

Wavelength

Former officer suggests reunion

Survivors recall the 1942 sinking of Orcades



The 9,000 ton Polish Freighter, Narvik, which alone defied the German U-boat "Polar Bear" pack for sixteen hours to rescue more than 1,000 passengers and crew from the 24,000 tons Orient Line vessel Orcades II when she was torpedoed off Cape Town, on 10 October 1942, has gone to the breakers.

Narvik, a Liberty built ship owned by the Polish Steamship Company of Szczecin was to have made her last voyage to a British port. A farewell ceremony attended by survivors from Orcades II was planned and a television team from Poland were to have filmed the event.

The Polish Shipping Mission in London called on P & O's International Relations Division to assist trace survivors and the subsequent search revived memories of what was one of the most concentrated and massive blows against any shipping company during the Second World War — the loss of both Orcades II and her smaller sister ship Oronsay I

to the "Eisbaer" U-boat pack within a period of 48 hours.

Orcades II was the largest vessel to be sunk in Union waters and the second biggest merchant ship to be lost by the Allies during the Second World War. It took at least six torpedoes to put her down.

Several of the officers who were aboard her that fateful day were quickly traced by IRD, including her master Captain Charles Fox, now aged 81, who retired as Commodore of the Orient Line in 1951.

Unfortunately the salute to Narvik had to be cancelled because of the U.K. miners' strike and the nature of the Polish ship's last cargo — a consignment of coal.

Narvik was re-routed to a Portuguese port and from there she sailed to a breakers yard in Spain.

However, a re-union celebration of those rescued from Orcades II, and Oronsay, may yet be held, sometime in October by the survivors themselves.

See page 17 for the full story of the sinking of Orcades II, the daring rescue of passengers and crew, and survivors plans for a get-together.



Basil Cave (left), troop officer aboard Orcades when she was torpedoed, talking to George Maltby, who, as a member of the RASC, sailed in the ship from Liverpool to Durban on what was to be her last but one voyage. Basil now works for BOAC and George is a commissionaire in the P & O Building, Leadenhall Street.

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Coffee jug washed up from BI wreck

A silver plated coffee jug from the ill-fated BI hospital ship, Rohilla, has been washed up on the foreshore near Saltwick Nab, Yorkshire.

The jug was found by 17-year-old Robert Peart about 200 yards from the spot where Rohilla went down on 30 October 1914. Over 80 people were lost in the disaster.

The jug bears the initials of 'The British India Steam Navigation Company of Glasgow'. On the bottom is the name of the makers, the Elkington Company of London.

The jug still has a fair amount of the original silver plating and although the lid is missing, the handle and spout are intact.

Except for a small amount of torn and bent metal at the lip of the spout, the only other damage is numerous small dents.

BI Pensioners reunions

Arrangements have now been made for this year's BI Pensioners Luncheons.

The Scottish Luncheon will be held at Dundee on May 22 in Uganda and the Southern Luncheon at Southampton on August 4 in Nevada.

Shore staff work on through power cuts

As Sid James would say, it was "Carry On Regardless", and P & O staff at the group's Beaufort House, London, did just this during power cuts in February caused by the UK coalminers' strike.

Over 3,500 candles were bought by the group's Properties Division to maintain light at London headquarters of Beaufort House, Navigation House and the P & O Building, and hundreds more candles were used by other group companies throughout the UK.

Power cuts came in three-hour bursts in mid-February and the above buildings had two or even three blackouts a day.

With internal heating gone, males wearing coloured jumpers and girls with slacks suits were the order of the office day for a couple of weeks.



The scene at Beaufort House during the power cuts.

Still time to 'name a ship'

There's still time to enter our 'name-a-ship' contest and win a first prize of £250 plus — if you're a female — a chance of launching the ship which is given the name you select.

All you have to do is say what — and why — you would name the types of ships operated by the P & O Group.

Besides the first prize of £250 there are two runner-up awards of £100 and £50.

Entries should be sent to 'Name-a-Ship Contest', Wavelength, International Relations Division, P & O Building, Leadenhall Street, London EC3V 4QL to arrive not later than 31 March.



New moon signals end to Asian crew's fasting

Ramadan celebrations were held aboard the 39,233 dwt tanker Malwa while she was dry docked in Antwerp recently for an annual routine inspection.

The celebrations, traditionally held by the Mohamadians to mark a month of fasting during the hours of daylight, begin when the new moon is sighted during a particular quarter of the year.

When the first beams of the lunar crescent were seen above the Belgium port by Malwa's Asian crew, a party was launched to end the fast.

Captain P. M. Leaver, his officers, C. D. Brammer, Fleet Personnel Manager, BSD, and officers wives, were invited to join the crew's festivities. Leading the celebrations were C.P.O. Yousuf Shah, A.P.O. Jahan Zeb, Senior G.P.A. Mirza Mohamad, and Senior G.P.A. Dilawar Khan.

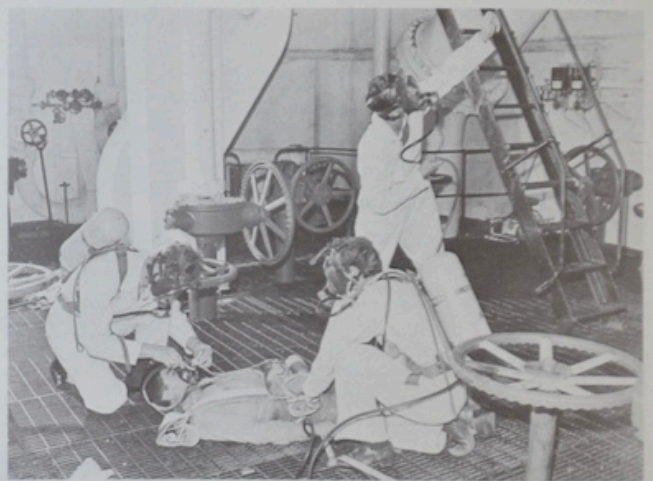


Get-together London style



Bulk Shipping Division have launched a series of seminars to improve communications between shore and sea personnel and to keep all staff abreast of developments in their trade. The first few meetings - our photograph was taken at one of them - have proved so popular that other divisions in the P & O Group are now giving consideration to the idea of organising their own seminars. "These get-togethers enable personnel to meet the people they may normally only contact by letter or telephone," explained C. D. Brammer, Fleet Personnel Manager BSD. "They also create a flow of information and ideas between management and staff." Speakers in this series of seminars are naturally emphasising the effects of the Group re-organisation and discussing topics such as Asian crew relations, fleet maintenance, and tanker safety. Lectures are given by both staff and "outside" speakers.

Emergency drill test in Ardvar



Faces behind the masks ... aboard Ardvar are those of Second Officer Bob Glover, 3/E/O Gerry Harmston, Third Officer John Cleaver and, acting as a "victim" of hydrocarbon gas poisoning, Junior Engineer Trevor Nicholaidis. The four some were testing equipment, undergoing routine instruction and emergency drill during a visit by a consultant from Marine Safety Services. MSS consultants visit ships of all nationalities worldwide to brief and train officers and crew on safety factors and methods of combating emergency situations.

Tanker's chief cook finds himself in the soup!

Napoleon once said "An army marches on its stomach".

No-one has said anything similar about our merchant navy but it's only reasonable to suppose that our seamen, too, need plenty of good food.

Certainly that's the opinion of the crew of one of

our tankers who sent the following cable to Navigation House:

"Urgently require forward discharge port one cookery book as chief cook nor chief steward have in possession Hope book will help (cook) improve his ability."

More BSD news on page 16

Obituary

We record with deep regret the death of ...

PCF Fernandes, Chief Steward, Fernie, who died on 24 January at the age of 56. After serving with BI for 31 voyages, Mr Fernandes was promoted to Chief Steward in July 1961 when he was appointed to the James Nourse vessel, Mutlah. Mr Fernandes lived in Bombay and left a widow and four children.

Wind reached 200 mph in Hong Kong's 1937 typhoon

Dear Sir,
I was very interested to read the letter by Captain Poole relating to the 1937 typhoon at Hong Kong (Wavelength No. 2).
At that particular time I was serving as pianist on the P & O Ranpura (commanded by Captain Legge) and I will remember that typhoon as we arrived in Hong Kong on the morning of 1 September around about 9 a.m. when we disembarked most of our passengers.

30 vessels driven ashore: Corfu and Ranpura undamaged

Dear Sir,
I was interested to read Capt. Francis Poole's letter about the 1937 Hong Kong typhoon (Wavelength No. 2).
My interest in this matter relates to some research that I have been making, but I find it difficult to secure authentic records some 30 years after the event.

According to information in my possession the P & O liners Corfu and Ranpura weathered the typhoon in the harbour without damage. There were in all 30 vessels driven ashore, of which I have the names and tonnage. It is interesting to note that the Aberdeen fishing fleet of about 40 junks foundered at sea, five survivors being picked up days later by the P & O Mirzapore. Three Royal Navy vessels were also involved, these being HMS Cornflower, Suffolk and Duchess.

It is interesting to note that Capt. Poole mentions the wind velocity at 150 miles an hour and the centre passed over the city in the early hours of 2 September. In actual fact the barograph reading of the anemometer shows that the recording pen ran off the paper and it is estimated that the wind velocity reached 167 miles per hour. The two largest vessels driven ashore were Conteverde, 18,765 tons, and Asam Maru, 17,000 tons.

D A James
(Traffic Manager)
John T. Rennie & Sons
(Pty) Ltd,
Albany House North,
11 Albany Grove,
Durban

Only a handful remained for the rest of the voyage to Shanghai, Kobe and Yokohama, but by midday we had warning of the approaching typhoon, and in company with other ships, began moving out to typhoon anchorage by 6 p.m.

At that time there was only a gentle breeze blowing, but as the evening wore on so the wind increased until the early hours of the morning of the 2 September when it reached its peak of 200 m.p.h. It was about this time another ship came suddenly out of the blackness and nearly rammed us.

I believe the An Lee was broken up where she lay on the Buad, and the Asama Maru was eventually placed in the hands of a Japanese salvage company, who had a lengthy spell on her. The Conte Verde was refloated, but what happened to the BI ship I confess I do not know, but Captain Poole refers to her as the Talamba. However, I was always under the impression it was the Tilawa.

I was in the Ranpura from 1935 until the outbreak of the war. We arrived at Colombo that morning and were immediately taken over by HM Government, and then ordered to Calcutta where the Ranpura was then converted to an AMC. I then transferred to the Viceroy of India for twelve months before moving over to The New Zealand Shipping Company from which company I retired last September.

During the time I was on the Ranpura, there was one occasion when carrying the Chinese Art Treasures back to Shanghai we went aground on entering Gibraltar and had to transfer our passengers to a BI liner and a P & O branch line liner. After we were eventually refloated and a diver had inspected our hull, we were allowed to proceed on our voyage with our valuable cargo intact but minus a lot of our passengers.

On another occasion we were one of the last ships to leave Shanghai before the Japanese Navy started shelling the city. We had a contingent of Japanese civilians arrive on board late at night and sailed at daybreak. By midday the Japanese Navy had started their shelling.

Another time we were stopped by the Japanese Navy just before we were due to dock at Hong Kong and boarded by them, which caused a bit of a flap between our Government and the Japanese, but by the time we arrived in Yokohama everything had been smoothed over satisfactorily.

W E Firth
24 Meadow Close
Pengam
Blackwood
Mon NP2 1RB

The Savoy Hotel's Havana Band of 1923.



Savoy Hotel band mystery solved by London Office

Dear Sir,
I am writing to advise you of a rather unusual request we received in Singapore recently.

We received a letter from a planter in Jahore asking, what he termed, a rather "odd favour". He was writing an article on dance music in the Far East in the 1920s which, in itself, appears an unusual hobby for planters in the Jahore jungle. He wished to find out whether some recordings, made in London by the Savoy Hotel's Havana Band in 1923, were actually made by the proper band or a substitute group.

In order to establish this it was apparently necessary to find out the actual date the proper Savoy Havana Band sailed for Australia as it was known that the band actually arrived in Melbourne by sea on 23 November 1923 although the name of the ship was not known.

Quite obviously we in Singapore could not immediately be of much assistance but I wrote to London and also to Melbourne to see if their records could be of any help and it appears that, somewhat inadvertently, London provided the answer which rested simply upon the fact that in those days the journey to Australia took 6

weeks and not 3 weeks as had been believed by some of the planter's other contacts.

London advised that the only P & O ship in Melbourne on 23 November 1923 was Poona and, as she was on passage home and was a cargo ship, it was unlikely to have had the Savoy Havana Band on board! Melbourne agents' own records did not go back that far but they took the trouble to inspect the archives of the public library and came up with the names of four vessels which arrived in Melbourne at about the date mentioned, (including

Marella from Singapore) but the passenger lists, also held by the Library, showed that none of these vessels had the band on board.

The planter has now got his answer as, judging by the time required for the journey, it is evident that the recordings to which he referred must have been made by the new group at the Savoy Hotel and not by Bert Ralton and his original Havana Band.

We do get some unusual requests!
A. C. L. Heywood
Mansfield and Co Pte Ltd
Singapore

Pensioner recalls his war-time service record

Dear Sir,
Thank you for the No 2 edition of Wavelength, which I must say is a great pleasure to receive.

It was nice to read your retirement column in which I am included but there seems to be a discrepancy in the date quoted of my joining the company.

If my memory serves me right it should read end of March 1932, and as regards war service, I joined the Rifle Brigade in December 1939 and served with them in Egypt with the 7th Armoured Division until the end of 'El Alamein'.

After a couple of months rest at Genief (Egypt) I volunteered for the Special Air Service and served with them through Italy and the Greek Islands until August 1945, when I came to UK and was demobbed in January 1946.

Please note I am not being critical in any way on my retirement obituary, but thought these facts might be of interest to you.

Many happy years are brought back when reading this newspaper and trust I may enjoy its reading for years to come.

V C Watts
29 Fitzstephen Road,
Dagenham,
Essex RM8 2YP

Spelling error in crossword

Dear Sir,
I wish to point out that the solution to your crossword in the January issue, page 10, is clearly wrong.

The answer to your clue 3 down is loiter, but on studying other clues, I discovered that the above answer was not possible.

Peter R Goodwin
The G S N Co Ltd,
30 George Street,
Edinburgh 2

•You're quite correct, Peter. No wonder a lot of readers thought this particular puzzle was more difficult than any they had seen in the *The Times*. Seriously though, many apologies to you and all other crossword enthusiasts. This month's puzzle, sent in by a Southampton reader appears on page 10 -Editor.

Cruise advert rings a bell

Dear Sir,
The enclosed P & O advert (below) taken from the *Sunday Express* revives nostalgic memories for my wife and I.

In late December 1915 I was the 2nd officer of the B.I. ship Japan on voyage from Hong Kong where my (now) wife joined the ship as a passenger. Much in terms of the heading in the paper that, "many men have discovered the girl they married at sea", we became engaged and she accepted my ring on the Royal Lake in Rangoon and, about three weeks later - on the 6th January 1916 we were married in Calcutta.

In a day or two fifty six years will have gone by since then and we are still "afloat" and, among other things, looking forward to our diamond festivities in four years time.

We have quite a number of offspring that includes two American Great-grandchildren; one of whom, at least is eligible in time to come - to become the President of the U.S.



Part of the advertisement which appeared in the *Sunday Express*. The complete advertisement bears the slogan 'Many men have discovered the girl they married at sea'.

Much water has run down rivers since our marriage some of it decidedly murky. But, as far as we are concerned we have kept our channels clear and free of snags despite some difficult moments; not least of them being in Rangoon where for some years (until the Japs took over in 1942) I was the No. 1 of the Port department for the Commissioners of the Port and in that capacity had - in the end - the doubtful honour, with no degree of pleasure of demolishing the Port and Harbour works on the day of the Japanese arrival there.

Possibly the only occasion, in our history of the "scorched-earth" policy being practiced on a major British port!
H. C. Granger Brown
19 Portland Villas,
Hove,
Sussex.



Billiards and Snooker Club Opens

Mr John R. Turner, Chairman of Coast Lines and General Manager P & O Short Sea Shipping, makes a break at the opening of Coast Lines billiards and snooker club at S.E. Princes Dock, Liverpool. John opened the club by being first on the table.

Lorry driver's Social Club has gone from strength to strength

Heavy lorry drivers are individualists. It is perhaps surprising therefore, and certainly praiseworthy, that the drivers employed by James Hemphill have, over the past ten years, run their own Social and Welfare Club. The objects of the club are twofold: to encourage a spirit of friendship and co-operation among employees by means of social events, and to assist each other in times of sickness or absence through injury. Throughout the club's existence it has been quite independent of management assistance or company finance.

Members enjoy a regular dinner party and an annual dinner and dance. The directors are invited to attend the dinner-dance and our photograph of a group at this year's function shows the General Manager, Mr. William McMillan, talking to John McArthur, George Macdougall and drivers. The ladies sitting in

the foreground include Mrs. McMillan and Mrs. Macdougall.

The Sickness Scheme, financed directly by the club's funds, and the Accident Insurance Scheme, covered by an insurance policy, have provided very welcome assistance to members in need

over the years of the club's existence.

The club is flourishing, and credit and thanks for this are due to the office-bearers over the years who have done a notable job in frequently difficult circumstances.



Some of the guests at this year's annual dinner and dance.

Milestone

When Coast Lines bought over the family business of James Hemphill in 1961, the long serving drivers felt that this milestone in the company's existence ought to be marked by the formation of the club, and so define the friendships built up over the years and ensure their continuity.

Office-bearers were appointed from among Andy Shearer, John McArthur, Jimmy Horn, George Green-shields, M.B.E., Dick Martin, and Eddie Morrison, and most of these drivers are still in office.

Five or six social functions are held each year: In the summer coach outings, and in the winter a children's Christ-

APPOINTMENTS

Mike Curzon-Hope has joined Pandair as Executive (Sales) at Maidenhead. For over three years, prior to returning to the United Kingdom, Mike was Traffic Development Officer—Australia for Maynair International, the air cargo division of the Mayne Nickless Group, which has affiliations with the P & O Group in Australia. Mike's association with P & O was further extended when he married Angela Aldridge in December 1970 in Melbourne. For some time Angela had been working in the Accounts Department at the P & O's office in Colins Street, Melbourne, where she had the responsibility of compiling the voyage account for the Eastern and Australian Steamship Company. Mike took an active part in the air cargo industry, both in Victoria and New South Wales, and was elected President of the New South Wales branch of the Air Cargo Carriers Club in Australia, formed in July of this year. This Club has a membership of over seventy executives from the leading air freight forwarders, and international airline carriers, and was the first of its type to be formed in Sydney.



Mike Curzon-Hope

Denis Gudgeon has been appointed manager and Wendy Kirby assistant manager of Anglo Overseas Transport's travel section. Denis is anxious to handle package holidays, Clarkson cruises or other vacation arrangements for any members of P & O's Group staff. "They have only to tell us when and where", he says "and then give us a price limit — we will do the rest". The travel division is situated at 16 New Street, London EC2, opposite Liverpool Street station and only five minutes walk from P & O's Leadenhall Building and Beaufort House.



Frank Beal

Frank E. Beal has been appointed Pandair's Sales Coordinator in Lagos, Nigeria, from where he will also cover sales in Ghana. Frank, who is twenty-five and married, joined Johnson's Airfreight in 1964, and two years later was appointed Cargo Traffic Officer. Later he became a Cargo Salesman with TAP Portuguese Airline. He transferred to Trans-Mediterranean Airways in 1968 and then joined E.M.G. Air Services—later Pandair—at their East Bedford branch.

John Windle has been appointed North Sea Ferries' Manager in Belgium. John, who was formerly Hull Office accountant is 41. Born in Hull and educated at Hull Grammar School, he joined the Elder Dempster Line after five years with McGregor, Gow & Holland and served in Africa and Sierra Leone for twelve years. He returned to Hull in 1966 and joined North Sea Ferries that same year. A keen squash player, he enjoys all sport and in his youth cycled for the Hull Thursday Road Club.

Harry A. Green has been appointed depot supervisor of Northern Ireland Trailers' new Yeadon Airport Depot. Harry, who is 40, joined Northern Ireland Trailers in 1967 and for the past three years has been in the company's Traffic Department. The new depot, which is located on a site adjacent to the Leeds and Bradford Airport, is due to open this month.

Ian Ilsley, formerly an assistant accountant at Memorex UK, has been appointed Pandair's accountant. He is a member of both the Association of Certified Corporate Accountants and the Management Accounting Research Unit at Slough College.

Don Cole has joined Pandair from World Transport Agency and has assumed special responsibility for sales in the Midlands. A Fellow of the Institute of Freight Forwarders Limited, Don was past Chairman of the Birmingham Airport Committee, and served on the Institute National Committee. He is an Associate Member of the Industrial Transport Association.



Don Cole

It's one job after another for George

George B Thompson who began his commercial career with Ellerman & Papayanni before joining J J Mack & Sons (Belfast, Mersey & Manchester SS Co) retired from Coast Lines at the end of February after 35 years service.

But George doesn't plan to take it nice and easy. He is to become Superintendent with the Birkenhead Lairage Company, a new consortium, of which the Belfast Steamship Company is a member, which is being formed to administer the cattle operations through the port of Birkenhead.

George spent only two years with J J Mack & Sons before war broke out. He then enlisted in the Royal Regiment of Artillery.

While sailing out to the Middle East in October 1941 with 135 Field Regiment, the United States entered the War and the Regiment was diverted to Singapore. He was taken prisoner by the Japanese at the fall of Singapore and did not arrive back in England until October 1945.

He rejoined J J Mack & Sons, by this time part of the Coast Lines Group, and was appointed Secretary in 1947, and Secretary and Assistant Manager in 1952.

In 1959, J J Mack & Sons ceased operations and George was appointed Assistant Manager of Coast Lines. From 1964-67 he was Traffic Manager and in January 1967 he transferred to the Coast Lines unit load subsidiary, Ulster Link, as Commercial Manager.

In 1969, on the formation of the B+I Services section in Liverpool, he became Freight Sales Manager and subsequently Co-ordinator.

Belfast shipping chief honoured on canvas



The portrait of Reginald Berkeley

Colleagues of Reginald William Berkeley who is in his fifth and final year as chairman of Belfast Harbour Commissioners, have acknowledged his distinguished service by commissioning artist Frank M'Kelvey to paint his portrait.

Mr Berkeley's father was also a Harbour Commissioner which means that there has been a Berkeley on the Board for 47 years.

Mr Berkeley jr. was born in Dublin and educated at St Andrew's College, Dublin, and at the Royal Belfast Academical Institution.

He joined the Belfast Steamship Company as a cadet in 1927 and served three years in Dublin, one year in Belfast with Harland & Wolff and one year in Liverpool. In 1932 he returned to Belfast as assistant manager of the company.

Appointed manager in 1941, he was promoted assistant general manager in 1944 and finally succeeded Mr Samuel Berkeley as general manager in April 1947.

Interest

Mr Berkeley has many interests and for over six years he was a member of the Northern Ireland Tourist Board. He is a past chairman, Northern Ireland Section, Institute of Transport, and for a number of years was chairman of the Northern Ireland Borstal Institution, and a member of Lloyd's Register of Shipping General Committee, London.

As well as being managing director of the Belfast Steamship Company and Burns & Laird Lines, he is a director of Ulster Ferry Link Line, a member of the executive committee British Shipping Federation London, chairman of the North of Ireland Ship Owners' Association, chairman of the North of Ireland Port Welfare Committee, a member of The Industrial Court Northern Ireland, and a member of the board of P & O Short Sea Shipping.

With so many commitments one might think it's all work and no play for Mr Berkeley, but in fact there's nothing he likes better than a round of golf. He is a past captain of the Kirkliston Castle and Knock clubs.



Circus act pack their trunks

Southampton shipping and forwarding agents, Thomas Trapp and Sons regularly handle the international sea travels of pigs, horses tigers, lions and cattle.

Even so it came as a bit of a shock to them when in mid-February they were asked to arrange the transportation of not one but nineteen elephants, weighing 43 tons, from Southampton to New York.

The company did the documentation for their passage for Spratts Patent, and the elephants travelled on the 15,351-ton container vessel, Atlantic Champagne.

The 12 fullgrown and seven small elephants were sold by Billy Smart's Circus to Ringling, Barnum and Bailey's Circus of Miami.

Dick Wilkinson, Trapp's manager, and Joe Hopkins, export clerk, supervised work on the whopper cargo.

Opposition leader at group ferry stand



The Rt. Hon. Harold Wilson, Leader of the Opposition, talking to Pat Fitzgerald of P & O Short Sea Shipping after opening the Camping and Outdoor Life Exhibition (Colex 72) at Olympia. On the right is A R Burnham, Chairman of the Camping Club of Great Britain and Ireland.

Caravan Scheme chances better than ever

Chances are better than ever for clerical employees of the former Coast Lines Group of companies - now part of P & O Short Sea Shipping - of securing a free caravan for their summer holidays.

Of 375 employees who applied for caravans last year, 350 were allotted them.

This year there are 25 vans stationed in 18 sites throughout Britain and Northern Ireland.

Not so long ago 35 vans were available at any one time, but in the last two years eligible Coast Lines clerical staff have dropped from over 1,000 to under 800.

In this period over 150 staff have transferred to Eire's British and Irish Line and Coast itself has joined P & O.

Most of the six-berth vans have bed linen and some are equipped with electricity and gas. The power is paid for as part of the caravan scheme, leaving the holidayers to meet the cost of only their fares to and from the van sites and food.

The scheme was begun in 1946 by the late Sir Alfred Read, a founder and former chairman of Coast Lines.

The very first caravan was a confined four-berther, donated by Sir Alfred, on Ty Llwyd farm, between Colwyn Bay and Llandudno, North Wales.

Member companies of the Coast Lines Group contributed a sum in proportion to the number of their employees, to finance the scheme. In 1970, the cost was £5,000.

Secretary for the last five years of the six-man Caravan Committee has been Mr A A Hughes, Liverpool-based assistant head of operations on the roll-on roll-off Liverpool-Belfast ferries.

Pupils 'emigrate' in

Leopard to beat power cuts

Over seventy pupils from Corchester Preparatory School, Corbridge-on-Tyne beat the recent power cuts by temporarily emigrating to France aboard Normandy Ferries' Leopard.

The youngsters continued their lessons as normal at the

Colonie de Vacances, a children's holiday hostel near Ouimperle, Southern Brittany.

They planned to stay in France for the remainder of the spring term so that they could complete their studies with light and heat.

'Teach in' for travel agents



Some of the hosts and guests who attended a reception for travel agents and traders at the Royal Scottish Automobile Club in January, organised by Burns & Laird. From left, W Larcombe (WTA Galleon); C Henderson (Mackay Travel Agency, Glasgow); R Carson (Glynwed Foundries, Larbet); J Walmsley (P & O Short Sea Shipping); Miss Lamont (secretary to the General Manager, Burns & Laird); W Thomson (Coast Lines) and NCB Wright (General Manager, Burns & Laird).



W H Fawcett (Belfast Steamship Co) illustrates a point during a discussion with R English (Tibbett & Britten, East Kilbride).

People in the news

Farewell gifts for Bill Thompson



Coast Lines Chief Commercial Manager, Bill Thompson, who retired at the end of January after 50 years service pictured with some of the staff who attended his farewell presentation. Bill received a silver cigarette box from the directors and a clock from the staff, both gifts being presented to him by John R Turner, chairman of Coast Lines and general manager of P & O Short Sea Shipping.

Audrey wins netball 'cap'

Congratulations to Miss Audrey Daley who was selected to play for Northern Ireland's under 21 netball team in the England/Scotland/Wales/Northern Ireland tournament in Cardiff on 4 March.

Audrey joined the staff of Ulster Ferry Link Line in 1969 and was transferred to The Belfast Steamship Co in March 1971.

Her appearance at Cardiff was her first at international level.



New York secretary



Perhaps one of these days attractive Miss Lisa Crucet will take a cruise on the liner which figures in the poster hanging in her office. But for the moment she's quite happy working as a private secretary in Pandair's New York office.

Pandair man scores winning try

Peter Rowland, Pandair's Senior Sales Ledger Clerk at Maidenhead, scored the winning try when Buckinghamshire beat Oxfordshire in the Rugby Union County Championship.

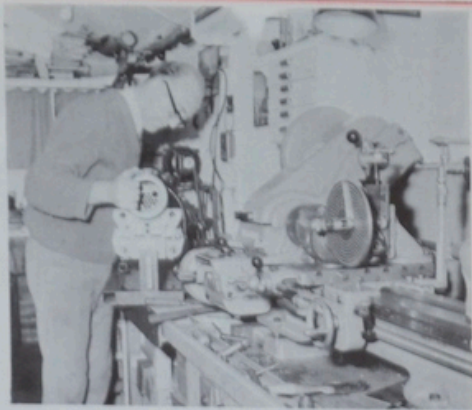
Playing at wing three-quarter, Peter scored the match winning try late in the second half after a forward break. Final score was 17-13.

More E & ATD news on Pages 4 and 5

Melbourne trio



The girls who make up this trio are employed in Pandair's Melbourne office. From left are secretary, Jill Attygalle; operations clerk, Mary Gaffiero and receptionist, Barbara Colhoun.



Ross Harrison is a project engineer in Green and Silley Weir's design group. Since the 'forties he has spent much of his spare time making model railway engines. Here he talks about his hobby

Holy Smoke — Ross is building a locomotive in his shed!

I first started making model locomotives in the late 'forties. At that time most models used the 'O' gauge and for many years I had a layout in the garden.

This layout was abandoned when I was on National Service, during which time I became very interested in the Welsh Narrow Gauge Railway.

On leaving the Army, I started building my first steam locomotive. But first I erected a small workshop and equipped it with a lathe. I completed the engine — a 3/4 inch to a foot scale model of a "Metropolitan Railway" tank engine — in 1958. By this time, the equipment of my workshop had increased and I had further advanced my interest in the Welsh Railway. So next I started building a much larger model.

Commended award. That same year, it was awarded a bronze medal from the Society of Model and Experimental Engineers. Since then the engine has been steamed and has worked at many exhibitions in southern England.

My next model was of another locomotive owned by the Welsh Highland Railway — the "Moel Tryfan".

Original

The original engine was designed by a Mr Spooner and was built by Vulcan Foundry in 1877. The cylinders and driving wheels form a separate motor bogie unit which rotates on a pin under the boiler (to get round the sharp curves). I had to carry out quite a lot of historical research to get all the information I needed for building the model.

The model design was drawn out by myself from information in "Engineering". But even today, fresh details come to hand and these I will add to the model when I repaint it. The model is still a tank engine, though not so powerful as "Russell", and can carry a number of people.

India

At the present moment I am progressing with another Narrow Gauge Model — this time from India.

The model is of a metre gauge tank locomotive of the Nilgiri railway. The original engine was assisted by the rack system for a part of its scheduled journey — the same principle as used in Switzer-

land where the engine was built. I have been working on the model for four years, and I expect it will take at least another two before I am finished. This time I was able to obtain the drawings from the makers in Switzerland and on the model I am including every detail that I can make including, I hope, a working turbo generator for the headlights.

The model is approximately 1/10 scale, and is being built to the metric system. The boiler is of copper and will be tested suitable for a working pressure of 100 psi.

This can be achieved as I have now assembled a large workshop, complete with a Myford Super 7 lathe, drilling machine, planing machine, shaper, power hacksaw and electric welding equipment. With my brazing gear, I can make some of my own non-ferrous castings.

Name

In the workshop, which is outside the house and is electrically heated, I have a drawing board where drawings of the new locomotives can be detailed. Like many other railway workshops, mine has a name: it is called "The Lirima Loco Works" and the engine which is now being built is No. 6. Two other engines were built in the workshop by my father.

Over the years, all my engines have worked at fetes, exhibitions, and on many Model Engineering Societies' Club tracks. But now I run them mainly on my own Society's track, and at various London Exhibitions.



Ross Harrison at a model exhibition in London. The pictures at the top of the page show him assembling a locomotive in his workshop.

Welsh

This new engine was a 1 1/2 inch to a foot model of the "Russell", a 2-6-2 tank locomotive, which used to run on the Welsh Highland Railway between Portmadoc and Dinas. It is quite a large model being about 3 feet long, 11 inches wide and 16 inches high. When full of water, it weighs over 1 1/2 cwt.

All my models are correct to scale as far as practicable, and all are steam operated. "Russell" for example, has a boiler pressure of 85 psi, and has run at an average speed of 7 mph for over half an hour continuously with a load of eight persons.

Completed in 1960, it was exhibited at the 1964 Model Engineering Exhibition where it received a Very Highly

They're a happy bunch down at New Medway — all 101½ of them!

New Medway Steam Packet Company has a "rum" and affable bunch of employees, whose years of service in the company's workshops at Rochester, Kent, and on company ferries, are considerable.

As New Medway's secretary Reg Day sees it, the company has 90 workshop employees and "11½ in the office".

The office "½" is Mabel Sheppard, of Strood, so named because the affable typist-telephone operator only works mornings.

The office is a pleasantly-refurbished waterfront hotel

A lighthearted look at our Rochester ship repairing company

called "Homeward Bound" in Gas House Road, which New Medway took over in 1961 when it moved office from High Street, Rochester.

Several of the office staff have earned a gold watch or two. They include Reg Day, who joined General Steam in 1925 at a £1 a week, and Bill Whittaker, who joined New Medway in 1929. Then there's Cyril Duncan (joined 1955), Bill Champion (1958), "Lou" Peckham (1956) and Les Laming himself, who joined in 1954.

Transferred

Add in Reg Day's GSN years — he transferred in 1967 — and the total is 200 years service.

Bill Whittaker is THE authority on New Medway's former proud ferry heyday of the 1930's when upwards of eight of the company's "Queen Line" ferries plied the Medway. A resident of Frindsbury, Rochester, he is company cashier.

"Lou" Peckham, whose initials are E.A., admits his



"Lou" Peckham

nickname goes back to his dancehall days. He spins the yarn for his father's name.

Alfred Peckham was a catering superintendent with New Medway in the 1930's, but as his parents couldn't agree on what to call him — one wanted Alfred and one wanted Tom — they christened him Alfred and called him Tom!

Reg Day, a former top-notch off-spin bowler with GSN cricket teams, is currently a keen gardener and listener of classical music at his home at Wigmore outside Gillingham.

Another office man, Gordon Smith, of Gillingham, is studying High National Business Studies, including accountancy.

New Medway's workshop staff have also given long periods of service to the company, and many have spent periods on company ferries and served with the RN during World War II.

War

Others worked with New Medway throughout the War when the company converted trawlers to mine-sweepers, produced wooden-hulled 45 foot diesel and petrol-engined "MFV's" and maintained Barrage Balloon craft.

An A. P. Herbert character, former Thames bargeman Bert Beadle joined New Medway's workshops in 1926 on £1.9s.6d. a week.

Bert today lists his hobbies as "beer and fiddling", and when asked what sort of beer he likes he answers: "Guinness and the free variety", rather quickly.

Horace Herbert started with New Medway in 1923, aged 14. He was signed on as



Reg Day (left) chatting to George Warren.

a shipwright apprentice at two shillings a week, rising to 12s.6d. a week, on a seven-year apprenticeship.

Horace remembers that he was also given one shilling a week "conduct money", an extra which was forfeited if he or his mates smoked, gave cheek or arrived late. Today, he's a keen small boat model maker.

Bill Coveney started with New Medway in 1933 as chief cook on the company's proud steamer "Queen of the Channel", when the restaurant at which he was working closed down.

Keen

One of "the lads" in his younger days, he was a keen grass track and scramble motor-cyclist. He joined the RAF in the War and was parachuted over Brussels on D-Day.



Bill Whittaker

Stan Sullivan, with New Medway for 30 years, served a similar apprenticeship to Bert Beadle, the only difference being that he finished at 14s a week!

Others with long service include Harold Pickavance, Jack Daniels, Cyril Gower, Eric Masters and Jim Tingley, formerly an engineer on New Medway's ferries.

Joke

Yard Manager, George Warren, who sports a grey beard he grew as the result of a "political joke" he won't talk about, was once an engineer on BP tankers trading between UK and the Persian Gulf. He is currently tickled pink for his 23 year-old daughter, Barbara, is going to the US later this year on an exchange hospital scheme.

Overall, it's a fair statement that staff turnover is minimal with the small ship repairing group down among the dinghies at New Medway.

**Green and
Silly Weir
bid
farewell
to Alma**

Miss Alma Thurlow retired from R & H Green and Silley Weir in January after 44 years service. Except for a break of three years from 1931 until 1934, when she worked in the Order Department, Alma spent all of her time with G & S W in the Accounts Department. She began her service with the London Scaling Co and then transferred to the parent company in the Royal Albert Dock where she remained until her retirement.



Bert Beadle

CHATHAM & SHEERNESS STEAM PACKET COMPANY.

At a numerous Meeting of Inhabitants of Chatham, held at the Sun Inn on Friday Evening the 10th June, 1836.

Mr. Walter Hills in the Chair,
It was unanimously resolved as the opinion of the Meeting,

That it is highly desirable for the Inhabitants of Chatham to unite with those of Sheerness in forming a Steam Packet Company to run a Vessel between the two Towns of Chatham and Sheerness.

And it was further unanimously resolved,

PUBLIC MEETING

to be held at the
Sun Inn, Chatham,
on
Wednesday Evening next, at 7 o'Clock.

To meet a deputation from Sheerness and consider the propriety of forming the proposed Union Company.

WALTER HILLS,
Chairman.

Chatham,
11th June, 1836.

MEDWAY STEAM PACKET Company.

To establish a regular Communication between these Towns and Sheerness.

Capital £3000 in 1500 Shares of £2 each.

The Committee having been informed that many persons desirous of holding Shares in the above Company have considered it useless to apply for them in consequence of all the Shares being already subscribed for, think it right to state that it is a main principle of the Company to have the number of Shareholders as large as possible, and those who have subscribed for a larger number than ten Shares, have done so expressly on the terms of giving up all beyond ten, to such persons as may subscribe between this and the 1st July next.

All persons therefore who are desirous for Shares, are requested to leave their names and address (stating the number of Shares they wish for) at my Offices on the New Road, or at Mr. Berrill's Library, High Street, Chatham, on or before the 1st July next, immediately after which day the Shares will be allotted; and as the Committee can only receive Shares subscribed for, where they exceed ten for one person, it will be necessary that those new desirous of them should send in their names as early as possible to prevent disappointment.

Prospectuses may be had on application to above.

By order of the Committee,

WALTER HILLS,

Chatham,
10th June, 1836.

New Medway's origins go back nearly 140 years, and the 1836 public notices of the formation of the company as "Medway Steam Packet Company" remain framed in the modest boardroom of the company's Rochester headquarters.

UP UP AND AWAY WE GO



The operation of a large mobile crane in the streets of the City of London normally has to be arranged many weeks ahead and requires careful planning if it is to be trouble free.

Trollope & Colls were asked to carry out such an operation at just over a week's notice by our Property Department following the

failure of a transformer in our headquarters building in Leadenhall Street.

The transformer, which supplied power for the air-conditioning, lifts and other essential services, had to be replaced as quickly as possible but as it was situated in the roof plant room of this 190 ft high building and was too big to lower down the lift

shafts, this presented a problem.

However, Trollope & Colls came to the rescue with a 110 ton Lorrain Motocrane supplied and operated by Beck & Pollitzer. With the aid of this crane, which was equipped with a 250 ft tower rig attachment consisting of a 130 ft high main tower and a 120 ft luffing boom, the new

transformer, which weighed just over 3 tons, was lifted through an access hatch in the roof.

Traffic was diverted from Leadenhall Street from midnight on the Saturday until Sunday evening because although the actual moving of the transformer only took about half an hour, the erection and dismantling of a crane of this size each take a minimum of 6 hours.



▲ While workmen prepare the transformer for the 'big lift' the crane is assembled.

The transformer being lowered on to the roof of the P & O Building

New York is the place to be says Tony

If anyone wants his "batteries charging up", then New York's the exciting place to be, says Tony Galbraith, who has just joined the Finance Division as Group Treasurer.

Seven years ago he spent 18 months in America's largest city with a firm of investment bankers.

"Whenever I go there I want to take everyone on," he joked. But he added that though New York was exciting, its pace made it an exhausting city in which to live and work.

Mr Galbraith, who joined P & O from merchant bankers, William Brandt and Sons, spent his earlier career with GEC and Robert Fleming.

Married with one son, he lives in London.

Travel Industry Marketing Group appointment for Public Relations executive

IRD Public Relations Executive, Noel Baptiste, has been co-opted on to the Committee of the Travel Industry Marketing Group, a branch of the Institute of Marketing, and given responsibility for all press and public relations. Noel has been with P & O for almost three years and specialises in passenger shipping public relations and press promotions.

A recent promotion involved arranging the shooting of the latest James Bond film 'Diamonds are Forever' on board P & O's largest liner, Canberra, followed by a competition which ran every day for two weeks in the Daily Express with a first prize of a cruise for 4 aboard Canberra 'the James Bond ship'.

Similar promotions were successfully staged in New Zealand, Germany, Belgium,



Noel Baptiste

Japan, and France.

Forthcoming press promotions may include a special P & O press reception for Pacific rowers John Fairfax and Sylvia Cook at the end of their 9,000 mile Pacific rowing marathon. The couple are due to present the Lord Mayor of Sydney with a P & O flag which Mrs LG Ironside, last year's Mayor of Southampton, gave them on board Chusan before they sailed to San Francisco. Mrs Ironside asked them to carry the flag with them and present it to the Lord Mayor of Sydney, with her greetings, as a symbol of the P & O link between the premier passenger shipping port of each country.

Another press promotion may involve joint sponsorship by P & O and a national daily newspaper of a handicapped yacht race against a P & O liner.

Archives moved to Museum

The extensive archives of the P & O Group have recently been transferred to the National Maritime Museum in Greenwich.

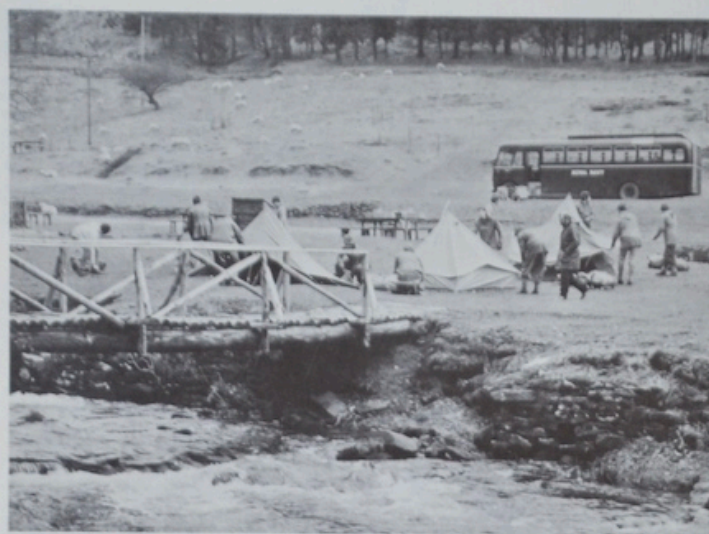
Five van-loads of documents carried off almost all the pre-war records formerly held by International Relations Division; these will now form the basis of a special P & O collection at the museum, including books, manuals, reports, magazines and files.

Some of the older material sent was in a poor condition, but experts in Greenwich are confident that it can be preserved and made available to historians and researchers interested in the Group, its constituent companies, or individual vessels.

This is the first instance of a company passing its records to the National Maritime Museum in this way.

News round-up

Mike Taylor joined a group of purser cadets on an endurance trial. Here's his report



Some of the cadets setting up camp at Blaen-y-cwm.

'Navy lark' run slay into a

It all started when Wave-length Editor, Norman Carroll, asked me if I would like to spend a weekend away from it all - in mid Wales.

"Certainly," I said, "but remember I'll be on holiday the first two weeks of August."

"That's all right," came the reply. "You leave tomorrow!"

Tomorrow happened to be Friday 4 February. In London it was cold and miserable. So what on earth was it going to be like in Wales, I thought.

Thirty-six hours later I was finding out the hard way. With 23 of our purser cadets I was taking part in a Royal Naval endurance trial - organised by HMS Royal Arthur - in the Black Mountains. And Mother Nature had decided to give us a taste of nearly everything she could throw at us - snow, ice, blinding winds, fog and a little bit of sunshine.

Our journey to the camp site at Blaen-y-cwm was innocent enough. Green grass,

on which we were standing, seemed firm and a merry brook, the Gryne Fawr, babbled sweetly on its way. One would be excused for expressing the view that this was indeed a scene of pastoral beauty. But this was not to be!

As there was only an hour's daylight left when we arrived it was essential that tents should be erected and a start made on preparing our first meal in the open. This was the signal for the officers, with somewhat gay abandon, to retreat and make for the nearest hostelry, leaving us to endure the wrath that wild Wales was to throw at us.

It is at this stage that comedy strikes for the first time. To say that the bright attractive orange tents were small would be an understatement and how four, or even five cadets, struggled into them will, to me, always remain a mystery. For the photographer and myself a smaller tent was erected, definitely not designed for comfort or the storage of survival kit and photographic gear.

night's sleep at half past seven.

At half past three the next morning there were shrieks coming from one of the tents. It wasn't a case of being woken from one's sleep - none of us had slept a wink anyway. Instead we had been listening to the constant lashing of rain on our flysheets and the hitherto gentle Gryne Fawr becoming a rumbustuous torrent. Nor did it leave much to the imagination to comprehend what had happened. We were being waterlogged!

There was nothing for it but struggle, and struggle was the operative word, out of our tents, salvage our belongings and get shot of breakfast which proved equally as foul as the supper which had preceded it.

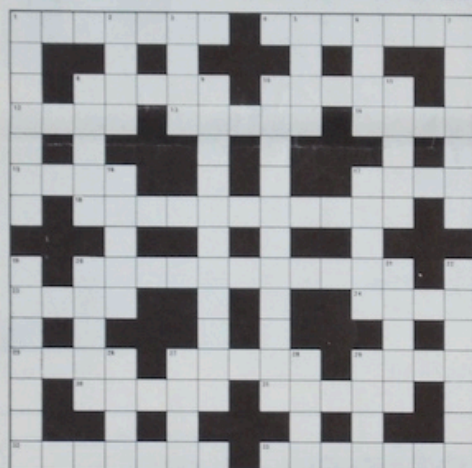
We had divided ourselves into groups of four or five and gradually parties left the camping site to set their sights on those points they had made it their business to conquer. It was pitch black and no one had the slightest idea of what awaited them high up on the mountain slopes.

I attached myself to a party of four with John Hounslow, as its leader, Paul Hopkins, Nigel Horn and Stephen Mack. John is one of the few who has represented his country on both the rugby and cricket fields as a schoolboy international.

We set off from Blaen-y-cwm at 6.25 and with the wind and rain beating in our faces crossed the Gryne Fawr and commenced the climb to the summit of Pen y Garder-Fawr, 2,624 feet above sea level.

On reaching the opposite bank we searched for a path that would take us through

£5 crossword



ACROSS

1. Rapidly elucidate?
4. Functionary on firm ground with the king.
8. A vertical take-off.
10. He's in Bergen I expect.
12. Golden eagle.
13. A crowd?
14. Bowler's line.
15. Perform as required.
17. Guessing part of it.
18. Recollection.
20. Went dotty in February?
23. Make aware of.
24. Where we go and what we do!
25. Fail to reach her.
27. Souvenir.
29. Fencing problem?
30. Head to direct.
31. Boats and stations sometimes need this boost.
32. Plant giving food for thought?
33. Past Natal boxer-obtrusive back inside.

DOWN

1. Hirohito for example.
2. Over, around and about we go!

3. Type who needs putting in his place?
5. When this, the Scot is exempt from payment.
6. She might be in the garden.
7. Ransack.
8. The ranger may display this.
9. Measuring instrument.
10. Military skill pleasing her anyhow.
11. All ears, we hear. How strange!
16. Country above Aden.
17. Driven by a tool.
19. He's in motion entirely unaided, yet is off the ground.
20. Prepare food.
21. Gives direction inside the barrier.
22. It needs expertise primarily to use this cooking utensil.
26. Have a go at killing.
27. Back to stand on the back two!
28. Hooded cloak worn by monks.
29. Three in a yard could be peculiar!



Mike Taylor (right) accompanying John Hounslow, Paul Hopkins and Stephen Mack through the Gryne Fawr valley in driving rain.



Jan Wallace and Chief Petty Officer D A Pitney, both from HMS Royal Arthur up in the mountains with E Wilson, R G Jackson, C P Davies, G S Mansell and N George.

Desolate

Imagine the dark desolate scene into which we had been thrown. Only a few hours previously we had been singing our way through the valleys, enjoying the sunshine, the vistas and anticipating adventure. Adventure, what a strange word, if it means enjoying past masochism this would be it.

There was nothing more for it but to make last minute plans for the next day's march, decide on departure times, and turn in for a



Some of the cadets at a de-briefing. Hocking, David Beck and Paul Hopkins are standing. Hocking is the liaison officer. Sitting, John Sturges and Mike Taylor, both from HMS Royal Arthur.

Congratulations to P Wheeler of Stapleton Shipping, Southampton, who sent us the above crossword. A cheque for £5 is in the post to him. Solution on page 16.

cadets bang blizzard

the dense Mymydd Ddu Forest. This did not prove difficult and soon the party were making their way upwards through the inky darkness. Patches of ice were picked out in the beam of our torches and shortly sleet replaced rain and snow followed sleet. As the group climbed so the snow deepened.

It was here that we made our first mistake. Instead of following the path which would have taken us a little out of our way we took advantage of a wind break to cut off a corner. Within a few minutes we were stumbling through thick snow and the tangled branches of conifers.

Difficulty

The main difficulty at this stage was coping with the survival kit we had with us. The weight of this pack made it difficult for the member carrying it to keep his feet on the icy ground. More than once he slipped, taking one, two or even three of his fellows with him down the several feet that had been extremely difficult to climb in the first place.

Shortly after daybreak we reached the top edge of the forest. As soon as its protection was lost we realised that we had to contend with a blizzard. The wind was ferocious, the snow blinding.

We were now well above 2,500 feet, the weather worsening with every step we took. A swirling fog made the use of whistles imperative. It was realised that a last effort must be made to reach the summit, quickly.

The last 100 feet were

probably the most testing of all, but after an exhaustive push the party gained the cairn which signified that Pen y Garder-Fawr had been conquered.

Visibility was now down to ten yards and the blizzard showed no sign of moderating so after a brief discussion it was decided to retreat to lower ground.

On our return to the Gryne Fawr valley it was learned that two members of another party had suffered exposure. They had been carried down to shelter near the Gryne Fawr reservoir, two miles further up the valley.

We decided to collect a few more points by trekking to the reservoir to see how the lads were faring. Through the fog we caught sight of white water cascading some 200 feet into the valley. As we got closer we could see that the streaming mass was tumbling over the edge of a gigantic dam. We had reached the Gryne Fawr reservoir!

After climbing up the side of the dam we began searching for our colleagues whom we found huddled together in a small shed not far from the reservoir. They were as comfortable as could be expected, after such an ordeal, and we assured them that rescue was near to hand.

The remainder of the day's trek was uneventful, the cadets celebrating their return to civilisation by singing their hearts out at a hostelry in nearby Pandy.

Our friends at HMS Royal Arthur threw us in the deep end, we struggled, but emerged, a little scarred but much wiser... and wasn't that the idea!



The winning team (from left): Chester Hudson, Gareth Davies, Allan Trotter and Nicholas Moore. Their prize? A crate of beer!

Millions in gold and silver lie waiting for treasure hunters in sunken wrecks

Buried treasure has sent men in search of it to every quarter of the globe. When you consider the wealth of cargoes carried by ships in every century, it is not surprising that much of this hidden treasure lies beneath the sea.

Twentieth-century treasure-seekers have more advantages than those preceding them, for they can employ salvage techniques and scientific devices unknown to searchers in olden days. Yet the amount recovered is slight, for the sea is a formidable guardian and does not lightly give up the wealth it covers.

One of the richest prizes sought after around our coasts was the *Duq de Florencia*, a ship of the Spanish Armada. It is said around £30 million went down with her when she sank in Tobermory Bay, off the Argyllshire coast. This vast wealth was to have been shared among the victorious Grandees after Britain was defeated. Instead, it lies on the seabed, thanks to Elizabethan secret service agents. Sir Francis Walsingham gave orders that "this rich and fine ship must on no account be suffered to reach Spain". The vessel was duly set on fire, probably by one of the Macleans and her wreck became the centre of treasure-hunts dating from 1663 to modern times. Yet very little has been brought to the surface.

The Spaniards had an unhappy time at sea for many years after the Armada. So well did English ships have control of the Atlantic that a



The 7,912 ton *Egypt*, built in 1897 by Caird & Co. of Greenock. She was rammed and sunk by a French steamer in thick fog in May 1922.

vast hoard of wealth stockpiled in New Spain. At one time £28 million worth of cargo lay at Porto Bello, Vera Cruz and Cartagena. Then, in 1702, a "silver fleet" managed to sail and evade capture. They were lying off the Spanish coast at Vigo Bay, unable to decide where to land or whether to keep the cargo on board, when an Anglo-Dutch fleet appeared, and in a panic, the Spaniards scuttled their galleons, adding still more to Davey Jones' locker.

Another great treasure-ship, the *Grosvenor*, an East Indiaman, sank in August, 1782, off the coast of Pondoland, Africa. Her cargo consisted of a hoard of jewels, lakhs, crores and most valu-

able of all, the Peacock Throne of the Great Mogul from the Imperial Palace of Delhi, valued at £10 million. When the *Grosvenor* ran on to rocks 300 yards from the shore all the survivors were able to reach land, but most died as they journeyed inland, killed by natives. Many attempts were made to salvage the treasure, but only items of small value have been recovered.

Over £200 million of sunken treasure have been recovered from the sea, but millions more lie beneath the ocean, often in places where no one can reach them. The Goodwin Sands alone are reckoned to be worth £300 million. Table Bay, in South Africa, is another keeper of

sunken wealth. Much of this is too deep for divers to reach although they have gone to more than 66 fathoms, which covered the *Egypt*, a P & O liner with a cargo of five tons of gold and 45 tons of silver, worth well over a million.

The lure of treasure waiting to be raised will never cease to drive on the adventurous. Every year sees improvements in the machinery at their command, but each year also gives the seabed a firmer grip. "What I have, I hold," could well be the ocean's motto, as silt and sand bury ever deeper wrecks and their contents. It is no easy task to wrest treasure from Neptune.



After the endurance test. Standing (from left) are Malcolm... Ken Flint, who acted as the cadets'... Nigel Haigh, Ian Nott and Lt. Cdr. Robby Wilson, from

Wangaratta cadets of 1922 and 1924



Captain G. E. Pugh (retired), who lives in Stafford, has very kindly loaned us these old photographs of Wangaratta's cadets. Both were taken in Australia in the 1920's. In the blue uniforms (1922) are: Back Row (from left), T. N. Bailey; L. Douse (was in Co. as an Officer); R. Symes; G. E. Pugh; J. S. Carr (became a tea planter); R. Clayton (died as 4th Officer); J. H. Curry (retired Commander); A. G. Smythe (retired Commander); - English; - Martin; A. G. Jackson (retired Commander); - Mortimer (joined Madura Co.); Middle Row. A. N. Pope; J. H. Bailey (died in Command); - Harrison (retired Commander); R. Finch (became H.M. Prison Governor); - Harding (died as Officer); J. Storey; - Wallace (was D.E.M.S. Officer Suez 1941-2); - Harrison; O. West (retired Commander); R. Rolf; R. E. Clarke (killed road accident Durban S.A.); - Reeves. Front Row. H. Reid; Radio Officer; Doctor; Mr Toms 3/0ff.; W. Scutt, Chief Commander; T. Stocken; A. G. Brooks; (retired Marine Superintendent); - Pike; - Preston. In the white uniforms (1924) are: Back Row. T. Stocken; D. Spiers G.C.; G. E. Pugh; F. Dannan (ex "Carpentaria"); - Potbury; G. Parker (retired Commander, Capt. R.N.R.); J. H. Bailey (died in Command); J. W. Machon (retired Commander); A. G. Brooks (retired Marine Superintendent); A. R. Andrew (retired Commander, now deceased); F. N. B. Johnson. Middle Row. - Appleton; W. Welstead (died at sea as a Cadet); - Lucy (ex "Carpentaria"); R. Rolf; F. Drake (S.T.O. Service Gourock 1941/2); T. N. Bailey; N. Apps (retired Commander); - Brambleby (ex "Carpentaria"); Not Known; - Reeves; A. W. Smith (retired Commander); - Pike. Front Row. A. N. Pope; Doctor; P. C. Wilson (instructor); Thos. Wordingham (Chief Officer); W. Scutt (Commander); 2nd Officer; - Morrison 3rd Officer (killed Jervis Bay); Purser L. Douse. Sitting. - Robb; E. Hesse; S. Henderson (retired Superintendent); W. Wood (killed as an Officer, Bombay); - Thompson; F. Byford; - Beer.

Over 70 children at Group party

New Year's Day saw the arrival of 73 staff children for the annual children's Christmas party organised by the B.I. Sports Club for Group members' children.

This event which has extended for the past 3 years was first staged as a substitute for the annual gala day as an entertainment for staff children. It has proved very popular and is a party to delight the hearts of the youngsters.

The children are deposited at Chigwell by their parents and left to the tender care of the organisers. After tea "Uncle Sid Jolley" takes over, helped by his wife, and games are commenced. Much rivalry arises between the boys and girls and they thoroughly enjoy the competitions which are separated into age groups and of which two or three different sections may be running at the same time. "Uncle Sid's" control is so good that the "kids" have no time to be homesick or lonely.

After games for which prizes are given, follows a film show of children's cartoons and then the great event of the evening, the arrival of Father Christmas finalises the festivities. Each child receives a small gift from him and when parents collect them the children are sent off complete with an apple, an orange and a "squeaker".

Office talk after the event shows that this party is well enjoyed by the children and, so far, has been presented "for free". Sundry club raffles dances etc., are run beforehand to partially defray costs.

As a Group club it is hoped to welcome all group members, their families and friends to Chigwell but response, so far, is slow. We are sure that if members go once they will surely go again and again.



Met Office award for captain

Captain I Y Batley (right) receiving a barograph from the Meteorological Officer Director-General, Dr B J Mason. The presentation was made to Captain Batley in appreciation of his "long and zealous voluntary observing at sea for the Meteorological Office". Captain Batley is at present in command of Westmorland.

Going, going, gone!



Eighteen month old Barry Goodman standing on nonsense from a crusty bread roll, served to him in Pando Head during the vessel's Christmas coastal voyage in the Far East. Dad is the ship's Second Engineer Officer.



James Sambruck

Family link ends as Bill Sambruck calls it a day

When wiry Welshman Bill Sambruck, aged 60, retired from our crew department he severed a family link with the shipping industry which went back 104 years.

Bill, who dealt with crew employment and allotments, gave 44 years service, and his grandfather William and father James who were both Cardiff dock pilots with the 'H' Line gave 35 years and 25 years service respectively.

Bill's shipping career began on October 1, 1927 when at the age of 15 he joined the 'H' Line - then Foster Hain and Read Steamship Co - in Cardiff as an office boy.

He applied for the job without the knowledge of his father. But a few hours before he was due to appear for a final interview his father found out and immediately ordered him to "get best clothes and a haircut."

He got the job and remained with Hain until 1940 when he joined an R.A.F. Signals unit, serving in the U.K.,



Bill Sambruck

North Africa and Italy. While in Algiers Bill visited and met some old friends aboard the 'H' ship Fort Lehave when she called at the port with war materials.

He returned to the U.K. in 1946 after demob, rejoined Hain in Cardiff and was eventually transferred to the London office in St Mary Axe where he remained until Hain-Nourse became part of GCD.

Bill's grandfather - said to have served aboard the clipper Cutty Sark - piloted the largest vessel to visit Cardiff during the First World War. During the Second World War the largest ship to enter the port was piloted by Bill's father.

Bill has always taken a keen interest in the sea but has never served aboard ship mainly due to his father's opposition and an eye ailment. His own son Richard has no interest in the sea.

This chatty Welshman is now enjoying retirement in Beckenham, Kent.

Golf clubs and swimming pools hold little appeal for Nuddea's Commander, Captain John W. Cole. So during a stop over in Bombay — the gateway to India — he decided to go sightseeing.

Recently, I found myself in Bombay with a little time on my hands, and the question arose of how to spend it. Golf clubs and swimming pools hold little appeal, and just sitting down and waiting is equally unattractive, so a little sightseeing seemed the thing to do. Kashmir beckoned, and so off I went to see Mackinnon's Travel service.

A few days later, I had a trip to Srinagar, Delhi and Agra arranged, and so the following Friday I set off to Santa Cruz where, in the best traditions of the service, the plane was delayed, but eventually got away to Delhi, where I had to change for Srinagar.

The flight was uneventful, the chequerboard pattern of central India seemed unhabited, except on the run north across the Punjab, where every sign of human activity was easily visible.

Before long the foothills passed beneath, and in the distance the peaks of the Himalayas began to show up, becoming spectacular as we approached Srinagar, where we landed a little after midday, with the temperature a comfortable 78.

As one leaves the airfield, the path runs alongside the local Air Force barracks, where all the 'erks' had lined up to see what manner of weirdos had come in on this flight. Our little lot included the usual much travelled globe-trotters, a number of standard type tourists and inevitably, a gaggle of hippies.

I was met at the terminal by MTS's representative, Mr. Siah, and taken to Oberoi Palace Hotel, a rather superior pub, lately the Maharaja's pad, where I found myself provided with a room the other end of which I could just see on a clear morning, and a bathroom with a bath the size of a small drydock. All very palatial.

I spent a very pleasant afternoon contemplating the Dal lake and the hills round about from a tree-shaded lawn, surrounded by masses of flowers, armed with a nice cold ale, and with little or no company other than some doves waiting for tit-bits, and some distinguished-looking and non-thieving type crows. Where every prospect pleases

Recollections of a visit to Kashmir

... but don't leave your plate of potato crisps completely unattended!

The lake, apart from its natural beauty, supplies a multitude of needs, a means of transport, a place to fish, a place to live, and a place to farm, and a source of water for all purposes (but you and I chlorinate ours if we have any sense).

Transport

The usual means of transport is a shikara, a cross between a punt and a gondola, with a sort of divan amidships for the passengers, which is very comfortable for just loafing about the lake or birdwatching (particularly, I should imagine, if you take your own bird) or whatever. Apart from the taxi-shikaras, there are merchants and vendors afloat selling anything from silverwork and jewellery, to cabbages, fish, fruit and cigarettes.

Many years ago, only the subjects of the Maharaja of Kashmir were allowed to own land in the State, and the non residents who came to Kashmir, and who wanted some sort of a pied-a-terre, had to think of something. The house-boat was the result. Nowadays, most of these are moored in the Dal Lake alongside little islands reclaimed from the lake, and most are available on rental terms to the visitor. They come in various grades of size and degree of comfort, and I was shown one in the top bracket, which appeared to be very well appointed, with

all mod cons and all services and servants available. The names of the boats are worth noting: I saw Cutty Sark, HMS Pinafore and Manora among others.

Communication is by Shikara, and I understand that if one doesn't like one's neighbours, or the surroundings, one can have the house-boat moved to a spot of one's choosing.

My tour of the lake took me up and down many odd creeks, and islands, both fixed and floating, these latter being rafts of lake weed, sufficiently buoyant and cohesive to stand a man's weight, some of which are used as gardens to grow tomatoes, melons and the like. Where the creeks go into the town, houses often overhang the water, and shop fronts open on to creekside in a manner somewhat reminiscent of Venice, even unto the delicate scents that perfume the air! In other parts, it was quite a rural scene, with ducks afloat and dogs, sheep and kids giving tongue as one passed.

Merchant

On this sort of expedition, one inevitably ends up in a woodcarver's shop and a silk and shawl merchant, where there is some beautiful work to be seen, with prices and selection rather better than one sees down-country. However, he warned, for Kashmiris could sell refrigerators to Eskimos! While at one of these shops, I was offered Moghul or Kashmiri

tea, made with tea, milk, soda, and charcoal in a samovar, which doesn't taste as bad as it sounds, or looks, which is a bit like BI cocoa on an off-day.

On returning to the hotel, it appeared that the lights were in the process of failing, a not unusual occurrence, I gathered. The band played gallantly on in the dining room, mainly to cheer themselves up, and I for one, stationed myself in the bar, which seemed as good a place as any, fully expecting the band to play "Nearer my God, etc". Lights were eventually restored and all was well.

Mosques

In the old city of Srinagar, there are several mosques and temples of quite respectable antiquity, one of which is the Shah-e-Hamadan, where the Islamic faith was first preached in Kashmir, and the Juma Masjid, which has been rebuilt a number of times since first raised in the 1400's, and can accommodate about 10,000 worshippers. A number of others dating to Moghul and pre-Moghul days also stand in mostly ruinous condition, while just outside the town, a fort built by Akbar stands on a hilltop, together with two mosques of various dates.

The bazaar is interesting, with lanes that will permit the passage of the local pony and trap, the most common means of individual transport, and, provided the driver doesn't push his luck too far, a taxi. It was also much cleaner than most, photographic in places, and the inhabitants went about their business without pestering the passerby.

Factory

The same trip also included a visit to a carpet factory, which is run as a co-operative by a number of families, and some of the rugs that I saw here were absolutely magnificent. Even now, in retrospect, I am green with envy thinking of them. Prices were high, but the workmanship in them would not make these expensive rugs. All but a very little one were way beyond my budget.

The other attraction in Srinagar is the Moghul gardens, of which there are three, the smallest and first visited is Chashmashahi, which is steeply terraced, and watered by a spring the



Bombay - gateway to India

waters of which are claimed to cure all manner of complaints. It is the oldest of the three and was laid out by Shah Jehan. The second is the Nishat Bagh, which is much larger, with superb trees and flower beds, again terraced, with fountains on the terraces. This was laid out for the Empress Nur Jehan, and impressed me the most, as its attractiveness was not so dependent on the fountains, which, much to my regret, were inoperative due to drought. The last of the three, and the most famous is Shalimar, which is far larger than the others, and which must be beautiful when the fountains are playing.

"Pale hands loved I beside Shalimar" ... since every fountain had a platform on which dancing girls used to perform, and the pavilion for the Queen and her ladies is extensive, and still sumptuous, one cannot but reflect that the Moghuls, apart from an unerring eye for architecture and landscape, had matters pretty well organised in other respects, as well!

Valleys

In the hills around Srinagar, are a number of mountain valleys, which have become small resorts in their own right, Sonamarg and Pahalgam, to name but two, and the best known, Gulmarg. It was to this last that my only trip into the hills was made.

Gulmarg is about 35 km to the westward and 3,000 feet above Srinagar, and so armed with a packed lunch, and with the usual Ambassador taxi, not so much a motor car, more a collection of spare parts imbued with some degree of common purpose, one set off along the old Rawalpindi road, passing through the terraced rice paddies and the occasional village, with no great amount of traffic, which was pleasant enough; the road is good, but not wide, running through an avenue of poplars, until one reaches the turnoff for Gulmarg, and starts climbing a little. A few miles brings one to Tangmarg, some 2,500 feet below and 4 miles from Gulmarg, and it is here that the new toll road to Gulmarg starts if one is going up car, or alternatively, engages a

pony if one is going to ride up, or as a last resort, starts walking.

The road is steep, well graded, and mostly well surfaced, with the odd break in the pine forest, through which an increasingly good view of the Vale of Kashmir can be obtained as one goes up. If you can stand Japanese mountain roads, this one should hold no terrors for those with vertigo.

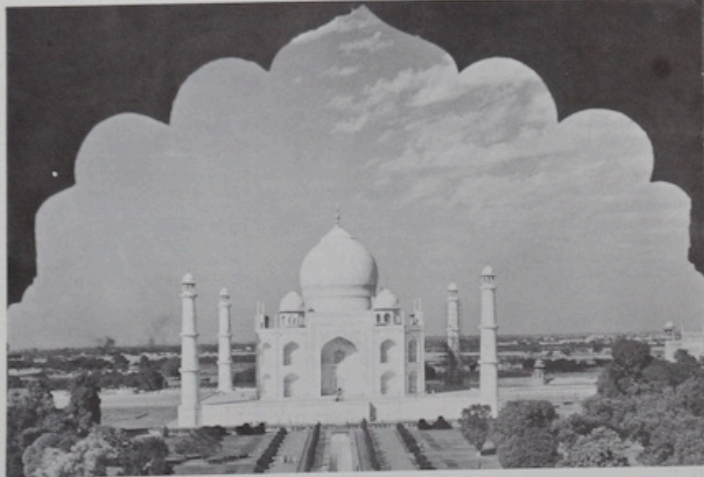
Towards the top, apart from the view looking down, everything seems to be getting increasingly dusty and unimpressive, when the road passes through a gap in the ridge at the top and into the most exquisite bowl-like meadow, beautifully green, with flowers abounding, and a stream through the middle ... Gulmarg, the "Golden Meadow".

Pony

At the entrance one parks one's car, though there is a road through to Nedou's Hotel on the other side, but the favoured means of transport is by pony, either Shank's or ordinary. There are a couple of little cafes nearby, serving local food only and cold drinks etc, and I had arrangements with one to use their facilities to eat my packed lunch, and while doing so observed that the crows here were polite but much more inquisitive. Lunch over, one can play golf, no need to bring clubs, would-be caddies seemed to be prepared to hire weapons, or wander about, or walk round part of the Outer Circle in the hope of seeing Nanga Parbat, No. 3 Himalaya, some 30 miles north.

Or one can hire a pony for the same purpose. I did, and displaying the traditional seafarer's flair for horsemanship, set off feeling singularly uneasy about the whole enterprise. When Ali, the syce-cum-guide, the pony and myself had all got round the corner, safely out of sight of the multitude, I dismounted, ostensibly the better to operate my camera and inspect the flora and fauna, and ultimately to catch a glimpse of the mountain,

Continued on page 14



The Taj Mahal

Bl ships and men

These are the men that sailed
and manned,
Worked her and drove her
from land to land.
Most of 'em gone, as the ships
are gone.
For times must change, as
the old words run,
And men change with 'em,
we know full well;
For worse or for better?
Time will tell.
This only is certain - ships
and men,
We never shall build their likes
again.

Ewan S. Shaw, FHCIMA,

FCFA.

(Father and son ex-B.I.
- decd.)



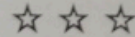
NZ lamb chops for Lions

Westmorland recently shipped a gift consignment of lamb from a group of Wairarapa farmers in New Zealand to the British Lions rugby team. It was in recognition of the Lions successful tour last year. The lamb in freezer size cuts was packed in eight cartons and forwarded by Thomas Borthwick & Co of London. Our photograph shows Captain I. Y. Batley, 2nd Officer A. D. G. Bell and Chief Officer R. J. Vincent receiving the consignment at Glasgow Wharf, Wellington, NZ.

Dowie & Marwood throw party for dock children

Fifteen members of Dowie & Marwood's social club performed a pleasant but arduous task when they took charge of the annual Christmas party for some 50 "Grenville Children". These under-privileged children have a playground near the South-End Docks, in one of the poorer districts of Liverpool. The canteen was over-run with four to ten year olds and to keep them all entertained there was a Punch and Judy show, party games and prizes galore. It was a very boisterous afternoon and the children enjoyed themselves immensely.

J R Leggate and K S Dodd are respectively honorary chairman and honorary treasurer of Grenville Play Centre.



Thirty youngsters, aged from four to ten, attended Dowie & Marwood's staff children's Christmas party in the canteen at New Zealand House, Water Street, Liverpool. Party games and a Punch and Judy show were arranged and Father Christmas called in to present a gift to each child.

Dowie & Marwood's Bowling Club have again entered two teams in the Liverpool Steamship Companies Bowling League, and commence with a challenge between the Travel Departments and the Rest on the 12 April, on the Walnut Tree Hotel green at Bootle. Arrangements have also been made to play individual competitions at the Cock Beck Tavern, Town Green, on the 10th June and 9th September.

First to Delhi - and then back to Bombay

Continued from page 13

which showed through for a minute or two. Ali, I found knew as much as I did about photography, and I could have stayed on the pony after all! The return from the Outer Circle necessitated reboarding the pony, in order to return in state, this time feeling a little less uneasy, but the pony earned its keep, for your servant is not exactly sylph-like.

Skiing

The woods surrounding Gulmarg had a number of summer cottages among the trees, some of which are in use, and many, built in the days of the Raj, just disintegrating. There is a hotel and an Indian Government Tourist facility, a golf course, tennis courts, and a polo ground for the summer, and skiing at Khillianmarg nearby in winter, with plans afoot to expand facilities. The road is open to cars only, no buses being allowed at present, but is only "jeepable" in winter.

It turned quite cool while I was there, and there was snow falling in the mountains above Khillianmarg, and as I was sweaterless, and the day was passing, I returned to Srinagar with some regret at leaving the unspoiled beauty of Gulmarg.

On the last day I did not feel like bouncing around any more mountain roads, and settled for a shikara trip down the Jhelum, to inspect the seven bridges of Srinagar. This necessitates locking out of the Dal lake, and picking one's way along a canal which is so crowded that there was often barely enough space for the shikara to get through, and as it is lined with houseboats and workboats, which are the homes of a great proportion of the people of

Srinagar, one could see, often at so close a range as to be an intrusion of privacy, how the other half lived. Nobody seemed to mind, gave a friendly wave and went about their business. The river scene is nothing special, interesting, and a pleasant way to spend a morning, but the bridges are not worthy of much comment, all being rather ordinary. However, as I said, a pleasant way to spend a morning.

On to Delhi

And so, my brief visit to Kashmir over, I signed all my chits, said farewell to the odd acquaintances I made, and also to Mr. Siah, who had been my guide and general helper, and boarded a plane to Delhi, my next port of call.

My visit to Delhi was a very brief one, little more than a one day stopover, arriving in midafternoon, and staying at the Intercontinental where I ran across G. L. Garner of Steamers Dept. London, on his way home from somewhere or other, and later a couple of people from Mackinnons Delhi office. But lest this turn into an account of a busman's holiday, it should be pointed out that the following day was a holiday, Dussehra, and all concerned were girding themselves for the morrow.

However, the upshot of it all was that I had a companion for my wanderings, and so the next morning we set out on a tour of Old Delhi, the Red Fort, which is well worth seeing, and the Jama Masjid, where we inspected some of the relics of the Prophet, and had a brief look at the bazaar of Chandni Chowk, returning to

the hotel for lunch, and sallying forth in the afternoon to see a bit of New Delhi, the India Gate, Rashtrapati Bhavan, and various of the departments of the Government of India.

We paid a visit to the Laxminarayan temple, which is a modern one built by the Birla family, and is quite interesting. The remainder of the afternoon was taken up with the older parts of South Delhi, principally the Qutb Minar, an 800 year old tower,

By Captain
John Cole

and one of the oldest mosques in India. In the courtyard here, there stands the famous Iron Pillar, which has been there for some 4,000 years, and which shows no signs of rusting. (Att. Technical Dept.)

Elevated Barbers

Another monument of interest was the Tomb of Humayun, the second Moghul, built in a similar style to the Taj, and from which the idea is supposed to have been taken. We were told that in the times of the Moghuls the Emperor never knew whether he was going to wake up in the morning or not, and one who might be suborned into hastening one's

transition from this world to the next was one's barber. Humayun apparently appreciated this for alongside his tomb, is another, smaller, but impressive; that of his barber, who had kept faith.

In the evening, we went to see the "Son et Lumiere" at the Red Fort, which told the story of the Fort, from the days of Shahjahan, who built it, of Aurungzeb, the puritan, who stifled its music, and darkened its halls, of Muhammad Shah, the "merry monarch", who played while others marched, of the Persian Nadir Shah, who sacked Delhi, and took the Peacock Throne from the fort, of the last Moghul, Bahadur Shah, who lost the fort to the British, and finishing with the voice of Jawaharlal Nehru on Independence Day, 1947. Very impressive.

Early start

The next morning called for an early start to Agra, arriving at Clarks-Shiraz Hotel in time for breakfast, and then off on a tour of the Taj, which beggars description, and thence to the Red Fort, the palace of Akbar, and later the prison of Shahjahan, who died there gazing across the river at the beautiful monument he had built to his Queen, Mumtaz-Mahal. Later, to Sikandra, to see the Tomb of Akbar, which is perhaps the most impressive of them all, with its very deep crypt, containing the actual tomb, a single shaft above providing the only light; here one feels perhaps the presence of the long-dead monarch.

A return to the hotel for lunch, and then to Fatehpur Sikri, about 20 miles away, a deserted city, which was

originally built by Akbar after a local holy man had told him that one of his Queens would present him with a son if he transferred his capital from Agra to Fatehpur Sikri. Akbar did, and it all came true, one of his queens, of which he had four, all of different faiths, presented him with a son. The others all had daughters.

Dancing girls as "chessmen"

Except for the tomb of the holy man, and those of his descendants up to the present time, the place is deserted, the water supply having failed some 15 years after the building of the city. Notable items are the Buland-Darwaza, the Gate of Victory, and various palaces, one with a parcheesi board in the courtyard, where the Emperor and his Queen (which one is unrecorded) played, with dancing girls as "chessmen".

That evening, after dinner, Mr. Garner having returned to Delhi, I went to the Taj to see it by moonlight, and again the following morning, to see it all over again. Crowds come from far and near to see it, to stand and gape, as I and many others, but many very ordinary people also come from roundabout, by the look of them, perhaps to pay tribute to the memory of their king and his queen of long ago, whose tombs lie beneath one of the world's most beautiful monuments.

And so my holiday over, back to Bombay, where "On instructions from Principals, you are required to proceed to..."

Port officials honour Wild Auk

The Deputy Mayor of Halifax, Nova Scotia and representatives of the Halifax Port Commission attended a reception on board Wild Auk when she arrived in the port with a cargo of citrus fruit from Israel.

To commemorate the ship's call - her first at Halifax - Mr George Raime of the Halifax Port Commission presented the ship's Master, Captain R. A. Dorkins, with a plaque and the Deputy Mayor, Mr Lou Moir, presented him with a pair of cuff links.

During her voyage from Israel, Wild Auk also called at Philadelphia.

Obituary

We record with deep regret the death of:

Captain Edward Henry White, our Cargo Superintendent at Royal Albert Dock, London, and a member of the Honorary Company of Master Mariners, who died at the age of 48. Captain White joined The New Zealand Shipping Company in 1939, became Fourth Officer of Rangitiki five years later, and Chief Officer of Tekaoa in 1949. He was appointed to command in 1954 and was Master of the Nottingham. The following year Captain White was appointed assistant Cargo Superintendent for The NZS Co at Royal Albert Dock, becoming Cargo Superintendent in 1965. When the General Cargo Division came into being in October last, Captain White was appointed Cargo Superintendent. He leaves a widow and three children at Hutton, near Brentwood.

John Alderton who retired from the Freight Department in July 1960, after 47 years service. Mr Alderton died on 4 September.

Harry adds a taste of ship life to his restaurant

The name Harry Minter will ring many a bell among our Passenger Division's sea staff. For during his 20 years with P & O, Harry must have collected hundreds, if not thousands of pounds, for the Dikusha Orphanage in Suva, Fiji.

Now - I'm pleased to say - he's doing very nicely thank you as a restaurant owner in Maidstone, Kent.

But it's no ordinary restaurant - although to his disappointment it appears that way from the outside.

Once through the door, however, it's just like being in a ship - the reason no doubt why Harry changed its name from the Flower Bowl Cafe to the Galleon's Reach Restaurant.

The restaurant is divided into five sections - the Upper Deck, the Lower Deck, the Captain's Dining Saloon, the Officers' Ward Room and the Private Dining Room.

Not only that, adorning the walls and ceiling is a fascinating collection of seafaring items, including fishing nets, lifebelts, caulking irons fids and whipping mallets.

As I've already said, Harry's main worry is that his restaurant still looks like an ordinary cafe from the outside.

"It's very off-putting," he says, "and a temporary answer might be to put in a teak door with some port holes."

Well whatever you do Harry, one thing's sure. No matter how rough the weather, your passengers won't get sea sick.

Two reasons why Customs made haste

A telex message referring to a lorry load of imported plastic coat hangers contained a PS.

As a result, when the lorry arrived in Southampton, Thomas Trapp and Sons and HM Customs worked extra fast to clear the load so the driver could get away quickly.

The PS? Well that simply read, "Most urgent. Driver's wife just gave birth to twins."

Successful year for ship society

Fifteen months ago, a handful of people, all with an interest in ships, got together in Thurrock, Essex and formed the Tilbury Ship Society.

Little did those nine ship lovers realise then how popular their society would become. They would have been happy with 50. But at the moment the society has on its register nearly 200 members.

Roger Jordan, one of the main driving forces behind the society, has written and told me about the society's first year. It appears members made visits to ships, had film shows, lectures, photographic and art competitions and went on excursions to British and continental ports and other places of maritime interest.

Roger tells me that the society has its own bi-monthly magazine which is

primarily of local interest but also contains world-wide shipping news.

Highlight of the society's programme this year will probably be a six day visit to the Continent, during which members will be able to visit the ports of Antwerp, Ostend, Amsterdam and the world's largest port, Rotterdam.

If any P & O Group employees would like to join the society, further details can be obtained from Roger whose address is: 278 Newton Place, Corringham, Essex.

Roger's home telephone number is 0375 6 79098 and his office telephone number. 01 623 7100 Ext 2142.

Picture is link with sailing of world's first steam trawler

During a visit to the Ranger Fishing Company's office in North Shields, I caught sight of an unusual photograph which simply showed a watch, a medallion and a gold codfish.

Curiosity got the better of me so I asked Ranger's Chairman, John Purdy, what story lay behind the picture.

Apparently the Purdy family have been associated with the Tyne fishing industry for about 100 years and way back in 1887 the world's first steam trawler was introduced by Mr Purdy's grandfather, William Purdy, and set sail on her maiden voyage.

To commemorate that historic day, the Tyne fishing traders presented William Purdy with the three items in the photograph.

William Purdy is still talked about in the Tyne's fishing circles and so for that matter is the great-grandfather of John Purdy's wife, Patience.

Charles Fairbairn was his name and in 1880 he joined a syndicate which organised the first shipment of frozen meat from Australia to Britain.

The meat was carried in a P & O vessel and on arrival in the UK, one carcass was sent to Queen Victoria and another to Prince Edward who, of course, later became King.

Old booklet tells of East Africa services



Former Arcadia pianist, Geoff Elliman won a huge round of applause when he gave an organ recital to members of Lincoln Organ Society.

Two-in-one recital

At right angles to the organ was a piano - and Geoff proved how good a musician he is by playing both instruments at the same time.

Geoff is now the manager of a studio in Peterborough.

I wonder if anyone can tell me in what year the above booklet was produced for B.I.

It has been forwarded to me by Captain D G Watson of our General Cargo Division who tells me it was sent to him in a round about way by a skipper in the Midlands.

Professor Barnard in Chusan

I was interested to hear that world famous heart surgeon, Professor Chris Barnard and his wife, Barbara, travelled in Chusan's January cruise from Cape Town to Luanda and South America.

Dr Barnard, I am told, had travelled thousands of miles by air, but never before had had time for a sea voyage. Needless to say, both he and his wife were looking forward to the cruise.

Before leaving, Professor Barnard told a colleague of mine, "I have not been to Montevideo or Santos and have only touched down at Luanda airport so these places will all be new to me."

I have briefly been to Buenos Aires but it is perhaps to Rio de Janeiro that Mrs Barnard and I are most looking forward. Having visited there four times, I have made a number of friends in the beautiful city so I imagine there will be lots of parties."

Mrs Barnard is expecting a baby at the end of the year and took along a nurse with her on the cruise.

The front cover contains a delightful colour picture of the 9,045 grt SS Matiana and inside there are details of the many ports served at the time by the various B.I. East Africa Services.

One section of the booklet takes the reader - in words and pictures of course - through "the homeward voyage" from Beira to London.

It's very cleverly done and when we "arrive" in London we are told that "the London, Midland and Scottish Railway runs a direct line from the landing stage to Fenchurch Street."

"When the number of passengers warrants it," adds the booklet, "a special train is run to St Pancras, taking about an hour."

The end of the road

A 24-year-old stowaway, found in Iberia, claimed to be British and gave his name as Robert Louis Stevenson!

Historic records go to museum

With a mixture of relief and regret, my colleague, Mary Beall, who runs the P & O Group Exhibition Centre, has just handed over all the Group Company archives to the National Maritime Museum at Greenwich.

During the hand-over, she came across this item in one of the Minute Books, dated March 1843.

"Sixteen horses have been purchased for the Desert Service of which 14 have been forwarded by the Oriental... Twelve sets of double harness for horses and two sets for Dromedary's have also been purchased and sent by the Oriental and three English Grooms together with an Overseer for the Horse Establishment have been engaged and sent out..."

It seems odd that horses bred in cool green fields should have been taken out to the arid Egyptian desert where the famous arab horses must have been plentiful. Colts to Alexandria! And how were they carried and in what state did they arrive after crossing the notorious Bay of Biscay and through the rising temperatures of the Mediterranean?

Not only the horses but English grooms in attendance must have been in something of a lather!



Aboard the Caledonia

This old photograph came to hand when Richard Owain-Jones, senior librarian in our International Relations Division's photographic department was having a 'sort-out'. It shows the 7,558 tons gross P & O s.s. Caledonia built in 1894 by Caird & Company at Greenock. A steel single screw four-masted schooner with two funnels she had a five-cylinder triple expansion engine of 12,000 I.H.P. and gave 19½ knots on trials. She was, at that time, the biggest ship in the P & O fleet, remarkably handsome and very comfortable for both passengers and crew. She was given a white hull and yellow funnels, reverting after about two years to the more usual P & O black hull and funnels. In 1895 she broke the outward record to Bombay, and homeward easily beat the Messageries Maritimes Ernest Simons - specially designed to race P & O ships. Throughout her service she continued to have a wonderful reputation for speed. In December 1916 she struck two mines in the Mediterranean, but even with the force of this double explosion her hull stayed sound and by perfect discipline her passengers were taken off in fifteen minutes. She was then brought to Marseilles under her own steam. After repairs were completed she was commissioned as a transport and later taken up under the Liner Requisition Scheme. In 1920 she was completely overhauled (although the removal of two of her masts spoiled her appearance) and continued in company service until examination at Bombay in 1925 revealed a crack in her propeller shaft and it was decided to sell her out there for breaking up.

John Beadenhall's Diary

NEWS and VIEWS

Births and engagements

Our congratulations to:

A C Otter and his wife Valerie on the birth of a daughter, Lise Jane, on Christmas Day. Mr Otter is with Coast Lines (Services) Ltd, Victoria Wharves, Plymouth.

Russ Anderson, North-East Regional Manager, Pandair Freight, and his wife Eleanor on the birth of a daughter, Sarah, on 13 January at their home in Chester-le-Street, Co Durham.

David Edgell and his wife Kay on the birth of a daughter, Larissa Kate, on 1 November. David is with Agency Services Department, Passenger Marine Section, Southampton.

Miss Frances Jones, secretary to Mr D D Brown, Director International Relations Division, and Navigating Officer Phil Pennell of our Passenger Division on their engagement.

Second Officer K N Metcalf, General Cargo Division, and his wife, Pauline on the birth of a son, Gary on 18 January.



Commander D J S Wright RN, Deputy Director, Lieutenants' Greenwich Course at the Royal Naval College, Greenwich, chats with (from left) Fourth Officer L Hesketh, Chief Engineering Officer M D D Constable, 2nd Engineering Officer K Wiig and Chief Officer E Fawcett in the lounge aboard *Tongariro* during a visit to the 11,866 dwt ship in King George V Dock London. Commander Wright was with a party of officers and civil servants from the Lieutenants' Course at Greenwich and after a tour round *Tongariro* the visitors were entertained to tea.

Orama's leading steward weds



Leading steward J M Fernandes of the Bulk Shipping Division's *Orama* with his wife, the former Miss B Fernandes, after their wedding at the Catholic Chapel, Palmar-Grande, Chinchinim, Goa.

Letters to the Editor Now it's carry on moving — Liverpool style

We secretaries at Reliance House and St Nicholas Place have also had our share of working with desks, cabinets, files and chairs weaving their way around us to say nothing of being left without a telephone — a mixed blessing indeed (Carry on Moving — Wavelength number 1).

When it came to our turn I thought about Monday on Sunday and wondered how I would come out of it all. To my astonishment I arrived at the 3rd floor to find empty space and discovered I was firmly established on the 4th floor in a cosy little den. Mark you, the telephone has to be used on the floor but that is a minor point.

By 10.30 I had found all my lost articles and was getting on with the job but after this unexpected removal my cabin mate and I had, I suspect, by a brain removal as well since the following conversation took place:

1st typist: "I went to see Nicholas and Alexandra on Saturday night".
2nd typist: "How lovely — who was in it?"

Ten pages of shorthand and two cups of coffee later — plus at least six official interruptions —

2nd typist: "Who did you say was in Nicholas".

1st typist: "Oh the Technical Manager".
2nd typist: "What!!!!"
1st typist: "Oh sorry, I thought you meant St Nicholas Place".
I'll bet our Mr Dunshea didn't realise he was a film star, as well.
Devotion to duty!!!
Mrs Mary Roberts
P & O Short Sea Shipping
Liverpool

How the Talamba was salvaged

Dear Sir,
I was interested to read the letter from Captain Poole about Talamba (Wavelength No. 2) as I was Chief Officer of the Talamba when she was driven ashore.

She was salvaged by the Hong Kong and Whampoa Dock Company. The very badly damaged bottom was patched up as much as possible and kept afloat until docking by numerous pumps, many of them submersible — power being supplied by an accompanying tug. Our draught at floating was 54ft fwd and 18ft aft! Several lives were lost during salvage operations.

We sailed again from Hong Kong towards end of March '38. She was lost whilst serving as a hospital ship by enemy action in the 1939-1945 war.

Incidentally, I remember the An Lee resting on her rudder on the Bund very well — if only because I saw a sight that I'm sure very few people have seen, a dog cocking its leg up against a ship's rudder!

J A Spenceley
Captain (Retd)
North Cottage,
26 Foreland Avenue,
Cliftonville,
Kent

Thank you Ardvar

Dear Sir,
May I through the medium of *Wavelength* thank the Officers, Petty Officers, and Ratings of the ss *Ardvar* for their lovely gift of stainless steel gardening tools. They are greatly appreciated.

J W Christie
42 Dunnottar Avenue,
Stonehaven, AB3-2JJ,
Kincardineshire

Leadenhall Market

■ Doug Edwards of Pandair London Sales staff has a flat available in Seaford, Sussex and would welcome enquiries from interested holiday-makers. The flat is fully and tastefully furnished in a modern block in the centre of Seaford, close to the sea and shops. The accommodation, sleeping five, comprises bedroom with twin beds and Zed-bed, lounge with G-plan double put-up suite and TV and radiogram, kitchen and separate bathroom and toilet. For further information, please contact Doug Edwards, 47 Welbeck Ave., Highfield, Southampton. Telephone Soton 57244.

■ I am due home on flying leave in March-April and this might be a fine opportunity to interest somebody in a tape recorder I brought home nearly ten years ago unused, played around with for about a fortnight and then went on another tour, since when it has been in store. I got it out last leave and found a relay was sticking, no doubt through lack of exercise, but mechanically it should be in mint condition.

It is the AKAI R35/220D, of monumental size and weight, separate deck and pre-amp, records mono or stereo, 2 or 4-track, remotely controllable and suitable for absentee use per timer, automatic rewind, and an automatic repeating device for use in shops, schools and sleep-teaching, enabling it to run over and over a given section of the tape, also a lifter to take the tape off the heads during rewinding or winding. This was marketed in America as the Roberts; only

about two others were imported into Britain because of the price (around £145) and it cost me over £100.

It will be some time before I have a house of my own again and it is a shame to have it sitting about doing nothing. If it were not for the relay I should have no hesitation in asking £80 for it, but in view of this would accept best offer over £60 — Tel. Alton (0420) 84410, or write to: PA Archer, Tarumi, Old Odiham Road, Alton, Hants.

■ West Country Holiday away from it all. Bed and breakfast £7.35 per week. Sea views to St. Ives, parking space, close to all amenities — WC Mason (ex P & O), 'Landerfield', Station Villas, Hayle, Cornwall.

Crossword Solution

Across
1. Express; 4. Officer; 8. Avert; 10. Genie; 12. Erne; 13. Three; 14. Seam; 15. Obey; 17. Sing; 18. Remembrance; 20. Decimalized; 23. Warn; 24. Work; 25. Miss; 27. Relic; 29. Foil; 30. Steer; 31. Power; 32. Rhubarb; 33. Blatant.

Down
1. Emperor; 2. Rove; 3. Sort; 5. Free; 6. Iris; 7. Rummage; 8. Anger; 9. Thermometer; 10. Generalship; 11. Eerie; 16. Yemen; 17. Screw; 19. Swimmer; 20. Dress; 21. Donor; 22. Skillet; 26. Stab; 27. Rear; 28. Cowl; 29. Feet.

Ship repair man clocks up 51 years' service in Falmouth



Colleagues of Roy Dunstan (centre) clubbed together and bought him a clock when he retired from Silley, Cox & Co., Falmouth, after 51 years service. The clock was presented to him by E J Beaton (right foreground), Electrical Manager, in whose department Roy had worked for about 20 years. Roy joined Silley, Cox at the age of 14 as a general messenger boy. After two years he became a rivet passer and then in 1932 he transferred to the paint gang. He was an air raid spotter during the war, after which he returned to the paint gang before moving to the electrical department.

VOYAGE TO DISASTER

In October 1942 four German U-boats launched 'Operation Polar Bear'. Their activities resulted in one of the most massive blows against any shipping company during the Second World War—the loss of the Orient ships *Orcades II*, and *Oronsay I*. This is the story of the daring rescue by the Polish ship *Narvik* of more than 1,000 passengers and crew aboard *Orcades II*.

Two days after his wedding on 8 August 1942 Carl Emmermann, Commander of U-172, was recalled from leave for a top secret briefing; the German Navy was about to launch 'Operation Polar Bear', their first pack assault on Allied shipping in the Cape region.

A few weeks later, U-172 in the company of U-68, U-504 and U-159 sailed for Union waters with strict orders not to engage in action before 000 hours October 8, a new moon night in the operational area.

Orcades II had just completed a round-the-world voyage, most of the way on her own, and embarked several thousand troops at Liverpool for the Middle East War zones, one of them being P & O Commissionaire George Maltby then serving with 397 unit Royal Army Service Corps.

Built in 1937 at Barrow-in-Furness, newest of eight large passenger vessels owned by Orient, the 24,000 ton *Orcades II* had an emergency speed in excess of 20 knots, sufficient to outrun U-boats.

She had returned to the UK from Batavia, via Ceylon, Australia, New Zealand, Panama and Canada.

With 4,000 refugees and wounded Services personnel from the Japanese invasion of Singapore and disastrous loss of H.M. warships *Repulse* and *Prince of Wales*, *Orcades II* had been the last merchant marine vessel of any size to leave Batavia.

Her voyage from Liverpool to the Middle East as part of a convoy transporting some 50,000 troops was uneventful, and after disembarking the soldiers, she made for Cape Town to replenish for the long, lone dash for home.

Unknown to the Admiralty, the 'Polar Bear' submarine pack had moved into position. U-172 penetrated the Cape minefields, nosed into Table Bay on surface to reconnoitre, then submerged to await 'Zero Hour'.



Captain Charles Fox

Shortly before the appointed time, U-172 spotted the freighters *Chikisaw City* and *Firethorn* with their position lights burning brightly. They were promptly sunk. Another ship of about 3,500 tons quickly shared their fate.

Immediately, the hunt was on for the underwater killers, and the success of U-172 was almost short lived. Surprised at the entrance to the minefields by a group of destroyers, she was pounded with

depth-charges for 28 hours. In the midst of the chase, U-179, a long range submarine operating independently of the 'Polar Bear' pack, was caught unawares on the surface 65 miles North West of Table Bay and sunk by HMS *Active*. But the U-boat pack were flush with blood and among their other scores was *Oronsay*, sunk by four torpedoes 500 miles west-south-west of Freetown.

Captain Charles Fox, master of *Orcades II*, protested in vain about having to run the gauntlet from Cape Town with some 1,300 souls aboard, including women, children, religious groups, wounded Services personnel, and seamen who had been torpedoed previously. And at 4 pm on October 9 *Orcades II* sailed.

"Before the land disappeared, we steamed through wreckage obviously from a recent sinking," recalled Captain Fox at his home in Betchworth, Surrey, recently.

Captain Fox, aged 81, who commanded *Orcades III* and retired as Commodore of Orient in 1951 added: "We had been routed well to the south to avoid danger and were tracing a fairly wide zig-zag pattern to frustrate any submarines, but the sight of the wreckage gave me an uneasy feeling that we were heading into trouble."

The sea roughened that night to about Force 6 with rainsqualls and *Orcades II* took on a slight pitch. In the depths, U-172 had escaped from the destroyer hunters for the first time and was seeking to recharge her batteries, and obtain fresh air.

The following morning — the 10th — practice boat drill was carried out aboard *Orcades II*. Staff Commander Stanley Burnnand (Lt-Comdr R.N.R. Retd) and Troop Officer Basil Cave completed their routine inspection of accommodation. Captain Fox went to his cabin for a quiet draw at his pipe.



The Polish ship *Narvik* with over 1,000 survivors from *Orcades II* aboard. This picture was taken from the escort, HMS *Nizon* on 11 October 1942.

Commander J D Birch (R.N.R. Retd), travelling as a passenger between naval appointments, was on his way to "make his number" with Captain Fox. First Officer, the late Captain R J Craddock, Senior Head Waiter Henry Goffin, Purser Bill Rope, Second Officer John Isherwood and Assistant Purser Richard Lees busied themselves around ship.

Unnoticed in the rainsqualls and heavy seas, U-172 surfaced 500 metres off the port side of *Orcades II*. Unable to believe his luck, Carl Emmermann ordered the U-boat to crash dive and immediately fire a salvo of three torpedoes. It was just after 11 am.

He later reported: "I caught her at an impossible angle with a spread of torpedoes which forced her to stop. As the ship lowered all her lifeboats, I assumed she



Captain John Dudley Birch

had had enough and submerged to a depth of 30 metres to recharge my torpedoes.

On *Orcades II*, the port propeller and steering gear had been damaged. Great holes had been torn in the after end and holds 2 and 3. Two greasers had been killed. SOS calls were sent and acknowledged, but knowing of no ship in the vicinity apart from the U-boat, and that the nearest assistance from port was 300 miles east-north-east of his position, Captain Fox ordered all passengers and crew — except for 52 volunteers — to abandon ship.

The Second Officer, now Captain Isherwood, a lecturer at the School of Navigation, near Southampton, dashed off to sling 84 bags of confidential mail overboard, while a team stood by the ship's 6 gun ready to open fire if the submarine rose for a surface attack.

"I watched anxiously as the women and children were assisted into the boats by the crew. Through my glasses I could see their faces quite clearly, and if they were afraid there was no sign of it," recalled Captain Fox.

Then came tragedy. One of the last lifeboats to be lowered with many of the ship's key men, and the nursing sister, was upset and caught by the seas. Thirty eight lives were lost.

Under the command of the Staff Commander, 26 lifeboats towed by two motor launches, each equipped with wireless, pulled away safely and soon vanished in the stormy weather.

Basil Cave, now living in Twickenham, still has vivid memories of that period in the lifeboats. "I doubt if we could have survived a night in the open in that weather. It was rough," he said.

Temporary repairs were made to the steering gear of *Orcades II* and by using the rudder and starboard engine, Captain Fox began a bid to save his ship. At about six knots she set course for Cape Town, leaving a trail of oranges from her damaged holds.

Suddenly at 2.15 pm a freighter momentarily appeared out of the mist and rain heading west-south-west. A warning was flashed that U-boats were in the vicinity but she disappeared in the haze. It was the Polish ship *Narvik*.

Henry Goffin, who retired as Chief Steward in 1967, after 42 years with P & O, remembers, "The captain of *Narvik* defied the submarine, and orders from Simonstown to make a run for safety. Despite the danger, heavy seas, and darkness, he searched the area until everyone was found and safely taken aboard. It was a marvellous piece of seamanship."

Mr Goffin now lives in Fareham, Hants.

Said Commander Birch, "Narvik was rather a sitting duck at the time she took our passengers aboard. The captain was a very brave man."

Commander Birch was awarded the DSC the following year for sinking a U-boat in the Atlantic while in command of HMS *Nene* as Senior Officer of the 5th Escort Group, comprising frigates and corvettes. He was also Mentioned in Dispatches for an action in which three armed German trawlers were destroyed. Later, he commanded *Orcades III* for a period before retiring from P & O in 1962.

Meantime U-172 woke up to the fact that her victim was making off. The submarine manoeuvred into position again.

"The U-boat commander told me years later that he was so angry to realise our ship was still afloat that he fired every torpedo he had left at her," said Captain Burnnand at his home in South Benfleet. (This probably saved *Narvik* a similar fate later).

At 4.30 pm three torpedoes ploughed into the starboard side of the Orient ship. She heeled over almost at once. There was another explosion (some say the boilers, others a final torpedo). She sank with the Red Ensign still flying.

Captain Fox, last to leave the stricken ship, swam to a

lifeboat where he pulled two of the crew to safety, one of them being unconscious. They were picked up by one of the reserve lifeboats.

At 2 am on October 11 the last of the survivors were found by *Narvik*. Among them was Captain J C Annesley DSO, R.N. who later commanded HMS *Enterprise* at the evacuation of Norwegian Government officials from the Port of Narvik.

With more than 1,000 people aboard and only a handful of lifeboats, *Narvik* made Cape Town under an escort of destroyers. The survivors later returned to the UK aboard other vessels.

"I believe a Cape Town harbour official betrayed the position of *Orcades II* to the U-boats," said Basil Cave, "but when we got back to port, he had been disposed of by the locals".

It is understood Lord Haw-Haw the German propaganda broadcaster gloated over the sinking of *Orcades II* on his programme that evening.

For their "courageous conduct and action", Captain Fox was awarded the CBE and Lloyds War Medal. Staff Commander S Burnnand and First Officer R J Craddock, the OBE, R S Harvey, Second Engineer, J Waugh Assistant Engineer and A J Spence, Boilermaker received the MBE.

Mr Waugh is living in Sydney and Mr Spence in Winchester.



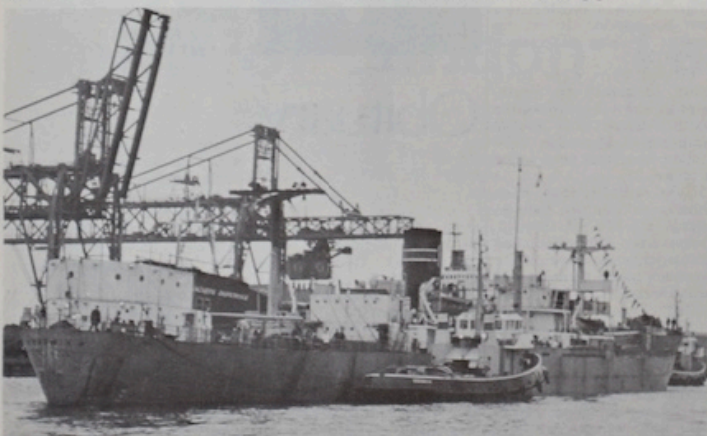
Chief Steward Goffin

Captain Stanislaus Zawada of *Narvik* was also decorated. He later went to live in Australia, sailing aboard an Orient liner. His First Officer Richard Lipinski is an airline official living in Montreal, Canada.

Carl Emmermann, commander of U-172 survived the war although his whereabouts are not now known.

U-172, a Class IXC submarine built by Deischmag, Bremen, shared the same fate as *Orcades II* on 12 December 1943, when trapped in Mid-Atlantic west of the Canaries by the US navy destroyers, *Clemson*, *Dupont*, *George E Belder*, destroyer escort *George W Ingram* and aircraft from the Carrier *Bogue*.

Dick Brown



Narvik leaving Szczecin on her final voyage.

Girls have a say in design of new uniforms

Choosing new uniforms for our Women Assistant Purser is no small problem.

The right uniform must meet the professional demands of round-the-clock activities in all the world's major ports and at the same time be suitable for shipboard activities at sea and in climates varying from that in Acapulco to that in Alaska.

To arrive at the right solution, P & O decided to consult the girls themselves.

All 59 Women Assistant Purser had their say and the end result can be seen here being modelled by Jill Mitchenall (Shore Staff), Sheila Tattersall (Trainee Woman Assistant Purser) and Theresa Conway (Shore Staff). Putting forward his view on the new uniforms is Orcades' Senior Assistant Purser, David J Collins.

The three uniforms are all uncrushable.



Melbourne publicity man sails home to 15th century hotel



After 13 years in Australia, P & O's deputy publicity manager in Melbourne, Tom Stratton, returned to England in Orcades with his wife and family to take over his father's 15th Century hotel, "The Bell", at Faringdon, Berks. Tom, his wife Penny, daughter Lynne, and son Guy, are seen here during the voyage talking to Staff Captain D C Guthrie.

Chusan—four more South African cruises

Chusan is to operate four more cruises out of South Africa later this year following the success of the first ever P & O cruises from Cape Town.

Bookings for the first three cruises to South America and the Indian Ocean on the 24,000 liner totalled almost 2,500. These included well known personalities such as Dr Christian Barnard, the heart transplant specialist, and the Hon B J Schoeman, Leader of the South African House of Assembly and Minister of Transport.

Requests for further such cruises reached such a level that Mr A Sandberg, Marketing Director of Musgrove and Watson, P & O's General Passenger Agent in South Africa flew to London to set up another cruising programme for 1972/73.

Chusan leaves Cape Town today to return to Southampton and will return to the South African port at the beginning of December 1972 to start the second programme of cruises.

Two will be four week cruises to South America calling at Rio de Janeiro, Buenos Aires, Montevideo and Santos, while the others will be two week cruises to the Indian Ocean with ports of call which include Lourenco Marques, Port Louis (Mauritius) and the Seychelles.

Fares for South American cruises will be from £245 tourist and £420 first class, and for Indian Ocean cruises from £115 tourist and from £194 first class.

retirements

We extend our best wishes to:

Lawrence William Clifford, who retired at the end of November after 47 years service. Lawrence joined the Orient Line in December 1924 and worked under Mr Blackhall in Steamers Shops. Later, he became Stores Manager. During the war, while still with Orient Line, he was involved in the running of Troop Transport canteens. Following the merger with P & O in 1960, he transferred to Steamers Shops in Leadenhall Street and then to the West End Office. Lawrence is married with two grown up sons, and lives in Radlett, Herts.



Lawrence Clifford

A. Roberts who joined P & O as Third Cook in June 1942. Mr Roberts served in Strathmore before transferring to Chitral and then to Corfu in which he completed the eleven voyages. In 1948, he joined Mooltan as Third Chef and served in Corfu, Stratheden, Canton and Carthage, which he joined in 1953 and served for twenty-seven voyages. He was promoted Chef in November 1960 and afterwards served in Chusan, Canton, Strathmore, Cathay, Chitral and Orcades. Mr Roberts' home is in Liverpool.

1925 and from 1952 until 1956 he was Commanding Officer of the Infantry Battalion. From 1956 until 1960 he was Colonel and Deputy Brigade Commander of the City of London Infantry Brigade TA and from 1958 until 1962 he was an ADC to the Queen. He was awarded the MBE in 1946 and the OBE in 1956. Peter and his wife live in London W 11.

Alexander Shaw McGillivray, Head of the Accounts Department, who retired on 31 December. Mr McGillivray joined P & O in October 1937. When war broke out, he became a member of the London Auxiliary Fire Service but nine months later, joined the Royal Pioneer Corps with whom he served until March 1946. He was commissioned in 1943 and spent the last two years of his service with the British Army of the Rhine. He returned to the Accounts Department in 1946 and was appointed its Head in May 1960. He and his wife live at Wormeley, Herts.

Henry Francis Ashley (Peter) Jackson, Marketing Manager (UK Area) who retired at the end of December. Mr Jackson joined the Orient Line in January 1925 and worked in various departments before going out to Singapore in 1929 to join Boustead & Company. He rejoined the Orient Line in 1935, was appointed Publicity Manager in 1950 and, on the merger with P & O in 1960, became Advertising Manager. For many years Peter served with the Honourable Artillery Company, which he joined in

George T. Cavanagh who retired on 30 November after 47 years service. George joined P & O's sea staff in March 1923 and served in a number of ships including Macedonia, Soudan, Morea, Ranchi, Naldera, Rajputana, Strathallan, Strathaird, Strathmore and Himalaya. When he retired from the sea staff, he was Verandah Cafe Barman. In 1958, he joined the Purser's Department and later joined Duncan Walford. He rejoined P & O in June 1965, was at first attached to the Medical Department and later joined the permanent staff in the Import Freight Department. He transferred to the Accounts Department in April 1966.



Peter Jackson

Obituary

We record with deep regret the death of:

George Sturzaker who died on 3 September at the age of 65. George joined P & O after serving his engineering apprenticeship and during the following eleven years sailed in many of the company's liners. Possibly his favourite was the Strathnaver. He was one of the youngest officers to obtain the Chief Engineers Ticket and made thirty-two trips to the Far East. It was during a

cruise of the Northern Capitals that he met his future wife, Gladys Maude French, whom he married in 1939. Throughout the war he was stationed at Woolwich Arsenal and was involved in the designing and testing of various armaments in and around London. On one of these exercises his ear drum was shattered resulting in a permanent impairment in his hearing. Promotion within the Ministry of Defence resulted in him moving his home from London to Blackburn, then to Seaton in South Devon, Cardiff, Bristol and

Continued on page 19

Crew's show proves a smash—hit

"The show that took the ship by storm" is how one person described Arcadia's "Crew Revue '71". And he wasn't exaggerating.

Produced originally by the crew for the crew during one of the ship's homeward runs from Sydney, it proved so popular that before long performances were being given to passengers as well.

To date, in fact, the ship's passengers have been treated to a total of 28 performances. And still they're asking for more.

But let the rest of the story be told by the "Crew Revue" themselves. In a letter to the editor they write:

Passengers

"The revue was originally intended for the entertainment of the crew by the crew. But after we had been seen by the senior, junior and intermediate officers we were asked to perform for passengers.

The show was originally produced on our homeward run from Sydney two voyages ago and was then performed three times for crew and four times for passengers (twice nightly First and Tourist).

After our all-too-brief break we set sail for Alaska and we were surprised to see that the 'Crew Revue' was down on the 'Welcome on Board/Entertainment Programme'.



The full cast of Arcadia's 'Crew Revue '71'

Shortly after seeing this in print we were asked if we would mind performing!!! So our dear American cousins were treated to 'Crew Revue '71' each cruise out of San Francisco. It was performed twice per cruise as well as

during the long stretch to the U.S. bringing our grand total number of performances to twenty eight.

Letters of enthusiastic response were penned to P & O Lines, San Francisco,

and many passengers were heard to say that it was the best entertainment on the cruise, non-participatory that is... We were treated to bottles of wine, crates of good old Allsops and even

one memorable night to a bottle of scotch and one of sherry from one responsive passenger.

The show itself opened with a bang with the 'Black & White Minstrel Show' (a common occurrence in Crew

Revue we believe) but with the added attraction of 'Black Light' and fluorescent costuming to bring out their precision routines. Individual acts were then performed from a magician/comedian to a split personality act that had to be seen to be believed.

With the accent on comedy, act followed act until the finale which was the crew production of a dance and mime of the world famous musical by Sandy Wilson 'The Boyfriend', a carefully edited version which brought out the talents of a number of crew members, and raised enthusiastic cheers from our capacity audiences.

Three hours

The show was cut down from the three hours it took to perform for crew to only one and a half hours for the 'Bloods'. Luckily the single acts that were cut out due to the time factor were all very subtly insinuated into the production numbers so no one was disappointed.

We must point out the fact that our Staff Captain (Roy Cookman) gave us every encouragement and supplied us with one drink per head and a couple of trays of snacks after our half-past-midnight curtain calls."



Refreshments al fresco for Spirit of London Team

Taking time out from a shipyard with a difference are our men in Italy — the Spirit of London's inspection team. Riva Trigosa, where the 17,000 ton cruise liner is building, nestles between the mountains and the Mediterranean in a secluded mini-bay on the Italian Riviera near Genoa. Here, since last May, this handful of men have been supervising 1,000 Italians working flat out to complete Spirit of London by autumn. The boys may not 'speak the lingo' — but what they don't know about shipbuilding can be inscribed on a piece of pasta. By the time the Italian spring has blossomed, they will be joined by stand-by engineers, pursers and deck officers who will assist in supervising the completion of our first purpose built cruise liner. Seen saying 'salute' to colleague Mike Crawley of Technical Services Division, on the balcony of a local trattoria, are (from left), standing: G Williamson, M Crawley, J Pace, M Marriot, R Wyllie, A Ferguson and V Holloway. Seated are: K Wallis and J Foster. Archie is in charge of the team at Riva and looks after the overall welfare, finance etc. of the team. G Williamson is the Senior Hull Inspector and is primarily concerned with inspecting and testing the hull and outfitings on the ship. Mike Crawley is a TSD Electrical Inspector and was visiting the shipyard to discuss matters connected with the electrical side of the ship. Maurice Marriot is the Chief Engineer designate and will eventually sail with the ship but at present he is seconded to TSD as Senior Engineering Inspector at the shipyard. He looks after the engineering side of tests and workmanship on the ship. J Pace is First Electrician Designate and like Maurice will sail with the ship. He looks after the electrical side of the ship at the yard and is seconded to TSD as Senior Electrical Inspector. V Holloway is the Plumbing Inspector at the shipyard looking after all the pipe work and replaced Ken Wallis at Christmas when Ken was brought back to Southampton. They are seconded to TSD from our Passenger Division. R Wyllie is the TSD Project Engineer responsible for the machinery installation in the ship. Jim Foster is the DTT Engine Surveyor, his colleague Ken Bolt, not in the photo, is on the hull side. K Wallis, under Andy Carey, is Project Naval Architect responsible for the hull design of the ship. Missing from the photograph, to complete the team that has been standing-by the ship since May, is Eric Denton who is another Hull Inspector.

Obituary

Continued from page 18.

last year to Chandlers Ford, Hampshire. While in Bristol he was Principal Regional Inspector of Armaments for the South West Region — a post which required much travelling around Wales and Southern England as well as to other parts of the country. His greatest love was his family and both he and his wife made many sacrifices to ensure that their children had the best education possible. His son, Hugh, is at present Surgical Registrar in Guildford and is shortly returning to Guy's Hospital, whilst daughter Anne initiated and runs the Voluntary Services Organisation at the Central Middlesex Hospital, London.

Gilbert John Evans, who died in his cabin at The Abbey, Alton, Hampshire, a permanent home for aged, infirm or homeless merchant seamen. Mr Evans retired from P & O — his last ship was Canberra — in 1964 after 14 years service as a night-watchman. Immediately following his retirement, he took up residence at the Abbey Penitentiary, where he spent the last seven years of his life. "He was a very popular member of the household," says a report of his death in *The Messenger*, quarterly magazine of The Seaman's Friendly Society of St Paul, "and had a happy way of getting on well with everybody. His health had been failing for some time, but he was not the kind of man to grumble or let it interfere with his enjoyment of life. He remained very active until the end, looking forward to his daily walk, and was confined to bed for only the last few days. He passed away peacefully in his own

cabin at the Abbey as would have been his wish. He came to us in an interesting way, having heard about our home for retired merchant seamen aboard ship on the high seas. He was outward bound for Australia and it was his last trip. The future seemed uncertain but providentially it so happened that on board there was a Missions to Seamen chaplain who knows us well. One day they got into conversation and Mr Evans told the Padre of his anxiety about the future and what he would do when he came back to England on the return voyage. Canon Clift, of the Missions to Seamen at Southampton, got in touch with the Abbey and it was arranged that a cabin would be waiting for Mr Evans when he returned to England. He paid off from his last trip one morning at Southampton and by tea-time he was with us at Alton."

E. S. Johnson, a retired Chief Steward, who died on 14 December, at the age of 80. Mr Johnson joined P & O in January 1909 and retired because of ill-health in 1943. He lived in Clacton-on-Sea, Essex.

H. E. Duncombe MBE, who died on 5 December at the age of 80. Mr Duncombe joined P & O in October 1914 and worked in the Passenger Department before transferring to Correspondence from where he retired in 1956 as Sub-Head.

John Thornton, former Manager of Theo Davies in Honolulu and ex Orient Line Officer, who died in Honolulu on 4 January.



Assistant Barman, George Henry Lewis (right) pictured with Captain W B Vickers and First Barman, J R Corder at a presentation aboard Oriana to mark his retirement. George completed nearly 37 years service.

Orsova in race against time

Cruise liner's mercy dash saves tug officer's life



Orsova

A seriously ill officer serving aboard an American tug was transferred to the Orsova last month for urgent medical treatment after the 28,000 ton cruise liner had made a 150 mile mercy dash across the Pacific.

The drama began at about 12.30 on 2 February when the weather station, "November" made radio contact with Orsova and requested medical advice for the treatment of the sick officer.

Advice from Orsova's surgeon, Dr J D L Holroyd, was relayed to the weather station but two hours later back came a message saying that the officer's condition had deteriorated. The message also contained a request from the San Francisco health authorities, the "November" and the tug's master, Captain Davis, that the Orsova carry out a medical evacuation of the patient.

At the time Orsova, with 1,305 passengers and 605 crew aboard was about 150 miles to the westward of the tug en route from Los Angeles to Honolulu. Captain F B Woolley RD RNR, gave orders for the cruise liner to alter course and to make a rendezvous with the tug at about 20.40.

As the rendezvous time approached, Orsova made radar and visual contact with the tug and the two vessels manoeuvred in a moderate sea and heavy swell, so as to give the P & O ship's rescue boat a good lee thus enabling it to be launched and transfer the sick officer.

Second Officer G Burton, was in charge of the boat, Second Engineer Officer B Waller, the engineering and Dr G Falkus, the medical team.

The transfer was completed in darkness two hours after the rendezvous after which Orsova resumed her course for Honolulu where she arrived 24 hours late. The American vessel, the Tecum-

seh, which was also bound for Honolulu with a large tow, continued her voyage too.

Although many of Orsova's passengers watched the drama, the following day the ship issued a medical bulletin which said that the sick officer who was 63, was suffering from a severe thrombosis in his right leg which could have proved fatal if appropriate medical treatment had not been adminis-

tered. The bulletin said that the officer's condition was now satisfactory and that it was expected he would continue to improve.

Whilst the officer remained aboard Orsova daily radio contact was made with Captain Davis aboard the tug and the patient's condition was passed on to him together with the officer's good wishes to his shipmates.

Our fencing secretary retires

Secretary, Miss Margaret Somerville, who has fenced for Great Britain at three World Fencing Championships, has retired from P & O after 35 years' service.

Margaret joined the Orient Line in 1937 as Secretary to the Superintending Engineer, Naval Architect and Marine Superintendent. In those days the Superintending Engineer was J Peacock, who was succeeded by J D Cameron then H Knight and H Ferguson Black.

When the Orient Line merged with P & O, Margaret remained with the Superintending Engineer and on her retirement, was Secretary to the Engineer Manager, H Ferguson Black and the Electrical and Electronics Manager, R E R Crick.

Most of her spare time was taken up with fencing and in 1950 she gained her international colours when she was selected to represent Great Britain at the World Fencing Championships in Monaco. The Great Britain team came third.

She was again selected to fence for Great Britain in the 1951 World Championships at Stockholm and the 1952 Championships in Copenhagen.

For six years from 1958, Margaret was non-fencing captain of the British ladies foil team and in 1960 she accompanied the team to Rome for the Olympics. She did not, however, travel with the team to the 1964 Games in Tokyo.

She is at present vice-president of the Ladies Amateur Fencing Union, the governing body for ladies' fencing in the UK.

Margaret lives in Kingston-upon-Thames and is now working part-time for the Citizens Advice Bureau.

Oronsay ship talk

On completing a period of service on Oronsay, I. S. Wilkes visited the County Primary school at Great Wyrley, near Walsall and talked to the pupils about his voyages.

Mr Wilkes has for some time had a personal link with the school which he is maintaining at the present while serving in Canberra.



The tug officer being transferred to Orsova

Whirlwind romance leaves Captain Joe stunned



Miss Lilius Frankland with her fiancé, Staff Captain Joe Chapman, and Captain E. Snowden of Chusan.

Despite his claims to be a confirmed bachelor, Chusan's Staff Captain, Joe Chapman, has been forced to admit that love has at long last found a way.

After a whirlwind romance, 44-year-old Captain Chapman has announced that he is to marry attractive South African public relations executive, Miss Lilius Frankland, whom he met, courted and proposed to all in the space of a South African cruise.

The couple met shortly after Lilius joined the Chusan in Durban to work as the ship's Press Liaison Officer during a cruise to Beira.

"We saw a great deal of each other and when we got back to Durban on the southern leg of the voyage he told me how much he loved me," said Lilius. "But I didn't know he was going to propose."

"Neither did I," said Captain Chapman. "I was a confirmed bachelor until I met Lilius and then everything happened almost immediately."

The couple first announced their engagement to surprised crew members and passengers and waited until the Chusan arrived in Cape Town before telling the "outside world".

Shortly afterwards, Lilius flew back to Durban and Captain Chapman left in the Chusan for a cruise to South America. The two saw each other again, however, on 22 February when the Chusan returned to Durban.

Lilius will fly to England at the end of May when Captain Chapman completes another series of cruises around Europe and they will be married early in June.

They will honeymoon in Portugal after which Captain Chapman will start six months long leave.

Asked how she felt about being married to a sailor and the enforced periods of separation this could mean, Lilius said: "I wouldn't worry about what he does for a living - I love him."

Captain Chapman's final comment: "I'm still stunned by it all."