



About Ourselves

No 19
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Cover (outside): *Arcadia* at Bombay.

(inside): The second of a series of Port Scenes
by Mr. D. J. Morgan, our designer. This one is of Colombo.

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From the Chairman

The news that a receiver has been appointed for Fairfield's has come as a shock to everyone interested in shipbuilding. When I was last at the Yard, in the middle of July, for the launch of the Union Company's *Wahine*, they told me that they only had enough labour to man three of their four berths, and expected before long to have to cut down further to two. This in itself would inevitably lead to disaster, for the Yard overheads would remain the same, but would be spread over two berths only instead of four, and therefore become double in weight. This would put up costs per ship, and would mean either that they got no business or that they took it at a loss.

As it happens, we are badly caught, with *Wahine* still to be finished, and *Duhallow* only launched since the receiver was appointed. In addition *Fernie*, the 63,000 ton bulk carrier which we placed as a consolation prize with British shipbuilders, although at a much higher price than the three similar ships we placed in Japan, has not yet been begun, although we have paid a very substantial instalment on her.

If Fairfield's cannot finish these ships, the result will be a very serious loss of confidence by customers, whether British or foreign, in the solvency of British yards and their ability to deliver what they have been paid for. This would hardly be a good selling point for British shipbuilding, and setting aside the loss P & O seems certain to incur, this is the most serious part of the whole sad affair.

D. J. Morgan

Company News

U.K.'s LARGEST CRUISE PROGRAMME FOR 1966

The growing popularity of one-class cruising has led to P & O - Orient Lines including six such cruises in their programme of 26 for 1966.

With accommodation for over 32,000 passengers, the programme is the largest of any U.K. operator. Covering a period of seven months from April to November, it will be carried out by six large air-conditioned and stabilised liners including the 45,000 ton *Canberra* and the 42,000 ton *Oriana*.

The ships will visit a total of 48 different ports during the season. Calls will be made for the first time at Santa Cruz de la Palma (Canary Isles), Tarragona, Alicante (Spain), St. Thomas (Virgin Isles) and Alesund (Norway). The cruises vary from 8 to 22 days and fares will be from £44 one-class Tourist, £64 Tourist Class and £105 First Class.

The six one-class Tourist cruises will all be operated by the 28,000 ton *Orcades*. 'We ran only two cruises of this sort in 1965,' said Mr. W. J. Read, the Company's Cruising Manager. 'We were surprised at the speed at which they sold so decided to introduce more for the coming season.'

INTERIM DIVIDEND

The Company has announced a dividend of 5 per cent per annum on the Preferred Stock for the half year ending 30th September and an interim dividend of 3 per cent on the Deferred Stock in respect of the Company's year ending 30th September, 1965, both dividends being less income tax.

This is the same as last year, but represents a slightly reduced operating surplus of £2,368,000 for the half-year to 31st March, 1965, as compared with £2,434,000 in 1964. The surplus for the second half-year to 30th September, 1965, is expected to fall well short of that for the corresponding period in 1964. This is caused by adverse factors such as the recent heavy increases in both British and Asian crew wages, lower rates for tankers, and port delays in various cargo liner trades. The net surplus before taxation for the year to 30th September, 1965, is therefore expected to be appreciably below last year's figure of £7.3 millions.



*Sir Donald Anderson talks to
Dr. E. Landolt, Mayor of
Zurich, at the Press Conference*

SWISS SALES DRIVE

P & O - Orient Lines' sales drive in Switzerland was launched on 22nd July at the 'Zum Rügen' Guild Hall, Zurich. Forty journalists from French, German and Italian newspapers attended a luncheon and Press Conference at which they were told about the Company's Continental marketing plans.

NEW DIRECTOR

Mr. Terence Frederick Bird, C.B., formerly an Under-Secretary at the Board of Trade, has been appointed an Executive Director of the P & O S.N. Company as from the beginning of October. The Board of Trade agreed to release Mr. Bird from his present position in order to enable him to take up this appointment.

Born in 1906, Mr. Bird was educated in Southern Rhodesia, at Balliol College, Oxford, and Harvard University, U.S.A. He entered the Civil Service in 1935.

Mr. Bird is married and has one son and one daughter. He lives at Manningtree, Essex.

ENCOURAGING LICENSEES

A 10 per cent reduction in both First and Tourist Class fares was given to members of the Licensed Victuallers' Association going on *Chusan's* 14-day Mediterranean cruise leaving Southampton on 16th October. This was done to encourage hotel managers, innkeepers and publicans who were catering for holidaymakers during the holiday season to take a P & O cruise when their busy period was over.

PASSENGER SERVICES CORRESPONDENCE

Passenger Services Correspondence Section has been absorbed into the Correspondence Department under Mr. A. P. Sherwood. Mr. L. Smith, formerly in charge of the Section, has been transferred to Passenger Services Rates and Conference Section, where he is understudying Mr. C. A. Holman who will retire in March, 1966.

The other three members of the Section are transferring to Correspondence Department. They are Mr. L. D. Slee, Miss D. Warner and Miss M. E. Hale.

Mr. Sherwood has nominated Mr. D. J. Knight to assume day-to-day responsibility for letters of complaint and appreciation. Management control remains with Mr. M. H. Bunting, to whom Mr. Sherwood and Mr. Knight are directly responsible for this work.

TRAVEL MANAGERS MEET P & O - ORIENT LINES

P & O - Orient Lines were hosts at a working session for 22 members of the Institute of Travel Managers at the Charing Cross Hotel, London, on Wednesday, 14th July. The Institute represents the travel interests of business houses.

Among the topics discussed were the Company's booking procedures, shipboard services, advertising and literature and liaison with travel managers.

Said Mr. A. M. Stirling, the Company's General Passenger Manager, 'I think we had what you would call frank and friendly discussions and now understand each other's problems perhaps better than we did before.'

Attending the working session for Travel Managers were (clockwise around the table) Mr. J. Cosham, Goode Durrant & Murray Ltd.; Mr. J. P. Beynon, Arbuthnot Latham & Co. Ltd.; Mr. R. Grosse, Post Office Engineering Dept.; Miss L. F. Tongue, Gillette Industries Ltd.; Mr. K. E. Bunnicles, Dunlop Rubber Co. Ltd.; Mr. L. R. Pearce, Mr. E. W. Vowles, Mr. A. M. Stirling, Mr. R. D.

OVERSEAS CONTAINERS LIMITED

P & O S.N. Company, Alfred Holt & Co., British & Commonwealth Shipping Co. Ltd., and Furness Withy & Co. Ltd., have formed Overseas Containers Limited to direct and control the examination, planning and execution of any steps the four Companies may take, individually or collectively, in the field of containerisation and unit loads in ocean liner trades.

Containerisation began in the short sea trades where its advantages are most evident. It is spreading further afield as the cost of handling cargo, and of ships' time in port, become relatively and actually greater. Its economic advantages differ greatly according to the type of cargo moving in both directions and the costings of the trade, and they are by no means universal. The four Companies have each been studying these developments individually, and indeed have some practical operating experience of them, but they now consider that a concerted approach to the many problems which containerisation and unit loads will bring with it is highly desirable for British liner shipping. A solution to these problems is only likely to be achieved by very close co-operation within a group which is small enough in number to act effectively, but strong enough to command the necessary contracts and resources. Effective co-operation in action over the whole scope of each of the four Companies' business requires an independent executive, and this is the role of O.C.L.

The Board consists of Sir Andrew Crichton (Chairman) and Mr. H. T. Beazley (P & O); Messrs. R. O. C. Swayne and Kerry St. Johnston (A. H. & Co.); The Hon. M. A. R. Cayzer and Mr. A. E. Lemon (British & Commonwealth); Messrs. H. R. J. Hildyard

Rolt and Mr. E. J. Bailey, P & O - Orient Lines; Mr. R. Mariner, British Metal Corporation Ltd.; Mr. J. L. D. Smith, Nuffield Organisation Ltd.; Mr. L. Jolly, Babcock & Wilcox Ltd.; Mr. W. Franklin, John Laing & Son Ltd.; Miss P. J. Aldridge, Yardley & Co. Ltd.; Mr. H. Pearce Sales, editor, Business Travel.



and W. R. Russell (Furness Withy). Major-General G. E. Prior-Palmer has been appointed Managing Director. The Company's office will be in the City of London.

Much work is required before the Company begins to handle any business and at this stage it is quite impossible to foresee the ultimate scope and direction of its activities. But since the object of the four Companies is to develop O.C.L. into a progressive and comprehensive organisation, it may in due course be able to make its services and experience available to other shipowners who are interested in similar developments. In the meantime research and planning will form an essential part of the new Company's activities.

CATCHING THE WORM

Two of the first commercial messages to be sent via the Early Bird tele-communications satellite were an exchange of greetings between Sir Donald Anderson in London and Mr. Warren S. Titus, President, P & O - Orient Lines Inc., in San Francisco, on 10th June, 1965.

The messages were:—

SIR DONALD ANDERSON

IT IS AN HONOR TO GREET YOU IN FIRST TEST COMMERCIAL MESSAGE TRANSMITTED FROM SAN FRANCISCO TO LONDON VIA EARLY BIRD COMMUNICATIONS SATELLITE. BEST WISHES FROM STAFF HERE TO YOU AND OUR ESTEEMED COLLEAGUES IN LONDON.

W. S. TITUS.

MR. WARREN TITUS

THANK YOU FOR YOUR MESSAGE VIA THE TELECOMMUNICATIONS SATELLITE—EARLY BIRD. HAD IT BEEN A FEW DAYS AGO, MCDIVITT AND WHITE COULD HAVE LISTENED IN.

WE IN LONDON ARE FULLY AWARE OF THE IMPORTANCE OF EARLY BIRD AND OF THE PART SATELLITES WILL PLAY IN FUTURE WORLD-WIDE COMMUNICATIONS. ON BEHALF OF P & O - ORIENT LINES IN LONDON I SEND YOU BEST WISHES AND CONGRATULATIONS ON THE UNITED STATES' MAGNIFICENT ACHIEVEMENT.

SIGNED DONALD F. ANDERSON

Mr. C. D. Hopkinson, Chairman of the Association of British Travel Agents, addresses the party after dinner. Seated at the top table are (left to right) Mr. H. J. Barendrecht (Director, Hoyman & Schuurman's, Rotterdam), Mrs. Barendrecht, Mr. R. M. Thwaites (Managing Director, P & O S. N. Co.), Mrs. Hopkinson and Commodore J. L. Dunkley.

INTERNATIONAL OFFSHORE SERVICES LIMITED

A new group, International Offshore Services Limited, is being formed to pool the oil rig servicing operations of five separate companies. These are—P & O Offshore Services Limited, a subsidiary of the P & O S.N. Co., a Norwegian group headed by Fearnley & Egar, Oslo; Hudig & Pieters, Rotterdam; Société Navale Delmas-Vieljeux, Paris; the DeLong Hersent-Gem Group, Paris. The last three are already associated under the name of Offshore Marine Services, Rotterdam.

The Group will start by having 13 vessels under its control and policy and management of all vessels will be coordinated centrally. Its operations will be truly international and are aimed at giving offshore operators the most efficient service available. Among the advantages it will bring are economy of operation, pooling of technical knowledge, facilities for training personnel and flexibility of tonnage to meet operators' ever changing requirements.

The Group will operate initially in the North Sea, Persian Gulf and West African coast, but is geared to move to any area in the world where offshore drilling is taking place.

The General Managers of the Group have been appointed. They are Mr. B. Negre of Offshore Marine Services, and Mr. Richard E. England of P & O Offshore Services.

TRAVEL AGENTS HEAR FUTURE PLANS

Some 300 travel agents and their wives attended an overnight party on *Canberra* on 13th September, to hear details of the Company's marketing plans next year.

At a working session in the afternoon they were told that the selling effort will be spearheaded by an entirely new advertising campaign based on the term 'Ocean Liner Voyages', to describe the many opportunities offered by the Company's main line sailings. New literature will support the campaign.



The size of Passenger Ships



Comparisons are always being made on the relative sizes of particular passenger ships, and some companies have resorted to a technique of advertising the displacement tonnage of their ships, i.e. their actual weight, which corresponds to the amount of water 'displaced', instead of the generally accepted gross tonnage. By this they have thus managed to achieve a larger tonnage.

This matter is always of interest and it recalls an attempt at explaining the layman's dilemma when the *Canberra* came out:-

HOW BIG IS THE CANBERRA?

The advent of any great new liner inevitably evokes comparison with the giants of the past.

But confusion often arises from the method, so misleading to the layman, of measuring merchant ships which results in the 'gross tonnage'. Paradoxically, 'gross tonnage' has nothing at all to do with weight. It is a figure representing measurement of space. In other words, one ton represents 100 cubic feet. Thus, when a ship is completed, her whole interior is, with certain excepted spaces, measured up into 'tons' of 100 cubic feet and her 'gross tonnage' is the resultant figure.

Naturally, liners built for the Atlantic trade, which are usually totally enclosed right up to the top deck, tend to

be larger in gross tonnage than their sisters in 'fair weather' trades, even though the ships may be of similar dimensions. *Canberra* is one of these 'fair weather' ships and has large areas of open decks and public rooms with semi-permanent openings which do not count in the assessment of gross tonnage.

Extraordinarily muddled thinking can follow, and at the time of *Oriana's* maiden voyage in 1960 one correspondent wrote that *Oriana*, despite her large dimensions, had been restricted to a gross tonnage of 42,000 tons 'because 1,000 tons of aluminium had been used in the superstructure'. The use of aluminium has, as explained elsewhere, enabled *Canberra*—and *Oriana*—to have one extra deck, but this has had the effect of *increasing* her 'gross tonnage', not *decreasing* it.

For these reasons we thought it would be interesting to compare *Canberra's* principal dimensions with some of the great ships which have preceded her: a particularly interesting comparison is that between *Oriana* and the 1931 *Empress of Britain*. Their gross tonnages are nearly identical but the *Empress*—an Atlantic ship—was in fact a much smaller vessel.

The table reproduced below, comparing ships' sizes over the years, has been augmented by adding some newcomers in the Australian Trade.

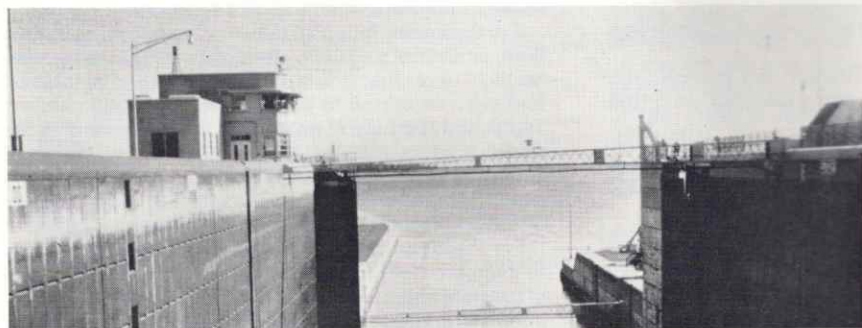
J. G. D.

	Built	Gross Tonnage	Length Overall	Breadth	Passengers Carried
GREAT EASTERN	1860	18,915	692 ft.	82 ft.	3,000*
MAURETANIA	1907	31,938	762 ft.	88 ft.	1,579
EMPRESS OF BRITAIN	1931	42,348	773 ft.	97 ft.	1,195
QUEEN ELIZABETH	1938	83,673	1,031 ft.	118 ft.	2,195
UNITED STATES	1952	53,329	990 ft.	101 ft.	1,966
ORIANA	1960	41,915	804 ft.	97 ft.	2,180
CANBERRA	1961	45,733	818 ft.	102 ft.	2,264
HIMALAYA	1949	27,988	710 ft.	93 ft.	1,416
GALILEO GALILEI	1963	27,907	702 ft.	94 ft.	1,700
ELLINIS	1932	18,565	642 ft.	79 ft.	1,600

*Estimated.



*Aden passing a Laker
between the two
Beauharnois Locks.*



ADEN GOES WEST

*by D. A. Rodger,
Third Officer, Aden
Photos by M. H. Julian,
Fourth Officer, Aden*

Leaving Snell Lock.

One of the unadvertised fringe benefits of being banished from P & O society for months on end on M.A.N.Z. Line Charters is that one frequently has the chance to claim a 'first' in something or other. Ours is that we were the first ship to fly the P & O flag in the Great Lakes.

Compared with experienced Lakers who roll place-names like Detroit and Deluth off their tongues as easily as Bombay or Sydney, I suppose we are the merest amateurs. However, we enjoyed our visit, short though it was.

We passed through the first part of the St. Lawrence Seaway on our way to Toronto, a distance of about 300 miles. The entire Seaway System from the Gulf of St. Lawrence to the Head of the Great Lakes is 2,300 miles long, though to be technically correct, the 'Saint Lawrence Seaway' is that part which connects Montreal Harbour with Lake Erie, by-passing the rapids of the River and the Niagara Falls.

Contrary to what we had at first thought, the prime purpose of the Seaway was not just to allow us to bring hamburger meat to Toronto, but to provide cheap transport between the iron ore deposits in Lower Canada and the Steel Cities of the Middle West. Previously the largest ships able to pass from the Lakes to the Sea were about 250 feet long. Now huge Lakers of over 700 feet carry grain from Inland Ports to Terminals on the River St. Lawrence, and return with up to 50,000 tons of ore to feed the furnaces of Cleve-

land, Detroit and Chicago.

Activity for the transit started in Montreal when gangs of burners and welders, riggers and fitters swarmed up the gangway and began measuring here, cutting there, and drilling holes everywhere. Booms had to be fitted for swinging crew-members ashore at the locks; special radio facilities were required to enable bridge to bridge communications for the pilots, and extra roller fairleads were welded to the fore and after decks to take the mooring wires. While all these were being added, every projection on the side of the ship was being feverishly burnt off to prevent damage to the concrete sides of the locks.

Unexpected Break

Before our arrival in Canada, we had been besieged with reports and stories which suggested that the best thing we could do would be to take sleeping bags, sandwiches and flasks of coffee to our various parts of the ship as it was unlikely that we would have any break for two or three days. Thus we were rather surprised to find next morning that we had to wait for an extra hour and a half in our berth before starting off.

As the locks are single, the rule is 'one ship up, one down', and any ships waiting to enter tie up near the lock entrance. It was 11 in the morning before we turned into the Seaway, passed under the Jacques Cartier Bridge, and neared the approach wall to the Lambert Lock. All went smoothly. The men swung

ashore on the end of their booms, took the ship's wires and we were fast alongside.

Ahead of us were two other ships waiting to enter the lock. As we had to move up the quay twice more, we had plenty of opportunity to admire the works of art which completely covered the concrete top of the wharf. Some of these were merely names of ships, but there were also drawings and caricatures, and more than one pithy comment about ships, shipmasters and shipowners, in general and in specific instances.

Two o'clock had come and gone before we saw the gates opening for us and were treated to a sight that was to become familiar to us. One of the big Lakers, which fitted into the lock like a glove, came slowly out, gathering speed as she passed us so that we ranged up and down the side because of her wash. We let go our lines, the two men on the quayside scrambled back on board, and at last we moved into the first of the seven locks that we had to pass through on our way to Lake Ontario.

Back Gardens

Once through the lock, we had the Lachine Rapids, the furthest downstream barrier to navigation, on our starboard side as we steamed along the new ship channel. On the other side we seemed to be passing through the back gardens of some of these typically French-Canadian villages that line the banks of the St. Lawrence throughout Quebec. Each one was a separate cluster of white houses, with the silver spire of the church as its most prominent landmark. The sight of washing bleaching on lawns, and children playing at the side of the channel added to the feeling of unreality that the deep-sea sailor has when he finds himself with land on both sides of him.

At some of the locks viewing stands have been built and it was a funny feeling to find oneself the stars of the act as the ship went up or down. This was more obvious on the return journey, which was over the weekend, when the crowds were quite large.

It was almost dark by the time we had crossed Lake St. Louis and neared Beauharnois Lock by the Beauharnois Power Dam, whose lighted turbine rooms stretched away to one side.

Through the night we continued our routine of tie-up,



Landing a seaman to take the wires at an approach wall.

shift along, through the lock and then another few miles steaming through a lake or canal. During this time we crossed and recrossed the International Boundary, so that dawn found us back in Canada at the Iroquois Lock, the last one in this section of the Seaway. It is situated at the Control Dam for the system, having a rise of only about six inches compared to the 45 feet of the biggest.

We were now at the beginning of the run through the Thousand Islands section, the most picturesque part of the whole trip. From the start there was a feeling of romance as the ship steamed through the marked and dredged channel between these holiday retreats. Some of the islets were hardly the size of the houses that stood upon them, while one of them at least was large enough to support half a dozen palatial houses including an unfinished replica of a German Baronial Castle.

Flags Galore

Once again we crossed the boundary, and the flags which every house sported changed from the Red Ensign of Canada to the Stars and Stripes. Whether they were designed to show the fervent patriotism of the inhabitants, or merely to indicate that they were in residence, we never found out.

Amongst this quiet and restful setting our rather worn and travel-stained *Aden* must have looked rather out of place. Certainly the most vivid memory that I have of the Seaway is of passing a medium sized sailing yacht ghosting downstream while the crew, two young couples, sunbathed on the cabin top. That, I think, is the right way to go to sea.

As usual, all good things came to an end and we eventually emerged into the waters of Lake Ontario and headed across it in the direction of Toronto. By one o'clock in the morning we had anchored in the harbour, having taken 39 hours on the way from Montreal. At daylight we saw that we were in the middle of an almost totally enclosed bay with the city skyscrapers on one side, the wharfs on the second, a wooded island which housed the Yacht Club and Swimming Pool on the third and an extremely busy airstrip on the fourth. From this there was an almost continuous stream of light aircraft taking off and landing.

Most of the day was spent quietly at anchor in the middle of the bustle of the Harbour Ferries. In the late afternoon we shifted alongside and we could truly say that the first half of our journey was over.

I was very lucky in that I had a school friend living near Toronto and he pointed out the most important places of interest in this modern and bustling city. These include the largest hotel in Canada, and, far more important, Gina Lollobrigida's home.

The next afternoon, having discharged and loaded, we set out on the return journey, and had a straightforward but slightly quicker passage, arriving back in Montreal Harbour 32 hours after leaving Toronto and 110 hours from the time that we originally left Montreal. Possibly we were lucky with the weather and the traffic, but I am sure everybody felt that although tiring, it had been one of the highlights of the entire voyage.

Mr Leung Ki Requests . .

by P. W. Love, Chief Officer, Cathay

Mr. Leung Ki
requests the pleasure of your company
at the wedding of his brother
LEUNG NGAU CHAI
TAXI TIME: 7½ p.m. at King Wah Restaurant
8 p.m. to midnight.

* * *

Thus read the invitation card, a huge affair, bright red with gold Chinese characters. Mr. Leung Ki, our Second Bosun, had thoughtfully provided Western style cards with the translation . . . no mention of the bride.

The receipt of these invitations by various officers caused quite a commotion: 'Are you going?', 'What do we do?', 'What about the present?'. A certain amount of staff work and sorting out produced about 12 officers who would attend, and the tried and trusted shipboard method of a collection was resorted to for the present.

Not all of those invited decided to go, some took fright at the thought of duck's feet (to be nibbled daintily whilst holding in chopsticks) or sea-worms (swallowed with a gulp . . . delicious) and gracefully declined. Those who did go therefore were true Sinophiles, avid to do battle with chopsticks and hard heads against the vast amounts of food and drink eagerly expected.

Eventually the big evening arrived. Our party, consisting of Nursing Sister Anna Cawardine, Chief Engineer Geoffrey Constable, Second Officer David Dornom, Fourth Officer Harry Feasey, Doctor Tom Gibson, Radio Officer Willy Hargreaves, Bosun Frank Martin, Children's Hostess Pat Pinhey and me, piled into two taxis.

We managed to get lost even before starting, as the King Wah Restaurant has four counterparts. The address was read to the driver, but he looked blankly at us, as we gesticulated and shouted in the back of the taxi. Luckily Geoffrey had brought along his invitation, and this was produced. 'Aah!' 'Ho, Ho!' and off we went in our two cars.

Suddenly there was only one car. However, that

didn't bother us unduly, and, sure enough, there was the other load, standing under the bright lights of the restaurant, being stared at by the local populace and waiting for us.

Grand Arrival

Our arrival was in rather the grand manner. The Captain had not come so I was the next best thing (it was the Deck Storekeeper who was getting married). The host advanced beaming, almost hidden behind a huge red buttonhole (Red is the Chinese wedding colour, white is for mourning!), on his heels a dozen or so ushers all smartly dressed, in western style, and similarly beaming and buttonholed.

Much handshaking and pleasantries ensued, cameras clicked and bulbs popped, and we were led to the wedding book or scroll. This is a huge scroll of red silk pinned out on a table near the door and all the guests have to sign their names. If you have ever tried to write your signature with a paintbrush you will know how difficult it is, but we all did our best and felt really part of the proceedings.

The official photos followed, various groups as in the West. The one reproduced here shows the Chinese people looking very correct and the 'long-nosed, white-faced people' looking rather silly. I am in the middle with the host and his wife on either side. The wife's dress was quite superb and almost outshone the bride's, embroidery and gold thread all over a tunic of black silk with a white undergarment, a most beautiful piece of work and obviously a family heirloom. The bride and her husband are at the back.

This was one of the three times we saw the bride; on arrival, drinking the ceremonial tea, and on departure. Otherwise she retired behind screens in a corner of the room with her female attendant, not to be seen by any man.

To our relief, we Europeans were seated together at one table. It would have been most difficult to cope with chopsticks and the Chinese language at the same time. There we were regaled with huge brandies or whiskies (nothing else was offered) to start the ball rolling. It rolled very well indeed and one of the party became so enthusiastic that he tried to pick up his glass with chopsticks . . . unsuccessfully.



Wedding Group with (back row): F. Marlin (Bosun) H. Feasey, (4/0), Bride, Groom, D. Dornom (2/0), G. Constable (C/E).
 (front row): W. Hargreaves (R/O) Miss P. Pinhey (Child. Host.) wife of No. 1, P. Love (C/O), Host, Sister A. Cawardine, Dr. T. Gibson.

Soon the Wedding Feast started. Shark's fin soup, stewed walnuts and prawns, abalone and chicken, roast whole duck, calabrese, cold very fat pork, on and on and on; the excitement grew with every dish that appeared. In true Chinese style we attacked the central dish with our chopsticks, gobbling the tastiest morsels quite greedily.

At one stage I slipped a duck's head into Pat's dish. She suddenly saw it and shrieked, and it was thrown back into mine. To lose face? Or to risk being sick on the spot? I chose the latter and daintily stripped the skin off the skull with my front teeth, leaving the brains and eyes for the kitchen . . . a quick dash of brandy and all was well.

Geoffrey and Willy were meanwhile tucking into the sea-worms with relish, whilst Tom and Anna made absolute gluttons of themselves on the shark's fin soup.

Sanity Restored

This orgy was heightened in excitement by members of the crew dashing over to 'Yam Sing' with us. This is the Chinese equivalent of 'Bottoms up', and things were getting to a perilous state as we, not to lose face, drained glass after glass of almost neat spirit. Help arrived in the shape of Mr. Fu Sai (No. One, Pursers Dept.) who whispered into David's ear 'Say Yam Ting, and it's all right.' So we said the magic words, and that meant that we need only sip our drink and sanity was slowly restored.

Halfway through the meal the Ceremonial Tea Drinking took place. As we had all been told about this, most of us performed it without mishap. The Bride and Groom, accompanied by attendants carrying a tray of cups containing tea and another tray with an empty basket, proceeded from table to table. At each one the cup is lifted to the lips, a sort of pledging cup. A word is said to the bride (the bride is never kissed), and a little token coin is placed in a red envelope and tossed into the basket.

There are usually about six cups of tea and 200 guests so that the sipping of tea is purely a gesture.

Pat didn't know this, and the consternation can be imagined when she downed a whole cup of tea in one gulp. The attendant was horrified . . . there was no more tea. We were horrified, 200 guests sipping, licking and worse into the cups of tea . . . and Pat drank it! She was given a large brandy there and then.

Eventually the time came to leave, all the guests had disappeared as if by magic, very suddenly there were only a few left, including ourselves, so we went too. The Bride and Groom came out to wish us goodbye and we all said nice things to everyone concerned (except that Harry would call the Bride's Mother-in-Law 'Mama-San' which didn't seem to go down very well).

Then we all tottered out into the hurly-burly of the Kowloon streets, full of bursting and replete in every way, to spend the rest of the evening working it off . . . but that's another story.

SHIP NEWS

Canberra at Las Palmas.

PATONGA—*Canine Midwifery*

In contrast to the general tendency of reducing ships' companies, *Patonga* increased hers by four during her last outward voyage to Australia.

Among the nine dogs carried by the ship was a black Cocker Spaniel bitch named 'Storey'. Two days out from London she was responsible for the arrival of four seemingly innocent puppies.

By arrival in Sydney they were all a strong, mischievous six weeks old, having survived such dangerous hazards as tail-docking, temperatures of over 100 degrees in the Red Sea, a full south-west monsoon, and gales in the Australian Bight.

The four pups were loyally named 'Patonga', 'Palana', 'Peninsular' and 'Orient' by the ship's company, the first two being black dogs, and the last two black and golden bitches respectively.

The new owners in Sydney decided, much to the ship's delight, to keep the names.

CHUSAN—*Sea Scouts' Visit*

A party of American sea scouts from Sea Explorer Ship No. 216 visited *Chusan* during her call at Honolulu in the summer. They were shown round the ship, and Chief Officer J. A. P. Crichton explained the workings of the wheelhouse.

Chief Officer Crichton shows the instruments in the wheelhouse to sea scout Bosun Michael Tobin.





Mrs. Petit presents Captain G. McGowan with an Honorary Member's tie of the Association of 'Lancastria' Survivors. She had woven it herself. Major C. V. Petit stands at the right, holding the citation.

CANBERRA—Hon. 'Lancastria' Survivor

Captain G. McGowan, Staff Captain of *Canberra*, was made an Honorary Member of the Association of 'Lancastria' Survivors on Tuesday, 14th September, the day before *Canberra* sailed for Australia via Panama. Major C. V. Petit, Founder and Honorary Organiser, presented him with a scroll with his citation and an Honorary Members' Tie.

The troopship *Lancastria* was sunk by enemy bombers on 17th June, 1940, with the loss of over 4,000 lives. However, many were rescued, 1,100 of them being transferred to the cargo steamer *John Holt*, on which Captain McGowan was serving. Despite the risk of enemy attack and of minefields they were brought safely home to England.

Captain McGowan, at that time a 17-year-old Apprentice on the *John Holt*, is believed to have been the youngest person involved in the rescue.

As members of the Orient Line in particular will remember, *Oronsay*, under Captain A. E. Nicholls, was also involved in the rescue and succeeded in bringing a shipload of survivors back to England. Captain Nicholls was appointed O.B.E. for this achievement.

The Association of 'Lancastria' Survivors was formed on 17th June, 1946, and all those rescued from the *Lancastria* may become members. Honorary members are members of ships' companies directly associated with the rescue.

ORCADES—Salvationists Come for Centenary

Two hundred Australian, New Zealander and Indian Salvationists arrived at Tilbury on *Orcades* in June for the Salvation Army's centenary celebrations, 24th June—4th July. They were the first of 2,500 overseas Salvationists attending.

Among the party were two Maoris, Mrs. Ani Taureti



Mrs. Rosina Matchitt from Apotiki (left) and Mrs. Ani Taureti Brown from Te Araroa with Major Robert Prouse, enjoying their first look at England.

Brown and Mrs. Rosina Matchitt, with Major Robert Prouse, 80, a New Zealander who has worked for 25 years among the Maoris. Although retired now, he still lives with them at Te Araroa.

A fleet of buses took the Salvationists to the Salvation Army International Headquarters in London for a special reception. Among the events they attended during the 10-day celebrations was a major rally at the Albert Hall in the presence of H.M. the Queen, and a concert by the Salvation Army band in the forecourt of Buckingham Palace.

SURAT—On the Dog Watch

A passenger on *Surat* during a recent journey from the Far East was 'Snowy', a white mongrel dog, who, as can be seen from the photograph developed quite a taste for sea air during the voyage.





Filipino children viewing some of the exhibits of children's art from all over the world when Orsova called at Manila.



Captain R. D. Cookman, Staff Captain of Orsova, receives a parcel of 23 paintings by Filipino children from Miss Betty Ildefonso of the Philippine Tourist and Travel Association.

ORSOVA & ORIANA—Children's Paintings

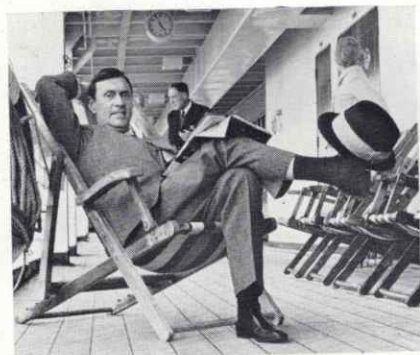
An international collection of children's paintings travelled round the world on P & O ships recently. It started its voyage at San Francisco, when *Orsova* called there on 23rd June. Continuing to the Far East and back via Suez to Europe on her, it was transferred to *Oriana* in the U.K. after the only overland part of its round-the-world voyage—from Tilbury to Southampton. It finally arrived back at San Francisco, returning via Panama, on 5th September.

The portable exhibit was collected for P & O—Orient Lines by the International Child Art Center in San Francisco. It comprised more than 40 paintings by children all over the world. Additional pictures were added at several of *Orsova's* and *Oriana's* ports of call, including Manila where the two pictures (above, and top right) were taken.

The exhibition was displayed on board for passengers and child art lovers at 20 ports on the ships' voyages. When it eventually arrived back in the U.S.A., an exhibition entitled 'Across the Seas with Child Art', comprising the original exhibit plus all the pictures collected en route, was held in San Francisco.

For her next cruise (No. 3) *Iberia* had the Alex Welsh Band as special entertainers. Among special entertainers on other cruise ships this season were Harry Wheatcroft, the Chris Barber Band and the Migil Five.

Captain E. Cowan and members of the Alex Welsh Band. They are, left to right, Roy Williams, Danny Moss, Johnny Barnes, Alex Welsh, Jeannie Lamb and Jim Douglas.



Al Read.

IBERIA—Cruise Entertainments

Comedian Al Read was the first of many special entertainers on our cruises this summer. He is pictured (above) relaxing on *Iberia*, where he entertained 1,200 passengers on the 13-day Cruise No. 1, to Palma, Elba, Naples and Casablanca.

CHITRAL—Mariners' Supper

The Company entertained Members of the Honourable Company of Master Mariners and Senior Officers attending a course on *H.Q.S. Wellington* to a buffet supper on *Chitral* on 4th May. Among those present were the Master and Senior Warden of the Honourable Company and Messrs. K. R. Anderson and W. Kerr representing the Management.

CANBERRA—Rolls among his Baggage

When Mr. Bill Davidson, a businessman from Sevenoaks, Kent, goes travelling he always takes his luxurious Silver Cloud Rolls Royce with him. 'I'd feel lost without it,' he says.

He recently returned from Australia on *Canberra* with the Rolls. He had been visiting an industrial trading estate that his firm is creating down there. At the year's end he will visit Australia again to see how the estate is progressing. And one item of baggage that he is sure to take with him is the Silver Cloud Rolls Royce.

ORSOVA—Junior Ratings' and Leading Hands' Clubs Founded

Following *Himalaya's* lead, a Junior Ratings Club, affiliated to the Crew Club, has been formed on *Orsova*. It is represented on the Committee by the Welfare Leading Hand. The Junior Club has its own Chairman, Treasurer and Secretary and, in addition to running its own inter-cabin Darts, Draughts and Dominoes competitions, also has teams competing in the adult events, in which they have not been disgraced by any means. Funds for the Junior Club resulted from a Foreign Currency collection and the proceeds from a Lending Library, the books being donated by members of the ship's company. The money collected has been used to purchase curtains and soft furnishings for the Junior Ratings' cabins.

The Junior Ratings also have their own Soccer team and their first game was a challenge to the 'Over 40s'. This was a most enjoyable and sporting match with the youngsters eventually winning by the narrow margin of 2-1. Shades of Sir Stanley Matthews?—the oldest player on the field admits to being 54, but nevertheless played a terrific game.

The Leading Hands have also formed their own Club. As a result of a most concerted effort they have now provided themselves with first-class amenities. There is no comparison between the original Leading Hands' Recreation Room and the Leading Hands' Club Bar which now exists. A really grand effort which reflects the good inter-departmental relations prevailing.

ORSOVA—Drama Group

Two one-act plays were performed for the ship's company by the newly founded Drama Group during *Orsova's* last voyage. They were so popular that three

separate evening performances were given.

The Group comprises Junior Officers and Leading Hands. It made contact with the Pandor Dramatic Society, London, and the Seafarers' Education Service and received much useful help and advice.

As a result 'Poor Old Dad' by Rica Bramley Taylor and 'The Procter's Dilemma' by William Dinner and William Morum were selected. After many enjoyable evenings play-reading and rehearsing, we understand from the Staff Captain that the plays were excellent.

Dress rehearsal for 'The Procter's Dilemma', with (left to right) Miss R. Sheldon, Children's Stewardess, Miss M. McCallum, Children's Stewardess, Miss R. Dixon, J.W.A.P. Miss P. Delpy, Nursing Sister, Mr. A. Sheldon, Second Printer, and Mr. J. B. Griffiths, S.A.P.



Dianthus about to be discharged from Cathay at King George V Dock, London.

BALLARAT OR BALLAARAT

How do you spell 'Ballarat'? We know how the P & O spells it, but the natives are not so sure. Sometimes it is written 'Ballarat', and at other times 'Ballaarat'.

Both are correct, Captain B. S. C. Mordaunt informs us. He quotes the official Ballaarat Historian's pronouncement on the subject:

'Do you spell Ballaarat with four "a"-s or three? It is claimed that the origin of the name came from two aboriginal words, "balla" and "arat", meaning resting place. Most old maps and books show the four "a"-s. Officially it is the "CITY OF BALLAARAT", and several firms have the same spelling. The Electrical Office likewise uses four "a"-s. Common usage adopts the three "a"-s. We suggest you please yourself.'

Thanks. We do.

CATHAY—Have Yacht Will Travel

When businessman Gordon H. Lang of Godalming, Surrey, returned from a tour of duty in Port Swettenham, Malaysia, on *Cathay*, he could not bear to leave his 12-ton yacht *Dianthus* behind. So he contacted the local P & O agent, and the Company agreed to carry his pride and joy as deck cargo in the same ship as he had booked.



Miss M. King.

ORONSAY—Royal Nanny

For seven years, until she resigned a few months ago, 27-year-old Miss Maureen King of Rugby was nanny to Caroline and Albert, the children of Prince Rainier and Princess Grace of Monaco.

Now, Miss King is a Tourist Class children's hostess in *Oronsay*.

Says Miss King, 'I suppose I will miss the Palace life but I was very lucky to have it at all. It's not the sort of thing that can go on for ever and I have always wanted to go to sea, even before I went to Monaco.'

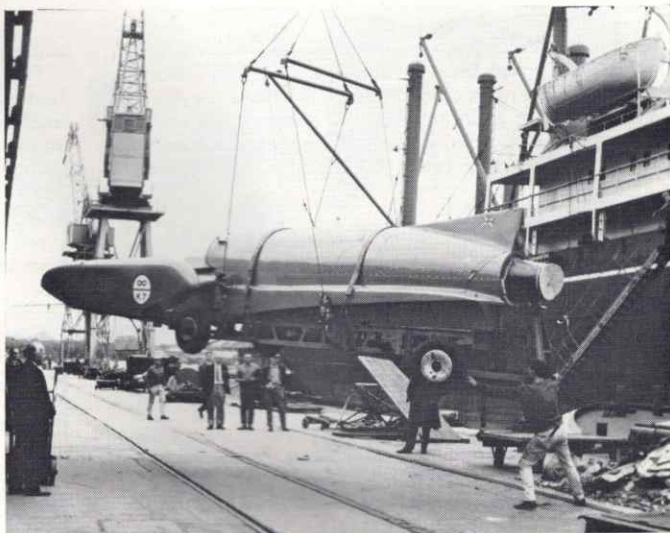
CANBERRA—Designer Shows his Work

Professor Sir Hugh Casson, who was responsible for the interior design of *Canberra's* First Class Public Rooms, took a party of 39 students from the Royal College of Art around the ship in June. The students were all from the College's School of Interior Design.

Sir Hugh showed them the public rooms and explained the theory behind their conception.



Sir Hugh Casson points out some of the features in the *Meridian Room* to his students.



'Bluebird' being unloaded in London.

BALRANALD—Bluebird Arrives

Donald Campbell's record-breaking speedboat *Bluebird* arrived in London recently in *Balranald*.

Bluebird is now 11 years old. She broke the world water speed record on Lake Dumbleyung, Western Australia, on 31st December last year with an average speed of 276.33 miles per hour.

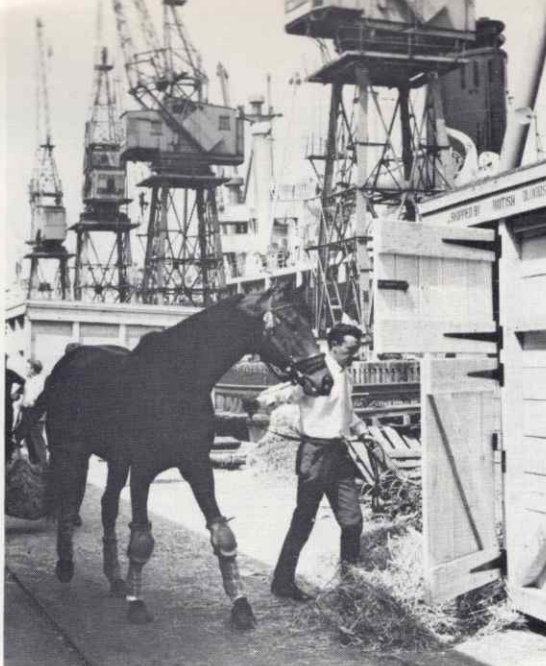
Bluebird is 28 feet long, 10 feet 6 inches wide and weighs 2½ tons. At high speed she rises on the water and planes on three aluminium plates, one under each front float and one under the stern. She is powered by a Metropolitan Vickers pure jet motor with a 4,000 lb. thrust. The motor is 15 years old.

ORSOVA—Active Social Club

The Social Club on *Orsova* is flourishing. During the last trip there were 581 paid-up members out of a total complement of 632. This represents 97.8 per cent. of the Europeans and 81 per cent. of the Goanese, and reflects favourably on the enthusiasm and success of the organising committee. The latter figure is particularly encouraging, and it has been brought about by the election of the Chief Pantryman as a permanent member of the Committee.

In addition to the usual darts, chess, dominoes and crib competitions, for which trophies are awarded, other indoor activities have included games of Bingo and a weekly 'Requests from Home' programme, with records chosen from the Club's library of 1,400.

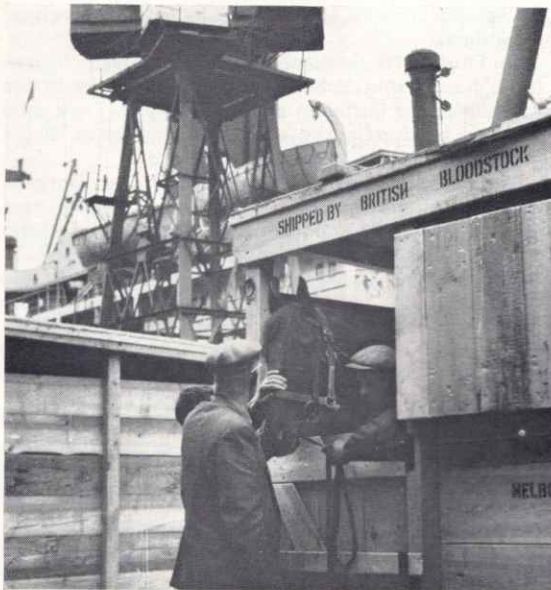
Outdoor activities have included deck tennis, quoits, boxing instruction and weightlifting. The Goanese members have shown considerable interest in the last two pastimes. In port, soccer matches have been arranged and whilst in Sydney a Rugby Match was played against the Freight Department. This resulted in defeat for the ship's team who, however, managed to improve on their previous performance against the same opponents.



'Transpose', a colt valued at £9,000 about to enter his pen before being loaded on Bendigo.

BENDIGO—£50,000 Worth of Horses

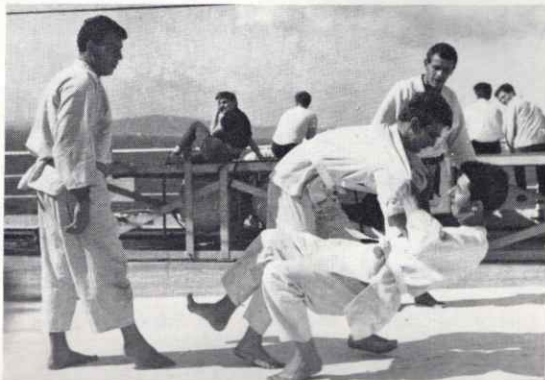
Eleven thoroughbred horses were among *Bendigo's* cargo when she sailed for Australia in June. Going to studs in Sydney and Melbourne, they were worth £50,000 in all. One of them was the £20,000 colt 'Street-fighter', which ran in the Two Thousand Guineas this year.



BARADINE—Thoroughbreds Sail to Stud
On his way to a Melbourne stud farm, *Satan*, a £4,200 thoroughbred race horse is loaded onto *Baradine*. Travelling with *Satan* was another race horse, *Crepone*, valued at £1,785.

HIMALAYA—Burial at Sea

Mr. C. R. Hattam, formerly Boilermaker in several of the Company's ships, including *Palma*, *Ranpura*, and *Mooltan*, had his ashes scattered at sea from *Himalaya* in the Pacific on 9th August, at the request of his wife. The simple ceremony was conducted by Captain I. M. Adie, Staff Captain, with representatives of all three Departments in attendance.
(cf. p. 509 under 'Deaths')



Trainees C. Bradburn (Second Cook) and J. Peper (Third Cook) try out a fall. Blue belt D. Newberry (B.C.S.), left, and green belt J. Bradford (Asst. Barman) give instruction.

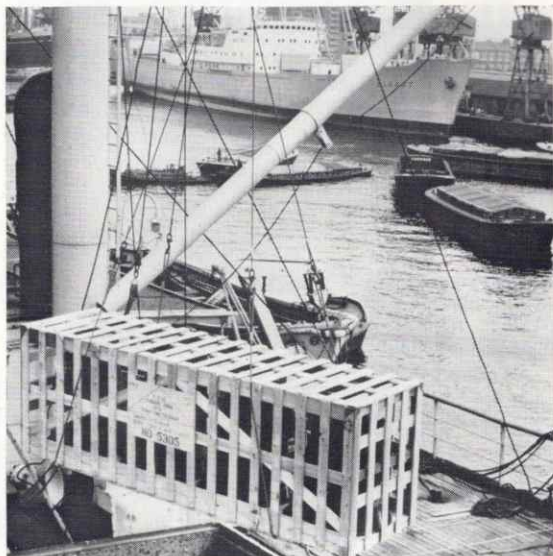


D. Newberry, blue belt, and J. Bradford, green belt, demonstrate a throw.

CANBERRA—Judo Training

A judo club is flourishing on *Canberra*. There are already blue, green and yellow belts among the members, who when they are not practising are busy training beginners. Presently some 30 crew members are in training.

The club already feels strong enough to challenge outside organisations, and a match has been arranged with the Sydney police at *Canberra's* next call there. Seventeen members also went to the Sir William Treloar home for handicapped children and gave a demonstration when the ship was at Southampton between cruises this summer.



Part of the cargo for Malaysia's first Nitric Acid Plant being loaded on Socotra in London.

SOCOTRA—First Malaysian Nitric Acid Plant

Three hundred and fifty tons of materials and equipment for Malaysia's first Nitric Acid plant were shipped on *Socotra* at the end of April.

Altogether over 5,000 tons will be shipped through London, Liverpool and Middlesbrough for the plant, which is being constructed at Padang Jawa, near Port Swettenham, by Chemical Construction (G.B.) Ltd. for the Chemical Company of Malaysia Ltd.



Purser P. H. Miles greets one of the spastics, being pushed by Crew Barman A. James.

ORCADES—Minibus for Spastics

Money raised by passengers and crew of *Orcades* has purchased a minibus for the Spastics Society's Thomas Delarue School at Tonbridge, Kent.

The cash—£1,045—was to have provided a bed, named after *Orcades*, at one of the Society's centres. But in view of the urgent need for transport facilities for spastic children, the money was used to purchase a minibus.

On Friday, 17th September, a party of seven children from the Delarue School travelled to Tilbury in the minibus at the invitation of the Company. They were received by the Captain and taken for a tour of the vessel, followed by a tea-party on board.

The minibus, which bears the inscription 'Donated by the crew and passengers of the s.s. *Orcades*' was then officially presented to Mr. G. Tudor, Headmaster of Delarue School, by Captain E. G. H. Riddelsdell.

The Spastics Society is the leading organisation in the world for the care of spastics. In the past few years it has established 100 schools, centres, hostels, clinics, workshops, and holiday hotels throughout the country. In addition, it has nearly 150 affiliated local groups. The Society has also established a research unit at Guy's Hospital to try to discover the reason why children are born spastic—a spastic child is born every eight hours in this country—and have also helped to finance a department of child development at the University of London.

CHITRAL—Helping Hand

Mr. J. Stone, Assistant Cargo Superintendent, King George V Dock, lends a hand with the many children among Chitral's passengers when she arrived back at London in July.

BALLARAT—Name City

Following the visit by Captain and Mrs. B. S. C. Mordaunt and Chief Engineer D. P. C. Crowe to the City of Ballarat last year (*About Ourselves*, No. 17), the friendly relations between ship and city have blossomed.

At *Ballarat's* next call at Melbourne the Mayor of Ballarat, together with 10 Councillors and their wives, was entertained on board. At lunch the Mayor presented the ship with a small gold nugget from the Ballarat goldfields, and he also gave one to Captain Mordaunt and Mr. Crowe as a souvenir of their visit to the town the previous voyage.

The following evening some of the officers were taken by the Councillors to the Melbourne trotting races. Two of them made up for not getting souvenir gold nuggets by betting £1 on a 33 to 1 winner at the start of the evening.

On the homeward voyage a party of junior officers and two wives, who were making the round trip, were entertained in Ballarat as guests of the Councillors. Their impressions are recorded by Captain Mordaunt, who visited the town on the previous voyage:

'All of us who have visited the city have been most impressed with the way this Gold Rush town has established, matured and developed into a prosperous city, the centre of a lush pastoral area, with some light industry in support.

'A city of wide tree-lined streets, parks and a delightful Botanical Garden—the home of the famous Ballarat Begonias—it is not surprising that the folk of Ballarat are very proud of their city.'

Kangaroos

By the next voyage *Ballarat's* Captain had changed. So it was Capt. E. A. W. Mortleman-Lewis who, with Mr. D. P. C. Crowe, Chief Engineer, and Mr. R. Berry, Second Engineer, was entertained by Mr. J. A. Chisholm, the Mayor, and his wife at their summer home at the end of August, and who were afterwards taken round the neighbouring townships and countryside.

On the return journey to Melbourne they were taken to the local golf course, where Captain Mortleman-Lewis assures us he saw 'no less than 10 kangaroos grazing on the fifteenth fairway'. Contrary to expectation they do not carry spare golf balls in their pouches as a special service for golfers, but 'they were quite wild'.

The Captain and Chief Engineer, accompanied by Mr. R. A. Latreille, Publicity Manager, Melbourne, attended the installation of Councillor William E. Roff as the next Mayor three days later, on 1st September. Afterwards at the reception Captain Mortleman-Lewis replied to the toast of 'The Captain, Officers and Crew of the P & O s.s. *Ballarat*' by saying how honoured and proud the ship was of her association with 'such a beautiful city across the seas'.

Councillor J. A. Chisholm, former Mayor of Ballarat, and Councillor William E. Roff, the new Mayor, with Captain E. A. W. Mortleman-Lewis and Mr. D. P. C. Crowe, Chief Engineer, at the reception following Councillor Roff's installation.



Mrs. J. A. Chisholm (second from left), wife of the Mayor of Ballarat, shows the flower displays in the Council Chamber to Mrs. D. B. Ross (left), wife of Ballarat's Third Engineer, and Mrs. T. Sutton, wife of the Second Officer. One of the Ballarat Councillors' wives looks on (right).



Third Officer A. R. Tinsley explains the uses of the sextant to a boy from Barker College, Ballarat's adopted Australian school, during a recent visit to Sydney. A party of 51 boys visited the ship on that occasion, and after being taken all round they enjoyed a quick coke and ice-cream before being whisked off back to school.





Engine Room (right) appears to be leading Leading Hands (left) in one of the heats of the regatta.

ORSOVA—Sydney Regatta

A Rowing Regatta was held between nine teams from Orsova the day before she sailed from Sydney in June. With the help of Captain J. M. Little, Marine Superintendent, Sydney, two whalers were lent for the occasion by H.M.A.S. *Penguin*, and they were duly collected by ship's motor launch.

Nine teams representing all Departments entered for the event, which was on a knock-out basis. The eventual winners were the Bridge Crew, after a very closely fought final with the 'Bosun's Six'.

As may be imagined, lack of practice was quite evident in some cases, but this was more than compensated for by a great amount of enthusiasm, and a thoroughly enjoyable afternoon was spent by participants and spectators alike.



The Jolly Boys Goanese Band, with (left to right) Messrs. L. F. Fernandes, J. P. Rodrigues, J. M. da Costa, N. A. Magalhois, B. Nunes, G. Goes, and L. Pereira, Chief Pantryman.

ORIANA—Hobbies Exhibition

Twenty-nine entries were submitted for a Hobbies Exhibition on *Oriana* at the end of May. They ranged from paintings and models to embroidery and flower arrangements.

Miss M. Rapson and Miss M. Hill, Children's Hostesses, acted as judges and awarded prizes to the following: Mr. W. P. Burrell, Asst. Carpenter, 1:8 scale model of full rigged clipper *Cutty Sark*; Mr. George Mackay, Deckman, pen and wash drawings of 'Shipboard Types'; Miss A. Gainfort, Stewardess, crochet doilies, hand-knitted cardigan, wool skirt and hand-sewn dress; Mr. E. Smith, 1/C Waiter, vase of artificial flowers, made of crêpe paper and wire, Mr. K. P. Rymel, B.R.S., hand made readicut wool rug.

After the exhibition the flowers were donated to the ship's Hospital.



Some of the competitors with their exhibits in the Hobbies Exhibition on Oriana. They are (left to right): Messrs. W. G. Carlaw, B.R.S., B. W. Ratcliffe, A/S, C. E. Hammond, D.H.U., T. Coffey, Grill/Wtr, and C. T. McQueen, 1/C Wtr. McQueen's oil painting is of Cove Sea Lighthouse, and the exhibit being held between and behind him and Coffey is a tapestry scene of Old England by Mr. J. B. Crawford, Grill/Wtr.

ORCADES—Orcadian Revels

Goanese members of *Orcades*' crew staged a show in the Stella Maris Club Hall, Sydney, for their friends on *Canberra* early this summer. Entitled 'A Very Interesting and Shocking Concanim Stage Show', it was written by Anselmo Sasticar and produced by S. Morais, both of *Orcades*. F. Francisco and his Jolly Boys provided the music. From all accounts a good time was had by all.

Taxing Problems "I have to inform you that my mother-in-law passed away after receiving your form on November 22nd. Thanking you."

—from letter to an Inspector of Taxes.



Benditto Fernandes welcomes patrons to the Golden Harp Club and collects their tickets.

ORCADES—Golden Harp Club

A Night Club has opened on *Orcades*. Called the 'Golden Harp Club', it is open at regular intervals during the voyage. Admission is by ticket, which are free, but have to be obtained by passengers from the bars during the day.



The Bishop of Singapore and Malaya confirms Mr. P. Nightingale. The Rev. P. J. Marshall looks on.

CATHAY—Confirmation Service

The Bishop of Singapore and Malaya, the Rt. Rev. Cyril Kenneth Sansbury, D.D., officiated at the Confirmation and First Communion of Mr. Peter Nightingale, Chief Engineer, *Comorin*, on *Cathay* in the summer. The service was to have been held in the Mariners' Chapel, Singapore, but quite a few men on board *Cathay* wished to make their Communion, so the

Captain gave permission for the service to be held on his ship.

After the service Mr. Nightingale was admitted in the Flying Angel Fellowship.

The Rev. Peter J. Marshall, Singapore Chaplain of the Missions to Seamen, was in attendance, and afterwards commented how pleased he had been at the way the Bishop was received on board and at the turnout of the crew.



Flamenco dancers on Canberra at Palamos.

CANBERRA—Palamos Visit

The Governor-General of Gerona and local dignitaries were entertained on *Canberra* during the ship's call at Palamos on 5th July during Cruise No. 7. They included the Chief of Customs, President of the Gerona Council, Lord Mayor of Palamos, and Captain of the Civil Guard.

A visit by a troupe of Spanish 'Flamenco' dancers was arranged for the benefit of passengers, and performances were given in both First and Tourist Classes.



Dinner for local dignitaries on Canberra. Pictured are, left to right, Mr. Julio Matas, P & O Palamos Agent, Captain of the Civil Guard, Chief of Customs, Governor General of Gerona, Captain M. A. Trenfield (who was relieving Commodore Dunkley for the cruise), President of the Gerona Council and the Lord Mayor of Palamos.

Captain J. D'O Green (centre) shows H.M. the Yang Di-Pertuan Agong to his accommodation at Aden after greeting and introducing him to the senior officers. On the right are Surgeon T. H. Chillingworth and (extreme right) Purser F. P. Pateman.



Their Majesties the 'King' and 'Queen' of Malaysia (centre) with some of the guests at the Bombay luncheon. On the left is Captain Green and at the back Staff Captain E. Snowden.



Malaysian King Returns

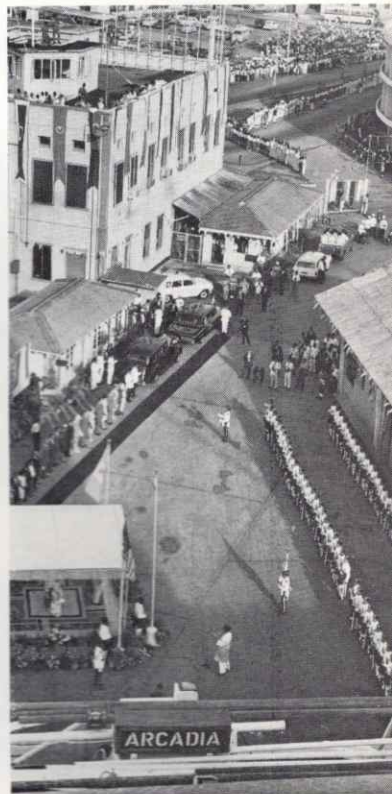
Their Majesties the Yang Di-Pertuan Agong (paramount ruler or 'King' of Malaysia) and his consort the Raja Permaisuri Agong returned home to Penang on *Arcadia* after combining a pilgrimage to Mecca with State Visits to the United Arab Republic and other Arab countries.

They joined *Arcadia* at Aden with their retinue which included the Lord Chamberlain, Dato Nik Mustapha Fathill, SPMK, PMN, DJMK, SK, Protocol Officer, Dato Wan Abidul Rahim Bin Wan Ngah, Physician, Military Attache, Aides-de-Camp and Ladies-in-Waiting.

Travelling informally, they joined in the shipboard life, mixing with other passengers. While the ship was at Bombay they entertained a luncheon party of 30 in the Observation Lounge, including Captain J. D'O Green, Staff Captain E. Snowden and the Purser, Mr. F. P. Pateman.

On arrival at Penang on May 7th they had a ceremonial reception with a Guard of Honour of the 2nd Malaysian Reconnaissance Regiment and the traditional ceremony of thanksgiving for their safe return. The Governor met them on board

View from the ship of the welcoming home ceremony, with the 'King' on the dais (left), behind which the V.I.P.s are lined up, and with the Guard of Honour on the right.



BOOK REVIEW

"THE DUSTLESS ROAD"

By Captain S. J. Harland

The Dustless Road is a fine story of a career at sea much in the same mould as *From Cadet to Commodore* by Commodore D. G. H. O. Baillie. Captain Harland is still in command with Shell Tankers and judging by the tone of his writing has many happy years at sea to look forward to.

Many of us will be familiar with the strange boyhood desire to run away to sea—Captain Harland was no exception and writes in the opening sentence 'I fell victim to sea fever at a very early age, perhaps four or five.' However, his parents managed to restrain him until he had completed his general education and he joined the Pacific Steam Navigation Company as a Cadet at the age of 16.

The story leads through the Cadetship, the Second

Mates' Examination and a short period as Third Officer in Cargo Ships. Then comes what must have been the most exciting period in Captain Harland's career, four years with Trinity House Tenders. The description of apparently everyday tasks in seamanship with the tender service makes one's hair stand on end. Laying moorings for light vessels and buoys, relieving light-houses and refuelling navigational lights in all weathers in the North Sea; all this plus mines—for the date was 1940.

The value of this small ship seamanship is very evident throughout Captain Harland's career and time and again he is able to use his experience to good effect in ocean going ships.

The Dustless Road certainly comes into the category of books that you cannot put down, but more than that it shows the wider interests that lead a man to a successful career at sea.

It is published by Education Explorers Limited, price 16s

R.A.P

H.M. the Yang Di-Pertuan Agong leaves Arcadia to a ceremonial welcome at Penang. He is followed by his wife, the Raja Permaisuri Agong, behind whom come the Governor of Penang and his wife, and military and naval attaches. Captain Green at the top of the gangway watches them safely ashore.



ship and accompanied them ashore where the Chief Minister presented local dignitaries, officials and members of the diplomatic corps.

The Yang Di-Pertuan Agong is elected for a five year term by the rulers of the nine states (Trengganu, Kedah, Kelantan, Perak, Negri Sembilan, Pahang, Selangor, Johore and Perlis) and by the Governors of Penang, Malacca, Sarawak and Sabah. The pilgrimage to Mecca was a grand finale to his term of office. In August another Yang Di-Pertuan Agong took over, and he reverted to his former title of Raja of Perlis.

H.M. the Yang Di-Pertuan Agong greets V.I.P.s, local dignitaries and members of the diplomatic corps on arrival at Penang.



P & O Coat of Arms, showing the Sunburst (encircled)

CHRISTMAS PUD AND SAUSAGES

Mr. D. W. J. Pedder's letter under this heading in the last issue has caused a certain amount of interest, so I thought I would point out that his assumption about the P & O Sunburst on the cover is rather misleading.

The Rising Sun motif which he criticises is NOT an attempt to modernise the one previously in use. Exactly the opposite is the case. It is an almost exact replica of the crest in the Company's Armorial Bearings which was designed by the College of Heralds.

It was the *former* Rising Sun which was a stylised version of the Crest.

By nature of its very function a crest sits more tidily on a heading or above a title. The previous Sunburst by being re-designed had lost this element and therefore it was decided to revert to the true heraldic design.

It is in fact used frequently in Company's literature above our title where thought suitable.

Editor.

Letters to the editor

Love-Letter to the P & O

College of St. Mary of the Springs,
1216 Sunbury Road,
Columbus,
Ohio, 43219, U.S.A.

Gentlemen,

This is just a long overdue love-letter to the P & O - Orient Lines. Your advertisements have never ceased to evoke nostalgic memories of the treatment I received from your company and aboard s.s. *Orsova* in the summer of 1962 on my return from Honolulu to Vancouver. Although I have made other voyages since then, the P & O - Orient Lines has never been equalled for service.

Part of the total effect stemmed from the beautiful British courtesy which I have met elsewhere, but other factors which contributed to my enjoyment were the prompt handling of my correspondence with you about reservations, the allowance you made for peculiar difficulties I was encountering in meeting the deadline for deposit, the orderly fashion in which you wrote for my preference as to first or second sitting and then assigning me a table far in advance. Thus I did not have to stand in line awaiting this placement amidst the usual bewilderment in getting adjusted aboard a ship. The deck chairs and spaciousness of deck space for tourist class passengers to walk, the accommodations, the menu, the party to meet the captain and crew—no other line has ever furnished these quite as well.

For some time I have been working on a Foundation grant to do research in the Orient, and when the financial backing comes, it will be no problem for me to decide how to get there.

May God bless you in your work.

Sincerely,
Sister Mary Jude, O.P.
(Dominican Order)

□ □ □ □ □

A Screwy Hobby

35 Muston Street,
Mosman, N.S.W.

Dear Sir,

Many happy memories were brought back to me by Capt. Cummins who in his letter (*About Ourselves* No. 17) mentions Chief Officer Nicklen and the good time had by all in the old *Peshawur*.

In 1912, I was fourth Officer in the former *Peshawur* (1905 vintage) and, with Capt. E. W. Bruce in command, also indeed a very happy ship. The late Capt. Holland was Chief Officer, E. P. Lyndon and J. Hartley, Second Officers, and Mr. Nicklen, a very gay and debonair Third Officer. Mr. T. Legg, a great character, was Chief Engineer and Mr. Shanley, who I believe is still 'on deck', Steward in Charge.

Mr. Kelly Haughton, in his letter 'Captains' Hobbies', evidently has in mind Capt. Sudell who, at Divine Service, used to make a feature of playing the hymn tunes on bells.

With regard to Capt. Wilding, who must have been more energetic in command than I remember him as Second Officer, I was not surprised to hear of his extraordinary hobby of sawing up dunnage. Having heard in the past many stories about the pomposity and strange idiosyncrasies of some 'old time' P & O Commanders, and from my own personal experiences, this is not incredible.

For two voyages I was Second Officer of a cargo ship with a Captain, then well known in the Company for his strange eccentricities. One of many being a strange fascination for brass screws! Armed with a screw-driver, whenever opportune, he had no compunction of snooping into anybody's cabin and extracting a few screws from door hinges or drawer handles. For hours he would sit at the saloon table, always in the same seat, facing the Chief Officer's cabin door, polishing his collection of screws that were kept in carefully labelled cigarette tins!

Yours faithfully,
F. J. Mortleman
(ex-Second Officer)

□ □ □ □ □

Essential Phrases

Mackinnon Mackenzie & Co., Private Ltd.,
Bombay.

Dear Sir,

Having recently been posted to Bombay from Hong Kong, I realise that a smattering of 'Malim Sahib's Hindustani' and a few words of Urdu will not suffice.

I shall soon start having lessons from a Munshi but, in the meantime, I have acquired a book entitled 'Hindi made Easy'. There is a Military Section with such phrases as 'the lock of your musket is dirty', 'he was drunk and so he was absent', 'he will be hanged tomorrow' and 'the Commander-in-Chief has pardoned him'. These were no doubt important to a young Officer finding his feet in the Indian Army in the days of yore but not very useful to me, so I am delighted there is a Shipping Section and I am now able to say 'Boatman take me to the *Medina*', 'she has lost her anchor', 'the boat is sinking' and 'where is the crew?'

I feel that after learning such phrases, an intending passenger must surely have been relieved to say 'bring the luggage to the Taj Mahal Hotel'.

Yours faithfully,
W. E. Hamilton
(Passenger Representative)

Values Compared

43 Bishop Road,
Calne,
Wiltshire.

Dear Sir,

It was good to hear that Captain Nicholls of *Oronsay* is still alive. At this length of time he has probably forgotten us, but I don't think anyone who knew him could ever forget him.

The recent Honours List makes the interesting point that to be Ena Sharples in 'Coronation Street' is as valuable to the world as the way in which the *Oronsay* was brought home to Plymouth after the sinking of *Lancastria* 25 years ago, saving so many thousand lives. Both, at least, rated an O.B.E. No comment is possible, is it?

Yours faithfully,
Mrs. A. Neville Woodcock

'Thank You'

Lowmoor House,
Craddock,
Nr. Cullompton,
Devon.

Dear Sir,

I shall be grateful if you will kindly publish this letter in your magazine. Its purpose is to convey my sincere thanks to all those who, in any way, participated in the wonderful send-off I was given on my retirement.

I was able to convey my thanks to quite a number either after lunch on board *Iberia* on 12th May or in the offices before I left, but there are many both afloat and ashore I have not yet thanked.

This letter will, I trust, ensure full coverage.

Yours faithfully,
R. E. Cowell
(Director and Captain, Ret. 1965)

Boat from Leadenhall Street Scrap

The P & O building in Leadenhall Street does not exist any more. Many must be the nostalgic memory as older members of the Company pass its site, thinking of the good old days.

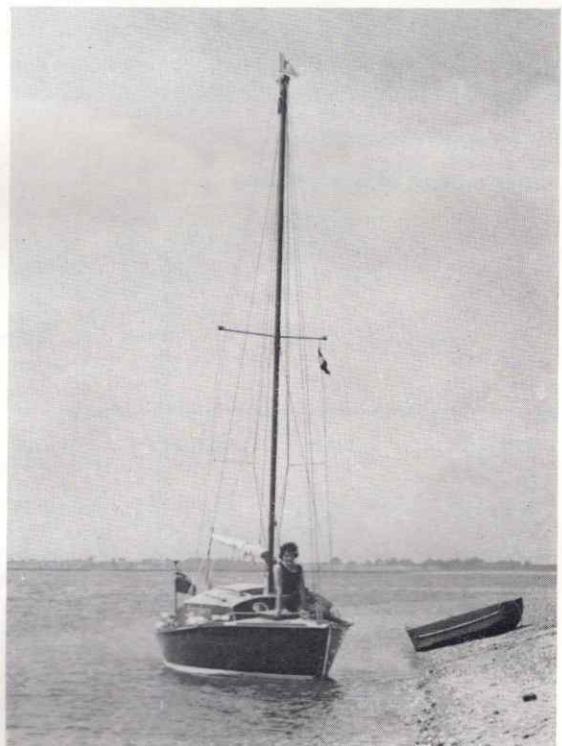
It will therefore come as a surprise to them that part of Leadenhall Street is still going strong—at sea.

When there were large alterations at the time of the merger, Mr. E. W. Coxell of Crew Department decided that the timber being scrapped looked too good to throw away or burn. So he commandeered some for his own use and proceeded to build a two-ton Bermudan rigged sloop, *Sarah Brown*, named after his grandmother.

He received assistance from Naval Architects and Engineers Departments, who explained the technical aspects of the plans in layman's language and gave advice on the materials used (because the sloop also contains a few other things, apart from Leadenhall Street!).

After three years' hard work she was completed, and last year she was launched, immediately going off cruising along the East Coast for her maiden voyage.

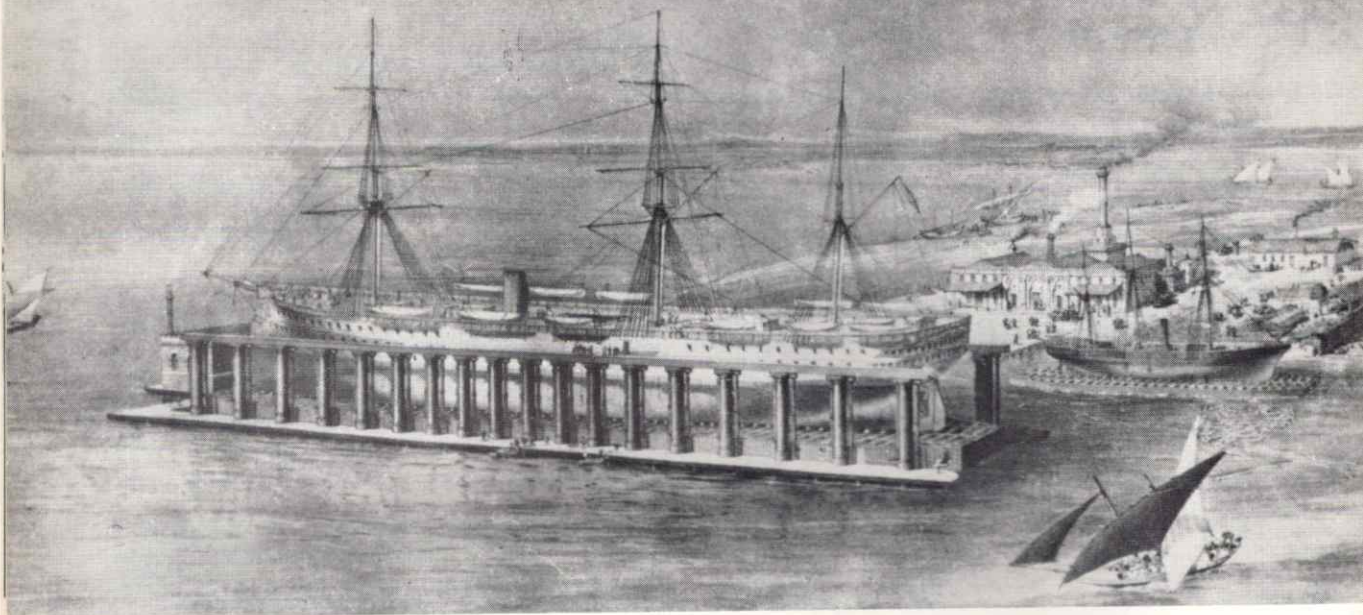
The design incorporates up-to-date modern methods of laminated timbers, giving great strength and rigged to withstand heavy weather. The mast, over 22 feet of special hollow construction, was Mr. Coxell's own idea. Under the waterline twin bilge keels give the needed stability which reduces the draught to two feet six inches, allowing even the shallowest creeks to be explored. Also, the vessel remains upright should it take the ground.



Sarah Brown with Mrs. Coxell

The lofting of the lines (drawing the lines of the boat in full size), which needs an extremely large flat floor area, was done in the old office on heavy craft paper. This was then rolled up and taken home.

Mr. Coxell again plans extensive East Coast cruising this year, but he regrets he has no room for extra crew on board. The spare berth is already fully booked by his wife, who is fast learning the art of sailing.



The old floating dock—
from picture in
Victoria & Albert Museum, Bombay.

New docks planned for former P & O site

Bombay's new docks, planned for Shiva Neva, will be built on or very near the site of the former P & O floating dock on Hog Island, we learn from Mackinnons in Bombay.

Hog Island, it transpires, has been renamed Shiva Neva. The following extract from 'Mazagon Dock Past and Present'—a privately published document dated about September, 1933—tells of the P & O's period of ownership:—

'In 1888 the P & O Coy. took over the Government Hydraulic Lift on Hog Island with the idea of using it as an auxiliary for their own and other Coys' vessels. It was accordingly overhauled and used occasionally by P & O and B.I.S.N. Co.'s vessels, but as it had no attached workshop, and the pontoons becoming badly corroded, led to its being scrapped in 1892.

'This lift had been erected by Government in 1868, at a cost of £365,000 and was similar to the one in Victoria Dock, London.

'Designed to lift a vessel of 20,000 tons, no more than 7,000 was ever imposed on it, and the opening ceremony proved unfortunate, as the demonstrating vessel collided with, and smashed, one of the columns.

'Although the water approach permitted deep draft vessels using the lift, its distance away from the anchorage, as well as the other shortcomings mentioned, all made for its failure, and the large sum sunk on it, together with the colour of its two lines of eighteen columns, led to its being aptly named "The White Elephant". A fanciful coloured picture of the lift, with factory and settlement complete and H.M.'s Troopship *Serapis* on the lift, with another vessel floated off on a spare pontoon, may be seen in the Museum (Victoria & Albert in Bombay Zoo) mentioned. This steamer, with two others, were the first of the East India Steam Troopers, fine vessels for the times, and showing the superiority of steam over sail.'

The dock was originally built on Hog Island by the Indian Government. It was opened on 16th September, 1872. At the time it was the largest floating dock in the world, with a capacity for ships of 400 ft. and capable of lifting 25,000 tons in 35 minutes.

FLEET LIST

(as at 15th September, 1965)

	Aden 9,943 tons	Ballarat 8,792 tons	Balranald 8,513 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons
CAPTAIN	Woolley, F. B., R.N.R.	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Prowse, M. R.	Thompson, W. B.	Clifford, J. A.	Kingswood, L. C. R.D., R.N.R.
CHIEF OFFICER	Chapman, J. L.	Jackson, P. B.	Lowther, R. E.	Cochrane, J. M.	Thom, G. B.	Black, P. I.
SECOND OFFICER	Ferguson, P. T.	Tinsley, A. R.	Lumb, P. D.	Raven, M. J.	Underwood, T. D.	Eaton, R. M.
THIRD OFFICER	Williams, W.	Lee, G. G.	Walster, D. J.	Griffiths, G. K.	Kilner, J. B.	Moulin, M. F.
FOURTH OFFICER	Williamson, O. D. H.	Knight, R. D.	Laurie, M. A. C.	Tyzack, R. D.	Hinchley, I. R.	Densham, C. H. C.
RADIO OFFICER	Rayson-Hill, D. G. (Actg.)		Ridley, M. J.	Trehane, B. G.	Blyth, J. I.	
JUNIOR RADIO OFFICER		Nancarrow, D. J.				Hall, H. V.
CHIEF STEWARD	Willacy, J. G.	Taylor, R. G.	Waters, P. E.	Holden, R. R.	Morris, A. R.	Gliddon, R. G.
CARPENTER	Hillward, R.	Griffiths, W. G.			McDonald, L. J.	
BOATSWAIN	Lucibello, T.					
CADETS	Ellison, R. C. Ogilvie, A. E. Leeson, J. A.	Patterson, D. H. Grove, G. R. W. Ross, R. J. Godfrey, R. M. N.	Caughey, C. F. H. Williams, P. J. F. Woollard, I. Rankin, C. J.	Johnson, P. F. Ogden, R. P. Holt, R. C. Carr, M. P.	Skinner, M. E. Simmonds, P. R. Foskett, R. T. Smith, B. R.	Simpson, A. R. Woodhead, J. W. Reed, J. M. Bearne, S. J. V.
CHIEF ENGINEER OFFICER	Paton, D. F.	Crowe, D. P. C.	Twining, D. W.	Bayliss, N. H.	Sadler, J.	Harrison, A.
SECOND ENGINEER OFFICER	Beard, I. F.	Berry, R.	Burn, R. G.	Crowe, S. G.	Graham, A.	Bauchop, C. T. M.
THIRD ENGINEER OFFICER	McCarthy, J. J.	Thompson, M.		Chard, J. T. B.	Sanderson, R.	Bedford, T. D.
JUNIOR THIRD ENGINEER OFFICER	Haycock, T. C.	Bird, K. G.	Pitt, D. S. Woodford, D. S. (Actg.)	Parnaby, W. T.	Thompson, D. P.	
FOURTH ENGINEER OFFICER	Taylor, R. W.	Hicks, J. R.	Wilson, D. J.	Liddell, R. H. S.	Cole, M. J.	Edge, D.
ASSISTANT ENGINEER OFFICER	Cunningham, B. G. Caton, W. F. Day, D.	Wright, L. W. Huffadine, B. W. Sauvary, P. E. Jones, G. A.	Hancock, R. Talbot, M. G. Ritchie, L. Lund, G.	Heppleston, A. Corbett, R. A. Jackman, R. J. Bailey, W. J. H.	Milam, F. J. Jarvis, H. Nelson, D. J. Harrison, D.	Mangan, M. Southin, R. A. Tarbit, A. R. Kelly, T. J.
FIRST ELECTRICAL OFFICER	Lewis, D. J.	Grant, D. W.	Hope, I. T.	Potts, R. M.	Wyles, B.	Brooks, R.
SECOND ELECTRICAL OFFICER	McKee, W. J.	Newton, J. T.	Heaton, A.	Allen, I. J.	Simm, K. C. (Actg.)	
FIRST REFRIG. ENGINEER OFFICER	Rust, W.					
SECOND REFRIG. ENGINEER OFFICER	Forbes, A.					

	Comorin 9,236 tons	Coromandel 7,065 tons	Karmala 7,673 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons	
CAPTAIN	Dallas, A. H. W.	Firth, R. N.	Underwood, R. F.	Savage, G. J.	Haggas, M. H.	Rose, E. R.	
CHIEF OFFICER	Hansing, D. A.	Merrick, A. E.	Kennard, P.	Hughes, D. T.	Houghton, J. F. T.	Harrison, D. J.	
SECOND OFFICER	Hayward, E. L.	Bingham, M. C.	Myers, A. P.	Earnshaw, D. R.	Lyon, R. G.	Booth, J. H.	
THIRD OFFICER	Napier, M. R. L.	Cornelius, B. A.	Hanbridge, J. M.	Stokoe, G. A.	Wesson, H. A.	Hunt, P. N.	
JUNIOR THIRD OFFICER				Adams, D. A.			
FOURTH OFFICER	Wilkinson, E. G.	Wilson, J. R.	Tomkiss, D. J.		Woodhead, P. D.	Wells, P. G.	
RADIO OFFICER	Ferguson, G. J.	Morris, P. C.	Stewart, W. (Actg.)	Fowler, M. J.	Clark, P. D. A.	Thompson, P. J. (Actg.)	
JUNIOR RADIO OFFICER							
CHIEF STEWARD	Gourley, P.	McAllister, W. J.	Kent, T. W.	Waterman, A. J.	Thompson, J. R. S.	Rendle, G. M.	
CARPENTER	Jones, M.			Henderson, J.	Langdon, M.	Ivey, C. W.	
CADETS	Woodger, R. P. Bird, J. D. S. Turner, B. V. Bland, W. F.	Rowe, N. A. F. Thomas, J. R. Johnson, J. M. Messinger, P. A.		Liddiard, P. F. J. Browne, R. S. Martin, N. Laurie, M. A. C.	McGilchrist, A. Collinson, R. J. B. James, R. A. Midwinter, P. S.		Priestley, R. P. Lampe, N. H. Banks, J. C. Alban, S. J.
CHIEF ENGINEER OFFICER	Nightingale, P.	Fisher, E. H.	Gallo, E.	Walkington, T.	Marriott, M.	Godbold, W. C.	
SECOND ENGINEER OFFICER	Kelly, J.	Grady, P.	Biggs, R. L.	Robinson, L. H.	Galvin, J. M.	Franks, J.	
THIRD ENGINEER OFFICER	Jackson, R. N.	Corless, G. W.	Juniper, P. F.	Baxter, K. G.	Dawkins, R. A.	Shepherd, J.	
JUNIOR THIRD ENGINEER OFFICER	Jenkinson, J. O.			Martin, D. A. R. (Actg.)	Goodwin, C. M.		
FOURTH ENGINEER OFFICER	Robertson, J.	Thorne, R. J.	Cunningham, A. B.	Haddon, C. D.	Green, J.	Leadbitter, E. G.	
ASSISTANT ENGINEER OFFICER	Gurnett, K. S. Collier, J. Stowe, J. K. Morgon, R. W.	Riley, D. R. Whiteside, A. J. List, D. N. Brown, M. F.	Watkins, S. J. Martin, W. F. Ferrier-Williams, D. J.	May, J. A. Lines, J. Burgess, A. H. Marsh, P.	Goodman, A. J. Hand, B. Thompson, J. Kay, D. W.	Scott, J. C. Cheyne, D. M. Wade, T. C. H. Kennedy, R.	
FIRST ELECTRICAL OFFICER	Middleton, K. E.	Waters, A. F.	Crawley, M. T.	Morgon, J. (Actg.)	Hewitt, H. K.	Burridge, E.	
SECOND ELECTRICAL OFFICER	Askam, W. B.		Gendall, J. R.	Peacock, D. C.	Johnson, V.		
FIRST REFRIG. ENGINEER OFFICER	Moor, F. H. G.			Lamerton, J. H.	Sumner, R. R.		
SECOND REFRIG. ENG. OFFICER				Clayton, P. (Actg.)	Haines, D. P.		

ASST. ENGINEER OFFICER	Statham, D. J. Jolly, H. S. Catterall, T. E. Harrison, J. Jeffries, B. Spurling, T. J.	Bayne, C. J. Anderson, G. R. Long, G. S. Lewis, F. M. Dobbs, D. A. Newman, A. Whitby, J. Ramsey, M.	Hurfurd, F. C. Rennie, L. M. Underdown, R. Haddon, R. E. Hanna, W. M. Lloyd, R. T.	McCormick, R. G. Brown, D. G. Harrison, B. Horrocks, D. A. Hunter, D. E. B. Baron, K.	Lipscombe, A. C. Thomson, D. G. B. Hancock, T. R. MacRae, A. M. Fraser, D. N. MacKay, M. Turner, R. J.	Brown, W. G. Jensen, F. Snape, H. Hicks, P. B. Walker, A. Palmer, D. J. Thompson, J. F. G.	Cunningham, C. A. Webber, M. C. Hedges, D. Palmer, B. W. Walker, C. S. McNair, J. Collins, H. J.	Savage, F. T. Williams, K. C. Nicholls, D. J. Low, M. A. Elliott, C. Robinson, B.	Sullivan, G. J. Rudland, D. H. Rushbrook, M. J. Woods, J. D. McDermott, J. Hewison, J.	
FIRST ELECTRICAL OFFICER	Davidson, E.	Douther, T. J. Parkinson, J. A. Cheetham, J.	Whiteford, A. F. M. Robinson, R. D.	McLaren, A. G. Groves, B. C.	Davidson, A. C. Jackson, W. G.	Reeve, N. Cox, J. C.	Smyth, J. Porter, P. W.	Ironside, J. Blake, B. E.	Ripken, R. A. Box, D.	
JR. SECOND ELECTRICAL OFFICER	James, R. M. Roberts, D. F. Wright, A.									
ASST. ELECTRICAL OFFICER	Wells, B. M. Lack, T. I. Rhydderch, P.	Matthews, B. Beck, M. J. Vowles, B. R. Slater, R. M. Stubblings, C. P. Mansbridge, N.	Pierpoint, M. J. Hinder, P. V. Lloyd, J. T. Findlay, J.	Cooley, J. C. Holdstock, W. Wood, J. Bryant, B. V.	Collins, F. M. King, M. D. Pearson, G. A. Everden, J. E.	Chulk, C. Plunkett, K. A. Jamison, A. Hill, R. L.	Stevens, C. G. Roberts, W. T. Clarke, R. W. Matthews, C. J.	Palmer, R. K. Temple, B. Driver, K. Davis, E. V.	Harlen, R. K. C. Warrender, R. Smith, L. C. Scrivens, E. J.	
VENTILATION OFFICER		Sumner, A. S.			Donkin, W.	Robertshaw, P. G.	Ross, A.			
FIRST REFRIG. ENG. OFFICER	Reveler, B.		Bullock, F. S.	Harrison, M.	Knights, L.	Green, T. M.	Taylor, F.	McGuffie, E.	Cloughton, C. W.	
JR. FIRST REFRIG. ENG. OFFICER	Newey, A.	Baxter, M. J. S.	Canham, L.	Grant, P. A.				Hesketh, H.	Santi, G. J.	
SECOND REFRIG. ENG. OFFICER	McKay, K.		Long, D. W.	Tanner, D. J.				Firth, B.	Stead, A. K.	
JR. SECOND REFRIG. ENG. OFFICER	Smith, M. J.		McAvoy, R. Bradley, S. J.	Williams, P. J.				Coghill, J.		
THIRD REFRIG. ENG. OFFICER	Littlewood, T. J.	Lyne, G. J.	Smith, J. M. Price, D. T.	Thopp, T. J.	Hebdon, J. Kingsland, R. J.	Thorburn, A. D. Hooper, D. Hilton, M. L.	Selby, M. D. Quirk, M. Johnson, T.	Santi, M. G. McCambridge, J.	Etherington, J. F.	
JR. THIRD REFRIG. ENG. OFFICER	Mackintosh, W. D.									
FOURTH REFRIG. ENG. OFFICER		Weetman, K. Williams, A. Guile, P.			Crouch, R. W. Mutter, F. W. Solley, D.	Wellings, M. S.	Stringer, D. L.	Morgan, W. C.	Blake, J. D. Dobson, D. Tucker, E.	Lloyd, D. P. Ojala, A. Langley, W. T.
FIFTH REFRIG. ENG. OFFICER	Turner, P. L.		Ryan, R. Cahill, T. E. Wiseman, F.							
BOILERMAKER										
WINCHMAN										
PURSER	Warren, L. S. McGregor, P. A. Simpson, J. C.	Wyth, L. C. Mayhew, H. W. Flint, K. J. Burleigh, D. G. Smart, H. F.	Pateman, F. P.	Hare, C. T. R.	Tonks, B. R.	Temple, R. C.	Blurton, D. C.	Pullinger, D. A. M.	Pinches, E. W. H.	
TOURIST PURSER										
DEPUTY PURSER			Hale, A. G. Norris, A. A. Hughes, J. R.	Whicker, M. C. Pollard, T. M.	Onslow, M. G.	Culmer, J. F. Meyrick, J. J.	Jennison, P. C. Mulder, B. K.	Miles, M. J. Hurst, T. I.	Hodgeman, G. P. Belsher, A. S.	
SENIOR ASSISTANT PURSER										
ASSISTANT PURSER	Sutcliffe, J.P.D. Batt, P. Simonds, J. A. Bauman, D. L. Michelson, R. E. Smith, C. J. White, P. D.	Henchoz, I. D. Dixon, I. J.	Locke, P. H. Brown, A. R.	Winney, A. J. Nicholls, T. H.	Buckley, C. G. M. Long, S. R. Bonham, J. S. W. Bennett, P.	Pike, W. L. Jones, I. R. Hustwit, J. J. Kimber, C. P.	Sutcliffe, M. H. Staddon, M. P. Keating, J. D.	Hawkesworth, M. Brown, L. S.	Harris, J. G. Copestake, M. R.	
JUNIOR ASSISTANT PURSER		Rutter, R. W. Ritchie, E. J.			Brown, R. J.	Nicholls, R. K.	Tilby, P. J. W.	Brittain, P. W.	Hemsley, W. A. M.	
PURSER CADETS			Symons, C. R. Morris, J. E. T.	Heap, G. L.	Dawes, M. Gardiner, P. P. F.		Eardley, J. W.			
WOMAN SR. ASST. PURSER					Salmon, S. J.					
WOMAN ASST. PURSER	Cufley, G. M. Van Der Linden, J.	Whitmore, A. R. Orchard, J. C. Masters, N. E. Powell, M. Barnard, M. A. Helps, G. M. Williams, G. Reinsma, C.		Croft, J. M. D.	Smith, A. L.	Holmes, M. E. H. Durling, D. J.	Stacey, C. A.	Traies, S. M. Masset, M. Smyth, J. C. Rogier, T.		
WOMAN JR. ASST. PURSER	Hall, E. A. Clare, H. Rodenburg, M. Price, M.		Oppenheim, D. Mundler, E. J. Hartley, J. G.	Finn, D. M. Joordens, L.	Dixon, R. A. Lever, C. M.	Lomas, G. M. Dirks, J. C.	Mitchell, P. M. Van der Es, E. V. Forbes, M. M.		Broekman, P. J. A. Robilliard, C. Thoms, C. V.	
ENTERTAINMENT OFFICER <i>First Class</i>	Fisher, L. W. B.	Craigavon, Viscount	Ross, A.	Bessant, M. J.	Outram, A. N.	Chesterman, R. M.			Gay, A. W.	
ENTERTAINMENT OFFICER <i>Tourist Cl.</i>	Thiele, L. N.	Westwood, K. C.	Batterbee, J.	Ruddin, P. A.	Moore, T. G.	Hall, H. A.	Juson, L. E.	Sharp, D. R.	Lynch, J. P.	
HOSTESS <i>First Class</i>	Gaunt, P. A.	Riley, J. J.	Towell, D.	Walters, D. A.	Dewey, P.	Dawson, V. E.			Peachey, M. D.	
HOSTESS <i>Tourist Class</i>	Elliot, V. J.	Muller, A.	Shephard, M.	Payne, J. V.	Crone, E.	Webb, S. P.	Hird, P. A. Davies, P. M.	Goater, J. M. Edwardes, A. M. C.	Gordon, J. F.	
CHILDREN'S HOSTESS <i>First Class</i>	Hill, M. E.	Featherstone, L.	Brittain, M. C.	Chandler, J. E.	Faulkner, P.	Thomas, D. M.			Robertson, E. J.	
CHILDREN'S HOSTESS <i>Tourist Class</i>	Gedge, E. M.	Allen, P. M. G.	Duckworth, M. G.	Chapman, P. H.	Robertson, S. C.	King, M.	Gregory, J. Davies, C. M. Wilkinson, T. A.	Reeve, L. Hicks, M. B. Smith, A. L.	Goffin, H. N.	
CHIEF STEWARD	Edney, S. F.	Dyter, W. A.	Boreham, A. W.	Martin, J. F.	Picking, A.	Aspin, K. W.				
CHIEF STEWARD <i>Tourist Class</i>	Bickford, H. L. Cox, J.	Ockleford, R. A. Pearce, M. W.								
CHEF			South, R. K.	Mincham, G. A.	Glavin, D. P.	Kinsella, S.	Grundy, W.	Shubert, H.	Bayne, D. J.	

FLEET LIST

(as at 15th September, 1965)

	Cathay 13,790 tons	Chitral 13,790 tons		Salsette 8,202 tons	Somali 9,080 tons	Soudan 9,080 tons	Sunda 9,235 tons	Surat 8,925 tons	
CAPTAIN	Cutler, R. J. H.	Nowell, R. B., R.D., R.N.R.	CAPTAIN	Lefevre, J. A.	Game, R. A.	Reed, P. C.	Bullock- Webster, R. R.D., R.N.R.	Blois, D. P.	
CHIEF OFFICER	Love, P. W.	Beaumont, J. M. S.	CHIEF OFFICER	Fox, P. N.	Bayliss, I. C.	Bradford, M. V. N.	Harris, G. E.	Clark, J. G.	
SECOND OFFICER	Pollitt, P. S. H.	Miller, D. B.	SECOND OFFICER	Mavity, B. G.	Christey, A. H. D.	Pegg, G. J.	Swetnam, D. M.	Campbell, C. R.	
JUNIOR SECOND OFFICER	Tavender, P.	Wilkin, R. H. N.	THIRD OFFICER	Lloyd, C. M. R.	Pocock, R. W. L.	Hall, G. R.	Farrar, D. A.	Wood, R. T.	
THIRD OFFICER	Bennett, M. de B.	Cavaghan, M. S.	FOURTH OFFICER	Chinery, C. G.	Woodward, C. S.	Smith, R. M.	Godderidge, C. T.	Carveth, R. N.	
FOURTH OFFICER	Harley, P. F.	Frost, M. S.	RADIO OFFICER	Chapman, G. A.	Johnson, P. A.	Price, M. R.	Kerslake, D. G. T.	Rogers, D. A.	
CADETS	Wainman, T. R. M.	Larkin, C. V. C.	JUNIOR RADIO OFFICER	McQuillan, C. A.	Gordon, G.	Abbott, R. A.	Browne, K. C. V.	Dellow, K. E.	
	Cooper, D. B.	Pennell, P. M.	CHIEF STEWARD	Greenaway, B. S.	Jones, C. R.	Cramp, B.	Cliff, T. J.	Burgess, J. A.	
FIRST RADIO OFFICER	Gawley, J. C. E. (Actg.)	Williams, H.	CARPENTER	Robertson, R. B. P.	Poyntz, R. G. J.	Hallmark, R. W.	Chadwick, A. C.	Dagnall, M. S.	
SECOND RADIO OFFICER	Twomey, T. P.	Graham, P.	CADETS	Durell, H. E. P.	Johnson, B.	Wilson, D. G.	Willis, D. H.	Curran, C. J. M.	
THIRD RADIO OFFICER	Drummond, D. B.	Beck, T. A.		Baker, C. A.	Woodard, L. J.	Blencoe, D. A.	Osborne, H. B.	Myton, R.	
SURGEON	Hollinrake, J. B.	Rae, J. C.		Seow, L.	Williams, J. R.	Burnell-Jones, C. E.	Lee, J.	Byrne, K. P.	
NURSING SISTER	Carwardine, E. A.	Spurrell, R.							
CARPENTER	Brockbank, J.	Pike, J. F.							
PLUMBER	Morris, A.	Bulley, A. V.							
BOATSWAIN	Martin, F.	Mackay, J.							

CHIEF ENGINEER OFFICER	Lakin, J. B.	Stubbs, J. M.	CHIEF ENGINEER OFFICER	Peach, A. J. V.	Lambert, A. E.	Westgarth, J. P.	Gardner, A. W.	Contable, C. D.	
SECOND ENGINEER OFFICER	Van Schalwyk, W.	Lyons, R. H.	SECOND ENGINEER OFFICER	Bowen, J. D.	Dempster, W.	Corbett, B. D.	Wardle, W. J.	Hall, V.	
JR. SECOND ENGINEER OFFICER	Connolly, G. A.	Middleton, D. J.	THIRD ENGINEER OFFICER	Brown, B.	Tosh, A. D.	Goldsmith, C.	Fleming, W.	Darling, K.	
THIRD ENGINEER OFFICER	Benton, B. J.	Fitzgerald, P. Barton, D. M.	JUNIOR THIRD ENGINEER OFFICER	Hughes, P. G.	Martin, D. H.	Ludick, J.	Goodley, R. G.	Shapely, R. M.	
JR. THIRD ENGINEER OFFICER	Baird, N. A.	Smith, J. A.	FOURTH ENGINEER OFFICER		Perren, W. J. D.	Williams, S. J.	Ball, D.	Downs, M. W.	
FOURTH ENGINEER OFFICER	Postlethwaite, B.		JUNIOR THIRD ENGINEER OFFICER		Rankine, H. T.	Birse, A. K.			
ASSISTANT ENGINEER OFFICER	Redwood, T.	Byrne, J.	ASSISTANT ENGINEER OFFICER	McFall, N.	Roome, M. J.	Mills, A. W.	Dabell, J. R.	Lloyd, R.	
	Harper, H. J.	Snow, R. A.		Briggs, D. R.	Fuller, J.	Rose, D. B.	McGlashan, A. S.	Ferguson, A.	
	Hughes, H.	Onions, R. J.		Burney, J.	Langridge D.	King, G.	Petrie, W.	Smith, A.	
FIRST ELECT. OFFICER	Hughes, H.	Dibsdall, M.		McIntyre, D. J.		Peek, K. G.	Lloyd, R. O.	Rostron, F. D.	
SECOND ELECT. OFFICER	Reid, J. E.	Daniel, D.							
ASST. ELECT. OFFICER	Calvert, R.	Robinson, D. T. H.	FIRST ELECTRICAL OFFICER	Caughey, W.	Pace, J.	Pitman, I. G.	Hand, W. A.	Brookes, G. E. J.	
	Edwards, A. S.		SECOND ELECTRICAL OFFICER				Hamilton, J. C.	Plevey, B.	
FIRST REFRIG. ENG. OFFICER	Fricker, D. A.	Long, P. J.	REFRIG. ENG. OFFICER			Reynolds, J. M.	Turner, T. E.	Francey, T.	
SECOND REFRIG. ENG. OFFICER	Homersham, B. W.	Green, J. V.							
THIRD REFRIG. ENG. OFFICER	Baker, J. H. G.								

PURSER	Barnett, W. H.	Arkieson, A. P.	P & O RADIO OFFICERS IN TRIDENT TANKERS:						
SR. ASSISTANT PURSER	Parker, J. R.	Dalton, T. S.	<i>Busiris</i> : Smethurst, N. S.; <i>Ellenga</i> : Chapman, K. M.; <i>Ellora</i> : Ruscoe, A. C.; <i>Erne</i> : Bedaton, J. P.; <i>Garonne</i> :						
CHILDREN'S HOSTESS	Nolan, M. C.	North, D. M.	Hall, A. J. (Jr.); <i>Maloja</i> : Footman, D. J. (Actg.); <i>Malwa</i> : Groat, R.; <i>Mantua</i> : Plant, T. (Jr.); <i>Megna</i> :						
CHIEF STEWARD	Rees, W. H.	Lingham, C. E.	Price, A. G. (Actg.); <i>Opawa</i> : Cubitt, T. H.; <i>Orama</i> : Griggs, A. C.; <i>Orissa</i> : Smith, R. H., Malcolm, D. E.						
CHEF	Cornwell, H.	Roberts, A.	(Jr.); <i>Ottawa</i> : Haynes, J. E. (Actg.); <i>Moffat</i> , D. S. (Jr.); <i>Queda</i> : Fraser, D. S.; <i>Quiloa</i> : Bewley, R. W.						
			(Jr.); <i>Talamba</i> : Clark, T. R. (Actg.).						

High standard of entries

The winning pictures in the 1965 *About Ourselves* Photographic Competition are reproduced on this and the following pages. Our judge, Mr. Gerry Stream, Manager of the European Commercial Picture Division of U.P.I., was very impressed by the high standard of entries. He therefore selected three runners-up in both the colour and black and white sections for special commendation.

There were a total of 79 pictures entered by 21 competitors. Of the entries 51 were in colour, either prints or slides, and 28 were in black and white.



*'A Smile and
a Dream'*

PHOTOGRAPHIC COMPETITION
1965 (CONT.)

After the judging Mr. Stream wrote the following comments for About Ourselves:

When asked to judge this competition, I and my ego accepted gladly. But as the time drew near, nerves and apprehension came upon me. How should I judge the competition? I discussed this with a few associates in the photographic industry, and their reaction was invariably the same—a laugh. One, however, assured me that the winner would be my friend for life, and threatening letters from the losers would follow me wherever I went for the rest of my life. I don't believe that; but just in case—I am changing my name and address!

Finally I decided the best way to judge the competition was to pick out the best picture—as simple as that. But when the time came my worries started all over again. It occurred to me that with P & O—Orient Line employees from all over the world sending in entries and with the volume of top-class photo equipment at reasonable prices on the market nowadays, all the pictures would be top class—and so they were.

In the black and white section I selected "A Smile and a Dream" by I. Schwarze of *Orcades* as the winner because it was spontaneous and had impact. The flash has hit the children a little hard, but nevertheless the picture is amusing and at the same time has pathos. Second I picked J. W. Henshall of San Francisco's "Carmen Amaya", a professional-looking picture illustrating the intense concentration she's putting into her dance. Third, C. R. Bengé of Kent's "Connubial Reflections" a picture with nice depth (you feel that you are sailing into the picture in a canoe).

In the colour section I picked "Quiet Anchorage" by T. L. Buckler of Pay Department, truly a beautiful picture and nicely formed. Second "Monday Morning" by D. A. Carr of *Iberia*, a picture with a lot of life in it and amusing at the same time. Third "Tyrol Village Church" by W. P. Burrell of *Oriana*, a really



'Carmen Amaya'

good picture under difficult lighting.

As readers can see there are three commendations in each section, but quite honestly I commend every picture entered. Well done all of you and please try again next year.'

The full list of prizewinners is as follows:—

BLACK AND WHITE

First Prize. 'A Smile and a Dream' by I. Schwarze, *Orcades*;
Second Prize. 'Carmen Amaya' by J. W. Henshall, *San Francisco*;
Third Prize. 'Connubial Reflections' by C. R. Bengé, *Pensioner*;
Commended: 'Jackie' by G. A. Oddy, *Export freight*;
Commended: 'Me and My Shadow' by J. Challinor, *Cathay*;
Commended: 'Pony' by Capt. E. R. Rose, *Salmara*.

COLOUR

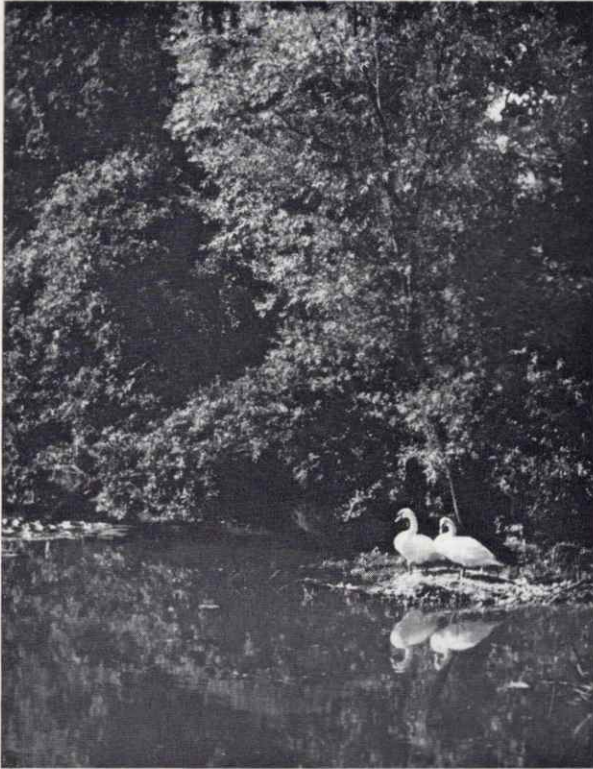
First Prize. 'Quiet Anchorage' by T. L. Buckler, *Pay Dept.*;
Second Prize. 'Monday Morning' by D. A. Carr, *Iberia*;
Third Prize. 'Tyrol Village Church' by W. P. Burrell, *Oriana*;
Commended: 'Reflections at Cassis' by L. F. Stuckey, *Agency Sales Manager*;
Commended: 'Hawaiian Departure' by D. A. Carr, *Iberia*;
Commended: 'Summer Snow in Tyrol' by W. P. Burrell, *Oriana*.



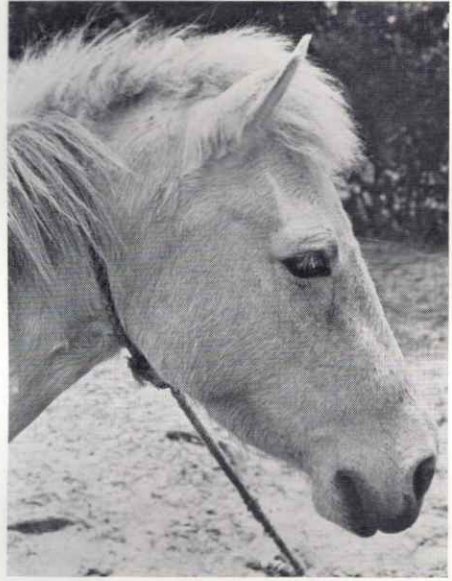
'Jackie'

The Seafarers' Education Service also runs an annual Photographic Competition. Photographs, which must be of ships or something connected with ships or shipping, may be submitted by any member of the Sea Staff and sent to the following address:—

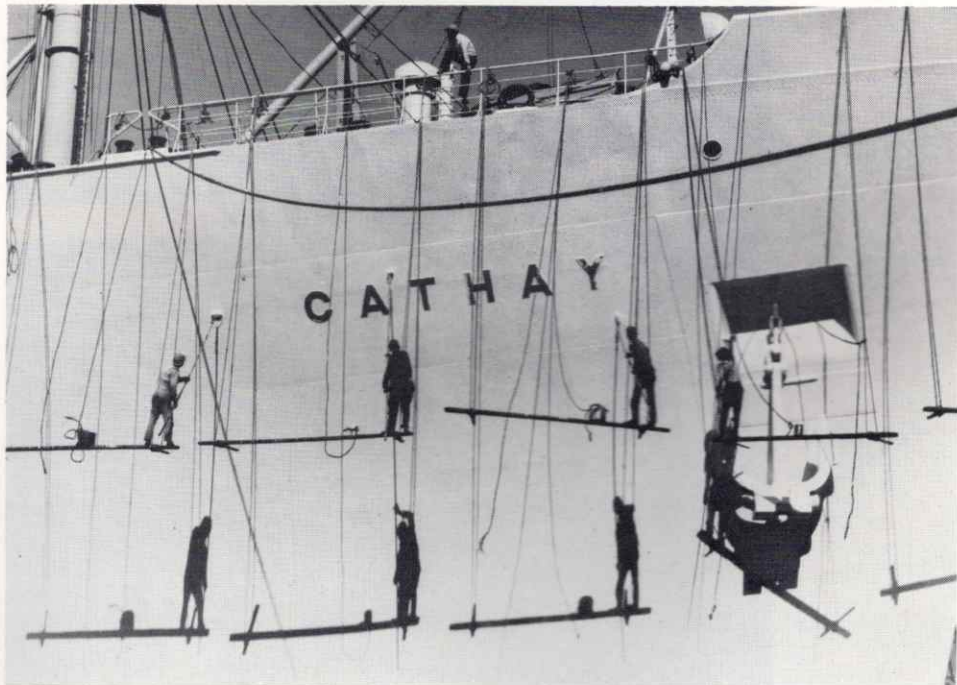
Seafarers' Education Service,
Mansbridge House,
207 Balham High Road,
London, S.W.17
Closing date for receipt of entries is 31st December, 1965.



'Connubial Reflections'



'Pony'

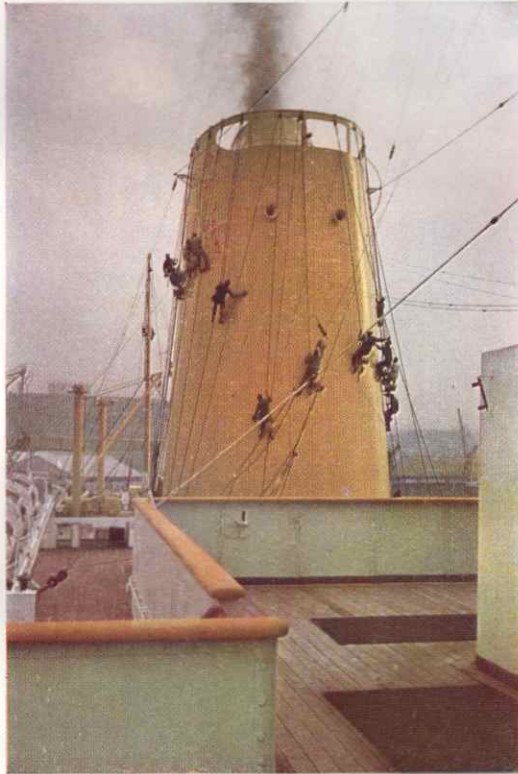


'Me and My Shadow'

'Quiet Anchorage'



'Monday Morning'

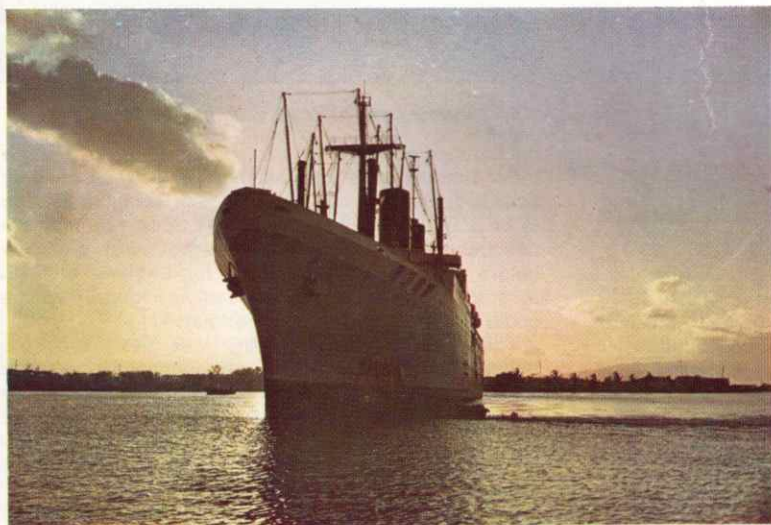


'Tyrol Village Church'





*'Reflections at
Cassis'*



'Hawaiian Departure'



*'Summer Snow
in Tyrol'*

20 years at sea



By Peter Kennard
Chief Officer, *Karmala*

Twenty years ago, whilst the world was working towards the end of World War II, the Bethlehem Fairfield Shipyard at Baltimore, Maryland, U.S.A., made its contribution to the war effort—a 7,500-ton cargo ship. Now, 20 years later, this contribution is still playing its part, although as a member of the P & O fleet.

On 4th May, 1945, the U.S. Maritime Commission hull No. V 831 was laid down at Baltimore. Less than six weeks later, just after D-Day, the *Sheepshead Bay Victory* was launched. Exactly a month afterwards, she was completed, ready for service.

Unfortunately within three days of her launching she had run aground, requiring a certain amount of repairs. Then in September that year she was converted into a troopship.

The following month *Sheepshead Bay Victory* sailed for Antwerp, commencing a year's trooping from New York to Antwerp and Le Havre. Her best trans-Atlantic crossing was at an average speed of 17.40 knots.

On completion of her Atlantic trooping she had an extensive dry-docking at Brooklyn. A certain amount of underwater distortion was found, and the bulwarks amidships were found to be cracked. These faults were remedied, and she sailed again in August 1946 through the Panama Canal for Manila.

A week after her arrival she went rather heavily alongside a U.S. naval tanker which was being used as a bunkering depot ship. She inflicted considerable damage to herself. However, she was able to sail the following day back across the Pacific to San Francisco, where she spent nearly a fortnight in dry-dock having

Karmala deeply laden at Penang, homeward bound.

the damage put right.

For the next nine months there is no record of her activities. Then in mid-1947 she was scheduled to go to be sold in England. In June her troop accommodation was removed, but she went aground at low water before her intended departure for England on 15th August. Luckily no visual damage was found, and she could continue without further delay.

The *Sheepshead Bay Victory* was bought by the Billmeir Shipping Company and renamed *Stanholme*. This was for only a very short time, however, as on 16th October she was bought by the P & O. Within two months the P & O s.s. *Karmala* commenced her first voyage under her present colours, bound for Calcutta.

For over a decade *Karmala* ran from London to Calcutta, and later out to the Far East as far as China, with no major interruptions. She earned for herself and those who sailed in her the nickname 'The Royal Yacht'. The Suez Canal crisis was the only exception to this trouble-free period, causing her to be re-routed round the Cape of Good Hope.

Her smooth running on the Company's Far Eastern services continued until she arrived at Hong Kong in March 1959, when she was temporarily chartered to the Eastern & Australian Company, part of the P & O group, for operation on the Australia-Hong Kong/Japan route.

The only visible change in the ship was her colour scheme, with the P & O mast colour on the derricks and masts being replaced by a stone colour, such as is used on the exterior of P & O cargo ship accommodation. But with the change of ownership there was also a complete change of crew, and the quarters were rearranged to accommodate a traditional E & A crew from Hong Kong.

Just over three years later, in May 1962, *Karmala* was returned to P & O ownership at Hong Kong. It was decided to retain the very satisfactory Hong Kong crew, with whom the duration of service in a ship is very largely a matter of personal choice, as it is with seafarers from Britain.

Now, over six years later, quite a number of the original 1959 crew are still happily serving, and under the same very able heads of departments—Lam Fu, the Boatswain, Li Fei, No. 1 Fitter, and Pun Sin Pui, the No. 1 Steward.

This has resulted in a very efficient crew who take a great pride in their ship, which is almost their home as well. So much so, that last April when on arrival at Hong Kong it was found that the ship was not scheduled to return to their home port for up to two years, only two of the crew did not re-sign Articles.

To visitors and newcomers the accommodation may appear cramped and somewhat stark compared with the usual standards, but to 'inmates' this soon becomes quite natural. It even has some possible advantages—after all, on a cold winter's morning can many office toilers reach all the office files merely by sitting up in bed, or be seated at their office desk, just four inches from a washbasin, by travelling three feet?

This compactness, the informal saloon and the excellent crew are just some of the factors that help to make 'The Flying K', as she is now known to those serving in her, a very happy ship.

All on board felt a glow of pride when the new Bangkok service was announced, requiring one ship less, and a younger ship was withdrawn, while *Karmala*, the oldest ship on the run, was still required to play her part—after 20 full years of service.

CADET NEWS

ENGINEER CADETS

This year we started our first course of training for Engineer Cadets.

Thirteen young men, 10 of them P & O Cadets and three Trident Tanker Cadets are undergoing 4½ year Cadetship under the terms of the Alternative Training Scheme. They commenced Phase One of their training on 15th September. They will be resident at the University of Southampton School of Navigation and will take part in the School's general routine, although they will travel to the College of Technology at Southampton for their Technical Studies leading to the Ordinary National Diploma in Engineering.

It is intended that Engineer Cadets will join Deck Cadets for certain activities including Liberal Studies, Seamanship and English and that Deck Cadets at the School of Navigation will visit the College of Technology for Physics and Engineering subjects of general interest.

In broad outline the Course is divided into three phases:

Phase One

A two year Technical College Course, mainly theoretical including some practical work leading to the qualification of O.N.D. in Engineering.

Phase Two

Approximately 18 months' service at sea as an Engineer Cadet in the Company's ships following a Correspondence Course.

Phase Three

One year's workshop training ashore in a specially

equipped workshop or approved Engineering Works.

We wish the newly-joined Cadets every success in their chosen careers and hope that this new pattern of training will help to guide them along the difficult path to Chief Engineer.

NEW CADETS

We welcome the following Cadets who joined the Company in July and August this year:—

R. P. Bass, Campbell College, J. D. S. F. Bird, Southampton University, C. A. Baker, Plymouth College, S. J. V. Bearne, Reardon Smith, G. F. H. Caughy, Pangbourne, R. M. N. Godfrey, Pangbourne, J. Lee Kim Lin, Singapore Polytechnic, P. S. Midwinter, Pangbourne, R. J. Ross, Pangbourne, L. Seow Hood Teck, Singapore Polytechnic, K. R. Strudwick, Southampton University, I. C. Stutt, *H.M.S. Conway*, B. V. Turner, Southampton University, B. Vaughan, Southampton University, J. R. Williams, Southampton University, P. J. F. Williams, *H.M.S. Worcester*.

ENGINEER CADETS (P & O)

D. D. M. Beaton, Glasgow, R. J. A. Denton, Surrey, N. E. Harwood, Aberdeen, R. A. Mulleneux, East Yorks, M. E. Ozanne, Oswestry, R. A. Peperell, Hounslow, J. R. Stanyon, Sidcup, L. J. Sutherland, Caithness, J. A. Thow, Ayrshire, C. J. Wooding, Bucks.

ENGINEER CADETS (Trident)

C. M. Dunsmore, Renfrewshire, L. J. Hendrie, Grangemouth, A. L. Hickman, Worcs.

OFFICERS' AND CADETS' CRICKET TOUR

Once again we enjoyed a most successful and rewarding cricket tour of the Nautical Colleges.

Unfortunately, rain caused the match at Pangbourne to be cancelled but, even so, we managed to salvage the afternoon by organising a squash match against the Cadets. This we lost by four games to two but, considering that our effort was made in borrowed gear, it was most creditable.

At Southampton, the wicket lived up to its reputation and our strong batting side was soon dismissed for 87. However, the school fared even worse and were all out for 46.

After the wet day at Pangbourne, we enjoyed warm sunshine for the all-day match at *H.M.S. Worcester*. Our batsmen really got into their stride and after being 90 for two at lunch time, we went on to declare at 200 for five. *Worcester* started badly, but managed a very creditable score of 130 before being bowled out with half an hour to spare.

The results of matches over the last six years are:—

Played	Won	Drawn	Lost	Abandoned
18	8	4	4	2

RUGGER v 'H.M.S. CONWAY'

It is again intended to challenge *Conway* to a rugger match.

As yet we have not agreed a date, but it will probably be sometime during November. Those Officers and Cadets who are interested in a hard battle should contact the Cadet Training Officer, Mr. P. R. Mitchell.

SECOND OFFICER G. WHILLANCE

It is with much regret that we have to report the resignation of Second Officer G. Whillance.

After a period of two years at Head Office as

Assistant Cadet Training Officer, Mr. Whillance accepted an executive position with Procter and Gamble & Co.

He will be sadly missed by many Officers and Cadets in the Company, but we wish him success in his new career.

Second Officer P. R. Mitchell has temporarily assumed the duties of Cadet Training Officer.

SECOND MATES' EXAMINATION

We congratulate the following Cadets who have recently obtained their Second Mates' Certificate and returned to the Company as Fourth Officers:—

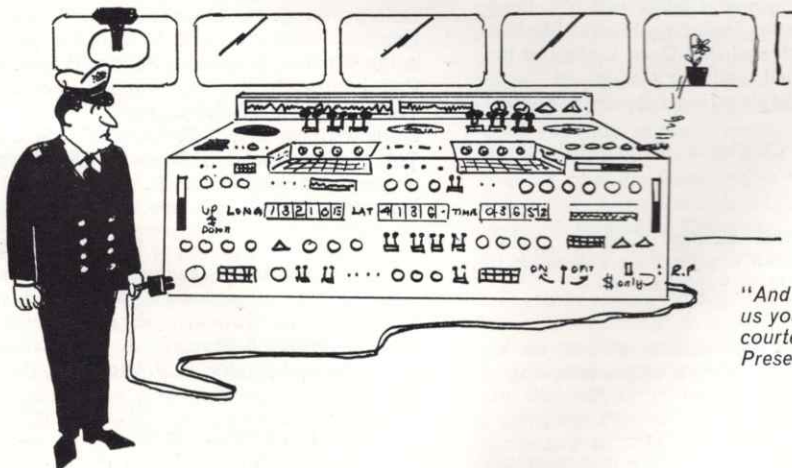
P. M. Scott-Turner, W. J. C. Clarke, D. J. Tomkiss, M. A. C. Laurie, R. D. W. Tyzack, W. J. H. Dick, J. J. Noakes, R. M. Smith.

SINGAPORE HARBOUR PILOTAGE TRAINING SCHEME

In the past, Singapore Pilotage has often proved a most attractive career for our officers and, commencing with a Master's Certificate, one could reach a high position in the Service. The Harbour Board has now introduced a scheme whereby local residents can train for a career in pilotage.

Candidates start as cadets at the Singapore Polytechnic College and after a year's pre-sea training are indentured to a shipping company for three years. After successfully passing their 2nd Mate's Certificate, they undergo training in the Hydrographic, Shipwright's, and Wharf Superintendent's Section of the Port Authority. They are then required to sit an examination to be licensed as a 3rd Grade Pilot and are subsequently upgraded after examinations to 2nd and 1st Grade Pilot.

Two of the cadets under the scheme of training have already joined this Company. They are J. Lee Kim Lin and L. Seow Hood Teck who are now serving in *Sunda* and *Salsette*. We wish them every success during their future careers and hope they will always remember the training they received from this Company.



"And remember, mate—without us you're nothing . . ."—by courtesy of the Deck Officer Preservation Society.



Cars clutter the road as drivers and passengers watch Arcadia and Orsova pass each other.

From Abroad

CROSSING OF BOWS

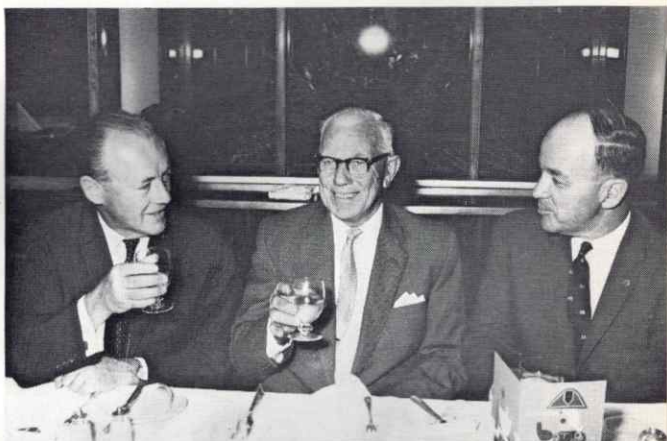
More than 100,000 ship-watchers created a two-hour traffic jam in Vancouver when the 30,000-ton *Arcadia* and 29,000-ton *Orsova* passed each other in the harbour. Both ships were dressed overall in honour of the city's annual sea festival. *Arcadia* was arriving, and *Orsova* was departing.

This was only the third time in 11 years' service to Canada's West coast that two P & O - Orient liners were in the port at the same time.



ENTERTAINING WOMEN TRAVELLERS

On 5th May a buffet luncheon was held in Sydney on board the P & O - Orient liner Canberra for 120 members of the Women's Australian Travel League. Here Captain G. McGowan, staff captain of Canberra, is shown with Miss Merle Whitehouse of Swiss Air. Miss Whitehouse is President of WATL.



Mr. W. Wilkinson, Retiring Senior Boarding Officer, Department of Customs and Excise, with P & O - Orient Lines Australian Directors Mr. F. M. Karrasch (left) and Mr. H. B. Staniland (right) on board Orcades at a farewell dinner given by the Company in his honour in Sydney.



Mr. C. S. Law leads in 'Royal Meadow' after it had won the P & O Cup.

P & O CUP RACE—PENANG

The 1965 Penang P & O Cup Race was won by 'Royal Meadow', a six year old, ridden by Des Coleman. It was run over six furlongs. Afterwards, the cup was presented to the winning owner, Mr. C. S. Law, by H. H. Tengku Puan Hajjah Nor Sa'adah, wife of the Governor of Penang.



BUST IDENTIFIED

Detailed investigations about a framed bust in the Royal Alfred Sailor Home, Bombay, have revealed that it is of a Captain George Fitzgerald Henry of the P & O. Captain Henry was Marine Superintendent, Bombay, for many years until his death in 1877, when, according to an inscription on the fountain erected near the Mazagon Dock Staff Quarters in his memory, 'driving to his office (he) was thrown from his carriage . . . and died within two hours'.

After his sudden death a 'Henry Memorial Fund' was set up, yielding some Rs.6,500. Of this Rs.3,000 was set aside for the purchase of a bust, and the rest was given as a perpetual endowment to the Bombay Sailors' Home (later Royal Alfred Sailor Home) of which he was President.

The Henry Memorial Fountain.



1966 PROGRAMME ANNOUNCED

Nearly 200 travel agents were welcomed by P & O - Orient Lines executives and learned about the Company's 1966 programme at a reception at the Royal York, Toronto. They are (left to right) Messrs. Mark Quayle, sales representative at the Company's new Toronto office, O. H. Olsen, recently appointed District Sales Manager for the Toronto office, George M. Turner, Vice-President-Marketing at the Company's North American headquarters, and K. L. Chamberlain, Manager for Canada.



Chief Officer J. A. P. Crichton (centre) adjusts the mantelpiece clock before its presentation to Mr. R. H. Salvador (right). Captain R. E. J. Fox and Mr. R. R. M. Southwell look on.

COLOMBO RETIREMENT

A presentation ceremony was held on the bridge of *Chusan* at Colombo, on Friday, 2nd July, during which Captain R. E. J. Fox presented a mantelpiece clock on behalf of the P & O to Mr. R. H. Salvador, Baggage Superintendent, Colombo.

This was in recognition of Mr. Salvador's 32 years of service with the Company, until his retirement in April.

At the ceremony Captain Fox said he was pleased to be associated with the presentation as he first met Mr. Salvador 30 years ago when he was a junior 4th Officer. Mr. Salvador thanked him and the Company for a 'magnificent gesture of a benevolent employer'.

The ceremony was also attended by Mr. R. R. M. Southwell, Managing Director, Mackinnon, Mackenzie & Co. of Ceylon Ltd., and Mr. J. A. P. Crichton, Chief Officer.

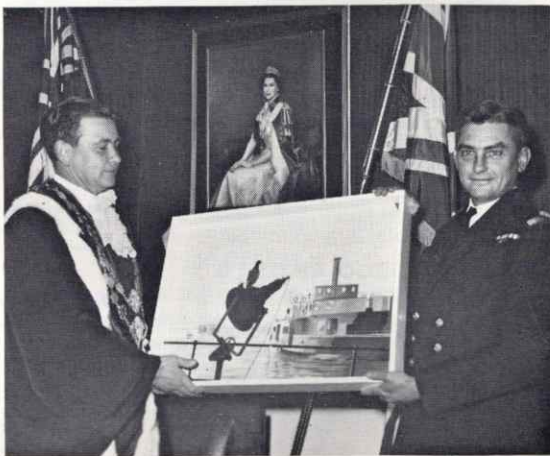


PICTURES EXCHANGE

Captain J. A. Clifford, of *Bendigo*, presented two paintings on behalf of the Borough of Greenwich, London, to the Mayor and Council of the Municipality of Hunter's Hill, N.S.W., at a ceremony on Thursday, 12th August.

The pictures—a print of an engraving 'Woolwich from the River—1739' and an oil painting 'Woolwich Ferry—1963'—were sent to mark the close liaison between the two councils for over 30 years. In that time Council officers have exchanged visits, Scout troops and schools have corresponded with each other, and other contacts have been established.

The presentation in the Council Chamber was attended by Chief Engineer J. Sadler and Chief Officer G. B. Thom, as well as Aldermen, Councillors and representatives of local organisations.



The Mayor of Hunter's Hill, Ald. W. J. Thom (left), and Captain J. A. Clifford with a painting of Woolwich Ferry.

Commodore C. Edgecombe with one of the models at the Vancouver fashion show.

FASHION ON THE HIGH SEAS

Top fashion was the subject of a special event on *Oriana* when she called at Vancouver on 24th April. Some 200 ladies attended the fashion show, coffee party and tour of the ship, arranged in co-operation with the Vancouver Women's Press Club.

The day was hailed an outstanding success by all attending, including Commodore C. Edgecombe, who took a personal interest in the show and, as can be seen from our photo, did not object to taking some of the participants around the bridge.



Award winners (left to right) Joe Rober, Frank Perrin, Dick Shapiro and Kit Sagen; with Alice Buckley, who originated the exhibit idea three years ago, and Judges Charles Downie and Robert Horne.

SAN FRANCISCO ARTISTS

Prizewinners and judges of the San Francisco headquarters' annual employees art contest are seen in front of exhibit which, during its two-week display in the lobby this summer, drew 75-100 viewers a day. Public interest was increased by an illustrated feature on the show in the *San Francisco Chronicle*.

'CANBERRA' OFF COURSE

We have just received information about an amazing piece of navigation by *Canberra*, which according to the Canadian *Lethbridge Herald* missed the port of Vancouver and sailed up nearby Oldman River instead. The article, headed 'Looking for Vancouver—LUXURY LINER PLYS OLDMAN RIVER' was by staff reporter Woody Fisher, who wrote:

'The 45,000-ton P & O—Orient luxury liner, the *Canberra*, was sighted slowly steaming up the Oldman River this morning.

'The ship was first spotted easing her way under the Lethbridge high level bridge.

'No one was more surprised than her captain or the 2,000 passengers who were preparing to disembark at Vancouver.

'How the huge ship, with all its electronic navigation equipment, got so far off course had not been established by press time.

'Red-faced officers of the 820-foot long vessel would not comment on the situation.

'However, the *Herald* has learned that a homesick native of Ft. Macleod was the helmsman on duty during the night.

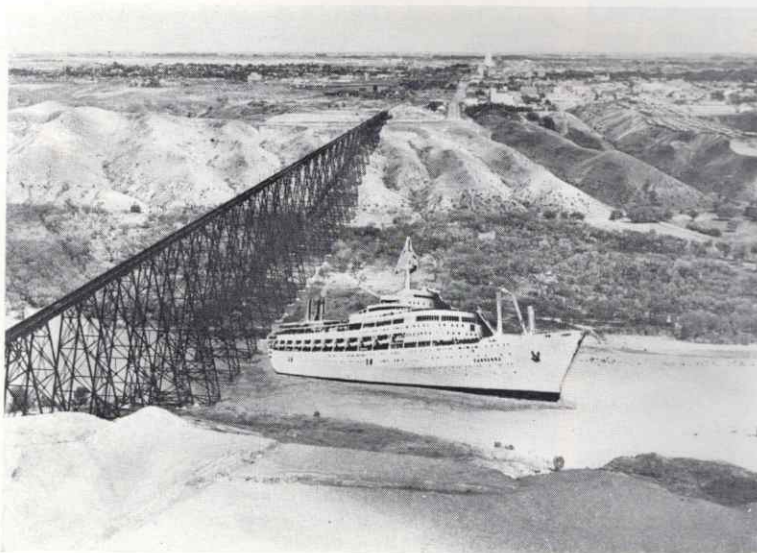
'One passenger told reporters he suspected something was wrong when he saw a grain elevator loom on the horizon at a place called Bow Island.

'"But I'm a little unfamiliar with all the islands off the B.C. coast, so didn't think anything of it", he said.

'Another passenger said some dust blew in his eyes when he took a turn around the deck that night.

'"Of course, no one would believe me", he said.'

'And nobody should. The date on which the article appeared was 1st April, 1965, April Fool's Day.



Canberra emerges from under the Lethbridge high-level bridge on her surprise voyage up the Oldman River. Her usual port of call in Canada is Vancouver.

Personal News



Mr. and Mrs. W. P. Stuart. After the wedding in Sydney, their reception was held on Canberra.

Mr. and Mrs. C. E. Kensington. Mrs. Kensington, nee Miss J.A. Parkinson, is Secretary to Mr. E. W. Vowles, Passenger Sales Manager.



HONOURS

We congratulate:—

SIR DONALD F. ANDERSON, Chairman, on being elected Elder Brother of the Corporation of Trinity House, 6 Oct 65.

CAPTAIN W. B. VICKERS, R.D., R.N.R., on being elected a Younger Brother of the Corporation of Trinity House, 21 Sep 65, and on his recent appointment to the R.N.R. Advisory Council. Capt L. A. Hill, D.S.C., R.D., R.N.R., was the last serving Captain to represent the Company on the Council.

LT-COM. G. E. HARDING ROOTS, R.N.R., Recruiting Officer (Sea Staff), on being elected to full membership of the Institute of Personnel Management. He has been placed on the Institute's lecture panel and spoke on recruitment and selection to a course of Senior Retail Managers at Mander College, Bedford, in October.

EXAMINATIONS PASSED

We congratulate:—

MESSRS. A. R. MARGERESON (Pass. Ser. Statistician's), S. R. HOWELL (Accounts), T. W. SHAW (Passage), N. W. WADSWORTH (Accounts) and B. J. SWAN-TAYLOR (Passage) on passing Shipping 1 at the City of London College;

MR. L. D. SLEE (Correspondence) on passing the Institute of Transport Associate Membership Exam;

MR. L. A. BELGER (Export Freight), on passing the Institute of Transport Graduateship Exam;

MR. F. W. BUTT (Passage), on passing the Institute of Travel Agents Intermediate;

MR. A. W. ROSS (Chartering), on passing the Institute of Chartered Shipbrokers Final;

MESSRS. D. M. RIDSDALE and G. NEVILLE (both Chartering), on passing the Institute of Chartered Shipbrokers Fellowship Exam, Pts. 1 & 2;

MR. R. A. BLIGH (Chartering) on passing the Institute of Chartered Shipbrokers Associateship Exam, Pt. 2;

MR. S. REX (W/E Accounts), on passing the Institute of Chartered Shipbrokers Intermediate.

MR. J. S. TRIGWELL (Accounts) on passing the National Certificate in Business Studies, Pt. 2.

MR. L. P. WILSON (Cargo Supt.'s Dept., Tilbury) on passing the London Chamber of Commerce Higher Certificate in Shipping and the Institute of Transport Certificate in Port Traffic.

MARRIAGES

We congratulate:—

MR. I. B. COOK, Second Officer, *Sunda*, on his marriage to Miss H. C. von Numers at Dover, 31 Jul 65.

MISS JOYCE EVANS, Correspondence Dept., on her marriage to Mr. John Cotton at Harold Wood, Essex, 18 Sep 65.

MR. P. A. NEWSOM, ex-Asst. Purser, *Iberia*, now with E & A S.S. Co., on his marriage to Miss Sarah Sundstrum at Christchurch, N.Z., 20 Oct 65.

MISS J. A. PARKINSON, Passage Dept., on her marriage to Mr. C. E. Kensington at Fulham, 7 Aug 65.

MISS BETTY STEVENS, Public Relations Dept., on her marriage to Mr. Peter Nolson at Canvey Island, 18 Sep 65.

MR. W. P. STUART, Second Refrigerating Engineer, *Canberra*, on his marriage to Miss Helen Avery in Sydney, 4 May 65.

MISS J. M. WOOD, Pursers Dept., Tilbury, on her marriage to Mr. G. D. Spooner at Chadwell-St. Mary, Essex, 30 Aug 65.

ENGAGEMENTS

We congratulate:—

MR. D. G. BURLEIGH, Senior Assistant Purser, *Oriana*, on his engagement to MISS M. E. RAPSON, ex-Children's Hostess, *Oriana*.

MR. K. B. JONES, 1st Radio Officer, *Iberia*, on his engagement to MISS CAROL THOMAS of Bedford, ex-Children's Hostess, *Orsova*.

BIRTHS

We congratulate:—

MRS. M. HUBBARD, ex-Marine Department, Tilbury Dock, and her husband, Brian, on the birth of a son, Andrew John, 10 Aug 65.

LT-CDR. DENNIS SCOTT MASSON, R.N.R., Chief Officer, *Canberra*, and his wife, Anne-Marie, on the birth of a daughter, Nadine, 12 Sep 65, sister to Paul, Alexandra and William.

R. J. S. PEARCE, 1st Officer, and his wife on the birth of their first daughter, Ceri Jane Seward, 22 Jul 65.

RESIGNATION

We record the resignation of the following and wish every success in the future:—

LAWRENCE, B. V., Budget Section, joined Coy. Nov 55, to join Anglo Overseas Transport Company Ltd., a member of the P & O Group.

MISCELLANEOUS

MESSRS. D. F. HARTLEY and H. M. FLINT, whose retirements were announced in *About Ourselves* No. 17, have been acting as Shore Excursion Managers on cruise ships during the summer. Don Hartley sailed in *Arcadia* on Cruises No. 11, 17 and 20, and Harry Flint in *Chusan*, Cruises No. 12, 16 and 19. Mr. Flint has now taken over an old hostelry in Yorkshire, the 'Hill Inn', Chapel le Dale, nr. Ingleton, and he will be delighted to see his friends there at any time.

MISS JANE SAUNDERS, who resigned from Correspondence Department in the summer, is now in Kenya on the Voluntary Work Overseas scheme. Jane, Head Girl at Hoddesdon Secondary School before coming to the P & O, is doing secretarial work and helping with administration at the Outward Bound Mountain School, Loitokitok, near Mt. Kilimanjaro.

MR. C. G. CHANDLER, ex-B.C.S., *Strathmore*, *Carthage* and *Stratheden*, would like to contact some of his former shipmates. His address is

c/o Ladbroke Hall, Ladbroke, nr. Southam, Leamington Spa, Warwicks.

RUGBY LEAGUE

Several members of shore staff and sea staff, when their ships are in port, are playing rugby league football for the London Rugby League Association at Hackney Marshes on Sunday mornings. Anyone interested should contact Mr. P. Hoare, publican, at 'The Grapes Tavern', 5, India Street, London, E.C.3; tel: ROYal 1158.

RETIREMENTS

FRENCH, E. W., B.R.S., born 14 Sep 05, joined Coy. 3 Aug 23, ships include *Naldera*, *Carthage*, *Canberra*, ret. (ill-health) 29 Jul 65.

FROST, A. E., Security Patrolman, Tilbury, born Sep 88, joined Coy. Apr 56, ret. 31 May 65.

GALLANTRY, A. L., Night Watchman, born 10 Jun 03, joined Coy. 30 Nov 23, ships include *Maloja*, *Strathnaver*, *Chitral*, ret. (ill-health) 6 Aug 65.

GROVES, F. H., Radio Officer, born 3 Mar 00, joined Coy. 14 Jun 54, after nine years on P & O ships for Marconi, ships include *Perim*, *Bendigo*, *Patonga*, ret. 28 Aug 65.

JAMES, G. W., West End Messenger, born 27 May 00, joined Coy. 8 Jan 29, as Messenger (Orient), ret. 26 May 65.

LIGGETT, J. R., Chef, born 26 Jun 05, joined Coy. 12 Aug 54, ships include *Orion*, *Orsova*, *Oronsay*, ret. 9 Sep 65.

MATEER, N. C., Security Patrolman, Tilbury, born 14 Oct 85, joined Coy. 28 Mar 56, ret. 1 Oct 65.

N.B.

Distribution—The Editor wishes to apologise for delays in the distribution of the last issue, due to circumstances beyond his control.

PENNINGTON, T. P., Inspecting Electrician, Tilbury, born 11 Jun 04, joined Coy. 1 Jan 26, ships include *Orford*, *Orontes*, *Orion*, transferred to Engineers Dept., Tilbury, 11 Aug 52, ret. (ill-health) 30 Jun 65.

ROGERS, T. A., Second Chef, born 15 Sep 05, joined Coy. 27 Oct 28, ships include *Ormonde*, *Oriana*, *Orcades*, ret. 3 Oct 65.

WAGHORN, CAPT. W. H., born 11 Jul 12, joined Coy. 12 Jul 34 as Fourth Officer after Cadetship with Coy., ships include *Canton*, *Somali*, *Comorin*, ret. 6 Oct 65.

WILKINSON, T., Chief Steward, born 1 Nov 05, joined Coy. 31 Jul 26, ships include *Oronsay*, *Orsova*, *Orcades*, ret. 3 Oct 65.

DEATHS

ASHENDEN, E., Carpenter, born 17 Aug 81, joined Coy. 1905, ships include *Strathnaver*, *Strathmore*, *Stratheden*, ret. 1 Apr 47, died 28 Sep 65.

BAYLIS, D. L., Aden Agent, born 12 Aug 09, joined Coy. 1 Oct 27, posted Malta 1928, Aden 1939; Agent 1960, ret. (ill health), 24 May 65, died 18 Oct 65.

COVINGTON, A. V., Barman, born 25 May 97, joined Coy. 19 Sep 13, ships include *Medina*, *Strathmore*, *Himalaya*, ret. 14 May 56, died 18 Sep 65. Leaves widow and daughter.

DELLA-VALLE, M., Luncheon Room Cook, born 8 Aug 82, joined Coy. Jun 00, ships include *Maloja*, *Narkunda*, *Strathaird*, transferred to shore, served Luncheon Room, ret. 1 Feb 52, died 22 Jul 65. Grandson, D. M. Della-Valle with Company at Plaistow.

DEVEREUX, N., Chief Engineer, born 17 Dec 05, joined Coy. 3 Apr 28, ships include *Orford*, *Otranto*, *Orion*, ret. 1 Feb 61, died 20 Sep 65. Leaves widow.

DORE, L. G., Boatswain, born 13 Dec 98, joined Coy. 11 Oct 26, ships include *Viceroy of India*, *Canton*, *Chitral*, ret. 3 Feb 60, died 27 Jun 65. Leaves widow.

FRIEND, A. W., B.E.M., Carpenter, born 20 Oct 01, joined Coy. 6 Oct 24,

ships include *Canton*, *Himalaya*, and *Canberra*, ret. 21 Jan 63, died 2 Oct 65. Leaves widow.

GASS, C.J., B.R.S., born 3 Apr 02, joined Coy. Sep 30, ships include *Strathmore*, *Chusan*, *Arcadia*, died 29 Jun 65. Leaves mother.

GASTON, L. R. H., Third Steward, born 12 May 04, joined Coy. 10 Aug 45, after 20 years with B.I., ships include *Carthage*, *Strathnaver*, *Mooltan*, ret. 1 Jan 62, died 4 Aug 65. Leaves widow.

HATTAM, C. R., Boilermaker, born 6 Jan 87, joined Coy. 3 Dec 12, ships include *Palma*, *Ranpura*, *Mooltan*, ret. 1 Sep 51, died 10 Jul 65. Leaves widow.

HOLNESS, W. H., Night-Watchman, born 13 Jun 93, joined Coy. 1932, ships include *Orontes*, *Chitral*, *Corfu*, ret. 24 Jul 61, died 23 Aug 65.

Leaves widow.

KNEVITT, H. P., Baggage Master, born 12 Aug 91, joined Coy. 24 Apr 20, ships include *Macedonia*, *Mooltan*, *Strathnaver*, ret. Nov. 52, died 10 Jul 65. Leaves widow.

MORRIS, H. E., Baker, born 2 Aug 93, joined Coy. 8 Mar 21, ships include *Stratheden*, *Strathnaver*, *Iberia*, ret. 23 May 58, died 14 Jul 65. Leaves widow.

RUTLAND, B. D., Packer (Tilbury), born 7 Jun 72, joined Coy. 1899, ret. 31 Dec 38, died 13 Oct 65. Leaves son.

SAVORY, A. E., Carpenter, born 6 Jan 77, joined Coy. 27 Mar 12, ships include *Macedonia*, *Ranpura*, *Chitral*, ret. 1 Feb 40, died 30 Jul 65. Leaves daughter.

SHANLY, H., Shore Chief Steward,

born 16 Dec 81, joined Coy. Jan 02, ships include *Syria*, *Medina*, *Plassy*, transferred to shore, ret. 11 Mar 40, died 27 Jun 65.

SINDALL, S., Chief Tally Clerk (Orient), born 30 Jan 73, joined Green & Co. 1888, Orient Jun 19, Cargo Supt. (Tilbury) March 25, ret. 31 Dec 38, died 15 Sep 65. Leaves widow.

USHER, F. R., Chief Engineer, born 12 Feb 95, joined Coy. 1 Nov 19, ships include *Orvieta*, *Orontes*, *Ormonde*, ret. 31 Dec 52, died 23 Aug 65. Leaves sister.

WARRY, W. H., Chef, born 6 Feb 01, joined Coy. Nov 26, ships include *Stratheden*, *Strathaird*, *Strathnaver*, ret. 27 May 60, died 12 Oct 65.

WESTROPE, C. U., Pay Dept., born 14 Oct 08, joined Coy. 10 Nov 47, died in service 2 Oct 65. Leaves widow, son and daughter.

OBITUARIES

D. L. Baylis

Mr. D. L. Baylis, former Aden Agent, died in hospital in Scotland on 18th October. He had retired as Agent in the summer, ending 107 years' continuous service with the P & O by one family. There had been at least one Baylis with the Company since his grandfather, Alfred Baylis, joined in April, 1858.

Mr. Baylis joined the P & O in October, 1927. Nine months later he was posted to Malta, much to the disgust of Captain G. J. Coldwell, the Agent, whose comment on the new arrival was 'I asked for additional help and look what they send me'.

But the young Mr. Baylis proved himself, and by the time he was posted to Aden in 1939 he had a solid reputation for good and hard work. Finally in 1960 on the retirement of Mr. J. Hartley he was appointed Aden Agent. During his time in the colony Mr. Baylis worked on many committees, in particular as a Trustee of the Port of Aden, ending up as doyen of the Board.

Other Baylises who served with the P & O were his grandfather, who was P & O Shore Purser, Bombay; his father, Gordon Baylis, who joined the Company when he was 16 and worked his way up to being Head of the Purser's Stores Department, Leadenhall Street, retiring in 1929; his younger son, D. N. L. Baylis who, after his apprenticeship with the P & O, served as Fourth Officer (1960-1961) last ship *Iberia*; and a nephew, D. T. Baylis, who was also a Deck Officer for a short time.

Donald Cameron

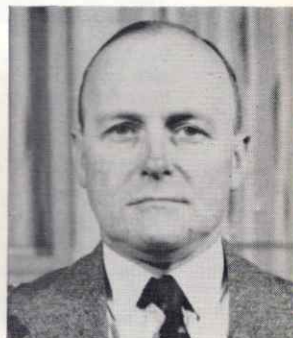
We record with regret the death in Sydney on 13th July, of Mr. Donald Cameron at the age of 64 years.

Mr. Cameron joined Burns Philp & Co. in November 1917 and transferred to MacDonald Hamilton & Co., in

April, 1930. He was placed in charge of the Customs Department in January, 1934, a position he held up to his retirement on 31st October, 1963.



D. Cameron



C. U. Westrope

C. U. Westrope

Mr. C. U. Westrope, Pay Department, died in service on 2nd October.

'Charles' Westrope joined us in 1947 and quickly made his mark and became one of the characters in Pay Department. It soon became apparent that he was an extremely industrious man, and the bulk of his time was spent with the outside Pay Department Staff looking after our ships in dock. The sight of his figure arriving at the foot of a gangway must have meant to very many of our Sea Staff the prospect of a speedy pay-off and a quick getaway on leave. He will be sadly missed.

APPRECIATIONS

M. M. Boyce

Malcolm Boyce joined the Company in 1925 as a Junior Electrical Officer. His first ship was *Narkunda*. After service on several ships he was posted to *Cathay*, being on board when she was sunk during the last war.

He then served in some of the Company's biggest ships until January, 1961, when he came ashore to join the newly-formed Planned Maintenance Department where he has been a tower of strength to Captain Campbell ever since. He retired on the 30th September.



Captain and Mrs. R. E. Cowell being piped over the side by the Serang and Tindals of the Asian crew after their farewell luncheon on Iberia.

Captain R. E. Cowell, C.B.E., R.D., R.N.R.

Captain Reginald Ernest Cowell, a Director of P & O - Orient Lines Management Ltd., retired on 30th April, 1965. He had a long and distinguished career with the Company, commencing his service as a cadet in *Palermo* in 1918.

Captain Cowell gained rapid promotion, although his service was interspersed with periods with the R.N.R. The first of these was during the Italian/Abyssinian crisis, 1935-6, when he served as Senior Officer, 5th Minesweeping Flotilla. The second was during the Second World War, when he served at sea and ashore as a minesweeping expert. His commands included H.M.S. *Exmouth* and H.M.S. *Iron Duke*, the last com-

Following an old naval tradition Captains attending the farewell luncheon dragged Captain Cowell's car careering across the quayside, as soon as he and Mrs. Cowell had got in, to the astonishment of dockers and other port workers. Those visible in the picture are (left to right) Captain J. Simms, Captain W. B. Thompson, Mr. R. C. F. Hatch, Captain R. J. Craddock and Captain E. J. Spurling.

bined with the post of Captain, Minesweepers & Patrols, Scapa.

On his return to the Company in 1947, Captain Cowell was promoted Staff Captain, *Stratheden*, and afterwards commanded *Karmala*, *Coromandel* and *Strathmore*. He came ashore in January, 1953, taking up the duties of Deputy Marine Superintendent and becoming Marine Superintendent two years later. Following the amalgamation of P & O and Orient in June, 1962, he was created Senior Superintendent and Assistant Manager, P & O - Orient Lines Management, Ltd. In April 1963 he was appointed a Director of that Company.

He was appointed A.D.C. to H.M. the Queen in December, 1953, and in the 1961 Birthday Honours he was appointed C.B.E.

Captain Cowell is a deeply religious man, and his life has been conducted on the highest principles. However, this in no way made him intolerant towards his weaker brethren. As a devoted family man he enjoyed the advantage of a normal home life which service ashore brought, but he was never happier than when at sea. He was always easily approachable and his main interest during the years ashore was to improve the lot of those serving afloat.

It is fair to say that a great many of the benefits and improvements in the conditions now ruling are due in no small measure to his tireless advocacy. His last major job was to assist in re-drafting the P & O Regulations and Instructions, taking the best from the old P & O Regulations and Fleet Orders and also from the Orient Line Regulations. This mammoth work is now in the hands of the printers and should see the light of day in the near future.

A farewell luncheon was held for him and Mrs. Cowell on *Iberia* on 12th May, 1965. This was attended by Heads of Departments, Superintendents and representatives from Tilbury and K.G.V. Docks, and from the Marine Department, as well as by Captains and senior officers ashore or whose ships were in port. At the conclusion Captain G. R. Peters, Captain Cowell's successor as Marine Superintendent, presented him



with a cheque which had been subscribed for by a large number of the Sea and Shore Staff. Afterwards he was piped over the side and following a naval tradition his car was hauled along the quay by his former colleagues.

G.R.P.

Frank Groves

Frank Groves, Radio Officer, *Patonga*, retired in June after 20 years with the Company. At a farewell ceremony on board, Captain G. J. Savage presented him an inscribed Mappin & Webb clock on behalf of the ship's officers and crew.

Mr. Groves joined *Perim* in 1945 and stayed for 17 voyages before joining *Patonga* for her maiden voyage in 1953. He completed a total of 21 voyages in her.

In a short speech of thanks, Mr. Groves said that he had sailed in over 60 ships before joining the P & O, but in none of them had he found the friendly outlook and comradeship that he had encountered with the P & O. He would think of his happy years at sea with the Company every time he consulted his handsome timepiece.

G. W. James

George James, who joined the Orient Line in January, 1929, retired on pension on the 26th May this year.

George was a very famous character and I think he would be the first to agree that the most memorable moment of his career was during the war soon after the Orient Line had been bombed out of the Fenchurch Avenue building.

George had been instructed to get a man up from Tilbury Dock to help with the work of the Warden Post in the building. One afternoon this man apparently took refuge under the Board Room table and decided to have a little nap. To George's horror, Sir Colin subsequently came in with five other people and started a meeting round the table, but fortunately the sleeping body beneath was not detected.

T. P. Pennington

Thomas Pennington joined the Orient Line as long ago as 1926 as an electrician, and remained at sea until 1952 when ill health forced him to give this up and come ashore.

During his period at sea he served in many Orient Line ships and was First Electrician of the *Orford* when she was bombed and wrecked at Marseilles in 1940.

Since coming ashore he has rendered invaluable service at Tilbury and everybody with whom he came in contact pays tribute to his good humour and spirit of helpfulness.

D. M. Searle

Mr. Searle—Digby to his countless friends ashore and afloat—joined the Company in December, 1925, as a Junior Electrical Officer in the *Rajputana*.

Thus started a distinguished career which culminated in his coming ashore in 1952 and being appointed Electrical Superintendent in the Engineer's Department, Head Office, in May, 1954. Digby Searle's knowledge of all electrical matters throughout the Fleet is unrivalled and his happy nature and zest for work have been an inspiration to everyone.

Waxing Poetic



J.H.G.W.

PREPARE TO MOUNT!

Commuters to the City
Are deserving of our pity –
It was quicker when they did it all by tram;
And some *awful* words they utter
When their daily bread-and-butter
Is enveloped in a sticky traffic "jam".

The vehicles are slowed-up
By a breakdown, or a road-up,
While the lorries are too numerous by far;
And from Hammersmith to Barking
There is not a hope of parking,
So the better way is *not* to use a car.

As we know what London looks like
The solution is the push-bike
Which is silent, economical as well;
And the riders look seraphic
As they wriggle through the traffic,
And they seldom have to brake, or ring the bell.

No gasolene in gallons;
Every mile improves the balance –
Of the mind, and on the road, and in the bank;
It is more than simple riding –
It is floating, it is gliding,
It's an hour of joy that used to be a blank.

So prepare to get astraddle
Any sort of cycle-saddle
With your briefcases, and suits, and bowler hats –
But of course it will be folly
If you fail to take a "broolly"
For protection of the "buttonholes" and spats!

As there isn't any question
That the bike will ease congestion
While it builds the body up for other sports,
We should strike a special medal
For the pioneers who pedal
And arrive at London Office . . . wearing SHORTS!

J. H. Gough Wilson

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 * **FROM THE** *
 *
 * **DEPARTMENTS** *
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PLAISTOW, REPAIRS AND STORES

The Repairs and Stores Section, Plaistow, is no longer part of the Accounts Department on account of the increase in work done there not of an accounting nature and its location. With effect from 1st September, Mr. J. G. Hill, who is in charge of the section, became Maintenance Cost Accountant, and Mr. D. M. Smith, Deputy Maintenance Cost Accountant.

They are responsible directly to Mr. M. T. Poiney, Chief Accountant (P & O - Orient) for the accounting, costing and estimating aspects of their duties, and directly to the Management for advice on the cost of repairs and maintenance matters generally.

CHARTERING

Mr. S. J. Tucker, in charge of Australian Chartering in the London Office, flew to Australia on 29th August to reopen A. G. & Co.'s office in Melbourne in the P & O - Orient Building, 356 Collins Street.

Mr. R. J. Hein joins the Chartering Staff of A. G. & Co., London, 1st September and will relieve Mr. Tucker in Melbourne at the end of the year.

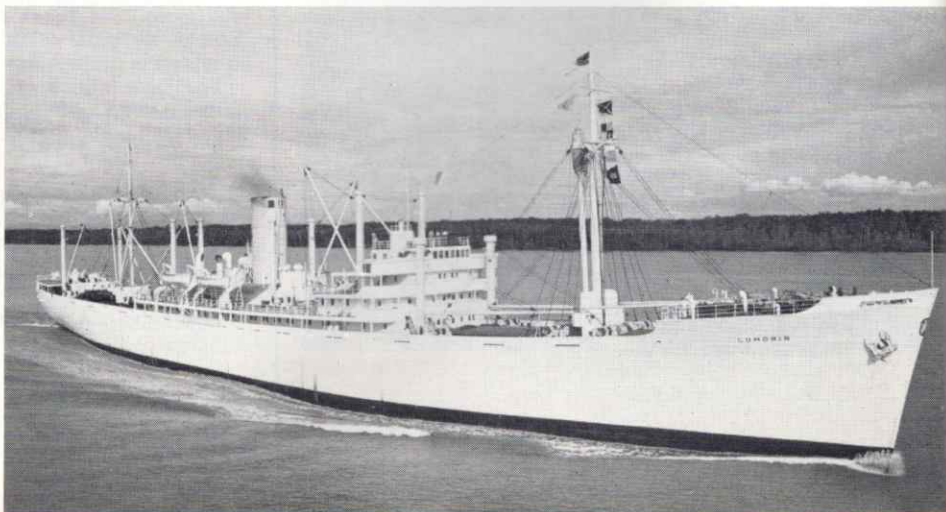
CONFERENCE

Mr. K. A. Moore has been appointed Head of Conference Department, with effect from 1st August, and Mr. H. Relton becomes Deputy Head.

They are responsible to Mr. C. E. Lambert, who continues to exercise overall control of P & O Freight Conference matters and is therefore responsible for all policy. Mr. K. A. Moore, however, has administrative control of the Department.

COMORIN—New Colours

A recent picture of *Comorin* (formerly *Singapore*) in her new colours. She now sails on the Far Eastern Mail Service with *Cathay* and *Chitral*.



ELECTRONICS

We congratulate:—

Radio Officer R. D. Lancaster on his promotion to Second Radio Officer;

Acting Radio Officers D. F. Day, J. A. Groat, N. S. Smethurst and Junior Radio Officer A. C. Griggs on their promotion to Radio Officer;

Junior Radio Officers D. J. Footman, H. V. Hall, A. G. Price, D. G. Rayson-Hill and W. Stewart on their promotion to Acting Radio Officer.

OFFICERS

We congratulate the following Officers on their success in recent B.O.T. Examinations:—

EXTRA MASTER'S CERTIFICATE:- Second Officer J. Cochrane;

MASTER'S CERTIFICATE:- Second Officers P. S. H. Pollitt, B. G. Nash and Third Officer S. S. Jamison.

And also the following Engineer Officers on gaining Certificates of Competency:—

FIRST CLASS MOTOR CERTIFICATE:- Chief Engineer T. G. Walkington and Second Engineer W. L. Wardle;
 FIRST CLASS STEAM CERTIFICATE: Second Engineers A. Goodman, D. J. Middleton, N. W. Pound and J. J. Walsh;

SECOND CLASS STEAM CERTIFICATE: Third Engineers D. M. Barton, A. W. Gough, B. Walker, M. G. Willson, and A. Yule.

NEW POST: SENIOR ELECTRICAL ENGINEER

With the design and operation of electrical installations in ships assuming ever greater importance, it has been decided to establish the position of Senior Electrical Engineer.

Mr. R. E. R. Crick, A.M.I.E.E., who joined the Superintendent Engineer's (P & O) Department at the beginning of September took up this appointment on 1st October, his duties including those hitherto performed by Mr. D. M. Searle who finally retired on 30th September.

For administrative purposes Mr. Crick is attached to the Superintendent Engineer (P & O) and sits in his department. He will, however, assist both P & O and Orient Superintendent Engineers equally on electrical engineering matters.

Mr. Crick was formerly employed as an electrical surveyor with Lloyd's Register although the majority of his career has been spent with G.E.C.

The London Scottish contingent boarding a plane for Canada. Mr. McDermott is half way down the stairs, with hand on knee half hidden behind the B.O.A.C. flight board.

—photograph by courtesy of U.P.I.



We Hear That . . .

NEVER TOO OLD

Group Captain Leonard Trent, V.C., his wife Ursula and their daughters Christine and Judy (13), sailed from Tilbury in June in *Orcades* to make their home in Perth.

Group Captain Trent, who was born in New Zealand, has retired after 27 years in the R.A.F. 'It is partly a spirit of adventure that is taking me to Perth,' he said. 'When you are adjusting yourself to a new life at 50, it seems better to try a completely new environment rather than go back to the old home town. Also, my sister lived there for 2½ years and gave me good reports about the climate and friendliness of the people.'



Group Captain Leonard Trent, V.C., and family.

LONDON SCOTTISH TERRIER

Clive McDermott of Passage Department was one of the group of London Scottish Regiment Territorials attending the golden jubilee celebrations of the Toronto Scottish Regiment in June. The Queen Mother, Colonel-in-Chief of the Canadian Regiment, flew to Toronto a few hours after the London Scottish to present new colours during the celebrations.

CONDITIONS 50 YEARS AGO

Captain Henry S. Allan (ret. Dec. 1952) sent in the poem below. It describes conditions at sea for an officer at the time he joined the Company in 1913. The author is not known.

Captain Allan writes, 'It might give the younger generation some idea of conditions 50 odd years ago, and how fortunate they are to be serving under a human and understanding Management.'

QUIS SEPARABIT

I'll tell you the tale of the Council, whereat the law was made,
Which tore from their grasp the freedom of the men of the deep
sea trade.

Ye Lords of the Sea assembled, from the East and the West
they came,
Skippers from Ilford and Ealing, Directors from Park Lane.

Sir Thomas said it is shameful that life on the ocean wave,
Should be a life of freedom, let's make it a living grave.
No one dared to oppose him, as he doomed these men to their
fate,

And made their life a burden, the lot of the P & O mate.

The 'Guinea Pigs' sat and snivelled, as each one plainly heard,
This terrible story of bondage, but dared not utter a word.
T'is not the Directors' duty, another's freedom to beg,
And thus incur the anger of 'The Goose with the Golden Egg'.

The only man at the Council, who dared to brave his wrath,
Was one of the Junior Commanders, who spoke for the men of
his cloth.
He earnestly pleaded for justice, but no response he met,
The Chairman merely rebuked him, and told him he'd better get.

T'was thus the Regulations, were passed without further ado,
And the Officer lost his freedom and became like the beasts of
the Zoo.
He must not speak to the passengers, or flirt with the daughters
of Eve,
No longer play at Cricket, he must ask permission to breathe.

He must not go to the Smokeroom, he must not even think
Of accepting hospitality, when a passenger offers a drink.
Should an Auction Sweep be in progress, you'll notice he never
bids,
He must sit at a separate table, dinner at six with the kids.

He must not attend at Dances, or listen to Concert Bards,
He must not even indulge in sports, or join in a game of cards.
Should one of these rules be broken, a terrible time he'll get,
He must fall on his knees to the Skipper, kow tow to the
Martinet.

When the Promenade Deck is empty, and passengers are at
meals,
He must not play the piano, or even kick up his heels.
Should an Agent give a dinner, he must dress up in his best,
And, receiving no introduction, he never speaks to a guest.

Should a passenger try to be friendly, he must, tho' it seems
absurd,
Explain that his mission in life is—to be seen and never heard.
His manner must always be courteous, his bearing respectful be.
Oh say, are ye never tempted—Saint Anthony of the Sea!

Now is there never a flutter, way aft in the Second Saloon,
Does no one whisper sweet nothings, 'neath the light of the
silvery moon.
For when a man is off duty, says the proverb old so true,
'The Devil findeth evil things for idle hands to do.'

What with a separate table, a separate hour to feed,
Soon for the Mate and the Passengers, a separate ship they'll
need.
Then may we ask the question, 'Why the deuce?' as they have it,
Their quaintly ironic inscription, the motto 'QUIS SEPARABIT'.

Now do you know what it cost them to buy him body and soul,
To make him a social pariah out on his ocean home.
A pound a week for a Junior, much to the Outfitters' grief;
After half a lifetime's service, two hundred a year for Chief.

Oh, tell me sons of the ocean, men of the bulldog breed,
When will your bondage be over, when shall you all be freed?
Perhaps on the day of reckoning, as the Prophets of Old have
said,
'Ye shall regain your freedom, when the sea gives up its dead.'

VISITING FATHER'S GRAVE

Dudley Hartgrove, 25, Assistant Linen Keeper on *Canberra*, visited his father's grave at El Alamein during the ship's call at Alexandria on Cruise No. 5. Ever since

his father, Sgt. J. Hartgrove, serving with the 102 Northumberland Hussars Anti-Tank Regiment R.A., was killed in Egypt in 1942, it has been Dudley's ambition to go and visit his grave.

It took Dudley only two minutes to find the grave, although he had never been there before. He quickly paid his respects and returned with several coloured photographs for his mother and two brothers, Geoffrey, 24, and Peter, 23. Some of the photographs show the remains of tanks which have remained half covered in sand since the battle, and serve as a grim reminder of the past.

'Dudley has now returned to sea,' commented his mother afterwards to the local *Harwich, Dovercourt, Manningtree and Mistley Standard*, 'and only comes home about once every three months. However, finding his father's grave is one of the things that he has always wanted to do.'



RESTCURE—Mr. Reg Varney, of T.V.'s "Rag Trade", with his wife Lily and 16-year-old daughter Jeanne, on board *Iberia* before leaving on Cruise 1 in May. Mr. Varney was advised by his doctor to take a cruise after a bad attack of bronchitis. The cruise lasted 13 days and called at Palma, Elba, Naples and Casablanca.

WORKING MODEL

An 8-foot long radio-controlled scale model of *Oronsay* has been sailing the lakes and ponds of Lancashire recently. Built by Mr. A. H. Smith of Southport, to a scale of $\frac{1}{8}$ inch to 1 foot, it is operated by a twin-screw motor and can be fully illuminated at night.

Mr. Smith built the model by carefully studying photographs of the ship, and basing his measurements on them. When it was ready, he sent a picture to City Office to show what it looked like.



The Rt. Hon. Frederick Peart, M.P.—plus egg.

EGG FOR THE MINISTER

Minister of Agriculture Frederick Peart clasps a chocolate Easter egg presented to him by Sir Donald Anderson at the welcome reception for this year's Australian Young Farmers in London. Mr. Peart, who made a short speech, was given the egg to show the P & O did not lack the generosity of certain enraged farmers who had a few days earlier showered the Minister with gifts of unwanted pigs and poultry.

Also at the reception were the Australia High Commissioner, H.E. the Hon. A. Downer, representatives of each Young Farmer's state, and members of organisations that the Young Farmers would visit.

WREATH COMMEMORATES LOSS OF HMAS 'CANBERRA'

A wreath was dropped into the tropical seas of the British Solomon Islands in September to recall a stage of the Guadalcanal campaign of the Second World War in which American troops and aircraft and Australian and American warships turned back the furthest Japanese thrust into the South-West Pacific.

The wreath was thrown into the sea off Savo Island, north of the western tip of Guadalcanal and on the edge of the so-called Iron Bottom Sound, where so many ships of both sides were sunk. It commemorated the loss there of HMAS *Canberra* in action on 9th August, 1942.

The wreath was thrown by two members of the crew of the Australian Naval Tanker *Supply*, Engineering Mechanic K. Hughes, of Tasmania, and Leading Writer B. Mackinnon, of Sydney, who both had relatives in the lost Australian cruiser.

SPECIAL PERMISSION FOR PENSIONER

Chelsea Pensioner Saddler Sergeant F. S. (Dan) Godfree, 77, had to obtain special permission to take his scarlet uniform to Australia when he went there in

Canberra to visit his son and 'old chums' earlier this year. He is the first Pensioner ever to be allowed to do so.

On arrival he was met by a group of Old Contemptibles, complete with British and Australian flags, who marched up the gangway to escort him down to Australian territory. And at the bottom of the gangway to welcome him ashore was his son Raymond, whom he had not seen for 17 years.

Commodore J. L. Dunkley with Sgt. Godfree.



The long and the short of the Freight Business—Mr. M. S. Robinson, Joint Import Freight Manager, with Mr. F. A. Bond, Manager of the Far Eastern Section of Export Freight Department, at a recent party at the Australian Wine Centre.



AUSTRALIAN WINE PROMOTION

Australia is running a concentrated campaign to increase the sale of her wines in Britain. Cornerstone of the campaign is the Australian Wine Centre in Soho, London. Wine tasting parties are held every Wednesday for invited guests, who include expatriate Australians and representatives of every company that exports to Australia, all U.K. agents of Australian companies, and all stockists of Australian goods.

The P & O already stocks Australian wines on all its passenger ships and carries considerable quantities as freight.

PANDOR CLUB

A.G.M.

The Annual General Meeting was held at Beaufort House, on Wednesday, 19th May. It was attended by some 90 members, including Messrs. P. E. Parry, Chairman, E. W. Vowles, Vice-Chairman, L. E. O. Hermes, Hon. Treasurer, and R. Dudman, Hon. Secretary.

The Vice-Chairman read the Annual Report because until immediately before the meeting it had seemed unlikely that the Chairman would be able to attend. He reviewed the various activities of the Club, and said that the 1965 *Canberra* Cruise Competition had resulted in a net profit of £330. Although this was less than in 1964, more tickets had been sold because the price was reduced from 2s. 6d. to 1s.

A very successful evening dress dance was held at the Lyceum Ballroom during the winter, absorbing the profit from last year's competition. Arrangements were in hand for a similar event this year.

Football, golf, netball and swimming had had a successful year, and the Motor Club had acquired a new secretary, Mr. G. Hill, of Accounts Dept., W/E., who would try to organise some activities. The tennis section had many more members than last season, and it was hoped things would improve for the section. Similarly the squash section was fast becoming an active group. The Horticultural Society had decided, however, to hold no further shows until '122' had been rebuilt. Rugby football had had a quiet season, and the table tennis team finished fourth in Division II of the Travel Trade League with 10 matches won and 10 lost.

The Chairman, Vice-Chairman, Hon. Treasurer and Hon. Secretary were re-elected, and Misses L. Bassett and C. Plumb were elected Hon. Joint Assistant Secretaries. Mrs. I. Ashbee and Miss D. Warner were elected West End representatives, and Miss L. Bassett and Miss J. Lester were elected representatives for City office.

The A.G.M. was washed down with a gay wine and cheese party afterwards for all attending.

Athletics

A team once again competed in the L.S.A.A.'s annual meeting at Mootspur Park on the 14th and 17th June. This year they were not as successful as in previous years, although the five ladies gave a good account of themselves, losing the 'Lloyd's List' Trophy by only one point.

Mrs. M. Butt managed to retain her first place in the Ladies' Long Jump, with a jump of 15 feet 2½ inches, while Miss S. Berryman was second. Mrs. Butt and Miss G. Tavener came 2nd and 4th respectively in the Ladies' Discus, while the women's relay team, comprising Mrs. Butt and Misses S. Berryman, V. England and E. Grimes, came second.

Unfortunately, although they showed plenty of enthusiasm, our men only managed to score a handful of points, so that our position in the overall challenge trophy, the Kelso Cup, was 4th.

Largely because of their successful performance at this meeting Miss E. Grimes and Miss G. Tavener were selected for the London Shipping Athletic Association team against Westminster Bank and Pearl Assurance Ladies at Westminster Bank's Ground on 4th August. Miss Grimes competed in the 100 yards and 4 by 110 yards relay, and Miss Tavener competed in Putting the Weight and Throwing the Discus.

Dramatic Society

The Imaginary Invalid by Molière has been chosen for the Dramatic Society's winter production. This is light-hearted comedy about a hypochondriac in period France. It has a cast of 12, plus several minor parts, with Rodney Hyne-Jones and Jane Lester taking the starring roles of Monsieur Argan and Toinette. We regret, however, that Miss Lester will be appearing without the black undies in which she created such a stir in *Fools Rush In*. Chris Grainger is producing.

The original plan of doing *The Merry Wives of Windsor* or *Puss in Boots* on ice fell through despite an abundance of willing wives and would-be pussycats, because of the poor quality of ice at King George's Hall. It is rumoured that the stage leaks.

As originally announced, the play will be performed on 1st and 2nd December, 1965, at 7.30 p.m., at King George's Hall, in the West End; nearest station Tottenham Court Road. Tickets from Miss Ann Dunnett, Correspondence Dept., City.

Swimming

Pandor achieved its best ever performance in a London Shipping Amateur Swimming Gala at the Seymour Hall on 16th September, 1965. Although we came second to Tendimus, we improved greatly on last year's total score.

Much of the credit for our success must go to J. S. Gordon, the British International, who again won all three of his individual events. Other individual successes came from: M. J. G. White, 3rd in the 220 yds. freestyle; I. P. Hall, 2nd in the Boys' 88 yds. freestyle; Miss M. Pond, 3rd in the women's 44 yds. freestyle; Miss S. Roberts, 2nd in the 44 yds. women's breaststroke.

Our greatest strength lay in the relays, probably the most exciting being the Men's Team Race. The strong Baltic Exchange team kept a slight lead right to the 4th leg, with J. S. Gordon to swim for Pandor. Starting five yards behind he fought magnificently to win on the last stroke. Both teams were given the same time.



Victorious Pandor women's 4 x 44 yds. relay team, with the Orient Cup. They are, left to right, Misses M. Pond, P. Osborn, S. Roberts and H. Fairley.



John Gordon in lane 4 beats his Baltic Exchange rival in lane 5 to win the 4 x 44 yds. men's relay and Hassel Cup for Pandor.



K. L. Mackenzie receives the Hassel Cup on behalf of Pandor from Mrs. W. H. Oliver.

Final points and positions in the "Weir Challenge Cup"

1. Tendimus	108 pts.
2. Pandor	70 "
3. Blue Star	15 "
4. Escombes	14 "
5. Maori	13 "
6. Baltic Exchange	11 "

The prizes were presented by Mrs. W. H. Oliver, wife of the President of the London Shipping Amateur Swimming Association and Managing Director of Philips, Van Ommeron & Co.

Week-end in Paris

Taking advantage of the new improved Bank Holiday being so near pay-day, a party of some 20 Pandor Club members went for a cheap week-end in Paris (August 28th-30th). Travel arrangements and accommodation were made by Clarkson Booker Ltd. who gave the party discounts on almost everything.

The party cruised from Tilbury to Calais on the *Londoner*, a sort of floating shoe box containing three bars, two restaurants, bingo, roulette, fruit machines and 5,000 people. At Calais, an enormous coach, allowing each person three seats, took the party to Paris and delivered them to the Hotel 'Londres et New-York' at 9 p.m.

After finding rooms and playing games on the internal phones, the nearest cheap restaurant was raided, and everyone sat down to a traditional French steak and chips a l'Anglaise.

Being too late to do anything that night everyone descended on Room 47, the largest in the allocation, and experimented with various wines until it was light enough to go and see the sights.

Some people elected to go on coach tours of Paris (there was even a tour of night clubs) and saw everything that could be seen at a cost of around 30 francs each, while some others climbed the Eiffel Tower for five francs and saw all Paris from above.

There being not enough time to 'do' the rest of the city, room 47 was again opened to the masses at 11 p.m. and, learning from the previous night's experiences, a thoroughly good party (with the right wines) was enjoyed.

It was noticed, however, that there were several new faces there that had never been seen before, and the occupiers of the room were having serious thoughts about staying on and opening it up as a night club.

The party was stopped by the coach calling on Monday morning and little is known of the return journey as few people were sufficiently conscious to see it!

General opinion is that, all in all, it was well worth the money, but the Room 47 crowd are wondering if they would not have had just as much fun in Bognor Regis.



Pandor members relax on the *Londoner* en route to France. They are (left to right) Misses A. Frith, S. Syers, Mr. R. P. Fosdal, Misses H. Galt and E. M. Batchelor, with Mr. K. L. Mackenzie prostrate.

About Ourselves

P & O S.N. Co

P & O—Orient Management Ltd

P & O—Orient Lines Passenger Services Ltd