, North Oxfordshire five years ago. Lord Ashton was Master of the Heythrop between 1935 and 1952 when R E Wallace took over as a joint Master.

*Cotswold*, finally taking up the joint Mastership of *The Heythrop*. I also act as huntsman to *The Heythrop*. In the summer my interests have taken me, in the past, to Shropshire where I hunted *The Hawkestone Otter Hounds* from 1939 to the end of last summer when I decided to call it a day.

**Editor:** When did you start having an interest in the chase?

**Wallace:** I was always interested being brought up to it at an early age. One was interested in what one's parents did . . . in those days!

**Editor:** When did you first become associated with *The Cotswold* and *Heythrop* foxhounds?

**Wallace:** As a boy I first hunted with *The Cotswold* in 1934 returning to become Master in 1948 after a spell in the Gloucestershire Yeomanry Hussars during the war. After four years I left *The Cotswold* for *The Heythrop*, my present pack.

**Editor:** How many hunt servants have you employed with each of these hunts?

**Wallace:** When hunting with *The Cotswold* I used two whips, a kennelman, and six female staff. *The Heythrop* functions in a similar way although I may employ an additional three female grooms.

**Editor:** What are their duties?

**Wallace:** It is the whip's job to exercise the hounds and look after them if they become

lame. The kennelmen feed the hounds and keep the kennels "spick and span". The female staff groom and exercise the horses.

**Editor:** In terms of £sd how much does it cost to run a pack such as *The Cotswold* or *Heythrop*?

**Wallace:** The all inclusive cost would range between £20,000 and £25,000 per annum.

**Editor:** It is understood that whilst with *The Heythrop* you have bred one of the world's finest white foxhound packs. Is there any truth in there being a possibility that these hounds can be traced back to the extinct Norman Talbot Hound?

Major W W Hicks Beach, M.P. greets R E Wallace, huntsman of the Cotswold, outside the Queen's Hotel, Cheltenham in 1948. This was the first time that the hunt had met in the town since the end of the war.



R E Wallace as huntsman to the Heythrop, mixes with some young Americans at Brize Norton Aerodrome in Oxfordshire. Photographed on USA Thanksgiving Day.



Col. R C Barrow, a former joint Master of the Heythrop and R E Wallace discuss the "draw" prior to the start of the days sport.

**Wallace:** Although this cannot be proved there is some evidence to suggest that I have succeeded in establishing a white hound which perhaps could be a very distant relation of the Talbot Hound, which is often portrayed on inn signs in the west country. However, all my hounds are not white although I personally like them. If you have a pack predominantly of one colour and you have a troublesome hound it is very difficult to distinguish it from the rest. This must be done to eliminate bad blood from the pack. Because of this I am gradually returning to breeding a darker hound.

**Editor:** What are the average sizes of *The Cotswold/Heythrop* "fields"?

**Wallace:** One can find as many as 200 mounted on a Saturday when out with *The Cotswold* whilst on a Wednesday a hundred may turn up, and for the remaining hunting days twenty or so will come along for the day's sport. I suppose it can be said that we enjoy similar support with *The Heythrop*, which hunt four days a week.

**Editor:** In view of the mounting cost of living, rising wages and shortage of masters prepared to throw in their lot with the individual hunts, how do you see the future of the chase?

**Wallace:** I do not see any problems. It depends on urban development. At the present time it probably is not realised that there are more hunts in this country than there have ever been, but owing to the urban sprawl a reduction in hunting establishments may be seen in the near future.

**Editor:** How do you view future developments likely to result from the actions of the anti-hunting fraternity?

**Wallace:** I do not think the anti-hunting fraternity matter at all, being fairly recognisable as cranks. They should be concerned with the humanitarian aspect of it. It appears that they try to interfere if they think they can gain support from landowners who are anti-hunting.

**Editor:** What is being done to educate those who unfortunately do not understand the ways of the country?

The 72,700-ton oil/bulk/ore carrier HEYTHROP managed by Trident Tankers Ltd., and chartered out to ABC.



**Wallace:** Speaking as a member of the main and executive committees of the Field Sports Society and a member of the committee of the Masters of Foxhounds Association, I am trying to impress upon people the ways of the country. Recently many people went to the west country to witness the Devon and Somerset Stag hounds in action, being most appreciative and impressed with what they saw.

The 43,000 d.w.t. bulk carrier COTSWOLD which entered service in May 1966. Managed by Hain-Nourse Ltd., she is on time charter to Associated Bulk Carriers Ltd., in which P & O are partners with Anglo Norness Shipping Co. Ltd.



Mr G. J. Tuke presents a prize to a cadet at the Warsash Prize Giving.

#### MR G. J. TUKE AT WARSASH

Mr G. J. Tuke, a Director of P & O Lines Ltd., became the latest in a long line of distinguished prize givers on December 11, 1969, when the School of Navigation invited him to their Speech Day and Prize Giving. Mr Tuke presented the prizes, several of them to P & O Deck and Engineer Cadets who form a considerable proportion of the School's cadet intake.

Addressing the Cadets and their parents Mr Tuke stressed the need for a professional approach to sea-going. Communications, he emphasised, are a vital part of the young Officer's training.

The Prize Giving ceremony finished on the Parade Ground where Mr Tuke, as guest of honour, took the salute at the March Past.

---

A BBC Television Producer would be very interested to have details of any movie film taken on P & O or BI voyages to India, or the Gulf, and the Far East before 1939 for a large television series, on the History of the British Empire. If anyone can help, would they kindly contact Mr L. E. Kimpton, Curator of Archives, P & O Building, 122 Leadenhall Street, London, EC3.

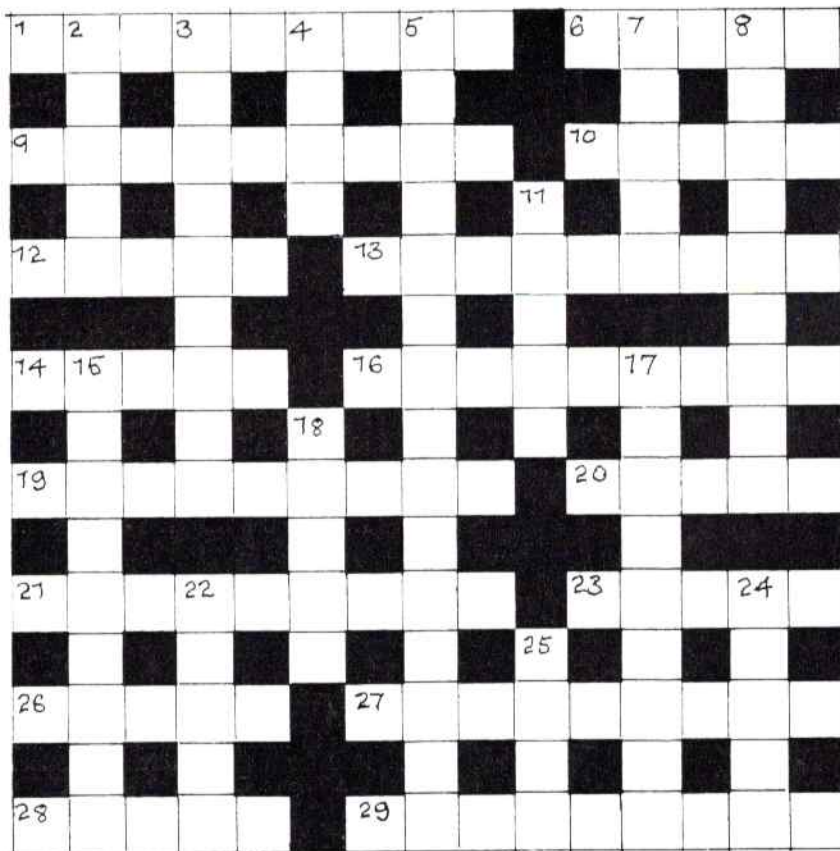
# CROSSWORD contributed by Susan Woods

## ACROSS

1. A dark horse gives a fright. (9)
6. To stop in a stable. (5)
9. Many people are dizzy after sitting on these. (3,6)
10. The result of mixing the Union Jack? (5)
12. A camping essential makes a small part. (5)
13. May describe one of the Horsemen of the Apocalypse. (9)
14. By now, these will be well into this. (5)
16. Peel those shrimps! (5-4)
19. Those low-down instruments! (4,5)
20. "... by another name, would climb the same." (5)
21. With one of these I might be able to start a drug industry. (5,4)
23. This chap was way in front of "12 across". (5)
26. This Scandinavian devil begins spelling trouble. (5)
27. A shortened greeting after lunch? (9)
28. Take in an idea. (5)
29. The type of welcome a bandit received when he showed his gun? (4-5)

## DOWN

2. She resembles her mother like a picture. (5)
3. He does this and is lost. (9)
4. What the cow said when she jumped over it? (4)
5. What the shy hedgehog did when he came across a scrubbing brush? (6,7,2)
7. Follow that path! (5)
8. Homes for happy birds? (4-5)
11. Far from new and very dry. (5)
15. Josephine wooed her "N" and made him fond of her. (9)
17. This fellow doesn't know his way around here. (9)
18. A lover's meeting place that you would change into security. (5)
22. Miss Perkins has grown a sweet one. (5)
24. The hoarder may do this because he's thinking of opening one. (5)
25. He is thin! It's because he will stand against that wall. (4)



- ANSWERS**
- Across**
- 1 Nightmare
  - 6 Stall
  - 9 Bar Stools
  - 10 Mave
  - 12 Tent
  - 13 Pestilent
  - 14 Teeth
  - 16 Shell Fish
  - 19 Bass Drums
  - 20 Arose
  - 21 Poppy seed
  - 23 First
  - 26 Troll
  - 27 Afternoon
  - 28 Adopt
  - 29 Open-armed
- Down**
- 2 Image
  - 3 Hesitates
  - 4 Moon
  - 5 Rolled himself up
  - 7 Trail
  - 8 Love nests
  - 11 Stale
  - 15 Enamoured
  - 17 Foreigner
  - 18 Tryst
  - 22 Polyp
  - 24 Store
  - 25 Lean



## Arcadia (2)

The *Arcadia* of today, the largest ship in the passenger fleet after *Canberra* and *Oriana*, was delivered in January 1954 by John Brown & Co. Ltd. of Clydebank. She has a gross tonnage of just under 30,000, is 721ft in overall length and 93ft extreme breadth. She is built to carry 637 first and 735 tourist class passengers with a crew of 716.

She was fitted with stabilizers while building and in 1959 went back to Belfast to be air conditioned throughout. During the earlier part of her career she was primarily based on the Australian run until the widening service took her to all parts of the world.

She has always been one of the favourite cruising ships, her popularity being equalled only by that of *Chusan*.

ספ  
&  
ספ