

# About Ourselves

No. 24 October 1967



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Cover (outside) : Asian deck crew at work.

(inside) : London river scene.

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Printed in England by Colibri Press Ltd., Hackney, London E.8*



## From the Chairman

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

Any lover of nature will tell you that the reason the brontosaurus is now a fossil is that life changed and it did not. Business life is similar. Conditions are always changing. If we stand still, others leave us behind. If we soldier on, we stay where we were. Only if we pick up our skirts and run can we hope to get ahead.

Companies, therefore, and their managements in particular, must not only keep abreast but ahead of developments. If they do not, they will soon end up alongside the brontosaurus and pterodactyl as an exhibit for schoolboys in a Kensington museum. I think they would be a less popular exhibit, too!

With shipping the need to be flexible is particularly vital, because we are affected by changes throughout the world and not just in the United Kingdom. Not only are the requirements of our customers—shippers and passengers—constantly, if almost imperceptibly changing, but so are conditions around us. Consider the results of the recent Middle East War and the closure of Suez.

No one could foresee this chain of events, still less get the timing right. But as soon as it occurred we had to do something. One of our Group Companies, The New Zealand Shipping Company, had even been ahead of developments in re-routing its ships round the Cape a week before the closure of the Canal.

We had a degree of good fortune in that none of our Group ships were caught in the Canal. Others were less fortunate. *Canberra* was re-routed only twenty-four hours before the closure, when she herself was less than a day's steaming from Port Said.

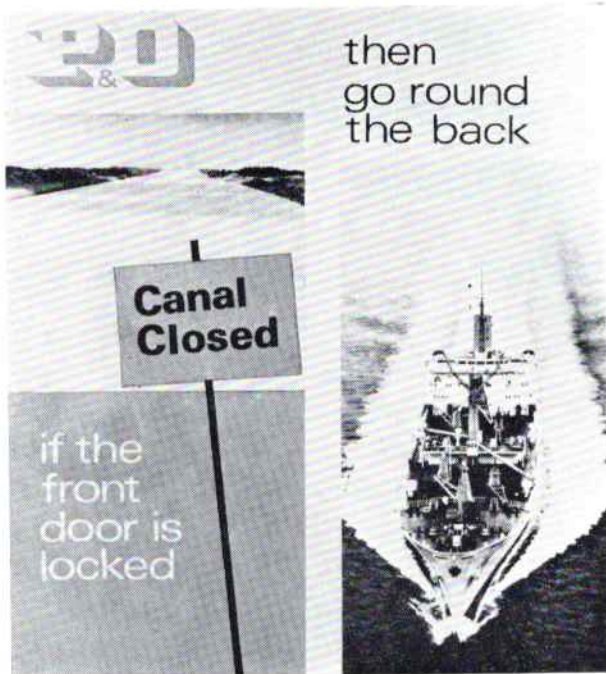
All Group Companies that were affected immediately re-routed their ships to the best possible advantage of shippers and passengers.

Some N.Z.S. and P & O services and ships were diverted through the Panama Canal, others round the Cape. All services have been maintained, even the B.I. ones to Jordan, Saudi Arabia, the Sudan and Ethiopia that were rendered very difficult by the long haul round the Cape.

Trident Tankers, whose conventional tankers are on long-term charter, was able to benefit from the situation because A.B.C. has switched its three newly-built "OBOS"—oil, bulk or ore carriers—from the bulk to the now more profitable tanker trade.

International transportation has changed a lot in the ten years since the Suez Canal was last blocked. But in those ten years we have changed a lot, too. We have diversified and made our fleets far more flexible. We have entered new trades and got out of unprofitable ones. Our managements are not afraid to think and to act. I believe we have kept ahead of developments, but to do so requires an effort which never ends—except in that museum.

*D. F. Andersen*



*The outside (unfolded) of the leaflet about the Straths' accepting Col. Nasser's Suez closure challenge.*

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## Company News

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### SUEZ CLOSED – QUICK THINKING

The closure of the Suez Canal was taken as a challenge by Management. Not content with diverting ships round the Cape, they tried to think of still better alternatives to maintain our voyage times and service to shippers.

While on most services there was no alternative, the Strath Express service was re-routed to return to Europe from Japan via Panama. Although this meant missing out Hong Kong it enabled the company to maintain the 32 days Kobe/London schedule, eight days faster than any other ship from Japan. Hong Kong is still served by the Japan Mail Service and the Japan Express Service.

A leaflet was produced in a matter of days and mailed to 1,000 of our most important importers. The result is that much cargo is being shipped P & O from Japan which would otherwise have gone by other lines – business that having once won we intend to keep.

### 1968 CRUISING ANNOUNCED

P & O will operate 30 cruises with nearly 38,000 berths in its 1968 programme. The programme includes two short six-day cruises as "tasters" with fares as cheap as

£26. *Orsova*, 29,000 tons, sails on 19th May, 1968, on the first of the short cruises, followed by *Oriana*, 42,000 tons, sailing from Southampton on 14th July.

The programme begins and ends with cruises to the Caribbean. The first is a 22 day cruise by *Orsova* leaving Southampton on 11th April. The last cruise is *Oronsay's* Christmas Cruise departing Southampton 20th December.

Six new ports are Bizerta, Gythion for Sparta, Monastia (Tunisia), Toulon, Kingston (Jamaica), Propriano (Corsica).

For the first nine Spring Cruises there are selected fare reductions of up to 11 per cent. Many of the Summer Cruises are being sold at fares similar to those of this year, but there will be some increases of about 5 per cent in the peak holiday months.

Seven ships will be taking part in the programme. They are: *Canberra*, *Oriana*, *Iberia*, *Orsova*, *Oronsay*, *Orcades* and *Chusan*.

### GROUP NAVAL ARCHITECT

Mr. Charles F. Morris, 58, has been appointed Chief Naval Architect of the P & O Group on the retirement of

Mr. R. A. Beattie who has held this post since 1964, and has been with the Group for 23 years.

Mr. Morris first joined the Group in 1944 as Assistant Naval Architect of the Orient Line, and supervised the building of the P & O liners *Oronsay*, *Orsova* and *Oriana*. He is a member of the Royal Institute of Naval Architects and of the Institution of Engineers and Shipbuilders in Scotland.

He left the Orient Line upon the merger in 1960, becoming Naval Architect of William Denny. He was appointed a Director of the company the following year. Since the closure of Dennys, Mr. Morris had been a technical Manager at Vickers-Armstrongs (Shipbuilders) Ltd. at Barrow until he rejoined the P & O last year.



Mr. L. F. Stuckey (right) presents Mr. Crowe with the winning ticket

### EDUCATIONAL COURSES CONTINUED

Continuing their policy of instructing travel agency staff in shipping and cruising matters, a further educational course was held for junior counter staff at Birmingham in June.

It was attended by 70 youngsters from travel agencies in the area. A 20 question quiz was held at the end of the course, and it was won by Mr. M. Crowe of Cannock. His prize was a free P & O cruise.

### CREDIT FACILITIES EXTENDED

Existing credit facilities that have been available to P & O cruise passengers this year, through Travel Credit Ltd., have now been extended to cover longer voyages.

In addition to this scheme, P & O in conjunction with the Lombard Banking Personal Loan Scheme makes credit available for cruising, long voyage holidays, and the new Caribbean Sunshine Holiday programme which P & O run in conjunction with B.O.A.C. and the French Line.

A passenger can now take a Caribbean Holiday for a deposit of only 10 per cent. He will be able to fly or cruise out to the Caribbean, stay at a luxury hotel and travel home by air, if he sailed out, or by ship if he flew.

As the Lombard Banking Personal Loan Scheme is regarded as a bank loan, tax relief is obtainable on it.

### BOOMING SEND-OFF FOR SHIPS

An old P & O tradition was revived on 22nd April by the band of the Somerset and Cornwall Light Infantry when they saw *Iberia* off from Tilbury on a 13-day cruise. Similar military band send-offs have been, or are being given to 28 of the 36 cruises from the U.K. this year.

The bands have been drawn from the Royal Marines, the Royal Artillery, the Royal Engineers, the R.A.O.C., the Somerset and Cornwall Light Infantry and the Green Howards.

The tradition originated during the war when bands used to send off troop ships. P & O carried on this custom, but it lapsed some 10 years ago.



H. T. Beazley

### NEW DIRECTOR

Mr. H. T. Beazley has been appointed a Director of the P & O S.N. Co. as from 21st June. He retains his position as Deputy Chairman and Managing Director of the New Zealand Shipping Company (a member of the P & O Group).

Mr. Beazley joined the New Zealand Shipping Company in 1946 and was appointed General Manager of that Company and the associated Federal Steam Navigation Company in 1956.

He has recently been appointed a Director of the newly formed Overseas Containers Limited, which is a company formed by four major shipping Groups (P & O, Alfred Holt, British & Commonwealth and Furness Withy) to investigate and provide world-wide container services.

### GERMAN FREIGHT AGENT APPOINTED

Mare Schifffahrtskontor GmbH & Co. Kimmanditgesellschaft of Bremen have been appointed General Freight Agents for the Far East Services in West Germany. The company also has offices in Hamburg, Dusseldorf and

Frankfurt and a sub-agent in Berlin.

In charge of the P & O account is Mr. Wolfgang Buschhorn, who has been specially brought in on account of his considerable experience of German shipping matters.

Mare Shiffahrtskontor's task is to get more Continental freight bookings to and from the Far East. In addition its Hamburg and Bremen offices are acting as port agents for vessels on the Far East Service.

### GRADUATES TRAVEL SCHEME

A Graduates' Travel Scheme providing six free return First Class passages from Australia to North America was announced by Sir Donald Anderson, Chairman, P & O S.N. Co., during his recent visit to Australia.

The scheme will enable Australian university graduates to travel to North America for post-graduate study and research. It comes exactly eight years after P & O started its successful Canberra Award Scheme for six Young Farmers, one from each State, to come for a six months' tour of British agriculture and farming.



Sir Donald (centre) discusses the Graduates' Travel Scheme with Sir Robert Madgwick of the Australian Vice-Chancellors' Committee (left), and Sir Alister McMullin, President of the Senate.

### AUSTRALIAN RESHUFFLE

P & O Lines of Australia Pty. Ltd. and Birt & Company (Pty.) Limited merged totally as from 1st July, setting right the anomaly of the P & O Group having two totally-owned subsidiary companies acting as Australian agencies for different Group companies.

In consequence of the merger there has been a reshuffle of the new P & O Lines of Australia Board, with four Birt Directors and two State Managers being given Directorships.

Birt's Chairman, Mr. J. H. Conde, becomes Deputy Chairman in place of Mr. J. D. Bates who has retired and has been appointed Chairman of the new Australian Tourist Commission.

The other Birt directors appointed to the Board are Mr. G. P. Johnson, Mr. J. M. Nicholls and Mr. C. H. Briant.

State Managers promoted to Resident Director are Mr. M. G. Boydell (Queensland) and R. H. Sisley (Western Australia).

The full Board now consists of:

#### At Sydney

*Chairman* Mr. N. D. Pixley  
*Deputy Chairman* Mr. J. H. Conde  
*Directors* Mr. R. T. M. Rose  
Mr. G. P. Johnson  
Mr. F. M. Karrasch  
Mr. R. J. McBurney  
Mr. A. G. Rose  
Mr. H. B. Staniland

#### At Canberra

*Director* Mr. J. B. Howse

#### At Melbourne

*Directors* Mr. H. Flett  
Mr. J. M. Nicholls  
Mr. A. S. Mackinnon

#### At Brisbane

*Directors* Mr. C. H. Briant  
Mr. M. G. Boydell

#### At Perth

*Director* Mr. R. H. Sisley

### P & O TO RE-START FAR EASTERN CARGO SERVICE AT GRANGEMOUTH

P & O re-opened their cargo service between the Far East and Grangemouth from 2nd May, 1967. This follows from the reorganisation of the Far East Services with the introduction of the "Straths".

The decision to re-open the service, discontinued in 1964, was taken due to the ever increasing volume of goods moving between Scotland, the North of England and the Far East.

The service will be provided by four ships, *Sunda*, *Surat*, *Somali* and *Soudan*, operating on P & O's Japan Express Service. They will sail regularly on the 2nd of each month.

### JOINT AIR/SEA HOLIDAYS

Three major air and sea companies have pooled their services to offer a series of 67 fully inclusive sterling area holidays in Bermuda and the West Indies. They are P & O, French Line and B.O.A.C. The tours, called "Caribbean Sunshine Holidays", last from 15 to 28 days with fares from £155.

Covering Bermuda, the Bahamas, Trinidad, Tobago and St. Lucia, the holidays start on 29th May when *Antilles* (French Line) sails from Southampton. All outward sailings are from either Tilbury or Southampton and all flights to or from London (Heathrow) Airport.

The tours are a natural extension to P & O's successful "Ocean Liner Holiday" programme launched last September. "We said, when we announced our "Ocean Liner Holidays", that we expected to earn around £500,000 from them in the first 12 months," said Mr. A. M. Stirling, a Director of P & O Lines Passenger Services Ltd. "We have already passed that figure after only six months. The major emphasis of our marketing is now based on the premise that sea travel is holiday travel, not transportation. As a result, we are steadily increasing sales and know that these Caribbean Sunshine Holidays will help us to do even better."

## STRATHS COMPLETED – BREAK RECORDS

The last two "Straths", *Strathbrora* and *Strathconon*, have been delivered and entered service since the last issue of *About Ourselves*.

They have both broken records, *Strathbrora* for its record load and for speed, and *Strathconon* for being the first P & O cargo ship on a Far East line voyage to go through the Panama Canal.

*Strathbrora* was launched by Mrs. Keith Reynolds on 15th December, 1966, and was delivered on 31st March. She carried a record 10,500 freight tons of cargo from Japan and Hong Kong to Europe. This is the largest total ever loaded into a P & O cargo liner on the Far East/Europe run. She arrived in London on 6th June.

Capable of speeds of up to 25 knots, she took only 20 days on the Hong Kong – Rotterdam lap, beating the previous record of 21 days set by her sister ship, *Strathardle* in March.

*Strathconon*, which also had a very satisfactory load factor, was the first "Strath" to be re-routed via the Panama Canal. Launched by Mrs. A. H. Morris, wife of a P & O Director, on 15th March and delivered on schedule on 14th June, she took only 26 days from Kobe to Rotterdam. Loading at Yokohama, Shimizu, Nagoya and Kobe, she called at Balboa, Colon, Rotterdam and Hamburg before arrival at London.

## ROTTERDAM AGENTS' MEETING

On the 26th May, 28 representatives of P & O Group Continental Freight Agencies met a team from London headed by Mr. Keith Reynolds and Mr. A. G. Hatchett



*Strathbrora* is welcomed on her maiden call at Rotterdam by Dr. F. Posthuma, Port Director, Miss Kaisha Chioda from Japan, Mr. K. Reynolds, P & O Lines Director, and Miss Anne Vaas from Holland. With them is Captain G. C. Barrett.

(B.I.) to discuss together freight matters of common interest and separately particular items concerning P & O or B.I.

The meeting was held at the Hilton Hotel, Rotterdam. Mr. Reynolds was there to greet arrivals the previous evening, prior to a dinner party at the Sai Ho Restaurant.

The theme of the Conference was how to get closer co-operation between all agents. Apart from the business discussions, the occasion enabled everyone to establish personal relationships with those who had until then only been a name or a voice to them, and to meet Mr. C. W. Hockley, the new Group Continental freight Manager.

# Group News



An articulated trailer being loaded into the main vehicle deck. Larger vehicles can be accommodated on the open deck above, which also has direct access by ramp-bridge.

## CROSS-CHANNEL FERRY SERVICE

Size and comfort are features of m.v. *Dragon* which inaugurated the Normandy Ferries roll-on/roll-off ferry service between Southampton and Le Havre on 29th June. She is the first of two 5,720 ton ships to operate the cross-Channel ferry routes for the company. The second, the *Leopard*, will enter service in April 1968.

Normandy Ferries is operated jointly by Southern Ferries Ltd., a G.S.N. subsidiary, and S.A.G.A. of Paris.

*Dragon* has accommodation for 850 passengers and over 250 motor cars. Roll-on/roll-off freight will also be carried, anything from lorries and articulated trucks to containers, tanks and double-decker buses. Her service speed is 19 knots. She will make daily sailings from Southampton and Le Havre, leaving at 10.30 p.m. and 11.30 a.m. respectively. The night sailing outwards enables passengers to make an early start from Le Havre for other destinations on the Continent.

## BRITISH SUPPLIERS SHINE

Fast service by British manufacturers of shipboard equipment have enabled the P & O Group's 74,422 d.w.t. bulk carrier *Fernie* to enter service two months earlier

than estimated following a fire on 13th April that gutted radio and navigational equipment on board.

*Fernie*, built by the Mitsui Shipbuilding and Engineering Co. Ltd. of Japan, was originally scheduled to enter service on 20th April, 1967. It was estimated that the fire would delay the delivery date by four months – to the end of August.

Following speedy rescue work by the shipbuilders and prompt replacement of the damaged equipment by British manufacturers, *Fernie* entered service two months earlier on 22nd June. Without exception all the damaged equipment had been replaced within six weeks following the fire.

*Fernie*, owned by P & O S.N. Co. and managed by Hain-Nourse Ltd., is chartered out to Associated Bulk Carriers, a joint venture of P & O and the Anglo Norrness Shipping Company, which controls the largest and most modern bulk carrier fleet in the world.

### TAUPOS CUT UK/NZ VOYAGE

The fourth and last of The New Zealand Shipping Co.'s Taupo-class ships sailed from London on her maiden voyage in May. She is the 11,000 ton *Tongariro*, which sailed to New Zealand via the Panama Canal and Pacific Islands.

The Taupos have cut the 32 day UK/NZ voyage by seven days, in comparison with their predecessors.

### GROUP EXECUTIVE

Due to a misprint in the last issue, the Departments and their heads in the recently formed Group Executive were not clearly set out. So here, in full, are the nine Group Departments and their respective heads:

*Finance* – J. Mitchell (Director), T. P. Daly (Group Chief Accountant) – finance, cash, group accounts, trade investments, financial statistics and records;

*General* – T. F. Bird (Director) – shipping relations with governments, shipping international relations, management selection and training;

*Secretary* – L. J. A. Collins (Secretary and Manager) – Secretary, P & O S.N. Co., terms of new building contracts, pensions, insurance (fleet and other), stationery, office manager for Group Executive;

*Bunkers* – P. A. Sullivan;

*New Business* – J. H. Bayley (Manager) – A.B.C., International Offshore Services, Indian S.S. Companies, Ranger Fishing, project development;

*U.K. Properties* – Sir Colin Anderson (Director), J. W. Dixon (Director, B.I.), W. Stockwell (Director, P & O Lines Management);

*Naval Architect* – C. F. Morris (Group Chief Naval Architect);

*Public Relations* – J. G. Davis (Manager, also General Manager, P & O Lines Management), P. Thomas (Group P.R. Manager);

*Management Services* – B. W. Mills (Management Services Manager) – computer, O & M.

### OBOS DELIVERED – PERFECT TIMING

Three oil/bulk/ore carriers ordered by the P & O in 1965 have been delivered on time by Japanese shipbuilders. The first, *Eridge*, was delivered on 30th October last, and the third, *Heythrop*, on 30th June,



The 72,700 d.w.t. *abo* Heythrop.

1967 – just in time to take advantage of the high rates for oil tankers during Col. Nasser's closure of the Suez Canal.

The first two ships, *Eridge* and *Grafton* (delivered on 26th April) showed their worth when they were taken out of the grain trade following the canal closure and after a rinse switched over to oil. All three obos, as these versatile ships are called, are owned by P & O S.N. Co., managed by Trident Tankers Ltd., and on long term time charter to Associated Bulk Carriers of Bermuda, a joint venture of P & O and the Anglo Norrness Shipping Company.

### EXPORT LIFEBOAT

G.S.N. recently shipped their third lifeboat out to Italy for the Italian Government which had chosen it in preference to similar craft offered by German/Dutch and American builders.

The 28-ton lifeboat was built at Cowes, IoW, and was loaded on *Philomel* at Southampton on 12th July for shipment to Cagliari. It was a repeat order, the same builders having supplied two similar craft to the Italian Government in 1964. These were also carried by G.S.N., but to Genoa.

The lifeboat will be operating in the Tyrrhenian Sea and the Corsican Channel.

The lifeboat being loaded on *Philomel*.



# The New Building

## Coathanger v. the plinth

Come mid-1968 the first departments should be moving into the new P & O Building. Entirely different from its predecessors, it will be a 191 ft. glass-walled block fronting on Leadenhall Street.

Taking the shape of a three floor podium or base platform with a ten floor tower block rising out of it, it will accommodate 1,700. Facilities will include a garage, a small private cinema and museum on the lower ground floor, a squash court in the tower plant room floor and an assortment of shops at podium level.

The project was made possible when the Commercial Union Assurance Company bought the large Shell Company's site at the back of '122' and agreed to develop it to a common plan in conjunction with P & O. The rebuilding was to comprise the old P & O building plus the New Zealand Shipping Company's offices at 138, Leadenhall Street.

### Exchange

We exchanged with Commercial Union part of our site for an equivalent area of theirs. We gave them some of our frontage on Leadenhall Street in exchange for similar space right behind '122'. This opened up their building to Leadenhall Street, as it would otherwise have been behind the P & O, and enabled us to build to the maximum size allowed in the City in relation to the plot area.

The whole combined area—which runs back to Crosby Square and Great St. Helen's, down to St. Mary Axe and along Leadenhall Street from the Midland Bank branch office next to the old 138 down to the corner of St. Mary Axe—contains only the Commercial Union's building and our own. Much the larger is the Commercial Union's, which is a very tall prestige tower block of 387 ft.—over twice as high as ours. The two are linked and bounded by a piazza for pedestrians only. Service roads go round the circumference of the site, ensuring accessibility for delivery vehicles.



Nearly there—the building at the end of June, 1967.

### Remunerative

Ours is not a prestige block, but just good office accommodation. By using Beaufort House to best advantage, the intention is to make the new block as remunerative as possible by letting some space to outside tenants so as to recoup at least part of our expenditure. The P & O Group itself—B.I., N.Z.S., and P & O Group Departments—will occupy the fourth to the tenth floors in the tower block and the lower ground floor in the podium.

The podium block has a basement comprising strong rooms and plantrooms, a garage floor and office accommodation on the lower ground, ground, and first floors, and shops and open spaces at podium level. Sitting on a comparatively small part of the podium is the tower block, comprising ten floors with two more on top for plant. The total number of floors is therefore 18.

### Hanging

Both buildings, P & O and Commercial Union, are being constructed on the hanging structure system—that is, suspended from an overhead platform on a reinforced central pillar, rather like a jacket on a coat hanger. This compares with the usual plinth method,

where a building is as if it were put onto its foundations like a box on a plinth.

The P & O block, which will be the first to be completed in Britain using the hanging structure system, is rectangular. The central pillar of reinforced concrete contains the lifts, stairs, etc. At the top of the pillar is the cantilever or umbrella platform from which the floors hang.

The advantage of this system are that much less structural steel is used than in a normal building, since to carry the same weight less steel is required in tension (hanging) than in compression (pressing down on the base). Consequently there are no pillars except for the central core with the lifts etc. and the floor space in the tower block is completely unobstructed. An additional advantage is that since fitting out is being completed from the top down, builders' traffic does not have to go over finished areas.

### Too Large

The podium, however, covers too large an area for the hanging treatment and therefore has to be supported from below with pillars in the conventional way. It rises 23 ft above street level and will eventually be linked with the high-level City pavements of the future. The pedestrian area will be accessible by a staircase from Leadenhall Street and a free standing staircase or escalator on the North side. A restaurant and a snack bar, hairdresser, optical instrument firm and other shops are planned at this level.

In the South West corner of the block at lower ground level will be a pub, the 'Ship and Turtle', taking its name from the 'Ship and Turtle' tavern that occupied 130 Leadenhall Street before the P & O took it over.

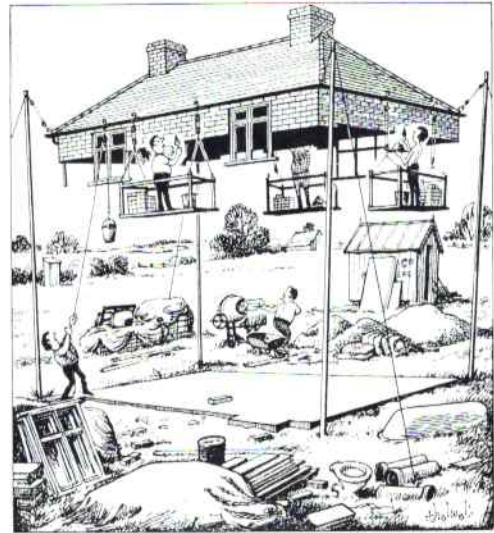
Apart from B.I. and the New Zealand Shipping Company, it is basically P & O Departments that are going to the new building. The departments concerned are, according to present plans, which are liable to alteration, Management with attendant secretaries, Advertising, Group Chief Accountants, Engineering Adviser, Superintendent Engineer, Engineers, Group Naval Architects, Australian Line, Marine Superintendent Marine, New Business, Passenger Co-ordinators, Passenger Rates & Conference, Public Relations, Superintendent Purser, part of Pursers, Statistics, Staff and Telephonists.

### Automatic Telephone

An extensive automatic telephone system will link all city, west end and dock offices occupied by P & O, B.I. and N.Z.S. It is currently being installed in the basement of the new building and it will be the largest of its kind in the country.

For the technically minded, we can inform them that the building now is in its final stages. The reinforced concrete work will be complete by the time this article appears in print, and the cladding and internal finishes are well under way. When it is all completed the building will contain 45,000 tons of concrete, 2,300 tons of reinforcing bars, 1,000 tons of structural steel and 11 tons of prestressing reinforcing cables.

Clad in aluminium and glass, the tower block has a total external covering of 7,000 sq. ft. of glass and the



*The hanging structure system, as it is seen by I.C.I. in advertisements for their building products.*

podium 9,000 sq. ft. There will be no opening windows, apart from certain panes which have been designed to be opened by firemen.

### No Draughts

The air conditioning will be controlled automatically, and with the exception of adjustment to venetian blinds, there should be little need for further individual control within the office areas. The usual problem of draughts, which increases in high buildings, will therefore not arise. There will also be a considerable acoustic advantage from the minimisation of traffic and other external noises.

The builders are expected to complete work in the beginning of 1968, but there will still be the fitting out to be done after this date. It is therefore hoped that the new building will be available for occupation in mid-1968.

*Core completed, the hanging structure begins.*



# We Hear That . . .



The "Orient Line" is seen off by train enthusiasts on its last journey from Waterloo.

## FAREWELL TO STEAM

The "Orient Line" was one of the last Merchant Navy class locomotives to leave Waterloo Station on 2nd July, 1967. It drew one of two "Farewell to Steam" special trains on the Weymouth run, marking the end of steam on Southern Region main line passenger services.

From the following Monday, 10th July, the Waterloo-Bournemouth-Weymouth services have been operated by electric and diesel traction.



Gladys Hunter, Joan Lock and Hazel Smith leave Arcadia for the last time.

## "HULLO" FROM THE SEA

Three telephonists from Arcadia have decided to join together as seaside landladies in Blackpool. They are Gladys Hunter, Joan Lock and Hazel Smith.

They had been Arcadia's popular "hullo girls" for the last six years, having served a total of 29 years as P & O telephonists between them when they left the ship in July.

Within ten days they had taken over as joint landladies of the 14-roomed Lyndhurst Guesthouse, Springfield Road, Blackpool. Guests are assured of three things, good, efficient P & O-quality service, a host of good tales and stories, and the most international telephone "hullo" in Blackpool.

## SHIPWRECKS BY CHOICE

Mr. Mark Heathcote of Mackinnons Karachi office, draws our attention to the following extract from a letter in *Mrs. Dulcimer's Shipwreck* (1863). He insists however, that he is not an avid reader of *Vogue*, the magazine in which it was recently reprinted, but that his mother saw it and sent it to him.

Be that as it may, it is encouraging to know that P & O had a good reputation for shipwrecks in those days.

"If you are ever shipwrecked, my Dearest Laura, do contrive to get the catastrophe conducted by the Peninsular and Oriental Company. I believe other companies drown you sometimes; and drowning is a very prosaic arrangement . . . fit only for seafaring people and second class passengers. I have just been shipwrecked under the auspices of P & O and I assure you that it is the pleasantest thing imaginable. It has its little hardships, to be sure; but so has a picnic; and the wreck was one of the most agreeable picnics you can imagine."

## MAKE WAY FOR THE LADY

Soon after *Iberia* entered dry-dock in Southampton on Tuesday, 18th July, she heard that the *Queen Mary* due to sail for America two days later, was suffering from propeller trouble.

Having a few days in hand during her turn-round, *Iberia* left dry-dock that same day with work only just begun to allow the *QM* to have her propeller sorted out.

The next morning the *Queen Mary*, courteous old lady that she is, dipped her ensign to say "thanks" as she passed *Iberia* on her way into the dry dock. Repairs completed the following day, Thursday, she embarked passengers while still in dry-dock and sailed straight out.

*Iberia* returned to complete her routine dry docking on the Friday and came out again two days later in time for all the usual store deliveries and inspections before sailing on schedule for the next voyage.



Jack Hawkins, Mrs. O'Toole, Peter O'Toole and Mrs. Hawkins stroll around deck.

### WORKING HOLIDAY

Film Actor Peter O'Toole and his wife sailed to Acapulco aboard *Orsova* on 8th June, accompanied by Mr. and Mrs. Jack Hawkins.

The trip is a working holiday on which O'Toole and Hawkins will discuss plans for their co-production of a film of Brendan Behan's "Scarperer".

### AND ON THE THIRD DAY . . .

Harry Fisher, who recently returned from six months' touring overseas offices on the Staff Overseas Training Scheme, had a disturbing experience in Sydney. Being taken ill with apendicitis a few days before he was due to leave, he was whisked away to hospital to be greeted by the sister in charge of the ward asking if he had come to die.

Poor Harry almost burst into tears at the thought of what those white aproned doctors from the outback might do to him, when he realised the sister was only being friendly. Having a very strong Australian accent, she was asking him if he had arrived to-day!

Harry is now safely back at his desk, basking in the comparatively easy and unworrying task of being an Assistant Berthing Group Manager in London.

### GIFTS FROM AFAR

A warm friendship is maintained between Mr. R. W. Frost, a greaser in *Aden*, and the Carnforth School for Handicapped Children, Grimsby.

Through the British Ship Adoption Society he keeps up a direct personal link with the school, sending souvenirs, pictures and letters from wherever his ship takes him. These are collected in the school's "Ship's Corner", which is not only interesting to the children but also educationally useful.

In July youngsters were absolutely thrilled to receive a further batch of gifts from Mr. Frost. These included two pairs of Japanese chopsticks and a Japanese teacup, which was used by Japanese seamen in the s.s. *Nankai Maru* and was given to Mr. Frost by a Japanese friend.

Other gifts were a lei, made out of shells from Tahiti used in Polynesian dancing, three Maori models—one of a Warrior God, the others of a boy and girl—and a selection of Oriental books and literature.



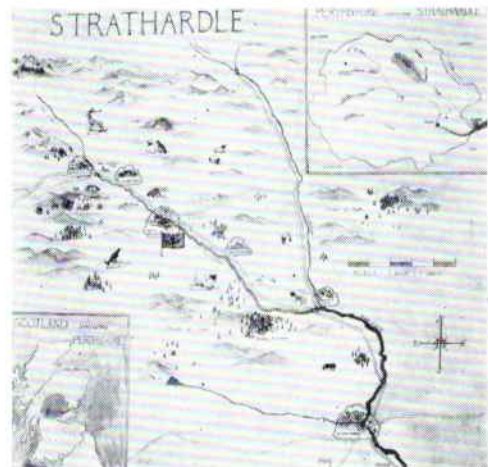
P & O Group tie.

### P & O GROUP TIE

A tie bearing the P & O S.N. Co.'s coat of arms will soon be available from member companies of the P & O Group for their staffs.

The Armorial Bearings are woven in silk in full colour and set on terylene-crimplene.

The ties cost approximately 10s. 0d. each, although at time of going to Press the exact amount is not known as it depends on the size of the total order and tax. The final price and the department from which ties can be obtained will be announced as soon as they are available.



Map of Strathardle.

### ADOPTED BEFORE ARRIVAL

Towards the end of February this year—while *Strathardle* was on her maiden voyage from Japan to London—we were approached by the Headmistress of Kirkmichael School, in the chief village of Strath Ardle, Perthshire, asking if her school could be linked

with *Strathardle*, which they already looked upon as "their" ship.

The request was made known to the Secretary of the British Ship Adoption Society. Captain Clifford was approached, and on 12th April this ship/school association was officially formed.

Captain Clifford was unable to find the name of Kirkmichael or in fact the district of Strath Ardle—after which the ship was named—marked on any map in his possession. Accordingly, the school was asked to send a diagram pinpointing their exact position. Shortly afterwards, a beautifully executed map, describing the whole district of Strath Ardle and indicating the position of the school in that area, was sent to Head Office to forward on to the ship. The artist is named as Mrs. Caulfield, of the Manse of Kirkmichael, who we think may be a member of the school staff.

By then, war had broken out in the Middle East and the situation in the Far East was uncertain. We decided, therefore, not to risk despatching this work of art to the ship and, instead, a photograph was taken of the original and a copy posted to the Captain. The original map, which is produced in colour, was handed over when *Strathardle* next arrived back in London.

In April we despatched to the school a coloured picture of *Strathardle* (from the painting by David Cobb). The picture is inscribed: "Presented to Kirkmichael School by P & O, 1967". In her reply, the Headmistress told how this picture was unpacked by the children amid great excitement, and now hangs in a place of honour in the school.

Kirkmichael School is addressed at Blairgowrie, Perthshire. It is a village school with only 41 pupils, boys and girls, aged five to twelve years. The Headmistress is Miss C. MacGregor.

#### YOUNG FARMERS TOUR U.K.

The ninth group of Australian Young Farmers one appointed by each State in Australia to contend for the P & O Canberra Award arrived in London in April. After being greeted by the Lord Mayor at a Mansion House reception they started off on a six month tour of the country seeing farms and farming methods in England Wales Scotland and Northern Ireland. It is the first time the group's tour has included Wales.

The group consists of three boys and three girls this year. They are Ronald Atkinson 25 (Victoria); Valerie Blechynden, 22 (Western Australia), Margaret

Carpenter, 21 (Queensland), Stuart Clarke, 24 (N.S.W.), Carolyn Horton, 23 (South Australia) and Ross Jones, 24 (Tasmania).

At the end of their tour they will sit for an examination, and the result of that together with the result of an oral examination shortly beforehand, will decide the final winner of the Canberra Scholarship, which is a course worth \$A 2,000 (£800) at an Australian University or college, or a cash grant of \$A 1,500 (£600) on an agricultural project.

#### BARE THOSE TORSOS

One of our printers, Brown, Knight & Truscott, have found themselves faced with a difficult problem. The girls who normally take part in an annual beauty contest have refused to participate this year because they feel the men should have a go.

The management has agreed, and in October it will be the men and not the girls that will compete. The girls will be the judges. Miss Wendy Young, the present Miss BKT is quoted as saying, "We want to enjoy some man appeal."

Grrrr . . . . .

What is not made clear is whether the title and cup will be changed. Imagine a dozen hairy beasts marching up and down, only to find the hairiest crowned 'Miss BKT, 1967'. We also wonder what will future generations say when they see some such list of winners inscribed at the base of the cup, "1965—Penelope Thorpewater; 1966—Jill Dimplethwaite; 1967—Bert Smith"?

#### FIRST BANK CELEBRATES

The Bank of New South Wales held a special communications exhibition in its West End office in London to celebrate its 150th Anniversary during April. Apart from a section devoted to the bank and its history, the exhibit featured the Continent's main sea and air links.

The P & O, which traces its services to Australia back to 1852, was the shipping company chosen to participate, and BOAC/Quantas jointly represented air transport.

The Bank, Australia's first, is the P & O's major travel agent in Australia and also acts as travel adviser to its clients in the U.K. although because of local regulations is unable to operate as travel agent here too.

*The Young Farmers during their tour of Wales.*



*Part of the commemorative exhibition in the main hall of the Bank of New South Wales, Sackville Street, London.*

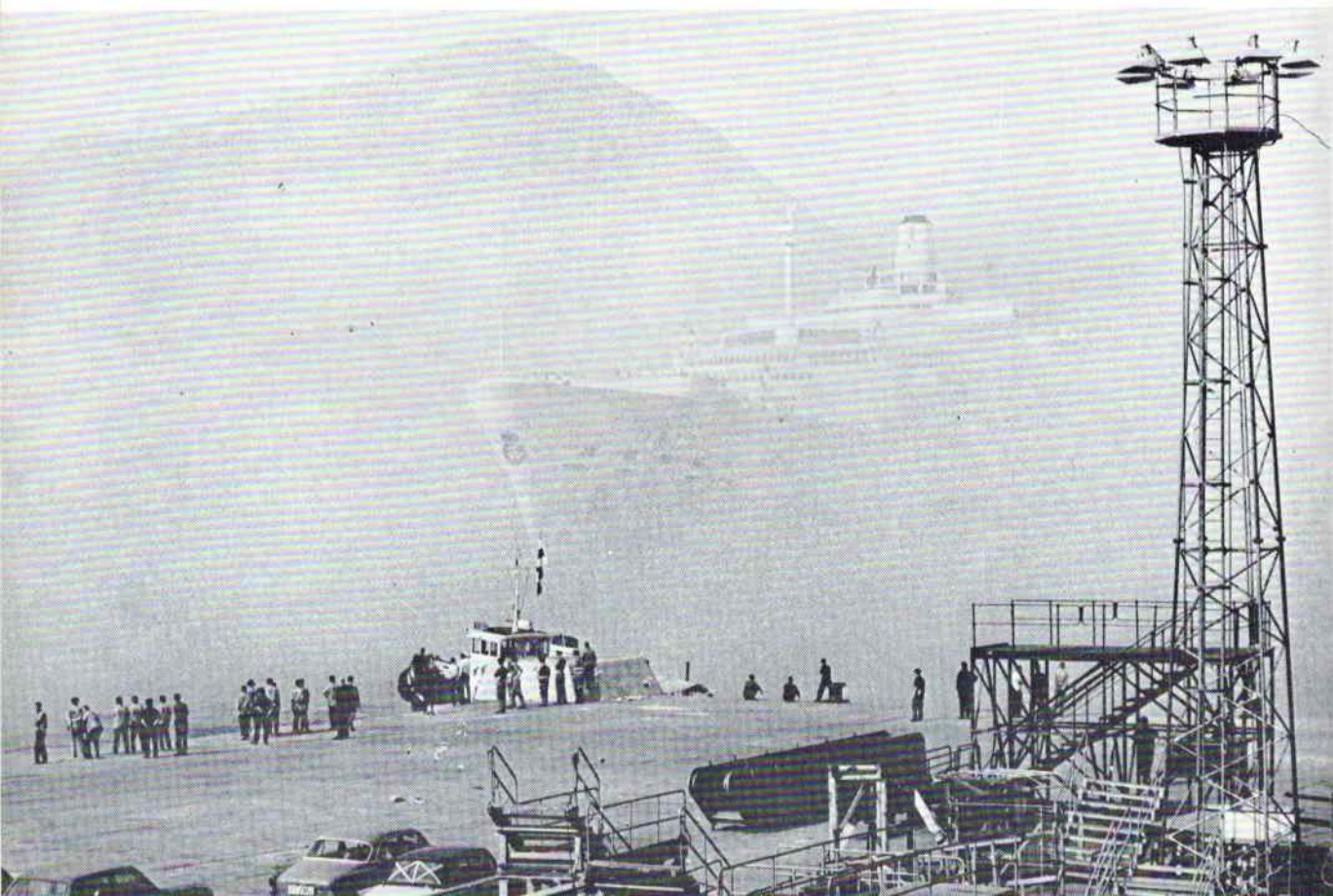


*The Kow Lung being lifted onto Surat.*



**ORIANA** emerges from severe fog to berth at Hong Kong's Ocean Terminal. The fog only delayed her arrival by one hour.

# SHIP NEWS



### **SURAT—Shipping Junk**

When the P & O cargo vessel *Surat* left Hong Kong on July 13th, the most valuable "cargo" on board was a 65ft luxury junk which has been insured for US\$100,000.

The junk, the *Kow Lung*, is the most expensive and luxurious vessel of its type ever to be built in Hong Kong.

Built by the Hip Hing Cheung Shipyard (a subsidiary of Cheoy Lee Shipyard) the *Kow Lung* is owned by a former Portuguese naval attaché, Mr. Manuel da Silva Geraldes, who travelled from Portugal to Hong Kong because he believes marine artistry in Hong Kong is the finest in the world.

*Surat* will ship the junk to Gibraltar, and from there Mr. Geraldes will sail it to ports in Spain, then on to Portugal and from there across the Atlantic to Paraguay.

### **ORSOVA—Concert for Patients**

Under the guidance of the Welfare Leading Hand, Mr. H. A. Minter, some 25 members of *Orsova's* crew, including four of the ship's musicians, gave up an evening at Sydney in April to give a concert at the Lidcombe State Hospital, 15 miles from the city centre. It provided a very enjoyable break for both patients and staff, and was much enjoyed.

### **CANBERRA—Well Travelled Passenger**

The closure of the Suez Canal caused some upsets to passengers as well as to ships and to the Company. One particularly comic, albeit pathetic, case is from *Canberra*.

A passenger from Southampton to Singapore missed the ship when she called at Gibraltar on her outward journey. There being no direct connection to Naples, the next port of call, he had to fly back to London, and out from there.

But hardly had he settled in again, when *Canberra*, a day out of Naples, turned round to go round the Cape. As this considerably delayed the ship's eventual arrival at Singapore, he again had to disembark at Gibraltar and fly to London to catch a plane for Singapore!



*Hayley Mills signs autographs during a break in filming.*

### **ARCADIA/ORSOVA/ORONSAY/ORIANA—**

*Pretty Polly*

Four P & O ships were used for 'on site' location shots at Singapore for the film "Pretty Polly", starring Hayley Mills and Trevor Howard. They were *Arcadia*, *Oriana*, *Oronsay* and *Orsova*, which all called at Singapore in March or April.

Several scenes were shot on board, with some 50 technicians, actors and extras boarding the ships for filming. The filming equipment itself, weighing some five tons, had to be lifted aboard by ship's derrick.

Originally the plan was for only *Arcadia*, *Orsova* and *Oronsay* to be used, these ships calling at Singapore on the 4th, 10th and 14th March respectively. However, one sequence had to be retaken and rain reduced the amount of filming that could be done on *Orsova*, so *Oriana*—the next ship to call at the port—was used to complete shooting.

*Strathardle* also managed to get in on the act. She was in port when *Oriana* called. She was conveniently berthed at the other end of the PSA wharves, and a camera crew went on board to film *Oriana's* arrival. Other arrival pictures were taken from a tug following *Oriana* and from Godown 44 where she finally berthed.

The film is due for release at the end of September, and efforts are being made to arrange the Singapore premiere in *Orsova* when she calls there on the 28th of that month.

### **ORSOVA—First Free Graduates**

The first university graduates to travel to North America under the recently announced P & O free passage scheme sailed from Sydney to San Francisco in *Orsova* at the end of July. They are Messrs. P. J. Cooke (University of New England), W. G. Spunde (Queensland University), C. N. Caton (Adelaide University) and R. C. Madden (Sydney University).

*Staff Captain G. K. Harrison with the graduates, Messrs Cooke, Spunde, Caton and Madden.*



A tense scene from "Down on the Farm" with (left to right) Fay McClintock (W.A.P.), John Bonham (A.P.), Tony Desborough (Baggage Steward), Maggie McCallum (Stewardess) and Maurice Lord (A.S.).

### ORSOVA—Dramatics Prosper

Two one-act plays were recently performed for crew and passengers by Orsova's Drama Group. They were "Down on the Farm" and "Queer Street".

"Down on the Farm", a satirical burlesque, was produced by Tony Desborough (Baggage Steward). "Queer Street", an excellent comedy, was produced by Bill Johns (A.B.).

After the very successful "Sailor Beware" two trips previously, the group had been anxious to put on another three-act play, but they need not have worried, as both productions were very well received.

A collection at the passenger performance raised £35, which was given to the ship's adopted school, the Dilchusa Orphanage Suva.

### CHUSAN—Civic Reception

A representative group of Officers was invited to a formal reception in Narvik Town Hall during *Chusan's* visit to the port on 7th July.

The Deputy Mayor welcomed them in the main Assembly Chambers where they met and talked with local dignitaries before the main part of the proceedings, a Norwegian luncheon party.

After lunch, the flag of Narvik was presented to Captain R. E. J. Fox who in turn presented a *Chusan* plaque.



**ORIANA—Farewell Presentation.** A locally carved wooden salad bowl was presented to Bosun J. Kite at Honolulu on 28th March by Shore Bosun Hirata of our Hawaii agents, Theo Davies. It was Mr. Kite's last visit to the port before his retirement.

### ORSOVA—Orphans Wear Lads Out

During the latter part of March and the beginning of April *Orsova* did two Easter cruises out of Sydney. As a call was made at Suva during both cruises this gave the ship's company a golden opportunity of furthering their association with the Dilchusa orphanage.

On the first call the ship stayed two days. The first day some of the Stewardesses went out by car taking with them a very large Easter cake and numerous Easter eggs which the ship was rather frightened would be damaged by the heat. On the second day a bus was hired to take out a party of the lads. This party also carried large quantities of sweets and goodies. The lads spent a really enjoyable afternoon at the school, the younger ones being given a strenuous time, running on barrels, climbing trees etc., while the slightly older members of the party spent a less agile afternoon on the verandah.

On the second call no bus was organised, owing to a change of itinerary, but Bill Bremner the very active Club Chairman spent an afternoon with the children, disorganising school classes and leading the girls in the singing of Do-Re-Mi and other songs.

Harry Minter, W.L.H., went out in the evening taking with him three deck boys who were obviously gluttons for punishment. Luckily for them the second visit was not as strenuous as the first, and they spent a couple of hours helping the girls with their homework.



Two of the 'models'

### ORSOVA—Mod Kids

A Children's Fashion Show sponsored by the Women's Committee of the Yokohama Missions to Seamen, was held on August 10th, 1967 on board *Orsova* at Yokohama, Japan. The "models" included four boys and 16 girls aged from 14 months to 12 years.

Some 70 outfits, ranging from Japanese kimonos to playclothes, were presented. The garments were contributed by children's clothing stores in Yokohama. Proceeds from the charity event are to be donated to the Missions to Seamen.

### HIMALAYA—Own House Magazine

A stencilled newsletter called "Welf's Waffle" has been appearing at fortnightly intervals since the beginning of April in that enterprising ship, *Himalaya*. We strongly suspect that the Welfare Leading Hand, Mr. W. O'Loughlin, is responsible. (Because if he isn't, who is?—*Ed.*)

It gives all sorts of useful information about what is going on and who is doing what, livened up by a few light-hearted jokes, such as: "Local, in the Pub to seaman just returned on leave: 'Hullo Jim, just arrived then? When are you going back?'"

Useful information included the following just before *Himalaya* called at Port Said in May, the last P & O passenger ship to do so before the Suez Canal closure:

"If you are going on this Tour (to Cairo), here are a few helpful hints:

"On the run to Cairo there is not much to see, so the best thing to do is to let the seat back and 'get your head down'!!! The hotels frown on open necked shirts, so take a tie with you. The Great Pyramid of CHEOPS is a bit of a let down. You crawl on your hands and knees upwards for about 300 feet, only to find a broken down sarcophagus. Then you've got to come all the way down (backwards). In the Museum of Antiquities, for an extra few mills, you can visit the Mummy Room. I can't help feeling that this is "Bunce" for somebody, the furtive way it is done."

Another item was about "The Bonded Cap". Apparently 'yours truly' was spotted wandering around Wellington without his 'lid' and wrote to explain that "On the evening before arrival, I went to the shop to collect some chocolate, got loaded up and forgot to replace said lid. Next morning, when I went to collect it, lo and behold, a whopping big Customs seal on the door. I eventually got it back on Saturday morning."

Oh yeah?

### BALLARAT—Coastal Voyage for Schoolboys

A party of five boys and a master from Barker College, Sydney, were taken on a short coastal voyage from Newcastle to Sydney in *Ballarat* in July. Barker College is *Ballarat's* adopted school. It is the first time that boys from any of the Company's adopted schools, have actually travelled on 'their' ship.

They had a fabulous voyage under ideal conditions. They were able to visit all parts of the ship while at sea and Captain E. A. W. Mortleman-Lewis and his Officers really went out of their way to be hospitable and make the boys feel welcome.

The party had travelled from the school that morning to Newcastle by train. It was met by Mr. P. W. Hale, Manager of our Newcastle office who had arranged for the boys to visit the Newcastle Pilot Ship and the Signal Station at the harbour entrance before joining *Ballarat* at mid-day.

The voyage lasted till late afternoon, with *Ballarat* berthing at Sydney at 5.15 p.m. Three days later a larger party of boys from the school visited the ship while still at Sydney. They also had a very warm reception and interesting tour, contributing to the thriving association that has developed between school and ship.



Captain S. Ayles (centre) receives the North Sydney Rotary Club banner from Mr. Sleath Lawrey, Chairman of the Australia/New Zealand Rotary Transportation Committee. On the right is the Staff Captain, Capt. M. Champneys.

### ORSOVA—Rotarian Banners

During her homeward voyage in May *Orsova* carried some 230 Rotarians and their wives who were going to the International Rotarian Convention at Nice. They came from all parts—Australia, New Zealand, New Caledonia and the U.S.A., and disembarked at Cannes.

Before leaving ship they presented banners from their various clubs, and *Orsova* now has some 70 Rotary Banners from all over the world.

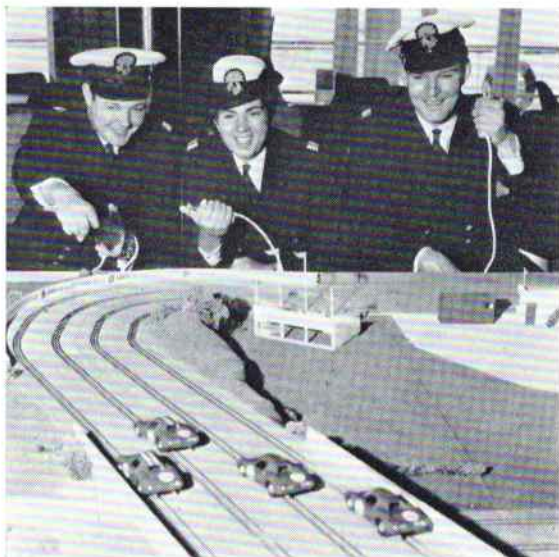
### ORIANA—Easter Goodies

Feeding many hundreds of passengers and crew is quite a momentous task, as two little girls found out when *Oriana* called at San Francisco just before Easter.

Together with other child passengers they were taken round the galleys to see the preparations for the Easter meals. As several hundred children were on board this meant an especially busy time for Chief Baker P.D. Grossmith. Of hot cross buns alone he made 3,500.

Chief Baker Grossmith shows some of the hot cross buns, bunnies and Easter eggs to passengers Suzanne and Sandra Darkin.





S.A.P.s Lionel Brown (left) and Charles Holtom 'Burning it up' with W.A.P. Glenis Williams on Chusan's new race track.

#### CHUSAN—'Grand Prix' At Sea

Passengers who are cruising this year aboard *Chusan* have the opportunity of becoming racing-drivers while they are on holiday.

A complete Airfix model racing layout has been installed and will be used by both First and Tourist class passengers.

The layout measures 20' x 16' and has four tracks.

#### ORONSAY—Showing the Press

Twenty-four California Newspaper publishers, members of the California Press Association, sailed from Vancouver to San Francisco aboard the *Oronsay* in June, escorted by Public Relations Director Troy Garrison and his assistant, Miss Deborah Ogden.

The press group was briefed on the functions of the various departments aboard ship by Staff Captain G. E. Howe and Purser R. S. Brown. They also were given a tour of the ship from Bridge to galley.

Chef Sean Kinsella shows Mr. and Mrs. R. L. Spangler of the Redwood City Tribune how meat is stored.



The Tengku Abdul Rahman greets Chief Officer J. A. P. Crichton. Also with him are (left to right) Commodore J. L. Dunkley, Chief Engineer T. M. Mazonowicz and Purser E. L. French.

#### ORIANA—Malayan Premier Sails

The Prime Minister of Malaya, Tengku Abdul Rahman, made a short journey in *Oriana* in April from Singapore to Colombo. He was sailing to Ceylon for an official visit.

#### CANBERRA—Granting Autographs

Mr. and Mrs. Cary Grant signed a total of 475 autographs on their return voyage to Los Angeles in *Canberra*. They had made a special trip to the U.K. to show their new baby to Grant's mother.

At Captain D. J. Scott Masson's suggestion they went down to the Goan Messroom and spent a long time signing autographs on photos, menu cards and in autograph albums.

Being a film actor can be quite hard work!

#### STRATHCONON—Via Panama

The first of the 'Strath' ships to be diverted via Panama, *Strathconon* took only 25 days to get from Japan to Rotterdam, a day less than scheduled. As she was on her maiden voyage, she was taking things easy and *Strathbrora*, the next ship to come via Panama, is expected to reduce the time still further.

Japanese shippers had responded well to the efforts P & O was making to get their produce to Europe quickly, and *Strathconon* carried a record amount of cargo on her voyage. Similarly good support has been forthcoming for the other 'Straths'.

#### CROSSED WIRE

Bombay Agency recently received the following booking confirmation cable: "ORONSAY JULY MISS \*\*\*\*\* ACCEPTS PROVIDED LOVER BIRTH GUARANTEED". —For a Triangular Sea Tour, no doubt?.

*San Francisco  
band farewell.*



#### **CANBERRA—Striking Farewell**

*Canberra's* July 22nd sailing from San Francisco was a rather special departure. For the first time since her maiden voyage to San Francisco in July, 1961, the big liner was given a send-off by a band.

A five-piece band from The Red Garter, one of San Francisco's favourite night spots, rolled onto the pier in their 1917 vintage truck and played until the ship pulled away from the dock at 4 p.m. The quintet played with such contagious good spirit that crowds on the pier, as well as passengers and crew on deck, were tapping their feet to the rhythm.



*"Commodore  
Boilermaker"  
D. P. Lloyd.*

#### **CHUSAN—Another Commodore**

Shipmates in *Chusan* thought some recognition should be given to Mr. D. P. Lloyd, Boilermaker. He is the Company's senior boilermaker, so they held a little ceremony to appoint him "Commodore Boilermaker".

Mr. Lloyd joined the P & O in September 1955 and has been *Chusan's* boilermaker since August 1965.

#### **CHITRAL—First Canned Salmon**

The first experimental shipment of canned salmon from Japan arrived in London in *Chitral* in April. Within 24 hours the first few tins were already in Manchester housewives' larders.

The shipment comprised four 8ft. x 7ft. containers carrying 70,000 tins of "Cucumber" and "Osprey" brand salmon. It was imported by S. & W. Berisford Limited, which imports £70 millions of foodstuffs per year.

One load went direct to a Manchester distributor from where it was distributed to Spar groceries. The remainder went to Berisford's central northern depot in Cheshire.

*Containers of salmon being unloaded.*





The Oriana football team, with Commodore and Trophy. They are left to right, (back) L. Metcalf-Lee (E.D.H.); K. Mebbray (E.D.H.); A. French (C. Pants.); T. Copsey (B.R.S.); R. Port (Writer); Dr. I. Clarke (Surgeon); (front) R. Ashford (Oiler); A. Baker (Oiler); D. Brown (B.R.S.), (Capt.); Commodore J. L. Dunkley; T. Boon (B.R.S.); J. Stone (A.S.); and S. Parkinson (3rd Cook).

#### ORIANA—Trophy Regained

*Oriana* proudly regained the 'Oriana' Football Trophy from *Orcades* in Sydney at the beginning of March.

The *Oriana* team was spurred to victory by some 70—80 enthusiastic supporters, defeating *Orcades* 4—2, the same margin with which *Orcades* had taken the Cup from *Oriana* in Auckland last year.

#### PATONGA—Maiden Call

*Patonga* was the first P & O ship to call at Dublin when she made her maiden call there at the end of May. Owing to a temporary berthing problem she had to anchor for a short while in Dublin Bay prior to coming into port, although she was able to arrive alongside at 2.15 a.m. on Sunday, 28th May.

Unloading of 3,500 tons of Australian apples and 50 tons of canned fruits was completed on the Tuesday evening, enabling her to continue straight away to Liverpool.

#### STRATHCONON—Exporting English

*Strathconon*, third of P & O's three new 21-knot super cargo liners, sailed from London for the Far East on August 21st, carrying a consignment of 3,000 Linguaphone English courses destined for Japan.

Each of the courses comprises a set of 16 records and four books. 81% of Linguaphone's total production is exported.

The growth rate of Japanese Exports (73.1% between 1960-1966) is indicative of Japan's demand for foreign languages. The Linguaphone Institute had branches in 60 different countries throughout the world with courses available in 38 different languages.

#### ORSOVA—Hurricane Stopped Play

*Orsova* drew 1—1 at football with Suva police when the ship called there in March. The return game in April, however, had to be cancelled because the ground was under water following a hurricane.

How about water polo next time?

#### CANBERRA—Premiere at Sea

The first sea-going film premiere was screened aboard *Canberra* en route from Vancouver to San Francisco, 20th April.

At Vancouver, Captain E. G. H. Riddelsdell, Staff Captain J. A. Lefevre and Purser R. C. Temple welcomed aboard Inger Stevens, Sue Anne Langdon and Robert Morse, stars of the Twentieth Century-Fox film, "A Guide for the Married Man".

Besides the Hollywood stars, the film's producer, script writer and 20 United States, Canadian and European newspapermen were aboard to cover the unusual event.

ABC cameras televised highlights of the two-day voyage which included a tour of the ship from Bridge to potato storage room; a press conference in the Crystal Room; and Captain Riddelsdell's Cocktail party for the group in the Crow's Nest.

The world premiere, in the ship's cinema, was attended by the stars, Captain Riddelsdell, members of his staff and some of the passengers.

Captain Riddelsdell talks to film stars Inger Stevens (left) and Sue Anne Langdon.



# From the Departments



J. A. Skakle

## NEW ENGINEER COMMODORE

Mr. JOHN A. SKAKLE, C. Eng. M.I.Mar.E., Chief Engineer of the 28,000-ton P & O Liner *Himalaya* was appointed Engineer Commodore of the P & O Fleet on 1st July, 1967.

Mr. SKAKLE, 58, succeeds Engineer Commodore GILBERT FOGGIN, Chief Engineer of *Orsova*, upon his retirement. Mr. D. H. SMITH has been appointed Chief Engineer of *Orsova*.

Born at East Ham, Mr. SKAKLE served his apprenticeship with R. & H. Green & Silley Weir Ltd., a member of the P & O Group, during which time he also attended East Ham Technical College.

He joined the P & O in August, 1931, and his first appointment was as Assistant Engineer Officer in *Naldera*. He has served in several of the Company's ships, including *Strathnaver*, *Carthage* and *Strathmore*. In July 1954 he was promoted Chief Engineer and appointed to *Strathaird*. He has been Chief Engineer of *Himalaya* since February 1963.

## ENGINEERS

The following appointments have been made with effect from 1st July:

MR. H. FERGUSON BLACK, Senior Assistant Superintendent Engineer, has been appointed Deputy Superintendent Engineer responsible to both MR. DONNELLY and MR. KNIGHT.

MR. A. MURRISON's present title was changed to Assistant Superintendent Engineer—Cargo Ships; he will continue to be responsible to MR. DONNELLY for all cargo ships plus *Cathay* and *Chitral*, and continues to be based at King George V. Dock.

MR. E. J. BLACKLEDGE becomes Assistant Superintendent Engineer—Passenger Ships. He is responsible through MR. FERGUSON BLACK to the

Superintendent Engineers for passenger ships based on Tilbury and Southampton and he himself continues to be based at Tilbury.

MR. T. G. WALKINGTON, Chief Engineer, has joined the shore staff as Assistant Superintendent Engineer and will act as deputy to MR. BLACKLEDGE.

MR. W. CONNOLLY, Second Engineer, transferring from the sea staff, has been appointed Technical Assistant on the staff of the Assistant Superintendent Engineer—Passenger Ships.

MR. H. HUGHES, First Electrical Officer, also transferring from the sea staff, becomes Assistant Electrical Inspector on the staff of the Assistant Superintendent Engineer—Passenger Ships.

MR. H. BLACK, Assistant to the Superintendent Engineer is due for retirement on the 7th October, 1967 and continues to perform his present duties at Tilbury. MR. F. S. WILSON will also be retiring on the 16th October, 1967.

## MAINTENANCE COST

MR. D. M. SMITH, Deputy Maintenance Cost Accountant, has transferred to Accountants Department, City, to work with the Chief Accountant, P & O Lines. He is responsible for container affairs.

MR. R. H. HODGSON has been appointed Assistant Maintenance Cost Accountant in his place and acts for MR. J. G. HILL, Maintenance Cost Accountant, when he is away from the office.

Before Mr. Smith left Plaistow he was presented with a suitably engraved gold pencil on behalf of the staff of the Department by Mr. Hill who thanked him for his service and wished him every success in the future.

New arrivals include Messrs. W. A. Walker, from Marine Dept., City, and K. S. Campbell, from Advertising Dept., City. Mr. T. Still has transferred from Engineers Dept., KGV, to the Grays Store. Mrs. B. A. Morris and Miss C. F. C. Kildea have recently joined the staff.

## FREIGHT MARKETING AND SALES

MR. R. A. PETERS has been appointed Freight Marketing Manager for P & O Lines. He succeeds MR. J. F. RAYMENT who has transferred to O.C.L., becoming Assistant Manager—Container Sales. His responsibilities involve the preparation and implementation of the Freight Marketing Programme in the Company's Australian and Far Eastern freight services.

MR. G. A. ODDY has also accepted an appointment with O.C.L. as Assistant Manager—Australia Sales (Outwards). Mr. L. W. A. BELGER succeeds him as Traffic Manager—Australian.

RUSSEL ANTHONY PETERS, 35, joined the P & O from the University of Southampton, School of Navigation, as Fourth Officer, *Somali*, in 1952 after serving for three years as a P & O Cadet.

He served as a Deck Officer, his last sea-going post being as Second Officer. After passing his Master's Certificate in 1959 he came ashore and was appointed Cadet Training Officer, responsible for the Company's Deck Cadets. Three years later he was appointed



R. A. Peters

Appointments Officer in Personnel Department, and in 1965 he was promoted Marine Training Officer, Officers' Department, responsible for the initial training of all sea staff, ratings, cadets and junior engineer officers.

MR. PETERS is married with two small children, a boy and a girl, and he lives in Effingham, Surrey.

CAPTAIN J. C. STRATFORD, Chief Training Officer, while retaining his present responsibilities, also took charge of the Marine Training Section on 1st July, 1967, vice Mr. R. A. Peters, who has been promoted Freight Marketing Manager. For full details see 'Marine Training', p. 27.

## OFFICERS

### Promotions

We congratulate:

Mr. J. A. SKAKLE, Chief Engineer, on being promoted Engineer Commodore, 1st July, 1967.

Mr. C. A. CURTIS, Chief Steward, on being promoted to passenger ships, joining *Chitral* on 3rd May, 1967.

Mr. R. A. BOXALL, Chief Steward, on being promoted to passenger ships, joining *Canberra* as Tourist Chief Steward on 28th May, 1967.

and the following on being promoted to Cargo Ship Chief Steward:

T. BLANCHARD (*Bendigo*), J. A. MAY (*Baradine*), S. H. TIMMINS (*Balranald*) and I. L. WALKER (*Patonga*).

We also congratulate the following Purser Cadets on being promoted Junior Assistant Purser:

J. M. ATKINS, E. J. CARDNELL, J. A. CLEMENTS, M. K. EARP, J. J. HAWKER, R. J. HILL, D. G. MILLER.

### Certificates

We congratulate the following on obtaining their Certificates:

MASTER'S - Second Officers C. R. P. Campbell, M. J. Carter, R. W. L. Pocock, C. Purchase, A. R. Tinsley, D. J. Walster.

FIRST MATE'S - Third Officers R. G. Andrews, D. A. Carr, R. St. A. Coles, P. J. M. Eveleigh, M. S. Frost, J. S. Habberley, I. R. Hinchley, M. A. Laurie, R. C. Matthew, N. R. Messenger, J. M. G. Temple, and Fourth Officer R. M. Smith.

1ST P.M.G. - Radio Officer R. W. Bewley and Junior Radio Officers D. J. Atkinson and C. J. Gill.

B.O.T. RADAR MAINTENANCE - Junior Radio Officer G. W. A. Mennie.

MOTOR ENDORSEMENT TO 1ST CLASS STEAM CERTIFICATE - Chief Engineer M. D. Paterson and Second Engineer Officer G. Hamilton.

FIRST CLASS STEAM CERTIFICATE - Third Engineer Officers N. A. Baird, B. D. Calvert, P. Fitzgerald, D. H. Martin, J. Munro, D. S. Pitt, S. Ramsey, R. Sanderson, T. M. Wilkie.

SECOND CLASS STEAM CERTIFICATE - Third Engineer Officers G. R. Anderson, A. J. Newman, J. A. Selwood.

SECOND CLASS MOTOR CERTIFICATE - Third Engineer Officers C. T. Holden and B. McLennan.

### Appointments

D. A. HANSING, Chief Officer, who has been temporarily attached to Planned Maintenance, returned to sea as Chief Officer, *Chitral*, on 11th August 1967.

M. F. HICKS, Second Officer, joined the Marine Department on 28th March 1967 as Assistant Nautical Inspector to relieve A. J. SPEED, Second Officer, who then proceeded on six months unpaid leave.

R. M. MOORE, Third Officer, joined the Fuel Section of the Marine Department on 19th June 1967, to relieve C. M. R. LLOYD, Second Officer who returned to sea when he joined *Arcadia* as Junior Second Officer on 5th August 1967.

G. A. STOKOE, Third Officer, returned to sea after a year with H.M.S. *Worcester* as Second Officer, *Sunda*, on 2nd July 1967.

S. F. EDNEY, Chief Steward, transferred to shore staff to take up appointment as Staff Chief Steward, Bombay, from 21st July 1967 for a period of about two years.

H. L. BICKFORD, Chief Steward, transferred to the shore staff on 17th April.

### CARGO SUPERINTENDENTS

Mr. F. G. KELL took over from Mr. A. N. DIGBY when he retired at the end of June, being appointed Assistant Cargo Superintendent in charge at Tilbury, with effect from 1st July, 1967.

### PASSENGER

#### Appointments

Mr. R. G. ESDALE has been appointed Agency Sales Supervisor.

Mr. K. F. LAUDER transferred from Reservation Section to Computer Project.

Mr. R. J. BETTS transferred from Berthing Section to Reservation Section.

Miss J. M. CAVENDISH transferred from Reservations Section to Berthing Section.

Mr. A. E. LUCEY transferred from Reservations Section to Agency Sales Section.

Mr. P. W. HENDERSON, formerly with Advertising and Stationery & Printing Departments, has transferred to Cruising Section.

Mr. W. R. POWELL transferred from Reservations Section to Cruising Section.

Miss D. M. FRENCH, formerly a W. A. P., Hostess and Secretary to Mr. John Cherry in Hong Kong, is now with Reservations Section.

Mr. A. E. ROW rejoined Passenger Dept. after five years with the Passenger Co-ordinator's Section.

Mrs. G. A. ROSS, formerly with Chartering, transferred to Passenger Dept. Typing Centre.



*Aramac*

## Pursering P & O to E & A

by Peter Newsom *formerly Asst. Purser P & O, now Dep. Purser E & A*

Since leaving P & O sea staff and now being at sea with E & A I have discovered how ignorant my friends in P & O are about subsidiary lines. (I must admit I was in the same state when with P & O sea staff.)

The Eastern and Australian Steamship Company was founded in 1873 to connect at Singapore with P & O mail ships and provide a service via Queensland ports to Sydney. During the last war the Company lost all its ships. However today it runs four cargo ships and one cargo passenger ship, *Aramac*, which is capable of carrying 345 passengers at One Class standards. The Company serves Japan, Taiwan, Hong Kong and Manila from Eastern Australian ports. This very briefly is E & A, basically, run by Australians for Australians.

During my time with E & A I experienced one of my ambitions. This strangely to most readers was to travel on a cargo ship. It turned out to be quite an experience as there were three strange ports and it was the final voyage of the vessel under the E & A flag as the ship was to be sold at Hong Kong to a Taiwan firm. The ship s.s. *Eastern* — our route was Geelong, Melbourne, Port Kembla, Sydney, Manila, Keelung, Hong Kong. For an ex-passenger ship A/P there was quite a lot of interest. At Geelong I saw for the first time grain being poured into the ship from some of the biggest silos in the world, Port Kembla and all its steel, Keelung — well, Keelung and Taiwan deserve a separate paragraph.

### Keelung

If someone had said to me about a year ago where is Keelung? I don't believe I would have answered correctly. Keelung is one of the main ports of Taiwan and is situated about 20-30 miles north of Taipei the Capital. Its annual rainfall is about 210 days in the year! of which we succeeded in catching three in a row.

The documentation is worse than Japan's for passengers in transit (Americanisms in strong evidence!),

and its medical requirements can be distressing to some. I remember on my second visit the Doctor remarked to someone nearby "I remember you well Mr.—"!

The squalor and poverty here brings one down to earth very quickly and makes one appreciate how fortunate we are in our own countries. There are, however, two or three magnificent hotels in the capital and the night life is quite surprisingly good, but Keelung is one of the worst ports I have seen. The houses are dank, battle grey looking and seemingly rain stained, quite apart from the local smells and dirt, which hurry a large number of the passengers back aboard.



*Keelung*

## Celebrations

On our voyage to Hong Kong, we had three mighty celebrations on *Eastern* — Christmas, New Year, and a farewell party for *Eastern*. Our Radio Officer, who sported a magnificent beard (similar to the "characters" on a Players cigarette box) made a great Father Christmas and came out with presents for all from the Captain down, things like Aspirins, dish cloths, scrubbing brush, soap, toilet paper, etc.!

We came to a horrible end at Hong Kong, when we found we had to work in order that we would hand the ship over in a correct manner. There were lists of every article you would think of from linen, nuts and bolts to charts and radio bits and pieces. Quite a lot of typing.

Then there was about 10 days in Hong Kong before sailing back on *Aramac*. There was an air of excitement over *Aramac's* pending arrival as the then N.Z. Shipping Company's *Remuera*. If anyone started talking of the *Queen Mary* we knew what the subject was.

At last the day arrived when we could take over the Bureau — only two days before sailing! Even on a small ship like *Aramac* (13,650 tons) this was quite a headache. I think we threw out about three sacks full of rubbish we couldn't use and then we had hundreds of things to think of before sailing such as:—all necessary stationery items from pencil and paper to documentation items, labels, etc., how the Bureau was going to run, the hours it would open, currency requirements, whether we would sell stamps, just to name a few of our thoughts. In fact being in at the start of a new Bureau in a Company which has not had a passenger ship since the war was quite exciting and proved harder and more interesting than most people would think.

## Informal

In the Bureau itself I found things very hard, as I had to work alongside two charming girls! The counter approach is so different from P & O. For a start we decided on christian name terms in the Bureau to break down formality. After all the passenger is on holiday! After a week or so we found even passengers on christian name terms, and I have never known so many people come to say good-by at the end of the voyage.

There was the usual round of welcomes in Australia that goes with a maiden voyage: with cocktail parties at every port and a telegram from the town of *Aramac* in Queensland after which the ship is named. However that is all over now and *Aramac* — black hull, white superstructure and black funnel is steaming away quite happily on a planned schedule.

*Aramac's* voyages are full of interest — Melbourne, Sydney, Brisbane, Yokkaichi, Nagoya (Mikimoto Pearl Island nearby), Tokyo  $2\frac{1}{2}$  days, enough to see such places as Nikko, Hakone, or Fuji then Kobe  $2\frac{1}{2}$  days. Tours at all ports run by J.T.B. and what with the total 8 days round the Japanese coast, *Aramac* is becoming very popular. Then on to Keelung via the Inland sea, Hong Kong 4 days with a chance to see Macau, New Territories, etc., Manila,  $\frac{3}{4}$  day and Australia through the Barrier Reef one of the most wonderful stretches of sea in the world.

From Melbourne to Melbourne is about 2 months and passenger-wise *Aramac* must be one of the happiest ships afloat.



The flag changing ceremony, with P & O and Japanese flags fluttering in the breeze.

# Virgin voyage

by Captain J. A. Clifford, *Strathardle*

For me it started in London, at the airport, where with the Chief Steward and the Naval Architect we boarded, to our good fortune, a very empty JAL airliner — first stop Hamburg. It was during this short leg that lunch was served. The Naval Architect had stated from the outset, being an experienced air traveller, that he never ate during flights, as he felt one was liable to eat too much, which coupled with the lack of exercise, was not good for his waist-line! whereupon he dived into his lunch, finished the lot, and set the pattern for his future meals in the air. We also noticed his appetite remained healthy throughout his stay in Japan.

From Hamburg a long hop to Anchorage, Alaska. Although it was mid-winter and the sun was setting as we took off, six hours later, after we had crossed over the pole, the sky brightened again in the East, the sun re-appeared, and we landed in Anchorage at midday, local time, on the day we left London, also at midday. A couple of hours wait here, and off again on the last leg to Tokyo, which was reached eight hours later, in the early evening local time, but one day later, having crossed the International Date Line in the meantime.

Strathardle arrives  
at Aden, as seen  
from Chitral  
by Bosun J. C. Mackay.



We were met and entertained royally by representatives of Mitsui, and set out for Okayama, the main town in the Tamano area, the following day. This journey was done by rail, in one of the phenomenally fast Japanese trains. Once again we were entertained by our Japanese hosts, but this time in a private dwelling, which, I understand, is not often done in Japan.

## Trials

It was, therefore, not until the following day that we were allowed to see the ship, and this just one day before trials, which took place on 6th January.

These trials, I was told, were very successful. Why I say this is because I found that having travelled these large distances from London, and at such high speed, my mind had not attuned itself to the present, nor had it assimilated all that had been happening over the past three or four days.

At a guess there must have been about 130 people on board over this 36-hour period, and the catering and other arrangements organised by Mitsui were excellent. Mr. Tuke, Bernard Hill, David McKee and I were given the Captain's accommodation to ourselves, and in this we were well off indeed — but somebody snored!!! We were also blessed with very fine weather during this period, so all in all everyone was highly delighted with the performance.

There followed a period of about a fortnight whilst the finishing touches were put onto the ship, the tempo of life increased and all were very busy, except me, or so it seemed, as I gravitated into the job of office boy, whose main task, naturally, was to provide tea or coffee at certain times, even if, I might add, it was for Mr. Ford Geddes, at the time of "Take-Over".

## Take over

The great day finally arrived when we took over the ship — or thought we had!! At 11.00 a.m. Mitsui's House Flag was lowered, and in its place went the P & O Flag. We were then entertained to champagne in the Saloon, and after speeches and farewells we were given a packed lunch and towed out to anchor.

Within a very short period Mitsui's men had reboarded the ship and proceeded to pull everything apart, quite successfully as well. At one stage I went to the Bridge to endeavour to familiarise myself once again with all the buttons, knobs and switches, and found a pair of legs sticking out from the console, head and torso completely out of sight — another Mitsui man had found something to do!!

On the following day we fuelled, and not without consternation on the part of the Chief Engineer, who had to contend with a list of 10 degrees to starboard, then the same to port, and so on with everyone wondering what had gone wrong with his valves. It was some time before he realised that a Mr. Kaeck, the Hagglunds crane representative, was amusing himself with the 30 ton derrick with 30 tons' weight of chain at the end of it, swinging it from one side of the ship to the other. It was suggested to him that in future he should mention the fact that he was on board before he started his antics. But he was a very keen and industrious worker, and helped us a lot with the cranes.

## Sailed

The handing-over ceremony took place on Friday, 20th January. After a couple of days at anchor at Tamano, during which time the crew, who had literally only joined the morning of "take-over", were busy getting to know the ship and sorting things out, we sailed for Kobe, arriving there on Sunday afternoon, 22nd January.

The following day signalled the start of what was to become a gay round of parties as we went from port to port on this, our Maiden Voyage, or, as they say in Japan, Virgin Voyage. To paraphrase Churchill never was so much entertainment given to so many by so few. We were made welcome by the Mayor of Kobe, and subsequently by Civic Dignitaries at all Japanese ports.

At only one port did we miss out on a party, and that was at Shimizu, because we arrived there a day late. Our best effort I think was at Hong Kong where 750 people were asked to visit and look over the ship! The party that followed was, fortunately, held ashore in the Ocean Terminal and not on board.

Between parties, however, we were able to settle in and organise the ship into a working unit and load cargo at the same time.

On leaving Tamano, en route for Kobe, I was greatly cheered to receive a wire from my wife wishing us well for the future on the Maiden Voyage.

## Disagreement

We had an amusing incident leaving Kobe for Nagoya. Shortly after sailing and having worked up to sea speed, I was on the Bridge with the O.O.W. and noticed that we had reduced speed. Thinking there might be trouble in the engine room we got ready the

"Not-under-Command" signals as there were a number of other ships around, and waited for the engine room to let us know what was happening down below.

We waited 10 minutes or so, and eventually the Chief Engineer appeared on the Bridge, so I thought he'd soon tell me what the trouble was. But no, he just stood there and looked around for a minute or two. I was beginning to think funny things, when he asked me whether I had reduced speed from the Bridge (which is possible when on Bridge Control), and on hearing that it was none of my doing he was off the Bridge like a scalded cat, to reappear some time later when we had resumed normal speed to say that the engines were in disagreement and had reduced themselves.

So much for automation, I thought, it's bad enough dealing with cantankerous Chief Engineers, let alone engines that disagree! — The Chief Engineer however soon showed who was boss in the engine room, and since one further similar episode in the open sea, the engines have behaved quite remarkably well.

## Rolling

Later on leaving Nagoya we had our first intimation of what was in store for us when we started rolling, a quick vicious jerk from one side to the other. Needless to say chart pencils, dividers, protractors, and all movable objects were soon scattered around the deck. Reminding the O.O.W. that he should in future be prepared for such eventualities, and hadn't he been to sea before, etc., etc., I came down to my cabin to find the place in an absolute shambles, and ruminated on the fact that perhaps I'd never been to sea before either, which perhaps shows that subconsciously all seafarers are optimists and hope that someday someone will build them a ship that doesn't roll!

After loading at Kobe, Nagoya, Simizu and Yokohama a cargo which I understand was one of the best ever lifted out of Japan by a P & O ship, no doubt due to the very strenuous and active advertising campaign which preceded our departure, we were all very pleased to leave Japan and proceed on our way home. Some old timers had been away for nearly a year, whilst others like myself for a mere two months, a comparative short stay of two days at Hong Kong being our first foreign port as it were!

## Speed

We left Hong Kong on the eve of Chinese New Year, the traditional day for their firework celebrations, but at the time it was good to feel that it was for our benefit!!!

The long run to Aden gave us all a chance to settle down more comfortably into the ship and also to appreciate her many advantages. During the run across the Indian Ocean we had material proof of our increased speed compared with our older sisters, when we overtook *Soudan* looking very smart for all her 19 years.

Thence through the Canal where the ship behaved very well, even though we did have one pilot who to say the least was somewhat excitable and kept explaining to all and sundry what a difficult job it was, which all went to prove what an expert he was.

And so into the Mediterranean where now we were running at our maximum permissible speed of 22½ knots, having been restricted as far as Aden to 20½ knots. Passed Gibraltar where the gods of the weather turned sour on us and head into a force 9 gale. It was our first taste of nasty weather, and we learnt that under these circumstances the ship behaved more like a submarine by going through the waves instead of over them, and without any great loss of speed. Turning the corner at St. Vincent we appreciated even more her rolling capabilities, although at the time we all felt far from amused.

## Highlight

Rotterdam, where we were greeted by many familiar faces, who took a great interest in the ship. A big press party on board on the day after arrival, and one organised ashore for the same evening. But as we had discharged much quicker than anticipated we missed out on that one and went to sea instead, to Hamburg for a couple of days before taking off once again for London.

Without doubt the highlight of the voyage was at Gravesend where we were greeted by fire floats, which, even from the ship, were a spectacular sight.

And so to K.G.V. dock and home.

Finally, as an impartial observer of the building of this fine ship, and fortunate enough to be her first Captain, I can but admire the great thought that went into her design and the attention and co-operation of all concerned that went into the building of her.

*Maiden call at Rotterdam*



# FLEET LIST

(as at 15th September 1967)

	<b>Aden</b> 9,943 tons	<b>Ballarat</b> 8,800 tons	<b>Balranald</b> 8,513 tons	<b>Baradine</b> 8,511 tons	<b>Bendigo</b> 8,776 tons	<b>Cannanore</b> 7,065 tons
CAPTAIN	Dallas, A. H. W.	Mortleman-Lewis E. A. W., R.D., R.N.R.	Rose, E. R.	Thompson W. B.	Mordaunt, B. S. C.	Firth, R. N.
CHIEF OFFICER	Parson, P. H. A.	Bayliss, I. C.	Bradley, D.	Chapman, J. L.	Coull, I. A.	Collett, N. I.
SECOND OFFICER	Corrigan, N. F.	Falkner, A. H.	Tavender, P.	Welch, J. W.	Rodger, D. A.	Feasey, F. H.
THIRD OFFICER	Carveth, R. N.	Matthew, R. C.	Wainman, T. R.	Tyzack, R. D.	Stanway, I. C.	Priestley, R. P.
JUNIOR THIRD OFFICER	Dick, W. J. H.					
FOURTH OFFICER		Buckley, P. G.	Turrall, D. E.	Fairgrieve, J. B.	Clark, P. S.	Dickins, G. T.
RADIO OFFICER	Bagent, N. M.	Morris, P. C.	Rayson-Hill, D. G.	Turpie, T. I. (Actg.)	Raven, T. L.	Gurman, C. R.
CHIEF STEWARD	Gliddon, R. G.	McAllister, W. J.	Timmins, S. H.	May, J. A.	Blanchard, T. V.	Kent, T. W.
CARPENTER	Christie, W. R.	Thorne, G. S.			McDonald, L. J.	
CADETS	Bland, W. E. Coombe, G. P. D.	Binnington, R. J. Boulton-Lea, D. C. Child, J. A. Winn, M. R.	Morris, P. L. Courtneay, A. P.	Cushing, B. A. Thomson, I. R. Jackson, S. A.	Clowes, M. R. Stevens, J. G. M. Christie, D. L. Timm, S.	
CHIEF ENGINEER OFFICER	Case, E. J.	Paton, D. F.	Nightingale, P.	Ferguson, A.	Westgarth, J. P.	Paterson, M. D.
SECOND ENGINEER OFFICER	Goldsmith, C.	Pound, N. W.	Burn, R. G.	Goodwin, C. M.	Kirtan, P. A.	Bowen, J. D.
THIRD ENGINEER OFFICER	Cunningham, B. G. (Actg.)	Woodford, D. S.	Rouse, T. A.	McConachie, W. G.	Jenkins, K. M.	Dobie, J. V. (Actg.)
JUNIOR THIRD ENGINEER OFFICER	Huffadine, B. W. (Actg.)	Maisey, P. D.	Tatton, P. A. (Actg.)	Radbourne, D. E.	Brown, J. C.	
FOURTH ENGINEER OFFICER	Redwood, T. (Actg.)		Day, D. (Actg.)	Byrne, J. J.		Stowe, J. K.
ASSISTANT ENGINEER OFFICERS	Twig, H. Brown, A. K. Hampson, H. R. Stringer, J. S. Roberts, D. F. (Actg.)	Miller, P. J. Burton, M. C.	Farrance, G. Fisher, G. R. Waters, R. R.	Nicholls, G. E. Clifford, J. Mills, R.	Clark, A. J. Gould, G. R.	Brumpton, W. J. K. Caiger, E. Hill, C. J. Harris, G. Bowles, P. (Actg.)
FIRST ELECTRICAL OFFICER	Bunney, K. Francey, T.		James, R. M. (Actg.)	Kendall, N.	Peacock, D. C.	
SECOND ELECTRICAL OFFICER						
FIRST REFRIG. ENGINEER OFFICER						
ENGINEER CADETS					Pepperall, R. A. Thow, J. A.	

	<b>Gomorin</b> 9,236 tons	<b>Coromandel</b> 7,065 tons	<b>Patonga</b> 10,071 tons	<b>Somali</b> 9,079 tons	<b>Soudan</b> 9,079 tons	<b>Strathardle</b> 13,057 tons	
CAPTAIN	Savage, G. J.	Adie, I. D.	Haggas, M. H.	Bullock-Webster, R.	Underwood, R. F.	Clifford, J. A.	
CHIEF OFFICER	Bonner, J. W.	Merrick, A. E.	Jones, J. A. G.	Pearce, R. J. S.	Bradford, M. V. N.	Blackburn, J. K.	
SECOND OFFICER	Carter, M. J.	Moulin, M. J. F.	Meredith, J. E. W.	Hartwell, F. A. C. P.	Cavaghan, M. S.	Pollitt, P. S. H.	
THIRD OFFICER	Gold, M. J.	Grove, G. R. W.	Turner, P. M. S.	Tomkiss, D. J.	Habberley, J. S.	Noakes, J. J.	
FOURTH OFFICER	Reed, A. H.	Dagnall, M. S.	Cooper, D. P.	Woodger, R. P.	Pinney, S. R.	Pennell, P. M.	
RADIO OFFICER	Plant, T.	Gray, A. H.	Westwood, J. V.	Pocklington, R.	Clark, T. R.	Sloan, J. F.	
TRAINEE RADIO OFFICER	Gillman, D. K.						
CHIEF STEWARD	Waterman, A. J.	Thomas, P. J. N.	Walker, I. L.	Tracey, J. T.	Barber, R. H. S.	Holden, R. R.	
CARPENTER			Packer, G. J.	Sanderson, W. E.			
CADETS	Baker, C. A. Knight, C. D. Moore, R. J. Frost, A. I.	Wilson, P. G. Cugley, J. R. Knight, J. S.	Smith, B. R. Joyce, J. L. Rees, R. H.	Johnson, J. M. Fennelov, R. D. Acland, I. A. D.	Leeson, J. A. Macgregor, S. R. Keane, D. N. Seow, L.	Cooper, P. J. Bass, R. P. Robinson, A. W. Jarvis, P. St.	
CHIEF ENGINEER OFFICER	Screech, J. D.	Crowe, D. P. C.	Southcott, H. E.	Peach, A. J. V.	Lambert, A.	Clarke, A. D.	
SECOND ENGINEER OFFICER	Hamilton, G.	Lindsay, J.	Walsh, J. J.	Moesby, J.	Slater, B. J.	Franks, J.	
THIRD ENGINEER OFFICER		Hedley, P.	Dawkins, R. A.	Parle, F. J. (Actg.)	Bartie, R.	Conway, M.	
JUNIOR THIRD ENGINEER OFFICER	Low, M. A. (Actg.)		Stephens, W. F.	Martin, D. H. (Actg.)	Williams, S. J. (Actg.)	Hughes, P. C. (Actg.)	
FOURTH ENGINEER OFFICER	Hinchcliffe, M.	Hodges, K. J.	Marsh, P.	Fuller, J. V. Hornby, J. A. (Actg.)	Taylor, R. W.	Wade, T. C. H.	
JUNIOR FOURTH ENGINEER OFFICER							
ASSISTANT ENGINEER OFFICERS	Leech, T. Wells, D. W. Crook, G. E.	Holmes, A. D. Stansfield, S. Carr, R. Nicol, S. Robertson, C.	Williams, D. E. Blyzno, A. Woodall, J. W.	Andrews, K. B. Mills, J. F. Weller, R. G.	Ramsey, D. P. (Actg.)	Rowe, E. Robinson, R. W. Patience, R.	Rowland, R.
FIRST ELECTRICAL OFFICER	Ellis, R.		Reid, J. E.	Burridge, R.	Heaton, A.	Wyles, B. M.	
FIRST REFRIG. ENGINEER OFFICER			Lamerton, J. H.				
SECOND REFRIG. ENGINEER OFFICER			Mills, E. H. (Actg.)				
ENGINEER CADET					Beaton, D. D. M.	Mulleneux, R. A. Wooding, C. J.	



FIRST ELECTRICAL OFFICER	Dibsdall, M. C. H. Davidson, E.	Doucher, T. J.	Whiteford, A. F. H.	Smyth, J.	Davidson, A. C.	Cresswell, E.	Porter, P. W.	Ironside, J.	Caughey, W. G.
SECOND ELECTRICAL OFFICER		Jamison, A. (Actg.)	Holdstock, W.	Berridge, R.	Beck, M. J.	Matthews, B. (Actg.)	Waters, A. F.	Stephens, G. C.	Stevens, C. G.
JUNIOR SECOND ELECTRICAL OFFICER	Corrall, L. J. Moesby, B.	Jenkins, R. (Actg.)							
ASSISTANT ELECTRICAL OFFICER	Fazey, A. J. Jones, M. J. Stevenson, J. Butler, R. J.	James, J. D. Talboys, R. S. Smith, I. M. Balhatchet, D. R. Ellaby, C. O'Conner, J. Riley, W. F.	Turley, J. Mills, K. Spurling, R. Hutchinson, I.	Wilson, J. Clish, G. Cooper, J. C. Richards, C. A.	Hockley, K. R. Newton, J. T. May, M. G. Everden, J. E. Hartley, R. D.	Thompson, D. Wanless, J. Watt, A. S. Hughes, B. R.	McPhail, M. L. Jones, C. Duncan, A. Buckwell, J.	Fiddling, M.	Martin, S. Sanpe, D. W. Milton, B. J. Ames, N. S.
VENTILATION OFFICER					Ross, A. Flaherty, K.	Robertshaw, P. C.			
FIRST REFRIG. ENG. OFFICER	Sumner, A.	Steadman, H.	Donkin, W. C.	McGuffie, E.			Taylor, F.	Harrison, M.	Clayton, P.
JR. FIRST REFRIG. ENG. OFFICER	Baxter, M.	Rust, W. A.	MacVoy, R.	Knights, L.			Reynolds, J. M.	FitzGerald, J.	Long, D. W.
SECOND REFRIG. ENG. OFFICER	Stewart, A. C.		Porter, J. B.	Steddy, M.				Stuart, W. P.	George, R. T. (Actg.)
JR. SECOND REFRIG. ENG. OFFICER	Dunlop, C. L.		Lyne, G. J.	Gurnett, K. S. (Actg.)		Askew, D.			
THIRD REFRIG. ENG. OFFICER	Maskell, V. C. (Actg.)	Thirwell, D. C. Pennington, G. W.	Depledge, J.	Canham, K. J.			Taylor, N. R.	Chilton, B.	Brown, P. F.
JR. THIRD REFRIG. ENG. OFFICER	Reid, N. (Actg.)	Buxton, C. B. (Actg.)	Clissold, P. B. Douglas, A. C.		Payne, E. L. Agnew, A. T. (Actg.)		Fulbrook, P. R. (Actg.)		
BOILERMAKER	Carrow, V.	Guile, P.	Crouch, R. W.	Reynolds, S.	Childs, J. A. N.	Stringer, R.		Callaghan, T.	Lloyd, D. P.
<hr/>									
PURSER	Temple, R. C.	Tonks, B.	Wyeth, L. C.	Pinches, E. W.	Arkieson, A. P.	Buy, J. H.	Blurton, D. C.	Barnett, W. H.	
TOURIST PURSER	Flint, K. J.	McGregor, P. A.							
DEPUTY PURSER	Miles, M. J.	Whicker, M. C.	Belsher, A. S.	Simpson, J. C.	Jennison, P. C.	Parker, J. R. M.	Onslow, M. G. (Actg.)	Burleigh, D. G.	Pollard, T. M.
SNR. ASSISTANT PURSER	Sutcliffe, M. J.	Warmington, D. F.	Mulder, B. K.		Hughes, J. R.			Smart, M. F.	Brown, L. S. Holtom, C. D. R.
ASSISTANT PURSER	Keating, J. D. Staddon, M. P. Bennett, P.	Poyntz, J. M. Bonham, I. S. W. Symons, C. R.	Foskett, C. R. Rutter, R. W.	Hustwith, J. J. Morris, J. E. T.	Hawkesworth, M. Miller, D. G.	Pearce, D. S. Jordon, C. T. Henchoz, I. D.	Webb, P. E. Heap, G. L.		
JUNIOR ASSISTANT PURSER	Atkins, J. M. Philips, D.	Mitchell, P.	Nicholls, R. K.	Hawker, M. J. J. Clements, N. S.	Gardiner, P. P. F. Rennison, K. S.	Herman, R. M. Hindley, C. T. Coulter, M. J.	Earp, M. K. Dawes, M. Tutton, P. A. D. Jones, M. T.	Bull, K. R.	Stemp, R. E. F.
PURSER CADETS									
WOMAN SR. ASSISTANT PURSER		Holmes, M. F.							
WOMAN ASSISTANT PURSER	Cochius, M. R. Robilliard, C.	Tingay, A. A.	Whitmore, A. R. Archibald, P. M.	Van Der Linden, J. Hall, E. A.	Warner, D. L. Forbes, M. M. Joordens, L. Bennett, R. J. T.	Ascott, L. J. Emery, B. P.	McClintock, M. T. Masset, M.	Guas, R. N. Smyth, J. C. Parish, S. V. W.	Williams, G. Gray, D. R.
WOMAN JR. ASSISTANT PURSER	Becker, E. P. Plumb, C. Fisk, P. A. Candish, E. P. Donze, A. L.	Dirks, J. C. Bulk, H. Kiy, E. J. Powell, D. Bickel, S. Couvee, A. M. E.	Wiersma, H. A. J. Van Der Wegen, W. F.	Hammond, C. B. Van Veenendaal, A. P.		Thorne, L. A. Ooyevaar, I.	Redgewell, S. Somerville, J.	Van't Hof, E. A.	Van Dogen, A. J. L'Estrange, V. J. B.
TRAVEL ADVISER									
ENTERTAINMENT OFFICER <i>First Class</i>	Fisher, L. W. B.	Brayne Nicholls, N. L.	Isaacson, J. W.	Riley, J. J.	Lynch, J. P.	Bessant, J. M.			Batterbee, J. I.
ENTERTAINMENT OFFICER <i>Tourist Class</i>	Westwood, K. C.	Sheen, C. E.	Culmer, J. F.	Moisewitsch, B.	Moore, T. G.	Burdekin, J. C.	De-Lyle-Turner, C.	Hunt, L. E.	Thiele, L. N.
HOSTESS <i>First Class</i>	Blamire, S. M.	Brindley-Auger, M. E.	Reading, E. A.	Sheen, P. M.	Dorrell, R. C.	Christie, E.			Roberts, S. E.
HOSTESS <i>Tourist Class</i>	Lomas, G. M. Towell, D. M. Reeves, L.	Worton, J.	Henwood, P.	Munt, D. E. I.	Janes, M.	Burton, E. D. E.	McCleery, F. M. Leefe, D. B.	Young, P. S. Smith, H.	Walsh, C. R.
CHILDREN'S HOSTESS <i>First Class</i>	Craig, P. M.	Chandler, J. E.	Nickson, E. J.	Graham, E. A.	Robertson, E. J.	Milford, J. M.			Ainley, D. J.
CHILDREN'S HOSTESS <i>Tourist Class</i>		Barringer, H. L.	Moss, A.	Sharpe, M. M.	Reid, J. B.	Hartle, J. L.	Barrett, D. I. L. Simister, J. M.	Faulkner, P. Duncan, A. E.	
CHIEF STEWARD <i>First Class</i>	Aspin, K. W.	Boreham, A. W.	Standing, R. W.	Picking, A.	Brown, L. S.	Martin, J. F.	Ockleford, R. A.		Smith, A. L.
CHIEF STEWARD <i>Tourist Class</i>	Browne, K. C. V.	Rendle, G. M.						Turfrey, R. J.	
CHEF	South, R. K.	Baker, W. C.	Glavin, D. P.	Cornwell, H.	Grundy, W.	Manzi, L. J.	Pearce, M. W.	Bayne, D. J.	Mincham, G. A.

# FLEET LIST

(as at 15th September 1967)

## CAPTAIN

## CHIEF OFFICER

## SECOND OFFICER

## THIRD OFFICER

## JUNIOR THIRD OFFICER

## FOURTH OFFICER

## TRAINEE RADIO OFFICER

## RADIO OFFICER

## JUNIOR RADIO OFFICER

## CHIEF STEWARD

## CARPENTER

## CADETS

## Strathbrora Strathconon Sunda

12,539 tons

Barrett, G. C.

Clark, J. G.

Pegg, G. J.

Callaway, S. R.

Johnson, P. F.

Stevens, P. R.

Enrico, P. C. A.

Morris, A. R.

Williams, J. R.

Fraser, R.

Blinch, J. C.

Hart, R. C.

12,539 tons

Blois, D. P.

Harrison, D. J.

Short, C. R.

Messinger, P. A.

Holt, R. C.

Macey, I. D.

Waters, P. E.

Banks, J. C.

Pike, A. N.

Fowler, M. R. J.

Rose, M. R.

9,234 tons

Cooke, C. B.

Ellingham, R.

Stokoe, G. A.

Syrett, D. W.

Fatchen, M. J.

McQuater, A. J.

Dellow, K.

Chadwick, A. C.

Willys, N. D.

Wilson, A. R. A.

## Surat

8,925 tons

Kingswood, L. C.,  
R.D., R.N.R.

Hughes, D. T.

Griffiths, A. F.

Temple, J. M. G.

Young, R. G.

Pitt, D. J.

Hodgeskin, W. J.

Coalbran, C. H.

Taylor, D. R.

Vaughan, B.

Marshall, N. C.

Harris, J. C.

## CAPTAIN

## CHIEF OFFICER

## SECOND OFFICER

## JUNIOR SECOND OFFICER

## THIRD OFFICER

## FIRST RADIO OFFICER

## SECOND RADIO OFFICER

## SURGEON

## NURSING SISTER

## CARPENTER

## PLUMBER

## CADETS

## CHIEF ENGINEER OFFICER

## SECOND ENGINEER OFFICER

## JUNIOR SECOND ENGINEER OFFICER

## THIRD ENGINEER OFFICER

## JUNIOR THIRD ENGINEER OFFICER

## FOURTH ENGINEER OFFICER

## ASSISTANT ENGINEER OFFICER

## FIRST ELECTRICAL OFFICER

## SECOND ELECTRICAL OFFICER

## FIRST REFRIG. ENG. OFFICER

## SECOND REFRIG. ENG. OFFICER

## PURSER

## SNR. ASSISTANT PURSER

## CHILDREN'S HOSTESS

## CHIEF STEWARD

## CHEF

## Cathay

13,808 tons

Wooley, F. B.,  
R.N.R.

Harris, G. E.

Bingham, M. G.

Spread, R. J.

Hinchley, I. R.

Twomey, T. P.  
(Actg.)

Chapman, K. M.

Hollinrake, J. B.

Mordey, H. S.

Brookbank, J.

Moore, J.

Boswell, R. J.

Blencowe, D. A.

Skipper, M. E.

Purdy, R.

Bannister, A.

Baird, N. A.

Cole, M. J.

Anderson, G. R.

McGlashan, A. S.

Maskell, M.

Davis, C. C.

O'Brien, L.

McLaren, A. G.

Brooks, R.

Bradley, S. J.

Sumner, R. R.  
(Actg.)

Mayhew, H. W.

Jones, I. R.

Allen, P. M. G.

Ladlow, L. K.

Mitchell, M. S.

## Chitral

13,821 tons

Reed, P. C.

Hansing, D. A.

Hayward, E. L.

Church, V. R.

Robertson, K. B. P.

Graham, P. (Actg.)

Jolly, M. P.

Barker, G. K.

Ross, A. M.

Pike, J. F.

Bulley, A. V.

Foskett, R. T.

Stutt, I. C.

Alban, S. J.

Lakin, J. B.

Middleton, D. J.

Hibbert, D. R.

Sanderson, S. R.

Newman, A. J.

Dixon, T. C.  
(Actg.)

White, A.

Pumfrey, V.

Fox, T. J.

Hewitt, H. K.

Berryman, C. P.

Green, J. V.

Middleton, D. J.

Ewan, W. A. J.

Adams, A. M.

Sinfield, A.

Curtis, A. C.

Shubert, H. W.

## CHIEF ENGINEER OFFICER

## SECOND ENGINEER OFFICER

## THIRD ENGINEER OFFICER

## THIRD ENGINEER OFFICER

## JUNIOR THIRD ENGINEER OFFICER

## FOURTH ENGINEER OFFICER

## JUNIOR FOURTH ENGINEER OFFICER

## ASSISTANT ENGINEER OFFICER

## SY. ELECTRICAL OFFICER

## FIRST ELECTRICAL OFFICER

## ENGINEER CADETS

Morrow, N. S.

Hall, V.

Littlejohn, M. T.

Edge, D. (Actg.)

Mills, A. W.

Ryder, H. W.

Scott, I. S.

Pace, J.

Godbold, W. C.

Walker, H. M.

Robinson, L. H.

McLennan, B. D.

Ferrier-Williams,  
D. J.

Sutcliffe, D. F.

Smith, D. C.

Morgon, J. K.

Pitman, I. G.

Stubbs, J. M.

Galvin, J. M.

Eckersley, J. S.

Hancock, D. A.  
(Actg.)

Goodman, A. J.

Lowrey, M. R.

Orwin, B.  
McLaughlin, T.

Grant, D. (Actg.)

Denton, R. J. A.

Harwood, N. W.

Sutherland, L. J.

Fisher, E. H.

Biggs, R. L.

Fleming, S. A.

Fowler, C. R.

Martin, W. F.

Coupe, T. L.

Thomas, N.  
Jones, R.

Loosen, G.

## P & O RADIO OFFICERS IN TRIDENT TANKERS

*Busiris*, Mennie, G. W. A. (Jr.); *Derby*, Richardson, P. S.; *Ellenga*, Hicks, D. E. (Actg.); *Ellora*, Rogers, D. A.; *Eridge*, Moffatt, D. S. (Actg.); Gill, C. J. (Trainee); *Erne*, Irvine, A. M.; *Garonne*, Gaston, B. A.; *Grafton*, Stone, T. R. (Actg.); Hewlett, R. H. K. (Trainee); *Heythrop*, Price, M. R.; *Kent*, Walton, J. F.; *Maloja*, Pulman, M. L. (Jr.); *Malwa*, Astley, C. (Jr.); *Mantua*, Beck, T. A. (Actg.); *Megna*, Atkinson, D. J. (Jr.); *Opawa*, Blyth, J. I.; Wignall, R. A. (Trainee); *Orama*, Rice, J. D. (Actg.); *Orissa*, Groat, R.; *Ottawa*, Bewley, R. W.; *Queda*, Cowell, M. C. (Jr.); *Quiloa*, Kennington, R. M. (Jr.); *Talamba*, Whitchurch, P. A. (Actg.).

*Tilbury Dock Office  
with the new P & O sign.*

# Tilbury is home

**Stanley Benson of  
Public Relations takes  
a look at Tilbury Dock  
Office through  
the eyes of a ship.**



I am a passenger ship: a majestic, magnificent, demanding, temperamental being. I am fickle, that I admit, and no stay-at-home girl. Indeed, I spend most of my life travelling abroad. But I am always pleased to be home, and home for me is Tilbury. This is where I am pampered and painted; rested, revitalised, restored, restocked and made ready to travel again.

Of course, I have men in ports all over the world eager to see me come — sometimes, I think, just as eager to see me go — but my men at Tilbury are rather special.

Like Capt. Jack Simms, the Dock Superintendent, and his deputy, Capt. Jim Kidd. I have known them both for many years and how well they look after me. Come rain, come shine, winter and summer, two o'clock in the afternoon or two in the morning, one of them is there to welcome me back to Tilbury at the end of one of my jaunts. From this moment I am their responsibility, and this is just the start of the attention they lavish on me.

In fact, they and some of their staff started thinking about me almost three months earlier. That was when my arrival programme was worked out, covering such details as when I would reach Gravesend, what time I would come alongside the berth; when passengers would disembark and the time of the special trains to take them to London; arrangements for paying off my crew and when I would move into dry dock for repairs and maintenance.

## Repairs

Within a couple of hours of my arrival, a repairs' conference is held on board. The repairs indent forwarded from Suezwill usually show about 200 separate items. They all have to be carefully considered before the work is agreed and put in hand. Apart from engine repairs, all this work is supervised by Capts. Simms or Kidd working closely with the local shiprepairers who carry out the work.

So many other people get involved that the interest in me is quite flattering. The Port of London Authority come into the picture to allocate the berth and dry dock;

pilots and tugs have to be ordered; customs, immigration and British Railways are much concerned; up to 200 dockers and clerks will have to discharge my cargo.

All these people and others, join in the effort to make sure that my arrival is smoothly organised; that passengers get away on time and that all their baggage is safely landed; that cargo is discharged and a fresh cargo loaded as cheaply and speedily as possible.

Usually everything goes to plan but every now and again something does go wrong. Perhaps a bit of engine trouble or fog in the Thames; I might be held up for only a few hours or even a day or two. They say that the telephone in the Tilbury office never stops ringing. I bet they curse me. But somehow, when I do arrive all the changes have been made and it is marvellous to see how everything slips into place as if nothing out of the ordinary has occurred. This doesn't just happen by itself; it is made to happen.

## Planning

All the planning and co-ordination is carried out by the marine department, one of several based at Tilbury Dock office. This department controls the movement of all P & O ships in and out of the Port of London, plus marine maintenance of ships using Tilbury and Southampton.

The marine staff of 25 under Mr. R. C. F. Hatch include the security and fire patrols; shipwright and plumber overseers and shore bosuns who look after the gangways and moorings.

In the general office Mr. Sidney Gower and Mr. George Brigstock will be dealing with enquiries; attending to the hundred and one details of another ship's arrival; arranging for mail to be delivered for crew and passengers; getting notice boards ready; providing transport for men going from one ship to another, or television sets for the men who are on board looking after me when I am in dock.

In the cash department, Mr. David Turnidge will be dealing with my cash from the voyage, making petty

cash payments or taking payment from a passenger for excess baggage.

During this period a great deal is taking place both on board and on the quayside.

### Cargo

For a start, there's the inward cargo to be shifted from out of my bowels and a fresh cargo to be loaded. A big job this, handled by the cargo department headed at Tilbury by Mr. Albert Digby, assistant cargo superintendent. This department of 19 people organise the discharge and loading of all P & O passenger and cargo ships at Tilbury; the embarkation and dis-embarkation of all passengers and the handling of their baggage.

In the course of a year they can expect to deal with about 90,000 tons of cargo, over 200,000 bags of mail and 50,000 passengers. I usually arrive with 1,400 pieces of heavy baggage and 4,500 pieces of cabin baggage. I might have VIP's on board, invalids or hospital cases, old or blind people, all of whom need that little extra attention and help. Outward bound, 4,000 pieces of baggage are usually sent in advance, arriving every day by rail and road, some to go in the hold, some in the baggage room and others for the cabins.

While this is going on, other men are busy working at the heart and pulse of me. The five engineers based at Tilbury under senior assistant superintendent engineer Mr. Harold Ferguson Black, are responsible for keeping the P & O fleet to a high degree of engineering efficiency and through regular maintenance and attention, avoiding trouble to engines, boilers and machinery. The first job on arrival day is to discuss the voyage with my chief engineer and apart from maintenance to try to improve performance.

The engineers — all former sea-going men — keep a detailed record of my "medical" history so that if anything goes wrong with me anywhere in the world, they can be called upon for their advice. Whenever I am in dock at Tilbury, or sometimes at Southampton, one of them is always around, evenings and weekends too. The amount of work that is got through in a short time to make me ready for my next voyage, never ceases to amaze.

### Husbandry

Nor can I imagine how I would get on without the men of the pursers department. Whenever I or my sister passenger ships arrive at Tilbury or Southampton, assistant superintendent purser Mr. Lionel Griffiths is there to greet us. With his staff of 20, he looks after the husbandry of all 29 P & O passenger and cargo ships.

We are inspected for cleanliness and orderliness, especially the galleys and storerooms; the progress or repairs has to be watched; if there are visitors to be entertained or a function to be held on board while I am in dock, this must be arranged too.

On shore, Mr. Griffiths is responsible for the stewards' training school at Tilbury, where up to 20 trainees have three weeks' instruction before they can go to sea to look after my passengers.

It is the passengers' comfort that is Mr. Griffiths' ultimate concern. They must come on board to find their cabins and all the public rooms clean and shipshape.

### Stores

Long before I arrived, a programme ranging over about 10 days was worked out for me to be loaded with stores for the next voyage. Just look what they have to load me with. Over 10 tons of meat and offal; 12 tons of poultry; 250 cases of eggs; 50 gallons of ice cream; 2,000 gallons of milk; 20 tons of fresh fruit and vegetables; 7,000 cartons of beers; 1,100 cases of wines and spirits.

From the "Aladdin's Cave" of shop manager John Fields and his steamers shops department, come cases of cosmetics, fancy goods, souvenirs, lighters, watches, pens, stationery and confectionery.

So I'm ready to be off again after 16 or 17 days at Tilbury. There's Mr. Griffiths to say goodbye, and Capt. Simms or Capt. Kidd to see that I get away safely.

The last entry on the notice covering my stay in the U.K. reads: "12.45 . . . leave berth and proceed on voyage". The staff of 90 at Tilbury have been working round the clock to make sure that I do just that.

They see me go and their thoughts turn to getting ready to welcome one of my sisters. But I'm not jealous. It's all in the family and I like them to be as well looked after as I have been.

*'Jimmy' James helps passengers to clear their baggage.*

*Captain John Simms, dock superintendent.*

*Mr. Lionel Griffiths on a tour of inspection in the galley.*



Capt. J. C. Stratford



# MARINE TRAINING

## TRAINING CONSOLIDATED

Captain John C. Stratford, Chief Training Officer, has taken over responsibility for the Company's Marine Training Section following the appointment of Mr. R. A. Peters, formerly Marine Training Officer, as Freight Marketing Manager.

Captain Stratford has been responsible for training the Company's shore staff since the merger, and all U.K. training is now consolidated in his hands. This includes Cadet training and the recruiting programme in addition to the organisation of training of Officers, Leading Hands, Ratings and of shore staff.

Captain Stratford was educated at the Nautical College, Pangbourne. He served his apprenticeship with the Blue Funnel Line and joined the Orient Line in 1936. After commanding *Orion* in 1955 he was appointed Orient Line Training Officer, continuing as P & O - Orient Training Officer upon the merger.

## CRICKET

Unfortunately it was not possible to organise a Cricket tour against the Nautical Colleges this year, owing to the re-organisation of the Marine Training Section and insufficient Cadets being available to make up a representative team.

It is hoped, however, that a Rugby tour can be organised in the Autumn and any Cadets interested in this should contact the Cadet Training Officer, Mr. P. R. Mitchell.

## NEW NAVIGATING CADETS

We welcome the following Cadets who joined the Company in April of this year: M. R. Winn, H.M.S. *Conway*; S. R. Macgregor, H.M.S. *Worcester*; D. N. Keane, H.M.S. *Worcester*; S. G. Hunt, H.M.S. *Worcester*.

## SECOND MATES' EXAMINATION

We congratulate the following Cadets who have recently obtained their Second Mates' Certificate and returned to the Company as Fourth Officers: C. H. C. Knight, W. F. Dick, R. Coldham, J. R. P. Tadman, R. C. Holt.

## ENGINEER CADETS

The first group of engineer cadets have now completed Phase I of their training, and are about to join their ships for the sea training Phase. The Ordinary National Diploma Examinations taken at the end of June have resulted in a very high percentage of passes, with six

out of our eight cadets getting through. The Joint Training programme of the College of Technology, Southampton, in conjunction with the School of Navigation, Warsash, has proved highly successful.

The sea training Phase of the Engineer Cadet is divided into two parts. The first is Phase II of the training, lasting about 12 months. It is designed to give the cadets the widest possible experience of ships' operation and maintenance. During this time they will also undertake a correspondence course and carry out a training programme.

At the end of this 12 months period, they return to the Technical College for Phase III, the heavy workshop and fitting training period, at the end of which they again come back to sea for a further six months.

## BOOK REVIEW

*"The Royal Alfred Story"* by A. Stewart McMillan

Amongst the definitions of "Charity" in the Concise Oxford Dictionary are—"Christian love of fellow men",—"institution for helping the helpless"—and "Society devoted to relieving the poor". No-one reading the "Royal Alfred Story" by A. Stewart McMillan, which has recently been published, will fail to appreciate what charity has meant to the thousands of Merchant Seamen who, over the years, have been helped in divers ways by the Royal Alfred Merchant Seamen's Society; charity, in the best sense of the word, in the hearts of both those who work and have worked for the Society and all those who so generously year after year send their donations.

Mr. McMillan's book, with its numerous photographs, tells the story of the events leading up to the inauguration of the Society in 1868 to its most recent achievement in 1965, when a home in Eastbourne was opened for "Widows and retired Stewardesses who feel they are no longer able to cope with life on their own".

Originally the "Royal Alfred Aged Merchant Seamen's Institution" took its name from its first Patron, Captain His Royal Highness the Duke of Edinburgh, K.G., K.T., R.N., Prince Alfred, the Duke of Saxe Coburg Gotha. This title remained unaltered until 1950 when the Society was granted a Royal Charter by King George VI and became the Royal Alfred Merchant Seamen's Society.

In this short review it is not possible to mention all the difficulties which the Society had to overcome both before the successful inauguration in 1868 and afterwards, but it is an illuminating story and as Viscount Runciman points out in his Foreword, those reading the book can but be impressed by the real need for the work of the Society.

The book will be of interest to those in any way connected with the welfare, in its true sense of the word, of those at sea in the Merchant Navy and of their dependents. It can be obtained price 25s. Od. post free from the Royal Alfred Merchant Seamen's Society, 122/6 Balham High Road, S.W.12.

H.S.C.



Sir Donald greets Miss M. Norman. Captain R. B. Nowell is in the background.

# CONTROL THE SITUATION

Some 250 retired members of the staff attended the annual Pensioners' Reunion Luncheon on 15th June, held this year in *Himalaya*. They were greeted by Sir Donald Anderson and Captain R. B. Nowell at the pre-luncheon reception.

After lunch Sir Donald delivered the Chairman's speech, telling the pensioners what was going on in the industry and how the P & O itself was doing.

Shipping was going through rough times, he said. But the way to survive and succeed, he continued, was to try to control the situation, and not be controlled by it.

Last year shipping had received a body blow through the Seamen's Strike. This year the Company's routes had been disrupted by the Middle East crisis, with the closure of the Suez Canal sending ships on longer routes via the Cape or Panama.

The Company, therefore, had three choices. It could try to lead, it could try to follow someone else's lead, or it could continue and do as before. The last was the easiest and most comfortable for the time being. The second was half way between. The first involved taking risks and making mistakes. But the first — leading — offered most for the future, said Sir Donald. "That is our choice."

Captain G. A. Wild, a former Commodore, replied on behalf of the pensioners thanking Sir Donald and the Company for their hospitality. He recalled an incident on *Canberra's* maiden voyage when she lay incapacitated at Aden with 3,300 passengers and crew, among them Sir Donald. Seeing that he as Captain of the ship was very worried, Sir Donald light-heartedly reminded him that this was not the end of the world and he should put the whole thing into perspective. It was only that some water had got into the boilers.

Captain Wild concluded by commenting that with a man like that at its head the Company was sure to survive and overcome all its difficulties.

*Captain G. A. Wild speaking after the luncheon. In the foreground is the Captain's table.*





*Four former Chief Engineers compare notes. They are Messrs. A. C. Homewood, H. B. T. Baxter, T. Walkington and J. Webster.*



*Captains J. Sparkes, E. A. J. W. Carter, D. G. H. O. Baillie, G. M. MacLean, A. E. Clay and Mr. K. D. A. Strelley. In the background (right) is Mr. F. J. Arthurs.*



*Messrs. N. Fontaine, G. M. Lang, F. J. Arthurs and C. Jameson, CRO.*



*Messrs. R. G. Corder, E. E. Aldous, H. W. Griffiths, M. D. Penney, R. M. Wyatt.*



*Captain H. M. T. Askin and Mr. W. E. Stiven chat about their times in Strathaird, when they were Staff Captain and Engineer Commodore respectively.*



*Messrs. G. M. Lang, O. L. Bugge, V. E. Wooldridge Miss C. E. Stratton, Mr. E. W. Vowles.*



Messrs. L. J. A. Collins, R. S. Moore, A. S. Parry, F. Baty.



Mr. H. Flett, Director of our Melbourne office, is seen here with Messrs. T. A. Wilkinson and A. T. Maxwell.



Mr. D. A. E. Barnes, Miss M. R. Hutton, Messrs. B. C. McCorry, A. J. Sharland.



Messrs. W. F. Law Johnson, R. M. Thwaites, C. A. Bailey.



Mr. C. H. Nokes, Miss J. Marsden, Messrs. H. E. Duncombe, A. W. Gent, H. F. Jackson.



Mr. L. Hedley Prole is greeted by the Chairman and Captain R. B. Nowell.



Messrs. E. E. Cadman, A. E. Bell, C. E. Harrison, R. G. Corder, L. C. McKenzie, H. J. Sloggett, A. A. Emmett, S. A. Lawrence.

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# Letters to the editor

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## COVERED IN CORK

11 Lapis Close  
Gravesend  
Kent

Dear Sir

In the *About Ourselves* you ask about Shipboard memories. My husband, the late Second Steward W. R. Mumbray had a favourite one which he used to tell his friends.

It was on the *Mantua* as far as I can remember in the days when windschutes were used to catch the breeze.

One such day he was called to a cabin and found a lady on the top bunk who had evidently been having an afternoon's rest. She was covered in cork which was used to pack the grapes in a large barrel.

Somebody from the galley had emptied it out of the gunport on the wrong side of the ship.

She was a very annoyed lady.

Yours faithfully  
Mrs. B. Mumbray

## HOW THE CAPE IS COPING

10 Grosvenor Court  
Green Point  
Cape Town

Dear Sir

Once again, President Nasser has made the "Tavern of the Seas" a P & O port of call. At the end of June we had 31 ships waiting in Table Bay for bunkers and services; mostly tankers, ex-Persian Gulf. They are referred to in the local Press as "Suez Diverted Ships". The demand for bunkers was so great that local oil companies were "scraping the bottom of the barrel" and many of the diverted had to be re-diverted. The situation now seems to be in hand however.

Among the arrivals the last few weeks we've had *Balranald*, *Cathay*, *Canberra*, *Arcadia*, *Bendigo*, *Baradine* and *Cathay* is due again at the month's end.

Cape Town docks usually draw a large quota of visitors, especially during holiday times. You can imagine the extra attraction of many vessels new to the port, and among them, *Canberra*, which was described in the local Press as "the largest passenger liner to berth in S. Africa and the flagship of the influential P & O Group".

*Canberra* arrived over the weekend, just after another large visitor, the *Australis*. Their arrival coincided with an order from the Port Captain closing the docks to visitors at weekends, for the present, apparently at the request of the shipping agents and Port Police.

When *Canberra* sailed on Tuesday afternoon, the beach and roads on Signal Hill, were packed with spectators and their cars.

Coach trips are laid on from the quayside and are well patronised by our visitors.

When the last Suez flare up in 1956 sent P & O ships here, I used to visit as many as possible and met many ranks with whom I had served in the old firm. This time,

however, I had to search for any of my contemporaries – was fortunate enough to meet Mr. Mayhew, Purser, *Cathay*; Mr. Temple, Purser, *Canberra*, and was able to personally wish Mr. Hassacks, 2nd Steward, *Arcadia*, a happy retirement.

I only know of two other ex-members of the old firm in the Cape. Mrs. Rhodes, (nee Rowlands) ex-Pursers' Dept., *Chusan*; some years ago, and Commodore J. Johnson, senior officer afloat, S.A. Navy, a former deck officer, prior to last War.

Just before the M.E. trouble we had a visiting R.N. Squadron, including H.M.S. *Kent* and *Lynx*. H.M.S. *Lynx* was the last R.N. unit to be based at Simonstown. Before their departure a Royal Marine Band was flown out from Britain to play them off at the base. Since the Canal closure we've had another dozen R.N. ships calling for services!

Regards to all friends.

Yours faithfully  
Charles E. Wall (*Ex-Chief Steward*)

## LIFEBOAT CERTIFICATE

19 Alexandra Road  
Twickenham  
Middlesex

Dear Sir

Congratulations to Michael Payne in *Canberra* on obtaining his Lifeboat Certificate in Vancouver in such a short while.

Now I presume he takes the unofficial record from me which I think I held for many years.

May I state that in 1926 being just 18½ years that I was the proud youngest serving member of the Purser's Department at that time to obtain his C.E.L., and I believe for the next 39 years in the Company I never heard of anyone beating that record.

In those days one had to do TWO YEARS actual SEA SERVICE on ARTICLES. How my Discharge Book was scrutinized before I took the examination in London with the old "swivel Type" of davits! Out of a class of 11 candidates only two of us had the distinction of passing the examination.

Sixteen years later it was really useful as I had my "own" beat in *Narkunda* (Captain L. Parfitt) which was lost through Enemy Action on the North African Landings on 14th November, 1942. With 44 others including Kallassies – Ogowallahs and Goanese and a few Europeans we got safely lowered away, and after seven hours sailing and a bit of pulling against the elements we got near Cape Carbon where a beaching was made. Everyone got safely ashore, but it was with deep regret that soon afterwards I saw our 191 Clinker built lifeboat get smashed up on the rocky shore; but surely it had served its purpose.

Yours faithfully  
E. Parrott (*Pensioner*)

(Minimum time of sea service before the C.E.L. can be obtained is now six months. – *Ed.*)

# Personal News



*Dhenjibhai Chibha Tandel (right), being presented with a cheque by Mr. K. Reynolds, a Director of P & O Lines Management Ltd. for rescuing a colleague from the sea.*

## HONOURS

### We congratulate:-

MR. T. G. CLARKE, Winchman, *Iberia*, on being awarded the B.E.M. in H.M. the Queen's Birthday Honours List;

MR. R. J. HAWKINS, Chief Radio Officer, *Canberra*, on being appointed a Member of the British Empire (M.B.E.) in H.M. the Queen's Birthday Honours List;

CAPTAIN J. F. WACHER on his promotion to Commander, R.N.R. MR. DHENJIBHAI CHIBHA TANDEL, a deck seaman in *Iberia*, on being awarded a cheque by the Company in recognition of his courage in rescuing a friend who fell overboard.

## GOLDEN WEDDING

### We congratulate:-

MR. E. FAIERS, Pensioner, and his wife Nancy on celebrating their Golden Wedding Anniversary on 17th September 1967. Mr. Faiers retired 31st March 1956 after 39 years' service with the company.

## MARRIAGES

### We congratulate:-

MR. V. ASHWORTH, ex-Purser Cadet, on his marriage to Miss Helen Savage at Bloomsbury, London, 10 Jun 67.

MR. R. G. A. BLENOWE, Manager, Berthing Group 3, on his marriage to Miss J. F. Weller, in London, 27 Mar 67.

MR. B. COOPER, Larder Cook, *Canberra*, on his marriage to Miss Gloria Behrend in N.S.W., Australia. MR. I. R. HINCHEY, 3rd Officer, *Cathay* and Miss Susan George, ex-1st Class Children's Hostess, *Canberra*, on their marriage at Cardigan, Wales, 17 Jun 67.

MR. S. JAMISON, ex-2nd Officer, *Canberra*, and Miss Jane Macphee, ex-W.A.P., *Oriana*, on their marriage 12 Jan 67.

MISS G. E. PILBEAM, Passenger Communications, on her marriage to Mr. P. W. Trivett at Walworth, London, 1 Apr 67

MR. T. V. ROOKE, ex-2nd Printer, *Chusan*, and Miss Janet Cutlan, ex-Senior Telephonist, *Chusan*, on their marriage, 23 Aug 67.

MISS D. A. TURNER, Maintenance Cost Depart. on her marriage to Mr. A. R. Cooper, at West Ham, London, 27 Apr 67.

## BIRTHS

### We congratulate:-

MR. A. J. F. FOOT, Chief Officer, *Cannanore*, and his wife Christine, on the birth of a son, David, brother to Michael, 5 Apr 67.

MR. P. GRAHAM, 1st Radio Officer, *Chitral*, and his wife Patricia, on the birth of a daughter, Susan Jane, 2 Aug 67.

MR. M. J. MILES, Deputy Purser, *Canberra*, and his wife (formerly Miss L. J. Gibson, W.A.P. *Chusan* and *Iberia*) on the birth of a son, Dominic Michael Charles, 25 May 67.

CAPT. D. J. SCOTT-MASSON, *Oriana*, and his wife Anne-Marie, on the birth of a son, Damian, brother to Paul, Alexandra, William and Nadine, 20 June 67.

MR. J. W. WELCH, 2nd Officer, *Baradine*, and his wife Corinna, on the birth of a daughter, Rachel Mary Jutta, a sister for Sarah, 24 Apr 67.



*Mr. and Mrs. R. G. A. Blencowe outside St. Stephen's Church, London, after their Easter Monday wedding.*

## ENGAGEMENTS

### We congratulate:-

MISS A. D. C. BARKER, Management Secretary, on her engagement to Mr. A. F. Molland, Group Naval Architects Dept.

MISS H. J. BARKER, Freight Claims Dept., on her engagement to Mr. D. G. Olley of Harrow, 4 Aug 67.

MR. M. DeB. BENNETT, 2nd Officer, ex-*Baradine*, on his engagement to Miss Kirsty Anne Paterson of Sydney, Australia.

MR. P. D. CURTIS, Jr. 2nd Officer, *Chusan*, and Miss C. M. Southern, ex-Nursing Sister, *Chusan*, on their engagement, 27 Apr 67.

MR. J. ETHERINGTON, Jr. 1st Refrig. Eng. ex-*Chusan*, and Miss Janet Knott, J.W.A.P., ex-*Chusan* and *Canberra*, on their engagement.

*Mr. and Mrs. S. Jamison cut their wedding cake, made in Oriana, Mrs. Jamison's last ship. Best man was Mr. M. A. Bovill, 3/O, the ushers Messrs. H. F. Murphy, 2/R/O, P. Batt, A/P, M. H. Sutcliffe, A/P, and the bridesmaids included ex-W.A.P.s Judy Croft and Anna Franklin.*





Mr. and Mrs. I. R. Hinchley after their wedding. Among the guests was Mr. Ian Nicholl 2/0, ex-Himalaya.

MR. C. T. GODDERIDGE, 3rd Officer, *Chusan*, on his engagement to Miss E. F. Niddrie, of Olderley Edge, Cheshire, 30 May 67.

MR. R. S. HALL, 3rd Officer, ex-*Perim*, on his engagement to Miss A. C. West of Whitby, Yorks., 26 Aug 67.

MR. J. KITE, ex-*Bosun, Oriana*, and Mrs. Eileen Jones, ex-Stewardess, on their engagement.

MR. C. V. C. LARKIN, 3rd Officer, *Oronsay*, and Miss Anita Allen, ex-W.A.P., *Canberra*, now of Pursers' Dept., City, on their engagement, 20 Jul 67.

MISS T. A. LYLE, Management Secretary, on her engagement to Mr. C. L. McKenzie of Barbados, 3 Jun 67.

MR. C. T. McDERMOTT, Passenger Dept., and Miss E. M. Batchelor, Passenger Dept., on their engagement, 29 Jul 67.

MR. K. J. RIDER, Accounts Dept., Cruising, and Miss E. Gay, Cash Dept., West End Office, on their engagement, 27 May 67.

MR. C. D. SUTTON, Conference Dept., and Miss J. A. Rawlstone, Conference Dept., on their engagement, 5 May 67.

## RETIREMENTS

ASH, T. B., Bedroom Steward, born 21 May 05, joined Coy. 5 Jun 51, ships include *Strathmore, Chusan*, ret. 20 Jun 67.

BAINES, W. R., Messenger, City Office, born 1 Nov 04, joined Coy. 30 May 51, as Wine Steward, ships

include *Himalaya, Arcadia, Canberra*, transfer to shore 5 Oct 64, ret. 16 Sep 66.

BARNABY, G. H., B.E.M., Donkeyman, born 8 Dec 01, joined Coy. 4 Sep 26, ships include *Orontes, Otranto, Orsova*, ret. 10 Feb 67.

BATTISON, J. A., Boilermaker, born 22 Mar 07, joined Orient Coy. in 1920 at 14 years of age, apprenticeship with Orient S.N. Co. 1923-1928, transfer to sea staff 28 Apr 34, ships include *Otranto, Orion, Empire Orwell*, ret. 28 Apr 67.

BRANCH, F. E., 2nd Chef, born 14 May 07, joined Coy. 24 Oct 43, ships include *Himalaya, Strathaird, Iberia*, ret. 14 May 67.

BUGGE, O. L., Passenger Dept., born 11 Sep 06, joined Coy. Mar 24 in City Cash Dept., transfer to Passage Dept., 1925, served Aden and Singapore 1928-39, rejoined Passenger Dept. 1939, ret. 31 Mar 67.

DIGBY, A. N., Asst. Cargo Supt., Tilbury, born 17 Dec 06, joined Orient Coy. 8 Nov 23, in Cargo Dept., Tilbury, served R.A.F. Movement Control, Glasgow '43-'46, rejoined Tilbury Cargo Dept., 3 Jul 46, appointed Asst. Cargo Supt., i/c Tilbury, Mar 64.

DOBSON, D., Winchman, born 24 Jul 25, joined Coy. 19 Dec 58, ships include *Strathmore, Stratheden, Himalaya*, ret. (ill health) 10 Mar 67.

FAIRMAN, J. D., Third Steward, born 28 Jan 17, joined Coy. 3 Aug 49, ships include *Orion, Orsova, Orcades*, ret. (ill health) 7 Apr 67.

FOGGIN, G., Engineer Commodore born 1 Jul 07, joined Orient Coy. 26 Jul 29 after apprenticeship with Vickers Armstrongs, ships include *Orontes, Oronsay, Oriana*, promoted Chief Engineer 4 Jan 56, ret. 1 Jul 67.

Chief Steward H. N. Goffin.



*Bosun Jim Rennards receives a presentation from Capt. E. G. H. Riddelsdell when he retired in May after over 50 years at sea, the last 35 of them with the P. & O. Also in the picture are, l. to r., Serang Kassam Sk. Moideen, Chief Officer A. D. Barrett (half hidden) and Staff Captain J. A. Lefevre.*

GAME, J. W. R., Pursers Dept., Tilbury, born 15 Apr 02, joined Orient Coy. 13 Oct 23, ships include *Oronsay, Orford*, transfer to shore staff 4 Aug 34, ret. 20 May 67.

GOFFIN, H. N., Chief Steward, born 28 Jun 08, joined Orient Coy. 18 Sep 25, ships include *Orcades, Ormonde, Chusan*, ret. 27 Jun 67.

JEANS, V., Boatswain, born 5 Mar 04, joined Coy. 29 Dec 49, ships include *Corfu, Strathnaver, Iberia*, ret. 22 May 67.

KITE, J. S., B.E.M., Boatswain, born 8 May 07, joined Coy. 11 Jun 26, ships include *Otranto, Orcades, Oriana*, ret. 4 May 67.

LEE, D. J., Second Chef, born 7 Oct 09, joined Coy. 5 Mar 37, ships include *Strathaird, Corfu, Himalaya*, ret. (ill health) 20 Apr 67.

MCBURNEY, W. L., Bedroom Steward, born 8 May 09, joined Orient Coy. 15 Feb 36, ships include *Orontes, Orcades, Oriana*, ret. (ill health) 20 Mar 67.

NICHOLAS, J.W.H., Superintending Shore Steward, Bombay, born 1908, joined Coy. 7 Mar 26, ships include G. H. 'Barney', *Donkeyman, Orsova*.



*Ile-de-France, Canton, Viceroy of India*, posted Bombay Nov 45, ret. 16 Jul 67.

OAKES, T. C., Bedroom Steward, born 1905, joined Orient Coy. 7 Jan 42, ships include *Orion, Orontes, Oriana*, ret. (ill health) 19 Apr 67.

PATEMAN, F. P., Purser, born 2 Jul 07, joined Coy. 9 Jan 25 Pursers' Cash Dept., transfer to sea Oct 29, ships include *Maloja, Carthage, Arcadia*, ret. 2 Jul 67.

PLUMLEY, A. E., Second Barman, born 1 Nov 06, joined Orient Coy. 20 Aug 26, ships include *Orsova, Otranto, Oriana*, ret. 5 Apr 67.

POLE, P. Quartermaster, born 18 Sep 12, joined Orient Coy. 12 Aug 39, ships include *Ormonde, Orsova, Oriana*, ret. (ill health) 4 May 67.

RENNARDS, J. E., B.E.M., Boat-swain, born 29 Jan 02, joined Coy. 5 Jan 32, ships include *Mooltan, Canton, Canberra*, ret. 25 Jul 67.

ROFFEY, E. D., Pursers Dept., born 29 Aug 04, joined Coy. 1 Oct 26, ships include *Strathmore, Corfu, Carthage*, transfer to shore 3 Jun 57, ret. (ill health) 31 May 67.

WALLACE, H., Bedroom Steward, born 1903, joined Coy. 26 Aug 39, ships include *Otranto, Orion, Oronsay*, ret. 19 Apr 67.

## 21ST BIRTHDAYS

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

MISS G. E. BELCHER, Officers Dept., 17 Sep 67;

MR. N. P. BODDINGTON, Passenger Dept., 19 May 67;

MISS L. S. BROCK, D.P.U., 24 May 67;

MISS J. M. BROOK, Electronics Dept., 9 Aug 67;

MISS J. A. CHARLES, Management Secretary, 5 Sep 67;

MR. R. L. CORNFORD, Pursers Dept., 1 Aug 67;

MR. M. F. CUFF, Accounts Dept., 23 Jul 67;

MISS M. P. M. FERREIRA, Passenger Dept., 20 May 67;

MISS M. E. GAY, Cash Dept., 3 Sep 67;

MISS J. M. GRIFFIN, Accounts Dept., 9 Jul 67;

MISS P. J. HARWELL, Management Secretary, 4 May 67;

MISS P. A. KILLASPY, Freight Marketing & Sales Dept., 15 Jun 67;



*Captain J. D'O. Green presents Purser F. P. Pateman with a gift from Arcadia's officers and crew.*

MR. B. N. V. LEMON, Passenger Dept., 11 Aug 67;

MR. R. C. LOVETT, Cargo Superintendents, Tilbury, 22 Jun 67;

MR. M. J. MANTELL, Statistics Dept., 13 Aug 67;

MISS M. A. MILES, Freight Administration Dept., 25 Jul 67;

MISS E. MINGHAM, Passenger Dept., 25 May 67;

MISS T. MONHAM, Public Relations Dept., 18 Aug 67;

MISS J. E. OXBORROW, Public Relations Dept., 27 May 67;

MR. M. PARSONS, Accounts Dept., 8 Sep 67;

MISS L. E. RAMAGE, Freight Marketing & Sales Dept., 15 Sep 67;

MISS M. L. ROBERTS, Computer Dept., 16 Aug 67;

MR. E. C. SPRAY, Freight Administration Dept., 29 Jul 67;

MR. J. A. H. TREVOR, Passenger Dept., 30 May 67;

MISS G. M. WEBBER, Passenger Dept., 2 Aug 67;

MISS S. A. WOOD, Passenger Dept., 15 Jul 67.

*Mr. and Mrs. J. Nicholas (seated, centre) in a farewell group from Bombay office. With them in the picture are (seated) Messrs. Khot, R. D. Knight (Shore Supt.), Rodrigues, Dalvi; (standing) Messrs. Sepoy, Achrekar, Shivaji, Maurice Machado, Gomensdes, Murkunda, Parab, D'Costa and Keshav.*



*Mr. B. P. 'Bill' Sykes receiving a retirement presentation from Mr. A. M. Stirling (right), Director, P & O Lines Passenger Services, after 40 years with the Company. In the centre is Mr. M. F. Coster, who succeeds him as Passenger Administration Manager.*

## MISCELLANEOUS

THE LATE CAPT. G. R. PETERS died before proceeds of a collection could be used to buy him a retirement present as intended. In accordance with the wishes of his widow and the family the £244 12s. 6d. collected has been given split up so £200 has been given to the Richard Dimbleby Cancer Fund and the balance went towards Captain Peters' Memorial Service and a subscription to St. Andrew Under-shaft Church, where the service was held.

MR. J. E. RENNARDS, ex-Bosun, thanks Captain Riddelsdell, the Officers and Ship's Company of *Canberra* for the wonderful retirement "send-off" he was given.

MR. G. R. 'Glen' HOUGHTON, ex-Orient Line, has moved from

Leigh-on-Sea to Canada. He sailed in July in the *Empress of England*. His new address is: Apt. 211 F, Bayview Mews, 2911, Bayview Avenue, Willowdale (Toronto), Ontario, Canada.

MR. J. F. RAYMENT, Freight Marketing Manager, wishes his many friends 'au revoir' and 'thank you' on his transfer to O.C.L.

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## DEATHS

BACON, A. T., Messenger, K.G.V. Dock, born 29 Jan 85, joined Coy. Apr 99, ret. 30 Sep 45, died 7 Jun 67, Leaves widow.

BANFORD, A., 2 Saloon Barman, born 1876, joined Orient Coy. 1898, transfer to P & O 27 Oct 06, ships include *Ormuz, China, Maloja*, ret. 15 Jul 34, died 12 May 67. Leaves widow.

BUDD, H., Accounts Dept., born 9 Apr 82, joined Coy. 1 Apr 33 as Clerk in Accounts Dept., ret. 30 Sep 47, died 14 May 67. Leaves daughter.

CRADDOCK, Capt. R. J., O.B.E., born 20 Oct 08, joined Orient Coy. 19 Feb 37, ships include *Orford, Orcades, Chusan*, promoted Captain 16 Feb 59, first command *Orontes*, died in service 27 May 67. His seriously ill widow died four days later without learning of her husband's death. Appointed O.B.E. for services during the 1939-45 war.

DENNY, A. R., Shore Chief Steward, born 2 Jul 83, joined Coy. Oct 02, ships include *Strathaird, Strathmore, Narkunda*, promoted Chief Steward 16 Feb 20, transfer to shore 1938, ret. 31 Jul 50, died 4 May 67.

EVANS, D. T., Management Trainee, born 14 Apr 36, joined Coy. 4 Oct 65, died in service 8 Apr 67.

FRASER, J., Chief Engineer, born 28 Oct 97, joined Orient Coy. 15 Jul 20, ships include *Orcades, Orion, Orsova*, promoted Chief Engineer 17 Jun 47, ret. 31 Dec 57, died 11 May 67. Leaves widow.

FURLONG, G. H. S., Cap., born 29 May 75, joined Coy. 1 Jul 96 as 5th officer *Khedive*, promoted C/O 23 Jun 08, Cap. 21 Jul 19, first command *Palermo*, Cdre. 8 May 34, ships include *Delta, Ranpura*, ret. Jul 35, died 27 May 67. Leaves son.

GOUGH-WILSON, J. H., Chief Steward, born 21 Apr 99, joined

Coy. 11 Nov 19 as Writer, ships include *Dongola, Jeypore, Chitral*, promoted Chief Steward 17 May 27 ret. (ill health) 31 Jul 55, died 30 Jul 67. Leaves widow.

GRAY, D., 2nd Engineer, born 8 Jan 86, joined Coy. 4 Sep 13, ships include *Rawalpindi, Narkunda, Stratheden*, ret. 10 May 46, died 30 Jul 67. Leaves widow.

JONES, Miss K., Passenger Dept., born 1 Mar 90, joined Coy. May 20, ret. 31 May 51, died 27 May 67. Leaves sister, Miss C. N. Jones, P & O Pensioner.

NOALL, R. B., D.S.O., ex-2nd Officer, born 2 May 08, joined Coy. as Fourth Officer 15 Jun 28 after apprenticeship with P & O Branch Line, ships include *Kalyan, Strathmore, Corfu*, awarded D.S.O. for skill and enterprise in dealing with enemy submarines whilst serving in H.M.S. *Mallow*, resigned Sep 47 to take up appointment with H.M. Prison authorities, becoming Governor of Lowdham Grange Prison, died 21 Jun 67. Leaves widow.

OWENS, Capt. Sir Arthur, born 28 Feb 88, joined Orient Coy. 29 Apr 08, ships include *Orford, Orion, Otranto*, appointed Commodore R. N.R. Feb 43, knighted 1 Jan 43 for convoy duties, ret. 31 Dec 44, died 7 Jul 67. Leaves widow.

PADBURY, A. V., Nightwatchman, born 22 Mar 86, joined Coy. Oct 10, ret. 17 Oct 56, died 12 May 67. Leaves widow.

PAINE, H., Foreman Upholsterer, born 7 Feb 06, joined Orient Coy. 1921, transferred to Duncan Wallet at merger in 1960, ret. 7 Feb 64 (ill health), died 3 Jul 67.

PENNEY, S. L., Purser, born 26 Jan 90, joined Coy. 8 Nov 09, ships include *Ranchi, Strathaird, Carthage*, promoted Purser 31 Jul 25, ret. 31 Aug 50, died 22 Apr 67. Leaves son, Mr. M. D. Penney, General Manager, REID, A. M., Passenger Dept., born 30 Jul 12, joined Coy. 21 Mar 32, spent entire career in the Passenger Dept., died in service 1 Jun 67. Leaves sister.

ROSS, J. M., Shipwright Overseer, K.G.V., born 21 Oct 98, joined Coy. 14 Sep 22 as Carpenter, sea staff, transfer to shore Apr 39, ret. 31 Mar 63, died 21 May 67. Leaves widow.

STEELE, C. T., Yeoman of Mails, born 29 Dec 94, joined Coy. Nov 25,

ships include *Strathmore, Corfu, Strathaird*, ret. 31 May 53, died 22 Apr 67. Leaves widow.

TAYLOR, W. W., Bosun, born 7 Nov 01, joined Orient Coy. 21 Jan 22, ships include *Orontes, Orcades, Orion*, ret. 18 May 62, died 29 May 67. Leaves widow.

THORPE, R. E., Bedroom Steward born 8 Apr 03 joined Coy. 6 Sep 35, ships include *Maloja, Strathmore, Arcadia*, died in service 16 Jun 67. Leaves sister.

TULLY, J. P., Freight Dept., K.G.V., born 20 Apr 89, joined Coy. Nov 03 ret. 31 Mar 58 died 18 May 67. Leaves daughter.

WILLIAMS, T. C., Quartermaster, born 17 Apr 98, first joined Coy. 24 Sep 22, ships include *Kaiser-i-Hind, Stratheden, Carthage*, ret. 26 May 62, died 8 May 67. Leaves widow.

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## RESIGNATIONS

Miss Jean Burket, Cruising Dept., left Company to get married on 12 May 67.

Mrs. Christine Butler, Passenger Dept., left Company 5 May 67 as she is expecting a baby.

Mrs. J. Robbins, Reservations Dept., left the Company on 31 Mar 67, as she is expecting a baby.

Mr. A. J. Ward, Berthing Group 3 Correspondence Clerk, left the Company on 26 May 67.

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## STOP PRESS

### B. D. O. JONES

Everyone in the Office was shocked to learn of the sudden death of Brian Jones on 2nd September.

Brian is well-known—if not in person at least on paper—to readers of *About Ourselves* as he was the first Editor.

It is thanks to his devotion and to his ready grasp of what a house magazine should be that ours had grown and developed as it has done over the years.

Brian's knowledge of the Company, particularly of the Company's history even down to the technical details of some of the early tonnage was quite remarkable.

It was always a stimulating experience to visit him in the P & O Museum to hear him describing the background and connections of the exhibits.

## APPRECIATIONS

### G. FOGGIN

Mr. Gilbert Foggin, Engineer Commodore, retired when *Orsova* arrived at Tilbury on 29th May, after 38 years service with the Company.

He joined the Orient Line in July 1929 as 13th Engineer on the maiden voyage of *Orontes*. Since then he has served in *Orama*, *Orsova* I (last coal burning ship), *Orcades* II, *Otranto*, *Orcades* III, *Orion*, *Oronsay*, *Oriana*, and *Orsova*. He spent the war years trooping in the Company's ships and was serving in *Orcades* II when she was torpedoed and sunk off the South African coast in 1942.

Mr. Foggin was promoted Chief Engineer in January, 1956 and Commodore Chief Engineer in July 1966.

He was married in Sydney 13 years ago and now lives at Elizabeth Bay. On his retirement he will build a home at Terrigal, New South Wales.

### J. KINGSTON

Jim Kingston, Chief Accountant of P & O Lines of Australia, retired on 30th June 1967, after holding the position with P & O and previously with Macdonald Hamilton Pty. Ltd. for 20 years. He was appointed Chief Accountant on 1st July 1947 in succession to Mr. C. B. Cowdry, who took office in 1927 and retired on 30th June 1947. Between these two men the position of Chief Accountant of Macdonald Hamilton and the succeeding company, P & O Lines of Australia has spanned exactly 40 years.

### W. A. DYTER

Mr. W. A. Dyter — ("Alfie") — formerly Chief Steward of *Oriana* has retired after 44 years with the Company.

He joined the P & O Company as a Bell Boy in 1923 and then transferred to the Orient Line. His first ship as Chief Steward was the American built *Sameveron* which was a liberty ship run by the Orient Line for the U.K. Government. He joined *Sameveron* in Baltimore at the time of her building in 1943, and remained with this ship for four years until she was sold.

The first passenger ship in which "Alfie" served as Chief Steward was the *Empire Orwell* which was trooping to Korea in 1951/2. Subsequently he served in *Oronsay*, *Otranto* and *Orion* before going to *Orsova* which he joined straight from the builders in 1954 to 1959. In May, 1960, he went to Barrow-in-Furness where *Oriana* was being built and he has remained with the ship from the maiden voyage on 24th October 1960.

Engineer Commodore G. Foggin.



In 1963, Mr. Dyter was appointed a Member of the Order of the British Empire (M.B.E.) after 40 years' service. He is married with two daughters and lives at Bexley Heath, Kent.

## OBITUARIES

### CAPTAIN R. J. CRADDOCK O.B.E.

Captain R. J. Craddock died from a severe heart attack on Saturday 27th May at home and his wife, Grace, died on Wednesday 31st May. Both were cremated at Eastbourne on Friday 2nd June.

Dick Craddock hailed from Cheltenham and served his time and early seafaring career with Wilsons of Hull. After getting his Master's Certificate he joined Orient Line in 1937 as Fourth Officer in s.s. *Orford* and served in her until the outbreak of war. He was serving as First Officer in *Orcades* when she was sunk by six torpedoes from a German submarine in October 1942, 350 S.W. of Cape Town, then becoming Chief Officer *Ormonde*. He was made O.B.E. for his war service.

Craddock was made Staff Commander in 1953 and appointed to command of *Orontes* in February 1959. Following the merger he commanded a number of the P & O passenger fleet and left *Chusan* in April 1967 because of his wife's ill health.

Throughout his career Dick Craddock has been held in the highest esteem by his colleagues and by the travelling public. He was an excellent seaman and a first-class passenger ship Captain with a ready smile and a fund of amusing stories to fit almost every occasion.

### H. G. FOTHERGILL

On Wednesday evening, 26th July, Mr. H. G. Fothergill, our 'choice' London River pilot was suddenly taken ill and died peacefully an hour later.

'Bert' was one of those people whom everyone was glad to see come over the side. Even Captains who did not particularly like Pilots at all welcomed him, and he was always just the same to Captain, Mate or Cadet. In fact he was always just the same, no matter what.

He loved ships and when not on the Bridge at his job of piloting, it gave him great pleasure to go away with his wife or daughter or both for a cruise in one of our ships where he was always a popular passenger.

Mr. Fothergill 'joined the Company' as junior choice pilot in November 1945. He had been senior Pilot since October 1956. His daughter, Dorothy, maintains the P & O connection. She is in the Passenger Department in Beaufort House.

Captain Craddock attending to one of his younger passengers.



Mr. Fothergill with his daughter.





**MARSEILLES** — This unusual view was seen of a P & O ship when Mongolia sailed up the main street of Marseilles in May when the museum of the Chamber of Commerce moved from one address to another. It used to be in the Parc Chanot and has now been transferred to the Palais de la Bourse on the Canebiere.

# From Abroad

## **CALCUTTA** — *Experience Voyage*

Mrs. S. Singha of Mackinnon's Calcutta office went on an "Experience Voyage" from Bombay to Wellington and return in *Himalaya* in April and May. Her voyage was not only an experience for her but for the passengers also.

Mrs. Singha is a very versatile character. Apart from being in charge of the Passage Department of Mackinnon Mackenzie & Co. Private Ltd., our Agents in Calcutta, she is a Director of the Bengal Home Industries Association and comperes a programme "Calling all Children" on All India Radio's Calcutta Station.

Since the Bengal Home Industries Association is an organisation promoting handloom textiles and handicrafts in India Mrs. Singha took the opportunity of her voyage to give talks on India with special reference to fabrics and designs. She gave several demonstrations on how to wear a sari, to the great interest of the passengers who were delighted to get an opportunity of learning how to wear the saris they had bought as souvenirs.

During her trip Mrs. Singha also had the novel experience of being at the other end of the mike. Having run her children's programme for the last 14 years it was quite a change for her to be interviewed for herself by Radio Ceylon and the Australian Broadcasting Stations.

## **SAN FRANCISCO** — *Hosts to Chusan*

Staff at P & O's San Francisco office made good use of *Chusan's* four-day stay at the port in March to get to know some of the ship's company and show them something of sunny California.

Arrangements had been made beforehand by Joanne Harrington with Staff Captain Eric Snowden for 50 members of the crew and staff to come ashore during the ship's stay for cocktails, dinner and sightseeing.

Hosts and entertainments varied from a home-cooked meal for six crew members with Bonnie Blachley, Brenda Neal and Kate Eigl to a visit to travel agencies with Bill Schneider for the First Officer, dropping in at one of the Muir Woods wineries during the day.

Several members of San Francisco office acted as sightseeing chauffeurs before feeding their guests, or in the case of Dale Ilderton before taking them to the slot car races. But the prize for the largest number entertained must go to Kreg Petersilie, who took care of the entire Bureau, having 15 for cocktails.

All in all, a good time was had by all. *Chusan* now has a far better idea of what life is like in San Francisco, and our American colleagues are to be congratulated on their initiative in organising the exercise.



*Hosts to Chusan were (left to right) Peter Marisagen, Deborah Ogden, Donna Teuchart, Cyril Boyce, Bob Carter, Bill Bishop and Sherry Barton.*



Mr. H. Flett (left) presents the picture of Canberra to Capt. E. M. Rosenberg.

### MELBOURNE—Picture of Goodwill

When the U.S. cruiser *Canberra* visited Melbourne in May Mr. Harald Flett, Director and Manager for Victoria, paid a courtesy visit bearing messages of greetings and good will to the ship from the Captain of the P & O liner *Canberra*.

Mr. Flett also asked Captain E. M. Rosenberg, U.S.N. (Commanding Officer of U.S.S. *Canberra*) to accept, on behalf of his ship, a picture of its P & O namesake — to be hung in the Wardroom — and a presentation copy of *The Australians*, a book about Australia by Australian writer George Johnston with pictures by American photographer Robert B. Goodman.

The picture and book are inscribed, "Presented to U.S.S. *Canberra* on the occasion of her visit to Melbourne, to provide a tangible link with the P & O liner *Canberra*. May 1967."

Captain Rosenberg then asked Mr. Flett to accept a plaque of the U.S.S. *Canberra's* badge for presentation to the P & O liner *Canberra* when next in Melbourne. This was done when *Canberra* called there on June 30th.

Mr. A. S. Mackinnon, left, a Director of P & O Lines (Australia) Pty. Ltd., presents the plaque left by U.S.S. *Canberra* to Commodore J. L. Dunkley at *Canberra's* next call at Melbourne on 1st July.



### MUNICH—New Passenger Agent

A pleasure boat was hired on the Starnberger See, near Munich, for the Press Conference announcing Amtliches Bayerisches Reisebüro as P & O's General Passenger Agent for Bavaria on June 29th.

The boat was the *Tutzing*, on which the 28 press men and 42 travel agents attending were entertained and taken for a sightseeing tour of the lake.

Mr. A. M. Stirling, a Director of P & O Lines Passenger Services Ltd., in making the announcement referred to the P & O Group's direct contacts with the Continent for over a century through its subsidiary, the General Steam Navigation Company. He explained that three years ago the P & O itself had decided to make a concerted effort to attract customers there.

"We know that business is not going to come to us," he said. "We have had to re-appraise — totally and quickly — our whole attitude to selling. The secret of selling is to have your produce in the right place and at the right time and in the right form for the people to whom you wish to sell it.

"I hope that through this association (with A.B.R.) our efforts in Germany will go from strength to strength."

Mr. A. M. Stirling enjoys double drinks with Miss Brigitte Haug of our Munich PR consultants.



TOKYO—Rotary Maiden, Mr. J. T. Brown, Managing Director of Mackinnon, Mackenzie of Japan, making his maiden speech to the Tokyo Rotary Club. He spoke about the P & O.





**NAGOYA**—The entire agency staff with Mr. J. G. Davis (centre), General Manager. Mr. Davis was on a tour of the Far East in connection with the introduction of the Straths, January/February. On his left is Mr. Yoshino, Manager of the

agency, and in front the unmistakable if not large frame of Mr. Tatana. On the left of the picture is Mr. A. V. K. Murray of Mackinnons, Tokyo.



Holding the flag are, left to right, Messrs. R. H. Winters, John F. Shelley, Mayor of San Francisco, A. E. Ritchie, Canadian Ambassador to the U.S.A., and Warren S. Titus.

**VANCOUVER** — *Meteorological Prize*

*Oriana* has again won an Observing Excellence Award from the Meteorological Service of Canada, this time for 1966. These awards are made annually to ships sending weather reports and observations.

*Oriana* has been a consistent award winner for observing, and we understand from the Meteorological Service that its records are of a very high quality.

Books were presented by Mr. W. H. Mackie, Regional Superintendent of Observational Services, to Commodore C. Edgecombe for the ship's library, Mr. E. R. LeGear, Chief Radio Officer, and Second Officer R. L. Jackson, the ship's Principal Observing Officer during *Oriana's* visit to Vancouver.

By coincidence, Mr. I. Gibb who had been Principal Observing Officer for the majority of the year, was in Vancouver the previous day when his new ship *Oronsay* called there. He was also presented with a book, *Birds of Canada* by Mr. Mackie.

**SAN FRANCISCO**—*Canadian-American Association Founded*

Newly formed Canadian-American Association of Northern California was recently presented with Canada's national flag by Hon. Robert H. Winters, the country's Minister of Trade and Commerce, at the group's inaugural dinner at San Francisco's St. Francis Hotel. Presentation was made to Warren S. Titus, President, P & O Lines, North America, who is also President of the Association.

Seen with Capt. Harris are, (left) Messrs. David Hodgson, P & O Los Angeles Branch Manager, Pietro Di Carlo, President L. A. Board of Harbour Commissioners, and H. L. Binkley, port superintendent of P & O's local port agent.



Mr. W. H. Mackie (below) with (left to right) Messrs. R. L. Jackson, S/J2/O, E. R. LeGear, C.R.O., and Cdre. C. Edgecombe. Mr. I. Gibb, the ship's previous S/J2/O, is on the right.



**LOS ANGELES** — *Traditional Welcome*

When *Orcades* made her first visit to Los Angeles last year, the port's traditional "Angels Gate" plaque was presented to the ship, and Captain E. V. Harris, R.D., R.N.R., was named "honorary commodore" of the port.



'Miss Patricia' greets the children at the gangway, assisted by Quartermaster J. W. Hughes. In the background is Mr. B. Tonks, Purser.

#### SYDNEY — Kindergarten Programme

During a recent visit to Sydney, *Oriana* was 'invaded' by a party of children and parents comprising some of the viewers of the kindergarten programme "Romper Room", seen daily on Australian television.

The children were greeted on arrival by "Miss Patricia", the hostess of the programme. While on board, they were taken on a tour of the ship, including the Bridge, before attending a tea party in the First Class Restaurant.



Commodore Dunkley thanks Mrs. Raymond Theille.

#### SAN FRANCISCO — Donation

A fund-raising fashion show was held in the ballroom of *Oriana* when she called at San Francisco on 22nd March. The show was planned by the Women's City Club of San Francisco and included high tea and high fashions.

Afterwards Mrs. Raymond Theille, commentator for the show, presented Commodore J. L. Dunkley with a contribution for the ship's Welfare Fund.

## Letters to the Editor (cont.)

### BLOW THAT BIRD

155 Post Street, San Francisco

Dear Sir

Without knowing the markings or the colour or size of the bird who travelled aboard *Chitral* from the Maldives to Colombo, I submit the following guess, after consultation with a birdwatching cousin.

We think the bird is the Grey Heron (*Ardea Cinerea*), called in India the Kari, Kabud or Anjan, or the Grey Heron of Africa. The S curve of the neck, the long legs and long bill, indicate that the bird is a Heron. The markings on the neck, as seen in the picture, show a white breast, darker back with black edging, indicate that it is a Grey Heron. Grey Herons are resident in Africa, Ceylon, Burma and India.

This bird must have lost its way in a storm (though it could have been a resident of the Maldives). If the prevailing winds are westerly, the bird could have been blown from Africa.

Yours faithfully  
Deborah Ogden

(Asst. to Public Relations Director, San Francisco)

### OCTOGENARIAN FETED

"Southwood"  
25 Eddington Lane  
Herne Bay.

Dear Sir

I was very pleased with my photo in *About Ourselves* (December 1966, on 80th birthday).

I thought you would like to know that the C-in-C Chatham presented me with a Plaque last Sunday for my services (after my retirement) with the Royal Naval Auxiliary Service (fire watching). I started up this sea in 1952 and remained with them till my 80th birthday. My wife and I were invited to a cocktail party and luncheon so that was quite a day.

Incidentally, I have some good friends in Australia who travel P & O, and visit us from time to time sent me a handsome cheque last December and they came over in June to take us back to the Emerald Isle for 14 days. "Wonders will never cease except The Common Market."

Yours faithfully  
C. Mabey

(ex-Engineer Commodore)

### STERN FIRST

s.s. *Orcades*, At Sea

Dear Sir

With reference to the inside cover picture in *About Ourselves* No. 23 of May 1967: I have been serving in s.s. *Orcades* as 4th Officer for almost 12 months. During this time we have made five "Sydney arrivals" and I cannot recollect at any one of them, proceeding under Sydney harbour bridge stern first.

Yours faithfully  
M. Beavington  
(4th Officer)

(Sorry; I must remember it looks different down under next time. — Ed.)

# WHO'S WHO

## around the company

The biggest difficulty in a company the size of ours is to know who is who. We frequently see people around who we know work for the P & O also, but we do not know who they are. Then again there are those to whom we talk on the office telephone or whose signatures we see on memoranda. But they are no more than disembodied voices or indecipherable scrawls.

We are, therefore, starting this "Who's Who" page to put a name to passing faces, a face to scribbled names and a person to mumbled voices. In short, to make us real and human to each other.

The feature will appear regularly in every issue from now on, giving in each a fair cross-section of the company.

**1** R. H. Coe. In charge of the Crew Department Section dealing with Asian crew. Joined the Company in 1924 in Marine Department, Tilbury.

**2** K. Reynolds. Director, P & O Lines Management, with overall responsibility for the Freight Organisation. Joined the Company as a Management Trainee in August, 1950.

**3** D. J. Morgan. Resident Artist with Advertising Department, responsible for illustrating and designing most of the Company's publications. Joined the Company in 1949.

**4** Miss M. Thomas. Secretary to the Freight Administration Manager since 1st July, before which she was in charge of the Freight Organisation's Flexo Writer Room. Joined the Company in 1947.

**5** W. A. Williams. Head of Staff Department, Resident Clerk for 2½ years. Joined the Company straight from school in 1936.

**6** D. K. Simpson. In charge of Voyage Section of Accounts Department since the merger in 1960. Joined the Company in 1932.

**7** L. J. A. Collins. Secretary, P & O S.N. Co. Joined the Company as a Chartered Accountant in Chief Accountant's Department in 1949.

**8** Mrs. E. S. Olliver. Passenger Department Typing Centre Supervisor responsible for 15 typists both audio and shorthand. Joined Orient Line in 1955.

**9** W. A. Smith. Maintenance Foreman. Known by all as 'Bill'. Famous for his invariable smile and ability with his team to achieve the impossible efficiently and quickly. Joined the Company in 1949.

**10** Mrs. C. M. Cranwell. Beaufort House Telephone Supervisor, responsible for 15 telephone operators and one of the more complex switchboards in the City. Joined J. B. Westray in January 1938, seconded to P & O in 1965.

**11** F. H. A. Penney. Assistant Head of Accounts Department. Was in charge of West End Accounts until it merged into Beaufort House Accounts in the Spring. Joined the Company in 1927.

**12** B. MacDonald. Resident Clerk and member of Correspondence Department. Joined the Company in August 1961 and three years later married Miss Joan Powell of Electronics.

1 R. H. Coe



2 K. Reynolds



3 D. J. Morgan



4 Miss M. Thomas



5 W. A. Williams



6 D. K. Simpson



7 L. J. A. Collins



8 Mrs. E. S. Olliver



9 W. A. Smith



10 Mrs. C. M. Cranwell



11 F. H. A. Penney



12 B. MacDonald



## PRIVATE TREATMENT IN ILLNESS—B. U. P. A.

Details were printed in the last issue about the Company's British United Provident Association Group. Enquiries have been received from people asking "What do I get for my money?" So we now print a list of the benefits and repeat the subscriptions scale so potential insurers may compare them.

We draw readers' attention to the fact that subscriptions for Shore Staff are higher than for Sea Staff. It is worth noting that even so Shore Staff subscriptions are lower through the Company's Staff Group than through one's professional organisation or subscribed individually direct to B.U.P.A.

Any-one paying subscriptions on either of these two schemes can transfer to the Staff Group — receiving the same benefits but at lower cost. Details from Pay Department, as below.

Detailed tables of benefits and subscriptions for Sea Staff are as follows:—

### NOTES ON SUBSCRIPTIONS

**A** The subscription payable is assessed each year in accordance with the age of the oldest person included in a registration.

**B** An additional subscription is payable for the inclusion of each of the first two dependants in a registration. Third and subsequent dependants who are nominated and accepted are included without extra charge in the Standard Scheme.

**C** A child on ceasing to be eligible to be included in the parent's registration on reaching age 18 may continue as a separate subscriber.

In such a case the subscription for the new registration is reduced by a permanent annual rebate of 10% (in addition to a Group rebate if applicable).

**D** When a registration includes a person aged 55 or over at the date of joining the Association, the subscription is increased by 10%.

### N.B. SHORE STAFF SUBSCRIPTIONS ARE A LITTLE MORE THAN THOSE QUOTED.

Applications to join should be addressed to the Hon. Secretary, B.U.P.A., Group, Pay Department, P & O Lines Management Ltd., Beaufort House, Gravel Lane, E.1.

Age at Entry or Annual Renewal	Scale 9 £ s d	Scale 10 £ s d	Scale 11 £ s d	Scale 12 £ s d	Benefit A Supplement £ s d
<b>Subscriber without dependants</b>					
18-29 Annual	4 8 0	5 13 0	7 1 0	9 11 0	13 0
Monthly	7 4	9 5	11 9	15 11	1 1
30-49 Annual	5 18 0	7 11 0	9 8 0	12 14 0	17 0
Monthly	9 10	12 7	15 8	1 1 2	1 5
*50 & over Annual	6 9 0	8 6 0	10 6 0	14 0 0	18 0
Monthly	10 9	13 10	17 2	1 3 4	1 6
<b>Subscriber with one dependant</b>					
18-29 Annual	8 2 0	10 8 0	12 18 0	17 10 0	1 3 0
Monthly	13 6	17 4	1 1 6	1 9 2	1 11
30-49 Annual	10 15 0	13 16 0	17 5 0	23 6 0	1 11 0
Monthly	17 11	1 3 0	1 8 9	1 18 10	2 7
*50 & over Annual	11 16 0	15 5 0	18 19 0	25 13 0	1 14 0
Monthly	19 8	1 5 5	1 11 7	2 2 9	2 10
<b>Subscriber with two or more dependants</b>					
18-29 Annual	10 10 0	13 10 0	16 17 0	22 16 0	1 10 0
Monthly	17 6	1 2 6	1 8 1	1 18 0	2 6
30-49 Annual	14 0 0	18 0 0	22 10 0	30 8 0	2 0 0
Monthly	1 3 4	1 10 0	1 17 6	2 10 8	3 4
*50 & over Annual	15 7 0	19 17 0	24 14 0	33 9 0	2 4 0
Monthly	1 5 7	1 13 1	2 1 2	2 15 9	3 8

Benefit may be claimed for each person included in a registration as follows:

### Benefits for Accommodation and Nursing

**A** Charges made by a hospital or a registered nursing home for treatment of illness or injury

**B** Fees for full-time home nursing by a qualified nurse

### Benefits for Treatment by Specialists

[Specialist is defined in Rule I (4)]

**C** Surgeon's and anaesthetist's fees for an operation, according to classification

**D** Physician's fee for regular attendance in a hospital or a nursing home

**E** Specialist's fee for radiotherapy

**F** Specialist's fee for consultation, pathology, radiology and physiotherapy

(i) In-patient: full expenses incurred up to a total of

(ii) Out-patient: half expenses incurred up to a total of

Up to	Scale 9 £ s d	Scale 10 £ s d	Scale 11 £ s d	Scale 12 £ s d	Benefit A Supplement
each week	29 8 0	35 14 0	42 0 0	54 12 0	A supplement to Benefit A at the rate of up to £6.0. each week (up to £81.18.0 each year) is available under all scales. See opposite page for additional subscription.
each year	382 4 0	464 2 0	546 0 0	709 16 0	
each week	12 12 0	15 15 0	18 18 0	22 1 0	
each year	75 12 0	94 10 0	113 8 0	132 6 0	
each major operation	84 0 0	105 0 0	120 15 0	136 10 0	
each inter. operation	46 4 0	58 16 0	68 5 0	77 14 0	
each minor operation	23 2 0	29 8 0	33 12 0	37 16 0	
each week	16 16 0	21 0 0	24 3 0	27 6 0	
each year	84 0 0	105 0 0	120 15 0	136 10 0	
each complete course	75 12 0	94 10 0	105 0 0	115 10 0	
each year	31 10 0	38 17 0	46 4 0	53 11 0	
each year	26 5 0	32 11 0	38 17 0	45 3 0	

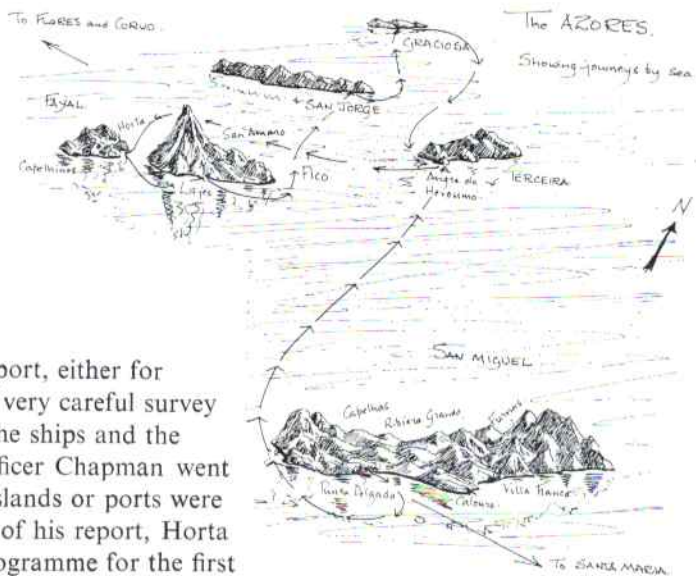
Subject to the limits set out above, there is no overall maximum to the amount of benefit payable in any one year.

# Insurance angles

# The Azores

by J. L. Chapman, *Chief Officer*

Before letting ships visit a new port, either for cruising or as main line voyage, a very careful survey is made of the facilities both for the ships and the passengers. Last summer Chief Officer Chapman went to the Azores to see if any more islands or ports were suitable for calling at. As a result of his report, Horta has been included in the cruise programme for the first time this year. This article is an account of his reactions. Illustrations by the author.



By calling to mind one of the less happy rhymes of a Victorian Laureate the name "Azores" will cause the student of English literature to shudder. To those of us who take note of the B.B.C. weather reports to the word conjures up a vision of a cauldron wherein our climate is brewed by an inept cook.

At the time of their discovery, the Azores were the furthest limit of man's advance across the oceans to the West. The early explorers respected their name with more than a little awe. The islands were strange lands — like dragons belching fire and sulphur. Now the dissipations of youth are turned to the softness of old age, and the beast is tamed; and man has dreamed up terrors more fearful than volcanoes.

The travel engines of the jet age stride across the Azores bound for distant lands, and the imprint of a modern shoe is shallow and scarcely discernable. The aircraft to the Azores is a romantic vehicle for those who leave the transatlantic flight at Santa Maria — it becomes a time machine.

The traveller to the Azores comes suddenly out of the sky to formal and bucolic lands — oases of peace in this mid-20th century world of hurry, worry, noise and strain. The islands support a peasant population who have a very real love for their land. They are poor but content to live unflustered lives, and they greet strangers with a real and sophisticated courtesy.

## Personality

Each of the islands possesses a distinct and different

personality, yet they own much in common. All are washed by the clean Atlantic air and there are days when fluffy white clouds sail in from the south west and shadows creep from the sea, suddenly darken rocky peaks, and pass on to grow and descend on the shores of mainland Europe. Always there is the flickering play of light and shade over landscapes of green forests, gentle fields and great mountains, and always one is aware of the sea.

While at Ponta Delgada — capital of San Miguel — I stayed at the San Pedro hotel. Set above the promenade overlooking the harbour the San Pedro was built as a great and noble town house and has recently been restored to its earlier grandeur. Furnished only with the most apt and exquisite early nineteenth century products that the salerooms of Europe could offer, staffed by an army who give service without servility, the San Pedro survives as a monument to a more gracious age and the shades of bewigged and mannered people are never far away.

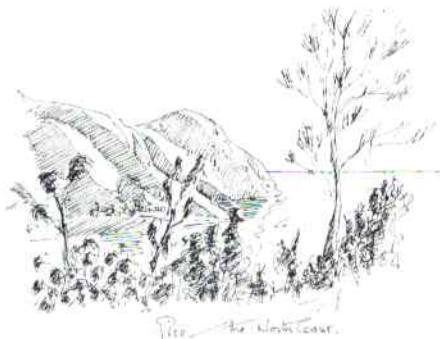
San Miguel — the green island — is a land of rocky shores, volcanic lakes, sparkling white villages, exquisite Manueline churches, stately belfries and noble squares. At Furnas, a spa set in a lush valley bounded by the rim of a long dead volcano, there are hot springs, a lake that mirrors trees and mountains and a formal garden of great trees where one can walk for miles along gracious avenues, where it seems to be an eternal Sunday morning, and church bells blend with laughter and the song of birds.

Proud Terceira, once the seat of government, sanctuary of Kings, remembers its past. Angra do Heroísmo, the capital, has grown from the hillside protected by Monte Brasil and the gigantic fort of St. John. Towers and campaniles sprout above pantiles and a great curving staircase, which would grace the approaches to a rococo palace, soars from the tiny harbour to the town.

## Smiling

Fayal is a green and gentle land of rolling hills bravely hiding the scars of wounds inflicted by the Capelinhos eruption of 1957. It is a smiling place of coloured walls and bright red rooftops, and flowers abound—banks of hydrangeas divide the fields. Horta — the only town — is compact with many gardens. It is well to imitate the townspeople and sit at sunset beneath the trees in the gardens of Praha do Infante and watch the subtle change of colour on neighbouring Pico.

Pico — across a narrow strait from Fayal — is a great cone of a mountain that soars into the sky. Pico is an



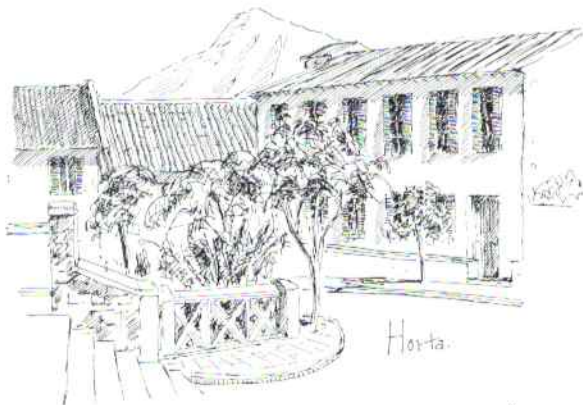
island of contrast, of black lava moon landscape, brilliant green vineyards, steep verdant cliffs, tall trees and brilliant flowers. At San Amaro there is a boat yard set among vines between a wall of hills and the clear sea where men fashion sea-kindly boats from halfhull models carved without benefit of plans — and works of art in themselves. The scent of flowers mingles with the smell of resin and new-cut cedar and there is a lazy murmur of insects and voices are mellow and musical.

At Lajes — capital of Pico we stopped for a lunch of lobster, octopus stew, fresh strawberries and Pico wine. We ate on a terrace overlooking the main square — white walls dappled with shadow cast by a pergola and brightened by trailing flowers.

From Pico we could see San Jorge which looks more like the dragon than the saint who slew it for it crouches like a spiny lizard on the northern rim of the world. Our visit there was brief and vaguely melancholy — dark clouds were climbing into the western sky. On San Jorge there is an eternal struggle with the rocky terrain fought on a battlefield of almost perpendicular farmland and there is a bitter sweetness in the air.

## People

However beguiling the landscape may be, it is the people of a place that add picquancy to one's memories and the Azoreans have evolved a way of life to be envied. They are a generous, happy people, kind to each other —



indeed there is so little crime that a career as a policeman is a sinecure. The children go laughingly to school and end their studies — all too early — with regret. There is dignity in religious processions and unashamed fervour. A young priest of Terceira proudly showed us the frescoes in his church of San Sebastian and wistfully remarked that his flock were more at ease with the painted statues that flanked the altar. At Riberia Grande there is an enormous collection of tiny figures representing stories from the bible displayed in an earthy uninhibited way that makes one realise how closely religion is bound up with everyday life in the Azores.

Everywhere the visitor is aware of the dignity of work — unrewarding though it may be. The potter of Villa Franca demonstrated his craft by producing magnificent earthenware bowls and dishes — for which he was paid about a shilling. He was born to the craft and content to remain a master of it. At Caloura the seamstresses work under the shade of trees on windless summer afternoons and at Gorreana the dark eyed girls sing quietly as they blend tea grown at the very door of the factory. Then there were the whalers of Capelhas bloodily dismembering the giant who had fallen to their harpoons — they hunt from whaleboats propelled by oars and the strength of the harpoons lies in the strength of their arms.

All very real people who would scorn the services of a psychiatrist. There is peace, beauty and quality in the Azores.





Barry Turner (98) holds off Hands (Beejay Club) to win the 880 yards Novices for Pandor.

# PANDOR NEWS

## ATHLETICS

The London Shipping Athletic Association Inter-Shipping Championships were held at the University of London Athletic Ground, Motspur Park, on the evenings of 12th and 15th June.

Pandor had an almost new team which had been organised by Mike Parsons, but there was a noticeable absence of girls which undoubtedly lost the Club a number of points.

In the inter-shipping contest Pandor came third behind the winners, Glen Club and Maori Club, which was a better result than could have been forecast at the start of the meeting.

The most exciting race of the evening was the 880 yards Novices in which our representative was Barry Turner (Deck Cadet). He led from the bell and seemed to have the race well in hand until the final bend when it was obvious that Hands (Beejay Club) was cutting down his lead. Five yards from the tape they were running absolutely together and Turner just managed to get ahead on the tape. Turner was also competing in the 1 Mile and his effort in this race took the sting out of him for the longer distance, but he still managed to finish second.

Pandor Club results were:

GEOFF POOLEY	1st. in Putting the Weight
	2nd. in High Jump
	2nd. in 120 yards Hurdles
	5th. in Discus
MARTIN FOULSER	3rd. in High Jump
	3rd. in Triple Jump
BARRY TURNER	1st. in 880 yards Novices
	2nd. in 1 Mile Novices
TIM McCLELLAND	5th. in 100 yards
MIKE PARSONS	4th. in 220 yards Novices
CHRIS HINDLEY	3rd. in 880 yards
	4th. in 1 Mile
GABRIELLE WALLER	2nd. in High Jump
GWEN MARTIN	5th. in High Jump
GLENNIS TAVENER	6th. in Discus
PANDOR CLUB TEAM	Runners-Up in Tug-of-War
	3rd. in Mens Medley Relay
	5th. in Womens 4 x 110 yards Relay

It is hoped that these excellent results will encourage more members to take part in the next year's Championships.



Geoff Pooley (Pandor) leaps over the High Jump to come second.

## SQUASH

The third season (1966/67) of the Club has been the most successful yet. While the difficulty of obtaining courts has meant that we have played only a token number of matches, the results have been most encouraging.

It is difficult to single out individuals for special mention as all those who have played have done very well. It is hoped that next season we may have more players and be able to run 'A', 'B' and ladies' teams.

There is always a welcome for sea staff in the teams and some have turned out for D teams from time to time. Similarly, staff in the U.K. from overseas offices are always welcomed, even if for the odd game. Anyone interested should contact the Secretary.

The club will be only too pleased to play teams from any of the ships either in London or Southampton.

### RESULTS (1966/67 season)

#### First team:

19.10.66	v	Furness	(away)	Lost	2-3
25.10.66	v	Tendimus	(away)	Lost	0-5
29.11.66	v	City Police	(away)	Won	4-1
15.12.66	v	B.B.C.	(away)	Lost	1-4
4. 1.67	v	Maori	(home)	Lost	0-5
18. 1.67	v	Furness	(home)	Won	3-2
21. 2.67	v	Tendimus	(home)	Lost	1-4
1. 3.67	v	Maori	(home)	Lost	0-5
29. 3.67	v	Commonwealth Banks	(home)	Won	4-1

**B. Team:**  
 20.12.66 v Furness B. (shared) Drew 2—2

**Ladies:**  
 10. 2.67 v Maori (shared) Lost 1—2



Mr. R. F. A. Hosking (Maori) being presented with the Pandor Cup by Mr. P. E. Parry, Chairman of the Pandor Club. In the background are Messrs. W. MacConochie (Furness) and F. W. Butt (Pandor).

## PANDOR CUP COMPETITION, 1966/67

The competition this season resulted in the Maori club winning the Cup outright. Previously the Cup had been held jointly by the Tendimus and Furness clubs.

Interest in the competition was maintained throughout the season, since although the cup is the trophy for a league competition, the result depended on the last match. In this match, Maori beat Tendimus 4—1 to take the prize.

At a short ceremony at the 'Three Lords' on 19th April, Mr. P. E. Parry, Chairman of the Pandor Club, presented the trophy to Mr. R. F. A. Hosking, captain of the Maori Club. Mr. Parry commented that with Pandor's name already on the Cup itself, the names of all four clubs are now on the trophy. 'Perhaps,' he said, 'Pandor will soon descend to join the winners too.'

### FINAL POSITIONS

	Club	Games	W	L	Total	Agst.	Bonus	Total
1.	Maori	6	5	1	6	24	10	34
2.	Tendimus	6	5	1	10	20	10	30
3.	Furness	6	1	5	20	10	2	12
4.	Pandor	6	1	5	24	6	2	8

## Man at the Centre



D. Smith

Most of us are aware of the Stansted airport dispute to greater or lesser extent. But none more so than Derek Smith, formerly Deputy Maintenance Cost Accountant and now in the P & O Chief Accountant's department. He is Chairman of the local Parish Council and is responsible for leading local opinion on the issue.

In June, a month after he was elected Chairman of the Council, he captured the national headlines with the result of his personal survey of 375 houses in the area. This was of a complete cross-section of the residential district and it took three hours an evening for ten evenings to compile. He just asked residents whether they supported the new airport at Stansted or not.

The answer was an overwhelming 'no'. Eighty per cent were against the scheme, 20 per cent for it, and only four did not care or had no opinion.

Mr. Smith immediately called a special meeting of the Council. He proposed a resolution that the majority

of the residents of Stansted were bitterly opposed to the Government's decision to build London's third airport there.

After much debate, needless to say one-sided, the resolution was unanimously passed. Letters were immediately sent to the Prime Minister, President of the Board of Trade, Essex County Council, and the Saffron Walden Rural District Council.

Mr. Smith, 38, who is married with two daughters, says the next move is up to the House of Lords and to the courts. He hopes the Lords will have the courage to reject the Bill and that the county council will be successful in challenging the Minister of Town and Country Planning's right to dictate to a county council, overruling his own inspector and the result of a public enquiry.

However, even he admits that a little Parish Council is unlikely to defeat the Government with its unlimited funds and vast power. So the real challenge will come when he has to try to make the changes work, acclimatising the local people to adapt to the new circumstances.

Mr. Smith, a former Deputy Purser with the Orient Line, assures us, however, that his stand in opposing Stansted Airport is in no way connected with his vested interest in the opposition—shipping. "I am acting solely for and on behalf of the local community," he says, "and my job with P & O has no bearing on it."

### TAXING PROBLEMS

"I am writing to inform you that I am now married. I realise I should have done this eight months ago, but I was not aware that I had to."

— from a letter to an Inspector of Taxes.

# Classic defences to O & M



By D.D. Wellman

In stern Victorian times it was customary for one generation to offer advice to another in terms of cricket parlance. Thus a father would counsel a son to keep a straight bat, or to play the game and accept the Umpire's decision. To analyse today's problems in the language of cricket terminology is less common but even in the field of O & M it may have some application. It is never easy to persuade management against its own inclinations that a certain solution is the best way of tackling a problem. There are several stonewalling poses it may take up when reluctant to admit the need for some drastic surgery in its own organisation. The stonewalling is designed to kill any suggested innovation, not by arguing the merits of the case but by adopting a totally defensive role and questioning the need for change at all. It is proposed to examine these and to see whether they are as sound as might at first sight appear.

## The forward defensive prod

The most common is akin to a batsman playing the forward defensive prod to all the bowling that comes. This aim to kill the malice behind the ball and deposit it gently a few feet away from the striker. The O & M equivalent to the prod is the simple statement: "Well, there's this to be said of the present system — it works!" This sounds to be a short and effective argument . . . until we come back at it more closely. It is in fact a logical fallacy based on an invalid syllogism the premises of which appear to be as follows:

- (a) this system works
- (b) I must have a workable system
- (c) therefore I must have this system.

The student of formal logic would quickly identify that this deduction is inadmissible. There is an undivided middle term. Thus (a) does not imply that this is the only system that works. Several others might do so as effectively or even more effectively. The logical error would perhaps be more obvious if we substituted:

- (a) my car goes
- (b) I need a car that goes
- (c) therefore I must keep this car.

We are quick to spot the faulty logic here. Indeed, if we only traded in a car when it became moribund the motor trade would be in some difficulties. Nevertheless the old argument is trotted out again and again to suggest that as there is no total breakdown of the present system it should be perpetuated *sine die*.

Of course the broad statement that "It works" begs the entire question as to how effective it is. A short answer would be to suggest that if it did not work at all the management could hardly expect to stay in business. But the real issue is: at what cost does it work? Could it not work more effectively more smoothly or more economically if certain steps were taken? All too often we seem to be impressed by the glib assertion that a thing works. "Well yes," we say, "I grant you that but . . ." — instead of pointing out with delicacy and tact that no manager worth his salt would perpetuate a system for five minutes if in fact it failed to work at all.

## The halfcock shot

The second defence is that beloved by Herbert Sutcliffe of Yorkshire fame. He played it to perfection on a sticky wicket. It was known as the halfcock shot. The object was to drop the ball harmlessly at the feet by playing it with limp wrists, thus avoiding the catching hands of the close fielders. This too has its counterpart in the field of O & M and is recognisable by statements approximating to the following dialogue. "Yes," says the Manager, sighing profusely, "I agree with all you say. I'm sure your proposals are very sound . . . in theory. My difficulty is I have an urgent job to do (issue the licences, obtain the contracts, sell the goods, serve the Ministers) and I must put first things first. I can't afford to use labour to plan ahead to reorganise and introduce new methods. I've got no spare men. I need every man-jack on this work to give a prompt and accurate service."

Like all defensive play this appears to be neat and effective. If it did not we would hear less of it. But in the cold light of day this proves to be as spurious an argument as the first. If Mr. Thurber had not taken time off in 1843 to invent the typewriter the flow of commercial and Government business might still be proceeding no more quickly than a clerk could write. Devotion to getting

a job done is no substitute for greater efficiency. One man's hour applied in constructive thought may save 24 in non-effective labour. This appears all too obvious when considered dispassionately. Nevertheless the halfcock shot of "can't afford the man-power" still permeates a considerable amount of management thinking.

### Padplay

A third way to prevent the ball hitting the wicket is by judicious use of the pads to prevent the ball completing its subtleties of flight and spin. In O & M this is recognisable as a none too subtle attempt to shift the main grounds of dispute. "It's not the present system that's wrong. It's the chaps I have to operate it." The inference for you to draw is plain: change the system how you will it can never be improved because of the inadequacies of the staff. Not all Managers are prepared to damn their colleagues in this way. Understandably so, for such a statement reflects adversely on the person making it. He has been responsible to some extent in the recruitment and training of the staff and, if they are not sufficiently competent, Management must share some of the blame. The probability however is that the statement is an excuse and not a reason and is therefore false. If there is incompetence somewhere along the line there is a fair chance that the present system has contributed to it. There are lame ducks in every pond and the most effective organisation sees to it that they can operate to the full extent of their capabilities. It is not of course that they are unfit to be employed but that they cannot measure up to the high standard that is demanded of them. It may well be that they are expected to counteract the defects of an imperfect system. Excessive padplay is always suspect. It is an ultra-defensive mechanism scorned by competent players. The O & M Officer will do well to treat it with circumspection and a good pinch of salt.

### Playing for time

Finally, there is the technique of "playing for time". In order to keep the number of deliveries to a minimum the batsman adopts various ruses to waste time. He gardens the pitch, he appeals against the light, he calls for a new bat, he has the sight screen moved; all this in order that he may not be called upon to undergo too thorough an examination of his defence. True this is regarded as "not being cricket" but delaying tactics to avoid implementing the recommendations which do not meet with favour are not uncommonly met in O & M, more particularly when the service is not being paid for. By delaying, Management can frequently find itself in a less unfavourable position. With the passage of time the recommendations are bound to become less relevant if only because the facts on which they were based would almost certainly have changed. X and Y may well have retired or gone elsewhere. The pressure may be on another point entirely and assumptions made about the trend of work may have proved to have erred to some extent in one direction or another.

Is there any solution to this tactic or do we have to confess ourselves stumped? Clearly if O & M are invited to tackle a problem then the onus is on Management to give them a fair hearing even if the conclusions drawn happen to slaughter some favourite cow in the process. The O & M Officer is no grinder of axes. He has the supreme advantage of being objective and, as in cricket, there are certain rules written and unwritten to which both sides should subscribe if the operation is not to be nugatory. Delaying tactics, on either side, are a total confession of weakness.

One must not push the cricket metaphor too far. Clearly there should not be two sides, one trying to cause the downfall of the other. The best O & M is a partnership with the experience of management allied to the objectivity of the consultant. The best recommendations are those which are a result of the pooling of these resources. The conception of a pitched battle is alien to the whole purpose of rendering constructive advice. But we live in an imperfect world. Some managements there will be always who, having perhaps in desperation summoned the services of O & M, then seek to shrug off the unpleasant conclusions with which they are presented. If such is the case we should look out for the classic defences outlined above and be prepared to expose them in our report with the same clarity as we have charted the weaknesses in the system itself.

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## The Nut Case



I THOUGHT HE CALLED IT A PILGRIM NUT THIS MORNING!

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