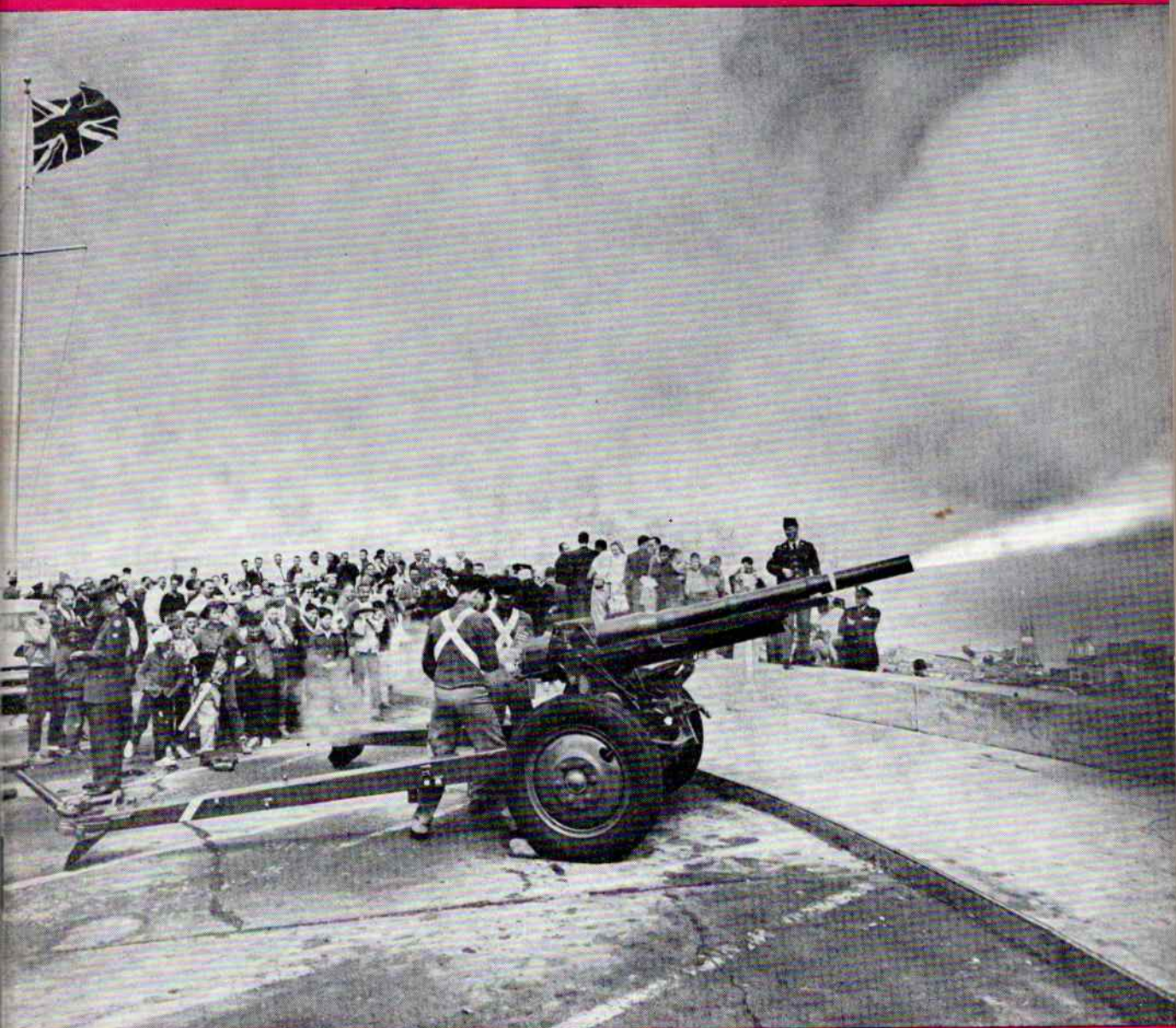
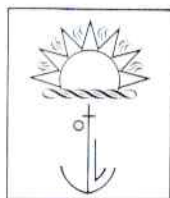


About Ourselves



No. 5 AUTUMN 1961



About Ourselves

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122 LEADENHALL STREET . LONDON, E.C.3 ● TELEPHONE: AVENUE 8000
 EDITOR: B. D. O. JONES, B.A.I.E.

Cover Picture: "CANBERRA's arrival at San Francisco. A gun salutes the ship from Telegraph Hill."

A Message from the Chairman

THIS summer I had the opportunity of visiting many of our offices and representatives outside this country, particularly those in Australia, New Zealand and the West Coast of North America. I was also able to experience personally the great welcome that was given to the second of our two great new ships on her Maiden Voyage. You can read about that elsewhere in this journal.

My tour left me with a feeling of confidence in our team which makes it easier for me to put before you what I now have to say.

We in shipping are, not only as a Company but as an industry, going through very difficult times. It is not just the "slump" about which so much has been written, but a more persistent trouble still with which we are faced. The costs of operation have been climbing at a most disturbing pace, far quicker than our ability to increase earnings. An increase in fares or freight rates is always hard to introduce, and indeed sometimes it has the wrong ultimate effect. Competition in every direction is keen, and much of it subsidised or backed by other Government means, neither of which advantages British shipping has, or indeed desires.

We can thus hope to survive, let alone prosper, only by being the most efficient carrier both of our passengers and our cargo. And efficiency in this sense means not only satisfying our clients, but doing so at a profit.

In achieving this, every one of us at sea or ashore can contribute. It is alarming, for instance, the effect on an individual voyage result that overtime, breakages, losses and repairs can have. Equally, extravagance in the office in stationery, telephone calls and other apparently small items can add up over a year to a surprisingly large sum. Each one of us from Captain to Bellboy, from Chairman to Messenger, must think in terms of avoiding waste in all its forms, for our greatest problem at the moment is how to achieve greater economy in the operation of our ships and offices.

The problem can be put as simply as that. The solution cannot, for it must depend largely on an attitude of mind throughout the Company, and it is this attitude which we must cultivate. Our profits are tiny in relation to our disbursements, so that a very small percentage saving in our disbursements achieves a very large percentage addition to our profit. Our livelihood depends on making profits, and I look to you all to make a special effort now to reduce expenditure so that we each do what we can to ensure that the future record of our Company is as great as its past.

D. F. Anderson

COMMENT

NEW OFFICES

The chief topic around '122' has been the proposed pulling down of the old buildings and the erection of a new block extending as far as No. 138 Leadenhall Street. After a century of occupation the premises have become out of date and the erection of a higher building will mean much additional floor space. The great problem will be the finding of accommodation during the period of reconstruction and we do not envy the task of those who will have to find it for everybody. Looking back one thinks of the many thousands who have passed under that archway, first as hopeful youngsters and finally as veterans conscious of a share in a great concern. May we hope that an Archway will be a feature of the new building?

HORTICULTURAL SHOW

Our first Horticultural Show, reported elsewhere under PANDOR CLUB activities, was a great success and something of a surprise to us all. One knows really very little as a rule of the home life of one's colleagues so that the sudden presentation of luscious fruits and vegetables, of attractive cakes and jams and of arrays of glorious blooms rather startled one. Maybe some felt 'My apples or vegetables are as good as those, perhaps better'; Well, if you think so, enter them next year!

OUR OLDEST PENSIONER

We report in these pages the death of Mr. W. C. Symes, a former Assistant Manager, in his 'nineties.' This leaves our oldest pensioner and, we hope, reader, Mr. F. J. Abbott with a long gap between him and the next oldest. He was 99 on November 18th and we have every hope of publishing details of his hundredth birthday when the time comes.

LE MOT JUSTE

Among the appreciative letters received recently from our readers we liked particularly one which stated:—

"It is nice to keep in with the 'Happyings' of the two lines".

A darlin' word, so it is, a darlin' word!

COPIES OF "ABOUT OURSELVES"

We receive from time to time requests for copies from those not ordinarily entitled to them, particularly from former members of the staff who have left the Company. Costs of production are now high and we cannot therefore be lavish with our distribution, but those who are particularly anxious to keep in touch by means of the Journal may do so on payment of 3s. 6d. for single copies or 14s. a year (4 copies) post free.

Photographic Competition

Sea Staff and Shore Staff, both home and abroad, will be eligible to compete, as well as those on the Pensions Lists.

One competition will be for black and white photographs only. The other will be for colour photographs, the popularity of which has increased considerably in recent years and which we hope to reproduce in colour in the Journal.

Prints in black and white should not be less than $4\frac{1}{2}$ in. \times $3\frac{1}{2}$ in. in size. On the back should be written in block letters the name and home address of the sender and the title of the photograph. The sender should also certify on the back of the Print that the photograph was taken by him or herself. The colour transparencies should be placed in envelopes with similar details.

No competitor may send more than three entries.

Entries for the competition should be sent to the Editor, "About Ourselves," 122, Leadenhall Street, London, E.C.3. so as to arrive not later than 1st March, 1962, marked "Photographic Competition".

Prizes will be: 1st Prize £15; 2nd Prize £10; 3rd Prize £5, for both the black and white and for the colour sections.

The right is reserved to reproduce prizewinning photographs in "About Ourselves" without payment of a fee. Should, however, any photograph be considered suitable for publicity purposes, an offer to purchase the rights would be sent to the owner of the photograph.

Maiden Voyage



... "42,000 miles steamed. 11,000 passengers carried. 9,000 people entertained on board at parties of all sorts. 50,000 or even more visitors."

THESE were a few of the facts quoted by the Chairman at Southampton on *Canberra's* return from her Maiden Voyage. The other relevant fact, appropriately enough, is that only *Oriana* has ever attempted or achieved such a Maiden Voyage. Hers was in fact longer by a two-week cruise in Australian waters.

Canberra received so wonderful a reception wherever she called that it is not easy to recall more than a few incidents from so exciting and busy a three months; but here are a few which, with accompanying illustrations, tell something of the story.

Much prominence was given, of course, in the Press to the trouble in the port condenser, which plagued the outward voyage. It all started early on, and resulted in a series of delays to the ship, culminating in an uncomfortable 14-hour delay in the heat of Aden, when the air conditioning was off, due to loss of electrical power, for a few hours. The trouble itself was aptly described by the Chairman as akin to a 'blistered heel' on the foot of a great athlete. The consequences were painful and restricting, though the intrinsic damage was in fact very slight. Happening as it did in the full glare of her Maiden Voyage publicity, the leaking condenser tubes took on perhaps a disproportionate significance.

In the Mediterranean the passengers and crew of *Canberra* had a moving experience. Approaching Port Said at 26 knots, she passed *Strathaird*, proudly displaying her paying-off pendant, making her way home on her final voyage. Captain Clay signalled "You look splendid..." and the Commodore replied that *Strathaird* looked the same. The Chairman made a simple broadcast to passengers, which (literally) moved some people to tears as the old ship went by.

July 20th "*Canberra*" arrives at Pier 32 San Francisco.



One place "*Canberra*" herself did not visit. Sir Thomas Playfair, Premier of South Australia, speaking at a reception arranged for the Chairman by Messrs. Elder Smith in Adelaide on 18th August, 1961.

The first great welcome started in Australia. At Fremantle the shore was lined with cars and cheering crowds. At Melbourne Dame Pattie Menzies, *Canberra's* sponsor, could be seen on the wharf slightly away from the huge crowd as the big ship berthed. Dame Pattie had come down specially that morning to see 'her' ship arrive. She travelled in the ship from Melbourne to Sydney, and took a great interest in all that went on, particularly on the bridge as the ship left and entered port.

In Sydney the welcome was tremendous. *Canberra* berthed a few hours only after the arrival of the Indonesian training barquentine *Dewarutji*, a contrast between old and new that the local press were quick to appreciate. Mr. Menzies came down to meet *Canberra* and Dame Pattie (or perhaps the other way round). There were many welcoming craft, but none more original than the university student cheerfully paddling along in an upturned golfing umbrella.

Auckland and Honolulu each greeted *Canberra* with their peculiar charms. A great crowd in Auckland watched the ship come alongside, but a feature that everyone would have preferred not to have had was Auckland's most persistent and thick fog for, it was said, thirty years, which delayed berthing for five or more hours. Miss Hawaii presented leis in



The "Canberra" berthing at the new passenger terminal at Circular Quay, Sydney. Across the Quay can be seen the Indonesian Navy barquentine "Dewarutji", a contrast between old and new.

Honolulu, and graced the occasion with the prominent citizens of the port. In Honolulu too Governor William Quinn and Mayor Neal S. Blaisdell each received the Chairman and Commodore as a mark of respect for "Canberra Day" which the Mayor proclaimed with a suitably illuminated manuscript.

But Vancouver possibly afforded the greatest welcome of all. The entrance to the port is, of course, of breath-taking beauty, and *Canberra* brought a cloudless sky and sunshine with her. There must have been literally hundreds of boats, including the water-gushing firefloat, surrounding the ship, and scores of light aeroplanes, helicopters, and even a jet fighter, which at one moment looked as if it might lop off the top of the Lion's Gate Bridge. *Canberra's* topmast—with less than 10 ft. clearance—seemed to expose the

bridge to similar danger from beneath. The top of every building was a mass of people as the ship came to her berth, and the streets were jammed. Banners hung in the streets. Every gas station attendant, hotel porter, or shop assistant seemed to be wearing a 'Welcome *Canberra*' ribbon. Every shop window seemed to have a paper welcoming-banner. It was a really remarkable experience to arrive in the ship and receive such a welcome. The welcome extended also to the distinguished citizens of the City and Mayor Alsbury received the Chairman, the Commodore, and Mr. Davis at City Hall after a high speed drive through the city accompanied by motor-cycle outriders; a ride that will never be forgotten by all three passengers.

San Francisco similarly greeted the ship in a most spectacular way. A typical fog persisted over the



Sir Donald and Lady Anderson on the bridge wing with Mr. G. S. Howe, "Canberra's" Navigator.

By the San Francisco/Oakland Bridge.

harbour almost until *Canberra* cleared San Francisco's Golden Gate Bridge, but there it lifted, revealing a beautiful sunny day. A special ceremony had been arranged on Telegraph Hill dominating the harbour. A Union Jack was run up the Semaphore mast, and two 75 mm. cannon boomed out a 13 gun salute. The 6th Army Band struck up "God Save the Queen", and six riders on horseback, together with a Wells Fargo stage coach, galloped down the hill to the Merchants Exchange in the middle of the City, carrying the word that the ship had arrived. This was a re-enactment of the ceremonies in the days of the '49-ers' when the sailing ships came through the Golden Gate after the long voyage from the East. On Telegraph Hill a plaque was unveiled at the time to commemorate the occasion. This was erected by the Californian Historical Society.

Canberra received this special salute, plus the more modern accompaniments of helicopters and the 'Great Golden Fleet' of small craft accompanying her to Pier 32, which itself was *en fete* with the *Canberra* Fair already in full swing at the warehouse in Pier 34.

As one enthusiast in San Francisco remarked, the parade in the City during the morning was "the





Some of the Crowd at the end of Pier 32 and 34 watching "Canberra" arrive, July 20th, 1961.



*Caledonian pipers
make a brave sight
when greeting "Canberra"
at Pier 32 San Francisco.*



" Aloha " in Honolulu.

From left to right. Mr. Davis, Mr. Ralph B. Johnson, President Honolulu Chamber of Commerce, the Commodore, Miss Joan Vine, " Miss Hawaii " 1961, The Chairman, Ed Hastings, representing the Hawaiian Visitors Bureau, Mr. E. C. D. Hansell of Theo. H. Davies, Edward Jensen, of the Chamber of Commerce Harbour Committee, and Mr. James J. Tabor, President of our Agents, Messrs. Theo. H. Davies & Co. Ltd.

biggest since Eisenhower". The parade itself was made even more memorable by a steam organ, which played deafeningly through the streets throughout Canberra's stay, and strangely even in the business centre evoked universal approval (we were assured!).

The " Terraced " area around the First Class Swimming Pool—decked out with national flags and bunting—made an attractive setting for the welcoming ceremonies. Throughout the afternoon of arrival day a closed-circuit telecast—with the screen's Sherlock Holmes, Basil Rathbone, as Interviewer—was relayed to parties of travel agents in New York, Chicago and Toronto.

Mayor George Christopher of San Francisco, like his colleague in Honolulu, declared July 20th Canberra Day. On the 21st July, the following day, the Chairman spoke to a special luncheon at the San Francisco Commercial Club.



Commodore Wild, Supervisor J. Joseph Sullivan representing the Mayor of San Francisco and Sir Donald Anderson.



Governor William Quinn, Hawaii's first Governor since she was made the U.S.A.'s 50th State, receiving the Chairman and Commodore.

Long Beach (Los Angeles) had another type of welcome. Surrounding the ship as she entered were water skiers, who had recently competed in the world water skiing championships. The young lady who had won the championship was truly spectacular, in a bathing costume in the colours of the stars and stripes. She flashed past the ship, and then when abreast the bridge suddenly—miraculously, it seemed—turned round and water-skied backwards. A platoon of Marines fired a salute on the Quay. Miss Australia, at the time competing in the International Beauty Contest in Long Beach, was there to greet the ship with a kangaroo, as was Miss Long Beach with a bouquet . . . and the ship despite so many distractions came alongside smoothly.

The visit to Wellington was, of course, marred by bad weather. The ship had to steam outside for two days, in winds of up to force 12, before she could enter the port, which was closed for the duration of the gale. Incidentally, the Commodore remarked that during this very severe weather the ship behaved "like a lady" and caused "very little discomfort". Perhaps the only good feature of this delay was that thereby *Canberra* did not arrive on the same day that the International Rugby match between France and the Kiwis was being played in Wellington, which would otherwise have been the case. Rugby Internationals are a serious matter in New Zealand, and the clash would have embarrassed our Agents, and the good citizens of Wellington.

A final event worthy of note was on Friday, 1st September, one day out of Naples. That morning



Mayor Neal S. Hawdell of Honolulu handing the Commodore the "Canberra" Day proclamation.

Canberra, at about 27 knots, overtook the Italian Line's beautiful flagship *Leonardo Da Vinci*, which had sailed from Naples two hours before on the preceding day. The sight of the *Leonardo Da Vinci* at 23 knots being overhauled by *Canberra* was a splendid one, and would have been a remarkable sight for any

The Chairman speaking to the Welcoming Committee in San Francisco.





Miss Australia was at Long Beach (Los Angeles) to greet the "Canberra" with a Kangaroo.



Lady Anderson receives flowers from Miss Australia at Long Beach (Los Angeles).

other ship. As it was, the ships courteously dipped to one another.

It is impossible in this space to describe a Maiden Voyage such as *Canberra's*. The most pleasing tribute to her came not from the visiting dignitaries, but from her passengers, who seemed nearly all to find her a really happy and friendly ship. That is the highest praise that we all wanted to hear. *Canberra* is a happy ship—her own crew production 'First Time' was one of the most professional and amusing

entertainments of this kind that can ever have been put on—and long may she remain a favourite!

Footnote:

Canberra's first Fancy Dress Competition was won, to universal acclamation, by the Chairman in the 'Pairs' section, in company with Mr. R. Leon, a regular P & O—Orient supporter and traveller! Their title—the well-known 'Bingo' jingle "Two fat old ladies 88".

J.G.D.





The United Nations

BY J. GIBB
2ND OFFICER "PATONGA"

ON THE *Patonga's* recent visit to New York, all members of her company took advantage of this ideal opportunity to cover new ground, and did as much sight-seeing as their feet and pockets could stand. In addition to the usual calls at the Empire State Building and the Rockefeller Centre, I spent the greater part of one day at the United Nations buildings on the banks of the East river.

As one approaches the United Nations Headquarters in New York from the city, one is engulfed in a sense of awe, for standing before one is the huge blue-green glass structure which comprises the Secretariat building. On walking further north up First Avenue, one passes the brightly waving flags of the ninety-nine member nations of the Organisation, until one comes to the public entrance found in the Assembly building.

The headquarters consists of three buildings, the

Assembly, Conference and Secretariat buildings, and I will endeavour to explain the functions of each of these.

My visit took place during Easter week, and consequently I was by no means a lone visitor, in fact, to tell the truth it was at times so crowded that it was difficult sometimes to negotiate the passageways and chambers. After a forty-minute wait for a guide, I was eventually summoned 'to the glass doors' and introduced to the young lady who was to conduct us to the Council chambers. The party was quite a miniature United Nations in itself, for it comprised members from Greece, Mexico, the U.S. and U.K.

The guides on these organised tours are unique in that they hail from many different parts of the world. Indian ladies, wearing flowing saris, seemed just as much at home in their surroundings as did

the American girls whose job it was to explain the wonders of the buildings and the aims of the Organisation. Another unique feature is that American law stops at the entrance doors of the Assembly building, and the whole Headquarters are policed by U.N. police, and U.N. law holds good.

We were first shown the Japanese Peace bell, which has incorporated in its construction the coins of all the nations of the U.N. at the time of its presentation. We passed through the Secretariat building into the Conference building, and were led into the Security Council Chamber, a large hall in which the eleven members of the Security Council meet to discuss the important events which affect the peace of the world. This whole chamber was donated by Norway, and it is dominated by a large mural by the Norwegian artist Per Krohg, depicting man striving for peace and freedom through the good offices of the United Nations.

In all the chambers we visited the pattern was similar, namely, in the well of the hall were the seats for the delegates, their advisors and observers, the next few rows were occupied by the Press, and finally came the public galleries, which took the remainder of the hall. Set in the side walls of the chambers were four viewing galleries, two on each side, where the interpreters, television and press cameras reigned supreme. The general decor of the Security Council Chamber was of blue and gold tapestry work inlaid with anchors—symbolic of stability—with marble walls and light and dark blue leather chairs.

The next chamber was the Trusteeship Council Chamber, where the decisions affecting such states as Tanganyika and Ruanda-Urundi are made. Here, the governing state—in the case of Tanganyika, the United Kingdom—presents to the other members an annual account of what it is doing to prepare its ward for eventual self-government, and the record of any progress in the educational or economic field. The furnishings and decorations of this chamber were donated by Denmark, and the general effect of cleanliness and light is achieved by the clever use of natural woods. There is a statue in the left foreground of the chamber constructed of teakwood, and symbolic of mankind and hope. It is said that the eyes are bottle-tops, but whether of Carlsberg lager or mineral water bottles is not stated!

The final of the three chambers in the Conference building is the Economic and Social Council Chamber which was the Swedish present and designed by Sven Markelius. This decor is rather contrasting, with half of the chamber and the walls being of very sombre hues, with all the ducts and air pipes being exposed. In direct opposition, the delegates' area is sparkling white with great use of marble on the floor and light pinewood panelling. The curtains were of particular interest, depicting the curtain effect of the

Aurora Borealis, surely one of the most marvellous and mysterious sights of the world.

Here in the Economic and Social Council Chamber, the work of educating the underdeveloped countries of the world is discussed and promulgated. From here it is decided how the best use can be made of drugs and medical supplies for distressed areas, and how best to use the money collected for the "Save the Children Fund". These are only two examples of the very vital work that the organisation is doing.

The World Health Organisation (WHO) supplies the expert advice on medical matters, and other organisations connected with this chamber are, to name but a few, UNESCO, UNICEF, UPU (Universal Postal Union), and FAO (Food and Agriculture Organisation). These are all part and parcel of the great United Nations family.

We were then shown several of the presents given by the U.N. member countries to the buildings—a huge Persian carpet donated by Iran, the statue of Zeus from Greece, a golden pendulum, similar to that in the South Kensington Science Museum, from the Netherlands, and a model of the first Sputnik from Russia. Britain's donation was the Portland stone used in the construction of the Assembly Building.

This concluded the very interesting tour, and I now waited in a very long queue—or to use the American equivalent, 'line'—to enter the Public Gallery of the General Assembly which was in session.

Patience is a virtue, so they say, and it was surprising how many people were virtuous that afternoon! After a one-and-a-half-hours' wait I was issued with a ticket which enabled me to enter the Assembly. I quietly took my place in a comfortable green seat and donned my individual earphones. As the delegate then talking was speaking in a foreign language, I dialled the English translation, and was thus able to follow the speech almost as soon as it was uttered. It appears that there are only about two hundred of these master-linguists in the world, and a half of them are employed here in the United Nations headquarters as interpreters. After a short while this delegate completed his speech and resumed his seat in the auditorium to the accompaniment of mild applause.

The next delegate to take the rostrum was the Hungarian representative, and in no uncertain terms he declared his, or rather the Russian Communists' line, on the U.N. intervention in the Congo, which was the subject before the meeting. He also expressed his delegation's extreme dissatisfaction with Mr. Hammarskjöld, and put clearly and concisely his views on the problem. At the conclusion of this attack, the Belgian delegate rose to defend the Belgian policy in the Congo, and to add that he had

every faith in the Secretary-General's actions. Both he and the following speaker, the Tunisian delegate, spoke in French so I again made use of the translator's services. The Hungarian had, however, spoken in extremely good English and we were able to follow him quite clearly.

The Tunisian thought that it might be a good idea if the whole problem was recapitulated from the beginning, and took us through all the decisions that had been made by the Council, and the causes for them.

The chamber itself is a very impressive structure, almost oval in shape, and rather similar to those already described previously in the Conference Building. It differs, however, in that behind the rostrum is the podium which seats the President, elected to the office at the beginning of each session, the Secretary-General and his Executive Assistant.

Behind this again, is the illuminated plaque of the U.N.

The whole chamber is surmounted by a dome with vertical gold-leafed wooden battens running downwards from it. At each side of the hall are the usual two tiers of interpreters and Press booths, from where the world is informed of the far-reaching decisions of the General Assembly.

As I left the building, the lights of the Secretariat were twinkling forth, as the never ending work of keeping the world at peace, the poor people fed and clothed, and the healing of the sick was going on. A marvellous organisation, and although it, or its representatives, may make some wrong or perhaps inadequate decisions, as long as we can keep the United Nations functioning and have the aim of world peace as our goal, we can consider it well worth while.



The Entrance Hall.

The late Sir William Currie

It will be remembered that the best way of commemorating our late Chairman was thought to be the giving of contributions to some marine charity, dear to his heart.

Consequently the sum of 100 guineas was sub-

scribed by the Company and the shore staff, and the Chairman of King George's Fund for Sailors, Admiral Sir William Tennant in acknowledging receipt, said that the sum would be put to good use in the relief of hardship amongst seafarers and their families.



An unusual picture of three "Orient" ships together taken recently at Tilbury

SHIP NEWS . . .

"Oriana"

The first wedding ceremony performed on **ORIANA**, took place on the 22nd October when Dorit Margrete Bauer and Jens Sorensen, of Copenhagen, were married by the Bishop of Kalgoorlie, The Rt. Rev. C. E. Muschamp. The wedding took place when **ORIANA** was in the Indian Ocean en route to Australia. The bride was given away by Captain Clifford Edgecombe. The couple have been engaged since June, 1960, and they did not expect to be able to travel together in the same ship. But an alteration of plans enabled Mr. Sorensen to join **ORIANA**. Mr. Sorensen is a professional cyclist who was travelling to Melbourne.



"Salmara"

We have had the following football notes:
"The results achieved by the *Salmara* Football Team during the voyage now ending may be of interest. Played 14; Won 10; Lost 0; Drawn 4; Goals For 66; Goals Against 16.

We feel that we have set something of a record by remaining unbeaten. Our wins included such imposing scores as 12—0, 11—2 and 9—2.

In three matches played in five days, in Hong Kong, scores of 9—2, 6—0 and 5—0 were obtained. The latter two scores against shore-side teams.

Other highlights included a 2—0 win against the very good Philippine Navy side and a 1—1 draw against a local Belawan side.

The only Company ship played was *Canton* who were beaten 4—1, in the first encounter, and then *Canton* fielding a completely different team were held to a 2—2 draw.

The details are as follows:—

PORT	OPPONENTS	SCORE
Penang	"Canton"	4—1
Singapore	"Canton"	2—2
Singapore	"Glengyle"	4—3
Bangkok	"Bendoran"	2—2
Manila	Philippine Navy	2—0
Hong Kong	"Nevasa"	9—2
Hong Kong	Kowloon Wharfage Co.	6—0
Hong Kong	Kowloon Wharfage Co.	5—0
Labuan	Labuan XI	4—0
Singapore	C. & W. Cable Ship	12—0
Singapore	"Orestes"	2—2
Port Swettenham	"Benalbanach"	2—1
Port Swettenham	"Benavon"	11—2
Belawan	Belawan XI	1—1

Our team is a mixed one and includes Deck and Engineer Officers, Cadets, Carpenter, Storekeeper, Radio Officers and, on occasions, one of the Asian Seamen—T.S.S. Sekharan, who himself has scored seven goals. Our other top scorers are: Wynn-Williams, Radio Officer (14) and Bondfield, 4th Engineer (12), while Hannah, Carpenter, and Clare, Storekeeper, each claim 11.

The team would be interested to hear from any other ship that has managed to achieve a similar record in recent years.

We would welcome future games with any of the Group's vessels that may be in port with us."



"Iberia" at Port Louis

"Iberia"

In July last "Iberia" called at Port Louis, Mauritius receiving a great welcome there. The weather fortunately remained fine and many passengers went ashore and saw the island on various excursions.

A luncheon party held on board was a great success and gave great pleasure to the residents who much admired the ship. Captain I. M. Sinclair welcomed them aboard in a short speech. Some 132 passengers were embarked an excellent total of whom 112 were for Britain and 20 for Mombasa.

A luncheon party held on board "Iberia".



"Strathnaver"

The 1,000th British migrant sponsored by the Royal Commonwealth Society was Miss Doreen Leeson whom we show here on her arrival in Sydney. She was welcomed by Mr. W. F. Daniell, Secretary of the Royal Commonwealth Society, on board *Strathnaver* on May 24th and shortly afterwards Miss Leeson was the guest of the Lord Mayor of Sydney at a Commonwealth Day celebration.

“CANBERRA”

“ Family Day ”

About 450 guests attended this function on Tuesday, 19th September, and families travelled from as far away as Ayr, Belfast, Waterford, Caithness, etc.

The arrangements for the visit were organised by the Sea Staff Service and Captain Askin and Mr. Atkinson accompanied the party throughout the day. Mr. W. Kerr, Assistant Manager, also attended.

Although a number of guests came by road and some independently to Southampton by train, the majority travelled by the P & O—Orient special train which left Waterloo station at 1.9 p.m. A photographer was present during the journey and also on *Canberra*, and took a number of photographs which have been made available for purchase on board the ship.

A meal was provided in the Tourist Restaurant shortly before the train departed from Southampton at 6.30 and on that occasion Mr. M. V. N. Bradford, the Senior First Officer, said a few words to the assembled company telling them how pleasant it was to see the relatives of his ship's company on board. It was unfortunate that there was a lighting failure during the visit but this did not seem in any way to dampen the enthusiasm of the guests who appeared to enjoy the novelty of supper by candle light.

Many letters of appreciation have been received and these have given great pleasure to all those who had a hand in the organisation.



Captain Askin and Mr. Atkinson with guests at Waterloo Station.



Going on board.

A photograph showing some of the “ Family Day ” guests on “ Canberra ”.





"ORIANA"—A very enjoyable *Leading Hands' Dance* was held on board "*Oriana*" last September between *Aden* and *Suez* when the ship was homeward bound. A number of photographs, taken during the dance, were sent to us by Mr. Willgress, the *Welfare Leading Hand*, and one of these is reproduced above.

Miss Vanhegan, *Stewardess*, is the lady in the foreground, but with his face obscured by his arm in some intricate movement of the jive, or was it the cha-cha?, her partner is not recognisable.

"Oriana"

CHRISTENING.—There was a christening recently of a child born on board, with *Oriana's* bell serving as a font. The ship's company and passengers showed great interest in the event. The baby girl was, of course, named *Oriana*, and was the daughter of Mrs. Sidney Van der Hoeven, from Ceylon. The child's other names were Janine Elizabeth, so called after the Nursing Sisters Courtney and Leamon on board.



"Khyber" in Belawan

A correspondent writes

"A delay in a place like Belawan is a trial for any ship, for there is little to persuade one to take a trip ashore unless it is to play football on the local ground. Fortunately the ground is nearby and can easily be hired at little expense. During the six days alongside, *Khyber* managed, just about, to play no less than four matches.

Able led by P. Hodges, we began well enough with a goalless draw against the German ship *Essen*, but the following day we were led a merry dance by the locals who had little difficulty in defeating us 5-0.

Nothing daunted, *Khyber* issued challenges up and down the quay, and for the third consecutive day we found ourselves playing football, this time against the new Russian ship *Solnechnogorsk*. A very close and enjoyable game this, but, having gained a 2-0 lead, we

lost the initiative and our wind at about the same time, and emerged losers 2-3.

The Russians accepted our offer to come onboard that evening for some light refreshment, and they proved to be very likeable people. Fortunately there were no language difficulties as their English was a considerable improvement upon our Russian . . .

The party went very well, but at 9 p.m. they insisted that we accompany them back to their ship as it was 'film night' and they'd like our opinion of their Russian films. Unfortunately we must have struck a bad one for it was very old, very complicated, and of course, in Russian. (With no sub-titles!) At last the film came to an end, and with great pride our hosts showed us over their ship.

For most of us it was our first glimpse inside a Russian ship, and we were very impressed with the general layout and accommodation. *Solnechnogorsk* was built in Poland, and is fitted with a Fiat six-cylinder engine giving a service speed of 17 knots. The Engine-room, as indeed the rest of the ship, was spotlessly clean, and the streamlined bridge boasted the most modern navigation equipment. Every member of the crew has a large air-conditioned cabin complete with loudspeaker relaying either a 24-hour programme from Moscow or, at the turn of a switch, continuous music.

We were generously plied with drink, but having arranged a return match for the following afternoon, we said farewell at about midnight.

It proved to be yet another close, exciting match, with narrow misses at both ends, but once again *Khyber* couldn't quite pull it off, and at the final whistle we were trailing 1-2. The Russians however were very enthusiastic about our efforts, and as souvenirs of a happy meeting, presented each of us with a large photograph of the two elevens." A.J.F.F.



Association Football

Wherever and whenever possible our ships still manage to find opportunities to play football and, as the following results of matches played since the last issue of "About Ourselves" show they do so with some success at ports the World over:-

HONOLULU	U.S. Army 3	<i>Oriana</i> 2
AUCKLAND	Rangitata 5	<i>Oriana</i> 1
HONG KONG	Gurkha Regt. 2	<i>Orsova</i> 3
	Athole King 2	<i>Orcades</i> 6
DURBAN	Warwick Castle 0	<i>Orion</i> 1
CAPE TOWN	Mission XI 0	<i>Orion</i> 7
MELBOURNE	Strathnaver 0	<i>Orion</i> 5
SYDNEY	Manley 1st League XI 12	<i>Orion</i> 0
	Dutch XI 0	<i>Orion</i> 9
	m.v. <i>Cretic</i> 6	<i>Oriana</i> 2
	s.s. <i>Theuses</i> 1	<i>Oriana</i> 1
	<i>Oronsay</i> 7	<i>Orontes</i> 8
	Mission XI 1	<i>Orion</i> 2
BRISBANE	Vancouver Firefighters 6	<i>Oronsay</i> 0
VANCOUVER	<i>Orcades</i> 4	<i>Oronsay</i> 2
TRINIDAD	Furness House 0	<i>Oronsay</i> 6



Chief Eagle Seelatsee and Serang

"Arcadia" calls at Seattle

On October 12th as *Arcadia* steamed into Puget Sound on a courtesy call to the Port of Seattle, passengers who walked the decks in the early morning drizzle witnessed an extraordinary show of welcome.

As the ship eased to her mooring, fourteen dancers of the Quillaute Indian tribe performed a ceremonial dance on the pier, which depicted the majestic entrance of the liner and which ended in a final salute of welcome.

A crowd of several thousand heard the bands play the British, the Canadian and the American anthems.

Standing in the light rain, passengers and shore-side spectators heard Senator Magnuson and other civic officials commemorate the event.

In a dignified ceremony at dockside, Captain Mayne was made a member of the Yakima Indian tribe, the first British sea captain to be so honoured. Chief Eagle Seelatsee presented the Captain with a stunning Indian headdress made of eagle feathers and bestowed upon him the name Ahtetshu Amoetcha—Ocean Waves. The Yakima Indians, whose homeland is in the state of Washington and who are



Captain Mayne receives roses from Seattle Beauty Queen

citizens of that state, nevertheless proudly preserve their ancient culture by keeping alive picturesque tribal customs.

A beauty queen bestowed a bouquet of roses on the Captain and four of her handmaidens pinned a rosebud on each passenger and member of the crew.

The publicity arrangements were in the hands of Mr. Victor Eckland and Mr. Jerry Booker of the San Francisco office who are to be congratulated on the very evident success of their efforts in Seattle.



"Orsova"

The buffet on a recent voyage was a particular attraction and passengers queued up to photograph it, particularly the centre piece of Lobster shells.

"Chitral"

Whilst at Hong Kong, earlier in the year, a buffet luncheon was served by the ship to Travel Agents. Shown in the photograph are D. J. Rogers, Chef, and L. Manzi, Second Waiter; on either side are Henderson and Stuart, Bell Boys.





"Strathaird" at Hong Kong

A Last Farewell to "STRATHAIRD"

In our last issue we published photographs of *Strathaird* as she once was and as she looked on her last voyage. Now Hong Kong Agency send us the last photographs taken there just before she was taken to the breakers' yard.

And so, with these rather sad pictures, we say goodbye to an old friend.



Bridge Telegraph at "STOP"



Captain D. West about to leave the ship



"Oriana"

The first main party of girls brought over to Britain by the Brook Steel Bureau to work here as Secretaries recently arrived in "Oriana" and are seen here with Capt. Edgecombe. Aged between 18 and 29, they come as the vanguard of many more in this scheme. It will be seen that four of them here are Maoris.



At Broken Hill in Australia The Chairman and Mr. G. Davis were guests for a day at the Consolidated Zinc Corporation. During their visit they went some 3,000 feet into the mine. Our photograph shows them ready for their descent, talking to Mr. R. H. Nankivell, Underground Manager.



New Ports for P & O – Orient Ships

Now that the strict mail schedules of the pre-war years have no longer to be kept, new ports are appearing on sailing schedules. *Arcadia* called at Seattle in October, and a greater number of calls are to be made at Acapulco, Mexico's Pacific port and resort. Some homeward sailings of Pacific ships look in at Bali and Singapore. *Himalaya*, in particular, calling at Piraeus, Naples and Barcelona, greatly adding to the attractions of the voyage.



1961 "Canberra" Scholarship winner

Twenty-two-year-old Alison Rudduck, Young Farmer from Coorow (Western Australia) has been named as the winner of the 1961 *Canberra* Scholarship, awarded by P & O – Orient Lines.

The Scholarship gives Miss Rudduck the choice of £A1,000 to provide a course at a University, Agricultural or Technical College or £A750 in cash.

The *Canberra* Award, instituted by P & O three years ago, provides for the six best Young Farmers from each Australian State to visit Britain for a six months' study of British farming and agricultural methods. At the conclusion of their tour, Miss Rudduck and her five colleagues (only one other of whom was a girl) were given examinations on their impressions of British farming.

This year's Award winners arrived in *Orion* on 12th February and sailed for home in *Oriana* on 6th August.

This incidentally is the second consecutive year that the winner has been a girl. We are sure that there has been no male reaction but we have been advised that in 1962 there will not be a young lady in the party.



The P & O Company's first Superintendent Engineer was Andrew Lamb and he was, in his day, one of the

We Hear That

foremost marine engineers in Britain. Many improvements and innovations in the engine room were due to his initiative and since so much depended on the ships' ability to keep to mail contracts in all weathers, he must be considered as having played an important part in P & O development.

He lies buried in Southampton Cemetery and a stone commemorates his P & O connections and his death in 1881. His wife lies there in the same tomb though her death did not occur until 1895.

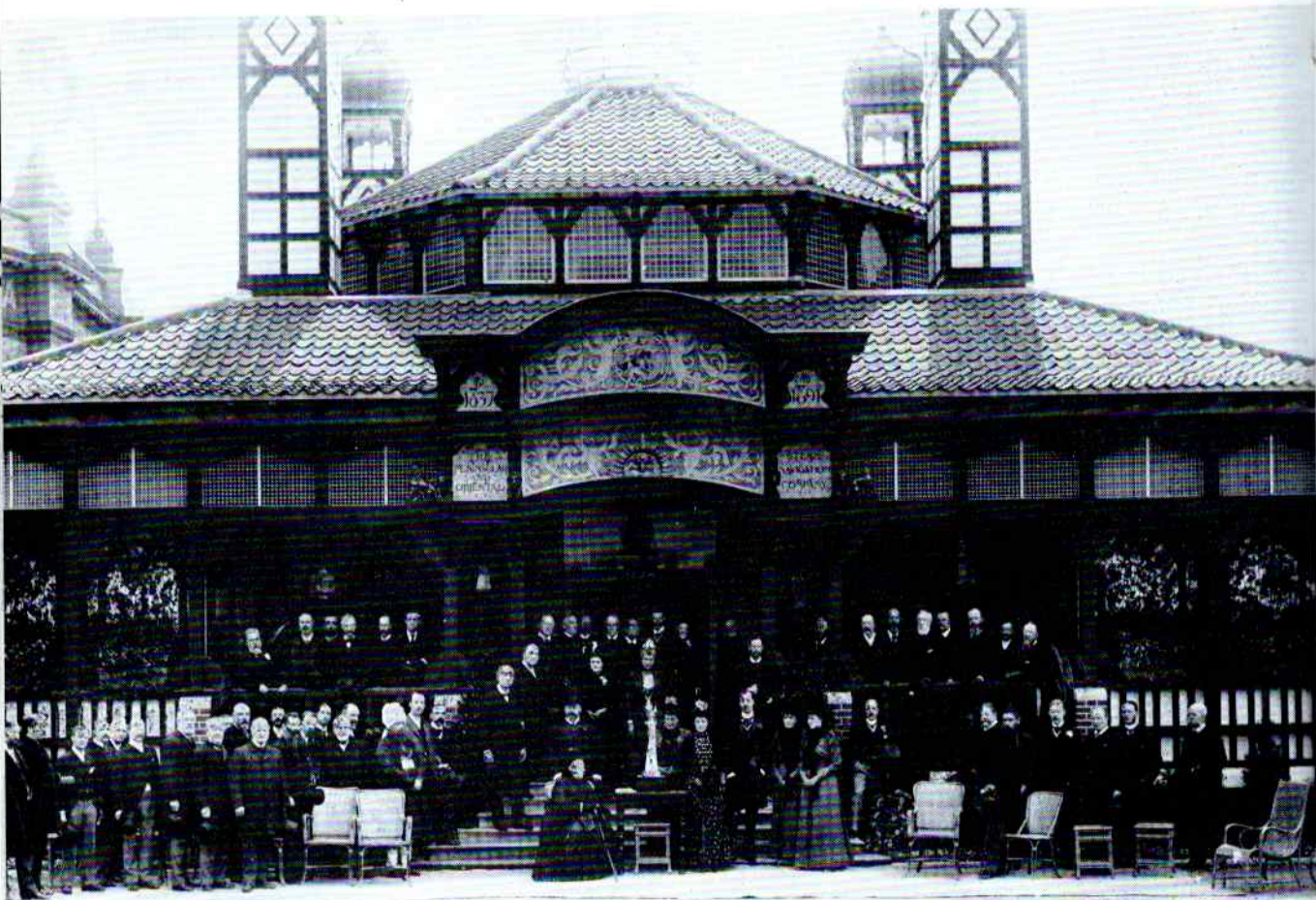


Bombay Staff

It has been decided that the official designation of Mr. J. W. H. Nicholas, Shore Chief Steward in Bombay shall, in future be Superintending Chief Steward.

Welfare Leading Hands

It has been decided that the appointment of Chief Crew Messman in Orient ships will in future be changed to that of Welfare Leading Hand. The new title indicates more accurately than the old one the duties which the appointment now involves.

**SEVENTY YEARS AGO**

Seventy years ago, in 1891, was held the Royal Naval Exhibition in which the P & O participated. We have recently come across this photograph which shows the elaborate pavilion constructed for that occasion. In front will be seen H. M. Queen Victoria, then about 71 years old, with members of the Royal Family and her suite. Can a reader identify any P & O Directors or Staff?

A Temporary Good-bye to 122

P & O-Orient Lines in conjunction with the New Zealand Shipping Company Ltd., and other of our companies are considering the possible development of their adjacent offices in Leadenhall Street with a view to submitting proposals in due course to the City Planning Authorities.

If these proposals are approved it will be necessary for the staffs to move out during re-building. Space has been secured at Beaufort House (where the Stationery Department is already housed) to accommodate us and if everything proceeds as it is hoped, departments can expect to move out of the old building, at the end of next year.

Our tenancy of the present building at '122' has been just over a century.



School of instruction for Table Waiters

For some time negotiations have been, and still are, in progress with the object of securing permanent premises in Tilbury Dock in which to run classes of Instruction for Table Waiters.

As no suitable permanent premises are yet available, a large room at No. 1 Berth, Tilbury, has been leased from the P.L.A. and this has now been fitted out as a classroom for 18-20 trainee waiters. The school was opened on the 8th August by Mr L. Griffiths, Assistant Superintendent Purser (Docks), with an inaugural address to the class of 18.

The object of the school is to educate the trainee into thoroughly understanding the work of a Table Waiter, to make him realise how worthwhile his job really is. To give an idea how comprehensive this course is, a synopsis of the curriculum is given below.

The course of instruction is for two weeks' duration, i.e. ten days' full instruction. The men are appointed by the Superintendent Purser in London for enrolment at Tilbury Dock Office every second Monday and are received there by an Instructor, who ensures that they are issued with their uniforms and arranges their accommodation on board in the most suitable ship. After they have drawn bedding, etc., they are given a short introductory address by the Instructor embracing such subjects as "The Company and what it means", "The objective of the

School", "Punctuality", "Future prospects for eligible men", etc., after which the trainees are given a midday meal and then conveyed to the classroom at No. 1 Berth by coach, when classes begin in earnest until 5 p.m.

The classes thereupon run from 9 a.m. - 5 p.m. with tea breaks morning and afternoon and a break from 12.00-1 p.m. for the midday meal.

The curriculum for the first three days comprises mainly demonstration lectures on such subjects as correct stance, the laying up of tables for all meals, a talk on menus, their lay-out and pattern, explanation of courses, the handling and use of all table equipment, and the use of dumb waiters and hot plates in relation to table service.

On the fourth day, all members of the class participate in laying up tables for all meals and dummy service at table is carried out. All errors are explained and corrected.

The fifth day is devoted to a recapitulation of work done at previous classes and a lecture is given embracing the following subjects:

"The reception and seating of passengers".

"The steward and the passenger; the steward and his appearance; the steward's approach; the difficult passenger".

"Special diets. Elderly and infirm passengers".

"Personal hygiene".

In the afternoon there is a tour and explanation of the Plate Scullery, the Silver and Crockery Rooms, the Hot and Cold Pantries, the Restaurant lay-out and uses of sideboards and dumb waiters, in relation to service.

The mornings of the last week are all devoted to practical instruction on board ship, namely, the laying up of tables for all meals and service at the luncheon messes (both sittings).

The afternoons are devoted to discussion in the classroom of faults noticed during the practical service to the messes, lectures on wines (wines with courses, temperatures, etc.), demonstration of service of wines.

After each lecture or discussion a liberal period is always devoted to question time.

At the conclusion of the course Certificates of Competency are issued to those trainees who have satisfied the Instructors that they are competent to carry out the duties of a Table Waiter.

The instruction is carried out by Mr. L. Luxton and Mr. F. Dewdney who work on a common curriculum. They are supervised by Mr. C. J. Sillett, Staff Chief Steward, the over all direction coming from Mr. L. Griffiths, Assistant Superintendent Purser, in charge of Purser's affairs in the Docks.



The P & O Troopship "Ettrick" 11,279 tons.

A DAY TO REMEMBER

BY F. R. PATEMAN
ONCE PURSER, M.S. ETTRICK

YOU may have read in past issues of the *Sunday Telegraph* (May 21st and 28th) an article entitled "A Queen's Story"—a moving account of a journey across Europe made by King Zog, Queen Geraldine, her baby and entourage after Italy had invaded Albania. The last issue speaks of their getting away from France to England via St. Jean de Luz. I think the date was 24th June, 1940.

It may interest readers to know that the ship concerned was the P & O Troopship *Ettrick*. There are some, I'm sure, who would have read the article with interest:— Captain John Murray Legg, Captain

Jenkins, the then Chief Officers; Captain Lethbridge, Troop Officer; Geoff Ward, now in the Isle of Wight was Deputy Purser; Mr. Scholes, Chief Steward, and Mr. Surtees, Butcher and many others who, with no notes to help me, escape my memory.

The incident happened during the bad period "The Dark Days" after Dunkirk when *Ettrick* was detailed under orders from H.M.S. *Imogen* to assist in the evacuation of all possible persons, of all services, nationalities and civilians from the west coast of France from Brest to St. Jean de Luz, on the French/Spanish frontier. Altogether, *Ettrick* was

some 17 days in the Bay of Biscay landing people at Falmouth and Plymouth.

We arrived off St. Jean de Luz about mid-day and anchored some half-mile off the shore. Large numbers of people were ferried out to us by French and Basque fishermen in their boats and other craft. I know many of us will never forget the Polish General and some few hundred of his officers and men we embarked, nor yet the speech he made to them on the Boat Deck, men dropping literally from fatigue, although his words were not understood, the dramatic tenseness of the situation remains very vivid. They had travelled across Europe to fight with a "free" England and had also fought part of the way.

In an endeavour to find out how many and who was on board, I had duplicated slips placed on each bunk asking for nationality and name and passport particulars, but this proved quite hopeless as the cabins, hospitals, alleyways, companionways and often decks became congested. All able-bodied persons were sent to hammocks on the Mess Decks whether male or female. Hospitals and cabins were reserved for the elderly or those with the very young. Chalk marks 6 ft. by 3 ft. on decks and alleyways marked "cabins" where people sat or lay with their possessions. Two meals a day were organised, 8 a.m.—Noon and 4 p.m.—8 p.m. for those who cared to come and get it but many chose to remain fearing the loss of space or meagre possessions. Many were elderly and most suffering from shock or exhaustion. I remember one woman lying on the companionway looking up at me said "I have chosen a most unfortunate moment to do a most wonderful thing." Under the circumstances unforgettable words. I got two women to assist while I found the Ship's Surgeon to help with her prematurely born child. I regret the child did not live.

Two naval vessels were patrolling to protect *Ettrick*, the R.C.N. destroyer *Frazer* and the R.N. light cruiser *Colombo*. Captain Love of the former was endeavouring to organise the evacuation and took every French franc from me to pay the local fishermen. Later that day, on "sighting" a submarine these two ships collided and the resultant explosion ended the career of the *Frazer* and the *Colombo* which was to be our escort homeward, limped into Plymouth much later with much of the *Frazer* across her fore-deck. Mr. Surtees, the Butcher told me his brother was in *Colombo*.

By night fall, I went to see Captain Legg to say that I felt we had on board every soul possible as it was a case of "standing room only" literally. Later on, on checking through some of the returned ships I saw the name Kerensky, the former Russian Prime Minister during the first years of the revolution in 1917. I remember seeing a lady in a white tennis frock vainly searching for her mother. It was Alice Delysia,

the French actress. Two days later she had not found her mother from whom she had been separated ashore. Two months later she was playing to troops in the Middle East in an ENSA party.

Many of us gave up cabins and bunks to let elderly people get some rest and we ourselves rested 'top to tail' on a ship-mate's bunk. I was amazed at the number of crew who gave up their bunks in spite of hours on gun and submarine watch, to doss down later with a ship-mate. I remember the tense half-hour when I had crowded as many Frenchmen as possible into my cabin to hear General de Gaulle's famous rallying speech from London on the radio.

It was 10 or 11 p.m. when the ship first knew of its Royal visitors.

"Oi, Bill, where's Albania?"

"Dunno chum, other side of Hammersmith ain't it?"

"Can't be, bloke, here's a chap what says he's king of it."

That was, I believe, Gaze, a Q.M. talking to his relief on the top of a blacked-out gangway. I ushered a party along the deck into the Dining Saloon where Queen Geraldine, who was the only one of the party I heard speak English, asked me for a cabin for her and her baby. The baby was there, some eight or nine months old in the arms of a nurse and there stood King Zog himself quietly by. I shall always remember her white floppy hat (she is pictured in it in the *Sunday Telegraph*) and her open-net-work glove leaving a trail of water across the berthing plan. By asking two elderly couples to accept hammocks, I got the Royal couple into one cabin and the nurse, baby and two of King Zog's sisters into another. I remember well Geoff Ward's help in accomplishing this. It was all I was prepared to do under the circumstances and then went once more to report to Captain Legg to acquaint him with the facts. He told me then that he intended to raise the gangway and move out somewhat but that he could not leave the area until the *Arandora Star* arrived. She duly arrived to relieve us and she later left with her refugees for Liverpool. She was sunk shortly afterwards in the Atlantic.

When I got back to my office I found an excited King Zog, who informed me through his Queen that they had lost their baggage including all their money. We were not accepting any baggage but only that which the people could carry. I remember some hours later the ship's Writer, whose name I have forgotten, saying "Sir, the Boat is back with the baggage." I saw King Zog, dripping wet, so I guessed he had taken an active part in its recovery. I'm sure our Writer knew more about that boat coming back than I dare to ask, for I had had orders that no one was to go ashore.

Next morning we were steaming towards England,

zig-zagging our way through some seven or eight submarines known to be in the area. I remember a Polish officer bringing two French boys to me, one carrying a machine gun and the other several panniers of ammunition, which, they said they had taken from a Dornier bomber that had crashed north of St. Jean de Luz. Was it our Mr. Beighton, the 2nd Engineer, who fixed that welcome gun on our Bridge? I think so. Later, some years later, strangely enough, I met that Polish officer again. In the uniform of the R.A.F. with his Polish flash, I heard him relate the story to the Mayor of Port Elizabeth in South Africa and I went across and made my number. I was then serving in *Ile de France*.

On arrival in Plymouth (not Liverpool as the Queen in her article states) an Admiral came off to greet the Royal couple and this was done in my cabin. They left the ship that evening and after they had gone, I found a Red Passport of King Zog I of Albania. It contained no writing, only a photograph of one of

his sisters. I have kept that to this day as a memento of that trip. Next morning our thousands of refugees landed. Later when the *Colombo* limped into Plymouth, Mr. Surtees was able to confirm that his brother was unhurt.

I recall, too, an old black leather handbag handed to me that day off St. Jean de Luz by a Salvation Army representative who had found it in a railway station waiting room at Bayonne. It contained Bonds, Securities and many, many gold coins, including an American gold 20-dollar piece. I was able to trace the owner, a Mrs. Kauffman, an elderly Jewess, with her daughter, driven south from Paris in the tide of War! Also and not lastly, I remember Mr. Graham, the Consul-General from Paris who so kindly got a collection from the passengers on behalf of Seamen's Charities.

Perhaps I should have entitled this—not "A Day to Remember" but "A Day Never to be Forgotten".



Mr. H. A. J. Silley

Mr. H. A. J. Silley Honoured Freedom of Falmouth

Mr. H. A. J. Silley, C.B.E., Chairman of R. & H. Green and Silley Weir and of Silley, Cox & Co. Ltd., on the 29th September was elected an Honorary Freeman of the Borough of Falmouth. He is also, of course, a Director of the P & O S.N. Company.

The Resolution conferring the Honorary Freedom, passed by the Borough Council, read:—

"That the Council, in pursuance of the Local Government Act, 1933, do confer upon Henry Arthur John Silley Esquire, Commander of the Most Excellent Order of the British Empire, the Honorary Freedom of the

Borough of Falmouth (the most honourable distinction it is their privilege to bestow) in recognition of the eminent services rendered by him to the Borough and as an expression of the high esteem in which he is held by the inhabitants of the Borough."

The Mayor congratulated the new Freeman and presented him with a silver casket containing an illuminated scroll of his admission to the Honorary Freedom of the Borough.

The conferment of the Honorary Freedom on Mr. Silley coincided with the celebration of the tercentenary of the granting of a Borough's Charter to Falmouth, and he is only the fifteenth Honorary Freeman during these 300 years. The only other living Freeman is presently Colonel J. P. Carne, V.C. of the Gloucester Regiment, who is a Falmouth man.

It was Mr. Silley's father, the late Mr. John Silley, who played the chief part in taking over the old Falmouth Docks Company and many ships of the Associated Companies' have lain alongside their quays in the magnificent harbour.

CADETS—SPORTS

Mr. R. A. Peters, the Cadets Training Officer, reports that they played six cricket matches this year, winning two, losing two, drawing one, and the last being tied. The match against H.M.S. *Worcester* was lost by 5 wickets; that against Pangbourne was drawn, our cadets mustering 174 for 8 wickets against the College's declared total of 178 for 5. Against Southampton University School of Navigation they played a most dramatic tie. Cadets scored 77 on a difficult wicket and University had also made 77 when the last wicket fell.

Later in October a team of Officers and Cadets played rugger against H.M.S. *Conway* who beat them by 37 points to 3.



PANDOR CLUB

HORTICULTURAL SOCIETY

A successful show was held at '122' on 11th September with some 150 entries staged, which was a good performance for the first event of its kind. We hope that more Pandor Club members will be encouraged to compete next year. (We never knew before we had so many home-made wine makers!)

Prizewinners were as follows:—

CLASS	WINNER
VEGETABLES	
White Round Potatoes	W. J. Sach
Runner Beans	W. J. Sach
French Beans	F. I. Geddes
Carrots, Long or Intermediate	W. N. Corder
Onions	F. I. Geddes
Beetroot	S. E. Thody
Tomatoes	S. E. Thody
Shallots, Giant	F. I. Geddes
Cauliflower	F. I. Geddes
Marrow (for table)	F. I. Geddes
Cabbage	W. N. Corder
Lettuce (cabbage)	S. E. Thody
FRUIT	
Apples, Culinary	T. H. Selby
Apples, Dessert	K. Reynolds
Pears—any variety	A. J. Newbury
FLOWERS	
Dahlias, Decoratives	I. A. Squires
Dahlias, Cactus	D. Morgan



Mr. C. W. Aston, presents award to Mrs. L. G. Lewis a winner in several sections.

CLASS	WINNER
FLOWERS (continued)	
Dahlias, Pompoms	A. J. Ward
Dahlias, 1 vase (6 blooms)	W. A. Smith
Early-flowering Chrysanthemums— 1 vase (3 blooms one variety)	W. A. Smith
Ditto—1 vase, incurved, 3 blooms	Miss G. M. Lundie
Michaelmas Daisies—1 vase	Miss J. E. Fisher
Rose, 1 bloom	K. Reynolds
Pot Plant	T. H. Selby
Bowl of Roses arranged for effect, rose foliage only	K. Veness
Vase, or similar container, of cut flowers arranged for effect	Miss J. Marsden
Decorative arrangements in stemmed wine glass	Miss G. M. Lundie
Ditto—in an egg cup	Miss G. M. Lundie
Flowers arranged as a table de- coration. Total height (from table) not to exceed 6 ins.	Miss J. Marsden





The Pandor Club
Rugby Team.

CLASS	WINNER
DOMESTIC SECTION	
Hens' eggs, white	S. E. Thody
Jam Sponge	Mrs. L. G. Lewis
Madeira or Plain cake	Mrs. L. G. Lewis
Dundee Cake	Miss Swann
Small cakes, fancy	Mrs. D. R. Peters
Jam tarts	Mrs. L. G. Lewis
1 bottle of fruit in water	Mrs. K. Reynolds
1 bottle of fruit in syrup	Miss E. E. Emms
Soft fruit—1 lb. pot	Mrs. L. Griffiths
Stone fruit—1 lb. pot	Mrs. J. W. Morrison
Any kind of jelly—1 lb. pot	Mrs. L. Griffiths
Jar Chutney, any kind	Mrs. J. W. Morrison
1 Bottle of home-made wine	B. W. Harvey
AWARDS	
Best vegetable exhibit	F. I. Geddes (for onions)
Best floral exhibit	Miss J. E. Fisher (for Michaelmas Daisies)
Best decorative exhibit	Miss J. Marsden (for a vase of flowers)
Highest aggregate marks in the Horticultural and Floral Sections —(Horticultural Society Cup)	F. I. Geddes S. E. Thody (Runner up)
High aggregate marks in the Domestic and Floral Decoration Section (Domestic Arts Salver)	Joint Winners— Mr. & Mrs. L. G. Lewis Mr. & Mrs. K. Veness

The prizes were presented by Mr. Aston as President of the Horticultural Society.

Members responded well to the arrangements for the bulk purchase of bulbs at wholesale prices, and it is hoped to operate similar arrangements for the purchase of seeds early in the New Year. Departmental Circulars will be

issued in the usual way, but in the meantime any persons interested should notify Mr. G. C. King (Import Freight Department) or Mr. L. G. Lewis (Far Eastern Line).

K.R.

RUGBY FOOTBALL

The Pandor Rugby Club has improved on its previous year's record of five played—five lost. Not too difficult perhaps. The first game against the Port of London Authority was played on the 20th September and showed much evidence that the season was yet young but after the Port of London Authority had gone ahead with a penalty, Pandor improved and eventually scored a try through Hamilton—the kick failed and the match was drawn three all. The following week a game was played against a team from the Baltic and Pandor won in convincing style by 28—9. The first half was well worth watching with the three-quarters getting plenty of the ball on both sides—ours however were more effective and at half time the score was 11—6. The second half saw Pandor forwards getting more and more on top especially in the loose and line out and a further four tries were scored in addition to a penalty against a drop goal by our opponents. Tries were scored by Bishop, Hamilton, MacDonald 3, Lamb and Ridsdale, two of them being converted by Squires who also kicked a penalty.

STOP PRESS: 62—0 is not a left over from the summer but the score by which we beat the B.I. at Richmond on the 10th October after the above was written. It is difficult to detail a match like this, but our backs, with a plentiful supply of the ball from in front, were far too strong for their opponents and the final score consisted of 7 goals, 5 tries and 4 penalty goals. All the goals were kicked by Duncan Smedley and tries scored by Hamilton, 4, B. MacDonald, 3, Rogers, King, Batchelor, E. MacDonald and Cosgrove.

L.D.S.

ASSOCIATION FOOTBALL

October 7th, Pandor Football Club 0, Williams Deacons Bank 14. October 18th, London Offices 3, Tilbury Dock Office 1. October 28th, Pandor Football Club 5, Midland Bank 4.

SWIMMING

At the Annual Gala, which was held on September 15th, the Pandor Club acquitted itself with greater success than last year, but even better things are hoped for in the future. The improved performance of the Club was due in no small measure to the feats of Derek Spratt, who not only won the Men's Diving, but also set up new records in winning both the 440 yds. and the 100 yds. He also swam in three team races, and in one of these our team broke the existing record although finishing second.

Full results

MIXED MEDLEY TEAM: 2nd in 2 min. 9 secs.: Mrs. S. Richardson, Miss P. M. Osborn, R. B. Holroyde, D. Spratt.

MEN'S MEDLEY TEAM: 4th: R. B. Holroyde, B. Spiller, W. Walker, D. Spratt.

MEN'S FREESTYLE TEAM: 2nd in 1 min. 40 secs., 1.2 secs. off previous record: W. Walker, B. Spiller, G. Dearle, D. Spratt.

MEN'S 100 YDS. FREESTYLE: D. Spratt, 1st in 58.1 secs., 1.5 secs off previous record.

MEN'S 440 YDS. FREESTYLE: D. Spratt, 1st in 5 min. 23 secs., 17.8 secs. off previous record.

MEN'S 440 YDS. FREESTYLE: G. Dearle, 3rd in 6 min. 31.2 secs.

MEN'S DIVING: D. Spratt, 1st.

WOMEN'S DIVING: Miss P. M. Osborn, 1st (for the third year running). Miss G. P. Seaborn, 3rd.

WOMEN'S 44 YDS. BREASTSTROKE: Mrs. S. Richardson, 2nd in 39.0 secs.

Total points scored by the leading Clubs were: Maori 71 points, British and Commonwealth 65 points, Pandor 38 points.

A reminder for those who like a dip, even at this time of year—the Y.W.C.A. bath is available on Monday evenings from 5.30 to 6.30 p.m.

R.B.H.

Mrs. Leslie Bowes presenting a cup to D. Spratt.



MOTOR CLUB

It is a pity that business has interfered with pleasure, and, aggravated by human sickness and a major breakdown of the car concerned, the Autumn Rally has not come about. We do promise to arrange a Spring Rally to open next year's outdoor events.

For the winter months we hope to have Film Shows or some such interests, and if we can find something to visit that does not necessitate the use of cars, and that is open to viewing at a suitable time on suitable days, we hope to arrange visits. (e.g. Industrial concerns, Newspaper Offices, etc.) With the revision of working hours, it is becoming more difficult each year to find concerns open on Saturdays.

In the meantime we wish everyone happy and trouble-free motoring, and look forward to meeting the new members who have joined us in the last few months.

Our membership now stands at 175, made up from 77 City, 52 West End, 23 Tilbury, 15 King George V, 6 Sea Staff, 2 "Retirees". B.P.S.

ANGLING

A proposal has been put forward regarding the formation of an Angling Section of the Pandor Club.

There is every chance of the project becoming a success if there is ample support. If any member is interested in joining this section, please contact Mr. N. C. Turner, Pay Department (Ext. 225 Reliance).

If numbers are promising, the possibility of becoming affiliated to one of the large London clubs will be gone into as a temporary measure, until such time as a more permanent venue for the sport can be found and a thriving club established.

TABLE-TENNIS

The Club hopes to have a Ladies Team and Men's Team registered to play in the Travel Trade Table-Tennis League. Members who are interested in playing in competitive table-tennis during the coming season or who have at any time played in any League competitions are invited to enrol.

BOWLS

It has been suggested that a Bowls Section might be started in the Club.

Will anyone interested in joining a Bowls Section please contact Mr. M. Nevelle (Management Messengers—Ext. 266 Reliance) so that a meeting may be arranged to consider the possibilities of forming this section.

TENNIS

This has been a very quiet season for the Tennis Club, due mainly, I feel, to the lack of support. We have had very faithful support from a few people, but very little interest from anyone else.

The only highlight of the season was the London Shipping Tennis League. Congratulations are due to Mrs. Doling, Miss Edwards and Mr. Davy, all from the West End office, who between them won a fair number of prizes.

I would hope for more playing members of the club next season. The club is open to all, no matter how low they may think their standard of play.

Please contact me if you have any queries concerning the club. Telephone No: West End Ext. 25. Maralyn Miller (*Captain*).

CRICKET

In this first season we played eleven games. Of these, six were won (against G.S.N., Williams Deacon's 1st, Beechams Overseas (twice), Tilbury Office and Williams Deacon's 2nd); three were lost (against Escombe's, B.I., and Zocus Paints) and two drawn (Sanderstead Crusaders and Streets). In these days of pleas for brighter cricket it is pleasing to record that we scored appreciably faster than our opponents, at over four runs an over.

It is worth noting that no fewer than 47 different people played in these games (I have included the Tilbury people when they played for the full club only and not in the City and West End versus Tilbury match). This fact which is an excellent thing in one way has made it more than a bit difficult for the six different captains!

The season has produced several noteworthy performances:—

Batting

K. C. Borland	86	against	Tilbury Office
C. St. J. Jarvis	76	„	Streets
D. F. Smedley	61	„	Beechams Overseas
N. D. Ross	59	„	Tilbury Office
A. J. Cleminson	58	„	Sanderstead Crusaders
D. F. Smedley	53 n.o.	„	Williams Deacon's 2nd

Bowling

	O	M	R	W	AGAINST
K. J. Smart	19.1	6	28	7	W. Deacon's 1st
A. W. Ross	13.5	7	12	5	Escombe's
J. D. Clark	6	—	22	5	Tilbury Office
A. W. Ross	11	1	35	5	Tilbury Office
W. L. Mascarenhas	15	1	42	5	Streets
A. W. Ross	4	1	7	4	Beechams O'seas (including the hat-trick)
D. H. Ogilvy	5.4	2	12	4	Beechams O'seas
A. J. Cleminson	9	1	27	4	B.I.

Wicket-keeping

In the match against Streets R. A. Bowen took two catches and made three stumpings.

It will be noticed that I have not mentioned averages. With so many peoples relatively few games they are not normally of interest. I must mention E. T. Cope who finished the season with a batting average of 80! This is more than three times his highest score—he was out only once in five innings. Next year's captains please note!

Finally, I should like to thank those people who have kindly carried the kit to and from our games and those people who have umpired and scored for us, thus permitting us to enjoy our cricket without our having to do the chores.
C.G.R.



GOLF

London Shipowners' Golfing Society Autumn Meeting at Denham, 12th September, 1961

Nine members of the Club took part in this most enjoyable meeting in ideal golfing weather.

The highlight of the meeting was the Harmer Cup Competition semi-finals and final for which our No. 2 team had qualified at the Spring meeting at Walton Heath.

N.Z.S. Co. were already assured of a place in the final as their Nos. 1 and 2 teams were drawn together in the semi-finals. The other semi-final was between P & O—Orient Lines represented by Mr. A. J. Bott and Mr. H. C.

Fleet, and Mr. J. G. Davis and Mr. J. McGrath and the British and Commonwealth No. 1 team. A close contest resulted in our being successful by the narrow margin of two holes. The final with N.Z.S. Co. No. 1 team was even closer and by the 15th it looked as if, for the first time in five years N.Z. supremacy in this event would be broken. Unfortunately it was not to be and at the 18th the result was all square.

The match ended at the 19th where Mr. Davis and Mr. McGrath halved and Mr. Bott and Mr. Fleet, down for the first time during the day, lost the hole.

Our team are to be congratulated on playing very fine golf throughout the day against worthy opponents.

The Glen Cup Singles Bogey Competition in the morning provided another success for the Club when F. M. Wilson returned the excellent score of 3 up, while in the Royal Mail Cup Stableford Foursomes in the afternoon, P. C. Cooper and A. B. Davey were only one point behind the runners-up.
L.E.K.

From the Agencies

In this issue we are including for the first time news from Sydney and San Francisco offices. We hope to make this a regular feature so that our readers may be ever more conscious of the great world-wide organisation to which we all belong.

LISBON

When *Oronsay* was in Lisbon on August 1st, the Orient Line Agents tried to arrange a cricket match between the ship and a local team. This could not be done as the local cricket season was closed but a match between *Oronsay* and *Strathmore*, also then in port, was played on the Cable and Wireless Company's ground at Carcavelos, resulting in a draw.

COLOMBO

During *Oriana's* last outward call the members of the Skäl Club of Colombo were invited on board to look over the vessel and later were entertained to dinner in the Silver Grill. Our photograph shows some of the guests who are evidently enjoying themselves on board.

Colombo Skäl Club on board "Oriana"



P & O—Orient Lines of Australia Pty. Ltd.



Mr. M. B. Carter—Sydney

STAFF TRAINING SCHEME

Considerable interest has been aroused by the Staff Training Scheme introduced in Australian Offices in the latter part of last year. In the 14 months to 30th November, 1961 eight Courses have been held, 81 members of the male staff having attended.

The Courses take place in a Conference Room at the Hotel Metropole, Sydney, and as far as possible representatives from all Australian Branches attend each Course. These Courses are similar to those held in London under Captain J. C. Stratford.

As far as possible Interstate members are accommodated on one of the Company's passenger vessels and when these are berthed at the new Sydney Cove Passenger Terminal, it is but a few minutes walk to the Hotel Metropole.

The enthusiasm which develops amongst those attending as the Courses proceed is evidence of the need for training and the stimulation which the participants derive from them. Coming from diversified branches scattered along half the coastline of the Continent, it is possible many of the trainees would under other circumstances have no opportunity to meet. It is of particular value for those stationed away from Sydney to have the opportunity of making contact during the Courses with their opposite numbers and departments at their Head Office.

Staff Training in Australia generally is now recognised as a necessity and the most modern methods are employed to this end in all types of commercial enterprises. The Company's Training programme is planned and conducted by the Deputy Staff Superintendent, Mr. M. B. Carter.

COMPANY TIE

A Company Tie, introduced recently in the Australian organisation, has been well received. Although use is

optional, almost one third of the male staff have already purchased one.

As a counterpart to the tie a brooch is being manufactured for the female staff and it is hoped this will prove equally successful.

These articles carry an insignia, the design of which was suggested by the rising sun of the P & O Company and the kangaroo of the Orient Line coat of arms. This apt insignia is also used in the heading of the Company's magazine "Staff Newsletter".

CRICKET MATCH

"Stratheden" v. Sydney Office.

On Sunday, 10th September, a cricket match was played between members of the staff of *Stratheden* and a team from Sydney Office.

The venue for the game was Centennial Park and it was necessary to use a pitch comprising coconut matting and malthoid as heavy rain during the preceding week prevented the preparation of a turf wicket.

The weather was fine, but overcast, and after Peter Newson *Stratheden's* Captain had lost the toss, his side was sent in to bat.

Together with the sundries *Stratheden's* team compiled 64 runs, which was quite a good performance considering their lack of match practice, and the keen bowling and fielding by Sydney.

An excellent packed lunch, provided by *Stratheden* had to be taken in the pavilion due to rain, and owing to a further downpour resumption of play was held up for some considerable time.

When play resumed, *Stratheden's* opening bowler Larry Mitchell had John Smedley caught off the first ball of his over, and continued with great speed and accuracy to trouble most of the Sydney batsmen. After this early setback the batsmen settled down until Bob Nash was dismissed for 4 runs off the bowling of Larry Mitchell and Graham Dodd and Toby Trueman set about to retrieve the position.

The "Stratheden" Cricket Team



Sydney were all out for 105 including 8 extras and full marks must go to Larry Mitchell and Brian Reartree for their very fine bowling efforts, and to Peter Newson for his grand captaincy.

A great number of Sydney staff and their families braved the elements to watch this match, and by and large an entertaining day was enjoyed by all, spectators and players alike.

We must commend the *Stratheden* players for being such fine sportsmen, and look forward most anxiously to a return match with them during their next visit to Sydney, when we trust that the weather will be a little kinder.

J. Cushion, Captain



SOCIAL ACTIVITY

The Australian Offices each have their own Social and Sporting Groups and these are very active in providing entertainment and fun for their members. Their activities comprise mainly dances, motor car outings, barbecues and concerts. Brisbane has an enthusiastic Camera Group. A Christmas Party is held at each office towards the end of each year and these are always very enjoyable occasions attended not only by the Club members but usually by all staff members able to be present, including Directors and Managers.

That Melbourne boasts some enthusiastic vocalists is shown by the accompanying picture taken at the Social Club Annual Ball held earlier this year.

SIR DONALD ANDERSON AT CANBERRA

During their recent visit to Australia, Sir Donald and Lady Anderson and Mr. J. G. Davis, attended a colourful ceremony at Parliament House, Canberra, the occasion being the Swearing In of His Excellency the Governor-General, Lord De L'Isle, VC. Also present was Mr. N. D. Pixley.

HAPPY IN RETIREMENT

Noted amongst the guests at a recent Sydney function were the following, all of whom were looking well and happy in retirement. These gentlemen will be remembered

by many of our readers in connection with the positions which they held in former years in Macdonald Hamilton & Co. shown alongside their names.

Messrs. W. A. Mackay (Senior Partner), G. R. Rickards (Senior Partner), A. V. Logan (Partner), H. R. Cummins and G. J. Lind (Passenger Superintendents), G. W. Sewell (Secretary and Inspector).

G. S. CURRY

Old friends of ex-Purser George Curry will be glad to hear that he is making a good recovery at Royal Melbourne Hospital from a major operation for which he flew down from Brisbane.

George Curry, who is nowadays Secretary to the Queensland Club, joined his first Orient Ship—the *Otranto* as an Assistant Purser in January, 1928. He was promoted to Purser early in 1937 and was serving in the old *Oronsay* when she was bombed evacuating troops from St. Nazaire in June, 1940. Shortly afterwards he joined the Shaw Savill Line and remained with them till after the war before becoming a Queenslander.



P & O—Orient Lines Inc. North America

George M. Turner, San Francisco was appointed vice-president, sales on September 1. Mr. Turner joined P & O—Orient Lines as sales manager two years ago. He was previously executive director of the Pacific Area Travel Association.

Richard W. Evans, San Francisco, was appointed sales manager. Mr. Evans was formerly with the Company's Honolulu general agents, Theo. H. Davies & Co. Ltd.

Pieter Kelder was named Regional Sales Representative for the Midwest, effective October 1. Kelder will be headquartered in Chicago to work in close co-operation with Cunard Steam-ship Company, the Company's general agents in the Midwest and East.

Ray Primmer who joined the Company in August replaced Kelder as Manager of the San Francisco Sales Office.

D. T. P. Palmer was appointed assistant branch manager Vancouver Office. Palmer joined the Company 18 months ago as sales representative.

O. H. Olsen replaces Palmer as sales representative in Vancouver.

On June 1, San Francisco Headquarters opened its own Public Relations Department with Victor Eckland as Director.

In July of this year, the Company expanded its offices and now occupies three floors at 155 Post Street. Since June of 1960 when P & O—Orient Lines merged, the number of Company employees has grown from 59 to 104; the personnel of the Accounting, Documentation, Secretarial, Telegraphic, Sales, Traffic and San Francisco Territory Departments have all been increased. New Departments have been formed: Purchasing, Personnel, Public Relations.

The Vancouver and Los Angeles offices are also experiencing growing pains. In the past year both office staffs have been increased by 10.



Off the beaten track

Phillip Island

BY CAPTAIN J. L. DUNKLEY

FOR some years I had been looking for an opportunity to visit Phillip Island, in Westernport Bay, south of Melbourne; but public transport services are not good and it is ninety miles away from Melbourne. It was only in December last year that I discovered that coach excursions are operated, both day and evening trips, in the summer season.

The evening trip is the one to do to see the Penguin Parade for which the island is most famed these days, but it does not give any time for exploring much else of the island.

At 2 p.m. one day with the temperature in Melbourne standing at 106 degrees I embarked in a coach and set off through the southern suburbs of Melbourne which extend virtually to Dandenong now, and house quite a few industrial plants as well as the out-of-town shopping centre at Chadstone. Among the factories I noticed were General Motors, International Harvester and a Carpet company.

The road runs through mainly flat country forming the western edge of the Gippsland area, prosperous agricultural land; and coal is also mined here. Much of the western part was marshland until the depression of the twenties when an Italian named Gitani managed to get Government finance to create employment by drainage works. We crossed several man-made channels which have succeeded in adding considerably to the agricultural possibilities of the area.

In Westernport Bay there are two islands, the inner and larger, French Island, partly a penal settlement and partly a holiday resort and Phillip Island which has become more popular and populous since a bridge has been built connecting it to the mainland. This runs across the narrows at the south

of the island from San Remo, a small fishing port and holiday resort.

Phillip Island is about fifteen miles long by five wide and is more fertile and wooded than one would expect from its exposed position to the Westerlies of Bass Strait. Cowes is the principal town and other towns or villages are called Ventnor, Newhaven and Rhyll. The coach stopped at San Remo for twenty minutes so that we could look at the crayfish boats at the pier (and have a beer) and then we crossed to Newhaven where quite a good restaurant served a passable dinner; albeit at the early hour of 5.30!

At 6.30 we moved off again along the main road running the length of the island to Cowes. *En route* we passed through a plantation of Manna Gum trees which are the prime feed of the Koala bear. There are three such plantations on the island and 300 of the bears live there. As we passed by I saw some half-dozen sitting up in the branches in their usual quiet and somnolent attitude. More manna gums are being planted as the habit the bears have of eating off the new shoots kills off the trees in time—perhaps a natural method of keeping the population in check, though bush fires have been more active in this direction of recent years and some of the koalas have been moved to other sanctuaries on the mainland.

The principal industry of the island used to be the growing of chicory and dotted around the countryside are quite a few kilns which were used for drying the root prior to grinding up to add to coffee. These kilns are squat, square stone buildings with a pyramidal roof and a square chimney at the top. I saw a few fields of chicory but more of the land is now used for raising fat lambs for the Melbourne market and quite a few acres have been marked out

for development and holiday bungalows are rising fast.

There is also a racing circuit where motor-cycle events take place and I believe also some car racing, though the track is not a very high speed one.

At Cowes are several hotels and many guest houses the best of which appeared to be the Isle of Wight Hotel, owned by Jack Kramer the tennis promoter. There is also a pier from which a ferry service to the mainland used to be the main access route before the bridge was built.

After driving round the town we went Westward to the Knobbies, a lookout point with a lighthouse overlooking Seal Rocks where 3,000 seals are said to dwell.

There used to be many more, but escaped convicts and other such undesirable characters ran a sealing business on the island in the last century and all but exterminated them.

The next and final stop of the trip is at Summerland Beach, which is timed for just after sunset to see the penguins come ashore to the sanctuary established on the bay. In the breeding season there is a great parade up the beach every evening. There are said to be 8,000 of these birds called locally the Fairy Penguin, but I think known to ornithologists as the Little Penguin, which nest in burrows in the sand hills as much as three feet deep. The birds are only thirteen to fourteen inches tall and every morning before dawn they leave the shore for a day's fishing and start returning thirty minutes after sunset. Since

the Game Preservation Service has taken charge of the area their numbers have rapidly increased. A portion of the beach is roped off and floodlit, and a Game Warden gives a running commentary and some information about the life and habits of the birds. They spend the day at sea, under water for the most part where they are said to be capable of a speed of 30 m.p.h. Soon after sunset they find their way back to their own bit of beach under water for there is no sign of them on the surface until suddenly a few bodies appear being rolled over in the surf and in a few minutes a party of twenty or thirty collect themselves together at the water's edge. They then march or perhaps waddle is a better term for their gait, something like a lot of little old men, up the sandy beach and disappear in the sandhills in the dark. This goes on until towards midnight, but I only watched it for an hour or so and then made my way back to the coach. By this time penguins were all over the place looking for their nests or youngsters looking for their parents. Passing along the lighted pathways up from the beach the spectators frequently had to stop to allow odd bodies to cross the path. They showed no fear at all except that they held back to avoid being trodden on, nor did they seem to mind the floodlit beach, though some of them did come ashore on other parts of the beach which is quite a large one.

All told it was a very good day's outing in spite of the rather late two-and-a-half hours' run back into Melbourne where we arrived before midnight.

The Penguin Parade



Letters to the Editor

A Radio Officer in the 1920s

Dear Sir,

Further to my visit to your museum a few weeks ago, I enclose herewith some postcards of P & O ships which might be of use to you.

Perhaps a few remarks may be of interest. I did a trip in the *Khiva* to Yokohama and back, Tilbury 15.8.1919—Tilbury 18.12.1919. Captain H. W. Potter. On the next trip we carried the then Lord and Lady Inchcape. They left at Bombay for a tour of India. I left the ship also at Bombay with instructions to join whatever ship they returned by. I was the Radio Officer and we carried special equipment. This was removed at Bombay and waited there for Lord Inchcape's return. He travelled home in the *Devanha*, Captain H. W. Randall (?). I found out later, unfortunately, that I could have accompanied His Lordship's staff on their tour instead of staying in Bombay. The *Khiva* left Tilbury about 23.1.1920 and arrived Bombay 23.2.20. The *Devanha* left Bombay about 13.3.1920, arriving Tilbury about 13.4.1920.

I "signed on" in the *Morea* on 13.7.1923 for a voyage to Bombay and back, signing off on 7.9.1923, from and to Tilbury, Captain A. B. Garwood.

They were all happy and comfortable ships, and Lord Inchcape said that he especially enjoyed his trip out on the *Khiva*. Once the initial tension was over, everyone relaxed, and both Lord and Lady Inchcape joined in all the ship's activities.

The last picture of one of the P & O Branch Line ships, I am not sure which one, was sent to me by a colleague, and is, as you will see, marked T.S.S. *Barrabool*, 7th August, 1924. As they were all very similar, it could have been any one of them. The name is difficult to distinguish. I liked the P & O colours of those days. The buff deck-work was easy on the eye out East. I think the *Canberra* is a fine looking ship, but why, oh why, couldn't they have given her one decent funnel instead of those awful-looking pipes?

Well, Sir, there it is. I have gone on long enough. Hoping these pictures may recall pleasant memories to others,

I am, dear Sir,

Yours faithfully,

[E. H. Martinson,

Cruise Appreciation

Dear Sir,

In answer to your request for contributions from your readers (and I note you say "readers" and not "staff") may I accept your invitation and do something which I've wanted to do for a long time?

I hope I haven't slipped up, but I don't remember ever reading any comments about this arrangement whereby members of staff (the "landlubber" element) may, at a much reduced rate, enjoy the luxury of a summer cruise. So, on behalf of a landlubber husband, myself—a mere P & O—Orient wife—and a teenage daughter who scores extra marks in geography examinations since she went cruising, may I comment?

It is not without trepidation that, each year, when the cruising programme is published, we hurriedly scan it and mutter "DARE we? Shall we see if we can go on a cruise this year?" We hurriedly review the clothing position (and this is rather fun in January, especially if it's snowing) and when we've stopped shivering at the mere thought of shorts and sunsuits, cotton dresses, and whether the last-three-years' cocktail dress is still presentable, and we've checked that the havoc played by the moths in Father's dinner jacket isn't too, too obvious, and we've found his sports shirts, and rescued his shorts from the bottom of the wardrobe (these being a special requirement, so that his knees, grown white in the service of the Company in Head Office for fifty weeks of the year, may be given the chance at least to become a little less startling when bared) we decide we could at least ASK! And so we did.

The *Strathmore's* cruise to the Scandinavian capitals was wonderful.

This now becomes a serious appreciation of the privilege. It IS a rare privilege, and one which I venture to voice through "About Ourselves". The roomy cabins, the first-class food (I weighed 7 lbs. over my normal until I seriously took up deck quoits) and the excellent and friendly service of all members of staff and crew, all contributed to our enjoyment.

But it does not end there. It meant that we now "belonged". We were no longer on the fringe of great business. Much of the Company's business is done on land, in busy offices in a busy city, but there cannot but be a longing for the sea and the ships in the hearts of those who work in the Booking Offices, who indent for the goods and chattels of the ships, and who sit in offices day by day pondering over figures—I mean numbers. This is the opportunity for shore staff to meet and see the people who sail in the ships, to talk with them, and for a little while, share their working day with them. This integration must inevitably improve the relationship between sea and shore staff—the relationship which promotes good work, well done because it is done with a new personal interest and knowledge. With wives and families sharing this, then they too, must also feel a stronger link with the Company. And the younger element—potential staff?

I have met many members of staff, sea and shore, and found friends among them. For this opportunity I am grateful. I am quite certain that shore staff who have also enjoyed this privilege would be happy to pay their tribute to the Chairman and Management for the privilege, and would like to register their appreciation of it, as I would. May I?

Yours sincerely,

(Mrs.) Helen McGillivray.



1884, the 4,636 ton "Chusan".

SHIP DESIGN

by

Sir Colin Anderson



The revolutionary lines of "Canberra", 1961

THE instructions we speakers were given were clear enough but, as usual, one's experience in the field of design do not conform to a tidy pattern. Almost all my active business life has been spent as part of the management of a particular shipping company but, owing to a very recent amalgamation, I now find myself concerned in the design problems of an infinitely greater and more complex group of companies in which the problems of design are far less homogeneous, and the way to deal with them far less conclusively agreed, than they were in the company in which the greater part of my experience has been gained. I cannot, therefore, give so tidy a picture as I might have a year ago.

To take the smaller problem first, it refers to the Orient Steam Navigation Company running passenger liners between here and Australia and, latterly, to the Pacific seaboard of America as well. This started as a family business and remained of a size which allowed for comparatively easy personal contact within the organisation. It kept an almost patriarchal feeling. More than one generation of the family had been deeply interested in good design and, through this influence at the top, the habit of considering good design to be important had become

Sir Colin Anderson was one of the principal speakers at the 1961 Congress of the Council of Industrial Design and we print his address below. Sir Colin covers the whole range of problems concerning design which confront a worldwide transportation group such as ours, both ashore and afloat.

Sir Colin points out that the matter was designed to be spoken by himself and that it will therefore read somewhat informally.

a part of the thinking of everyone within the Company who, in one way or another, had to do with the ordering or commissioning of things that needed designing. In short, the pattern of behaviour towards design had become built-in and it was taken for granted that a new project involving the element of design would be submitted to the chosen member of the management for discussion and finally for approval before any final decision was made. This brings me slap up against the real problem; who, not only in a transport company, but in any factory or any department store, has the qualities and training for that part of the duty of management which is to see that a proper standard of design is kept up? How shall this person be chosen or, if we go back a stage, how shall this person be trained?

In our solution of the problem, this person was that member of the Board selected by it as having the likeliest talent for the purpose. It was, in fact, an amateur solution and, under today's conditions, it can easily be criticised as being lacking in a professional attitude towards the importance of design. It only worked because we were lucky enough, as a family business, to produce a series of members of the management who did prove to possess a natural

capacity for fulfilling this function. At one time the job of choosing designs had been fulfilled by a committee of the Board, but that was wisely abandoned and the final solution was to entrust all decisions about design to one individual who had, to assist him, a management trainee whose job it was to sift what should, or should not, come up to be approved. In practice, this junior became, in his turn, final arbiter.

As I have said, by great luck the arrangement worked well enough. But suppose the family had not produced people, within the circle of management, with the particular capacity to fill this appointment? After all, this must very often happen in relation to many managements. Would the Board have been wise enough to insist upon the appointment from outside of some person with the capacity which the Board found lacking in itself? And would the Board have been prepared to entrust decisions about design to such a person and to support the decisions of that person, so as to enable them to be dealt with in a purposeful and orderly way?

This, as I have said, is the crux of the problem of getting a good design policy in any large industrial concern. Business life has moved out of the amateur sphere and all aspects of it are increasingly demanding a more professional attitude which applies, as much as anywhere else, to the appointment of somebody who will impose a firm and wise design policy. Having sensibly rejected the romantic solution of getting the directors' wives in to advise; having rejected the frustrating solution of relying upon a committee to choose designs; and having wisely funk'd the old-fashioned solution of picking a pig-out-of-a-poke from amongst the members of the Board of Direction or the top management, the up-to-date company *should* arrive at the final and sensible solution, which is that the Board should seek someone from outside who has been professionally educated in the language and control of design.

Even to employ a highly qualified designer is not yet nearly as commonly done as it should be, although luckily there are now more and more people in this country who have high qualifications. Indeed, the Royal College of Art is one of their principal training grounds. But, like all other places where advanced training is given in design this ceases at a point at which the prospective employer will often need it to go one practical step further. An understanding and appreciation of good design and an ability to produce distinguished designs himself are the fruits of the training of a student of Industrial Design. There is a hiatus in his equipment when it comes to being able to plan a company's design policy; or to deploy the various diplomatic arts involved in persuading the uninitiated customer to give good new ideas a try. These are still things that

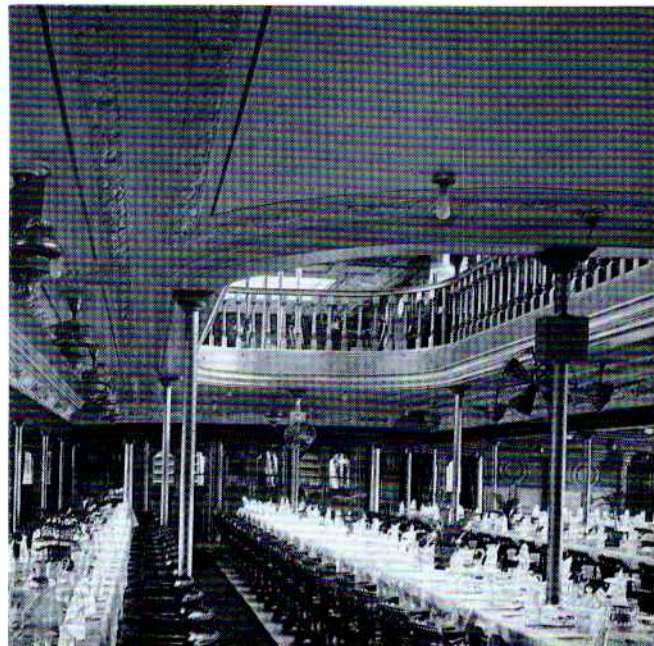
young designers coming into industry have (sometimes very painfully) to discover for themselves, by trial and error and, incidentally, during the working hours of their new employers.

I have of course oversimplified this problem. The highly trained designer for industry, and the director responsible for design, are unfortunately all too seldom one and the same person. I am just putting forward the idea that the more they become the same, and the more directors industry can acquire who have professional designer status, the better it will be for our export drive. It is immensely important that a cadre of such people should be built up. Our industry as a whole has an enormous need for them.

All this has been something of a digression, although an extremely important one, from my description of the method by which the design policy of the Orient Line and later the P & O - Orient Lines has been applied. Now that the Orient and the P & O have joined together the size of the total design problem makes the patriarchal amateur approach I have described no longer so feasible, and we are not yet far enough advanced in any improved method to make it possible for me to add anything useful.

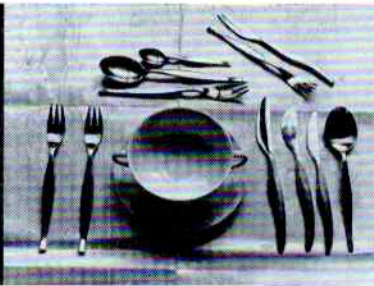
As all those who are speaking in this section will tell you, there is a world of difference between the problem of imposing some coherent language of design upon all the activities of a large transport group (or of an hotel group) and that, for instance, of a firm manufacturing some fairly standard range of products. The transport industry compares rather, as far as the matter of design is concerned, with the retail industry in which, through the buying policy,

1911, *First Saloon in the 12,431 ton "Maloja"*





The wine service designed by R. Stennett-Willson M.I.S.A., for "Canberra"



Ergonomic Cutlery designed by Mr. Robert Walsh for "Oriana".



Pickle jar and Oil and Vinegar set designed by R. Stennett-Willson M.I.S.A., for "Canberra".

a house style is imposed upon the goods displayed, even though the designing of none of them has been within the control of the retailer. We do not display goods for sale, exactly, but our sales certainly depend to a large degree on our choice and arrangement of a vast number of components made by other people.

As an example of the vital importance of taste in the choice of goods for display, I have always been struck by the extraordinary difference there can be between two adjoining antique dealers. I choose antique dealers because, beyond any other kind of trader, they enjoy a sort of two-dimensional freedom of choice. They need not choose just from our own era but they can pick their stock from the whole past achievements of mankind; a choice far greater than any draper or grocer (even the kind who includes baby mice in honey and fried bumblebees in his stock) can possibly have as to what goods they will acquire for sale. A single glance at the window of one

antique dealer's shop will indicate that only through some bad blunder of this particular proprietor will one conceivably find anything within that would attract. And yet, at the otherwise similar dealer's next door, every object, however junky in character, will be found to come into the category of possible and pleasing. It is all a question of taste and taste is a quality exceedingly hard to measure or to weigh. It is also a quality the presence of which cannot conclusively be proved, particularly to those who don't have it themselves. When such people are in positions of authority, when they are directors of a company, or town councillors, they are in a grand position to discount the importance of good design and so to do immense damage.

One of the most valuable functions of a Conference of this kind is to keep before the public the idea that good design matters, and that it is not a negligible and somewhat irritating side issue, about which it is

1960, *First Class Restaurant in the 42,000 ton "Oriana".*



1925, *Music Room in the*
16,664 ton "Rajputana".



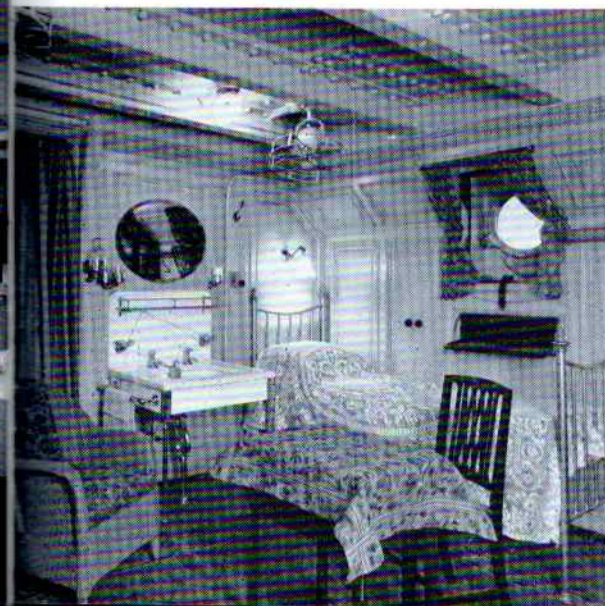
not worth a serious man's while to take any interest. We British have a particular need to overcome this kind of attitude, which is exemplified all too often by the tendency to giggle and jeer at examples of any of the applied or fine arts about which we happen to be ignorant.

But I must return again to my particular story. I have said that, as a group of shipping companies, our design requirements are exceedingly various. In one direction, concerning typography, which includes a great deal of our advertising, control is comparatively easy; without stereotyping all these things we seek, by controlling the number of designers, to get a rhythm and a common feeling into them and, because they all have a common typographical element, they are a much less intractable design problem than some of our others. In

contrast, there is the infinitely more important and technical shipbuilding side of our business. The appearance of each ship herself, both inside and out, demands a host of decisions on matters of design. Many of these involve difficult compromises due to the paramount needs of efficiency or strength on which safety may hang. Within the ship there are even more decisions to be made—about her decoration, her furniture and furnishings, her cutlery, bedding, plumbing, light fittings, down to the souvenirs we give or the prizes our more sporting passengers win on board.

For the design of a new ship we naturally rely first upon our own Naval Architect who, though he is chosen principally with a view to his high technical ability in that field, is also valuable to us according to the degree to which he has an understanding of

1920, *State Room "Narkunda".*



1961, *First Class Verandah Suite in "Canberra".*





1960, the Princess Room in "Oriana".

the need for well designed detail of all kinds. Since the first years of the century we have been accustomed also to appoint a highly qualified shore architect to devise the interior architecture of public spaces on board new ships, but as our ships have got larger, we have found this became too much for one single consultant and now, for a large new liner, we engage a team of shore architects and experts. For *Canberra* there were three firms working with our Naval Architects; for *Oriana* there were four.

To those who feel that this sounds extravagant, I would only say that the inside of a large ship is not at all like the inside of a large building and that the design problems are infinitely more exacting and challenging. There can in a ship be no easy repetition of motifs once the pattern has been established—for the shapes of the spaces on board are inevitably so irregular as to preclude any of the short cuts and repeats which are often possible for shore buildings in which everything tends to be a decently rectangular shape and in which the general plan of many floors is entirely the same. For each ship one of these architects' firms was chosen to act as coordinator and convenor and, where less important details were concerned, there was much done under this system and many decisions made, without our being directly involved. But, where the matter was one of the many for which it had been made clear that we wished to take part in the final decision, a standing working party, under our nominated director as Chairman, sat at frequent intervals to discuss it and all other major problems brought up by the various architects and designers, with the convening architect always present. This was important in order to make sure that no contradictory decisions were being made and no decisions involving annoying results, such as two sets of designers

independently choosing identical themes or colours for two adjacent rooms in the same ship.

We also took a hint from the Festival of Britain and standardised not only the alphabets that were to be used, but also the colours. Deviations were of course allowed, but not without consultation. As far as possible, the accessories needed to furnish each room were made the responsibility of its own architect—subject always to our overriding decision that, as far as possible, we wished to reduce the number of different ways of doing the same thing, all over the ship. Thus, ashtrays and waste-paper baskets and many knobs, switches and simple electric fittings, and even a certain amount of furniture, were common not only to different rooms within the First Class accommodation, but also, as far as possible, throughout the Tourist Class accommodation as well, with perhaps modifications of colour or material.

We do not aim our design policy towards giving the public what they expect. They positively do not expect what they get from us; though we have always taken the greatest care that it should be something they would find very pleasant indeed when they had become accustomed to it. This has in fact happened all along the line—each new and at first strange feature has been adopted and finally clung to by our travelling public.

When to all this ship design you add the need to secure adherence to the chosen style of the Company in its buildings ashore and in those of its far-flung representatives and agents in India, Australia, Japan or the United States, all with premises, furnishings and printing requirements of their own, the complexity of our task begins to be even more apparent. A very high degree of care is needed, both to make sure that an acceptable design standard is being

adopted by these representatives and also, constructively, to help with information and advice those who may inevitably be placed a bit outside the march of affairs where design is concerned. As far as possible new designs are shared around and not kept merely for use in the centre of the organisation.

Where we have failed it has more often been through lack of success in abolishing conservatism, than through allowing bad designs to be passed, though this too has of course happened. Sometimes bad designs have been by good designers who have erred through lack of technical understanding of the particular requirement. This I consider to have been our fault, not theirs. We knew; and we should have explained.

So far I have spoken of what I may call the primary part of our design problem; for it is possible to divide the field into two distinct parts. The primary job is the building of a new ship or a new office ashore—from scratch, with everything in it newly chosen or designed. But there is also the less obvious but equally essential secondary job of keeping that ship or that office smart and up-to-date year after year, as furniture breaks, carpets wear out and curtains fade. This is of great importance to us for we cannot afford our offices to look shabby. They stand, in the eyes of members of the public, as a foretaste of the ships, and a shabby office would at once implant a suspicion that everything about the Company at sea as well as ashore was equally run-down. We keep this job of keeping up-to-date in entirely different hands from those to which we entrust a whole new ship or office building.

For this, we have qualified members of our permanent staff (some with previous experience in well-known retail stores noted for their high design standard), and it is the responsibility of these officials to keep our ships, and if necessary our offices, in a

high state of upkeep. They are expected to keep abreast with the current design trend, to make sure that, in replacing worn-out features, not only shall the essential design quality of the room be preserved but also that we take advantage, in making replacements, of improved manufacturing techniques, new materials and, of course, more recent designs. Incidentally, these experts of ours are early made aware of our distaste for gimmicky design; for equipment with built-in obsolescence; for fabrics which melt in the sun and, in general, for merely fashionable features of Mayfair boudoir style or of smart "contemp" of the here-today-gone-tomorrow variety.

One of the things your witnesses today have been asked to 'come clean' about is the reaction of their customers to all the trouble they take over design. I cannot pretend that we have ever been able to measure this in the sense of finding a sudden onrush of bookings for one particular ship by people who gave as their reason the quality of the design of everything on board. They certainly rush each new ship—but the attraction here is sheer novelty, for the most part. I often wonder if there is any manufactured product where it is so difficult as it is for ours to discover just why the customer buys it. There are so many reasons why our clients travel; and then, why they travel for instance to Australia or to Fiji; and then, why they travel there by the P & O – Orient Lines and, finally, why they book specifically by the *Canberra* or the *Oriana*. Their approval of the quality of the design on board is only one among many possible reasons for travelling in one ship rather than another. The reason may be the date of sailing; or the itinerary; or the skill of the head barman; or because some friend is travelling or one of the myriad other qualities that go to make up the rich experience that is the making of a sea voyage.

1925, Galley in "*Rawalpindi*".



1961, Spacious labour saving galley in "*Canberra*".





1923, two-berth cabin in Second Class
"Maloja".



A two-berth Tourist Class cabin in "Canberra".

All we can say is that, for some reason, the lead which we gave in designing an entirely modern interior for our *Orion* in the mid-thirties has since become the normal aim of almost all other shipping companies—and that those which still persist in an old-world type of decoration appear to be going against the stream. We naturally hear of passengers who notice the quality of design and are pleased by it but, by and large, I believe the public still treats good design as one of those imponderable blessings

which come by chance. They seem to feel that it would be tempting fortune to build one's hope of getting good design into too much of a state of reliance upon doing so. Good design is treated rather like good weather—to be enjoyed when one is lucky enough to have it, but downright ridiculous to insist upon.

It is to be hoped that this Conference will speed the day when we shall all enjoy well-designed artifacts of all kinds as a normal part of everyday life; a day when it will be normal for the man in the street to understand the design quality of the things that surround him instead of reserving his critical judgments for a little corner of the field—the 'telly' reception (but not the look of the machine); the beer (but not the mug).



The Spiral Staircase from the Meridian Room to the Crow's Nest in "Canberra".



An Armchair specified for Officers' accommodation in "Canberra".

Personal News



Mr. K. S. MACLEAN, Second Officer *Strathmore*, and Mrs. MACLEAN (*nee* Jean Bradshaw), on the birth of a daughter, Eileen Rosemary, on 26th August, 1961.

Mr. T. A. M. LINCOLN, Chief Officer, and Mrs. LINCOLN on the birth of a son, on 13th September, 1961.

Mr. G. CUNNINGHAM, Messenger, and Mrs. CUNNINGHAM, on the birth of a son, on 17th September, 1961.

Mr. MASON, Messenger, and Mrs. Margaret MASON, on the birth of a daughter, Fiona Gay, on 5th October, 1961.

Mr. R. CLARKE, Advertising Dept. and Mrs. CLARKE, on the birth of a son on 29th September, 1961



ENGAGEMENTS

We Congratulate—

Mr. P. D. LUMB, Third Officer *Cathay*, on his engagement to Miss J. E. PETRIE of Rochdale, on March 4th, 1961.

Mr. C. P. BOYLE and Miss Julie MACKINNON, both of Export Freight Department, on their engagement, on 29th July, 1961.

Mr. G. P. BRIGGS, 3rd Electrical Officer *Iberia*, on his engagement to Miss A. P. CLARK of Lincolnshire.



The wedding of Mr. G. Scott and Miss B. Masefield.



MARRIAGES

Our Best Wishes to—

Mr. D. R. TRUDGETT of Import Freight Department on his marriage to Miss Y. C. BOUGHTON, ex-Woman Assistant Purser, *Chusan*, at St. George's Church, Bickley, on 16th September, 1961.

Miss M. DARTNELL of Marine Department, Tilbury, on her marriage to Mr. B. PILGRIM at St. John's Church, Tilbury, on 2nd September, 1961.

Mr. B. E. REDRUP of Secretary's Department, on his marriage to Miss M. UPTON at St. James's Church, Handsworth, on 9th September, 1961.

Miss Janet RUSSELL of Pay Department on her marriage to Mr. Peter E. REED, at the Methodist Church, North Chingford, on 30th September, 1961.

Miss B. MASEFIELD of Export Freight Department on her marriage to Mr. G. SCOTT at All Saints Church, Woodford Wells, on 2nd September, 1961.

Mr. F. J. LANSDOWN of Purser's Department on his marriage to Miss Shirley J. CLARKE, formerly of Orient Line Steamers Shops Department, at Teddington Baptist Church, on 2nd September, 1961.

Mr. D. W. BIGGIE of Import Freight Department on his marriage to Mrs. Leonora SMITH, at Marylebone Registrar's Office, on 24th June, 1961.

Mr. A. E. BELL of Export Freight Department on his marriage to Mrs. Margaret TICKNER at St. Augustine's Church, Grove Park.



BIRTHS

Our Congratulations to—

Mr. R. G. E. ARNOLD, Assistant Purser *Chitral*, and Mrs. ARNOLD, on the birth of a daughter, Louise Jo-Anna on 1st March, 1961.



The wedding of Mr. R. D. Trudgett and Miss Y. C. Boughton



*The wedding of Mr. F. J. Lansdown
and Miss S. J. Clarke*



*The wedding of Mr. P. E. Reed
and Miss J. Russell*

APPOINTMENTS

Mr. G. E. Lifford

Mr. LIFFORD having concluded his tour of duty in San Francisco has now been appointed as an Assistant to the Management of P & O - Orient Lines Passenger Services Ltd.

Before taking up this position in Head Office, Mr. Lifford spent a short period at Cockspur Street to acquaint himself with the present working procedures.

Commodore Chief Engineer

The new Commodore Chief Engineer is Mr. Daniel Colin CAMPBELL, now in *Arcadia*. He joined P & O in 1925.

Tilbury Dock Superintendent

Captain P. SARGENT, DSC, RD, RNR, took over new duties as Tilbury Dock Superintendent on November 1st, on the retirement of Captain Aspinall. He has been Superintendent of Orient Line ships at Head Office and he will retain his room there for use when visiting '122'



RETIREMENTS

We wish many years of Happy Retirement to—

Mr. D. J. Donaldson

Mr. D. J. DONALDSON retired from the Company on the 30th September.

He joined Anderson, Anderson & Company in August, 1915, and after war service in France returned to the Company, which had then become Anderson Green & Co. Ltd.

In 1921 he joined the Chartering Department, and the following year became one of the Company's representatives on the Baltic Exchange. In 1936 he became Joint Manager of Chartering Department, a post which his father had held for the previous 32 years.

During World War II he served on the Chartering Committee of the Ministry of Food, and on cessation of hostilities became a member of the Baltic Exchange

Chartering Committee, which was formed to cover the tonnage requirements of the British and other Governments.

In 1948 he was appointed to the Board of Anderson Green & Company, and in May, 1960 he became General Manager of the P & O.

Captain G. Aspinall

Captain G. ASPINALL, our Dock Superintendent at Tilbury retired on 31st October, 1961. He had held that post since 1953.

Captain Aspinall served as a Cadet with the Blue Funnel Line and came to P & O in March, 1923, as Fourth Officer of *Nellore*. He was afloat until 1936 when he joined the Dock Staff at King George V Dock becoming Assistant Dock Superintendent in December, 1937. He was at Glasgow during most of the War looking after P & O ships on the Clyde, returning to London docks in 1945. He retires to his native Yorkshire.

Captain W. T. Banks

The retirement was announced on 30th September of Captain William Thomas Banks, the last P & O Captain to hold a Square Rigger's Certificate. Captain Banks' last command was *Strathnaver*.

He began his sea-faring career by sailing for four years in the three-masted barque *Killoran*, and then joined P & O in July, 1923, as Fourth Officer in *Mantua*. Later he served in many P & O ships well known between the war years, including *Naldera*, *Narkunda*, *Benalla*, *Ranchi*, and *Moldavia*. He obtained his Square Rigger's Certificate in March, 1930.

Captain Banks served in the R.N.R. from 1939 to 1946. He was in *Chitral* when she picked up the survivors following the sinking of *Rawalpindi* on 23rd November, 1939, while engaged on the Northern Patrol.

After the war, Captain Banks returned as Chief Officer of cargo liner *Perim*. In July, 1958, he was given command of *Corfu*, and later took over command of *Strathnaver*.

Retirements—continued

Captain L. Porter

Captain LEONARD PORTER retired on 14th July, his last command having been the cargo liner *Sunda*.

Captain Porter was born in Worksop, Nottinghamshire, in 1901, and served his apprenticeship in the P & O Branch Service. He entered the Company's service on 8th November, 1922, when he was appointed Fourth Officer of *Borda*. He was promoted Third Officer in July, 1924, when he was serving in *Narkunda*, after which he served in *Perim* and *Nagoya* before being made Second Officer in May, 1927, of *China*.

During World War II, Captain Porter served in *Strathnaver* in various capacities, including those of Chief Officer and Troop Officer. His first command was the cargo liner *Devanha* in 1949. Later he served as Staff Captain in *Strathnaver* for a year before being given command of the cargo liner *Khyber*. Since then he has commanded the cargo liners *Perim*, *Salsette* and *Sunda*.

Captain Porter, who is married, lives at Ayr, Scotland.

Commodore Chief Engineer S. T. Tilley

Commodore Chief Engineer S. T. TILLEY retired in August, his last ship having been *Iberia*. Born in London in 1901 he joined the P & O in December, 1924 as assistant engineer of *Narkunda*, having previously served his apprenticeship with Campers & Nicholson of Southampton.

He served in many ships until war came when from 1939 to July 1945 he was Third Engineer of *Corfu*.

In December, 1952, Mr. Tilley became Chief Engineer of *Surat*; his appointment to *Iberia* came in July, 1957, and he became Commodore Chief Engineer on 1st August, 1958. He now lives at Denmead, Portsmouth.

Mr. A. R. G. MCCOMISKEY, Chief Engineer retired in September on reaching the age limit. He came to P & O in August, 1925, taking his 2nd Class certificate in 1930 and his 1st Class in 1945. His last ship was *Sunda*.

Mr. J. A. KEW, First Refrigeration Engineer, who has retired after 43 years' service in the Company. His first ship was *Nagoya* as Assistant Engineer in March, 1918. He served in many ships during his career with spells ashore on the Dock Staff, and on coastal voyages.

Mr. F. L. COLQUHOUN, Passage Department, West End, June 1926—16th July, 1961. His earlier years were spent at sea as Purser, his last ship being *Carthage* in 1937.

Mr. T. W. DENHOLM, Engineers Department. Joined the Company in January, 1919 and retired 21st July, 1961. After an apprenticeship in a shipyard he went to sea and served in many P & O ships before joining the London Office.

Mr. A. S. PARRY, City Passage Department, who joined the Company in January, 1923 and retired 4th August, 1961.

Mr. J. A. MILLER, Baker. Joined December, 1929 and retired on 30th June, 1961.



On board "Surat" Mr. Scholls receives his presentation.

Mr. H. S. LASKEY, Chief Steward, who joined the Company in December, 1913 and retired on 13th August, 1961. His last ship was *Strathmore* but he had for a time been attached to the London Office.

S. A. SCHOLLS, Chief Steward on board *Surat*. Captain Bullock-Webster presented Mr. Scholls with a matching Ashtray, Cigarette Box and Lighter from the ship's Company on the occasion of his retirement.

Mr. W. H. HOLNESS, Night Watchman. He joined the Company in 1929 and retired on 11th September, 1961.

Mr. E. W. ERRINGTON, who retired from his post as Bedroom Steward on 31st July, 1961, and has since rejoined the Company as a Messenger.

Mr. J. ROWDEN, Printer, who joined the Company in 1922 and retired on 11th September, 1961.



Presentation to Mr. J. Lias, Senior Hospital Attendant Dispenser by Captain Mayne on board "Arcadia", on the occasion of his retirement. Mr. Lias served with the P & O Company for the past 24 years except for two years during the war, on board "Strathaird", "Strathnaver", "Stratheden", "Himalaya" and "Arcadia".



The wedding of Mr. D. W. Biggie and Mrs. L. Smith



OBITUARY

Mr. W. C. Symes

We regret to announce the death on 1st July, of Mr. W. C. SYMES, former Assistant Manager of the P & O, in his 94th year. The following notice appeared in *The Times*:—

"Mr. Wymond Cory Symes, who died on July 1 at his home near Taunton, was born on July 19th, 1867, the son of Thomas Legge Symes, rector of St. Keyne, Cornwall. A good all-round sportsman, he was captain of cricket and football at St. John's School, Leatherhead, where he was educated, and later played Rugby football for Kent and Blackheath—the latter in 1889-90, when there were four international three-quarter backs in the XV. He joined the Peninsular & Oriental Steam Navigation Company's head office in Leadenhall Street in 1885, and in 1890 he was posted to the Company's Bombay office, where he later became head of the agency. He started the Bombay Football Club there, and in 1898 he was appointed to the Singapore office. During his time there he was largely responsible for starting the Singapore Polo Club, with the help of Dacres Wise and officers of the King's Own Regiment just arrived from Hong Kong.

"He returned to Bombay in 1902 as number two, and later took over the agency. He became Trustee of the Port of Bombay, deputy chairman of the Chamber of Commerce, a member of the Bombay Legislative Council and a Justice of the Peace. His love of riding kept him an active participator in racing and polo, and he was offered the Mastership of the Bombay Hunt, but had to refuse. He was Steward of the West Indian Turf Club.

"In November, 1911, Symes accepted an appointment on the P & O Company's executive in London and returned to England at the end of that year. He was chairman of the Straits and China Shipping conference. He became a manager of the P & O London office, and retired in 1927, after 42 years' service.

"He married Evelyn Wise, youngest daughter of

Lieutenant-Colonel Dacres William Wise, of Loddiswell, Devon, who, with a daughter and two sons, survive him."

He will be remembered by older members of the staff and by many of the pensioners as a genial and courteous member of the management and one who in his thirty-four years of retirement never lost his interest in P & O affairs.

Mr. A. C. Hampton

We regret to report the death in his 94th year of Mr. Arthur Charles HAMPTON who joined the Orient Line as a bell boy in 1881, rose to the rank of Chief Steward, and then was in charge of the Shore Stewards until his retirement in 1937. His son, Mr. S. G. Hampton, formerly Baggage Master at Cockspur Street and now attached to the Cruising Department, has already served 40 years with the Company, giving a continuous service of 80 years with still, we hope, more to come.



We regret also to record the deaths of—

J. W. D. PARFITT, who died on 15th September, 1961. He joined the Company in 1909, served in Freight and Passage Departments and retired in 1950.

Hector STEWART, First Refrigeration Engineer, who died in service, on 5th September, 1961. He joined the Company in 1948.

J. DUNLOP, Messenger, who died in service. Joined 5th September, 1960 and died on 29th August, 1961.

G. F. EVERETT, Freight Department, who joined the Company in 1920 and retired in December, 1956. Died on 4th August, 1961.

G. W. TONG, Pursers' Department, served from 1906 to 1947 and died on 6th September, 1961.

F. T. MORGAN, Assistant Engineer, who died in service on 21st May, 1961. He joined the Company in January 1961.

P. O'MAHOONEY, Tourist Second Steward, who died on 13th July, 1961. He joined the Company in 1910 and retired in August, 1955, his last ship being *Himalaya*.

H. C. AIRS, who died 1st May, 1961. He was formerly Senior Chef in the Orient Line.

Mrs. G. E. HOUSDON, formerly Telephonist of Orient Line, who died 17th July, 1961.

R. L. SYMES, formerly Chief Engineer, who died on 19th July, 1961.

H. M. ROYDS-JONES, formerly Orient Sea Staff, who died on 2nd August, 1961.

A. NICKLEN, formerly P & O Sea Staff, who died on 13th September, 1961.

F. J. HARWOOD, Messenger, who died on 3rd October, 1961.

H. D. CAIE, Chief Engineer, on 12th October, 1961. He retired on pension on 1st January, 1945.

A. J. JOURNEAUX, Plumber, who died on 19th October, 1961. He retired on pension 4th May, 1955.

E. S. BAKER, Pay Department, who died on 29th October, 1961. He had retired on pension on 1st October, 1951.

CRUISING INCIDENT

" *Strathmore* was cruising northwards along the Portuguese Coast making for Lisbon and passengers were lazing in the sun, thinking about lunch, when someone noticed that the ship had stopped and was no longer under way. I could see no reason for it, and there appeared no activity or excitement until a small boy ran along the deck calling out ' It's a shipwreck '. Passengers rushed to the side and someone spotted a small yacht, dismasted and drifting, just ahead of us. To the inexpressible delight of the younger passengers *Strathmore* lowered a lifeboat, filled with familiar faces, now looking the real thing in life-jackets and not just people who helped to make a pleasant holiday for us all.

As we got nearer, the same small boy cried out excitedly, ' Look, there's a bloodstained arm waving from the cabin.' Indeed, it did look rather like that at first, but as the lifeboat took the wreck in tow, and approached the ship's side, we could see it was a piece of wreckage and there appeared no one inside.

The little yacht was hoisted on to the hatch forward of the bridge and no one could keep at bay the hordes of boys and girls looking eagerly for corpses, firearms, cutlasses, or whatever imagination pictured there. No—not even a small bloodstain!

The lifeboat was hoisted. Those familiar figures took off lifejackets and went below again to quiet murmurs of approval from the older passengers who could appreciate that the little exercise had its value in terms of re-assurance.

The younger generation took photographs and searched happily for bloodstains and bullet holes.

Alas, no romantic story emerged and the Receiver of Wrecks in Lisbon took receipt of the abandoned craft without visible emotion. We learned later that it had broken adrift from its moorings at Cascais.

But I wonder what description accompanies the many snaps now being shown in the first weeks of term at school?
B.D.O.J."

The little yacht was hoisted on to the hatch forward of the bridge.



In our last issue we reported the wedding in Naples of Elena Davino and Francesco Cerri of our agency there. Here we publish a photograph of them on their wedding day.

GARDEN PATH-OLGY

Husbandry is farming,
Even gardening, perhaps;
But to *me* it is alarming—
I am not like other chaps.
In a boat, I am a thriller,
But from gardens I recoil;
Though my hand may soil a tiller,
I'm no tiller of the soil.

I'm a Poet, not a Peasant,
And I thought myself immune;
But my spouse is frail at present—
Though she still can call the tune.
Objections are irrelevant,
I cannot choose my route;
I am driven like an elephant—
And *she* is my mahout!

With goad aloft she lingers,
Spotting weeds among the seeds;
With *my* green (with gangrene) fingers,
They may soon be *widow's* weeds!
My agony she musn't see,
A husband cannot tell;
But humble, *henpecked*-husbandry—
Is undiluted HELL!

BY J. H. GOUGH WILSON

FROM THE DEPARTMENTS

STATIONERY AND PRINTING

The department moved into Beaufort House in the early part of July, the move being handled entirely by our own staff with the exception of a Duncan Wallet van driver. It is estimated that we shifted something like 100 tons of stores with the Duncan Wallet van rattling backwards and forwards between '122' and Beaufort House about 30 times.

Over the weekend of the 8th July the whole department worked a twelve-hour day shifting all this stuff into its new racks and laying the place out generally. We now have about 10,000 square feet and we cannot imagine how we were ever able to accommodate in 122 Leadenhall Street the enormous mass of material which we now have laid out in Beaufort House. Stationery is now delivered to the offices once a week and this lot alone requires a three-ton van to move it.

Since writing to you last we have three new people in the department, John Morrison, Patricia Solly and Kathleen Hockley. R.D.S.

ELECTRONICS

Congratulations to Mr. H. A. M. Jardine on his promotion to the rank of Senior Chief Radio Officer: Mr. A. J. Bowen, Mr. W. Hargreaves, Mr. H. Williams, Mr. J. H. Morrison, and Mr. R. Young on their promotion to the rank of First Radio Officer: Mr. J. M. Wynn-Williams on his promotion to the rank of Radio Officer, and to Mr. J. I. Blyth, Mr. M. J. Fowler and Mr. K. W. Tregellas to the rank of Acting Radio Officer.

PUBLIC RELATIONS

Mr. A. S. N. Bennett has joined this department. He started on the Brighton evening newspaper before joining Fisons as Assistant Public Relations Officer. He had two years' service with the R.N.V.R.

CONFERENCE DEPARTMENT

Mr. A. J. Turnbull has passed his First Year Shipping Course Examination of the City of London College.

PURSERS

APPOINTMENTS

Mr. F. P. PATEMAN, Purser, has now been appointed to *Arcadia* in place of Mr. P. H. Miles, who we regret to announce is still off duty sick.

Miss M. L. WRIGHT has joined *Canberra* as Hostess after a spell of leave.

Mr. L. C. Wyeth, Purser, has joined *Iberia* vice Mr. D. A. Pullinger, who is on sick leave.

Mr. R. S. ROBERTSON has joined *Orion* as Tourist Purser.

Mr. H. W. MAYHEW has joined *Strathnaver* as Purser, vice Mr. J. H. Buy, who has proceeded on leave.

Mr. B. R. TONKS has joined *Strathmore* as Purser vice Mr. L. C. Wyeth.

Mrs. B. P. HAIG-HADDOW has joined *Himalaya* as 1st Class Hostess, vice Miss M. A. Lucking, who has proceeded on leave.

Miss G. M. SLOANE has joined *Himalaya* as Tourist Hostess.

Mr. G. L. RUDDOCK, Chef, has joined *Himalaya* vice Mr. J. Cox, who has proceeded on leave.

Miss L. E. JUSON has joined *Orcades* as Tourist Hostess.

Mr. E. P. LUNGLEY, Chief Steward, has joined *Stratheden* vice Mr. A. L. Smith, now on leave.

WE CONGRATULATE:

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

Mr. J. Paton, Assistant Purser *Chusan*, on his engagement to Miss J. STANDFIELD of Melbourne, Australia.

Mr. W. GRUNDY on his appointment as Acting Chef *Cathay*.

Mr. D. J. ROGERS on his appointment as Acting Chef *Chitral*.

WE REGRET TO REPORT:

That Mr. J. A. Miller ex Deputy Purser *Arcadia*, is now on sick leave after a recent operation.

WE ARE GLAD TO LEARN:

That Mr. C. E. LINGHAM, Chief Steward ex *Himalaya*, has now recovered. Mr. D. P. DAVIES has now returned to that ship as Chief Steward.

STOP PRESS—RESIGNATION

Mr. K. I. Geddes In view of the increasing demands of his outside interests Mr. Keith Geddes asked to be released from the Company as from the 31st July, 1961.

He resigned from the Boards of Anderson, Green & Co. Ltd., and P & O—Orient Passenger Services Ltd., as from that date, when he was elected Chairman of Economic Forestry Ltd.

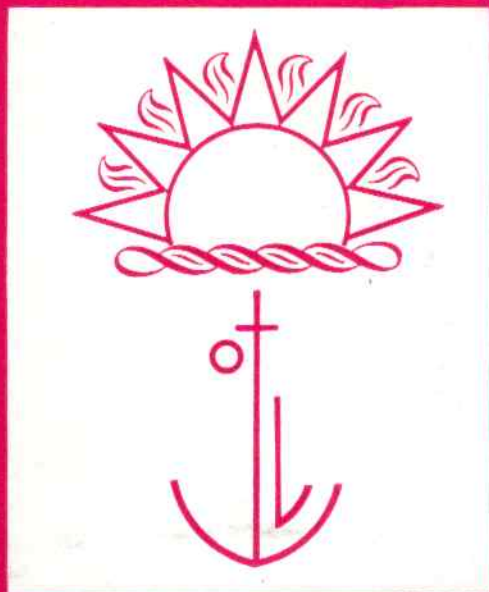
Keith Geddes will be remembered as a great rugger player having won his Blue at Cambridge in 1938. In subsequent years he captained the RAF, London Scottish and finally Scotland in 1946 and 1947. Mr. I. C. Geddes, his father, also captained Scotland in his day and theirs is the only father and son relationship to have achieved this remarkable distinction.

During the war he was one of that select band of RAF night fighter pilots in the Battle of Britain and was later stationed at Fighter Command H.Q. He was awarded the D.F.C.

We wish him all luck in his new ventures among which is large scale turkey farming.



Mr. K. Geddes



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

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