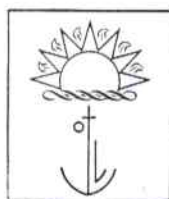




About Ourselves

No. 10 WINTER 1963



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PHOTOGRAPHIC COMPETITION

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

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

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

No competitor may send more than three entries.

Entries for the competition should be sent to the Editor, "About Ourselves," 122 Leadenhall Street, London, E.C.3, so as to arrive not later than May 1st, 1963, marked "Photographic Competition".

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

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

OUR COVER

Our cover picture shows No. 122 Leadenhall Street, in 1859 soon after the P & O Company had moved in from St. Mary Axe.

Chairman's Page



I must apologise for bursting in upon these pages like this. The idea is not my own, and although the Editor did not put it in such crude terms, I can only suppose that he thought it would be nice to have a little of his space taken by someone on a Time Charter basis, so that his canvassers would no longer have to bother about filling it. As this seems a sound shipping principle these days, it was difficult to think of a good reason on the spur of the moment to avoid being the Time Charterer, and so here I am. This only shows how much more effective it is to get the weak-minded to agree something in conversation rather than on paper. Had I had time to think, I could easily have avoided becoming a columnist, particularly in an honorary capacity.

I see our old friend the nuclear ship being trotted out again, and this time with a flourish of trumpets, and claims for remarkable versatility. She might be a large tanker, or a smaller dry cargo ship, or a passenger ship suspiciously like some of ours. If there is one thing that seems to me quite certain, it is that she won't be a passenger ship, unless Mr. Max Wilson joins the consortium, in which case anything might happen.

I wish I could feel more enthusiastic about her, and still more that I could share the apparent belief that when she arrives, as of course she will one day, she will produce what they imply when they talk of a "break through".

Unless a "break through" means just a lot of fun for the scientists, it implies that an economic nuclear ship will give British shipping a great advantage over the rest of the world. It is this that I believe to be nonsense.

Even if the system could be patented (which I very much doubt), it is British shipbuilding, not shipping, which would score, for it is inconceivable that the Government would refuse to allow foreign shipowners to order in this country any ship they want to build. So shipowners would all remain in the same competitive position with each other. If such a ship were cheaper, either we should all make better profits, or we should all reduce rates, and in any event no one would benefit more than the other. Jet engines were first developed here if I remember right, but this does not seem to have helped B.O.A.C. very much—nor, indeed, civil aviation in general. Jet aircraft have more nearly bankrupted them all than any other development yet achieved. Supersonic aircraft may do even better.

My own ignorant view is that nuclear power will only be of interest to us if it is not only cheaper overall than the conventional, but also if it is simpler overall. So long as all it does is to boil water (rather inefficiently at that) to produce steam to drive a turbine to turn a screw, it adds only one more complication (a reactor) to the existing. If, however, it could do away with boilers, and put nuclear energy direct into a turbine, then at least it would cut out one process in exchange for adding one complication, and this might get us somewhere.

However, shipping companies must not give the impression of being blind to the wonders of science and so we must continue to wear a bright and forthcoming expression when the subject is raised, although the brightness may fade appreciably if we are asked to put Stockholders' money into the project.

D.F.A.

Paperchase

(First published in the House Magazine of Boots Pure Drug Co., Ltd., and adapted for re-publication through "C-K", with the kind permission of Boots.)



"De Quincey the essayist was a bit of a nit. He couldn't bear to throw paper away. He was also fond of eating opium. When a room he lodged in got so bunged up with paper that he couldn't breathe, he simply locked the door and moved to fresh digs, punctiliously sending the old landlord rent for an outsize wastepaper basket! After his death in 1895, five such rooms were found, musty and rat-ridden. Because once he had given the paper best he never went back to any of them!"

Don't spend too long laughing. Because right now a smothering tide of paper may be creeping up on you. All round in drawers and cupboards and filing cabinets is a tremendous rising sea of it, the paper used in running our business. You are so used to handling it and seeing it around that you regard it as an inevitable part of life. Obviously a great deal of it is, but remember, none of it earns a penny. In fact it is busily lapping away at profits this very moment.

OVER THE YEARS

Our business is on such a large scale with so many ramifications that our administration is bound to be complex. Our methods and procedures have been built up over the years, and although they are basically sound, O & M staff are constantly working with department heads to effect improvements. We are, however, sure that there is room for improvement, but we need your help. We are, therefore, calling on your specialised knowledge of important parts of the system, both at sea and ashore.

IMPROVEMENTS OR SHORT CUTS HASN'T IT ALL BEEN DONE BEFORE?

Do you get information and figures that are not really used? Are records being kept that no one seems to look at? Are all the forms used in your work necessary? Could some be cut out? Could any be simplified? Could one piece of paper be

made to do the work of two? Is some check being made that costs more than the errors it detects? Are letters being filed needlessly? Do you keep any "alibi" records?

We have had the help of Management consultants on some particular points, and while they made a number of valuable suggestions, they were really not able to get down to the detail we want to look at now. Our own O & M staff just cannot be looking at all the system all the time, and, in any event, paper has a habit of creeping back when we are too busy to notice.

Now we want to call in some other experts to help and *you are the experts* we have in mind. Each one of you knows more about some part of the system than anyone else in the organisation. Will you think about the job you do and see if you can suggest ways of simplifying the procedure, and cutting down the paper work?

If you do make a practical suggestion, one for example which results in cutting out a form, we shall be so delighted that no one will want to ask how the form came into being in the first place. We want a little healthy surgery on our system, not a post mortem.

Would YOU like some more Cash?

In December, 1959, "About Ourselves" printed details of a scheme of cash awards for ideas, when the P & O Research and Development Co. Ltd. was formed. Why don't YOU put up YOUR ideas, and then perhaps your name would appear in a list of awards?

No award was made, however, to the individual who boasted that the only way to improve his filing system was by using Swan Vestas. How right he was, as a study proved that half the documents in his office needed to be kept for only a short period, and when older papers were burned, and his filing revised, real cash savings resulted!



"BENDIGO"

This spare propeller shaft for 'Canberra' was unloaded at Sydney recently from the Company's cargo vessel 'Bendigo'. It will be stored in Sydney with other spares.

SHIP NEWS



San Francisco Sea Scouts on board 'Oriana'

"ORIANA"

Above, Quartermaster, Jack Weight, shows interested San Francisco Sea Scouts some of the ship construction pictures displayed in the Lookout.

The Scouts, who are sponsored by P & O-Orient Lines Inc. in San Francisco, held their annual investiture meeting on board *Oriana* when the ship was in San Francisco on December 1. Following the meeting they and their parents toured the ship and were treated to refreshments.

Earlier in the day, when *Oriana* steamed under the Golden Gate bridge, the boys had put out in their sailing whaleboat to greet the ship with a salute from their small cannon.



Swan was baptised on board the *U.S. Iberia* on Sunday, 20th January, by the Reverend T. Mackintosh, assisted by the Reverend L. B. Arulpaagasam, more popularly known as Father Bala, of Ceylon. An inverted ship's bell served as the font and this was the first ceremony of that kind to take place on board the ship. Godparents were Mr. and Mrs. N. F. More, whom Mr. and Mrs. Swan met on board, and Captain J. L. Dunkley, Master of the *Iberia*, together with Mrs. Violet Evans, stood proxy Godparents for Mrs. Swan's sister and brother-in-law who live in Orpington, Kent, England.

Mr. and Mrs. Swan, with Teresa and Karen, aged 4, were emigrating to Sydney. Mr. Swan has been a Director of three motor companies in Britain and hopes to start a business in Australia.



In the photograph, left to right: Mr. Swan, Karen Swan, Captain (behind), Mrs. Swan, Mrs. Violet Evans, the Reverend Mackintosh with Teresa, Father Bala, Mrs. More, Mr. More.

"ARCADIA"

Before "*Arcadia*" sailed from San Francisco on 27th December, 1962, a presentation was made to Captain A. E. Clay, O.B.E., of five canvas sacks containing 4,601 English pennies and two U.S. 25 cent pieces. The money was a donation from the San Francisco London Week Committee to whatever British seafaring charity the Company should choose (Captain Clay's choice—Missions to Seamen). The pennies were left over from the London Week operation of two English pubs that were set up in the St. Francis Hotel, where patrons were required to buy the pennies for 25 cents each and then pay for their drinks with the pennies.



Captain Randall shares a joke with Masako Izumi.

"CHITRAL" A Film Star

East met West on Christmas Day in Yokohama when film stars, cameramen and technicians—all part of the Japanese Nikkatsu film unit—boarded the liner *Chitral*.

The 21-member Nikkatsu production group went aboard to shoot scenes for the studio's latest feature film "Dreams Beyond the Horizon" during the vessel's voyage to Singapore. *Chitral's* passengers were asked to take part in the film as "extras". The film will be in cinemascope and colour.

The story tells of the adventures of three teenagers, two boys and a girl, played by Koji Wada, Ken Yamanouchi and Masako Izumi. All three are top teenage stars with large followings in Japan.

Nikkatsu Studio Manager, Tatsuo Yamazaki commented:—"This is a significant movie in that it shows a group of Japanese teenagers travelling overseas and becoming friendly with people from other countries. Throughout the film is the welcome spirit of youth."

Nikkatsu expected to release "Dreams Beyond the Horizon" in Japan in February and also to sell the film overseas, especially to S.E. Asia.



"ORION" As a floating hotel

In our last issue we reported that this ship would be taken out of service in 1963. The Company has now arranged for the 28-year old liner to be used as a floating hotel in Hamburg during the International Horticultural Exhibition from May until September. She is scheduled to sail from London on May 21st, and to arrive in Hamburg on May 23rd.

Orion has been chartered by Firma Otto Friedrich Behnke, of Hamburg. She will be moored at the Ueberseebrücke for the duration of the exhibition and will provide accommodation for about 1,150 visitors. Her restaurants will probably be open to "non-residents" and various conferences in connection with the exhibition will be held on board.

Under the terms of the charter, about 40 Deck and Engineering Staff of the P & O Company will maintain the ship's services, but all the catering will be undertaken by the charterers.

Firma Otto Friedrich Behnke are well known hoteliers and restaurateurs in W. Germany. They own three restaurants in Hamburg, hotels in Bad Pyrmont, Oberhausen and Bad Segeberg, as well as the very successful riverside restaurant at Welcome Point, on the Elbe at Schulau.

Built by Vickers-Armstrongs, Barrow, *Orion* saw service during the war as a troopship, but in peacetime has been employed in the U.K./Australia service.

"CANNANORE" No. 24,999

When this ship called at Rotterdam on December 18th she was the 24,999th vessel to arrive there in 1962, only a few minutes too soon to be the 25,000th. The local Shipping Association's paper, the "Havennieuws" expressed its regrets at *Cannanore's* so closely missing the show planned to celebrate this event since never before had so large a number of ships arrived in twelve months.

A whole page of publicity was devoted to our ship with a photograph of her as well as details of Chief Officer D. O. Williams' family, his wife and two sons also on board.

The whole incident does much to confirm the goodwill which is evident towards P & O ships in that friendly port.

"IBERIA"

A plaque to mark the Australia/New Zealand Rotary cruise in the liner 'Iberia' to the Rotary Convention in Tokyo last year was presented to the ship at a ceremony in Auckland on 21st November. The presentation was made by Mr. H. G. McGowan (centre), Past President of the Mt. Roskill Rotary Club. Captain W. B. Vickers received the plaque on behalf of the ship, whilst Mr. G. W. C. Drake (right) District Governor of Rotary International District 292, looks on.



"ARCADIA"

Presentation of the P & O-Orient Lines' Trophy at the annual Adelaide Wine Luncheon held on board *Arcadia* on 29th November, 1962. Captain A. E. Clay, O.B.E., R.D., R.N.R. presents the silver rose bowl to Mr. Henry Martin, Managing Director of Stonyfell Wines (S.A.) Ltd., winners of the export section of the Wine Show at the Royal Adelaide Show. To the left of Captain Clay are Sir Keith Angus, representing the President of the Royal Agricultural and Horticultural Society S.A., and Mr. H. J. R. Hooper, Shipping Superintendent, Elder Smith & Co. Ltd. (Agents).



During the recent call of 'Arcadia' at Suva arrangements were made for the pupils of the Nadi Secondary School to look over the ship. Many of these students had never seen a vessel of 'Arcadia's' size and were very impressed indeed. Photograph by courtesy of S. Whippy, Fiji Times.



Mr. Noel Maughan of Pakenham East, displays the Citation presented to him as winner of the 1962 P & O Canberra Scholarship on board s.s. 'Stratheden' on 7th December, 1962, by Mr. E. H. Browne, a Director of P & O-Orient lines.



"CATHAY"

Captain W. H. C. Wood-Roe, R.D., R.N.R., Captain of the *Cathay*, presented the Children's Hostess, Miss M. Greenwood-Whitton with a farewell present of a silver tea set on behalf of the Ship's Company. Miss Greenwood-Whitton is retiring at the end of this voyage after fourteen years with the Company. The presentation was made at a Christmas party held in the Wardroom. Also present in the photograph are the Purser, H. W. Mayhew, and the Chief Engineer, R. Purdy.

BOOKS I HAVE ENJOYED

by JED

Of Ships and Men

A Personal Anthology compiled by Alan Villiers. Published by Newnes 30s. net.

When Alan Villiers writes about the sea and ships he writes enthusiastically about the subject closest to his heart. In this one volume he seems to have covered everything from his early boyhood in Melbourne when he dreamed of going to sea; he tells us something of his apprentice days under sail, of steamships, little ships and of war experiences out of the ordinary. He quotes from the Bible; we all know of St. Paul's shipwreck on the Maltese Islands but I wonder how many of us have read it recently and can quote its details accurately. He offers us snatches of verse and of sea shanties that have left their mark on the story of the sea. He gives us Shakespeare's and Chaucer's seamen, Elizabethan seamen and extracts from Dana's works, all of which show how little seamen have really altered in their outlook on life. Discoverers and explorers all have their place in this anthology. The illustrations are superb and complement the text admirably.

Alan Villiers even quotes from the old P & O Pocket Book of 1888 in which the medical profession endorses, in pompous Victorian prose, the advantages of a sea voyage. Some of his extracts from Joseph Conrad will surely send us back to that author's works. Even war has its romantic appeal in these pages and it does good to remind ourselves of what seamen endured during those dark days.

If you have a friend or relative at sea this Volume will make an admirable birthday present.



The Story of the "Worcester"

By Commander Gordon Steele, V.C., R.N. 21s. net.

Here is a book that I feel sure many of our readers will enjoy with many a reminiscent chuckle by their firesides. Throughout its pages many familiar, or at least once familiar, names strike the memory. Last year, 1962, was the centenary of the founding of this famous training ship, hence this little history. Every aspect is covered in its story under a number of famous Captain Superintendents of whom Captain Sir David Wilson-Barker, Captain M. B. Sayer and Captain G. C. Steele, V.C., will be known to many of us. Equally familiar are the Headmasters like T. R. Beatty and W. S. Luly to name only two of them; and A. F. Jackson, Chief Officer and Acting Superintendent, through those difficult war years. Naturally enough, P & O figures repeatedly in its pages and its Chairman and Management have all, in their day, taken an active part in the welfare of *Worcester* and its cadets. The author himself, Captain Steele, was one of the first batch of P & O Cadet

Scholarships in 1907; another was Captain Jeffrey Elliott who lost his life as Commodore of an ocean convoy.

Another once familiar figure was Captain T. Angus, our former Marine Superintendent, who held the post of Seamanship Examiner early in 1900. His formidable bearded figure and the polished steel hook which served as a hand must have daunted many a cadet, especially so when that self same hook was held out "for candidates to make bends and hitches on it." "The boy," remarks the author, "would stare at it fascinated for a moment and a simple sheet-bend he knew so well would probably go wrong upon the shining steel hook."

The author gives much time and space to the cadets and their customs and the great difficulty which he and other Superintendents experienced in countering the powers of Cadet Captains, not always exercised to the best advantage. The smaller and weaker boys were apt to suffer much at their hands.

Captain Gordon Steele, V.C. who was Superintendent from 1929 to 1957 has given us an exhaustive study here and one which will serve for many years as a history of a training ship that has made such a marked effect on the progress and standing of the Merchant Navy.



The Flowers of the Sea

Published by George Allen and Unwin. 42s. net

This book, by Captain Eric Bush, R.N., differs from Alan Villier's work in that it is an anthology in the form of quotations, poems and prose mainly on the traditions and history of the Royal Navy and splendid reading it is too. Like the previous book it is one to have handy by our armchair to take up and dip into, at any page, for half an hour or so.

The first chapter is devoted to "The Sea", the second to "Storm and Shipwreck", the third to "Sweethearts and Wives", the next "Home from Sea", then "Sea Shanties". Succeeding chapters are devoted to the Royal Navy, from its earliest times, its Ships, Admirals and Battles, World Wars I and II. In short it is a really valuable source of knowledge and quotations with never a dull or uninteresting page in it.



From Abroad

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



New Offices in Sydney are making good progress

Dear Mr. Editor,

As we write it is February and we do sympathise with you in your big freeze. We have heard stories of the almost unbelievable hardships suffered by many in the U.K. when supplies of food, water, fuel and electricity failed.

It is hard for us here, in the throes of Test Cricket fever with the temperatures in the nineties occasionally, to visualise your Christmas Card scenes.

We presume it was reported in your sporting papers that Sir Donald Bradman, aged 54, turned out to captain the Prime Minister's (Mr. Menzies) XI against M.C.C. in Canberra last week. Both sides were bitterly disappointed that "the Don" went out for 4 by playing a ball on to his wicket.

It is exactly a year since construction started on the new P & O Building in Sydney and the contractor has made very good progress. The completed outline of this huge structure dominates Hunter Street as you look from Pitt Street towards Macquarie Street. The 24 levels consist of a basement, lower ground floor, ground floor (booking hall), mezzanine, 16 floors and 4 levels in the service tower.

The cladding of the outside walls with North Bondi

sandstone and the fitting of the windows is well under way. The air-conditioning, plumbing, electrical and pneumatic tube message distribution services are keeping pace and one of the six lifts now operates to the 8th floor, so we hope to move in next December or January, 1964, at the latest.

We were delighted to know we shall be able to use in the building a number of decorative items and pictures at present in *Strathmore*, *Stratheden* and *Orion*. Not only will these artistic pieces have a worthy permanent home and add to the interest of the building, but they will be a constant reminder of our long and happy association with these senior members of our fleet, which unfortunately must soon leave the Australian service.

We have just celebrated Australia's own National Day—Foundation Day, 26th January, 1788—not the date on which Captain Cook discovered Australia, but on which Captain Phillip, R.N., with the First Fleet of Colonists, hoisted the Union Jack at Port Jackson (now the Port of Sydney). He found this location in all respects much better than Cook's original landing place in Botany Bay, some 10 miles to the south. It has always seemed a pity that although he sighted the *entrance* to

this now famous port, marking it Broken Bay on his chart, the great navigator, having come all that distance, missed our beautiful Harbour by those few miles.

The Company's special interest in that particular piece of history connected with Foundation Day is that the spot where Phillip hoisted the flag and started the original settlement was at Sydney Cove and not more than 200 yards from the new shipping terminal where *Canberra* and *Oriana* berth.

The "beautiful stream of fresh water" (known as the Tank Stream), which supplied Phillip's fleet and the colony, still trickles into Sydney Cove but now ignominiously mixed with storm water in a tunnel below Pitt Street!

This year's Anniversary was rather a special one as it was the 175th. Amongst other functions in Sydney, the landing scene and reading of the Proclamation were, of course, re-enacted. There was old time country dancing in a wool shed especially erected in Hyde Park, and a "Cobb & Co." six-in-hand coach with passengers and a crew in period costume successfully made the 180 mile journey from Sydney to the Nation's capital, Canberra, in spite of the numerous "hold-ups" by "Ned Kelly" and many other theatrical bushrangers along the road.

Well the Empire Games are over for another four years and from all accounts seem to have been a great success. We (and Perth in particular) certainly enjoyed them. But in the sporting field, what we are really looking forward to at the moment is the fifth and deciding Cricket Test of this series. It starts in Sydney today. It doesn't really matter who wins these family matches but we are hoping at least for a lively and exciting game.

Yours sincerely,
PENINSULAR, AUSTRALIA.



PENANG

The P & O Cup run in Penang on 23rd December, was won by 'Peak of Perfection', ridden by Lyal Harbridge. The Cup was presented to the winner by the Governor of Penang, Raja Tun Uda Alhaj. The tote paid out \$23. It was the horse's sixth win of the season.

BOMBAY *This photograph of the Passage Dept. at Bombay was taken in October last. In the centre is Mr. J. V. Cherry, area passenger manager.*



CADET NEWS

LEAVE

Following the Ministry of Transport's introduction of new rules for assessing Cadets' sea time, it has been decided that the payment of subsistence to Cadets can no longer be based on the Officers' leave scale.

It has been the Company's practice to allow Cadets about six weeks' leave each year. This was usually taken in two parts, for example, two weeks between any two consecutive voyages in one ship, and four weeks on leaving the ship.

From 1st February, 1963, Cadets are to be paid four days' subsistence for each month on board ship, and one day's subsistence for every week or part week in excess of whole months.

Under the agreements of the National Maritime Board, Cadets will, of course, be paid subsistence for any further period spent at home after the expiry of "earned" leave.

CADET OFFICER APPOINTMENT

We congratulate Cadet Carr on his promotion to Cadet Officer in *Orion*.

SECOND MATES CERTIFICATE

We congratulate the following Cadets who have recently obtained their Second Mate's Certificates and returned to the Company as Fourth Officer: N. M. Adamson, J. B. Kilner, A. P. Hodges, M. H. Julian.

NEW CADETS

We welcome the new Cadets who joined the Company in January, this year. D. B. Cooper, H.M.S. 'Conway', J. B. Fairgrieve, Southampton University, R. I. Fatherley, Southampton University, P. F. Johnson, Southampton University, P. M. Pennell, H.M.S. 'Conway', K. B. P. Robertson, Southampton University.

CRICKET TOUR

The annual cricket tour against the Nautical Colleges has been arranged for the 27th, 28th and 29th June, 1963.

As in previous years the order of play will be H.M.S. 'Worcester', Pangbourne and Southampton. A maximum of sixteen players will be selected

for this tour, and Officers or Cadets who hope to be available should contact the Cadet Training Officer.

M.A.R.

Our two Cadets undergoing the M.A.R. Course at Southampton will soon be asked to give their impressions. However, many Cadets who know little about the actual scheme, have been expressing their ideas on paper. Here is one of the many short essays on the subject:

The Mid-Apprenticeship Release Course
R. St. A. Coles

"These thoughts, I confess, are almost entirely my own opinions. Unfortunately, I have been unable to acquire many of the facts behind the Mid Apprenticeship Release Course, and my knowledge of the subject is, therefore, rather limited. The reader will, I trust, bear this in mind and will pass over any obviously foolish suggestions in the best humour.

"I believe the object behind the Course should be to relieve, for a short while, the apprentice's mind from his constant study of the all important seamanship and navigation. It should introduce to him new and exciting subjects. These however, might be concerned with life at sea and not, as many might suggest, with the sciences that are studied by those of his age group ashore. What is required is something that will be both interesting and useful to all the prospective Merchant Navy Officers who attend the Course. I would suggest, therefore, that numerous lectures be given over a wide range of subjects that might include, for instance: 'Survival at Sea', 'The Shipbuilding Industry', 'The Royal Naval Reserve', 'Meteorology' and 'A Brief History of The British East India Company'.

"To ensure that the apprentices reap the full benefit of the Course I would have the College staff carry out three tasks that are employed by wise teachers all over the world. The first of these is that they show as many films as is practicably possible. Experience has often shown me that a 'Movie' will cause even the most indifferent of us to take a keen interest. Secondly, I would have the lecturers set questions to be written on the subject upon which they have spoken. A written answer is the best evidence in finding out whether a student has really listened to the lecture. It may also indicate to him how popular his lecture has been with the apprentices. Thirdly, I would insist that lecturers organise debates and discussions. The noble art of debate serves to increase one's knowledge and to give one self-confidence. It would be of great entertainment and interest to hold a debate

on 'Modern Steel Ships are Less Beautiful than Sailing Clippers'.

"The Course that I suggest should be lively, but not too strenuous. I would like to see it last about three months, and it should include practical demonstrations, such as, how to fight a fire, and excursions to such places of interest as Southampton Docks and the Greenwich Museum.

"If the Course succeeds in even slightly furthering the interest of apprentices in their sea career then it will have achieved a worthy success. The apprentice who enjoyed the lectures on 'Survival at Sea' might be inspired to read books on the subject. Perhaps his superior professional knowledge may, one day, be the factor that causes the saving of lives that may become imperilled by shipwreck."

ONE HUNDRED YEARS AGO

From the *Hampshire Advertiser*, March 14th, 1863.

PENINSULAR & ORIENTAL SCHOOLS

The principal officials of the Peninsular & Oriental Company resident in Southampton gratified the public this day with one of the most pleasing and gratifying sights ever witnessed in the town. The Company's new schools (recently fully described in the *Advertiser*) being completed, the royal Wedding Day was fixed upon for opening them, and the children were taken round the town in procession, which was of the following character. The children, about six hundred in number, formed into marching order in front of the Company's new schools at about 1 o'clock, the column being preceded and followed by four sailors bearing the new school banners, Union Jacks and Danish flags, following the band which marched in front. The column extended from the new schools along Albert Road, opposite Ransome's Terrace, towards Canute Road. After the above children, who were on foot, came two hundred of the infants' schools in vans and omnibuses, kindly provided to enable those who, from their tender years, would otherwise been unable to attend to take part in the proceedings. They were entrusted to the care of several of the widows of the linen and upholstery rooms. The crews of the ships in port, excepting those portions of them required on duty on board their respective ships marched, two abreast, after the vans and omnibuses in the following order, viz:—*Ceylon, Poonah, Valetta, Indus*, and super-

numeraries, each crew being in charge of two junior officers. The whole of the men were clothed in clean blue dress, the seamen and firemen having the names of their ship on their frocks and hats. Next to these came the mechanics and labourers, dressed in their Sunday clothes, and marching two abreast. The Superintendents, Heads of Departments, Commanders and other officers followed in carriages in the rear of the procession, each carriage being drawn by four greys. A boatswain, quartermaster or steady seaman, sat on the box seat of each carriage, carrying a flag. The Union Jack and Danish flags were displayed on the box seat of the leading carriage. The route taken by the procession was Albert Street, Chapel Road, St. Mary's Street, St. Andrew's Road, Brunswick Terrace, Brunswick Place, High Street, Platform Road, Canute Road, Albert Road to the new schools where the women and children sat down to tea. The crews of the *Ceylon* and *Poonah* returned to their ships and the procession, which was of an imposing and impressive character, terminated.

★ ★ ★

(*Editorial note: We recommend this idea for our new premises when they are ready. It would make a wonderful sight especially with the P.R.O. riding ahead on a milk-white steed.*)



Pictured above are, left to right, Geoffrey L. R. Maidment, *W. Australia*; Henry Burbury, *Tasmania*; Fay D. Taylor, *Queensland*; Sir Donald Anderson, Chairman of P & O S.N. Co.; Eric J. Crowe, *New South Wales*; Alan T. Heard, *Victoria*; and John A. Lienert, *S. Australia*.

Australian Young Farmers

The 1963 winners of the P & O *Canberra* award for the best young farmer in each Australian State, arrived in England on 19th February, 1963. On the 21st a reception and lunch was held in our board room offering an opportunity of meeting them.

In an amusing speech on introduction the Chairman, Sir Donald Anderson, apologised for our winter which had held up farming for several weeks. Mr. Burbury of Tasmania replied on behalf of his fellow farmers.

The usual comprehensive tour of these islands has been arranged in conjunction with the Young Farmers' Clubs of England, Scotland and Northern Ireland. The tour should last until August when they are due to return in *Oriana* on the 13th of that month.



Badges of Rank

Now that all the officers and leading hands of P & O and Orient fleets are fully "integrated", it is obviously desirable that all should wear the same uniform. It has, therefore, been decided that the P & O badges of rank should be adopted throughout the P & O-Orient fleet.

It is proposed that the changes should take effect during the turnrounds before the following sailings from U.K.:—

<i>Oriana</i>	...	12th February
<i>Orion</i>	...	28th February
<i>Oronsay</i>	...	16th March
<i>Orsova</i>	...	1st April
<i>Orcades</i>	...	11th April

Many will, of course, be sad to see the old Orient badges disappear, but all will recognise the necessity, with a full integration, of adopting this course.

We Hear That

Pensioners' Reunion Lunch

The Management have decided the Annual Reunion Lunch for retired staff will be held this year on board *Iberia* at Tilbury Dock on Thursday, 16th May.



The following application was recently received.

"Could you please tell me the qualifications you require for your lady pursuers"!

This enquiry caused much searching throughout the office as to the necessary qualifications. One lady opined that "he would have to be a good runner"; another thought that "he should have to find out our trade secrets for himself".

In our editorial opinion it's no use running on board ship—where can you run to after all?



Chusan's Maiden Voyage to Australia

Chusan will make her first voyage to Australia in July. Just 110 years ago her graceful 699-ton barque-rigged namesake made history when she opened the first regular mail service to Australia.

Commenting on the decision to include Australia in the *Chusan's* itinerary, the late Mr. Millar, a Director said: "*Chusan* has proved an extremely popular ship with all who have travelled in her, whether in the Far Eastern trade where she has mainly been employed, or during the summer season when she has carried thousands of British holidaymakers on cruises to the Mediterranean and Atlantic. We thought it was time we introduced her to a wider public. On arrival in Australia she will be undertaking a three-week cruise, and we know that out there also cruising passengers will call her 'the happy ship'."

Built in 1949, *Chusan* was the world's first large liner to be fitted with anti-roll stabilisers—since adopted as standard equipment for big passenger vessels. In 1960 she underwent a major refit at the Belfast yard of Harland and Wolff Ltd., during which she was fully air-conditioned.



Training for Junior Ratings Ships in the Fleet have now commenced a training programme for Junior Ratings, Deck and Catering Boys, and the picture above, shows Deck and Catering Boys on "Oronsay" enjoying their early morning exercises.



A letter was recently received from behind the iron curtain rather touchingly addressed

LONDON—HARBOUR—PORT—GREAT BRITAIN

"Dear unknown postman! I beg you to give this letter to a captain, officer or a seaman of a sea-going ship. If it is impossible send me back this letter. Thanks, dear friend."

The letter read "Dear unknown captain or seaman-officer. I am a Hungarian young man, living in capital of Hungary, Budapest. I should like to be a seaman but of course, after certain experience at sea to become a officer or perhaps a captain. From spring I shall work on a ship of the Danube—Sea Navigation. I impatiently wait for the spring. We could change letters about ships, seaman work, geography &c. We could however to get an acquaintance by person—who knows? I should be very glad at your letter. Write me about you, about your ship. For what harbour is your ship bound? Is she bound perhaps for China, Japan or India? What did you see on the world? Have you wife, children? Are you alone? Write me and we shall however meet by person. I hope; I am sure. With love and expecting of your letter."

Giving his address he adds—"Send me letters or post-cards from different places of the world. I believe you shall do it. I trust on you. There will be disappointment for you—I am a seaman too."



What chance does a young man in a communist country have of seeing the world? We have his address if anyone likes to write.

Pandor Dramatic Society

The Production which the Dramatic Society will be putting on in May is to be "Holiday for Simon", by Alfred Shaughnessy. This will be played at the Chanticleer Theatre, South Kensington, on the nights of 8th, 9th and 10th May.

The cast chosen to play the respective parts is as follows:

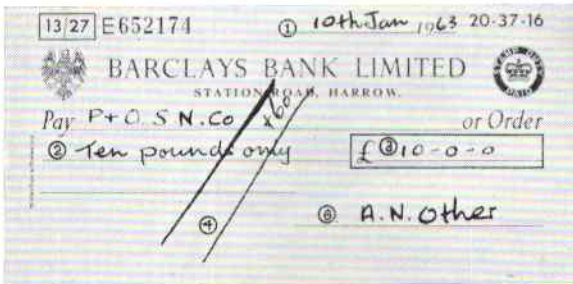
<i>Clare de Vernay</i> ...	...	Helena Cole
<i>Simon Dale-Adams</i> ...	...	Nigel Farnham
<i>Angela Dale-Adams</i> ...	...	Jackie Hoadley
<i>Alexis Mouranoff</i> ...	...	Anthony Robinson
<i>Charles Latimer</i> ...	...	Denis Griffin
<i>Nicole Cardet</i> ...	...	Jacky Spencer

The Producer will be Derek Edwards, and the Stage Manager will be Denis Pedder. Also assisting behind the scenes will be Geoffrey Chipping, Pat Shaw and Jill Faraday.

Rehearsals for this production will be held on Tuesday and Thursday evenings at 6 p.m., the first of which will be on Tuesday, 5th March in the Large Board Room at 122 Leadenhall Street.

BANK ACCOUNTS

All sea-going Officers are now required to have Bank Accounts, and many have only recently opened theirs; for the guidance of these "new bankers" the correct method of writing out a cheque is shown below.



Notes:

1. Enter the right year!
2. Write the amount starting close to the margin and use the word "only" if no shillings and pence. Sign any alteration made on the cheque.
3. Put the first figure close to the £ sign.
4. Cross the cheque "& Co." if you use open cheques.
5. Fill in the counterfoil and keep a record of your account on the back or in the space provided.
6. Always sign the cheque with the same signature as the one you gave the bank when you opened your account.

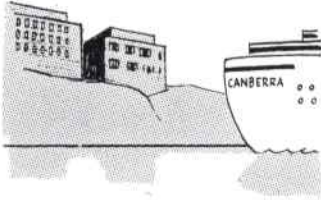
And remember—don't leave your cheque book lying about and *don't* overdraw.

When Flight-Lt. Gunton (R.A.A.F.) left for Australia in 'Himalaya' a fly-past was arranged by his old squadron (No. 201). We are indebted to Squadron Leader S. Hatton, R.A.F. for this attractive picture taken on that occasion.



DAILY MAIL

7/1/63



*Well, it's your own fault
for insisting that we go
on by sea.*



"I HEAR, FILIPPO, IT WAS THE ONLY WAY THEY COULD PERSUADE THOSE NOTINGOUS PASSENGERS TO GO BY AIR!"

A dearth of news over the particular week-end meant that *Canberra's* mishap held the headlines for several days. Things happened so quickly that many reporters were in Malta before our own team arrived from London and some rather sensational copy was sent back to London, particularly about the activities of the alleged "sit-down strikers" among the passengers. On the whole though, we were treated most fairly by our friends in the press, and a grain of humour in a very hard week was contained in the cartoons, some of which we reproduce here. The originals of each of these have been given to us and will be hung in *Canberra* when she is restored to service. On his own cartoon Carl Giles touchingly wrote "With deepest sympathy".



"I'm afraid we don't supply a do-it-yourself-get-you-home-air-craft with this one, Sir. Only with the larger models".

ABOUT RETIREMENT

I attended a few months ago a course at the City Literary Institute on "Preparation for Retirement". There were about thirty people from large companies taking the course; a few had retired, whilst most of them were to retire within the next year or so.

The course was experimental but I found it most interesting. I now know some of the things to expect when I retire. For instance, I shall cease to be a lodger at home and my wife will have to abandon the routine that she has built up over many years. This will require patience and understanding on my part. I shall miss the daily contacts in the office and we were told that even the most irritating office boy will be missed and before long we will be saying that he was not a bad kid after all! It is obvious that if one does not deal with this situation early, retirement can become extremely lonely.

The Institute arranged for specialist speakers on a wide range of subjects and I learnt much from talking to the others taking the course.

One speaker was from the Ministry of National Insurance who said that about five per cent of those now becoming entitled to the National Retirement pension do not receive the full pension, because they do not satisfy the minimum requirement of an average contribution rate of fifty per annum. He strongly advised everyone to ask his or her local office of the Ministry about five years before retirement to check his or her contribution rate; if the lower average is due, or partly due, to no contributions having been paid during 1947-48, it is now possible to pay these up and so increase the average contribution rate and the corresponding retirement pension.

In the case of retirement, even if voluntary, before age 65 (man) or 60 (woman) there appears to be a right to claim unemployment benefit; but much depends on the officer in charge of the local office.

By R. S. Moore, A.C.I.S.

A doctor speaking on health during retirement said that one should keep active physically and mentally and avoid overweight. Eight hours in bed (not necessarily sleeping all the time) out of 24 is enough for anyone who is not ill.

There was an interesting lecture on the changes in the structure of society in this country over the last hundred years. In 1860 there was an average of 16 children per marriage, in 1900, 5 children and in 1930 the average had dropped to 2.2 per marriage. From these figures it is quite obvious that in 1860 the family could well look after its own sick and aged; but today two children can rarely look after two aged parents, so that the community at large must assume responsibility for the sick and aged.

The general idea seems to be that if one wishes to make old bones one must keep active mentally and physically and avenues for voluntary work were explored. The chances of obtaining paid employment are almost 'nil' even if registered as unemployed and receiving unemployment benefit.

For those who prefer not to take on voluntary work we were given a sample of painting and another lecturer tried to interest us in poetry; both with some success. Later on music and gardening were dealt with.

Similar courses are being started all over the country and it will be interesting to see the ultimate pattern. I think that the subject of housing needed more attention. It was quite surprising to find that so many cannot be bothered to set about buying a house and when the time comes to retire the rent becomes a real burden. To own a home one must start not later than ten years before retirement. It is no use taking out an endowment insurance because when it matures the probability is that the money will be insufficient.

I did not hear of one who did not enjoy the course; but I think some of its success was due to meeting others about to retire and learning about their personal difficulties and opinions.

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The courtyard was formerly that of an ancient inn, once the King's Head Tavern and later in 1732 the King's Arms whence started the Romford and Colchester coaches.

“122”

We thought our readers would like a farewell glimpse of the familiar sights of '122' before demolition takes place. The next edition of 'About Ourselves' will probably come from temporary premises at Beaufort House.



The Freight Department on the ground floor faces the courtyard. At these desks have sat some of the greatest authorities on cargo carrying! (or so they said).



The Chairman's Room on the first floor. Some of the famous names in British Shipping have directed the P & O from this room.



The Museum and Library is in the basement and is a comparatively recent development. It is hoped that another one will be incorporated in the new building.



The handsome main staircase leads to the Board-rooms on the first floor.



The Large Boardroom where once the Annual Stockholders' Meeting was held. Portraits of former Chairmen and Directors adorn the walls.



The Small Boardroom.

P & O

LECTURE SERVICE

It is probably not generally known that P & O have, as one of its Public Relations activities, a team of speakers ready, at short notice if necessary, to go out and address Rotary Clubs, Round Tables, Young Conservative Associations, Women's Institutes, Townswomen's Guilds, Young Farmers' Clubs, etc. These talks, which cover such subjects as the History and Development of the P & O Group, the Organisation of a Modern Passenger Liner, and the Story of Cruising, can be supported by 16 mm. sound films selected from a variety of subjects relating to P & O-Orient Lines, and have proved to be extremely popular throughout London and the home counties.

The current team of speakers, most of whom have been in it since the beginning, comprise Mr. G. D. Copeland, Head of Officers' Department; Mr. D. F. Griffin, Export Freight Convasser; Mr. L. E. O. Hermes, Head of Pay Department; Mr. A. P. Sherwood, Head of Secretary's Department; Mr. B. E. Redrup, also of Secretary's Department; and Mr. W. A. Williams, Head of Staff Department. There is, however, scope for additional members and any Departmental Head who knows of a promising young man who might benefit by lecture experience, and would, at the same time be likely to develop into a useful member of the Lecture Panel is invited to get into touch with Mr. Sherwood, who is responsible for the organisation of the Service. Any individual is, of course, free to make a direct approach if he (or she) is interested.

Many requests for talks have come from members of the staff, so if anyone is associated with an organisation who might be interested in a speaker from the Company would they please tell Mr. Sherwood or Mr. Thomas, the Public Relations Executive.

The Panel was formed in January, 1959, since when over 200 talks have been given to a total audience of about 10,000 people in all walks of life. Both as a sales medium of the Company's services and as a means of keeping the Company's flag flying in the Home Counties this lecture service is playing an important and effective part.

SEAFARERS' EDUCATION SERVICE

This poem, by Stephen Walker, a cadet in *Singapore*, won a top prize of £20 from the Seafarers' Education Service. Dr. Ronald Hope, Director of that service thought it "A charming piece of verse which can stand up against the famous original".

"To Robert Burns", by a mouse

on being turned up by his plough in her nest, November, 1785.

Great, sweatin', ploughin', human beastie,
Thou need na grieve within thy breastie!
Thou'st on'y disturbed me in my feastie,
An' it dinna matter!
I's laith to see thee turn sae pastie
O'er sae sma' a crittur.

Thou need na worry, man's dominion
Has na broken nature's union;
It's nae thy fault that thy plough's trunion
Has made me startle
At thee, my great, earth-born companion,
An' fellow mortal!

Thou'st wrecked a wee my summer-housie,
But that's nae harm to a wee bit mousie!
I's got anither that's twice as cozie,
A' snug an' warm—
An' there I'll thole the winter, doucie,
An' brave the storm.

*Stephen K. M. Walker, Cadet,
s.s. 'Singapore'.*

TRIDENT TANKERS LIMITED

On December 21st, the Company announced the formation of a wholly owned Group subsidiary company to be called Trident Tankers Ltd.

The Company will own and manage the four new tankers—three of 61,000 tons and one of 85,000 tons—orders for which have recently been announced. In due course it will manage not only these, but all the existing tankers of the Group. This development it is hoped will be gradually achieved, that is by the time the new ships are delivered in 1964/5.

Thus the accumulated experience of all the Group Companies will be centred on the new Company which will be the largest independent tanker fleet in the U.K.

Trident Tankers Ltd. will have its own administration, though it will use some of the Group Companies' Services.

The Board of Trident Tankers Ltd. will be as follows:—Chairman, Lord Geddes; Directors, K. M. Campbell, F. E. Harmer, A. B. Marshall (Managing), J. Mitchell, Capt. F. C. Murphy, R. M. Thwaites.

The Marine Superintendent is Captain Spon from the Nourse Line and Superintendent Engineer Mr. J. V. Downing from the New Zealand Shipping Co. Ltd.

Chairman's Statement on P&O GROUP TANKERS

When the P & O Board decided in 1955 to embark on the ownership of tankers, the Group managements considered at length whether the ships should be managed and operated as one fleet, or separately by the various Group Companies which owned them.

We decided on the latter course for two main reasons. The first was that it is stimulating for any organisation to face and overcome new problems, and good that this stimulus should be widely spread. Tankers were a new problem for all the Group Companies. The second was that tankers would offer an alternative form of seagoing service for Officers, and would be attractive at least to some.

The completion of our initial programme, which was modified to provide a smaller number of ships of larger average size, has itself made us as a Group the largest independent tanker owners in the U.K., and given us some experience. This has convinced us that the advantages of operating in this way have increasingly been outweighed by the disadvantages.

Our total of experience is not properly used when it is spread amongst several Companies. To some extent, each Company has to learn the same lessons by making the same mistakes. The cost of training and forming a reserve of Officers in each Company who understand tanker operation, and then releasing them back to other service and replacing them, has been considerable. Moreover, we must foresee the next period, when our present Charters, fixed at rates which are high by present standards, expire and are renewed on a substantially lower basis. We shall not succeed then unless we put operational efficiency as our most important objective, and this cannot be achieved without one centralised management and operating authority and one body of Officers, who are thinking of nothing except tankers, are acquiring the widest possible knowledge and experience of tanker operation, and can apply this throughout, from securing the business, through the building, to the last years of operation of each ship. This will not happen when four different Companies are involved, as at present, and when, within each of the operating Companies, tankers are secondary rather than the only consideration.

This would be so even with our present Group tanker fleet, which amounts to 15 vessels (one building). But

now that the Group Board has contracted to build four more tankers of large size, and so to make a big additional investment in this form of shipping, all these considerations are strengthened, and indeed the conclusion of the Texaco contract meant that we had to decide immediately how we were to handle it. The contract was negotiated and concluded centrally, and work began to flow at once. Contracts must be agreed with the builders, terms of the Charterparty must be fixed, and a continuous series of decisions has to be taken. These therefore must either be handled centrally or split amongst the Group.

We have therefore decided to change our method of handling Group tankers. A Company is being reformed. It will be called Trident Tankers Ltd., and it will be a wholly-owned Group subsidiary. It will own the new tankers to be built, and it will manage and operate, not only them, but before long all the existing tankers. It will have its own administration, although it will use some of the Group common services. In due course this Company will recruit its own seagoing personnel, as other Group Companies do, but it will begin by offering employment to suitable Officers in all Group Companies who wish to make tanker service their career.

Officers will only be sought initially from outside the Group insofar as there is an insufficient number of suitable Officers who wish to transfer from within. At

the outset, an Officer who transfers from his existing Company to Trident will have the right within the first 12 months to return, by arrangement, to his former Company, without loss of seniority, if he finds the change unsatisfactory. After the first 12 months of Trident Company's operation, any such reversion will cease to be a right, but will remain for a further period as a possibility.

It will take time to organise the Company for effective work, and the transfer to it of the management and operation of existing tankers, which will, of course, be phased, will not take place immediately. But it is intended that at least by the time the four new tankers are delivered in 1964/5 Trident will be the only Group Company operating tankers.

This will therefore be a 100% Group venture, to which we hope all the Companies with tanker experience will contribute from the start. Shore Staff as well as seagoing will be drawn from within the Group as far as possible, and our object is to build up a team quickly which will concentrate on this important and we hope growing part of our business.

We believe that the need for this reorganisation will be appreciated by all who know the tanker trade. As stated, we shall be by some way the largest independent tanker owner under the British flag. We aim to be the most efficient as well; and we think this is the best way to set about it.

THE TOUCH OF THE "MASTER"

The principal requirement
When commencing in retirement
Is a vehicle in which to drive around;
But a Captain, when retirin'
Can no longer blow a siren—
He must realise his wheels are on the ground.

As the siren can't be hooting
He will probably be tooting
Once—or twice—to show the way he means to
turn;
And the dogs will all be barking
When he's backing-out, or parking,
Giving "Three Blasts" every time he "goes
astern"!

He will need some education
In the shoreside navigation
If it's foggy down some narrow country lane;
If the sextant is forbidden
As the winter sun is hidden,
We may see him "taking soundings" down a
drain!

He will hate approaching headlights,
Though of course the green and red lights
Of the shipping never caused him any bother;
But his code needs re-arranging
When the traffic-lights are changing,
Showing port and starboard—one above the
other!

And he needn't think retiring
Is all washing-up and firing—
He will find there are a thousand things to do;
And like any sane land-lubber
He will speed on whirling rubber—
And he'll find the car will want "re-tyring", too.

From the trail of "golden oak-leaves"
And the ozone that his smoke leaves
They will trace him, should he ever "shoot the
red";
He'll be driving like a demon
When, instead of driving seamen,
He has time, at last, to drive himself instead!

J. H. GOUGH WILSON.

THE MALTA AIRLIFT

The passengers in *Canberra* on Friday, 4th January, were there for a variety of reasons: for a holiday, for their health, or because it was the pleasantest or cheapest means of travel. But they were united in one thing: they had chosen to go by sea and not by air. Therefore for a day or two after the accident, concern over what was to happen about their disrupted arrangements was very real. Because of the seriousness of the damage to *Canberra* it was obvious that the only way the greater part of the passengers could be got to their destinations or returned home was by a massive airlift in chartered aircraft. There was, of course, no ship available.

A great fund of goodwill was built up in the period immediately following the accident. The calm way in which all members of the crew went about their duties and their helpfulness, and not least the regular broadcasting of factual information, all made a deep impression on passengers. Perhaps one of the most comforting facts of all was the presence of *Stratheden* right from about 4 a.m. when the disaster occurred.

The damage to *Canberra* consisted of the destruction of the whole of the starboard side of the

main switchboard and of the ends of many of the main distribution cables. Thus, until temporary leads could be rigged, there were many areas of the ship in darkness, there was no ventilation, no power for the galley, and the ship was without power for main engines. As the day wore on, some very limited services were restored and both *Stratheden* and *Canberra* made ready for a tow. Fortunately, on Friday evening one engine was started and *Canberra* was able to reach Malta, 150 miles away, under her own power on Saturday morning, much earlier than had been expected. Here a generating craft was brought alongside with cables to distribute power direct to various sub-boards and conditions on board improved each day. Fortunately, the weather had been fine and warm and so it remained.

Passengers had been told that charter aircraft would be provided to take them to their destinations and it was then, while awaiting further information in Malta, that they began to get concerned with how comfortable these arrangements would be compared with the ship and also with the fact that they would get to their destination two weeks

The 'Canberra' in Malta



earlier than expected and this would involve them in unexpected expense. Meanwhile, a team from London was on its way and when the members arrived on board in the early hours of Sunday morning they were able to hear from the senior Officers the problems that were worrying the passengers most. These were dealt with so far as possible in a broadcast to passengers later that morning. The first task was to get organised those passengers who would go in the first few aircraft and then it was possible to discuss passengers' personal problems with them. The position was then accepted by the majority and those who remained most vocal did not represent a great number.

The airlift was organised for us by B.U.A. from Gatwick with great difficulty at a time when weather conditions had already put other charter flights behind schedule. It was no mean task, in the course of a week, to collect 14 large aircraft and despatch them, mainly to Australia and New Zealand.

The Rotterdam-Lloyd ship *Willem Ruys* put into Malta and lifted 120 passengers, others flew to Rome and on to Australia by scheduled air services, others crossed to Palermo or Naples by Ferry and then by train home. But about 1700 left in our chartered aircraft.

Woodarra was put into Malta especially to lift the baggage, mails and motor cars. She arrived shortly before *Canberra* sailed and the great majority of these items were already waiting in lighters to be loaded.

Many were involved in the operation: men from the West End, from the Baggage and Cargo Departments, and then all those whose help was essential in Malta—Cable and Wireless, the Department of Civil Aviation, the representative of the Department of Immigration in Canberra, the Customs, Immigration, Police and many others. All played their part. By no means least, of course, Captain Hill and his whole ship's company. After the anxieties and difficulties of the accident and the next day they had 10 days of upheaval and hard work in Malta before they put to sea for Belfast, only to meet a 60 knot gale on the way. Their contribution was everything one would expect it to be. Coming home the ship carried 46 passengers—the last remainder of hundreds who had in the early stages proclaimed that they were unfit to fly.

From a great many letters we have received and from personal messages there can be no doubt that very little goodwill has been lost among the passengers. They feel the Company did well in difficult circumstances. They have said they will travel P & O again and they hope it will be in *Canberra*.

F.I.G



Commodore L. A. Hill, D.S.C., R.D., R.N.R.

Personal News

APPOINTMENTS

P & O BOARD OF DIRECTORS

Mr. FORD IRVINE GEDDES, M.B.E., has been appointed a Managing Director of the P & O S.N. Company.

The Rt. Hon. JOHN SCOTT MACLAY, C.H., C.M.G., M.P. has been re-elected to the Board of Directors. He had resigned in October, 1956 on being appointed a member of H.M. Government.

COMMODORE

Captain L. A. HILL, now commanding *Canberra*, has been appointed the first Commodore of the combined P & O and Orient fleets. The new Commodore came to the P & O in May, 1924, via Pangbourne Nautical College, as 4th Officer of *Sardinia*.

His war time duties included dangerous but successful experimental work in dealing with enemy mines, a task that earned him a D.S.C. in June, 1940. He returned to P & O in 1948 as First Officer of *Ranchi*. In December 1952 he was promoted to Captain R.N.R. and the next year found him commanding *Pinjarra*.

MEDICAL SUPERINTENDENT

Dr. J. H. L. NEWNHAM, M.B., B.S., L.R.C.P., M.R.C.S., at present Surgeon of *Canberra* has been selected as Medical Superintendent. He expected to take over the duties from Dr. L. J. Corbett on March 11th.





The Wedding of Mr. D. C. Blurton and Miss B. E. Godfrey



The Wedding of Mr. S. W. Townsend and Miss W. A. Loxley

TRANSFERS

Following the departure of Mr. BOTT and Mr. SERVAES, Mr. J. G. DAVIS, Assistant Manager, P & O-Orient Lines Passenger Services Ltd., was, on January 1st

transferred to P & O-Orient Management Ltd. His new duties are mainly on the Freight side but he is maintaining overall responsibility for the Public Relations Department and P.R. policy.

Mr. R. A. PETERS, Cadet Training Officer becomes assistant to Mr. COPELAND, Officers' Section of Marine Dept. but is to continue with his Cadet duties.

Mr. G. W. GORDON, who is presently in charge of the Accounts Department at the West End will transfer to the Pensions Department on Monday, 17th December.

To take his place Mr. F. H. A. PENNEY will assume charge of Accounts Department West End from that date.

On the 10th December Mr. G. E. H. O. HILL, at present in charge of the Agency Section of City Accounts, will transfer to West End Accounts to take over Mr. Penney's present duties and will in future act as Mr. Penney's deputy.

Mr. R. E. HARRISS will succeed Mr. HILL in charge of the Agency Section of City Office Accounts Department.



MARRIAGES

Our best wishes go to—

Mr. D. C. BLURTON, Deputy Purser *Arcadia*, on his marriage to Miss B. F. GODFREY on 16th January at Christchurch, Gosford, Australia.

Mr. STEPHEN W. TOWNSEND, Chief Officer ex *Maloja* on his marriage to Miss WENDY A. LOXLEY, at Pershore Abbey, Worcestershire on 24th November, 1962.

Mr. CLIVE BENNETT, formerly Senior Purser of the Company, on his marriage to Miss TREANIA SMITH, of

Sydney on 27th December, 1962. His many friends will be interested to learn of his decision to settle in Australia, land of his birth.

Dr. KENNETH VASSALL CALDER and Mrs. BERYL PEGGY AILEEN HAIG-HADDOW on their wedding in London on 17th November last. The groom was Assistant Surgeon on *Canberra's* maiden voyage and the bride has been hostess in *Chusan*, *Arcadia*, *Canberra* and *Himalaya*.



ENGAGEMENTS

We congratulate—

Mr. PATRICK SUTCLIFFE, Assistant Purser, on his engagement to Miss JOSEF WINTER of Conisborough, Yorkshire.

Miss ANGELA COLLINS, Engineers' Department, on her engagement to Mr. R. S. LELLOW, formerly of O & M Department.

Miss F. REEVE, City Accounts, on her engagement to Mr. T. W. MILLSON of Walworth.

Senior 2nd Officer R. ELLINGHAM on his engagement to Miss JUNE FOSTER of Kilcare, Sydney. They plan to marry in Sydney on November 2nd next.

Miss ANN WALMSLEY on her engagement to Mr. MARTIN SEXTON of Pinner, Mdx.



BIRTHS

Our congratulations to—

Mr. C. E. DAVIS, Purser, and his wife, on the birth of a son, Ramsey Charles Maclean Davis on 26th November at Broxburn, West Lothian, Scotland.

Mr. J. D. E. HAMILTON, Chief Accountant's Department, and his wife WENDY, on the birth of a son, David Nicholas, on 12th December, 1962.

Mr. DAVID MILLS, 2nd Radio Officer, and Mrs. MILLS on the birth of a son, Stuart David, on 7th December, 1962.

Lt.-Cdr. and Mrs. SCOTT MASSON on the birth of a son, 18th February, 1963.



RETIREMENTS

We wish many years of happy retirement to—

Commodore G. A. Wild

A nautical career spanning 40 years ended on December 16th when, for the last time, Commodore G. A. Wild brought *Canberra* alongside berth 105 at Southampton.

Geoffrey Alan Wild was born at Bolton, Lancashire, in February, 1904. The son of a Lancashire clergyman, he was educated at St. Bees School, Cumberland, before being enrolled in January, 1918, at the Nautical College,



A presentation to Commodore Wild on board 'Canberra'

Pangbourne. After two years at the College, he spent 12 months on the barquentine *St. George*, and finished his apprenticeship with two years in the New Zealand Shipping Co. Ltd.

In April, 1923, Commodore Wild joined the P & O Company as Fourth Officer of the *Novara*. Promotion early in his career was rapid; by 1928 he was Second Officer in *Nankin* and the following year obtained his Master's Certificate.

Commodore Wild served throughout the war in troopships—starting in *Viceroy of India*, and later in *Strathnaver* on her long voyages around the Cape to Suez carrying Eighth Army personnel.

For two years he served in the 45,000-ton *Ile de France*, which was for some years managed by P & O for the Ministry of War Transport. Later, as Chief Officer of *Chitral*, he took part in Mediterranean and Malayan landings. He was also in *Chitral* when she brought home the released British prisoners of war from Rangoon.

In 1949, Wild was appointed Staff Captain of *Stratheden*, and, the following year, served in the same capacity in the newly completed *Chusan*. His first regular command came in 1951 when he was appointed to *Shillong*, where he remained for four years.

After relieving voyages as Captain of *Iberia* and *Strathnaver*, he flew to Cape Town in 1957 to take regular command of *Canton*. His subsequent commands have included *Corfu*, *Chusan*, *Strathaird*, *Arcadia* and *Himalaya*.

In December, 1960, he flew home from Australia to stand by *Canberra*, then under construction at the Belfast yard of Harland and Wolff Ltd. On June 1st, 1961, the day before *Canberra* sailed on her maiden voyage to Australia, he was appointed Commodore of the P & O fleet.

Commodore Wild, whose home is at Eastbourne, Sussex, was married in 1932 to the sister of Mr. A. R. C. Bickell, a P & O purser at that time. His best man, Mr. L. S. Warren, sailed with him as Purser of *Canberra* on her maiden voyage. Mr. Warren is at present in *Iberia* and is Senior Purser of the fleet.

The New Year's Honours award of C.B.E. has provided a fitting climax to a noteworthy career.

L. S. YOUNG, Head of the Pay Department retired on 23rd February, 1963, after a long and varied career. He started his business life as an accountant in 1914 but in 1917 he went into the army and was soon serving in France.

After the war he went to Paris still on accountancy work and found himself handling accounts for the P & O Paris office; his transference to P & O in 1926 came naturally therefore.

In November 1928, he was sent to Catto Docherty & Co. in Cairo and he served in the Passage Department there until 1933 when he came back to London. Then he went to the Paris office again under F. C. Corin until war broke out in 1939. After a spell of army service with the Ordnance Corps as Liaison Officer he was sent to the Middle East. In 1944 he found himself in Italy whence he came home in 1945 for demobilisation.

In 1945 he came back to P & O again in Pursers' Cash Department, with Freight Department 1947-49 and in 1955 became head of Pursers' Cash department, now the Pay Department. He took his A.C.I.S. exams in 1948 and passed at the age of fifty, no mean feat, taking the French Prize also.

He is succeeded in the Pay Department by his deputy Mr. L. E. O. HERMES, A.C.I.S.

Miss C. E. STRATTON retired on 31st January this year after 33 years' service. During that time she had served in the Repairs, Accounts and Pay Departments. Her very able performances in the Dramatic Society will be surely missed.

Mr. J. G. MILTON, Orient Line First Barkeeper, retired on pension last December. His last ship was *Orcades*.

Mr. D. PARKER, P & O Yeoman of Mails, retired on pension on January 1st. He had joined the Company in 1922.

Mrs. L. MORTIMER, P & O Stewardess, retired on pension on 1st January, 1963. She had been with the Company since 1922 and her last ship was *Canton*.

Mr. H. T. CHAPMAN, Fire Patrolman at Tilbury, who retired through ill health. He had joined the Company in 1955.

Mr. G. S. B. COLLARD, Officers' Department, who retired through ill health. We wish him a complete recovery from his troubles with many comfortable years ahead of him. He was a 'Worcester' Cadet and came to P & O in 1926 as Fourth Officer in *Chitral*. As his eyesight was not up to standard he transferred to the Pursers' side in 1932, becoming Purser in due course. As an R.N.R. Officer he saw war service but in 1945 indifferent health caused him to leave the sea to join the Pursers' Department; subsequently until his retirement he had been deputy to Mr. Copeland in the Officers' Department.

Mr. J. WILKINSON, Engineer's Dept., formerly Winchman at King George V Dock. Joined 22nd March, 1950, retired 18th December, 1962.

Mr. W. H. MUTTER, Clerk/Winchman at Tilbury, through ill-health.

Mr. J. M. ROSS, Shipwright-Overseer, Tilbury, has also had to retire through ill-health.

Miss J. E. CHAPPEL will we learn, retire in April after more than 43 years' service for a considerable part of which she has acted as Secretary to various members of the Management, notably Mr. M. M. Millar until his death.

Mr. W. MURRAY, B.E.M., Carpenter. Joined P & O December, 1923 and was awarded B.E.M. during War. He served as Carpenter of *Strathmore* continuously from December, 1945 until retirement.

Mr. S. H. BUDDEN, Carpenter. Joined P & O November, 1926 and retired on Feb. 11th. Was Carpenter of *Chusan* continuously from June, 1953 until September, 1962.

Mr. F. W. DENHAM, Carpenter. Joined P & O March, 1927 and retires with effect 18th April, 1963.

Mr. W. E. FRIEND, Carpenter, who joined P & O October, 1924. Stood by *Himalaya* at Builders in 1949 and served in her until appointed to *Canberra* at shipyard in March, 1960. He retired on 22nd January, 1963 from *Canberra*.

Mr. A. P. GOBBI, Acting Chef, 24-11-49—30-1-62.

Mr. T. F. DOODY, Boatswain, 12-9-17—7-12-62.

Mr. A. J. C. OWERS, 2nd Steward, 19-8-48—19-2-63.

Mr. C. T. H. JOHNSON, Baker, 25-5-42—23-2-63.



RESIGNATIONS

Mr. A. E. BURNETT, Lift Man at Head Office, resigned on 17th February after being with us since August, 1960.

Mrs. NORRIS (née Casselton) after 14 years as Stenographer at West End, on birth of a daughter, Sandra, 3rd January, 1963.

Miss ANNE HILLIER on 22nd February after eleven years' service. She is to marry Mr. Roger Powell in June.

OBITUARY

We regret to record the deaths of:—



Mr. M. M. Millar

Mr. Malcolm Millar

We were all shocked at the sudden death of Malcolm MILLAR on Thursday, 17th January. At the time, the Chairman wrote:—

"Some people are more impressive from a distance than from near by. Not so Malcolm Millar. His grand frame and head were well known, his unselfishness and thought for others were evident, to a wide circle in the shipping industry at home and abroad.

"But to us who worked with him daily, his massive physique was the fitting frame for his great spirit, which ignored physical disability, which sought always for a way to help others rather than himself, and which spurred him on to work until the work was done.

"Malcolm's marriage was blessed and deeply happy. His family was the centre of his life. Knowing our own sense of loss, we think now of theirs."

This tribute embodies what we all felt.

For many years Malcolm had not been a fit man yet, so expertly did he make light of his illness, few were aware of it. Perhaps what we shall all remember him for most were his light-heartedness, his humour, his charm, but, perhaps more than any other thing, his humanity and "approachableness". He always had a word for everyone and had the knack, denied to all but the very few, of making everyone, however humble, feel important. Many of us experienced his hospitality and it was only fitting as one who had taken such an interest in staff affairs, that he should become the first Chairman of the Pandor Club.

All the above makes no mention of his business skill and his tremendous value to the Company but in this his achievements speak for themselves. Our offices in North America particularly, but also elsewhere around the world, will miss him. He was always greatly involved in the Pacific Service through its various stages of Orient and Pacific Lines to its present form. His loss to the personnel in our offices on the West Coast of North America is irreparable.—*J.G.D.*

To emphasize this, Warren Titus, the President of P & O-Orient Lines Inc., writes:

"I find that an invitation to say a few words about Malcolm Millar produces mixed emotions. In the first instance gratitude that I should be offered the opportunity and in the second, frustration because of my inability to express adequately my feelings.

One is indeed fortunate if, during one's lifetime you are able to count amongst your friends a man with Malcolm's qualities and mere words cannot describe the sense of loss when such a friend dies.

In his brief visits here, he made a deep and lasting impression, which I think can best be summed up by a comment made by one of the staff: 'he made you feel that you were a part of the organisation and that he was deeply interested in what you had to say and offer.'

Born in 1907 at Ayr in Scotland he was educated at Warriston, Dumfriesshire and at Loretto, Musselburgh.

In 1926, Mr. Millar went into shipping with the Glasgow firm of Roxburgh Colin Scott. In 1928, he went to Malaya to join the firm of Mansfield and Company, Managers of the Straits Steamship Company, a local coastal line, and Agents for Alfred Holt and Company and other overseas lines.

On the outbreak of war in 1939, he enlisted and was commissioned in the First Battalion Straits Volunteer Forces. After the invasion of Malaya he was detached from his battalion to operate civilian flying boats for the R.A.F. from Java, where they played a large part in the evacuation of military staff as well as civilians. Shortly before the surrender of Java, Mr. Millar was flown to Australia by the United States Air Force.

After being posted to the Middle East in 1942 he was invalided to the United Kingdom and, in 1943, joined the Sea Transport Division of the Ministry of War Transport where he was engaged in trooping.

In 1945, Mr. Millar took over an office in London to assist in the rehabilitation of the Straits Steamship Company's services abroad. In 1946, he joined the P & O Company as Passenger Manager, and became General Manager in 1950. He was appointed to the Board as a Director on 11th February, 1959.

He became Chairman of the Far East Passenger Conference in 1947, a position which he held until his death. He was also Chairman of the Interchange Lines, a body of 24 Lines who co-operate to offer interchange facilities over their routes for the convenience of travellers.

Mr. Millar was on the Council of the Chamber of Shipping and the Executive Council of the Shipping Federation. He also served on the Honorary Committee of Management of the training ship *Worcester*.



Mr. F. J. HALLETT, Chairman of the Strick Line and a Director of P & O died on 25th December; he had been

on the P & O Board since 1955.

Captain W. L. POPE, R.D., R.N.R. who died on 12th December. Born in 1886, he joined the Company in March, 1907, his last command being *Comorin*.

Captain F. R. SPURR died on December 17th. He joined the Company in November, 1912 and retired in March, 1952.

Captain A. H. HIGNETT died on 26th December, 1962. Born in 1874 he joined the P & O in December, 1895, but had previously served in the training ship *Thomas Stephons* and then in a tramp steamer as A.B. In the first world war he saw naval service, becoming Lt. Cmdr. R.N.R. His first command was *Padua* and his last *Ranchi* in 1934, in which year he retired on pension.

Chief Engineer J. S. PRINGLE died in December. He was born in 1895, joining the P & O in June, 1919. He retired as Chief Engineer in January, 1955.

Chief Engineer Alexander MANSON died on 12th January, 1963 in Sydney. Born in 1887 he joined the Orient Line on 1st September, 1911. He was promoted to Chief Engineer on 1st February, 1941 and retired on 29th September, 1951.

Mr. Duncan MACPHERSON died on 9th January and will be remembered in the Passage Department of the old Branch Line and later in the City Passage Dept. Born in 1894 he joined the Company in March, 1914 and retired 31st May, 1959.

Mr. A. MACBETH, Senior Chief Radio Officer, died on 26th December, 1962 after, unfortunately, only a short retirement (18th June, 1961). Born in 1895 he had been 29 years with the P & O. He had been Senior Chief Radio Officer during the commissioning trials of *Carthage*, *Eitrick*, *Chusan* and *Arcadia*.

Mr. R. J. PRESTON, Shipwright, died on 26th January, having retired on 1st February, 1962 owing to ill health. Born in 1906 he joined the Orient Line and then P & O Orient and on retirement had completed 37 years' service.

Mr. L. C. RUMSEY, Stocktaker in the Superintendent Purser's Department, died on 27th December. He joined the sea staff in 1938 becoming Chief Steward in April, 1958; in May, 1960 he was appointed to the Shore Staff.

Mr. William CONNERTY, Chef, died on 13th December, 1962. Having joined the Company in 1938 he had retired in 1954.

Mr. James HADLEY, Boilermaker, died on 15th December. He was born in 1876 and joined the Company as long ago as 1898. He retired in October, 1945, having completed 47 years' service.

Mr. Alfred ROWDEN, Boatswain, born 1888 and who joined the Company in October, 1912. Retired 1945 and died February this year.

Mr. W. R. NORRIS who, having joined the Company in 1898 at the age of twenty-two, served in the Freight Department at the Docks throughout his career, died

on 24th January. His father had also served in the Freight Dept. at the docks and his son Mr. E. A. NORRIS, is now in the West End Office Accounts Department.



Our sea staff will be sorry to hear of the death, following on an operation of Captain H. A. STROWGER, select pilot for the P & O at Southampton. He was 63 years of age and had been our choice pilot since 1952.

He was also pilot for United States Lines and as such handled, many times, the 52,000-ton liner *United States*.

Many of our readers will be sorry to hear of the death of Mr. W. H. GORDON, formerly a managing director of Gray, Dawes & Co. Ltd. to which company he had given more than fifty years of service, retiring in 1956. His work brought him much into contact with the P & O where he made many friends.

Mr. KONDO of Kobe, whose death occurred in a road accident between Kobe and Osaka Docks in February, 1963. Many officers in the fleet will have known him well and have remarked on his personal charm and efficiency. The Kobe Ship Repair Company and our officers will miss a familiar figure on his motor scooter in and around the docks.

The late Mr. Kondo in the engine room of m.s. Sangola





PANDOR CLUB

SPORTS GROUND

At long last, thanks to considerable financial help from the management we have a share in a sports ground and will now be able to play home fixtures. We are to share the British & Commonwealth Sports Ground at Lee Green near Blackheath (Weigall St., S.E.12) with all its excellent facilities for cricket, football, netball and tennis (both hard and grass courts). There is also a large and modern brick-built pavilion with changing rooms, showers and a bar with space for dancing. Here we shall be able to hold socials and dances.

The annual subscription for Pandor Club members will be £1 per annum or 10/- when 18 years old or less.



FOOTBALL

Meantime other sports have continued. The annual Escombe, McGrath football match takes place on March 26th when we have hopes of winning for the third successive year. In the five-a-side competition our 'A' team finished third and our 'B' team last.



CRICKET

A challenge has been sent out by our club eleven against a team recruited from the Management and Heads of Departments on May 4th. Anyone qualified to play please contact Mr. Roche at Head Office.



SNOOKER

On 29th January we played a snooker match against the Maori Club and lost only by 5 frames to 7. We hear that Copland and Biggie played very well for our side.



GARDENING

The Horticultural Society continues to flourish and despite wintry conditions and the impossibility of even a little, modest digging, orders for seeds, bulbs and roses continue to pour in.

NETBALL

Our team has had quite a successful season so far being second in the London Shipping Netball League as well as being in the semi-final of the knock-out cup competition. A match against Escombe McGrath's Netball Team on 26th March is eagerly anticipated.



PANDOR DRAMATIC SOCIETY

"The Geese are getting fat"

Presented at the Guildhall School of Musical Drama on 18th and 19th December, 1962.

Cast

Clive Wyndham	...	NIGEL FARNHAM
Joyce Wyndham, his wife	...	MARGARET HENSTOCK
Pat Wyndham, his daughter	...	MARGARET BULL
Edward Pratt	...	GEORGE BRIDER
Greta Jorgenson	...	JACKIE HOADLEY
Sheila Pratt	...	JANE LESTER
Victor Wyndham, Clive's son	...	MICHAEL LONGHURST
Melvyn Pugh	...	RODNEY HYNE JONES
Bobby Cartwright	...	FRANK BUTT
Delia Moss	...	NORAH WHEELER
Dr. Nairn	...	DENIS GRIFFIN

The play directed by DEREK EDWARDS
and Stage Managed by ANTONY YATES

Few things can be more invidious than attempting to review a play in which a number of those taking part are friends of the critic. But apparently it is much harder to find an amateur reporter than it is players. And so, much against his better judgment, your correspondent was persuaded to undertake this task.

But it was not so difficult after all, for it is surely easier to comment on a highly successful production than on a failure and this was most certainly not the latter. Everyone must agree that they had an enjoyable evening and a more suitable play would be difficult to find. It was well within the capabilities of the cast and particularly appropriate to the time of the year. So the first bouquet goes to the selection committee whose job can be none too easy.

It cannot be untrue to say that a play is likely to succeed or fail on the expertise of its producer. Whoever invited Mr. Derek Edwards to take this on, must have been well pleased with the result. Obviously a great deal had gone into rehearsals, cues were picked up quickly—usually a failing of even the best amateurs and movement was neat and tidy. Furthermore, it was a pleasure to hear every word said without the help of the all too prevalent "mike".



The entire cast at the final curtain

Perhaps the first scene went too quietly and the tempo of the play got off a trifle slowly. This was reflected in the reaction of the audience on, at any rate, the first night. But once the cast had settled down, laughs came quickly and spontaneously. It was clear that every member of the Company was "with" the producer and this was a major contribution to the evening's success.

And so, to the Players. Eleven busy people gave up their time to entertain us and one hopes they got as much fun out of it as their audience.

In a modern Rugby football side there are usually two large and hefty chaps known as Lock Forwards. Their business is to bind the scrum together. While one would hesitate to say that either Margaret Henstock or Nigel Farnham, particularly the former, resembled these gentlemen in any way, they were in effect the Lock Forwards of their team and very well they held it together.

Ladies come first. Margaret Henstock as Joyce Wyndham was charming throughout. She made us truly feel that this was her house, her family and her friends. Sometimes one wondered if she was perhaps, a little too tolerant of her husband's revolt and a more acid note might have crept into her pleasant voice at appropriate moments. After all she had a good deal to cope with at the height of the house-keeping season. In the same way there might have been more bite in Nigel Farnham's sudden revolt. But as Clive Wyndham he had to contend with the part of a man much older than himself and this was carried off with a pleasant sense of humour and expression which came over easily and naturally. A Robert Morley would undoubtedly have been somewhat out of place in this gentle domestic comedy.

Full marks must be given to Jackie Hoadley as Greta Jorgenson, the Scandinavian siren in the plot. The part could have been so easily over-acted but never was. Her accent rarely if ever slipped and she was just as much a charmer to her audience as to the lucky men who fell for her in the play.

Character parts are always most rewarding and that of Melvyn Pugh, played by Rodney Hynes Jones, was no exception. But possibly it was also one of the most difficult. He was young for the part, handicapped for no apparent reason with a caricature of a make-up and saddled with a Welsh accent. He attacked all these problems with gusto and gave a surprisingly energetic and entertaining performance.

The structure of the play was such that the rest of the cast had little opportunity to show off their individual paces. It was largely a matter of good team work and balanced casting. Both were admirable and it would be invidious to try and single out anyone for special mention. All had their places in the plot and any one strong or selfish player would have ruined the balance.

It was a thoroughly sound supporting cast who knew and performed their parts well.

It goes without saying that there was the usual devoted band of camp followers behind the scenes, looking after props, sounding effects, selling tickets, accounting, prompting (rarely was it necessary), doing the hundred and one jobs that are so essential and obviously doing them efficiently.

In fact, the President of the Society himself aptly and succinctly summed up the whole performance. "A sound professional job", he said and what more could amateurs ask—particularly in such a demanding sphere as the stage.

So may the Dramatic Society look forward to more recruits, particularly of an older vintage, a prosperous season and "no paper in the house". All are well deserved.

For our part, we should note the dates, 8th, 9th and 10th May in our diaries and support the Dramatic Society whose energy and enthusiasm will undoubtedly entertain us once more every bit as well as in December, 1962.

CYCLOPS.

Letters to the Editor

Lymington,
101 Hurst Road,
Sidecup,
Kent,

2nd January, 1963.

Dear Sir,

I am writing to reply to the article in the No. 6 edition (Winter 1961/2) of the magazine in which Mr. Gibb, Patonga, claims the longest voyage of a P & O ship.

Enclosed are the statistics for the *Perim's* last voyage, which I feel certain is the longest voyage, both in time and distance, of any P & O Cargo ship since the end of the last war. I state cargo ships as I feel that the tankers will have travelled greater distances, as we spent so much time in port, to be exact 5,420 hrs. 52 mins.

I hope you will be able to print these figures, as they will be of interest to the sea-going staff.

I am Sir,

Yours faithfully,

S. W. BAREFOOT,
Second Officer

s/s 'PERIM'

VOYAGE STATISTICS

Commencing London 16th May 1961

Completing London 15th Sept. 1962

From	G.T.U.W. hrs. mins.	Ods. Dist. miles	Av. Speed knots
London to Fremantle via U.S.A.	1112 00	16,723	15.02
Fremantle to Montreal	1049 06	15,856	15.11
Montreal to Fremantle	1001 12	15,242	15.22
Fremantle to Montreal	964 06	14,251	14.78
*Montreal to Brisbane	677 18	10,813	15.97
Brisbane to London	1047 49	15,895	15.17
TOTALS ...	5851 31	88,780	15.18
River Distances		5,103	
		93,883	

*This passage was made in ballast, with only one stop, this being to transit the Panama Canal.

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

18th December, 1962.

Dear Sir,

I have just received the Summer number of "About Ourselves." which as usual, I found most interesting, in particular the photographs taken at the last annual Staff Reunion on board *Arcadia*.

I have the Guest List, sent to me by my nephew Captain Mortleman-Lewis and realise it would be expecting too much for all present to be mentioned. However, may I suggest in future accounts of this annual function, that the names be given of any P & O Coy. pensioners who since the last Staff Reunion have "Crossed the Bar."

With reference to the last paragraph of the article "P & O did run Sailing Ships," I think the distinction of being the last P & O ship to use sail belongs to *Candia*, which, incidentally, was the first P & O vessel to have twin propellers! I was appointed 2nd Officer to *Candia* in June 1915, then under the command of Captain Peel, (Mr. Cornwall-Jones, Chief Officer) and during the voyage to Australia, via the Cape, we set staysails and trysails.

Although the sails may not have done much to augment the speed, undoubtedly they made conditions for us much more comfortable during the heavy weather encountered in the Southern Ocean.

The enclosed copy of a photograph, such as it is, I took from the bridge of *Candia* while under sail, may perhaps be of interest.

Yours faithfully,

F. J. MORTLEMAN.

PANDOR DRAMATIC SOCIETY

at the
CHANTICLEER THEATRE
8th, 9th and 10th May, 1963

"HOLIDAY for SIMON"

A play by
ALFRED SHAUGHNESSY

PROMOTION

Congratulations to Mr. R. H. SMITH, Junior Radio Officer, on his promotion to the rank of Acting Radio Officer, and to Mr. A. G. HINCH, Junior Radio Officer, on his promotion to the rank of Acting Radio Officer.



MARINE DEPARTMENT—Appointments

Congratulations to the following Deck and Engineer Officers who have obtained Ministry of Transport Certificates since our last issue.

MASTER'S CERTIFICATE

Second Officers M. J. RAVEN, A. D. IRONSIDE, C. R. SMYLIE.

FIRST MATE'S CERTIFICATE

Third Officers J. N. HEATHER, M. F. H. BLYTHE.
Fourth Officers D. A. RODGER, B. A. CORNELIUS, J. S. COGGINS.
The Company's Cadets J. B. KILNER, M. H. JULIAN, A. P. HODGES, N. M. ADAMSON have obtained their Second Mate's Certificate and joined as Fourth Officers.

FIRST CLASS STEAM CERTIFICATE

Second Engineers D. F. MOUNTFORT, I. F. G. BEARD, P. A. KIRTON, D. O. KING, C. G. HOWARTH, R. WILKINSON, G. HAMILTON.

FIRST CLASS COMBINED CERTIFICATE

Second Engineer C. T. M. BAUCHOP.

SECOND CLASS STEAM CERTIFICATE

Third Engineers A. M. CLARK, B. C. MUNRO, R. P. RILEY, D. W. PAGE, P. F. JUNIPER, P. I. HEDLEY, P. N. BROWNE, I. NASH, J. K. DEVELIN.



REPAIRS AND STORES SECTION at Plaistow

Since the last issue of our Magazine we have welcomed Mrs. CAROLE WAITE to our Staff.

The staff here recently had a busy day helping to clear up the effects of a flood which greeted us on our arrival on the morning of 17th January, 1963.

Water had flowed all night into the office from the adjoining toilet due to the freezing of an overflow pipe.

Fortunately we are on the top floor and whilst we were pleased to see the tide receding from our part of the building during the morning, we had some feelings for Green & Silley Weir in the office below.

Our only casualties were a few tablets of soap.



ACCOUNTS DEPARTMENT

NEW STAFF

Mr. F. N. HARVEY. Joined 31.12.62.
Mr. P. S. HERBERT. Joined 14.1.63.
Miss M. FALLON. Joined 18.2.63.

RESIGNATIONS

Mrs. Barbara WHITEHEAD on 1st February, 1963.

Visitors to and from Overseas

Mr. W. M. BATEMAN, Brisbane Manager, has been in this country on long service leave and was in the office for one week between 21st and 28th January when many people had the chance of making his acquaintance, having known him for years only as a name on paper.

Mr. R. A. GILL returned Sydney by *Oriana* February 12th after two years in West End Office.

Mr. A. G. BROMLEY, after 6 years with Sydney Office, has joined our West End Office for a year.

Mr. F. J. FERGUSON from Passage Department, Melbourne, arrived in this country on the 23rd December and will be attached to the West End Passage Department until May when he is due to return home.

On the 4th April, Mr. B. L. FRANCIS from Sydney arrives in *Orcades* and will be with us until August when he returns in *Oriana*.

Mr. R. D. KNIGHT, Shore Superintendent Bombay, is coming home on leave this year arriving in *Orcades* 4th April, returning in *Arcadia* sailing from London on the 21st August. While he is on leave Mr. P. A. HOLLISTER will act as Shore Superintendent in Bombay.

From Aden Mr. R. A. BLISS is coming home on leave this year and will arrive in *Orsova* arriving London 19th March.

Mr. L. D. CARR who has been in Hong Kong since 1960 is coming home on leave, due in this country in *Arcadia* 26th June and he will return to Hong Kong in *Cathay* sailing 19th October.

Mr. M. F. COSTER returned to reservations at West End Office after six months in Bombay.



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

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