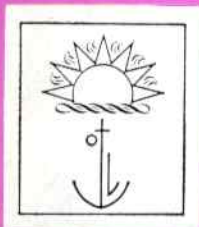
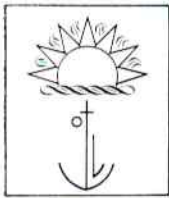


No. 4 SUMMER 1961



About Ourselves





About Ourselves

All articles and illustrations in this Journal are copyright and must not be reproduced in part or in full without permission

CONTENTS . . .

Death of Sir William Currie	2
Comment.....	3
“Canberra”, A Remarkable Ship, by B. D. O. J.	4-18
1960 Company Accounts.....	19-20
Launch of <i>Malwa</i> , by H. W. H. Long	20-21
Ship News.....	22-27
Devanha Expedition, by J. G. Smith.....	28-31
We Hear That—.....	32-33
Rowing Blues, by J. H. Gough Wilson.....	34-35
The Boat Train That Returned Full, by H. S. Connolly.....	36-37
Old Boys’ Day 1961, “Himalaya”.....	38-40
Personal News.....	41-44
Pandor Club.....	44-47
We said we wanted a Change of Scene, by B. Waters.....	48-51
From the Departments.....	52

Death of Sir William Currie

It is with profound regret that we report the death of the former Chairman of the P & O, Sir William Currie on July 2. He had had a long illness, but we had thought him to be on the road to recovery, when news of his death reached us. In our Spring Issue of 1960 we announced his retirement with details of his long and distinguished career in shipping, both in India and in Britain; we do not propose therefore to repeat here what was written then. In that issue too, we printed his 'Au Revoir' when he said his goodbyes to the Staff.

We in the office at '122' have the fondest memories of that amiable figure in the corridors; he never made a quick journey to a colleague or department, there were so many people to pass and have a chat with. And whenever one had done him some trifling service or had made some special exertions in one's job, there was that little note of appreciation that one treasured and which made one's efforts well worth while.

We print here a letter to *The Times* from Viscount Simon, which expresses most aptly our thoughts:

May one who had the privilege of working under Sir William Currie in India, and later for nearly 23 years in London, pay a brief tribute to this truly wonderful man?

Your correspondent has already written of his great services to the shipping industry, and in a wider field to Country and Commonwealth. He preferred, let us be frank, the old word Empire, and resented, with a rare bitterness which he reserved for what was unjust or mean, any denigration of the British contribution to the development of this great conception. But he did not see it as the domination of one man by another. To him every worth-while activity was an exercise in team-work, in which everyone had to play his part.

This same outlook he brought into the great business enterprise over which he presided. He had been chosen as captain of the team, and in that capacity he would give inspiration and encouragement to all, but would never attempt to direct everyone's game, still less to fill every position on the field. Few Chiefs can have left more freedom to those who worked under him. Always ready to give advice when it was asked for, he seldom offered it—except obliquely, by posing the most searching questions based on his amazing knowledge of the details of the many businesses with which he was concerned.

But we who worked under him remember him best to-day not as our Chief but as our friend—for



even those who only on rare occasions came across him personally knew him as their friend. How was it that 'Willie,' with few of the attributes one usually associates with a magnetic personality, drew to him everyone with whom he came in contact?

First, I think, by his utter simplicity. He could not have been unaware of the affection he inspired, but he certainly did not for one moment think about it. Indeed, if he had ever been introspective, I believe he would have been genuinely amazed at the influence which he exerted on those around him. The next characteristic I would pick out was his loyalty, absolute, unflinching loyalty to the enterprise with which he identified himself, and to every man who worked under him. That loyalty in turn invited the loyalty which we all felt towards him, and ensured that the team, whatever its failings, could not give less than its best.

Finally, none of us can forget his constant thoughtfulness and kindness towards us all. Few events, happy or sad, passed without a note, in his well-loved handwriting—not always easy to decipher—offering encouragement, sympathy, whatever was needed. And if on such a day one chanced to meet him, although he was sometimes too shy to speak out, a touch of his hand told one all one wanted to know.

We shall remember him.

(Sgd.) SIMON.

COMMENT

IT is now a year ago since the first joint P & O—Orient issue appeared and judging from the continued requests for copies which we receive from all over the world, "About Ourselves" is proving popular.

We would welcome, however, more articles, stories, or simply news from ships from our readers, both ashore and afloat, and if photographs are available to accompany these contributions, so much the better. In particular we would like to see some efforts from the Orient Fleet. There must be much literary skill hidden in its ranks, some sea stories, some travel reminiscences worth an airing. Those of you who have retired must have some tale of the past, new to another generation, well worth re-telling.

CANBERRA.—At the time of going to press *Canberra* is already in the Pacific on her maiden voyage. She has proved immensely popular with passengers so far, and it is unfortunate that condenser trouble should have delayed her on her way to Sydney putting her two days behind schedule. Luckily, we understand, the trouble is not serious and there seems little doubt that *Canberra*, under the command of Commodore Wild, will make a great impression wherever she goes. We wish the Commodore, his Officers and crew good luck for the remainder of this voyage.

The Chairman, accompanied by Lady Anderson, his daughter Lindsay, Mr. J. G. Davis and secretary, Miss Marsden, were of course all passengers in *Canberra* as far as Australia. Also on board were Mr. J. West and his wife, Mr. C. J. Davidson and Mr. T. W. Bunyan, Captain Cowell joined the ship in Fremantle.

The Chairman and his party after visiting New Zealand rejoined the ship at Honolulu for the voyage to Los Angeles. They then fly back to Australia where Sir Donald will spend a month or so, intending to rejoin *Canberra* towards the end of her voyage home.

ORIANA IS HOSTESS TO HER CREW.—We report in this issue the story of Family Day on board *Oriana* when the members of her crew, with their families, were entertained at Southampton. Invitations were confined to those who had sailed on the maiden voyage and were sailing again, each being allowed to bring two members of his family, children counting as halves. To avoid the additional work which catering on board would involve, British Transport Commission gave assistance.

The 670 visitors came from all over Britain, some even from Eire and Ulster, and one family from Orkneys, free railway tickets being provided. The special train from Waterloo with its ten coaches and buffet car, carried 500. The whole ship, with the exception of the engine room, was free for inspection.

In sending out invitations the Company pointed out its indebtedness to members of the ship's company for *Oriana's* success and the pleasure it gave to make this acknowledgement. It would provide also opportunities for shipmates to meet each other's families.

The many letters of appreciation since received, bear testimony to the success of "Family Day" and of the thought that lay behind it.

FLEET LIST.—In this issue will be found once more the current Fleet List which we know our readers will welcome.

The addition of the Orient ships had presented difficulties of space, but we hope from now on to insert this list regularly for Sea Staff and pensioners.

COPIES FOR NEXT OF KIN.—As advised in previous issues, the Company will send copies of "About Ourselves" to the next of kin of Officers and Leading Hands. This means one only, since we have received applications for copies for both wife and mother. *Next of Kin only* please.

Once the address has been registered, copies will be sent automatically and further application is unnecessary.





CANBERRA

A REMARKABLE SHIP

I HAD been prepared for something out of the ordinary when I had my first look at the new ship, but I must confess to having been impressed far beyond my expectations. My thoughts went back to my first trial trip, that of *Strathnaver* in 1931, just thirty years ago, when as we approached her my ear caught the comments of the then "old-timers"—"A fine ship yes, but not really P & O—you should have seen the old jubilee ships (1887) they were really beautiful". Now today I had to compare the well-loved "Strath" with something quite new in concept. Throughout that time I had seen gradual changes with each class of ship, each a steady and agreeable improvement on the last. But this time the gap between *Iberia*, my last trial ship, and *Canberra*, was probably the most marked of all. Not really P & O? Well P & O seems this time to have said—"Never mind about the last ship—let us give the travelling public what it wants. Let us make sea travel popular and capture a new generation". And this magnificent new ship will do just that.

Once aboard I became bewildered for *Canberra* did not conform to the usual lay-out of P & O ships and with much work still to be done in the way of labelling and numbering, I took fifteen minutes to find my cabin. With the engines further aft, the great central section of the ship was given over to cabins; gone were the long, white painted alleyways, and



View of "Canberra" in dry dock



FIRST CLASS RESTAURANT *with its centre floor lower*

corridors had a habit of turning off at right-angles. With a ship one hundred feet wide this may have been inevitable. The "Court" cabins were fascinating. The main alleyway went down the centre of the ship and from it "courts" or minor alleyways branched out and to one's surprise the sea could be seen. The innermost cabins had a window looking out on the sea, the corridor widening with each pair of cabins, where the window was inserted, until at the end there was a wide space, or court, with a settee and gaily coloured cushions. The cabins themselves had settees and looked like charming little sitting rooms during the day. This will I think prove a great draw.

The most remarkable view is from the bridge, when looking aft, one sees an amazing expanse of sundecks below, both first and tourist, with glass screens along the sides. Below is the first-class swimming pool, well sheltered for sun-bathers. Below the Sun Deck is the Games Deck, where right forward under the Bridge is the "Crow's Nest", looking down to the sea from a great height and corresponding to the



One of the two card rooms adjoining the Peacock Room in the Tourist class



CRICKETER'S TAVERN
its walls lined with bats
autographed by
Test teams



First Class Three berth
Court cabin



THE POP INN
"the most" and
"fantabulous"



THE PEACOCK ROOM
with television in the
corner



MERIDIAN ROOM, dark panelling and heavily curtained windows



FIRST CLASS CHILDREN'S PLAYROOM



THE CRYSTAL ROOM used for private parties

Observation lounges in *Arcadia* and *Iberia*. It is furnished with easy chairs of a modern and unusual design but which are none the less extremely comfortable. An ornamental spiral staircase takes one down to "A" deck. Adjoining the "Crow's Nest" is the Stadium, an enclosed space for sports and competitions with seats all around and which can be covered over if desired. Further aft on this deck is the Bonito Club with a dance floor surrounded by tables and looking out upon the swimming pool. There is a barrier between the tables and the dance floor, which is slightly lower than the surrounding deck.

The First Class swimming pool is square in design with ample space around it. Then come the really inviting children's playrooms with toys and gadgets I never saw before—some to challenge the adventurous boy, others to excite cries of admiration from doll-loving small girls.

On decks "A" and "B", are cabins, mostly of the "court" type, but the Promenade Deck below them has public rooms and offices throughout its length with a considerable promenade almost around the ship. In the centre is the Bureau with a Bank, a Travel Bureau, a Letter Bureau, a Writing



A two bedded First Class cabin with private bath and shower

THE ISLAND ROOM. Here Tourist passengers have a fine floor for dancing.





THE CROWS' NEST, looking down to the sea from a great height

Room and Library, the Shop and finally the Meridian Room which with its dark panelling and heavily curtained windows, seems designed more for winter travel. The Century Bar completes the first-class part of the Promenade Deck.

On "C" Deck are more cabins including a number of suites with Verandahs. "D" deck has similar cabins, as well as the Hospital and dispensary.

I liked particularly the Restaurant on "E" deck with its centre floor lower and its outside tables somewhat higher and separated by a barrier. One can see almost everyone in the room in this way. The table lighting was most effective, as was the lighting from the sides, giving a sunlike glow throughout.

Tourist-class passengers will find themselves in a standard of comfort which maintains the trend remarked upon in *Oriana*. The designers have kept in mind that there will be nearly 1,700 passengers to cater for and on walking round their quarters I could see how this has been planned.

They share the spacious sun deck with the first-class as well as the after part of the Games Deck, where is one of their swimming pools, the Lido Pool, the Table Tennis Room and a delightful Children's Room. There is another Pool on "B" deck.

"A" and "B" decks, from amidships aft are filled with cabins, all fitted with hot and cold running water, as well as an ice-water tap and a radio, under individual control. Many "B" deck cabins amidships are convertible from four to two berths and have a

private shower and toilet. On "A" deck are the shop and the hairdressing salon.

As I previously mentioned, the Promenade Deck has no cabins, and here will be found the public rooms. Amidships is the Bureau and here the Tourist passengers have their own Purser as well as a

CANBERRA like *ORIANA* has a real cinema, the first in a P & O ship



ALICE SPRINGS ROOM
*(overlooking the
Tourist Swimming Pool*



TOURIST CLASS
RESTAURANT



DE-LUXE CABIN





First Class Swimming Pool and Bonito Club looking forward



Tourist Class two berth Cabin

Bank and Travel Bureau. Next comes the pleasant "William Fawcett" room extending right across the ship, named after the Peninsular Company's first ship—a model of which will be found here.

Going aft again you will see, on the port side, the "Cricketer's Tavern", its walls lined with bats autographed by test teams and county cricket caps. It has a bar with stools where the male passengers are likely to talk cricket over their drinks.

On the starboard side is the "Pop Inn" which, as a self-acknowledged "square" I entered with some trepidation. Here a juke-box gave out tunes beloved of the teenager, and nearby a cold drink machine which for sixpence, offered sparkling or still drinks in Limeade, Kola, Cherryade and Orangeade. The walls were lined with what I believe are "hep-cat" expressions and slogans. My teen-age daughter, on hearing my description of the room described it as "the most" and "fantabulous". I don't think I can improve on these remarks! Further aft is the Peacock Room with television in a corner for those seeking additional entertainment.

Cabin accommodation continues on "C", "D", "E" and "F" decks with a smaller number on "G" deck.

Canberra has a real cinema, like *Oriana*, with a stage for concerts if required.

I spent some time in the Engine Room whilst she was running her trials. I wish some of our former engineers could have been there. It was cool and lofty, and when we were making nearly thirty knots the vibration was almost non-existent. The mean speed over a series of runs was 29.27 knots.

Canberra on her trip from Southampton to the Clyde behaved beautifully; there was no vibration and you could have played billiards most of the time.



Children's Paddling Pool in the Tourist Class



Comfortable seats around the Games Deck

FIRST CLASS SUN DECK (with the Swimming Pool)



The Bridge had marvels of its own on which space available here will not allow me to enlarge with a bewildering array of dials and instruments that increased one's respect for the modern navigating officer.

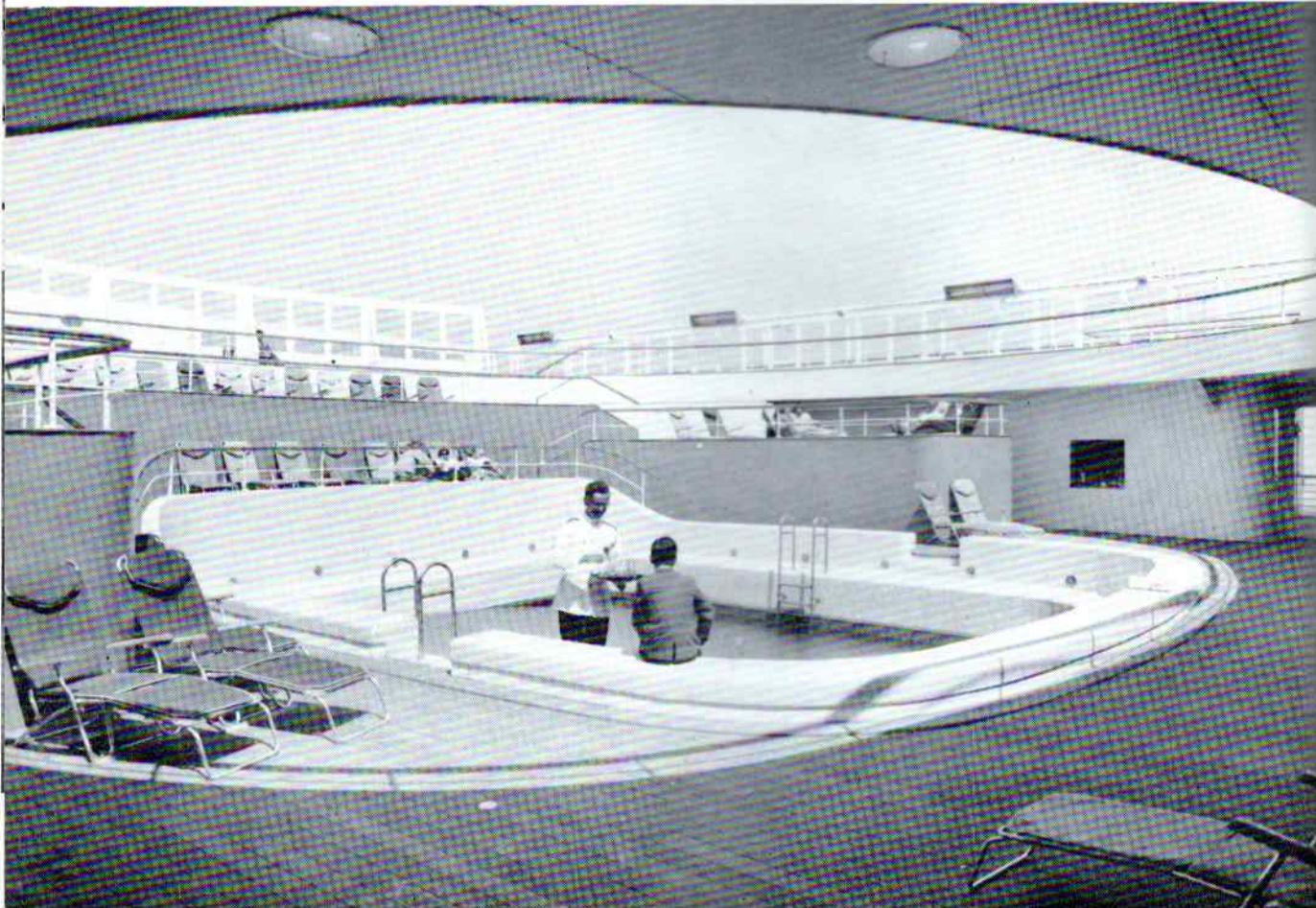
The Galley too was, as may well be imagined, absolutely the last word, with ample space all round. Choice dishes were provided throughout the trials which is not easy to do with a new staff, and which augurs well for future voyagers.

I hope to take another opportunity of looking at *Canberra* to confirm my first impressions; and perhaps make a voyage in her sharing in her company's pride at this latest and finest ship to wear the famous quartered house flag.



Tourist Class four berth Cabin

FIRST CLASS SWIMMING POOL, well sheltered for sun bathers





THE WILLIAM FAWCETT ROOM, *extending right across the ship*

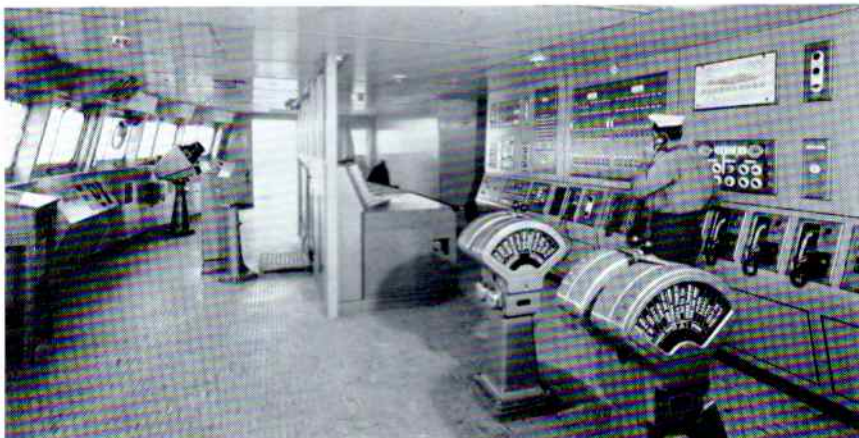


THE BONITO CLUB
*looking out upon the
First Class Swimming
Pool*

THE BUREAU



THE BRIDGE
has marvels of its own



FIRST CLASS GALLEY

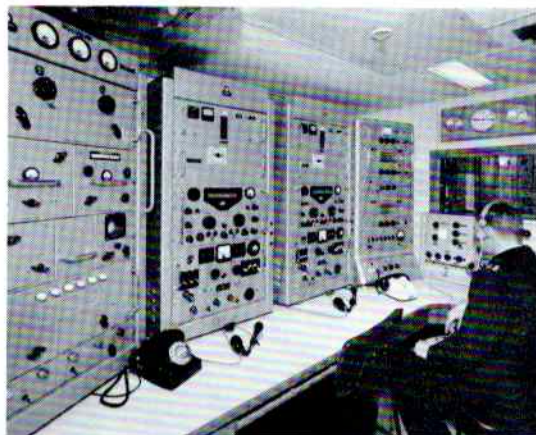


ENGINE ROOM
STARTING PLATFORM





THE W.T. ROOM



THE R.T. ROOM



The Radar photographic projector in use on the Bridge



A view of the chartroom



THE PRINTING SHOP



TELEVISION CONTROL ROOM



THE STAFF CAPTAIN'S DAY CABIN



THE CAPTAIN'S DAY CABIN



CAPTAIN'S NIGHT CABIN



CREW MESS ROOM



THE PURSER'S CABIN



THE WARDROOM



LEADING HAND'S OUTSIDE CABIN



THE GOANESE CREW MESS AND RECREATION ROOM

1960 ACCOUNTS

WHAT, at first glance, appears to be the most outstanding feature of the P & O 1960 Accounts? I suppose it is that, despite the depression which still hangs over the shipping industry, the group profit after taxation increased by nearly £2.2 million from £2.9 million to £5.1 million. Why is this? Is it because the shipping recession is really over, or is it something quite different?

Let us look first at the principal figures which went to make up the year's profit compared with the previous year.

	1960	1959
Group surplus for the year	£	£
before taxation	5,842,000	4,640,000
Less: Taxation	<u>664,000</u>	<u>1,696,000</u>
Group net profit for the year after taxation	<u>£5,178,000</u>	<u>£2,944,000</u>

The above summary shows that of the increase in the profit after taxation something like one-half came from a reduction in the charge for taxation, and the balance from recovery in actual trading profits.

TAXATION

At this stage it is probably best to deal with the taxation item which calls for some explanation. A company normally has to pay by way of taxation something over half of its total taxable profits. Of this amount 7s. 9d. in the £1 represents income tax at standard rate, and 2s. 6d. in the £ as profits tax. (Since the Budget in April, 1961, the profits tax has been increased by 6d. in the £.) How is it then that last year the whole of the P & O Group's taxation charge represented only a little over 10 per cent. or 2s. 3d. in the £ on the group surplus before taxation, and even in the previous year was still only 36 per cent. or 7s. 0d. in the £.

The published accounts show that a large part of the lower tax proportion was due to the benefit which the group has received from the use of the investment allowance, which is given in respect of instalments on new ships, and certain other capital expenditure on fixed assets. For some few years now the relief has been at the rate of 40 per cent. for shipping companies.

If the investment allowance had not been available, the taxation charge would have been nearly £2 million higher in 1960 and £1.4 million in the previous year. Despite what is sometimes said, shipping companies can (so long as they continue to earn profits) obtain substantial relief from taxation to help in replacing old ships with new but far costlier vessels. However, even after adjusting the tax figure to exclude the benefit of investment

allowance the taxation charge would still represent only 45 per cent. of the profit before taxation.

There are two other reasons to account for the difference between a normal tax charge and the actual. One of these is that certain companies within the group incurred losses on their shipping business, and through the operation of the Income Tax Acts, have been able to recover taxation on their investment income which had already been deducted at source.

In addition it has also been possible to reduce taxation and to make use of capital allowances by the use of "subvention payments". This device permits a company which is making taxable profits to make payments to other group companies to make good those companies' losses. The amount paid is allowed for tax purposes as a trading expense, thus reducing the tax liability. In the hands of the receiving companies it can reduce a loss to nil without incurring any tax charge. This procedure helps to make the best use of any allowances available to various companies in the group.

Whether or not these conditions will continue and enable the P & O Group to have a small proportionate charge for taxation on future profits will depend entirely on results from year to year. It is, however, interesting to note that the group is carrying forward over £14 million of unused investment allowances. This means that if future profits are earned by the companies with unused allowances (again making maximum use of "subventions") then at least that amount of profit will be free from tax. Naturally care is taken to make the best use of group allowances.

TRADING PROFIT

Let us now look at the increase in the "shipping" profits, i.e. the profits earned by the whole group in all its trading activities. These have increased to £5.8 million from £4.6 million, which represents an increase of 25 per cent. The improvement has come about despite the continuing difficulties which faced shipowners, and has arisen from a number of causes. One of the main reasons for it is the increased number of tankers which were in operation at 30th September, 1960. At the beginning of the financial year only four tankers were in service, and three of these had been operating for part only of the previous year. By September, 1960, the number had increased to eight. Since all of these tankers were previously fixed at satisfactory charter rates with oil companies, this new source of income contributed a substantial part of the increased profit.

Nevertheless, this does not account for the whole

of the increase. An examination of the individual results of some of the shipowning companies shows that some improved their results while others had not such a good year. For instance Hain Line—owning tramps—had a worse year, as did the New Zealand Shipping group with cargo liners. On the other hand B.I. did better in certain of their cargo liner trades. In a group which operates a variety of trades to different parts of the world these variations sometimes cancel out, but during the past trading year the improvements exceeded the reductions. This emphasises the value of the P & O's widespread trading interest.

FLEET REPLACEMENT

For a number of years now it has been group policy to provide for the eventual replacement of ships by setting aside out of earnings as depreciation a sum equal to 5 per cent. per annum on the original cost of ships. Naturally, with the rising cost of tonnage the amount set aside at the end of twenty years to replace any ship is wholly inadequate as the cost of shipbuilding is now over five times what it was in 1938. For this reason the company has to retain further sums out of profits to make up the amounts required when ships are eventually replaced. The alternative means of finding money for replacing ships would involve calling on stockholders or the public to pay up cash for further stock. This has not been done for many years, apart from the Debenture Issue in 1955 which was made specifically to cover part of the new tanker investment.

Although there is a fairly constant programme of group replacement there are occasions when additional payments for tonnage have so be made in one year, or over a fairly short period of time. For instance *Oriana* and *Canberra* will both appear in the cost of ships delivered in the 1961 accounts,

although payments on account have been made since 1957. It is hoped that this will clear up perhaps one misunderstanding since it has been said that the company must be making fantastic profits to be able to afford to pay for two ships at a cost of something like £15 million each. What is not generally realised is that the cash necessary to pay for them has been set aside over a number of years not only as depreciation but also as retained profit.

The published accounts show that the amounts which were set aside last year to meet depreciation of ships and other fixed assets was just over £12 million, but by next year this will probably have risen to not far short of £15 million, taking into account the depreciation to be charged on the two new passenger ships, together with the tankers still to come into operation, and further units of the fleets which are at present being built. Despite this large "cash flow" further sums will have to be found either out of existing resources or future retained profits if the P & O Group is to maintain its position in the shipping industry.

DIVIDENDS

Finally let us look briefly at the dividend which was paid this year to P & O Deferred Stockholders. We see that for the fourth year running it has been paid at the rate of 11 per cent. less tax. The actual amount paid has increased in 1960, but only because of the P & O Deferred Stock issued to Orient minority shareholders in exchange for their holdings in the Orient Company. In previous years the corresponding dividend to Orient shareholders was included in the amount payable to minority shareholders. Although £2,475,000 seems a large sum to pay out in dividend, it represents only 1.5 per cent. on the book value of the net assets employed by the Group. This is not a large return by any standard.

A NEW TANKER

Launch of 'MALWA'

BY H. W. H. LONG, CHIEF OFFICER "MALWA"

SITTING on No. 2 berth at Vickers Armstrongs Yard at Barrow-in-Furness, Ship No. 1068 was launched on 30th May by Mrs. J. H. Jackson, wife of the Managing Director of the B.P. Tanker Co. Ltd., and named *Malwa*. *Malwa* is a tanker of approximately 37,000 tons deadweight capacity. She will be the first of three P & O Group tankers in which all the accommodation has been positioned

aft leaving a long clear expanse of fore-deck some 530 feet from the bridge to the fore-castle head. The overall length will be 690 feet, breadth 90 feet and the loaded draught about 36 feet, giving a displacement of 48,000 tons in salt water. She has been designed for the carriage of crude oil in bulk in eleven sets of tanks totalling thirty-three in all.

Malwa will be chartered to the B.P. Tanker Company Ltd., and is expected to run mostly from the Middle East to any of their world-wide refineries. From the operating point of view, there is not much to choose between one tanker and another, except that there is some slight difference between the carriage of crude oil and refined products. The stuff is poured in at one end of the trip, you go to sea to somewhere and pump it all out again at the other.



In the case of the white oil carrier (*Maloja* and *Mantua*), if the cargo consists of six or seven different grades and is all for discharge at the same port, you can usually bank on a forty-eight hour stay due to the fact that it is seldom possible to pump more than two of the grades at one time, owing to shore limitations; also most tankers, including all P & O Group tankers anyway, have only four main cargo pumps and there is quite often a certain amount of pump and line washing to be done between grades. In the case of the crude oil carrier this is not so. When *Malwa* arrives in port all four discharge lines and pumps will be pumping the same product with no fear of contamination due to possible leaky valves and it is expected that the discharge rate will be in the region of three thousand tons per hour. Simple mathematics, discounting time mooring and unmooring would put our stay in port at 12 odd hours. This is not quite what will happen as we have to pump the last few feet of oil out with the stripping pumps which, of course, have nothing like the capacity of the main cargo pumps and there is always some time required after discharge to load water ballast before the ship can put to sea. However, with all these other delays it is not expected that *Malwa* will be in port between trips for as long as twenty-four hours.

A new feature is the Golar system of gas freeing the cargo tanks after discharge. This system employs a turbine-driven fan which draws fresh air in via a pumphouse ventilator, and circulates it through a heater into the main cargo lines, thus expelling the gases. One of the greatest advantages of this system is that the gas freeing operation can be carried out in any weather without having to rig gas ejectors and their steam hoses.

To compensate for the short turnround, the completely air-conditioned accommodation is undoubtedly unsurpassed in the P & O fleet. The Captain, Chief Officer, Chief Engineer and Second Engineer have their own suites consisting of a day cabin, night cabin and bathroom, and the Chief Officer and Chief Steward have offices next to their cabins. All other officers, except the Cadets, have their own private toilets and showers. In addition, there is a bathroom in the accommodation. The wardroom will be splendidly appointed and will include a tape recorder and wireless with a bar adjacent, while the saloon next door also serves as a cinema. There will be a swimming pool on the port side of the boat deck as well as the usual deck tennis and deck quoit pitches. A rather unusual feature will be the hobbies room situated on the after end of the boat deck, where officers can build things or chip bits off their fingers as they will, and next door is a dark room fitted out for the amateur photographers. Last, but not least for some, all officers can take their wives for a limited period. Although the ship is equipped with a laundry and a laundryman, a washing machine and ironing room have been added for these last mentioned super-numeraries.

The chart room and wheel house are combined and have all the usual standard equipment including a Kelvin Hughes true motion radar-coupled to a "Sal" log. The latest radio direction finding apparatus will be mounted on a swivel platform between the radio room and the chart room to allow the officer of the watch to use this instrument. Other instruments include a "Metron" dial depth indicator in addition to a Kelvin Hughes sounding machine recorder. The gyro compass will be the latest Arma Brown type. *Malwa* will be propelled by a single five-bladed screw driven by a double reduction steam turbine developing 16,000 horse power at 105 revolutions to give a service speed of $16\frac{1}{2}$ knots. The maximum horse power will be 17,600 at 108 revolutions for a speed of $17\frac{1}{4}$ knots. Steam will be generated by two Foster Wheeler E.S.D. type boilers operating at 600 lb. per square inch, giving super heat steam at a temperature of 850 degrees Fahrenheit. Two turbo alternators of 750 kilowatt capacity each will provide the electricity supplying 440 volts A.C. for power and 230 volts A.C. for general use. There is also an emergency generator of 200 kilowatt capacity.

Malwa is expected to be handed over by the builders to the Charter Shipping Co. Ltd. about the middle of October. Captain Gavin MacLean will be in command and the Chief Engineer is Alex Ferguson. Any officers expecting to be on the transfer list about that time need not shudder; P & O tanker life is very far from an ordeal, you may even like it.

SHIP NEWS . . .

"ORIANA" at Honolulu during her Maiden Voyage.



"Canberra"

When *Canberra* finally left Southampton on her maiden voyage, everybody breathed a sigh of relief. As Sir Donald Anderson said at a lunch on board on the day before sailing:

"It is impossible for me to mention even those who have lived and breathed and dreamed *Canberra* for the last few years, let alone all those who have been much concerned. But there is one easy way to tell the difference today between those who have been closely engaged in her construction and those who haven't. You can tell them by the colour of their faces. The bright, healthy, comparatively cheerful ones are our guests. The builders and designers and P & O-Orient people are the pale, pasty-looking ones."

We in the office were not alone in *Canberra* concerns. The public read it in their papers, saw it on television for months before—heard and read pieces about this wonderful ship all over the place. Here we must congratulate our Public Relations staff on the superb work they put in. A special *Canberra* magazine in colour, a prestige booklet, cricket club ties, bats and caps were collected from all over the world, a "Model Engineer" competition organised, furniture exhibitions tied up with the ship as well as co-ordination with the Advertising Department on newspaper supplements. If anyone in these Islands had not heard nor read about *Canberra* they must have been deaf and/or illiterate.

"Chitral"

This vessel recently acquired from Belgium and having made her maiden voyage, is to be air conditioned by Messrs. Hall-Thermotank. The work should be completed before her departure on her third voyage on 17th August.

"Himalaya"

Capt. R. J. H. Cutler writes to tell us that:—On a recent voyage to Britain from Australia, his ship passed the Royal Yacht "BRITANNIA". H.M. the Queen Mother stood on the boat deck and waved to *Himalaya's* passengers as the Royal Yacht proceeded on her way to Tunisia.

A message from *Himalaya* said—"Please convey to Her Majesty the Queen Mother, Officers, crew and passengers send their warm and loyal greetings and wish Her Majesty a pleasant voyage and happy tour."

A reply from "BRITANNIA" said—"I send my warmest thanks for your kind message and offer my sincere good wishes and hope Australian Cricket Team will have most enjoyable time England—Elizabeth R."

"Stratheden"

The call at St. Vincent, Cape Verde Isles on the Easter Cruise was something of an event for the



islanders. In honour of her visit a special franking, which we reproduce here, was put on all letters posted from the ship.

A cricket match was arranged between a local team and one raised by the ship, which included one or two passengers. The Islanders won as the following account shows:

"The cricket match between the *Stratheden* and St. Vincent on Thursday ended in a narrow win for the home team by 3 wickets. The introduction of two secret weapons in miniature sandstorms and the planting of a palm tree at square leg, as a twelfth man, proved too much for the tourists. They struggled manfully against a very steady attack and Pharoah and Newson took the score to 17 before Pharoah was clean bowled. Newson and Norman added another 17 before the latter was out. Two successive run-outs, including Newson, who had batted very soundly, followed and 4 were down for 41. In came Asst. Surgeon Ashbridge; out went Asst. Surgeon Ashbridge, awfully cut up, for a duck. Some solid hitting by Birn, the Captain, and neat wristy strokes from Hepton helped the score along to its final 60 all out. The babe of the team, 13-year old Burton, and last man in, made two beautiful strokes in scoring 5.

Cricket Match—Stratheden v. St. Vincent C.V.I.



The homesters made a bad start in reply, losing their first wicket at 12 to the wiles of the second teenager, 17-year old Pilkington. Then came a stand of 26 before Jeff was caught amidships on the port side for 23, the highest score of the day. One run later, bowling from astern with a following wind (Force 9) Kerslake took two wickets in one over, clean bowling Andraic and causing Santos to loft one to McGill in Lat.39.06N, Long.030W, who kept his bearings and held the catch. Mercedes was immediately dropped in the galley—sorry gully—and some sneaky singles took the score along to 54, when Asst. Surgeon Ashbridge redeemed his duck by getting rid of the next two batsmen. The winning hit was made when the total was 60/7. Altogether a very creditable performance by the “crew” who had never really found their land legs after a week’s cruise. Final Scores: *Stratheden* 60—St. Vincent 68.”

At the end of the match Captain P. G. Lawrence, commanding the *Stratheden*, had the pleasing task of presenting each member of the home team with a leather wallet.

“Corfu” and “Carthage”

These two popular ships, which for thirty years have worn the quartered house flag of the P & O, now no longer do so, having been disposed of for breaking-up by eastern interests.

The *Corfu*'s last departure from Hong Kong occasioned many regrets, and this poem appeared in the South China Morning Post as a farewell salute to a well-loved ship:—

AN ELEGY

Stately dowager cleaving the deep,
Starting your journey Home,
Between the narrows of Lymun Pass
Never again to roam.
Serenely you pass the cheering throngs
Gathered to wave good-bye,
Your Company's pennant floating aloft!
Under a grim grey sky.
Sadly we watch your gleaming hull
Down through the Harbour ride
Till dusk envelops your distant form
Meeting the evening tide.
Three decades have we seen you come
Linking the East with West,
Save for the terrible war-torn years
When in sombre grey you dressed
To sail strange seas in search of foes,
Gaining honour and fame
Or bringing convoys safely to port,
Adding renown to your name.
Like aristocrat condemned to death,
Braving the guillotine's knife,
Proudly you pass through smoke and din
To the end of your noble life.



Carthage was re-named *Carthage Maru* for her final voyage East when she departed with a Japanese crew. We show her here in King George V Dock just before she sailed. Incidentally her ship's bell was mounted and presented to His Excellency the Tunisian Ambassador.

Corfu was sold to Mitsui Bussan Kaishai Ltd. for a cargo voyage to Japan and then demolition.

The Band of the Lancers playing your dirge
To strains of “Auld Lang Syne”
Raise surely a pang in many a heart
Besides the one in mine
But we should know that you cannot die;
For when men destroy your frame
Some phoenix will rise from your molten
plates
Bearing new spirit and name.

Rodney Du Boe.

“Devanha” and “Dongola”

These two cargo ships have been sold, *Devanha* to the Liberty Shipping Company of Hong Kong on behalf of the Fraternity Shipping Company of Hong Kong, and *Dongola* to Surrendra (Overseas) Private Ltd. These vessels were built in Vancouver, B.C., *Dongola* in 1946 and *Devanha* in 1947, and purchased by us in 1947.

"Oriana"

What is possibly the longest maiden voyage of a modern liner ended on Friday, 24th March, when *Oriana* berthed at Southampton. She is by now on the way to completing her second voyage.

Oriana sailed from Southampton on 3rd December 1960, and on that voyage steamed some 45,000 miles, calling at fifteen different ports in eleven countries. She also undertook a 10-day Australian cruise from Sydney. On arrival at Southampton *Oriana* disembarked over 1,800 passengers, probably the largest number of passengers from Australia and the U.S. West Coast ever to arrive at that port in one ship. Four special boat trains were needed to take them to London.

In all, *Oriana* carried about 7,500 passengers (including the Australian cruise) since her three-and-a-half months long maiden voyage began. Her maximum passenger capacity is 2,184.

The ship proved an outstanding success at all the places she visited, and aroused more interest and excitement than any passenger liner since before the last war. Passengers have praised her impeccable sea-keeping qualities and comfort, and her distinctive appearance and many unusual features have been widely acclaimed in Australia, Canada and the U.S.A.

In Sydney she was the first ship to use the new passenger shipping terminal at Sydney Cove which had been specially built to handle *Oriana* and *Canberra*. Many thousands of people gathered to watch *Oriana's* arrival at all the Australian ports at

which she called. The same thing happened at Vancouver and Los Angeles, and at San Francisco the City Council proclaimed 5th February as "*Oriana* Day". She was the largest passenger ship ever to sail beneath the famous Golden Gate bridge.

This splendid liner was front-page news in every port and one Sydney newspaper had only to use two words—"SHE'S HERE!"

The liner started her second voyage on 12th April when she left Southampton for Australia and the West Coast of the United States.

Press comments were most interesting and even the Americans, accustomed to acclaim in terms of vastness, were visibly impressed. The Pacific coast, jealous perhaps of the Atlantic, can now consider itself on equal terms. It must have been a pleasant and proud task for Sir Colin and Lady Anderson and their daughter Rose, to act as hosts at each port.

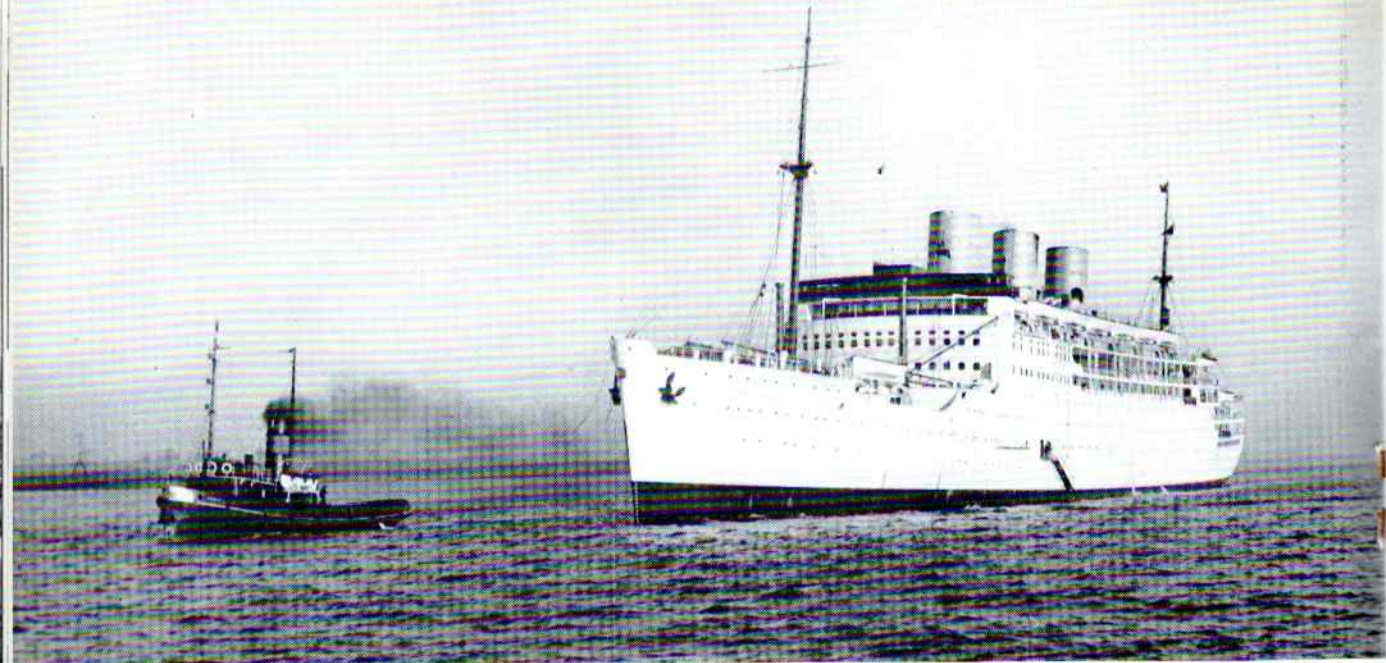
There was excitement too at Honolulu where hula girls and musicians featured as usual in the welcome to the largest ship to call there. Incidentally *Oriana* reached Honolulu from Suva in 4½ days at an average speed of 27 knots, knocking more than a day off the normal time.

At Melbourne her size raised doubts of the port's ability to handle *Oriana* and *Canberra* with its present facilities and work there it is hoped is likely to be speeded up in consequence.

The weather was not good for much of the voyage and the new ship's seagoing qualities were fully tested and found not wanting.

"Strathaird"—on her last P & O voyage passes "*Canberra*" on her maiden voyage. The old ship flies a thirty-foot paying-off pennant.





"Strathaird" as she was originally



Photograph taken in Sydney on board "Strathaird" on the occasion of the farewell lunch 8th May, 1961.

In the picture are Mr. G. C. D. Warren (left) Consulting Engineer of Sydney, who was a passenger on the Maiden Voyage and Dr. J. H. Halliday of Sydney who was Assistant-Surgeon on the Maiden Voyage.

"Strathaird" was dressed for the occasion and her paying-off pennant can be seen.

"Strathaird"

Another familiar P & O ship has now been withdrawn from service when *Strathaird* completed her Australian voyage. She is, alas, thirty years old and has reached her allotted span.

Strathaird has had a busy life including some years of trooping during and after the war. She saw active service when she sailed from Brest to Plymouth in 1940 with 6,000 troops and some hundreds of civilians, as well as gold from British Banks in Paris. Later in North Africa she survived, with her sister *Strathnaver* many air attacks after landing her invading troops.

After war services she shed two of her funnels, and continued as a "one-class" ship in the migrant traffic to Australia.

Strathaird will be missed in Australian waters and by many thousands of Australians who have sailed safely and comfortably in this grand old ship.

Captain D. F. West takes the ship out to Hong Kong for breaking up.

"Chusan"

Sports Activities. Under Mr. D. L. Cherrington, Second Cook, the *Chusan* seems to be very active with Association and Rugby Football, Cricket, Weight-lifting, Fencing, Boxing and Judo, all included since January, 1961.

The ship now holds the football trophy given by passengers for 'C' class liners on the Far East run and Company's grant of £50 has enabled excursions to be run at one or two ports. The soccer matches were most successful, *Chusan* beating Canadian Academy at Kobe, Mackinnons at Hong Kong, the Dutch ship *Wonogiri* and *Arcadia* at Colombo, losing only to the Royal Engineers at Kowloon.



“Oriana”

We reproduced in our Spring Number a cartoon from the Daily Express of “Four D Jones” in which the new liner was featured. (page 31). Here the artist is shown presenting the original drawing to Captain C. Edgecombe commanding *Oriana* whilst Sir Colin Anderson looks on.



“Cannanore”

Whilst at Kaohsiung in February the ship gave a cocktail party to Port Officials and Shippers. Captain J. D’O. Green is seen here with Mr. K. H. Pow, Chinese Manager of Jardine, Matheson & Co., Mr. Bulwer Yau, Manager of Kaohsiung sub-Agents and Mr. R. A. Eckford, Shipping Manager of Jardine, Matheson & Co., Taipei.

“Stratheden”

A rare opportunity for a cricket enthusiast came the way of Mr. Peter Alick Newsom, assistant purser *Stratheden*.

Among the passengers on a recent homeward voyage were six West Indian test cricketers who had been playing against Australia. A one-day match was

“Orontes”— 14th April at Tobruk

On April 14th “Orontes” homeward bound from Australia, anchored off Tobruk for the day’s celebrations.

Captain R. J. Brittain and Staff Commander J. W. Terry are seen in our picture here, the latter with a floral tribute from “Orontes” to the men who died in that memorable siege.





Sigiriya frescoes.

“Devanha Expedition”

BY J. G. SMITH, 3RD ENGINEER S.S. DEVANHA

“WHAT can you do in Colombo?” This question is asked I am sure many times, by ship’s companies not staying long here. They go on, “—there are cinemas, Mt. Lavinia, the Galle Face and G.O.H., and that’s all.” But we, whose “home port” is Colombo, know a little more about the entertainments to be had here.

So, by way of a change from the local attractions, we decided on a week-end trip up-country, staying overnight at some place along the way. Our choice was to visit Anuradhapura, most famous of Ceylon’s lost cities. So after consultation with the Agency, who kindly loaned us a van with seating for eight people, plus a driver, our arrangements were made.

After an early breakfast, we set off at 8 a.m. loaded with cameras, maps and other miscellaneous paraphernalia. Being Saturday morning, the streets leading out of the town were pretty full, and after dodging the bullock carts and pedestrians in the Pettah area, it was of some relief to get out of the town. In fact, I think it was the strain of this “accident-prone and near-miss area” that sent some of our party to sleep.

For the first leg of the trip we were on the main Trincomalee Road, going north east from Colombo,

and passing paddy fields and coconut plantations. It was really too early for much conversation, odd grunts and comments being made if we passed some particular thing of interest. After passing Ambepussa the country-side begins to change a little, steep conical shaped hills rising up to 500 feet or more above the rice fields, covered with trees and shrubs. A little further on, and we were passing alongside the Maha Oya River, where in some places we could see washing being dried or beaten against the rocks by the riverside.

Near Polgahawela we saw our first elephant of the day working amid a great pile of logs by the roadside. Unfortunately, the weather changed and it started to rain, but as it was not very heavy it did not deter the shoppers, for it was market day here and the streets were packed with people. I think this made our driver quite happy, for about 15 minutes the horn was off but a few seconds, or so it seemed, anyway. Luckily we got through without any mishaps, and our closest miss was with another elephant that was ambling along among the people.

Our first stop for tea (or other liquid refreshment) was at a place called Dambullah, some 90 miles from Colombo, after which we climbed a large tortoise-

shaped rock in light rain to visit the famous Buddhist Rock Temples. These are some 1,600 years old, and hewn out of the solid rock. After removing shoes and hats, we were taken inside to see a huge sleeping statue of the Buddha, some 40 feet in length. This also was cut from the solid rock. In the second temple which was much larger than the first, there was also a huge statue, besides many smaller statues of the Buddha in many different attitudes, as well as several Hindu God statues. Most of the roof was painted, and on it was depicted many scenes of the wars that took place when Ceylon was invaded by the armies from India many hundreds of years ago.

Once again we set off, this time our destination being Anuradhapura, just over 45 miles away. It was still raining quite hard, and most of the way we were passing great areas of land that was submerged under a few feet of water. At least the water buffalo seemed to be quite happy, wallowing in the flood water by the roadside. Occasionally we would be passing through great wooded areas, where, we were told, the wild elephant and the leopard still roam.

We arrived in Anuradhapura at 2.30 p.m., where the first thing on the agenda was lunch at the rest-house there. After acquiring a guide we set off for a tour of the ruined city. The town is very sprawling and covers a large area, but the population is not very high. Situated at a nice elevation above sea

level it does not get really hot, May, June and July being the best months.

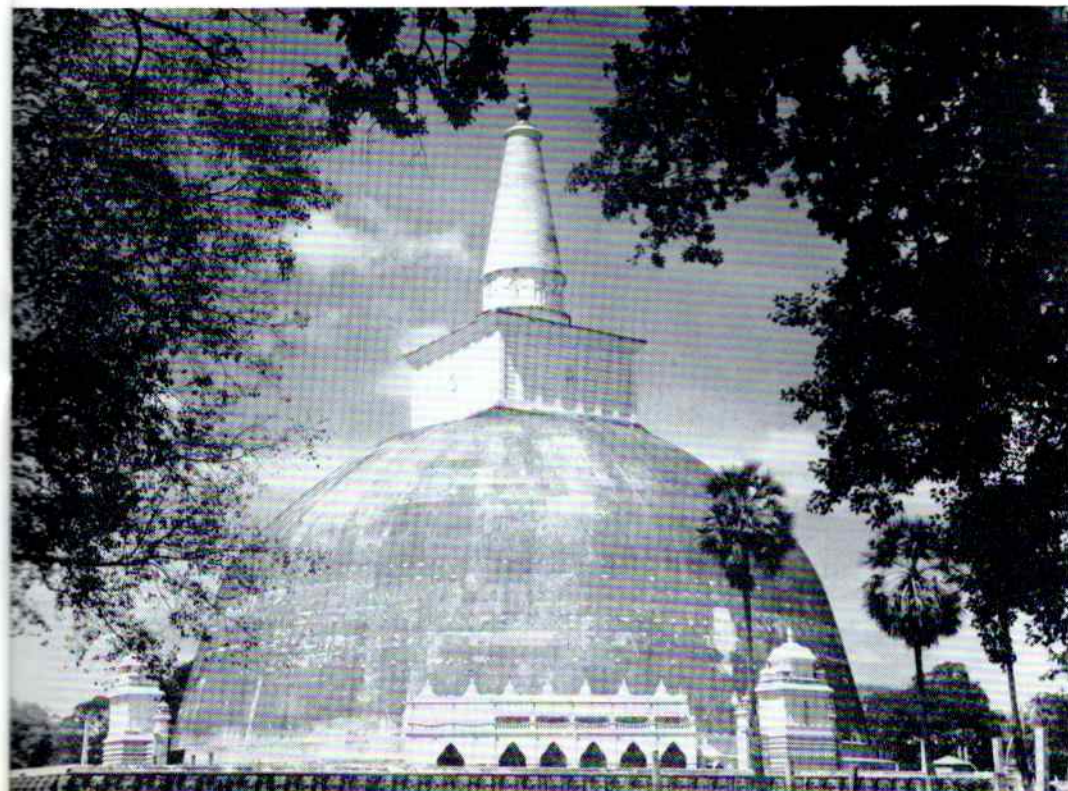
After a brief visit to the museum where we met the curator, we set off on our tour of the lost city.

The ruins are now in parkland or open country covering a very great area. Roads run through the parks, and one can drive around the sites. We did this, stopping in various places and alighting for particularly close looks at certain ruins, while the guide was explaining to us the items of importance.

The most impressive of the ruins are the Dagobas, which are solid hemispherical structures, topped with a square, from which rises a conical spire, the whole being built over Buddhist relics. There are several of them here with the biggest now over 200 feet in height. It is estimated that when it was first built it was over 400 feet high. There are so many things to see here that it would take a whole day to view them all, remains of temples, terraced gardens, statues, palaces, wonderful sculpture and swimming pools.

It was in one of these pools that we caught a small turtle, which was quickly returned to the water after we caught the smell from it. There are so many things to see one really does not know where to begin, in this 2,000 year old city, cradle of the Ceylonese race and capital of some 90 kings.

We made arrangements to go on a duck shoot the following morning, so after partaking of some



The most celebrated Dagoba at Anuradhapura is the Ruanveliseya.



Mr. Chapman and the author catching a turtle at Anuradhapura.

alcoholic beverage we were off to bed. At 5 a.m. we were up again after a rather sleepless night under mosquito nets, and setting out an hour later to join the rest of our party. Breakfast was had bearing in mind the old saying "when in Rome do as the Romans do" for eating fried egg with the fingers is not as easy as it seems. Soon after, we set off. At around 7.30 we were at the Tank (Lake) where we were to shoot. It was pouring with rain, and after removing shoes and stockings, off we went. We walked over half a mile through mud, buffalo droppings and on thorns before being positioned at the edge of the Tank to await the ducks. As we waited, waist deep in water, turtles would bob up around us and would stare at us unperturbed, seemingly accepting us as some new kind of water creature. Still the rain came down, really nice weather for ducks; at last the ducks came over and this at least made us stop thinking about the rain for the time being. Our bag was not very great, actually it was not very good either, but now looking back it is something to laugh about, although at the time, drenched and shivering, it was not funny.

So back to the hotel for a change of clothes and to join the more sensible of our party who had decided to stay in bed.

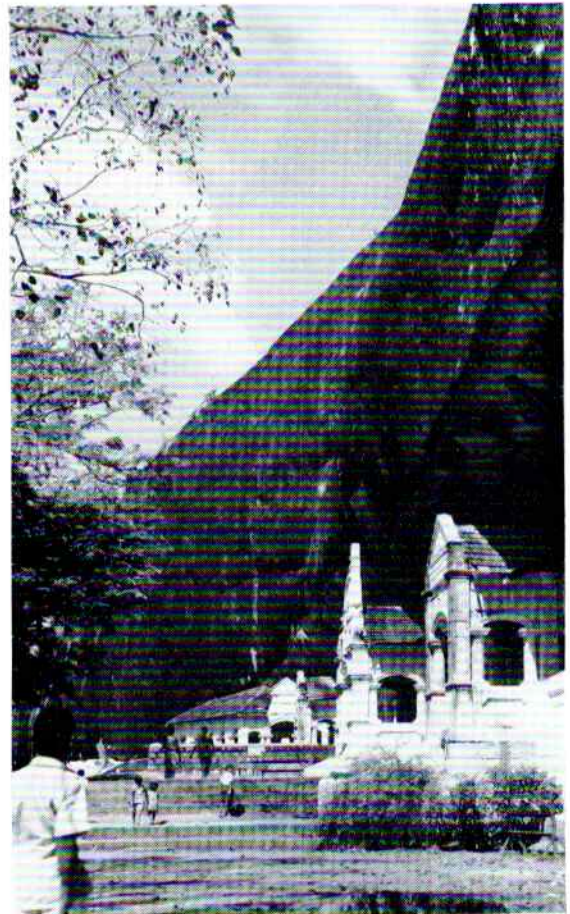
At 11 a.m. Sunday morning we were on the road once again, after driving some 8 miles, passing through Mahintale, where the original sacred Buddhist relics were brought from India. Consequently Mahintale is the most hallowed place in the island to the Buddhist pilgrims. Also to be seen here are other ancient ruins, similar to those at

Anuradhapura. Passing on through many small villages, and seeing still more flooding, we arrived at Habarane, where we turned off for Sigiriya.

We had a very good lunch at the rest-house here, after which we visited the very famous Lion Rock Fortress, which rises 600 feet above the surrounding plain, first utilised as a temple, and as a fortress in times of war. Around the base of the main rock is a ring of smaller rocks which have at some time broken off the main rock and formed grottoes that have also been enclosed by walls used by the people many centuries ago. In some of these, you can see frescoes on the plaster that is fixed to the rock. Also at the bottom of the rock are great defensive ramparts and ditches, enclosing a palace and temple.

The most famous of the frescoes are some 400 feet up the rock face, in a small niche, to which, after climbing up a spiral staircase, newly built on the

Dambulla Rock Temple.





The natural rocks at Sigiriya used as part of the staircase.



Beginning the ascent of the 600 ft. rock.



From the top of this staircase we climbed the exposed spiral staircase to see the frescoes.

sheer cliff face, for the last 100 feet or so, one gets an uninterrupted view over the plains below. This staircase is unnerving, as, being enclosed with wire netting only, the exposure seems quite alarming.

The actual fortress, some 200 feet higher, covers an area of about 3 acres where the remains of buildings and terraced gardens are to be seen; here too, are deep wells hewn out of the rock to provide an adequate supply of water to the defenders in times of siege.

Sigiriya can be described as a fortified rock, with three large villages around its base, all enclosed by the ditch and rampart.

On our way down from the rock the rain started to come down very heavily, and we had to shelter in a cave, and somehow we thought it rather strange realising that the cave was being used in the 20th century most probably as it was used in the 5th century.

Alas, once again it was time to be on our way, but I am sure that this place was the most impressive of all of the historical sites we visited; quite possibly in the whole of the island.

Our route was via Dambulla, Nalanda, and Matale, again passing many rubber and tea plantations, and making good speed on the well-surfaced

road. After a drive of 2½ hours we arrived at Kandy, and had a snack at the rest-house before setting out on our last lap "home". It was dark by now and the road back to Colombo was quiet, passing through Peradeniya and Kegalli. But when passing through a wooded area or by a paddy field, the air was filled with the sound of hundreds of insects and the wind full of the smell of wet, dank undergrowth.

At 10 p.m., we were back at the ship, after having travelled over 350 miles on our trip. The cost had been very reasonable, and the general feeling was that the "Devanha Expedition" had been good value, both in scenic and historical ways.

Our regrets were that as our time was so short, we were unable to spend more time at the places we visited, but now we know that a week-end at any of these spots is well worth while. I am sure that now a trip like this has been done with one ship's company others will do it, so perhaps 1961 has seen the start of a new kind of entertainment for ships in Colombo. At least we hope that *Devanha* has paved a new way.

Lastly I would like to thank, on behalf of my colleagues, the agents Mackinnon Mackenzie & Co. Ltd., for the loan of the van, and to my friend Dr. Dereniyagala, Ceylon Commissioner of Archaeology, who recommended the interesting places to visit.

GENERAL STEAM—GLASGOW

His many friends at "122" will be sorry to know that Mr. W. M. Docharty of the General Steam retired last March. A farewell party was held in his honour and

attended by sea, land and air interests. We shall miss his familiar figure in Glasgow and in Grangemouth; his work, too, for P & O ships during the war years will not soon be forgotten.



"Cathay" ex "Baudouinville"

COMPAGNIE MARITIME BELGE. A luncheon to celebrate the successful handing over of "Cathay" was held on 30th March last at the Century Hotel in Antwerp. A Cigarette Box made from Moulmein Teak decking taken from "Baudouinville" was presented to Mr. G. Dufour Director of the C.M.B. by Mr. Thwaites, Managing Director of P & O. Our first photograph shows this pleasant little ceremony; the other illustration shows the Belgian Captain with the new P & O Captain, J. L. Dunkley.



Talbot House Seafaring Boys' Residential Club

This Club in Southampton is unique in that it is the only one that caters solely for boys under 18 who follow the sea.

It has very recently been rebuilt and now has first class accommodation in every respect. It can accommodate up to 30 boys for sleeping. There are excellent recreational rooms, T.V., a billiards room, table tennis, darts, etc.

All seafaring boys are warmly welcomed for short or long stays, for an odd night or an odd meal. To many boys it has become more than a Club—in fact, a real home.

Charges are very reasonable for all that is offered and full details may be obtained from The Warden, Talbot House, Seafaring Boys' Residential Club, Queen's Way, Southampton, Hants.



We Hear That

Painting

Congratulations to: E. Thornton, Ship's Musician on *Orsova* for sharing first prize in the Painting Section of the Competition organised by the Seafarers' Education Service in 1960. His two paintings "Departure" and "The Last Houses of the Lagoon" were commended by the judge for their delicacy in tone and colour.



Last of "Ranpura"

The last of the 'R' class, the *Ranpura*, has been sold by the Admiralty after having been taken over by them in 1945 for conversion into a Heavy Repair ship attached to Rosyth Base. Not long ago she was sent to Devonport to be put into reserve where she lay until she was disposed of.

Built by Hawthorn Leslie & Co., on the Tyne, *Ranpura* was a handsome ship in her day and very popular with her sisters on the Bombay and Far East run. Two of her sisters, including the gallant *Rawalpindi* were war casualties, whilst the *Ranchi* carried migrant passengers for us until the 1950s when she went to the scrappers.

Ranpura's maiden voyage was on 3rd April, 1925 under the command of Captain A. M. King, D.S.C., Chief Officer was A. G. Axford, Second Officer A. Rodger and Supt. Second, D. Hockley. Her surgeon W. W. Wingate Saul, the Purser N. L. Barton, Chief Engineer was G. W. Dodds and the Second Engineer T. Brady.

"Canberra" model

A model of *Canberra* is to be added by Triang Toys (Minic Ltd) to its famous ship series in which the two "Queens", *Caronia* and *United States* are so far represented. The model should be available in July. *Oriana* too is available in the Revell Kits series.

**St. Botolph, Aldgate, Crypt Club**

This club which opened in January last, is intended as a meeting place for young people aged between 15 - 18. It offers them recreation facilities during the

lunch hour, with special talks on Thursdays when coffee and sandwiches are on sale.



A colleague recently received a letter addressed:—

"Messrs. P & O Lines Esq.,
Leadbetter Street,
London, W.1."

"The Liner she's a lady"
Wrote Kipling with intent,
But the company that owns her
Now seems to be a gent!

**Prince Philip inspects CANBERRA**

H.R.H. the Duke of Edinburgh paid a special visit to *Canberra* at Southampton on 13th May. He was met at the Heliport by Sir Donald Anderson accompanied by Sir Hugh Casson who has done much of the designing of the ship's interior and Mr. S. A. Finnis, Chief Docks Manager, Southampton Docks. His Royal Highness was piped on board by the Deck Serang and Tindals and at the head of the gangway there were presented to him Captain Wild, Mr. J. S. Baillie, Deputy Chairman and Dr. Dennis Rebbeck, deputy Managing Director of Harland & Wolff, Mr. R. M. Thwaites, Managing Director P & O, Mr. J. H. McCuaig, a director, Mr. C. C. Pounder, Engineering Director and Mr. R. Cameron, Naval

Architect of Harland & Wolff, with Mr. Bunyan, Engineering Adviser and Mr. J. West, Assistant Manager.

Prince Philip then proceeded to *Canberra's* bridge where Sir Donald Anderson presented to him Captain R. E. Cowell, Marine Superintendent, Staff Captain M. R. Prowse, Chief Officer R. A. Game, Chief Engineer, J. A. Skakle and Purser L. S. Warren.

After signing the Visitors' Book, His Royal Highness made a tour of the ship, during which Dr. M. W. Leivers, Mr. D. W. Twining, First Engineer and Mr. J. G. Crawford were also presented to him.

The Royal visitor left the ship just before noon.



Rowing Blues

BY J. H. GOUGH WILSON



PLEASE don't get me wrong! This title does not refer to superb young athletes who have attained the distinction of representing a University in racing-shells on the river. No, Sir! My "blues" are the blues of which one gets a fit; or, in other words, the moods of dark depression which sometimes assail me when I remember incidents connected with my own experience of the manly accomplishment of rowing.

We have often sung the words: "Britons never, never, never shall be slaves", and indeed the lot of a galley slave, toiling at his oar, must have been dismal in the extreme. Such being the case it is extraordinary that so many Britons become rowers voluntarily, and are prepared to sweat and strain in boats, without compulsion, as though under the threatening lash of the taskmaster. But they do it, and it is all due to the prompting of the demon "Exercise".

Those who go down to the sea in ships are sometimes handicapped in the matter of keeping fit, and when serving in small cargo-steamers there is always the problem of how to get sufficient regular exercise while the ship is at sea.

In my own case, I resorted to several expedients in pursuit of physical culture. For some time I practised swinging Indian Clubs, and in order to be less conspicuous, used to perform the routines after dark; but after almost braining numerous Indians with the Clubs, this pastime had to be discontinued as being too dangerous. The bare feet of members of the Asian crew gave no warning of their approach, and I—and probably they—had several nasty moments.

Skipping was great fun, but it had its drawbacks. As in other business, there was the eternal question of "Overheads". It was difficult to find a spot where a rope could be swung without striking an overhead beam, deckhead, derrick, cargo-runner, stay, shroud, ladder, davit, boat, bollard, winch, hatch, or other obstruction. When a space was eventually found and

the athlete started to skip, with the rope striking the deck rhythmically as it passed beneath his exuberantly-bounding feet, it was never long before he was requested, advised, or peremptorily ordered to "think of the watch below". Translated into plain, land-lubberly English, this meant that he was making so much noise that it interfered with the slumber, or other occupation, of someone else who was off duty. So skipping was "out".

Driving a golf-ball into a tarpaulin hung at the ship's side was tried, but the whistle of the club, the crack of its impact on the ball, the thud against the screen and rattle into the scuppers were harshly criticised by some non-golfers, and the occasional divot, although replaced with care (and with the aid of a hammer and nails), incurred the wrath of the Chief Officer. So golf was also "out".

Swedish Drill was indulged in *ad nauseum*, but when it was becoming apparent that it was far easier to be fat than fit, I began to hanker after some form of supplementary equipment. It was when passing the galley that I suddenly thought of the galley-slaves and of how their bodies must have been all steel and whipcord, without an ounce of superfluous flesh—and their condition was all due to rowing!

But one could not row in a steamship—or could one? What about the rowing-machines one sometimes saw in a club gymnasium!

The ship was laid up for months at Keamari, where it was an idyllic existence. Before and after duty one could swim from the ship's side, or from the sandy spit on the opposite bank of the waterway, where a large porpoise might roll up lazily alongside one, winking and snorting in friendly greeting without ever touching. There, too, I had a dug-out canoe which could be paddled for miles in inland waters, which to me was preferable to using the mast and lateen sail which were stowed under the thwarts.

There was also the faithful bicycle, and many square miles of country to be explored, even in darkness.

These activities had contributed to a standard of muscular development never attained before or since. So when unexpected orders were received to sail in three days' time, it was dreadful to contemplate a future of months without any exercise beyond press-ups, knee-bending, hip-rolling, arm-swinging—or elbow-lifting.

To complicate matters, it was Christmas Eve, and in two hours the shops would be closing for some days, so there was no time to lose. Shouldering the bicycle I dashed down the gangway, up the stairs and along the bridge over the railway sidings and down onto the sun-baked, dusty road leading to the town, and pedalled hard to the shopping centre some four miles distant. There, at a sports-outfitter's, I was shown an infernal contrivance consisting of a tubular metal frame, on which ran a sliding seat on rollers. In place of sculls were two stirrup-shaped handgrips, from which plaited white cotton ropes ran over pulleys at the front of the frame to strong coil springs below the seat, giving a creditable imitation of a single-seat racing-skiff.

There was no other equipment available, so I purchased the machine, which was quite expensive, as, being imported from the United Kingdom, the price included Import Duty, plus "Luxury Tax".

Here I must pause for my trembling to subside, for this was where the nightmare began.

The shopkeeper sent his coolie to take The Thing to the ship by tramcar, while I followed at a discreet distance on my two silent wheels, to see that it did not vanish mysteriously *en route*. On arrival at the Custom House I found the coolie waiting, disconsolate and empty-handed, while the precious Rowing Machine had been taken into the inner sanctum. The officer-in-charge, who had never seen such a strange object before asked me what it was, and I replied that it was a Rowing Machine. Then I had to wait impatiently while he went into a huddle with the other officials, with much reference to ponderous, dusty tomes.

The officer-in-charge then informed me I must pay Export Duty before it could be taken aboard. Painstakingly I explained that I had just paid *Import* Duty, plus *Luxury Tax*, but he was adamant. Export Duty must be paid, or the machine would be confiscated. Keeping calm with an effort, I enquired how much that would be, and nearly fainted when he quoted a figure that would have bought an automobile. After a while, having partially recovered my breath, I enquired timidly how on earth they had arrived at such an amazing sum, which was many times more than the purchase price. They were not interested in the receipted invoice which I produced, but said that they had decided that a Rowing

Machine was obviously Agricultural Machinery, although not listed in their books.

Consequently they had reasoned that a Rowing Machine must be something between a Reaping Machine and a Mowing Machine, and they had looked up the appropriate Export Duty for each and struck an average between them which would have covered the export of a Combine Harvester.

In vain I expostulated. Almost in tears I retrieved The Thing, and instructed the coolie to take it back to the shop, and pedalled wearily in his wake. On arrival there I found the shop was closed, not merely for the night, but for the entire Christmas Holiday, and we were due to sail during that time. The proprietor was inside, but would not open his door. Here was an impasse. By the way, I remember while I was standing there a powerful woman came striding vigorously along the road, bearing on her head an immense bundle of washing, wrapped in a sheet. On seeing a sahib, albeit a somewhat scruffy one, waiting alone, this optimistic opportunist hastily deposited her burden round the corner, and came shambling towards me with a pitiful limp, begging for alms in a high-pitched whine. I fear my reply was more cavalier than chivalrous, but she was no whit abashed. It had been worth trying, and she cheerfully picked up the dhotie and strode purposefully on into the hinterland.

There was no alternative but to despatch the flagging coolie once again to the ship, encouraged by liberal *baksheesh*, and to follow him thither. Hours of arguing ensued until another watch of Customs Officers came on duty, and at long last I was able to persuade their chief to treat The Thing as Sports Equipment. Even then the Export Duty was more than my original bill, but by midnight it was on board, and, utterly exhausted, I collapsed in my cabin, hating the very word "Rowing".

When I ultimately got around to using The Thing at sea, without much enthusiasm, I installed it on a bare iron deck in the storeroom. The rumbling of the rollers of the sliding seat under my weight was appalling. The startled Second Officer turned out the Deck Crew and took off the hatches to investigate, thinking that some heavy cargo had broken adrift and was rolling about. The palms of both my hands were blistered, the base of my spine was rubbed raw, and the rumbling was punctuated by yelps of agony as from time to time various portions of my anatomy were trapped in the treacherous machinery. However, in due course the art was mastered, and I can boast, with some truth, that I have exercised myself in rowing over more water than has any Rowing Blue.

But my initial difficulties had prejudiced me against The Thing, and finally I was glad to dispose of it cheaply to some wretched wight, alone and palely loitering, in Singapore.

THE BOAT TRAIN

THAT RETURNED FULL

8th April 1961

by H. S. Connolly

THERE was something unreal about it, rather like a scene from a film shown without its sound track. There should have been noise and bustle, and,



Mr. G. Larkin with his wife and daughter by the portrait of Princess Alexandra

now one came to think of it, there should have been porters wheeling their trucks piled high with baggage and hurrying to find corner seats for their clients.

There were none of these things; no porters, no cases with gaily coloured labels, no anxious faces, no tears. There were people, but no clients; perhaps porters don't have clients, but if not they must have customers, and there were none of these.

All the same, above the gate at the entrance to Platform 11 at Waterloo hung the gaily coloured P & O - Orient boat train sign and standing in the platform was a ten-bogie train to which a Merchant Navy Class locomotive had just been attached.

There was also a smartly dressed Railway Official who, if not actually the Station Master, must have been well in line for promotion to that exalted rank.

Perhaps though there was one anxious face and if so it belonged to a man in a light fawn overcoat. He seemed to know quite a number of the male passengers on this unusual train and they quietly introduced him to their wives and families. As the coaches gradually filled up he appeared more relaxed, possibly relieved to find that the train was to have a full quota of passengers.

With the man in the light fawn overcoat was a girl, well dressed and attractive, and considerably younger. As the hands of the station clock showed just on two o'clock they boarded the train together.

Punctually at two o'clock a wave of a green flag, a shrill whistle, and the train was away on its non-stop journey to Southampton Docks. Not a soul was left

behind on the platform. There had been no tearful goodbyes, no handkerchiefs, no heads nor waving of arms and hands out of windows. It was all most unusual.

Suddenly, however, inside the train there was a remarkable change. Immediately and as if all had been waiting for a signal to be given there was talk and laughter, new friendships were in the making, the buffet car filled to overflowing—the sound track was working again.

For many in this unusual boat train this was the last lap in a journey to see the ship in which their husband, or maybe their son, worked and was shortly to sail again. Some had travelled overnight from as far afield as Aberdeen and Stirling, Londonderry and Cork, even, in one case, from the Orkneys. The ship which was now only an hour or so in time ahead of them was the *Oriana*, and it was good to see so many of her crew in this setting with their families.

Because they had been travelling all night with little sleep, and had no doubt already done a morning's sightseeing in London, a few now slept, but elsewhere it was otherwise a gay, cheerful party. Wives and daughters, and, who knows, perhaps a sweetheart or two, had all arrayed themselves in their best, and a most fashionable best it was too; undoubtedly many a new frock and hat was on view. Fortunately, although the sky was at times overcast, the day was fine and warm, and had it been mid June instead of early April, the puzzled onlooker at Waterloo might have been justified in coming to the conclusion that this was an Ascot Race Special.

In what seemed very little time the train had thundered through Winchester and soon after began to reduce speed to pass through Southampton Central. *Oriana* could now be seen towering above the new Terminal, and here the Special came to a standstill a few minutes later. The Terminal was gay with flags and bunting, and in what was surely record time the 500 passengers were on board to join their shipmates already there. For the sake of convenience an inspection route had been planned and signposted, but gradually families and friends wandered off together as it had been hoped they would, and here and there one came across a father showing his son the latest type of dish washing machine in the galley, or a son expounding, on the Bridge, to his mother on the benefits of radar. These men were proud of their ship.

It was extraordinary how what had seemed a large crowd of people when they came up the gangway quickly disappeared once they were on board. It made one realise the vastness of *Oriana*. Later the public rooms began to fill a little as people gratefully took an opportunity to rest awhile. Several families had their photographs taken by the portrait of

Princess Alexandra which hangs outside the Princess room.

How well behaved everyone was! The man, now without his light fawn overcoat, waited in vain for something to happen, something to go wrong. No one broke anything, or fell down, or started a fire, or pressed a button on the Bridge, which would have caused consternation amongst the few on duty, if nothing worse.

The Special was due to leave for the gay lights of London again at 6.25 p.m. Sometime before this hungry and thirsty fathers, mothers and children had begun to wend their way down the gangway to the Terminal where tea and coffee, piping hot, and a cold meal packed specially by the British Transport Commission awaited them. By this time all this was very welcome—orange and lemon squashes, of course, for the children. There had been no alarms and excursions, no broken limbs, in fact "nothing to laugh at at all", but it had been a happy and successful afternoon.

The Special pulled out of the platform as arranged punctually at 6.25 p.m. As it gathered speed the man, still without the light fawn overcoat, noticed that the Buffet Car was already full.

Mr. Elderkin with Mrs. Elderkin and Mrs. Hall enjoying a short rest in the Princess Room.





Sir Donald Anderson and Captain R. J. H. Cutler receive C. Barbero.



Miss K. A. Spiers and Miss L. O. Baxter.



H. E. Duncombe with J. G. Davis.

Old Boys' Day 1961

“Himalaya” 4th May

THE Annual Lunch for former members of the staff, ashore and afloat, was held on board *Himalaya* at Tilbury on Thursday, 4th May. The special train from Fenchurch Street gave the right start to the day since passengers were able to move freely through its coaches and start their reminiscing without delay.

The Chairman, Sir Donald Anderson, and Captain R. J. H. Cutler, received the guests and the time previous to lunch was well spent in chatting over drinks. An excellent lunch followed, well up to *Himalaya's* standard.

Sir Donald Anderson made a short speech of welcome to the guests and gave them a resumé of the present shipping position and of the Company's Pacific developments in particular. He referred to Sir William Currie's absence through illness, unfortunately on his 77th birthday, and expressed the hope that they would see him there next year.*

Altogether a most successful and happy day with arrangements working perfectly.

*Alas—not to be.



Groups of Guests . . .



J. S. Pringle, Captain J. Simms, C. T. Steele and H. C. Smith.



D. R. Robbie, Capt. R. E. Cowell, W. Malone.



J. B. Dick, C. Stout, R. H. Young, A. V. Jackson



*J. W. Potts, A. G. Andrews (front)
P. Parry (Manager), A. Wootton and
Mr. F. Hallet, Director of P & O S. N. Co.*



S. H. K. Geller, S. A. Smith, A. C. Homeward.

Personal News

Mr. Ian Russell NEIL, ex Supy. Second Officer *Arcadia* on his marriage to Miss Sheila Kathleen SMITH ex Stenographer on the same ship.

Mr. R. J. DUNCAN, Jnr. Engineer on his marriage to Miss Josephine Mary WHENRAY at St. Chad's Church, Stockton-on-Tees.



ENGAGEMENTS

We congratulate—

Mr. M. J. MILES, Deputy Purser *Chusan*, on his engagement to Miss L. J. GIBSON, Stenographer, *Iberia*.

Mr. J. F. LOADER, Conference Department, on his engagement to Miss J. BENNETT, on 13th March.

Miss M. A. BORN, Cruising Department, West End, on her engagement to Mr. P. T. NEWMAN, of *Iberia*.

Miss E. A. GARDNER, Cruising Department, West End, on her engagement to Fl./Lt. J. H. SCULLARD, R.A.F.

Miss M. W. OWEN, Conference and Rates Department, on her engagement to Mr. I. ALEXANDER, of Hendon.

Miss M. THOMSON, Filing Section, West End, on her engagement to Mr. M. BALLARD, of Sidcup.

Dr. J. K. STONHAM, Surgeon of *Canton* on his engagement to Miss Charlotte CHOW of Lincoln's Inn, London and of Penang, Malaya.

Mr. M. P. JOLLY, 2nd Radio Officer of *Strathmore* on his engagement to Miss D. G. Davies of Norwich.



The wedding of Captain E. Snowden and Miss S. E. Neilson

GOLDEN WEDDING

We send our congratulations to Mr. and Mrs. I. C. GEDDES who celebrate their golden wedding on 1st August, 1961.



MARRIAGES

Our Best Wishes to—

CAPTAIN E. SNOWDEN, *Maloja*, on his marriage to Miss S. E. NEILSON, M.A., at Overton Church, West Kilbride, on 18th February, 1961.

Miss P. R. ALLEN of Accounts Department on her marriage to Mr. D. STRINGER at St. Mary Magdalen, Addiscombe, on 25th March, 1961.

Miss S. P. HINDE of Accounts Department on her marriage to Mr. H. J. RICHARDSON at St. Nicholas Church, Plumstead, on 18th March, 1961.

Mr. B. M. WYLES, Electrical Officer, *Canberra*, on his marriage to Miss J. E. SMITH at St. Thomas's Cathedral, Portsmouth, on 28th January, 1961.

Mr. G. E. SMITH, Electronics Dept., on his marriage to Miss INES PAIN at St. John's Church, Great Clacton, on 25th February, 1961.

Mr. D. B. MILLER, Third Officer, *Chitral*, on his marriage to Miss J. GABY COULARD, Passage Dept., West End, at Holy Trinity Church, Brompton, on 6th May, 1961.

Mr. A. J. WARD of City Passage Dept., on his marriage to Miss RUTH BRODIE at Osterley, Middlesex, on 29th April, 1961.



The wedding of Mr. D. B. Miller to Miss J. Gaby Coulard



The wedding of Mr. B. M. Wyles and Miss J. E. Smith



BIRTHS

Our Congratulations to—

Mr. C. A. YATES, Export Freight Department, and Mrs. YATES (née Wendy Hannaford), on the birth of a daughter, Helen Mary, on 19th May.

Mr. M. MORAN, Stationery Department, and Mrs. MORAN, on the birth of a daughter, Fiona May, on 14th February.

Mr. R. E. HARRISS, Accounts Department, and Mrs. HARRISS, on the birth of a son, Craig Bradley, on 21st April.

Mr. D. A. STEPHENS, Accounts Department, and Mrs. STEPHENS (née Miss J. M. Gollidge of Secretary's Department), on the birth of a son, Simon Timothy, on 5th April.

Mr. T. P. DALY, Chief Accountant's Department, and Mrs. DALY, on the birth of a son, Mark Ashley Terence, on 22nd April.

Mr. A. J. BULL, Second Officer *Devanha*, and Mrs. BULL, on the birth of a son, Andrew John, on 7th February.

Mr. T. R. CHILVER, West End, and Mrs. CHILVER, on the birth of a son, Stephen John, on 20th April.

Mr. G. C. ARNOLD, Electronics Dept., and Mrs. ARNOLD, on the birth of a daughter, Carolyn Joy, on 4th April.

Mr. P. W. Love, Chief Officer *Strathaird*, and Mrs. LOVE, on the birth of a son, Simon Paul, on 6th June.

Mr. D. J. HARRISON, Chief Officer *Soudan*, and Mrs. HARRISON, on the birth of a son, Robert John.

HON. R. A. H. BARNES, P.R.O., and Mrs. BARNES, on the birth of a daughter, Elizabeth, on 1st June.

Mr. J. SMYTH, First Electrician, and Mrs. SMYTH, on the birth of a son, Mark Samuel Martin, on 9th January.



Commodore G. A. Wild

Mr. J. HOUGHTON, Chief Officer ex *Dongola* and Mrs. HOUGHTON on the birth of a daughter, Melanie Anne, on 26th March, 1961.



APPOINTMENTS

A New Commodore

CAPTAIN G. A. WILD, commanding *Canberra*, was appointed Commodore of the P & O fleet on 1st June. Sir Donald Anderson, Chairman, made the announcement at a lunch held on board at Southampton on 1st June. We all wish him well in his new office; may his command be a happy one.

Doctor B. M. EDGAR becomes Medical Superintendent as from 1st April, 1961, in succession to Doctor Corbett whose retirement is noted elsewhere.

The wedding of Mr. D. Stringer and Miss P. R. Allen



Doctor J. T. WYBOURNE succeeds Doctor Edgar as Deputy Medical Superintendent.

Mr. R. D. SLADDEN is now Head of the Stationery and Printing Department, following on Mr. Wootton's retirement. Mr. W. E. HARRIS becomes Deputy Head of this Department.

Mr. R. N. J. GREEN has been appointed as Assistant Secretary in place of Mr. L. D. Chandler who has left the Company.



RETIREMENTS

We Wish Many Years of Happy Retirement to—

COMMODORE H. P. MALLET, 1922 to 4th June, 1961, has retired from the Company's service after serving since May, 1922, when he was Fourth Officer of the *Nore*. Previously he had been a "Worcester" Cadet. His first command was *Empire Raja* in 1948, and in June, 1949, he took delivery of *Cannanore* from the builders. In January, 1958, he was appointed to *Iberia*, and two years later became P & O Commodore.

We regret to learn that Captain W. T. C. LETHBRIDGE has had to retire owing to ill-health, at the age of 57. He had been in command of *Arcadia* since last October.

Captain Lethbridge was a "Worcester" cadet and entered the P & O as Fourth Officer of *Morea* in April, 1924. He had more than the usual contact with troopships. First *Etrick* from 1938 to 1942—he was her Chief Officer when she was torpedoed and sunk. Later, he was Captain of *Empire Fowey* from 1953 to 1959, an association that is still well remembered.

We wish him many happy years of retirement and much improved health.

Mr. A. C. G. WOOTTON—head of the Stationery and Printing Department retired on 31st March, 1961. At a farewell party held in the Boardroom at Head Office he was presented, by Mr. A. J. M. Crichton, Managing Director, with a silver salver commemorating his years of service, 1919–1961.

Dr. J. C. CORBETT—retired from his post as Medical Superintendent on 1st April, 1961, although he continues as assistant to his successor, Dr. B. M. EDGAR.

Dr. Corbett joined P & O in 1924 and served for many years at sea before coming ashore.

Mr. A. MACBETH.—We wish Mr. and Mrs. Macbeth very many happy years together upon his retirement on 18th June, 1961. "Mac" first went to sea in 1914 with the Marconi Company. In 1953 Mrs. Macbeth and he attended the Coronation where he represented the Merchant Navy Radio Officers. He served 29 years with our Company as both a P & O and Marconi Officer in very many P & O vessels as the First or Chief Radio Officer. These included *Carthage*, *Etrick*, *Chusan* and *Arcadia*, which he joined when they first commissioned. "Mac" was the first Marconi Officer to transfer to P & O on 1st January, 1954, and was appointed Senior Chief Radio Officer on 1st June, 1959, thereby becoming the first P & O "Commodore" Radio Officer.

Mr. L. LONG (Medical Dept.). Joined P & O September, 1945 and retired on 30th April, 1961.

Mr. E. BARKER-BENFIELD (Accounts Dept.). Joined, February, 1927 and retired on 4th June, 1961.

Mr. G. H. POTTER.—Luncheon Room Attendant (1943–1.4.61).

Mr. H. A. L. KENDALL (First Refrig. Eng.) 10.12.28–23.4.61, through ill-health.

Mr. S. A. V. SCHOLE, Chief Steward, 23.5.19–31.5.61.

Mr. G. E. COOPER, Chairman's Chauffeur, who retired on 1st April, 1961.

Mr. A. G. M. MCKECHNIE, Head Waiter (last ship *Orsova*) who retired on 1st April, 1961.

Mr. K. POAD, ex Orient Line Mail Office Attendant, on 1st April, 1961.

Mr. J. F. HALL, Printer, through ill-health. He had been with the Company from May, 1952, to February, 1961. His last ship was *Himalaya*.

Mr. H. J. SLOGGETT, Bedroom Steward. He had had a long career with P & O from May, 1912, to March, 1961. His last ship was *Stratheden*.

The Company has lost one of its most senior Pursers through the retirement on health grounds of PURSER E. C. G. GRACE.

"Ted" Grace joined the Orient Line on 7th December, 1929 sailing on that day as 2nd Assistant Purser in the old *Orsova*. Later, in 1930 he was transferred to *Orvieto* in which he sailed as 2nd Assistant Purser under Purser A. S. Hart.

Promoted to 1st Assistant Purser in 1935, Mr. Grace served at sea throughout the War. He was Deputy Purser in *Orcades* when she was sunk by enemy action off Cape Town in 1942, and also in *Orion* at the evacuation of Singapore. On 10th January, 1946, he became Purser, in which capacity he has served in most of the Orient ships. Mr. Grace's last sea appointment was in *Orsova* from 4th August to 13th December, 1960, and his many friends at sea will miss him as shipmate. They will also remember his card tricks and the happy spontaneous way he had of sitting down at a piano and playing some of the more popular melodies. We wish him many happy years in retirement at his home at Meopham in Kent.



The wedding of Mr. H. J. Richardson and Miss S. P. Hinde



Daily Herald Photo

AWARD.—In our last issue we reported the awarding of the B.E.M. to Chief Engine Room Serang Sarfaraz Khan. On board "Canberra" recently the Chairman, Sir Donald Anderson, presented the medal to him. Our photo shows this little ceremony which took place in Torbay on a sunny day before the assembled ship's Company.



OBITUARY

We regret to record the death of—

A. B. HOPE (1912–1960). The death of Adrian Hope after only a year's retirement was a great shock, for he had visited the office only a short time ago looking quite fit and well.

He joined the Company in April, 1912, and after four years' war service, mainly in France, he returned to the Passage Department where he stayed during his P & O career. After another spell of war service he became Deputy Passenger Manager in July, 1950, and Passenger Manager in April, 1954. He retired on 30th April, 1960. A number of his former colleagues attended the Requiem Mass at the Church of Our Lady of Ransom, Eastbourne, on 2nd June.

R. W. CARSON, Chief Engineer, who died in service. (1933–1961). He joined the Company in 1933 as Assistant Engineer of *Ranchi*. Served R.N.R. during war. Became Chief Engineer of *Somali* in 1954. Last ship, *Carthage*. Was attached to dock staff when he died 11th April, 1961.

F. J. RAE, Chief Engineer, who died 18th May, 1961. Joined the Company 21.7.13 and retired 14.9.49. Had served in many ships becoming Chief Engineer of *Karmala* in 1949. Was on Dock Staff before retirement. He was 71.

R. H. GREEN, Freight Department, 1915–1952. Died on 21st February, 1961.

Miss E. NOVELL, City Telephonist. Served from 1919 to 1946 and died on 21st February, 1961.

O. C. SHAW, Chartering Department, who died in service. Joined 31.8.59 and died on 26th May, 1961.

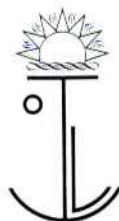
H. J. PARTRIDGE, Chief Steward. Joined P & O 1910 and retired March, 1955. Died on 5th April, 1961.

BERT KNIBBS, Barman of *Arcadia*, who died in service whilst on leave from his ship, 1st March, 1961.

C. W. WHIDDETT, Sea Staff, who died on 29th April, 1961.

We hear of the death of Mrs. E. N. FERGUSON, widow of Mr. T. FERGUSON who was once Chief Engineer in the Company and who died in 1951. They first met in 1897 when the lady was travelling in the *China* to Australia on her maiden voyage, and he was a junior engineer. His last ship was *Rawalpindi* in 1925 and he retired on pension in 1928.

Other members of the family have served in P & O including Mr. Terence Ferguson and Mr. P. T. D. Ferguson.



PANDOR CLUB

PANDOR CLUB STAFF ROOM

The space previously occupied by Gray Dawes' Mercantile Department on the mezzanine floor in 117, Leadenhall Street, has been used, since it was vacated, to house materials by the contractors who were making the alterations to the office accommodation.

The majority of the space has now been cleared and has been furnished with chairs and tables as a place where members of the staff can go if they wish to sit somewhere during the lunch period, or for recreational purposes in the evening.

It will also be used by the Pandor Club as a Club Room, and a table tennis table and darts board have been put there. The Pandor Club will be responsible for the supply of bats, balls and darts.

There will be a supply of magazines, but to swell the number, if anybody would be willing to hand on to the Pandor Club the magazines which they take at home, would they please get in touch with Mr. P. G. Harrison, Joint Secretary.

While the space has been cleaned as much as is practicable, it has not been redecorated, because decisions have yet to be made about how the space will finally be used.



HORTICULTURAL SOCIETY

Under the Chairmanship of Captain G. R. Peters, the Show sub-committee are now busy preparing a suitable schedule for the first Annual Show to be held by the Society at 122. The date of the Show is to be Monday, 11th September, and it is hoped that there will be an encouraging response from members and their families. There will be a Horticultural Section with classes for vegetables, flowers, floral decoration, and a domestic section with classes for cakes, preserves, bottled fruit, etc. It is planned to give cash prizes for each class, with a cup

for the highest aggregate marks in each section. By the time this report appears, supplies of the schedule, with entry forms should have been distributed; anyone interested who has not received these should apply to Captain Peters, Mr. L. G. Lewis, Mr. K. Veness, Miss I. F. Bates or Miss M. Norman.

We are taking steps to become affiliated to the Royal Horticultural Society. Upon election we shall receive a limited supply of free tickets for admission to the Chelsea Show and other R.H.S. functions. Members of the "PANDOR CLUB" will also be entitled to use the advisory and other facilities of the R.H.S.

A successful bulk purchase of seeds was made through Samuel Dobie & Co. earlier in the year in which some 40 members participated. We plan to operate a similar venture for the purchase of bulbs before the autumn, and the Trading Sub-Committee under Mr. G. C. King are now investigating comparative prices direct from Dutch suppliers, and wholesalers in this country. *K.R.*



CRICKET

The following matches have so far been played in the 1961 season.

General Steam, 18th May at Beckenham—

Pandor	180 (R. A. Peters 41)
G.S.N. Co.	125 (Mascarenhas 3 for 15)
Won by 55 runs.	

Williams Deacons Bank C. C., 24th & 25th May at Catford Bridge—

Williams Deacons	85 (Smart 7 for 28)
Pandor	86 for 4
Won by 6 wickets.	

Beecham's Overseas C. C., 30th May at Ealing (limited to 22 overs by each side)—

Beecham's	103 for 4
Pandor	106 for 8 (Smedley 61)
Won by 2 wickets.	

Escombe McGrath, 11th June at Fairlop—

Escombe McGrath	148 (Ross 5 for 12)
Pandor	139
Lost by 9 runs.	

B.I.S.N. Co., 17th June at Chigwell—

B.I.	143 for 9 (Cleminson 4 for 27)
Pandor	64
Lost by 79 runs.	

West End & City v Tilbury 28th June

West End & City 223 for 8 dec.

Tilbury Dock Office 167

London Offices won by 56 runs.

ATHLETICS

Our team made a determined but unsuccessful effort to win the Kelso Cup this year, finishing a very good third behind Maori and Beejay Clubs.

We did, in fact, win five individual trophies as follows—

Miss M. J. Baxter	Ladies' Long Jump
Mr. B. J. Spiller	Shot Put
Mr. E. MacDonald	Javelin
Mr. C. E. J. Bishop	440 yards
Mr. J. Brazier	220 yards Novices.

In addition we had six runners-up, including the Women's Relay Team.

We now have a strong nucleus around which to build up our team and we must hope for better results next year

LONDON SHIPPING ATHLETICS ASSOCIATION'S ANNUAL MEETING HELD AT MOTSPUR PARK 15th JUNE, 1961

Position in the Kelso Cup competition for Combined Championship—

1st	Maori Club	101½ points
2nd	Beejay Club	98½ points
3rd	Pandor Club	88 points

Position in the "Lloyds List" Cup competition for Women's events—

1st	Beejay Club	39½ points
2nd	Royal Mail	39 points
3rd	Maori Club	26½ points
4th	Pandor Club	22 points

The following members scored points in the above competitions as follows—

120 yds Hurdles	2nd	J. B. Symonds
	4th	B. J. Spiller
Long Jump Women	1st	M. J. Baxter
440 yds Women	2nd	S. Richardson
	5th	G. Wooley
880 yds (Novices)	6th	R. While
100 yds Men	2nd	E. MacDonald
	3rd	J. Brazier
	4th	J. B. Symonds
	6th	R. Pleace
100 yds Women	2nd	M. J. Baxter
220 yds Men's	2nd	E. MacDonald
Championship	4th	R. Pleace
Putting the Weight	1st	B. J. Spiller
220 yds (Novices)	1st	J. Brazier
	2nd	J. B. Symonds
440 yds	1st	C. Bishop
3 miles	6th	M. Taylor.

In the 440 yds Women's Relay Pandor Club came 2nd.

Team: Misses J. Payne
C. Winslett
M. Baxter
P. Franklin

In the Men's Mixed Medley Mile Relay Pandor Club were 6th.

Team: Mr. E. MacDonald
R. Pleace
J. Brazier
C. Bishop

TABLE TENNIS

The Pandor Club entered a Ladies' Team and a Men's Team in the Travel Trade League and although neither team started the season well, it was good to see both teams finish high up in the table of their respective Divisions. The final details were as follows:—

Ladies' Team: Played 18; Won 8; Lost 10

Men's Team: Played 20; Won 17; Lost 3

The Men's Team only just failed to win the Championship. Having won the same number of matches as the winners and runners-up, the placings were decided on the number of individual games won and consequently finished third. The Ladies' Team ended in 5th place.

However, we look forward to even better results by both teams in the League competition next season. *J.D.*



DRAMATIC SOCIETY

Secretary's Report for 1960/61

A combination of casting, production and stage management difficulties forced us to cancel our proposed presentation of "Something to Hide" in May of this year, and there is, therefore, only one production to come under review in this report for 1960/61.

"The Importance of Being Earnest" by Oscar Wilde was presented at the Guildhall School of Music and Drama on 15th and 16th December, 1960, and once again we were pleased to have the services of Mr. Peter Hahlo as producer.

It was a great disappointment to all concerned with the production that the audiences on both nights were so small, although the play itself was very successful and all who took part, including some welcome newcomers, should be pleased with the result of their efforts.

However, we have booked the Chanticleer Theatre for our next Autumn presentation on 8th, 9th and 10th November which we hope will prove a more popular time of the year for our audiences. The theatre has a much smaller seating capacity than the Guildhall theatre and we hope this fact will enable us to achieve our ambition of playing to a full house.



NETBALL

The Netball Club was not founded until very late in the Season, so relatively few matches have been played and these were more in the nature of practice games.

With a view to improving the standard of play, the services of a qualified coach were secured and the members of the team have already benefitted from his advice. We hope to receive his continued help in the coming Season.

From the excellent support given to the Club it is felt possible to enter two teams for the Shipping League in the Season ahead. Thus, Head Office and West End will be represented. We are, however, still anxious to find fresh talent and if you are interested and would like to enjoy some good fun and friendly sport, please contact Miss Leigh at City Office, Ext. 336. *B.L.*

SWIMMING

This year's Annual Gala has been arranged to take place at Seymour Hall, Marylebone, W.1, on Friday, 15th September.

The Liverpool Challenge Match has been fixed for 21st October, at Ironmonger Row Baths, E.C.1.

The L.S.A.S.A. President this year is H. Leslie Bowes, Esq., C.B.E., Chairman of the Royal Mail Lines. *W.H.*



GOLF

Result of match between Pandor Club and Inchcape Golfing Society (Gray Dawes & Co. Ltd.), at Kingswood Golf Club on Friday 21st April, 1961.

Pandor Club won by eight matches to four.

	<i>Morning</i>	<i>Afternoon</i>
	<i>Four Ball</i>	<i>Greensome</i>
K. R. Anderson & A. J. Bott	Won	Won
A. B. Davy & H. C. Fleet	Lost	Lost
R. G. Newbury & A. Temple	Won	Won
P. C. Cooper & C. C. Gorton	Lost	Won
H. S. Connolly & L. E. Kimpton	Lost	Won
V. A. R. Lawrence & R. A. Peters	Won	Won

London Shipowners' Golfing Society

The Spring meeting of the London Shipowners' Golfing Society was held on 10th May, fifteen members taking part.

Twelve played in teams of four for the Harmer Cup Team Competition, the other three playing in the Singles and Foursomes Competition.

In the morning round seventeen teams were competing for eight places in the quarter finals, and though we were disappointed that our first team, Messrs. A. J. Bott, F. M. Wilson, R. G. Newbury and A. Temple failed to qualify, our second team, Messrs. J. G. Davis, C. Sidebottom, J. McGrath and H. Fleet, and third team, Messrs. P. C. Cooper, C. C. Gorton, H. S. Connolly and L. E. Kimpton reached the last eight.

For the afternoon foursomes our teams were drawn against two from British & Commonwealth Steam Ship Co., our second team beating the B. & C. second team, but our third team finding the B. & C. first team too strong for them.

The New Zealand Shipping Co. who have won the Harmer Cup every year were again strongly placed and must have one team in the final in September as their two teams were successful in the quarter finals and are due to play each other in the semi-finals.

Our other three players, Messrs. V. A. R. Lawrence, J. B. Stone and A. B. Davy failed to win any glory in their own competitions, but in the afternoon round Messrs. A. J. Bott and F. M. Wilson, freed from the fierce competition for the Harmer Cup, were runners-up for the Blue Star trophy. *L.E.K.*

FOOTBALL

Pandor v. Escombe McGrath & Co. Ltd. 13th April 1961

Pandor won the toss and decided to kick against the wind in the first half. Escombe's kicked off and were soon pressing the Pandor goal. It was therefore no surprise when Escombe's went into an early lead when their inside left fired the ball into the Pandor net, leaving Barber, the goalkeeper, with no chance. Escombe's increased their lead five minutes later through a similar shot. Up till then the Pandor defence had been shaky, but it later dominated the play with some fine intercepting by Liggins, Waite and Owen. Pandor who were now pressing hard, were awarded a penalty when the Escombe's centre half saved a certain goal with his hands. Owen took the spot kick which the goalkeeper saved, but an Escombe player had moved into the area. Owen made no mistake with his second chance. This goal spurred Pandor on, and a few minutes later were awarded a free kick just outside the penalty area. Waite tapped the ball to Degrin whose shot, however, rebounded off an opposing player. Degrin controlling the ball well, scored with a well placed goal from 25 yards. Just before half time Peters put a through pass to Russell, on the left wing, who dribbled along the goal line and lofted the ball over the goalkeeper to Degrin who breasted the ball into the net to make it 3-2.

Pandor were soon 4-2 up in the second half when Russell dribbled past three defenders and shot past the advancing goalkeeper, from an acute angle. Escombe's did most of the attacking from then on, but some good defending by the Pandor backs and some excellent goal-keeping by Barber, made sure that the Challenge Cup stayed with the Pandor Club for the second year running.



MOTOR CLUB

Three Counties Rally, Sunday 28th May

The notable impression of one's first rally must be that the most difficult part is surely finding the start. Not only must your passenger be well acquainted with map reading; he should also be such a good friend as not to be too upset when the air is blue. Nor should he, of course, be the type of person who inadvertently instructs the driver to circumnavigate the same spot too many times.

The newly formed Pandor Club's first motor rally was started with a "See you at lunch" from a perhaps too optimistic Chief Marshal, who surely could have had no idea of the frustration, mystification, almost despondency and great enjoyment he had helped to organise over the ensuing miles.

After clashes of opinion on which was the right direction, when the driver was ready, at the next remark from the navigator, to punch him squarely on the nose, the rally threaded itself towards organisation when carefully thought out clues were at last answered.

The route was planned to take competitors through the counties of Kent, Sussex and Surrey away, as far as possible, from major roads but through quiet, beautiful, green, rural England.

When stops were made to search for clues it was soon apparent that the cars were not in their original order

and it was perhaps most disconcerting to see a fellow competitor flash by with a sly grin on his face—and travelling in the opposite direction to where you were almost 100 per cent. sure the next clue lay. However, eventually, with one unfortunate exception, due to mechanical difficulties, all drivers were successfully navigated to the luncheon stop, when theories were discussed, legs pulled, and stomachs replenished.

Up to this stage the weather had indeed been kind but soon after the commencement of the afternoon session clouds gathered and sharp showers were encountered. It was generally agreed that so far as clues were concerned the afternoon presented an easier task, especially to navigators who could generally ease the pains in backs of necks.

There is perhaps an almost cruel satisfaction when having found the answer to a clue, seeing a colleague flash by on the wrong road.

Some 65 miles were to be covered in a little more than 3½ hours during the afternoon which, with great satisfaction experienced, ended at the Watermill Restaurant, Dorking, where tea was served to those competitors who finally returned, or indeed were still using the correct map.

A result satisfying both to the driver and navigator now fully reconciled and surprisingly keen to have another go.

C.E.J.B.

The winner of the 1st Prize for both Treasure Hunt and Navigation was Mr. P. G. Allen, and of the 2nd Prize for each section, Mr. S. H. Mollett. The Booby Prize was won by Mr. H. E. Ransome.

B.P.S.



RESULT OF RALLY

Overall result

	<i>Car</i>	<i>Name</i>	<i>Points Gained</i>
(1)	54	Mr. Allen	210
(2)	64	Mr. Mollett	162½
(3)	29	Mr. Dasnier	162

Navigation Results

	<i>Car</i>	<i>Name</i>	<i>Points Lost</i>
(1)	54	Mr. Allen	Nil
(2)	64	Mr. Mollett	16
(3)	29	Mr. Dasnier	21



FAREWELL TO "TIM" SUNDERCOMBE

A farewell party was held in the Boardroom at "122" prior to "Tim" Sundercombe's return to Australia after two years or so in England, attached to Head Office here. He returns to Australia "west-about". He made a short speech describing his impressions on leaving Britain after his stay here and how hospitably he had been received everywhere.

He has been able to see every aspect of P & O activities whilst over here and to visit the Continent several times. "Tim" will leave behind him many friends who wish him well in his future career.

“WE SAID WE WANTED A CHANGE OF SCENE”

BY B. WATERS (ELECTRICIAN)

“THE next run will be to Aussie” or so we thought as the *Aden* steamed home in February 1960 at the end of a particularly chilly North China voyage. We were finished with weather where the holds had to be heated to prevent the frozen cargo getting too cold and our thoughts were turning to Bondi and Surfers’ Paradise. The first suspicion many of us had that we might stray from the well-beaten P & O cargo routes was when the pilot at King George V dock asked us how we would like to do a nine month voyage. Our store indents had been doubled, so something was in the air, but we were not to know our destination definitely until we arrived in Adelaide.

We had been to Hamburg for drydocking and repairs and managed to clear away a few Chinese cobwebs there, and after Immingham, London, Antwerp, Marseilles, Genoa and Suez we arrived in Aden where many took the opportunity to stock up with films and photographic gear.

Adelaide brought confirmation of our hopes and fears. We were to sail on the MANZ line run to the United States and Canada after discharging in the

southern Australian ports and loading meat around the Queensland ports. To veterans of *Paringa*, *Palana* and to our friends in the associated Companies this MANZ line run is no mystery but some of us may be a little confused as to what it is all about.

As the letters imply it means Montreal Australia New Zealand line, and the service is known as the MANZ Line Joint Service. Broadly speaking, and I hope our friends in the MANZ line will forgive any inaccuracy, in about 1936 the Canadian National Line was taken over by the British Companies generally known as the N. Z. S. Co., Port Line and the City Line. This take-over brought about certain trading rights on the eastern North American seaboard and associated waters.

To give an idea of the above I have here before me an outward freight card of the MANZ line which includes the names of the following ships, viz: *Aden*, *Hauraki*, *Otaki*, and *Port Halifax*.

When we reached the Australian coast the Captain was joined by his wife who accompanied us for the duration of the coastal.

The cadets clubbed together to buy an ancient Vauxhall which, in more ways than one, qualified for the description “The Bomb”. It stowed comfortably on the after-deck and in Gladstone one of the inhabitants was very curious to know how on earth they had managed to drive “that thing” all the way up from Melbourne. It was finally sold in Brisbane for £2 less than its original cost so it proved a thoroughly good investment, safely carrying its owners for some 500 miles during the coastal voyage.

In many ports we managed to arrange dances in the after wardroom where the music was alternately provided by a record player and a ship’s band which comprised of a guitar, piano accordion and a set of bongo drums. Socially, the most successful port was the most unlikely one—Port Alma. Here the Postmaster and his wife ran their car for us to Rockhampton, some 40 miles inland, and we had some very enjoyable dances on board at which the Radio Officer first met his wife. Incidentally, the new road from Rockhampton to Port Alma had recently been officially opened although not to the general public as works were still in progress.

The motor lifeboat proved its reliability on a couple of excursions around the islands and in the end we were sorry to sail from Port Alma and they were, we think, sorry to see us go. The lifeboat was out again in Townsville where we went to Magnetic Island, an Australian tropical paradise in the Great Barrier Reef with endless sunshine, palm trees and silky coral sand.

As has been mentioned we were loading meat and we came into contact with the gory aspect of the trade when we berthed alongside the Brisbane abattoirs. Out of natural curiosity we all looked into

the slaughterhouse where the cattle and sheep are killed, skinned and cut up on a production line system. The live animal is loaded into the hold as frozen meat within 24 hours so it is certainly fresh. The river flowed red with the blood which was discharged from the works and there was a constantly circling flock of grey pelicans and other birds gleaning scraps that floated away on the water.

The smell of blood had permeated to every part of the ship and you could taste it in your mouth all the time. It was, therefore, with some relief that we sailed down the river for the open sea, to be able to breathe clean air and feel the ship alive and moving after two months round the coast.

Now the ship's Sports Club Committee became very active with the prospect of five weeks at sea without shore leave. Cribbage, deck tennis, deck quoits and darts competitions were organised. Cricket nets were erected on the after-deck and Housey-Housey was played every Saturday night, the Donkeyman calling out the numbers. The 2nd Officer started building a 14 feet outboard runabout with help from the rest of the officers and in fact there was so much activity on board that we were sailing past Pitcairn Island in mid-Pacific before we had begun to think about time dragging.

Chipping hammers started to appear to get the ship "Bristol fashion" for New York. The doctor, who was working his passage from Australia to the United States decided to change his mind about the Pacific being so named because it was a peaceful ocean.

The Radio Officer, our future 'groom, was getting tricks played on him now, and on one occasion when he went below to the Engineer room to fill his distilled water bottle the 4th Engineer slipped a salt tablet into it and he had to go back and fill it again. Thank goodness most of us only get married once!

On approaching Balboa we were greeted by a beautiful smell of land, the first we had experienced for over three weeks. It was afternoon and the camera experts were due for a disappointment since we only stopped for half-an-hour and then proceeded straight into the Panama Canal for a night transit. So all they had to show for it was a few blurred impressions of the electric mules beside the locks taken on time exposure in the electric lighting.

So the ship sailed through the Caribbean, past the unrestful island of Cuba to arrive eventually in New York where we could give our legs a stretch. New York harbour conjures up in the mind's eye pictures of great liners steaming past the Statue of Liberty towards the famous "skyline" accompanied by fire floats spraying jets of water high in the air in welcome. This was not for us. We sneaked down the Kill van Kull to berth at Port Newark, some eight or nine miles away from the city on Manhattan



*Monument to first battle of War of Independence
—Lexington Green.*



Old Colonial type house on Lexington Green.



*Monument on the Old North Bridge, Lexington
—where the first shots of the American War of
Independence were fired.*

Island. We could just see the skyscrapers when the perpetual mist lifted a little. We "did" New York in every way; visiting the Empire State Building which is surprisingly distant from the other skyscrapers, the U.N. Building, the Statue of Liberty. We took a trip round the island, sat drinking dollar beers, listening to a negro jazz band, visited Coney Island and saw a show at the Radio City Music Hall which was very different to the "Front Seat" about which we read in "About Ourselves" of *Summer 1960*, for here was showmanship at its best with an orchestra of 50 and a massive cast as an interlude between films.

Next, we sailed south to Philadelphia, an old city of historical interest. Here, in the Independence Hall, was drawn up the American Constitution. The American Seamen's Institute here gave an invitation to a party of officers for a social evening.

The Missions do a fine job for sailors who are away from home. They ran a free coach round the docks in New York. Not only in America and Australia but while we were in Hamburg free transport was provided and the ship's officers and crew were given outings to Lubeck, Luneburg and the surrounding countryside.

Boston, away to northward, was our next port of call. A visit to Lexington Green and Concord where history covers an awkward period is worthwhile for the attraction of the countryside. By now America was beginning to prove expensive and we were feeling about as wealthy as a Chinese peasant in London. Also there was a strike on at the time of the public transport services so our activities were somewhat curtailed there.

However, the provision of TV sets for the officers and crew in these U.S.A. and Canadian ports was a blessing and much appreciated by all, especially when funds were running low.

We then left the U.S. coast and sailed round to the St. Lawrence River and up to Montreal. The ship was now light, having discharged all the meat in the U.S.A. and we were to load general cargo for Australia as the first lap of our five-month journey home. The length of the trip was now beginning to be felt, particularly as it would be only a few days' steaming to England going eastwards. This great river with its banks lined with little communities clustered round the ubiquitous church spire proved a paradise for the photography enthusiasts.

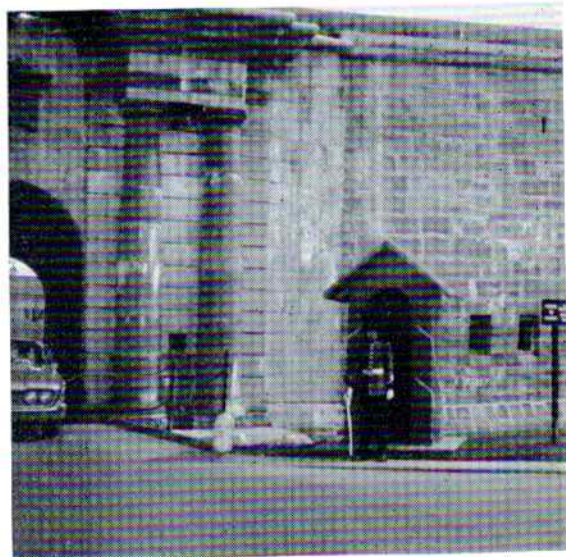
Here I would like to mention a few difficulties that were experienced with photographic services. Firstly films are very expensive in the U.S. and Canada and for colour transparencies the envelope sold separately, the price of which includes processing, is sometimes valid only for the shop at which it was purchased. Secondly, films sent for processing nearly all suffered serious delays and some were not retrieved

until over two months later in Australia. The general conclusion drawn on the ship was that it is best to buy a good stock of film in Aden and any films which have been exposed in the U.S.A. are best sent by airmail to be processed in Australia where they will be awaiting your return.

Now back to the St. Lawrence: steaming up the river we passed fast-flowing rapids. At one point we saw shoals of great white porpoises rising lazily out of the water. At times half-a-dozen could be seen at once.

Old Montreal is typically French, with narrow streets and continental-style houses. The population is largely French-speaking. It is quite a pleasant city but one which did not strike us as outstanding for any reason. We sailed up and down the river loading cargo in various ports. We sailed up the Saguenay River to Port Alfred which boasted a very remarkable ultra-modern church. A party of officers and cadets were shown around the Consolidated Paper Mills at the invitation of the agents and managers. The Captain was fascinated by a sort of feather duster touch when the stevedores cleansed aluminium ingots with an air hose before loading them into the hold. The Saguenay is very beautiful with sheer cliffs towering hundreds of feet above the water. At one point there is a statue of the Virgin Mary erected by seamen in days gone by, high on the cliff face. At another there are spectacular waterfalls all of which the cameras missed because of a cargo ship's habit of making a passage at night and working hatches in the daylight.

Guard at the Citadel—Quebec.





Chateau Frontenac—Quebec.

We saw Quebec with its fortress in a high commanding position over the river where General Wolfe's army defeated the French in a 20 minute battle on the Heights of Abraham. Quebec is very picturesque with its quaint streets and the magnificent Parliament building. The whole city is dominated by the fantastic Chateau Frontenac which looks like a very romantic castle but is in fact a Canadian Pacific hotel.

When we left the St. Lawrence after covering a total of 1,000 river transit miles, hurricane "Donna" was waiting for us outside in the Atlantic. "Bloodhound" would have been a more appropriate name for it because wherever we steamed to seek shelter "Donna" followed. Well, we managed to evade it and sailed southward again to discharge 100 tons of cargo and bunker in Curacao. This is a gay colourful island with a Dutch and Spanish population and a climate identical to Aden. All the houses and cottages are brightly painted and Captain Morgan's castle still stands as a reminder of the less orderly days of piracy.

The return Panama Canal transit was done at night again so no pictures could be taken. The photography experts were feeling a little dejected after missing the Saguenay River, the Canal and losing most of their photographs somewhere in the American postal system.

The return Pacific crossing seemed to pass very quickly; boat-building proceeded at a good pace. The carpenter made a ping-pong table and some wooden horses so adding to our choice of pastimes. Messrs. Bloom and Smith, our stewards, were very able and entertaining bookmakers each time the "Aden Handicap" was run.

After a sunny but not unbearably hot Pacific crossing close to the Equator we arrived in Brisbane

to begin discharging and conclude the MANZ line section of the voyage. We never again picked up the spirit of our burst of social activity outward bound and probably the highlight of the second Australian coastal was the Radio Officer's wedding in Sydney. We now had two wives travelling with us round the coast and the feminine influence seemed to make the ship more homely. The Radio Officer and the 3rd Officer were partners in buying an old Morris which gave a great deal of very economical service.

A rather obscure port that we visited was Port Pirie which, apart from the flies, would have made an excellent location for a Hollywood western. Port Pirie Station faces on to the main street and the railway runs down the middle. Parties were organised to drive some 100 miles into the bush in a Landrover to shoot kangaroos. These expeditions ended very satisfactorily because they resulted in an excellent 'rootail' soup on the menu.

Everybody on board was getting a little anxious to be away and the annual Christmas strike in Melbourne did not improve matters. We had to load the cargoes of sheepskin for which the mailships were unable to wait. When we sailed we were interested to see our sister-ship *Devon* at anchor outside the port waiting for a berth.

In Fremantle another Australian doctor came aboard for England. He was a very lively companion throughout the trip. There were also six other Australians aboard in the form of six young emus who quickly became everybody's pets. These ridiculous creatures with big soft brown eyes were fed and tended by the cadets.

We had a very enjoyable Christmas at sea with a short carol service in the morning. The galley staff, who maintained a consistently high standard throughout the voyage, excelled themselves with a meal that would be a credit to any ship.

We passed the *Patonga* after Christmas outward bound on another MANZ line run and we hope they enjoy it as much as we have.

Now with the festive season over, and the *Aden's* card on the fleet list becoming conspicuously more tarnished than all the rest, we can think back on our 54,500 mile voyage with 50 ports of call and look forward to a few weeks of well-earned leave.



AWARDS

The award of the C.B.E. to Captain R. E. Cowell, Marine Superintendent, in the Birthday Honours List gave universal pleasure throughout the offices and fleet.

FROM THE DEPARTMENTS

STATIONERY AND PRINTING

This Department, now in charge of Mr. R. D. Sladden, is undergoing considerable changes. With a staff now increased to 22 the department will shortly move to premises in the Houndsditch area where there will be much more room for expansion and stocks, now quite considerable, can be laid out to better advantage. Its Printing section now produces a large proportion of office and ships' requirements.

An important task recently has been the installation of the Printer's Shop on *Canberra* which Mr. Sladden claims to be the finest of its kind afloat. Mr. Frank Newnham is the ship's Chief Printer.

ELECTRONICS DEPARTMENT

Congratulations to Mr. A. J. Sharland on his promotion to the rank of Chief Radio Officer; Mr. R. Plenderleith, Mr. W. J. Rainey, Mr. P. M. Geraghty, Mr. J. F. Meaney and Mr. C. Jameson on their promotion to the rank of First Radio Officer, and to Mr. K. M. Chapman, Mr. G. Chadwick and Mr. J. C. Bruce, Acting Radio Officers, on their promotion to the confirmed rank of Radio Officer, and Mr. H. F. Murphy, to the rank of Radio Officer.

We wish a speedy recovery to First Radio Officer R. Plenderleith, and to Radio Officers P. Graham and G. A. Chapman, who are at present on the sick list.

DOCKS

We congratulate the following on their recent appointments:—

Mr. M. J. Miles	Act. Deputy Purser	<i>Chusan</i>
Mr. D. MacRae	Act. Deputy Purser	<i>Cathay</i>
Mr. W. Grundy	Act. Chef	<i>Cathay</i>
Mr. R. K. South	Act. Chef	<i>Canton</i>
Mr. R. R. Holden	Chief Steward	<i>Ballarat</i>
Mr. B. S. Greenaway	Chief Steward	<i>Bendigo</i>
Mr. R. Barber	Chief Steward	<i>Pinjarra</i>

The following new appointments have been made:—

Commander G. P. S. Davies, O.B.E., R.N. ret'd.	1st Class Liaison Officer	<i>Canberra</i>
Commander C. E. Sheen, R.N., ret'd.	Tourist Liaison Officer	<i>Canberra</i>
Mrs. B. Haig-Haddow	1st Class Hostess	<i>Canberra</i>
Miss M. Taylor	Tourist Hostess	<i>Canberra</i>
Miss M. Greenwood-Whitton	Children's Hostess	<i>Canberra</i>
Miss C. T. Tasker	Children's Hostess	<i>Canberra</i>
Miss W. V. Rothwell	Children's Hostess	<i>Canberra</i>
Mrs. E. Christie	Tourist Hostess	<i>Iberia</i>
Mr. J. G. Willacy	Chief Steward	<i>Aden</i>
Mr. J. Thomson	Chief Steward	<i>Perim</i>

Mr. J. A. Miller, Deputy Purser, has been appointed to *Arcadia* vice Mr. D. C. Blurton, who is proceeding on leave.

Mr. D. A. Pullinger, Purser, has been appointed to *Iberia* vice Mr. C. Bennett, Purser, who has now retired from the Company's service.

Mr. C. E. Lingham, Chief Steward, has been appointed to *Himalaya*, vice Mr. D. B. Davies, Chief Steward, who, we regret to learn, is sick.

We are sorry to learn that Mr. T. S. MacInnes, Purser, *Orion* was landed sick at Naples, but has now returned to Scotland for convalescence. Mr. R. Porter was flown out to relieve him.

Mr. Thorpe, Purser *Oronsay*, has proceeded on long leave and has been relieved by Mr. A. P. Arkieson.

Mr. D. Handscomb has been appointed to *Orontes* vice Mr. R. Porter.

Mr. A. J. F. Manton, Deputy Purser *Orion* has resigned from the Company and is shortly to be married.

PURSERS

A. J. BIRCH, Canteen Steward, ex *Empire Fowey*, joined the office staff of Pursers' Dept. on being found unfit for further sea service, on 17th April, 1961.

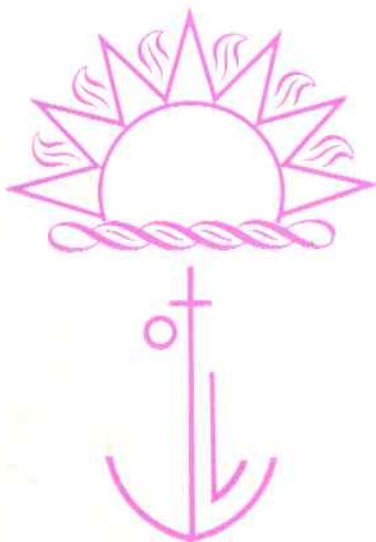
F. HYDE, Second Steward, ex *Stratheden*, unfit for further sea service, has joined this department's Dock Staff.

NEWS FROM THE AGENCIES—PENANG

On 1st March, 1961, the P & O Agency in Penang was transferred from Islay, Kerr & Co. Ltd. to Harper, Gilfillan & Co. Ltd. The former firm had represented us there since 1924. Before that Adamson, Gilfillan & Co. had been our agents and in the 1880s and '90s, Gilfillan Wood were P & O agents. Right back from the 1850s Brown & Co. had been P & O representatives, so that it seems we never had our own office there.

WEDDING IN NAPLES

From the South Pacific and the Australian Bight, from Cape Town and Sydney or from Venice and Messina, from wherever there was an Orient ship on 18th June 1961 the thoughts of many will have dwelt for a time as did those of many of us here in England, on the happy ceremony that was taking place in Naples. June 18th was the wedding day of Francesco Cerri and Elena Davino. The countless friends that both have made over the years since Orient ships resumed their Naples call after the War will, we know, want to join us in this tribute to both of them and, with us, wish them many years of great happiness together.



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.