



# About Ourselves

No 21  
August - 1966



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Cover (Outside): Double-banking at Southampton during the strike.

(inside): *Arcadia* arrives at Lisbon.

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## From the Chairman

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

Until recently Shipping tended to take more note of modern developments in ships than in selling the services that ships are built to offer. The expansion of P & O - Orient into North America brought us at the same time face to face with the need to sell our services in a new and different market and with American marketing techniques. We have undoubtedly learnt a lot as a result, and the marketing of the passenger ships is very different from what it was.

Marketing is more than just another name for selling. It includes finding out by research where there is a demand, and just what for; how to alter what we offer so as best to meet the demand; how to put up our product in the most suitable package (e.g. by working in with Travel Agents); how to price it properly; how to advertise and sell it; how to follow it up after sale so that (in our case) passengers like the service and the food and feel welcome on board.

We are now tackling freight, to see whether we can apply the same basic ideas. Selling freight has altered very little over the years. We are selling freight to a small number of professionals, whereas our Travel Agents and we are selling passenger ships to an almost unlimited number of amateurs. So obviously the methods must be different, but it doesn't follow at all that we can't apply some of the same principles to both, and the P & O - Orient freight organisation is about to tackle this problem in depth with the help of marketing consultants. This is another example of the fact that, while we recognise that shipping has a lot of challenges to face at this time of rapid change, we conclude not that we can do no more than carry on as we did in easier days, but that we should take up these challenges one by one and see how we can meet them.

*D. F. Andersen*



*Orcades, Himalaya, Aden and Orsova strikebound at Tilbury.*

by R. M. Thwaites, *Chairman P & O—Orient Lines*

The Seamen's Strike, which lasted 45 days and was the third longest in the history of the Trade Union movement, came to an end at midnight, Friday, 1st July. It was the first strike by the National Union of Seamen for 55 years and, after such a long history of co-operation within the industry, must leave behind the question: why did it happen? Was it that the employers had lost touch with the members of the union working on their ships or that the Union Executive did not reflect the wishes of their membership?

Whilst those at sea are certainly no different from anyone else in wanting more money for the work they do, the impression of many of us in Beaufort House was that few wished to resort to the ultimate weapon of a strike. When it looked as though a strike was certain, we received many applications from men who wished to get to sea before the prescribed date. Equally, those who were at sea continued working loyally and their chief worry appeared to be that the voyage on which they were engaged would end before the strike did. Now that the dispute is over, we must ensure, as far as may be possible, that there is close understanding between those at sea and those ashore, not only within the Company but also within the Union. Any breakdown in communication is a failure of all concerned.

When the Strike ended at midnight on Friday, 1st July, five of our passenger ships (*Canberra*, *Orsova*, *Arcadia*, *Orcades* and *Himalaya*) and one cargo ship (*Aden*) had been laid up for different periods in Southampton and London. The direct cost of this interruption to the P & O—Orient services will clearly be substantial; in addition, of course, the cost of the final settlement must also be met.

The interruption of the passenger ships' schedules meant the cancellation of six cruises, with the result that several thousand people missed their holidays this year. Other passengers were kept waiting either in the United Kingdom or elsewhere in the world whilst the ships were strike-bound. After the Strike it was necessary to get the ships back on their programme as soon as possible, and this in turn meant curtailed

voyages with consequent disappointment.

How far will these upsets to the plans of very many people reflect on the Company's goodwill built up over many years, and in turn how will any loss of this goodwill reflect on future earnings? This question cannot be answered, but we clearly have a major task ahead of us making good the ground that has been lost, and rebuilding the confidence passengers had in the Company. This is the immediate job we have to do, whilst remembering that there are no short cuts to cultivating goodwill, even though there are to losing it.

This is therefore neither the time for recriminations nor for post mortems. It is the time for work and for resolution that the future of our jobs and livelihood is not again jeopardised unless there is no other way to settle such differences as there may be. And we must make very certain that there remains another way, which is known to and sought by us all.

*Arcadia tied up alongside Canberra at Southampton to provide more quay space. Union Castle had three ships alongside each other.*



# Company News



C. A. W. Dawes.



P. E. Parry.



J. M. Corbet-Singleton.



P. J. Strickland.



J. Winter.



P. C. Cooper.



P. C. Cooper.

## P & O BOARD CHANGES

Lord Runciman, a Director since 1951, has been obliged by the pressure of his other business commitments to retire from the Board.

At the same time Mr. C. A. W. Dawes, M.C., and Mr. P. E. Parry have been appointed to the Board, with effect from 13th April, 1966.

Mr. Dawes, Chairman of the N.Z. Shipping Co. and of the Federal Steam Navigation Co. (P & O Group Subsidiaries), joined J. B. Westray & Co. Ltd., brokers to the N.Z. Shipping Co., in 1946. He transferred to the New Zealand Shipping Co. in 1953 and was elected to the Board in 1955. He became Deputy Chairman in 1961, and Chairman in 1966.

Mr. Parry joined the P & O S.N. Co. in 1949. He became a Director of P & O - Orient Lines Passenger Services Ltd. in 1962 and was appointed Managing Director one year later.

## MANAGEMENT APPOINTMENT

Mr. John Michael Corbet-Singleton has been appointed a General Manager of P & O - Orient Management Ltd. He heads the Freight Selling team for the Company's Australian trade and is also in charge of the administration of the Freight Organisation.

Mr. Corbet-Singleton, a Director of Escombe, McGrath & Company Ltd. with responsibility for the work of Escombe's P & O Freight Department until his appointment with the P & O in March, 1966, was educated at Marlborough and Clare College, Cambridge, where he gained a B.A. Honours (History). He served as an apprentice in the Merchant Navy (South American Saint Line) from 1946-1948. From 1951-1952 he worked as a Marine Broker in Bland, Welch & Co. Ltd. (Lloyd's Brokers).

In 1952 Mr. Corbet-Singleton joined Escombe, McGrath & Co. Ltd. Seven years later he was appointed Freight Manager and in 1963 a Director.

He is 38, and has been a Chelsea (now Kensington and Chelsea) Borough Councillor since 1956. He is married and has one daughter.

## NEW AMERICAN DIRECTOR

Mr. Walter D. Leach joined P & O-Orient Lines, Inc., as the Company's research director at the North American headquarters on 2nd May. Mr. Leach was previously with Kaiser Aluminium & Chemical Corporation, where he was management systems engineer.

## RESIDENT PASSENGER REPRESENTATIVES APPOINTED

P & O - Orient Passenger Services Ltd. have appointed their first resident Area Sales Representatives in the North and in the Midlands to provide closer liaison and improved servicing of appointed Travel Agents.

The representatives, Colin Cooper based in Manchester, and Paul Strickland in Birmingham, are well-known to Agents in their areas, where they have already been visiting on behalf of P & O - Orient. Until now, however, they have been based in London.

P. C. (Colin) Cooper, 36, joined the Orient Line in 1950. He has worked in the Passenger Reservations and Sales Department practically ever since, being Sales Representative in the North since 1959. He has just been on a six months' round the world training trip. He is married and is a keen golfer.

P. J. (Paul) Strickland, 30, joined the P & O in 1958, also in the Passenger Reservations and Sales Department. He was appointed Sales Representative for the Midlands area in 1960. He is married, with three small children.

The representatives will be working from their homes in Manchester and Birmingham respectively and will inform Travel Agents of their address and telephone number when they move. Meanwhile Paul Strickland and Frank Butt (deputising for Colin Cooper) will continue to work from London.

## GENERAL PASSENGER AGENCY IN GERMANY

P & O - Orient Lines opened their first passenger sales office on the Continent at Düsseldorf, Germany, in April. All traffic matters previously dealt with by the General Steam Navigation Company in Hamburg have now been transferred to Düsseldorf.

Mr. U. H. E. Post, previously with General Steam Navigation, is in charge of the Office. His main responsibilities are to develop and maintain a new sales drive in Germany. He is assisted by a newly appointed Sales Representative, Mr. Jurgen Winter, who recently spent two weeks with the Company in London.

Mr. Post will be responsible to Mr. A. C. de Villeneuve, the Company's General Passenger Representative on the Continent.

The General Passenger Agency remains registered with the Head Office of General Steam Navigation Co. M.b.H. in Hamburg.

## BIGGEST EVER CRUISING PROGRAMME IN 1967

P & O - Orient Lines have announced their biggest ever cruise programme for 1967. Nearly 37,000 berths will be available on 32 cruises—an increase of four cruises and 3,000 berths over the current programme.

The cruises will take from eight to 22 days. Twenty-six of them will be in the popular two weeks' range. Fares range from £57 to £408.

Visiting 50 different ports as far apart as Narvik in the North to Trinidad in the West and Beirut in the East, the programme will be operated by *Canberra*, *Oriana*, *Arcadia*, *Iberia*, *Himalaya*, *Orcades* and *Chusan*.

New ports, and those being reintroduced to the pro-

gramme after an interval, include Alghero (Sardinia), Andalsnes, Trondheim, Narvik and Loen (all in Norway), San Remo (Italy), St. Lucia, Grenada and St. Vincent—all in the West Indies.

*Chusan* will carry out the largest part of the programme. She will make 14 cruises, including the first on 16th April, and the last on 28th October.

An innovation in the 1967 programme will be *Chusan's* cruise sailing on 31st July which will combine the benefits of an 11-day cruise with a short holiday on the Costa del Sol. As well as calling at Lisbon, Casablanca and Corunna, the ship will spend three days in Malaga as a floating hotel with free transport facilities to a nearby beach and many optional excursions into Spain. Fares from £104 First Class and £79 Tourist Class.

## PASSENGER CREDIT BY FINANCE COMPANY

P & O - Orient Lines have discontinued their own 'Cruise Now—Pay Later' scheme from the end of the 1966 cruising season. Credit arrangements will be provided instead through Travel Credit Ltd., for whom the Company is now an appointed agent.

All passengers enquiring about the Company's credit arrangements will be sent Travel Credit proposal forms. They may make arrangements with Travel Credit Ltd. equally through the P & O or through their Travel Agents.

## P & O ORIENTATIONS

Junior Counter Staff from 66 travel agencies attended P & O familiarisation courses on Monday and Tuesday, 28th and 29th March, at the Charing Cross Hotel, London.

The 'orientations' are half-day series of lectures, slides and films at which senior P & O executives detail the Company's services, shipboard amenities and passenger selling organisation.

*Mr. Edmund Vowles, Passenger Sales Manager, introduces a session.*





The four Dutch Travel Agents meet Miss Elizabeth Shepherd, Tourist Hostess, Arcadia. They are (left to right) Messrs. A. A. Kok, C. H. T. Klunder, J. Bruylens and Th. Hendriksen.

### MORE FREE CRUISES FOR JUNIOR COUNTER HANDS

P & O - Orient Lines are offering 56 free cruises to junior counter staff from U.K. travel agencies this year. In addition, for the first time, four Dutch counter hands are also being taken on a 'getting to know you' cruise. The total number of cruises offered is greater than in previous years.

Cruises are offered each year to junior counter hands to give them first-hand experience of cruising with P & O - Orient Lines. This way when they return to their agencies they know what they are selling and can with confidence recommend the cruises.

The counter hands are travelling in nine cruises. They go Tourist Class in four-berth cabins, the largest batch of them (28) on Cruise B—*Arcadia*, 13 days, sailed 29th April.

### THOUSAND 'TAKE A CHANCE' APPLICATIONS

'Take A Chance' applications for P & O - Orient Lines 1967 Cruising Season have numbered 1,000 this year. At the Company's Cruising Office at Cockspur Street, London, Ocean Travel Development General Manager Mr. Coard Squarey drew the names of the successful applicants.

For the past three years, P & O - Orient Lines has been inviting applications for 'Take A Chance' cruises. Under this scheme, applicants are offered an opportunity to travel First Class at Tourist Class rates on 11-15 day cruises of the Company's choice.

### 'STRATH' NAMES FOR NEW CARGO SHIPS

*Strathardle*, *Strathbrora* and *Strathconon* are the names chosen by the P & O S.N. Company for their three 14,000-ton 21-knot plus cargo ships building now at the Mitsui Shipbuilding & Engineering Co. Ltd. in Japan.

The prefix 'Strath' recalls the famous passenger liners built for P & O before the War. These were the first large passenger ships of the Company to be painted in the livery of white with buff funnels instead of the formerly traditional black with stone-coloured upperworks.

The new 'Straths' will enter service during the period January/June 1967. From April 1967 therefore three services will once again be operated in the Far Eastern Trade (i.e. "Straths", "S"s and Mails). It is

planned to announce details of the actual programmes later in the year.

Launching and delivery dates will be: *Strathardle*, 19th September, 1966, and 20th January, 1967; *Strathbrora*, 15th December, 1966, and 31st March, 1967; *Strathconon*, mid-March, 1967, and 15th June, 1967.

### NEW ROUTE

For the first time since the War, P & O - Orient will be visiting South America. This was announced in February by Mr. A. H. Morris, Director, P & O - Orient Lines Passenger Services Ltd.

*Arcadia*, leaving Sydney on the 19th October, 1967, will come to London via Melbourne, Adelaide, Fremantle, Durban, Cape Town, Rio de Janeiro, Dakar, Casablanca, and Lisbon, arriving London November 28th. Fares for this 39 day voyage will range from £268 First Class and £183 Tourist Class.

Said Mr. Morris, 'By deviating from our normal Suez and Panama schedules, we are providing an entirely new "variety" route between Australia and Europe, and we are confident that this will have a strong appeal.

'We are also providing an opportunity for an exciting round voyage in the same ship, as passengers looking for a long sea holiday can join *Arcadia* in London on 15th September, travel to Australia via Suez and Bombay and return to U.K. via South Africa and South America.'

### FIRST TIMBER CARRIER

A 2,700 ton d.w.t. timber carrier has been ordered from the Ailsa Shipbuilding Co. Ltd. of Troon by the P & O Group for service between Eastern Canada and the U.K. No price has been given.

The order was won by the British yard on the grounds of price and delivery in competition with other British and Continental tenders.

The ship is the first timber carrier ordered by P & O and will be managed by a Group subsidiary, the General Steam Navigation Co. Ltd. It will specialise in the carriage of packaged timber but will also be suitable for containerised cargo.

General specifications:—Length O.A., 295 ft.; Length B.P., 260 ft.; Breadth, 43 ft.; Draft, 17 ft.; Deadweight, 2,700 tons; Gross, 1,600 tons; Service Speed, 13 knots; Cargo d.w. 2,200 tons (800 standards).

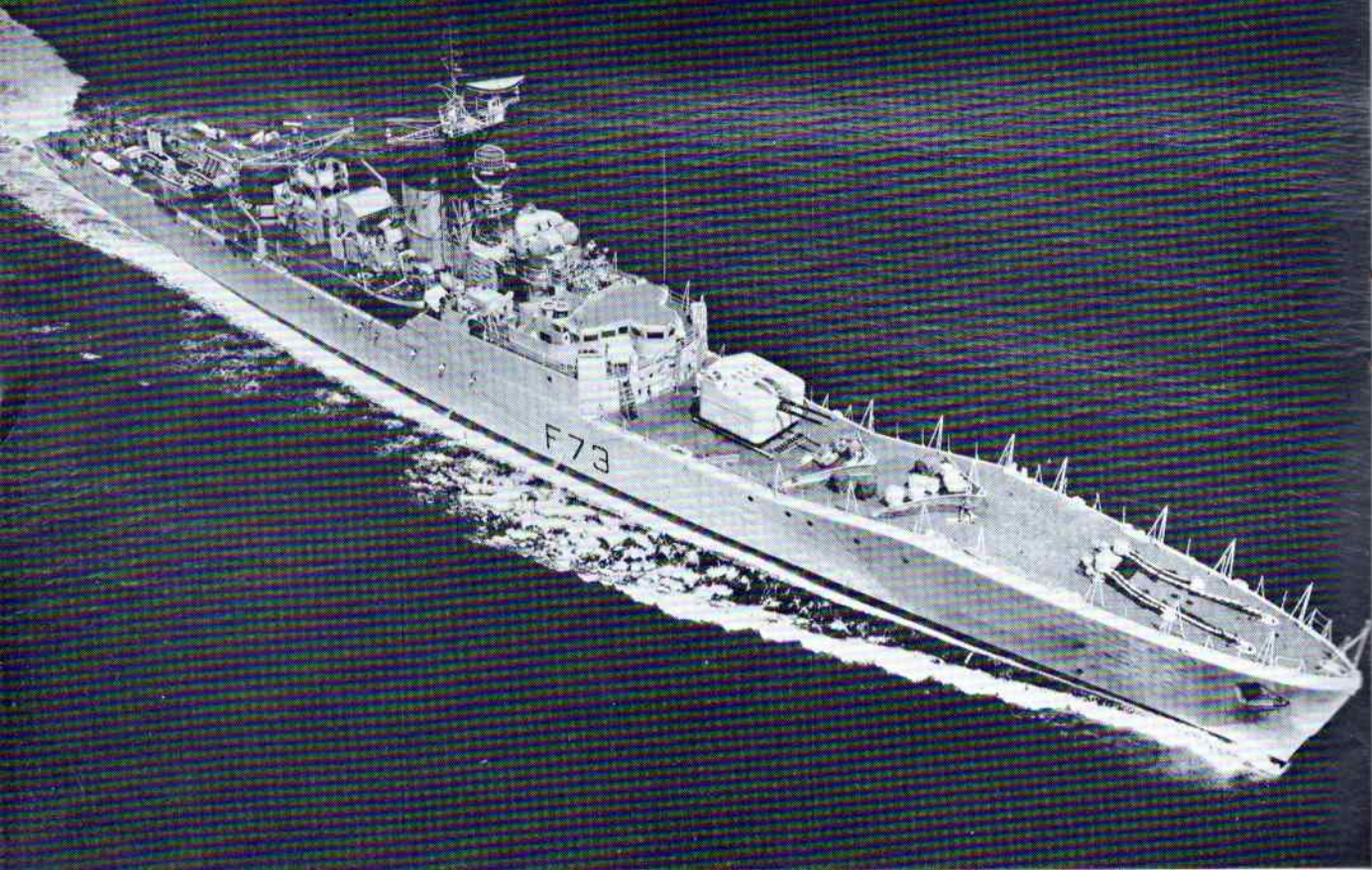
### CHEAPER FARES FOR CHILDREN

Fares for children travelling in any of P & O - Orient Lines' 32 cruises next year will be reduced, in some cases, by up to 40 per cent.

In the past, all children under the age of 12 were charged 50 per cent. of the tariff fare. Next year, infants under one year old and occupying a cot will be charged only 10 per cent. of the fare. Children between the ages of one and three occupying a cot will be charged 25 per cent., and those between one and 12 occupying a berth 50 per cent.

'Cruising can be a family holiday, and we want to encourage more young people including couples with small children who previously might have found the fares too high,' said Mr. A. M. Stirling, Director of P & O - Orient Passenger Services Limited.

The new fares will come into effect immediately for bookings on any cruises in the 1967 Programme.



H.M.S. Eastbourne—Ministry of Defence photograph.

# Service under the White Ensign

by M. DE B. BENNETT, RNR  
Second Officer, *Baradine*

Training for Royal Naval Reserve Officers falls into two halves. Firstly, the initial training at shore establishments, and then later a long period of training at sea.

My initial training followed my gaining the Second Mate's Certificate in November 1960. With this went promotion to Probationary Acting Sub-Lieutenant from Midshipman. A further promotion to Acting Sub-Lieutenant followed after satisfactory completion of the six months' technical courses in the various specialist establishments. A year later came promotion to Sub-Lieutenant.

The courses covered a wide field, from Naval etiquette to submarine detection, communications, warship manoeuvres and atomic, biological and chemical warfare countermeasures. They also included a period

with the Fleet Air Arm and gunnery instruction on a 4 inch gun, culminating with putting this training into practice on *H.M.S. Cambridge's* range just outside Plymouth.

Exams were held at the end of each course, and additional seniority of up to one year in the rank of Lieutenant could be gained if one was sufficiently successful. Failure in any paper necessitated repetition of that course with consequent loss of time.

Then in February 1964 I began my 'long period' training. It was to prove a busy, interesting and ever-changing slice of my life that I would not have missed for anything. This second phase of training consisted of nine months aboard *H.M.S. Eastbourne*, under Commander R. R. Squires, R.N., and one month aboard

*H.M.S. Badminton*, a Coniston Class Coastal mine-sweeper, under Lt-Com. J. Dickinson, R.N.

*Eastbourne*, built in 1957, was nearing the end of a one-and-a-half years' refit when I joined her in Rosyth Dockyard with the rank of Acting Lieutenant. A Whitby Class anti-submarine frigate of 2,500 gross tons, she was armed with twin 4.5 inch guns, twin A/S mortars (Limbo), a 40 mm. Bofor and provision for an A/S helicopter. She had a complement of 10 officers and 210 ratings, and was capable of speeds in excess of 28 knots.

## 'Attacked'

On completion of weapons trials we joined H.M. ships *Tenby*, *Torquay*, *Wizard*, *Urchin* and *Venus* to form the Dartmouth Training Squadron, based at Devonport. At about this time I was promoted Lieutenant, and early in May we steamed to Portland to commence a work-up programme of four weeks.

We were 'attacked' by submarines and aircraft, steamed through 'fall-out' areas to carry out our own 'attacks', and defended the ship against frogmen attacks in harbour. In fact, so concentrated was the programme that we covered three years of 'war' in those four weeks!

As a Lieutenant of the General Service List my duties aboard were varied and interesting, although my prime concern was to gain a Naval Watchkeeping Certificate which would qualify me to take charge of a Bridge watch of any surface unit.

After about a month aboard I was given my own watch and soon afterwards I took custody of the ship's confidential books and cryptographic material, in itself a most interesting occupation. Then followed a three days' course at Whale Island, and I became Gun Direction Officer (Blind)—that is, gun direction by radar, under the Gunnery Officer. This was to be my Action and Defence Station for my duration aboard. Later I became Boats Officer.

In June *Eastbourne*, *Urchin* and *Venus* sailed to Oporto for an official visit. Here we spent five rather hectic days, entertaining and being entertained.

After a short trip to Scotland on exercises, we returned to Devonport on 19th July for the Squadron's Athletics Meeting. Three days later we sailed for Portsmouth to embark Admiral Sir Charles Madden, C-in-C Home Fleet, for a brief inspection. On 23rd July *Eastbourne* rejoined *Tenby*, *Torquay*, *Wizard* and *Urchin* at Devonport, and the squadron sailed for Morgat.

## Regatta

Morgat, on the South Brittany coast, is a holiday resort with wide sweeping beaches, clear waters and large homes, and it was here that the Squadron anchored on 25th July, at about one mile offshore. The respective ships' whalers' crews were now at the peak of their training for a regatta that was scheduled for two days later.

The 27th was heralded by a cloudless sky and calm sea. By the time the first race started at 10 a.m., interest had built up to Boat Race pitch with some spectators

following the crews in motor boats and many more watching and cheering from their ships, while the locals followed in their own boats and cheered from the shore. The outright winner was *Torquay*, earning the title 'Cock of the Squadron', and soon mounting a 4 inch plywood profile of a cock on one of her radar scanners in celebration.

The squadron sailed home two days later. After a fortnight's leave, we were at sea on the way to visit our 'home town', *Eastbourne*, when we received an urgent signal from Whitehall instructing us to cancel the arrangements and proceed at 'best speed' back to Devonport. On arrival the next day, we took on additional fuel, food, stores and ammunition, and the crew were granted 24 hours' leave. Shortly after noon the next day *Eastbourne* left harbour together with *Tenby*, *Torquay* and *Scarborough*. The Captain could then inform us that our destination was Malta, where we would take part in the Independence Day ceremony on 21st September.

From Malta, *Eastbourne* sailed on the 24th for equipment trials. We arrived in Gibraltar eight days later, on October 2nd, and were at sea again on the 5th for trials with the newly commissioned aircraft carrier *H.M.S. Eagle*. The trials completed, *Eastbourne* returned to Gibraltar, and later to Malta.

## Honoured

My time aboard was rapidly drawing to an end, but I was honoured by the Mess in being Dined Out on October 21st, Trafalgar Day—one of the finest days of the Royal Navy's history. There was much work to be done in handing over to my relief, and many farewell parties to attend, before I finally flew to Gatwick from Luqa Airport on the 25th.

I left behind many good friends, but took with me happy memories and much valuable experience of a front line frigate and of the Royal Navy in peacetime. I also left behind a set of bongo drums acquired in Tangier. But these were later delivered to my home by the Navigating Officer's wife!

After several days' leave I joined the minesweeper *H.M.S. Badminton* in Vernon Dockyard as Navigator. Her crew numbered five Officers and 30 ratings, and she was senior ship of the 5th Minesweeper Squadron. Daily we set out as a squadron on minesweeping exercises, constant training again being the rule of the day. However, we cruised over to Guernsey for the Remembrance Day service, and later in the month made operational visits to Avonmouth, Cardiff and Preston, where we were particularly well entertained. Preston also proved to be the busiest of the three, as early tides forced us to sail at 3 a.m. on two successive days, on both occasions with Sea Cadets under training, to return at 5 p.m. and to a complete evening's entertainment.

Finally, *Badminton* secured to Marlborough Jetty in Portsmouth Harbour at midnight on 28th November, bringing to an end my 'long period' of training afloat with the Royal Navy. Throughout those memorable ten months the somewhat steadier (perhaps!) routine of P & O service had called, and I returned to the Company on 7th December, 1964.

# SHIP NEWS



Captain Mortleman-Lewis shows his sextant to Mr. D. Ward, Master of Barker College.

## **BALLARAT**—School Link Maintained

*Ballarat* maintained her link with Barker College, her adopted school, at Sydney on 14th May through an exchange of visits between ship and school. A party of 30 boys from the school were shown round *Ballarat* and entertained to light refreshments before returning to do 'prep'. The previous day Captain E. A. W. Mortleman-Lewis had himself been entertained at the school.

## **SUNDA**—Blood Donors' Record

On 12th January, 1966, *Sunda* was visited by three very attractive members of the Hong Kong Blood Transfusion Service. Twenty-two of the 24 European crew each donated a pint of blood, which according to the Service was a record for a ship of *Sunda's* size.

Later the donors consumed an amount of Carlsberg Lager supplied by the Transfusion Service which broke a further record for a ship of *Sunda's* size.

## **ORSOVA**—Engineer Commodore Retires

Engineer Commodore Alexander Stuart, C.B.E., received presentations from the Officers, Leading Hands and Crew of *Orsova* four days before the ship arrived at London on 16th May prior to his retirement after 38 years at sea with the Company.

Mr. Stuart, 60, was presented with a painting of Australian Blue Gums by Captain S. Ayles on behalf



Captain Ayles (right) and Engineer Commodore Stuart with his presentation picture.

of the Officers. It was selected as a reminder of his wife's homeland, as she comes from Australia. His other gifts included a transistorised tape recorder from the Leading Hands' Club and a set of decanters and glasses from the Crew Club.

He joined the Orient Line on 28th February, 1928, as Third Refrigerating Engineer, *Orama*, following his apprenticeship with Vickers Armstrongs at Barrow-in-Furness, where many of the Company's ships were built. During the War he served as Second Engineer of the U.S.-built Liberty ship *Samskansa*, which was operated by the Orient Line. In 1945 he was appointed to *Orontes* and stayed with her until 1951 when he transferred to *Orcades*.

Mr. Stuart was promoted Chief Engineer in 1954, being appointed to the troopship *Empire Orwell*. Subsequently he served as Chief Engineer of *Orion*, *Orcades* and *Orsova*, his last ship. He was appointed Engineer Commodore on 5th November, 1963, while serving in *Orcades*, and was appointed C.B.E. in the 1966 New Year's Honours. He is married and lives at Barton-on-Sea, Hants.

## **ORONSAY**—Local News

The local paper in Santa Cruz de la Palma made a special effort to greet *Oronsay* when she called at the little island on 12th April on Cruise A. It published a front page article in English entitled 'Welcome Oronsay'.

The article outlines the attractions of the 'tiny island, which seems to us—its children—the heart of the world' and the connections the island has with the P & O. 'We have ever since the previous years to the last war remembered the *Viceroy of India*, the *Strathmore* and the *Strathaven* (*Stratheden*?—Ed.) . . . ' it says.

'You see the town rather enlivened today, because of your presence—as on a festival day. . . . It will be on show for you today the spectacle of a new island—a new port of call on your transatlantic cruise; but there will be as well on show for us—without moving out ourselves out of our island—the gay and picturesque spectacle of yourselves, fair people from the North; the gay show that you will display before our eyes, happy people on a pleasure cruise . . . but the *Oronsay* will leave us this very afternoon, the "fiesta" will go by, and our life will get back to its step, as usual, and another fresh memory will be left; that of yours.'



S. G. Parkinson (left) Third Cook, and L. Purdie, A/S, show the new Football Trophy.

#### **ORIANA—Football Challenge**

Now that *Oriana* has won the Football Trophy outright, the Crew Club has bought another and challenges any ship in the fleet to try to win it from them. Anyone care to have a go?

Shortly before this generous gesture *Oriana* successfully defended the old Challenge Cup against *Arcadia* at Auckland (6-4) and *Himalaya* at Hong Kong (19-0). The team at Auckland consisted of Brown, D., Parkinson, S., Nimmo, H. (Capt.), Wheeler, J., Rodrick, F., Bonnar, J., Gurney, N., Teagle, J., Robinson, W., Bidwell, B., and Smith, B.

#### **BALRANALD—Australian Import**

For a crane driver unloading wool can be tedious. But not the other day when *Balranald* arrived with the latest consignment of wool from Australia. For waiting to greet the ship—and wool—was shapely Miss Diana Barrelle, 21, of Gosford, N.S.W., who used to work on her uncle's Sheep Station before coming over to England.

Miss Barrelle was helping with an I.W.S. promotion for Australian wool. She herself hopes to return and continue working on the Sheep Station after she has spent a few months in Britain and on the Continent.

Every year Australia exports some 250 million lbs. of wool through British ports. To date P & O - Orient Lines has carried approximately 4,000 million lbs. to the U.K.

Miss Barrelle takes a close interest in the unloading of the wool.



#### **CANBERRA—Inadequate Provision**

It is generally accepted that the standard of accommodation on *Canberra* is high, and satisfies most of the passengers. However, it would appear that there is inadequate provision for one section of the travelling public, for the following list of complaints was found in a cabin after the occupant had departed:—

- '1. Bed lamp—no adjustment.
2. Water cock—no hot water or cold.
3. Wardrobe door needs adjustment.
4. Fluorescent lights flicker on after they are turned off.
5. Most drawers are stiff.
6. General tidyness and lack of cleanliness
  - (i) Paint work—ceiling, woodwork;
  - (ii) Carpet;
  - (iii) Glassware;
  - (iv) Washbasin;
7. Cabin lacks accessories, i.e., hand or face washer, toothbrush, razor, etc.;
8. Bedding fine but towels so dirty;
9. Lavatory taps to be replaced and some deodorant used.'

The traveller responsible for this list took passage in the ship from Sydney to Auckland. He was accommodated in the Pilot's cabin under the custody of the Bridge staff for, through a regrettable oversight, he had neglected to pay his fare.

It would be interesting to hear his comments about the food and accommodation provided for him by the New Zealand taxpayers.



Welcoming Committee.

### HIMALAYA—Cherry Blossom Welcome

When *Himalaya* arrived at South Pier, Yokohama, on 3rd April on her 'Cherry Blossom Cruise' from Australia, 'Miss Yokohama' and other young Japanese ladies were waiting on the wharf to welcome the ship and her passengers. An official hastily handed out lettered cards, spelling 'Welcome Himalaya', but in his hurry got them in reverse order to the amusement of all aboard. After a reshuffle with good-humoured shouting from the passengers, the letters were put in correct order—accompanied by a hearty round of applause from the passengers.



Owen Spann interviews Commodore Edgecombe.

### ORIANA—Live Broadcast

A live two-hour radio programme was broadcast from *Oriana* when she visited San Francisco on 24th March. Owen Spann, whose daily programme is heard throughout California, interviewed a selection of Officers and passengers to give listeners an idea of life on a big ocean liner.

Commodore C. Edgecombe was first to be interviewed in the Princess Room. He was followed by Staff Captain J. A. Clifford, Purser E. L. French, Entertainment Officer J. M. Bessant, Children's Hostess L. Featherstone, W. A. P. J. McPhee and Chef Malcolm Pearce.

### BALLARAT—Teenagers Entertained

At a recent call at Melbourne a further link was forged between the ship and its 'name city' when some 16 young ladies of the 'Miss Teenage Quest of Ballarat, 1966' were entertained to a buffet supper on board. Between them these young ladies are raising some \$A40,000 towards the cost of a new building project of the Ballarat Hospital.

The young ladies, accompanied by Commissioner Alan Guye, the Quest Organiser, arrived on board shortly after six o'clock when they were greeted by Captain E. A. W. Mortleman-Lewis and other Officers, as well as by Mr. and Mrs. H. Flett and Mr. and Mrs. R. Latreille, representing P & O—Orient Lines, Melbourne.

After a tour of the ship accompanied by the Officers they were entertained in the Wardroom and later to a buffet supper in the saloon leaving to return to Ballarat shortly after nine o'clock.

### ORONSAY—Day that Never Was

When *Oronsay* crossed the International Date Line, missing out the 24th February, a Good Morning sheet was produced for 'The Day that Never Was'. Events in the day's programme included a Race the Ship Contest, with teams of not more than six being lowered in lifeboats to see if they could row faster than the ship, a Gala Dance in the Baggage Room, with entrance down No. 6 Hatch, and a 24-hour Bingo contest during which contestants had to remain on their feet.

Under the heading 'Points of Interest' passengers were informed '*Oronsay* is now somewhere in the area defined by the West Coast of America, Malaysia, Alaska and Antarctica. Our position at Noon today was desperate. Distance steamed today was 0 nautical miles. This was due to a sandbank which inadvertently ran into the ship. . . .

'Due to the fact that today is non-existent, the Purser's Office, Letter Bureau, Bank, Galley, Storeroom, Restaurants and Bars will be closed as the crew are on holiday. We figure that since today is non-existent your food, drink and money requirements will be non-existent also. . . .'

It finished with a quote from Anon. Confucius, 'If you know a better hole, jump in it.'

### IBERIA—Presents for Adopted School

Iberia's 'adoption' by the Florence Treloar School for Physically Handicapped Girls was announced in the last issue. We heard since then from the Ship Adoption Society that last Christmas the ship sent a beautiful Japanese doll, together with a large variety of foreign coins and many interesting pamphlets. This gave the whole school great pleasure, especially as another beautiful doll of similar size was later received from Vietnam and the pair 'look very lovely together'. Captain Trenfield, his Officers and crew have since also sent six sets of coloured slides which are proving very popular as well as instructive to the girls.



Bishop Daly with 3/O Farrar on his left and R/O Kerslake on his right. Also in the picture are the god-parents.

### SUNDA—Baptism in Red Sea

The Officers of *Sunda* were most fortunate on their recent voyage home from Yokohama to have the Very Reverend John C. S. Daly, Bishop of Taejon, formerly Bishop in Korea, as one of their passengers.

Although the Bishop was returning to England for some well earned leave, he was very pleased to prepare two junior officers, D. Farrar, Third Officer, and D. Kerslake, Radio Officer, for Baptism and Confirmation on board. On Michaelmas Day, 29th September, 1965, the service was held in the passenger lounge whilst steaming up the Red Sea using the ship's bell as a font and waters from the Red Sea for Baptism.

Baptism in the Red Sea has special significance as is explained in the earlier part of the service and we like to think that this is perhaps unique in the history of the Company.

The cast of 'Whiskers & Co.', with (left to right) Messrs. W. Bremner (A.B.), A. Thomas (B.R.S.), Miss M. McCallum (Child Hlss.), Mr. R. Jones (2 Strkpr.), Miss M. McCormack (Nurs. Sis.), Messrs. R. Hodge (B.R.S.), M. Quinn (2 Wtr. Trst.), I. Butcher (Dpsr.), and Miss R. Sheldon (Child Hlss.).

### ORSOVA—Drama Group Flourishes

Following the item in our November issue about *Orsova's* newly-founded Drama Group, we hear that the Group has staged two short plays on each voyage, with the exception of the November 1965-January 1966 round voyage to Sydney and back, when a longer musical pantomime was put on instead.

For the short U.K.-Sydney-U.K. voyage in the Autumn the two one-act plays were 'The Bathroom Door', by Gertrude Jennings, and the third act of 'Doctor in the House' by Ted Willis, based on Richard Gordon's novel. The first play was a light-hearted study of different people's reactions on finding the bathroom door locked early in the morning in a hotel. Nursing Sister Betty Thornton gave a particularly spirited performance as the Prima Donna who was convinced her husband had committed suicide inside. The second, equally amusing and well acted, concerned the 'rigged' seduction of a bespectacled short-sighted nurse by a medical student. It was gratifying to see the ship's Dutch J.W.A.P., Caren Lever, taking part.

The pantomime was entitled 'Whiskers and Co.', with Cinderella, her cat and page-boy, Buttons, as central figures. This was the Group's most ambitious production to date, lasting an hour and a quarter and containing no fewer than four songs which had to be sung unaccompanied because it was not possible to install a piano in the Crew Mess without reducing seating capacity still further. Despite this, two very successful performances were given, and at the request of the Children's Hostesses two further showings were staged (with minor adjustments!) for children and passengers in First and Tourist Classes. Particularly in these last two performances there was considerable audience participation to which the entire cast responded most enthusiastically. In Tourist Class there was also room for the ship's musicians, who accompanied the songs and played a lively overture and finale in truly swinging style, making it an even more delightful and enjoyable occasion for the 130 children and 220 adults in the audience, and ensuring the entry of the *Orsova* Drama Group into the field of musical extravaganzas.

We have just heard that during *Orsova's* last voyage the Group staged two very successful plays, 'The Monkey's Paw', a drama in three scenes produced and directed by Ian Butcher (dispenser), and 'Wanted a Cook', a comedy, as a contrast. This latter was produced and directed by Jim Prested (Asst. Baggage Stwd.).





Mr. Thomas helps to tie down his ketch.—Photo by courtesy of the South China Morning Post.

#### SUNDA—Ketch for U.K. Races

A Hong Kong-built ketch was brought from Hong Kong to U.K. by *Sunda* early this year for Mr. Ted Thomas, a popular local radio personality. Mr. Thomas was coming to Britain with his wife to attend a television production course with the B.B.C. and to take part in cruise races.

The ketch, *Gay Paul*, which was carried as Deck Cargo is of teakwood and also has an auxiliary engine.



CANBERRA—Film Stars' Visit. Sally Field, star of 'Gidget' TV series, and Paul Peterson, co-star of the 'Donna Reed Show', were shown round Canberra during a recent visit to Los Angeles. They are seen here chatting with 2/O A. H. Falkner (left) and 3/O Anthony Bovill on the Bridge.

#### IBERIA—Collecting for Minibus

*Iberia*, whose generosity towards her adopted school, the Florence Treloar School for Physically Handicapped Girls, is reported elsewhere, is again collecting hard, this time for a minibus for the girls. Altogether during the last two voyages £250 have been raised.

The latest contribution came from a combined raffle organised by the Sports Club and the Ship Adoption Committee. Mr. J. A. Stone, Deputy Superintendent Purser, drew the winning tickets at a ceremony four days before the ship arrived at Tilbury. First prize, a transistor radio, was won by Sandy Fleming, First Steward, second prize, a battery-operated clock, by Trevor Roots, Utility Steward, and third prize, a table lighter, Alan Coulbeck, Assistant Steward.

Over 600 tickets were sold, resulting in £33 profit that was divided equally between the Sports Club and Ship Adoption Society.



The Hawaiian Trio after their farewell presentation with (left to right) Staff Captain A. J. Field, Captain E. Cowen, Hostess Valerie Dawson and Bosun W. Philip.

#### ORONSAY—Learning the Hula

Passengers had the unexpected opportunity of learning the Hula during *Oronsay's* Pacific run-round in January/February. A Hawaii Trio joined the ship from Honolulu to Honolulu and taught passengers local dances as well as sang, danced and generally entertained Hawaiian style.

Their presence on board was an overwhelming success. In addition to performances in First and Tourist Classes, they also put on a special show for the crew. Before they left a presentation was arranged to leave them each a souvenir of their voyage and to thank them for being such good friends to all on board.

#### ORSOVA—Royal Yacht Defeated

The highlight of *Orsova's* recent round-world voyage was a soccer match against the Royal Yacht *Britannia* in Suva. The game took place on the Army ground in pouring rain which never let up at any time, with Sgt. Petter of the Suva police as impartial referee. *Orsova* attacked from the word go and kept up pressure resulting in D. Cook (A.B.R.S.) scoring a goal to leave *Orsova* one up at half time.

When play was resumed the *Orsova* team was so

keen that they asked for and were granted an extra 15 minutes playing time. Once again the policy was attack, and in the first five minutes Tomeck (Grsr.) scored another goal to leave the final score *Britannia* 0-*Orsova* 2. It is understood this is the first time *Britannia* has been beaten.

The *Orsova* team was then invited to the yacht for refreshments and a tour of the Royal Banqueting rooms. The crew shop was also specially opened for them to buy souvenirs. Within two hours the shop was 'sold out'! *Britannia's* C.P.O.s and P.O.s then came over for a 'sing song' with *Orsova's* P.O.s and Leading Hands in the Leading Hands' bar. It is reported that Royal Navy and P & O were still singing sea shanties with great gusto long after sun down.

The climax of the day was a dance in the Suva Mission to Seamen's club in honour of both ship's complements. News came through during the dance that a cricket team of *Orsova's* officers had beaten the Union Steam Ship Co. 'hands down', making it a double for the ship.

Ships' pennants were exchanged and pride of place in the crew rec. is now taken by a pennant bearing the proud name, H.M. Yacht *Britannia*.

#### **ORIANA**—*Ocean Princess Around the World*

Britain's 'Ocean Princess', 25-year-old Jackie Beckwith, who won a 65-day world voyage for two in a national competition last year, sailed on her prize-winning trip from Southampton on 14th May, 1966, in the 42,000-ton P & O - Orient liner *Oriana*.

During her voyage, Jackie visited 19 ports, travelling out to Australia via the Suez Canal, then across the Pacific to the West Coast of North America and then home via the Panama Canal and the West Indies.

*The Ocean Princess enjoys herself in Oriana.*



*The champion darts team. They are, left to right, H. Minter, W. L. H., P. Smith (Reserve), Mman, Capt. J. W. Terry, A. Matches (Captain), 3rd Stwd., M. Morgan, B.R.S., A. Coulbeck, A/S, and (kneeling) T. Chesterman, Mman.*

#### **IBERIA**—*Reluctant Winner*

Captain J. W. Terry found himself with an unexpected cup at the end of *Iberia's* last voyage—for being in the Sports Club's champion darts team. The team had only been formed in the crew mess that voyage as a lark over a glass of beer. Finding there were only five of them, they 'press-ganged' the Staff Captain to join as he was known to be a fair hand with a dart.

Ten teams from various departments competed for the challenge shield which Third Steward A. Matches's team won. Each team member received an individual cup and they combined to buy a souvenir tankard for the reserve, Messman P. Smith. The shield is competed for each voyage.

### **CROCODILE TEARS**

It is much to be regretted  
That your goods are slightly wetted,  
But our lack of liability is plain,  
For our latest Bill of Lading,  
Which is proof against evading  
Bears exception for sea water, rust and rain,  
Also sweat, contamination,  
Fire and all depreciation,  
That were ever seen or heard of, in a ship.  
And our own examination  
Which we made at destination,  
Shows your cargo much improved by the trip.

—from the files of the former Tienstin office of  
the old Dollar Line.

# MARINE TRAINING

## NAVIGATING CADET APPOINTMENTS

During the past two or three years, especially from March to September, we have had to make reductions in the number of Cadets sailing in certain ships.

We have known for some time that it is the intention of the Department of Education and Science to restrict school leaving to the Summer Term and this policy is now well established. There will be a number of boys who wish to stay on at school one further term in order to re-sit G.C.E. Certificates which they failed in the Summer Term, and we will therefore continue to recruit a small number of Cadets in January. But for all practical purposes in the future there will be only one main entry, that is, at the end of the school year in August.

With our comprehensive training scheme which involves sending equal numbers of Cadets to the Mid-Apprenticeship Course each term, there will be a shortage of Cadets for sea-going appointments from March to September each year and therefore ships will sail with a reduced complement of Cadets during this period.

It should be understood that our Cadet intake is not based upon the number of berths available in ships; the establishment of Cadets is dependent upon the Company's future requirement for Junior Officers. Nevertheless, it is fully realised that Cadets play an important part in the efficient running of our ships and, whenever possible, each ship will carry her full complement.

## ENGINEERS' TRAINING

The First Group of Assistant Engineers have completed their pre-sea Training and Introductory Course and have been appointed to their Ships.

Recruited from many different parts of the country, the eight engineers were brought together for the six weeks of the training period, and accommodated in an hotel in London.

The course designed by The Poplar Technical College proved to be an interesting and varied one and the general consensus of opinion was that it would be of real value when they joined their ships.

The introductory course was held over a two-day period at Head Office. Designed to tell the Engineers about the Company and the various schemes being operated for the benefit of Sea Staff, this course was also a great success. The Question and Answer Sessions were lively and interesting and showed the value of such an exercise in promoting better communications between Sea Staff and Shore Staff.

The New Engineers Record Book has been issued to these and other newly joined engineers and it is hoped will promote a more rapid and better co-ordinated job training on board ship.

All training schemes depend for their success on the enthusiasm of the teachers and the students and if the

enthusiasm of this first group of engineers is set as a standard and the standard maintained the success of this training scheme is assured.

*Left to right, Assistant Engineers (front) A. J. Williamson, T. K. Milligan, A. T. V. Reeves, D. I. McIlreavy; (back) K. A. Ferguson, J. L. D. Munroe, P. J. Knight and J. M. Simpson.*



*Cadet Thow.*

## ENGINEER CADET TO CHIEF CADET CAPTAIN

In the March issue of *About Ourselves* we reported that the P & O and Trident Tanker Engineer Cadets had completed the first term of their training at Southampton.

At that time we did not imagine that the next issue would carry the announcement that an Engineer Cadet had been promoted to Chief Cadet Captain at the School of Navigation, Warsash. We congratulate Thow on this excellent achievement and wish him every success in his new appointment. John Thow was born in Kilmarnock, Scotland, and educated at Prestwick High School, Ayrshire. He joined the P & O Company in September 1965.

We also congratulate L. J. Sutherland (P & O Engineer Cadet) on his promotion to Senior Cadet Captain.

Cadet A. L. Hickman (Trident Tankers Engineer Cadet) is to be commended for his promotion to Senior Leading Cadet as are Mulleneux and Pepperell for their promotion to Junior Leading Cadet.

## OFFICERS TO ASSIST IN RECRUITING

A number of Officers have volunteered to visit their old schools, and other schools in their locality during their leave, to give talks about life at sea and the possibility of entering the Company as a cadet. The idea, which has received Management backing, was put forward by Second Officer I. Gibb and we are now hoping that other Officers will be interested in the scheme.

In this way a liaison could be created between the schools and the Company which we hope will aid recruitment. Officers from all departments will be welcome as they will be made fully conversant with the training methods and qualifications required before they are expected to commence any liaison duty with schools.

Lecture notes, literature and films are available, and if any Officer is interested in the scheme he should write to the Recruiting Officer, G. E. Harding Roots, Marine Training Section, who will be pleased to meet him and discuss fully the types of lecture required and to help make arrangements for visits to the schools.

Any expenses incurred in travelling to and from the school from the Officer's home will, of course, be paid by the Company and any other out-of-pocket expenses.

Although we are concerned primarily with the recruiting of Deck and Engineering Cadets, Officers must be prepared to answer questions about all sea-going appointments in the Company today.

## NEW CADETS

We welcome the following Cadets who joined the Company in April this year:—

I. F. Gilmour, Gordonstoun; B. W. Craig, Southampton; A. R. Jarvis, Southampton; P. L. Toghill, Southampton; M. S. Burgoine, *H.M.S. Worcester*; G. P. D. Combe, *H.M.S. Worcester*.

## SECOND MATES' EXAMINATION

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

R. P. Priestley, T. R. M. Wainman, P. A. Messinger, J. B. Fairgrieve, D. B. Cooper, P. F. Johnson, P. M. Pennell, K. B. P. Robertson, C. V. C. Larkin.

## CADET ALAN JARVIS, R.N.R.

Navigating Cadet A. R. Jarvis has recently visited Buckingham Palace to receive his gold medal award from the Duke of Edinburgh. He started working for this award at the age of 14 and has accomplished a great deal since then, including several stiff endurance tests. One of his many tasks was to canoe down the River Wye for over 100 miles. He also ran over six miles across country in a set time.

We congratulate Jarvis on his splendid achievement and he must be very proud to possess the gold medal, which very few boys attain.

Cadet Jarvis was pre-sea trained at the school of Navigation, Warsash. His first sea-going appointment is to *Sunda*.



Cadet J. A. Colthup hits a four to leg against *H.M.S. Worcester*.

## ANNUAL CRICKET TOUR

This year the cricket team visited the School of Navigation, Warsash, The Nautical College, Pangbourne, and *H.M.S. Worcester*, on the 22nd, 23rd, and 24th June. The weather was fine on the first day, but at Pangbourne, play ended in heavy drizzle. Nevertheless, in spite of the weather the tour was again a great success and was much enjoyed by all.

At Warsash, on an atrocious wicket, the P & O team did extremely well to score 139 runs for nine wickets. A. J. Foot, First Officer, was our top scorer, making 49 before he was run out. When Southampton batted, A. P. Hodges, Third Officer, exploited the treacherous wicket with devastating effect and took seven wickets for only two runs. The School of Navigation were finally dismissed for a total of 14 runs.

Pangbourne fielded a strong team and we were lucky to hold them to a draw. They batted first and made 163 runs for the loss of seven wickets before declaring. Unfortunately they left themselves little time to dismiss the P & O—in spite of taking four wickets in quick succession for only two runs. A last wicket stand by Cadets J. R. Williams and L. J. Woodard saved the day for us.

The *Worcester* team was the strongest they have produced for several years and the match was extremely exciting. We batted first and the scoring opened briskly. Cadet A. W. Robinson made 33 runs before being caught on the boundary—the top score for the P & O. After this bright start we slipped badly and were finally all out for 115 runs. *Worcester* made a poor opening but rallied after losing their third wicket for a total of only five runs. With only one wicket to go and playing hard against the coming rain, they batted extremely well and the winning stroke was a well-hit six.



Cadet Jarvis, with Gold Medal Certificate.

Planes of the Royal Aero Club of SA fly in salute over Orsova.

## From Abroad

### ADELAIDE—Flying Salute

Aircraft of the Royal Aero Club of Southern Australia flew in salute over *Orsova* when she sailed from Adelaide on 18th April, 1966, in honour of the State Governor, Lt-Gen. Sir Edric Bastyan, and Lady Bastyan, who were returning home on leave.

A large crowd, including 120 children from a nearby school, also gathered on the wharf to wave to the Vice-Regal couple. It also included their son David, who was staying behind to continue his education in Southern Australia.

### SAN FRANCISCO—New Season Literature

Seven new booklets which are being used in the 1967 American trade promotion were shown to P & O - Orient Management Director Kenneth Anderson when he visited San Francisco office in April.

Boxed in a simulated-book container, the selection included three Vacation Voyage booklets for various services, a 1966-68 sailing schedule, a new fares booklet, a descriptive brochure on the Company's ships and a shore excursion handbook. They were due to be distributed to travel agents in June.

Messrs. Warren S. Titus (left) and George M. Turner (centre), President and Vice-President—Marketing, P & O - Orient Lines, Inc., give Mr. K. R. Anderson a preview of 1967 promotion materials.



### SUVA—Kava Ceremony

Trevor Chilver, Cruise Berthing Supervisor, London, and Keith Lewis, Sydney Sales Promotion Manager, made the most of *Oronsay's* call at Suva in January, by attending a kava tasting at nearby Tamavua Village. No reports have filtered back to us to say how they survived!

Mr. Chilver was on his way to America, and Mr. Lewis was in Fiji to take part in an agents' seminar.

### HONG KONG—P & O Cup

The annual P & O Cup race was run in Hong Kong on 5th March. The winner was 'King's Parchment', ridden by Wong Sui Hung and trained by J. F. Pereira.

Mrs. G. M. B. Salmon, wife of the Managing Director of our Hong Kong agents, Mackinnon, Mackenzie & Co. of Hong Kong Ltd., presented the Cup to the winning owners, Messrs. Yam Tung Lam and Yam Bowah.

The P & O Cup luncheon was held a few days later on *Canberra* when she made her maiden visit to the Colony.



Col. Michelin presents the souvenir ship's wheel to Captain Fox.

### JAMAICA—Souvenir of Maiden Call

Officials of the local Tourist Board, Chamber of Commerce and Rotary Club invaded *Chusan* when she called at Jamaica on 12th March to make sure that the visit was a memorable one for passengers, who were en route from Australia to West Coast of America to Europe.

The visit was also a memorable one for Captain R. E. J. Fox, who received a miniature ship's wheel engraved with the island's Coat of Arms from the Director of Tourism. It was presented on behalf of the Director by Col. Reginald Michelin, who explained that such a presentation was always made to captains of passenger liners on their first visit.



Captain Prowse presents the Butter Trophy to Mr. C. L. MacDonald, Dairy Produce Manager, S.A. Farmers' Co-op. Union Ltd. (centre). Mr. A. J. A. Day, Elders GM Divisional Shipping and Travel Manager, looks on.

#### ADELAIDE—Butter Trophy

The 1965 P & O - Orient Lines Butter Trophy was presented at a small luncheon party on *Balranald* when she called at Port Adelaide on 10th February. The trophy, a silver salver given for competition in export butter classes at the Adelaide Royal Show, was presented by Captain M. R. Prowse.

Last year's winner was the Naracoorte factory of the S.A. Farmers' Co-op. Union. Representatives of the S.A. Farmers' Union, the Royal Agricultural and Horticultural Society, the Australian Dairy Produce Board and Elders G.M., P & O - Orient Agents, attended the function.

#### VANCOUVER—Secretaries' Chapter

P & O - Orient Lines became a charter member of the Vancouver Chapter of Executives' Secretaries, Inc. in April. The Vancouver Chapter was fortunate in chartering with 22 leading business firms throughout the city and installation ceremonies took place at a dinner on 2nd April at the Bayshore Inn.

Executives' Secretaries, Inc. is unique in that the firm holds the membership. The organisation was founded in 1938 in San Francisco to provide sales and service leads and good public relations between member firms. Membership is confined to one firm in each business classification. There are presently 49 chapters in the United States (P & O - Orient Lines, Inc. in San Francisco is a member with Velma Gay representing the company), one chapter in Calgary and the newest addition, Vancouver, with over 1,500 women representing their firms in these chapters. Helen Hilton is representing the Company in the Vancouver Chapter and has been appointed Programme Director for the 1966/67 season.

#### SYDNEY—O & M Conference

A two day O & M Appreciation Conference took place at Sydney in March, attended by Directors, Superintendents, Branch Managers and Accountants of P & O - Orient Lines of Australia Pty. Ltd. It was conducted by the Management Consultant firm of W. D. Scott & Co. Pty. Ltd., the opening address being given by the Chairman and Governing Director of that firm, Sir Walter Scott. The subjects considered ranged through Organisation, Company Objectives, Clerical Efficiency, Human Relations, to Long Range Planning and the Significance of and Preparations for use of a Computer.

#### SAN FRANCISCO—Managers' Seminar

P & O - Orient Lines, Inc. called in its branch and district sales managers in May for a five-day seminar on sales and marketing management. The sessions, conducted at the North American headquarters in San Francisco from 2nd to 7th May, included intensive courses in research, advertising, public relations, sales promotion, sales management, distribution and communications.

In addition to the headquarters management group, those attending were Kenneth L. Chamberlain, manager for Canada; Ian H. MacLean, Vancouver; Oz H. Olsen, Toronto; David J. Hodgson, Los Angeles; Kenneth T. Burchard, Seattle; Richard L. Kendall, Miami; Alec C. Lowman, New York; Bruce H. White, Chicago; Richard P. Glaetzner, San Francisco; and Sally Edwards of Theo. H. Davies & Co., the Company's agents in Honolulu.

#### HONG KONG—Skål Club Entertained

Eighty members of the Hong Kong Skål Club were entertained to drinks and a buffet lunch on *Chusan* on 7th February. This was the largest turnout for such a function that the Skål Club has had for a considerable time. The event was highly successful, creating considerable goodwill for the Company.

After lunch Mr. Rudy Choy, President of the Club, presented a Skål Club pennant to Captain R. N. Firth, Staff Captain, as a memento.

Meanwhile, Mrs. J. V. Cherry, wife of the Far Eastern Sales Manager, and Mrs. R. W. Wilson, wife of the Hong Kong Travel Department Manager, entertained a dozen of the ladies to a small luncheon party on *Cathay*.

Mr. Choy presents Captain Firth with a Skål Club pennant. Mr. J. V. Cherry (left) and Mr. R. W. Wilson (right) look on.





Strollers in Yokohama's Yamashita Park watch Canberra tying up at the South Pier behind Chitral which had arrived earlier that same morning.

#### YOKOHAMA—Canberra First Call

Canberra's maiden voyage to Japan, and indeed the Far East, was marked by great celebrations and festivities at Yokohama, her first port of call, when she arrived at the South Pier on 15th March. As she drew up behind *Cathay* dressed overall, the local Kanagawa Police Band burst out into a series of welcome marches, three Misses Yokohama waited at the bottom of the gangway with bouquets of flowers for Commodore J. L. Dunkley and representatives of the passengers, and a group of schoolgirls from the nearby Ohtani High School lined up at the quayside in their colourful, festive kimonos, carrying 'Welcome Canberra' placards and waving sprigs of spring cherry blossoms. At a reception on board later the Commodore and the local agents were hosts to local VIPs and friends of the Company, and exchanged gifts.

A similarly warm welcome was experienced at Kobe and Nagasaki, *Canberra's* other first calls in Japan, on the 18th and 20th March respectively.

#### HONG KONG—New Ocean Terminal

British prestige in Hong Kong—riding high after Princess Margaret's visit to the recent trade fair—got an added boost on 22nd March with the maiden visit of the 45,000 ton P & O - Orient Liner *Canberra* to open the Colony's \$HK74 million Ocean Terminal. *Canberra* was on her maiden voyage to the Far East and was the largest ship ever to visit Hong Kong.

The Ocean Terminal will increase the number of berths in the port by a third, making it possible for such liners as *Canberra*, which could not call at Hong Kong before, to bring in tourists on whom the Colony's economy is dependent. The terminal itself is full of the most modern facilities, including a shopping centre and car park.

Princess Margaret at the P & O stand at the British Engineering Exhibition during 'British Week'.



Canberra arriving at the new Ocean Terminal.

# Hotelier on 'Cathay'

Mr. R. Kerry de Courcy, the well-known hotelier, went out to the Far East in *Cathay* last autumn with the intention of carrying out a study tour of hotel methods in the Far East. However, it did not take him long to discover that exciting and very interesting hotel and catering techniques were being carried out right under his nose, on board ship.

The article that follows recorded his feelings for the *Hotel & Catering Times* on his return to this country:—

'When I left England early in October, aboard the P & O - Orient Liner s.s. *Cathay*, I was thinking mainly of the countries that I was going to visit and of the hotel and catering methods which I might see in Hong Kong, Tokyo, Singapore, Kuala Lumpur and other places.

'It had not occurred to me that there were some extremely interesting catering methods under my very nose aboard the s.s. *Cathay*.

'Catering, indeed, was of an extremely high standard.

'Harry Cornwell, chef de cuisine, showed me around his well-equipped and spacious galley. The bakery was of special interest.

'The "round voyage" of the *Cathay* takes a little under three months. Almost all the meat, fish, poultry and game needed for the voyage is taken on board before the journey starts.

'Chef Cornwell's order sheet reads: 10 tons of meat; 5 tons of fish (local fish is subsequently taken on at foreign ports); 4 tons of poultry and game; 2 tons of bacon; 18,000 eggs (plus additional orders at foreign ports); and 1,000 gallons of milk. There are, of course, many other sundry items on his list.

## Ten Weeks' Food

'Enough food for 10 weeks and 90,000 main meals. Chef Cornwell ensures enough supplies to enable him to provide, twice a day, a "Gourmet's Table" for each of the 200 or more passengers aboard.

'A typical dinner menu:

Tomato juice; Chilled Consomme; Smoked Salmon; Consomme Profiteroles; Creme Malakoff.

Fillet of Plaise Meuniere; Poached Fillet of Plaise Normande; Vol-au-Vent Financiere; Vegetable Marrow au Gratin; Sweet and Sour Pork with Fried Rice; Shoulder of Lamb Boulangere; and Roast Turkey, Cranberry Sauce, Chipolata Sausage.

Grill to order: Entrecote Steak; Tomato, Croquette Potatoes.

Cold: Ox Tongue, Veal and Ham Pie, Lettuce Hearts and Asparagus Cuts; Tossed Green Salad, Tarragon Dressing.

Cauliflower, Cream Sauce; Dressed Cabbage; Potatoes: Boiled, Parmentier.

Marshmallow Gateau; Coupe Favorite; Assorted Pastries; Friandises.

Quiche Lorraine. Specially matured English Cheddar; Wensleydale; Assorted Biscuits.

Dessert: Preserved Ginger.

Ceylon, Indian, China and Malay Tea; Nescafé, American Coffee.

Sanka, Chase and Sanborn.

'One of the things that pleased me was the variation of the dishes served from day to day. Even after several weeks on board, the menu can still surprise and delight you with some unusual and tasty dish.

'Harry Cornwell, I discovered, has been *Cathay's* chef for the past year. He was trained by the Orient Line and has been at sea for 25 years.

## Genuine Effort

'This does not mean that he has been out of touch with the land; quite the reverse. In fact, during the last few years, P & O - Orient Lines have arranged for him to attend special courses (of several months' duration) at the Savoy, London, and the Ritz in Paris.

'With 116 cabins, some with private bathrooms, and most with showers, and sleeping accommodation for 226, s.s. *Cathay* is a fine example of a "floating hotel".

'She has an attractive restaurant, run by head waiter W. F. C. Hieatt, who has been with P & O - Orient Lines for the last 13 years. A well-chosen, if small, wine list is available and one can rely upon the wine being served at the correct temperature. Something which unfortunately one cannot always say of some London restaurants.

'While all heads of department are British, the remainder of the crew are Chinese and, at all levels, I found a genuine effort to make sure that my stay on board the *Cathay* was a memorable one.

'The beds were comfortable, the food good and the service helpful and pleasant at all times.

'Surely, the basic requirements of any good hotel anywhere in the world?'

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## HELPFUL

On the fourth day of lying at anchor outside Madras awaiting a loading berth, *Karmala* received the following cable from the local B.I. Agent, 'NOW LIKELY BERTHING PM TWENTYNINTH WILL CONFIRM EXACT TIME MORNING THIRTIETH'.

# PANDOR CLUB

## Motor Club

On Friday, 19th November, the Motor Club visited the Metropolitan Police Driving School at Hendon and enjoyed a most interesting and informative evening.

This started with an address by the Chief Superintendent and was followed by a lecture on 'The System in Car Control' by a Senior Inspector, which outlined all too briefly the method of safe driving on approach to and the negotiation of hazards.

A film on skidding and its correction was then shown, and after this the party was divided into small groups, each under a Sergeant Instructor, and toured the school.

It was most interesting to learn, among other things, that there are between 3,000 and 4,000 motoring offences which it is possible to commit, and horrifying to recall that ignorance of the law is no excuse.

A visit to the garage to inspect the perfectly maintained and spotless fleet of cars and motor cycles, which ranged from Minis to Daimler-Jaguars, rounded off the official part of the evening. However, a yarn with the Instructors over tea and sausage rolls in the restaurant afterwards was by no means the least enjoyable part.

We broke up at about 11 p.m., wiser and better drivers. Not too many red faces were observed during the evening, though one or two members were seen surreptitiously wiping teacups and utensils to remove fingerprints!

It was comforting to learn, by implication, that the police, generally, are sympathetic to the much hounded motorist, and it is hoped that we now reciprocate this feeling, having learned many of their problems.

Since this visit, we have not been idle, though it may appear so. Rallies are increasingly difficult to arrange owing to the restrictions which have recently been imposed. Negotiations with Vauxhall Motors and the Ford Motor Company concerning visits to their factories have broken down, owing to the fact that they can entertain us only on working days during the week. We shall, however, keep trying.

Members of the Sea Staff may be unaware that they may purchase badges by arrangement with the Motor Club Secretary, Mr. G. E. Hill. Chrome and enamel badges are available from Mr. Hill in the Accounts Department, West End, or from Dock Offices, for 30s. They are extremely colourful and will enhance the look of any car.

Motor Club Car Badge.



John Perry (right), Pandor Football Captain, receiving the Football Challenge cup from Mr. A. R. L. Escombe. Pandor had just won the annual match with Escombes, 5-1. This was one of two cups the football team won this season, the other being for winning Division III of the London Shipping Football League, which has ensured the team's promotion to Division II next season.

## Golf

Two meetings have been held, Pandor Day at Langley Park Golf Club on 22nd April and a match against the Inchcape G.S. at Purley Downs on 13th May. Despite wind, cold and rain on the first of these occasions all players seemed to enjoy themselves. The best scores were put up by V. A. R. Lawrence and A. S. Wathen who tied for first place in the singles competition and J. K. McGrath and A. R. Kemsley who won the four-somes with A. J. Bott and Mrs. Bott runners-up.

The match against the Inchcape G.S. was lost by six matches to four. This was perhaps as well, as we have won all the previous encounters, although it must in fairness be stated that some of our better players were not available because of the threatened Seamen's Strike.

## Squash

The 1965-1966 season saw the first full year of the Squash Club. The fixture list was composed of a number of other shipping companies and business houses. Out of the 14 'A' and 'B' team matches played, we were unfortunate not to win a single match, despite the effort made by the players. In spite of this rather disappointing beginning, we now have a nucleus of experienced players who, together with some of our newer players, will be presenting a formidable challenge to our opponents next season.

A competition between shipping companies has now been established playing for a cup presented by the Pandor Club. Although only four teams participated this year, it is hoped that next year will see a few more companies involved.

Final Positions:	1 Tendimus Club	} Joint First
	2 Furness Club	
	3 Maori Club	
	4 Pandor Club	

For the future, it is difficult to say what success the Squash Club will have. However, we learn by our mistakes and the Pandor Squash Club will certainly strive to become a more formidable opponent than it has seemed to be so far.

Once again, we ask for support. Anyone who wishes to play competitive squash is asked to get in touch with the Secretary as soon as possible and the new season will be preceded by the publication of our fixture list and plans for the season.

# FLEET LIST

(as at 15th June, 1966)

	<b>Aden</b> 9,943 tons	<b>Ballarat</b> 8,792 tons	<b>Balranald</b> 8,513 tons	<b>Baradine</b> 8,511 tons	<b>Bendigo</b> 8,782 tons	<b>Cannanore</b> 7,065 tons
CAPTAIN	Lefevre, J. A.	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Reed, P. C.	Thompson, W. B.	Hopkins, T.	Firth, R. N.
CHIEF OFFICER	Davies, J. N. H.	Jackson, P. B.	Goddard, C. H.	Raven, M. J.	Coull, I. A.	Smylie, C. R.
SECOND OFFICER	Corrigan, N. I.	Tinsley, A. R.	Lumb, P. D.	Bennett, M. De B.	Underwood, T. D.	Nicoll, I. M.
THIRD OFFICER	Williams, W.	Lee, G. G.	Walster, D. J.	Napier, M. R. L.	Carr, D. A.	Scanlan, M. J.
FOURTH OFFICER	Humphries, T. R. P.	Densham, C. H. C.	Laurie, M. A. C.	Tyack, R. D.	Eveleigh, P. J. M.	Webster, D.
RADIO OFFICER	McQuillan, C. A. (Actg.)	Griggs, A. C.	Ridley, M. J.		Blyth, J. I.	Footman, D. J.
JUNIOR RADIO OFFICER				Horsburgh, D. I.		
CHIEF STEWARD	Willacy, J. G.	Taylor, R. G.	Holden, R. R.	Waterman, A. J.	Curtis, C. A.	Gliddon, R. G.
CARPENTER	Christie, W. R.	Griffiths, W. G.			McDonald, L. J.	
BOATSWAIN	MacNeill, A.					
CADETS	Rankin, C. J. Curran, C. J. N. Baker, C. A.	Parr, C. M. Morris, P. L. Ross, R. J.	Caughey, C. F. H. Wilson, P. G. Stutt, I. C. Cadman, J. R. P.	Davidson, M. H. Christmas, I. M.	Larkham, B. Hearn, A. Smith, B. R.	Thorogood, F. T. Seymour, J. Bearne, S. J. V.
CHIEF ENGINEER OFFICER	Case, E.	Crowe, D. P. C.	Twining, D. W.	Bayliss, N. H.	Craig, A.	Harrison, A.
SECOND ENGINEER OFFICER	Beard, I. F. C.	Love, B. R.	Burn, R. G.	Goodwin, C. M.	Kirton, P. A.	Moesby, J.
THIRD ENGINEER OFFICER	Grant, R. W.	Calvert, B. D.	Gould, R. R.	Cross, K. J.	Sanderson, R.	Bedford, T. D.
JUNIOR THIRD ENGINEER OFFICER	Haycock, T. C.	Auld, J. A.	Woodford, D. S.	Radbourne, D. F.	Thompson, D. P.	
FOURTH ENGINEER OFFICER	Taylor, R. W.	Edwards, R. P.	Taylor, M.	Petrie, W.	Mansfield, E.	Edge, D.
ASSISTANT ENGINEER OFFICER	Day, D. Simpson, J. M.	Wright, L. W. Huffadine, B. W. Sauvary, P. E. Yarker, T.	Cheyne, D. M. Lund, G. Ridley, J. W.	Cooke, D. W. Moir, D. P. Munroe, J. L. D.	Milam, F. J. Harrison, D. Woolcott, A. D. Dale, P.	McLennan, B. J. Kelly, T. J. Shearer, D. MacPhee, I. S. Fulker, A. J. (Supy.)
FIRST ELECTRICAL OFFICER	McKee, W. J.	Diamond, P. G.	Fitchie, J.	Brooks, R.	Shaw, D. E.	Heaton, A. (Asst.)
SECOND ELECTRICAL OFFICER	Wells, B. M.	Calvert, R.	Hewitt, H. K.		Simm, K. C.	
FIRST REFRIG. ENGINEER OFFICER	Rust, W.					
SECOND REFRIG. ENGINEER OFFICER	Forbes, A.					

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	<b>Comorin</b> 9,236 tons	<b>Coromandel</b> 7,065 tons	<b>Karmala</b> 7,673 tons	<b>Patonga</b> 10,071 tons	<b>Perim</b> 9,550 tons	<b>Salmara</b> 8,202 tons
CAPTAIN	Dallas, A. H. W.	O'Connell, F. M.	Cookman, R. D.	Kingswood, L. C., R.D., R.N.R.	Haggas, M. H.	Rose, E. R.
CHIEF OFFICER	Guthrie, D. C.	Collett, N. I.	Kennard, P.	Hughes, D. T.	Paston, J. W.	Harrison, D. J.
SECOND OFFICER	Short, C. R.	Corney, P. G.	Myers, A. P.	Earnshaw, D. R.	Purchase, C.	Hellyar, F. C. P.
THIRD OFFICER	Curtis, P. D.	Griffiths, C. K.	Spread, R. J.	Hall, G. R.	Mullins, D. E.	Hartwell, F. A. C. P.
JUNIOR THIRD OFFICER			Bradbury, C. P. C.			
FOURTH OFFICER	Callaway, S. R.	Coles, R. St. A.		Chipperfield, B. V.	Minter, B.	Boxer, J. M. J.
RADIO OFFICER	Groat, R.			Fowler, M. J.	Beck, T. A.	
JUNIOR RADIO OFFICER		Malcolm, D. E.	Westwood, J. V.			Hicks, D. E.
CHIEF STEWARD	Barber, R. H. S.	Brown, L. C.	Thomas, P. J. N.	Morris, A. R.	Thompson, J. R. S.	Rendle, G. M.
CARPENTER				Jones, M.	Langan, M. B.	Adamson, W. J.
CADETS	Knight, C. H. C. Bird, J. D. S. Seow, L. Fuller, A. M.	Pilsworth, D. G. Binnington, R. G. Footman-Williams, P. J.		Alban, S. J. Thomas, J. R. Johnston, C. J. C.	Cooper, P. J. Godfrey, R. M. N. Vlasto, K. M.	Cushing, B. A. Strudwick, K. R. Vaughan, R. Robinson, A. W.
CHIEF ENGINEER OFFICER	Screech, J. D.	McLeod, J.	Gallo, E.	Southcott, H. E.	Marriott, M.	Morrow, N. S. G.
SECOND ENGINEER OFFICER	Pound, N. W.	Grady, P.	Kelly, J.	Lindsay, J.	Dobie, J. J.	Bowen, J. D.
THIRD ENGINEER OFFICER	Jenkinson, J. O.	Hibbert, D. R.	Robinson, P. J.	Baxter, K. G.		Conway, M.
JUNIOR THIRD ENGINEER OFFICER	Green, J.			Kirchin, D.	Wells, R.	
FOURTH ENGINEER OFFICER	Drennan, T. W. H.	Rose, D. B.	Poole, B. R.	Hunt, A. C.	Nicholas, L. F.	Galvin, J. M.
ASSISTANT ENGINEER OFFICER	Stowe, J. K. Hatherley, R. R. Goulding, M. E.	Wall, L. Smith, D. C. Sutcliffe, D. F. Cole, R. F.	Ferrier-Williams, D. J. Mills, E. H. Rees, G. L.	Marsh, P. Rostron, F. D. Tarrant, A. F.	Hand, B. Kay, D. W. Kelly, K. V. Massey, W. T.	Wade, T. C. H. Marshall, W. S. Parker, D. Sidwell, W. H.
FIRST ELECTRICAL OFFICER	Collins, F. M.	Waters, A. F.	Kendall, N.	Reid, J. E.	Crawley, M. J.	Burridge, R. J. S.
SECOND ELECTRICAL OFFICER			Chulk, C. R.		Bradley, P.	
FIRST REFRIG. ENGINEER OFFICER				Franczy, T.	Sumner, A. S.	
SECOND REFRIG. ENG. OFFICER				Griffiths, A. F.	McQueen, G. J.	

# FLEET LIST

(as at 15th June, 1966)

	<b>Canberra</b> 45,733 tons	<b>Oriana</b> 41,923 tons	<b>Arcadia</b> 29,664 tons	<b>Iberia</b> 29,614 tons	<b>Orsova</b> 28,790 tons	<b>Oronsay</b> 27,631 tons	<b>Orcades</b> 28,164 tons	<b>Himalaya</b> 27,955 tons	<b>Chusan</b> 24,261 tons
<b>CAPTAIN</b>	Riddelsdell, E. G. H., R.D., R.N.R. Game, R. A.	Edgcombe, C., C.B.E., R.D., Cmdre. R.N.R. Blois, D. P.	Craddock, R. J., O.B.E.	Trenford, M. A.	Ayles, S., R.D., R.N.R.(Ret.)	Cowen, E.	Harris, E. V., R.D., R.N.R.	Prowse, M. R.	Fox, R. E. J., R.D., A.D.C., R.N.R.
<b>STAFF CAPTAIN</b>			Woolley, F. B., R.N.R.	Terry, J. W.	Chester, J. M.	Field, A. J.	Lowther, R. E.	Adie, I. M.	Snowden, E.
<b>CHIEF OFFICER</b>	Scott-Masson, D. J.	McCarthy, T. J.	Smith, D. L.	Beaumont, J. M. S.	Robinson, E. A.	Whitehead, G. B.	Gaffney, D. B.	Bonner, J. W.	Crichton, J. A. P.
<b>NAVIGATOR</b>	Hayward, P. E.	Dornoh, D. A.							
<b>FIRST OFFICER</b>	Bates, D. V.	Rushan, M. D.	Wright, P. J.	McLean, K. S.	Pearce, R. J. S.	Perry, D. J.	Free, C. F. I.	Prideaux, A.	Woollen, J. M.
<b>JUNIOR FIRST OFFICER</b>	Falkner, A. H.								
<b>SECOND OFFICER</b>	Jameson, S. S.	Gibb, I.	Watkins, T. P.	Johns, A. C.	Fitzwalter, J. S.	Broome, P. C. J.	Perry, J. W.	Cutmore, P. R. D.	Jones, C. M.
<b>JUNIOR SECOND OFFICER</b>		Jackson, R. L.	Nash, B. C.	Senior, P. T.	Hicks, M. F.	Wood, R. T.	Cowthorn, P. C.	Bingham, M. G.	Stevenson, C. J.
<b>THIRD OFFICER</b>	Bovill, M. A.	Morrow, L. J.	Woodward, C. S.	Julian, M. H.	Hodges, A. P.	Wilson, F. B.	Knight, R. D.	Kilner, J. B.	Edgerton, M. E.
<b>SENIOR FOURTH OFFICER</b>								I. Stanway	
<b>FOURTH OFFICER</b>	Wainman, T. R. M.	Lockyer, P.	Pennell, P. M.	Tomkiss, D. J.	Temple, J. M. G.	Fairgreave, J. B.	Robertson, K. B. P.	M. J. Gold	Priestley, R. P.
<b>JUNIOR FOURTH OFFICER</b>	Larkin, C. V. C.	Cooper, D. B.	Young, R. G.	Johnson, P. F.	Munter, B.	Gold, M. J.			Messinger, P. A.
<b>CADETS</b>		Derrick, M. J. Hall-Thompson, M.					Howe, O. J. Woodger, R. P.		
<b>CHIEF RADIO OFFICER</b>	Hawkins, R. J.	Le Gear, E. R.	Rainey, W. J.	Geraghty, P. M.	Burch, H. R.	Harrop, F.	Evans, G. W.	Meaney, J. F.	Sharland, A. J.
<b>FIRST RADIO OFFICER</b>	Gawley, J. C. E.	Dowie, D.	Cahill, R. V.	Bowen, A. J.	Berry, H. C.	French, J. B.	Cowley, G. D.	Morrison, J. H.	Gibson, K.
<b>SECOND RADIO OFFICER</b>			Jolly, M. P.	Crane, P. J.				Chapman, R. J. E.	Harding, G. R.
<b>JR. SECOND RADIO OFFICER</b>	Broughton, M. L. Murphy, H. F.								
<b>THIRD RADIO OFFICER</b>	Larkin, H.		Thorn, R. J.	Smethurst, N. S.				Clark, P. D. A.	Donnelly, C.
<b>JR. THIRD RADIO OFFICER</b>	Hubbard, B. K.								
<b>FOURTH RADIO OFFICER</b>	Rice, J. D.		Kennington, R. M.	Turpie, T. I.				McQuater, A. J.	Johnston, I. G.
<b>JR. FOURTH RADIO OFFICER</b>	Pearson, C. J.								
<b>SURGEON</b>	Barrett, C. A.	Farrall, J. F.	Varney, J. M.	Chillingworth, T. H.	McMurrich, M.	Meeson, D. M.	Collins, B. P.	Cochrane, T. J. D.	Clark, I. N.
<b>ASSISTANT SURGEON</b>	Bruckner, F. E.	McCauley, T. N.	Marvel, M. J.	Gugenheim, P. S.	Bancroft, D. G.	Dubbay, A. D.	Grundy, M. F. B.	Kerr, J. D. S.	Ewing, C. G.
<b>NURSING SISTERS</b>	Walker, A. J. Maddick, M. Woods, A. E.	Lanford Jones, V.M. Sandilands, M. E.	Hoyle, A. F. Driver, M. M.	Vickers, J. C. Burbage, J. M.		Pritchard, A. M. Rathbone, S.	Southern, C. M. Harper, D. M.	Mullineaux, V. F.	Stone, S. M. Saunders, A.
<b>CARPENTER</b>	Wighton, L. J.	Benzmann, P.	Chard, L. G.	Shaw, R.	Chessell, R. E.	White, G.	Hockmuth, M.	Williams, P. F.	Richards, W.
<b>PLUMBER</b>	Barnes, G.	Rawlings, F.	Doree, R. A.	Lemon, J.	Tait, C.	O'Neill, P.	Oppler, F.	Thompson, S.	Head, B.
<b>BOATSWAIN</b>	Rennards, J.	Kite, J.	O'Sullivan, J.	Jeans, V.	Crean, T. P.	Philip, W.	Farnell, F.	Mitchell, J. R.	
<b>ASSISTANT BOATSWAIN</b>	Mitchell, C.								
<b>CHIEF ENGINEER OFFICER</b>	Stewart, I. H.	Mazonowicz, T.	Maunder, R. J.	Constable, G. D.	Gardner, A. W.	Brown, R. D.	Howell, J. O.	Lakin, J. B.	Purdy, R.
<b>FIRST ENGINEER OFFICER</b>	Stewart, R.	King, D. M.							
<b>SECOND ENGINEER OFFICER</b>	Dempster, W. A.	Newby, C. T.	Ditchfield, R. R.	Broadway, P.	Ayton, A.	Debney, B.	Hedley, P. I.	Connolly, W.	Hudson, R.
<b>JR. SECOND ENGINEER OFFICER</b>	Slater, B. J. Chandler, C. A. G. Connolly, G. A. Weatherstone, J. C.	Drummond, W.	Marsh, G. W.	Juniper, P. F.	Buchanan, V.	Line, K.	Matthias, H.	McVay, J.	Goodman, A.
<b>THIRD ENGINEER OFFICER</b>	Fairley, I. J.	Blades, J.	Turner, R. G.	Pitt, D. S.	Wilkie, T. M.	Dawkins, R. A.	Cole, M. J.	Waller, B. H. C.	Munro, B. C.
<b>JR. THIRD ENGINEER OFFICER</b>	Weaver, D. F. Munroe, J.	Gray, G. B.	Shepherd, J.	Furbank, P. J.	Willson, M. G.	Englefield, J. E.	Graham, G. R.	Ramsey, S.	Jackson, R. N.
<b>FOURTH ENGINEER OFFICER</b>	Marshall, R.	Allan, C. R.	Findlay, A.	Rankine, H. T.	Robbie, R. E.	Bradshaw, M. G.	Gauld, A.		Barrat, J. R.
<b>JR. FOURTH ENGINEER OFFICER</b>	Henderson, H. D. Mathie, J. Statham, D. J. Jolly, H. S. Harrison, J.	Long, G. S. Bayne, C. J.	Rennie, L. M. Haddon, R. E.	Harrison, B. Anderson, G. R.	Thomson, D. G. B. Cox, R. J.	Love, K. Kington, R. M.	Clare, P. Walker, C. S.	Lowe, A. R. Robinson, R. D.	Fittes, G. J. Heppleston, A.

ASST. ENGINEER OFFICER	Spurling, T. J. Caulfield, M. Chilton, D. Knight, P. J. Pennington, G. W. Moore, A.	Dobbs, D. A. Newman, A. J. Whitby, J. Ramsey, M. Williams, A. Robinson, P. R. J. Waller, S. Hodkinson, A. S.	O'Dell, J. A. M. Smith, D. C. Hogan, A. N. Lloyd, R. T. Talbot, M. G. Yeoman, A.	Brown, D. G. Hunter, D. E. B. Rattray, B. Mellor, T. G. Little, I. G. Keys, R. S.	Hancock, T. R. MacRae, A. M. Kingsland, R. J. MacKay, M. Turner, R. J. Fitzgerald, J. A. Reeves, A. T. V.	Walsh, T. M. Hicks, P. B. Waller, A. G. Palmer, O. J. Thompson, J. F. G. Hilton, M. L. Wake, G.	Watkins, S. J. McNair, J. Collins, H. J. Dixon, C. T. Fox, A. P. Scott, I. S. Pitt, J. J.	Marshall, J. J. Ferguson, A. Simpson, J. Elliott, C. Warwick, R. S.	Snow, R. A. Harper, H. J. Sullivan, G. J. McDermott, J. Hewison, J. W. Greenbeck, M.
FIRST ELECTRICAL OFFICER	Davidson, E.	Walker, J.	Smyth, J.	Ellis, R.	Davidson, A. C.	Wiles, B.	Cresswell, E. W.	Ironside, J.	Dunford, R. H. J.
SECOND ELECTRICAL OFFICER	Ripken, R. A.	Cheetham, J.	Holdstock, W.	Dowson, M. K.	Beck, M. J.	Matthew, B.	Porter, P. W.	Allen, I.	Box, D.
JR. SECOND ELECTRICAL OFFICER	Forshaw, C. Roberts, D. F. Wells, B. M.	Askam, W. B.							
ASST. ELECTRICAL OFFICER	Rhydderch, P. Barlow, A. W. Westwood, S. R.	Turner, M. G. Jamison, A. C. Mansbridge, N. H. Sweetman, J. Jenkins, R. Smith, I. M.	Bugg, P. F. Berridge, R. Turley, J. Mills, K.	Matthews, C. J. Loosens, G. J. Struthers, A. Cooper, J. C.	King, M. D. Everden, J. E. Heslop, D. Hartley, R. D.	Hill, R. L. Spencer-Brading, S. E. Wanless, J. Shawcross, J. H.	Roberts, W. T. Berryman, C. P. Fazey, A. J. O'Connor, J.	Stubbings, C. P. Marr, K. Challoner, W. Stephens, G. D. C.	Stevens, C. G. Smith, L. C. Kefford, R. D. Dumoulin, C. J.
VENTILATION OFFICER		Steadman, H.							
FIRST REFRIG. ENG. OFFICER	Reveler, B.		Bullock, F. S.	McGuffie, E.	Donkin, W.	Doig, P. R.	Ross, A.		
JR. FIRST REFRIG. ENG. OFFICER	Green, T. M.	Lock, G. A.	Stead, A. K.	Grant, P.	Rust, W. A.	Green, J. V.	Reynolds, J. M.	Borland, W. J. Thomas, M. E.	Cloughton, C. W. Santi, G.
SECOND REFRIG. ENG. OFFICER	Smith, M. J.		Long, D. W.	McAvoy, R.					Etherington, J. F.
JR. SECOND REFRIG. ENG. OFFICER	Mackintosh, W. D.		Flaherty, K.	Porter, J. B.					
THIRD REFRIG. ENG. OFFICER	Littlewood, T. J.	Ellis, P.	Muse, R.	Steddy, M.	McCormick, R. G.	Fields, P. A.	McCambridge, J. Dowell, B. B.	Chipperfield, T. D.	Thirlwell, D. C.
JR. THIRD REFRIG. ENG. OFFICER	Richardson, D.		Price, D. T.		Clark, R. S.	Fraser, J. A. West, M. R.		James, P. N.	
FOURTH REFRIG. ENG. OFFICER		Gurnett, K. S. Ferguson, K. A. Guile, P.					Fridd, R. D.		
FIFTH REFRIG. ENG. OFFICER			Crouch, R. W. Cahill, T. E. Wiseman, P.	Bennett, G. L. Mutter, F. W. Solley, D.	Stringer, D. L.	Childs, J. A. W.	Morgan, W. C.	Burgess, L. W. Dobson, D. Tucker, R.	
BOILERMAKER	Turner, P. L.								
WINCHMAN									
PURSER	Pinches, E. W. H.	French, E. L.	Wyeth, L. C.	Hare, C. T. R.	Arkison, A. P.	Brown, R. S.	Miles, P. H.	Pullinger, D. A. M.	Buy, J. H.
TOURIST PURSER	Ewan, W. A. J.	Blurton, D. C.							
DEPUTY PURSER	Simpson, J. C.	Hodgeman, G. P.	Williams, R. A.	Whicker, M. C.	Onslow, M. G.	Brett, R. M.	Jennison, P. C.	Miles, M. J.	Dalton, T. S.
SENIOR ASSISTANT PURSER	Burleigh, D. G.	Mulder, B. K.	Pollard, T. M. Hughes, J. R.	Buckley, C. G. M. Meyrick, J. J.		Norris, A. A.	Harries, R. M.	Smart, M. F.	Parker, J. R. M.
ASSISTANT PURSER	Sutcliffe, M. H. Batt, P. Simmonds, J. A. Tilby, P. W. J. Smith, G. J.	Poyntz, J. M. Dixon, I. J. Symons, C. R.	Brown, A. R.	Brittain, P. W.	Hawkesworth, A. P. M. Webb, P. E. Bonham, J. S. W. Bennet, P. Brown, R. J.	Pike, W. L. Jones, I. R. Hustwitt, J. J. Winney, A. J.	Staddon, M. P. Keating, J. D. Pearce, D. S.	Michelson, M. E.	Harris, J. G. Adams, A. W. Warrington, D. F. Dawes, M.
JUNIOR ASSISTANT PURSER		Morris, J. E. T. Gardner, P. P.	Hemsley, W. A. M.	Heap, G. L.			Eardley, J. W.		
PURSER CADETS				Thompson, C. K.	Jorden, C. T. J. Herman, R. M.	Stemp, R. E. F.	MacDonald-Bell, A. R. Foskett, C. R.	Bull, K. R. Miller, I. K.	
WOMAN SR. ASST. PURSER									
WOMAN ASST. PURSER	Cufley, G. M. Emery, B. P. Rogier, P. T. Macnochie, M. T. Alan, A. Burchell, J. S.	Cochius, M. MacPhee, J. Williams, G. Hill, J. A. Hale, M. E. Tingay, A. A. Ward, S. P.	Warner, D. C. Oppenheim, D. S. Archibald, P. M.	Orchard, J. C. Van der Linden, J. West, V. C. Haynes, S. A.	Salmon, S. J. Helps, G. M. Joordens, L. McLintock, P. F. Forbes, M. M.	Holmes, M. E. H. Westmacott, S.	Mitchell, P. M. Mundler, E. J.	Robilliard, I. C. Masset, M. Parish, S. V. W. Sonneveld, H. A.	Masters, N. E. Knott, J. F. Broekman, P. J. A.
WOMAN JR. ASST. PURSER						Dirks, J. C. Raikes, M. A.	Brown, J. M. Ascott, L. J.		
ENTERTAINMENT OFFICER <i>First Class</i>	Thiele, I. N.	Bessant, J. M.	Isaacson, J. W.	Ruddin, P. A.	Ainsley, J.	Ross, A.			Lynch, J. P.
ENTERTAINMENT OFFICER <i>Tourist Cl.</i>	De Lyle-Turner, C.	Westwood, K. C.	Dawson, V. E.	Gay, A. W.	Munro, G. J. G.	Brayne-Nicholls, N. L. Burton, E. D. E. Jewell, S. E.	Ward, J. B.	Burdekin, J. C.	Sheen, C. E.
HOSTESS <i>First Class</i>	Elliott, V. J.	Riley, J. J.	Walters, D. A.	Christie, E.	Crone, E.		Dillon, N. A.	Young, P. S.	Towell, D.
HOSTESS <i>Tourist Class</i>	Roberts, S. E.	Hird, P. A.	Shepherd, E.	Payne, J. V.	Webb, S. P.		Reading, E. A.	Smith, H.	Gordon, J. F.
CHILDREN'S HOSTESS <i>First Class</i>	Hill, M. E.	Featherstone, L.	Thomas, L.	Chandler, J. E.	Nolan, M. C.	King, M.			Robertson, E. J.
CHILDREN'S HOSTESS <i>Tourist Class</i>	Davis, F.	Allan, P. M. G.	Davies, C. M.	Chapman, P. H.	Craig, P. M.	Grahame, E. A.	Gegory, J. Barringer, H. L. Ladlow, L. K.	George, S. D.	
CHIEF STEWARD	Edney, S. E.	Dyter, W. A.	Ockleford, R. A.	Davies, D. B.	Chapell, E. W. A.	Aspin, K. W.		Picking, A.	Goffin, H. N.
CHIEF STEWARD <i>Tourist Class</i>	Gordon, G.	Maley, T. G. S.							
CHEF	Baker, W. C.	Ruddock, G. L.	South, R. K.	Rogers, D. J.	Cox, R. J.	Kinsella, S.	Grundy, W.	Manzi, L. J.	Bayne, D. J.

# FLEET LIST

(as at 15th June, 1966)

	<b>Cathay</b> 13,790 tons	<b>Chitral</b> 13,790 tons		<b>Salsette</b> 8,202 tons	<b>Somali</b> 9,080 tons	<b>Soudan</b> 9,080 tons	<b>Sunda</b> 9,235 tons	<b>Surat</b> 8,925 tons	
CAPTAIN	Cutler, R. J. H.	Nowell, R. B., R.D., R.N.R.(ret.)	CAPTAIN	Cooke, C. B.	Mordaunt, B. S. C.	Vickers, W. B., R.D., R.N.R.	Bullock-Webster, R. Barrett, G. C. R.D., R.N.R.		
CHIEF OFFICER	Harris, G. E.	Houghton, J. F. T.	CHIEF OFFICER	Robinson, G. B.	Christey, A. H. D.	Bradford, M. V. N.	Ellingham, R.	Clark, J. D.	
SECOND OFFICER	Swetnam, D. W.	Miller, D. B.	SECOND OFFICER	Carter, M. J.	Pollitt, P. S. H.	Pegg, G. J.	Booth, J. H.	Campbell, C. H.	
JUNIOR SECOND OFFICER	Tavender, P.	Wilkin, R. H. N.	THIRD OFFICER	Andrews, R. G.	Hinchley, I. R.	Welch, J. W.	Farrar, D. A.	Wood, R. T.	
THIRD OFFICER	Chinery, C. G.	Church, V. R.	FOURTH OFFICER	Frost, M. S.	Reed, M.	Smith, R. M.	Noakes, J. J.	Griffiths, A. F.	
FOURTH OFFICER	Harley, P. F.	Crowther, H. R.	RADIO OFFICER		Groat, R.	Price, M. R.	Kerslake, D. G. T.	Rogers, D. A.	
CADETS	Myton, R. Woollard, I.	Collinson, R. J. B. Montgomery, D. P.	JUNIOR RADIO OFFICER	Hall, C. H.			McQuater, A. J.		
FIRST RADIO OFFICER	Hargreaves, W.	Williams, H.	CHIEF STEWARD	McAllister, W. J.	Waters, P. E.	Lingham, C. E.	Browne, K. C. V.	Dellow, K. E.	
SECOND RADIO OFFICER	Pearson, M.	Graham, P.	CARPENTER	Ivey, C. W.		Cramp, R.	Bray, P. G.		
THIRD RADIO OFFICER	Bedaton, J. P.	Cowling, D. J.	CADETS						
SURGEON	Hollinrake, J. B.	Shackel, G. G.		Coldham, R.	Warner, B. J.	Reeves, J. G.	Bass, R. P.	Browne, R. S.	
NURSING SISTER	Kennedy, N.	Ross, A. M.		Symonds, B. R.	MacRae, C. P. R.	Clowes, M. R.	Amy, J. I.	Collinson, R. J. B.	
CARPENTER	Brockbank, J.	Pike, J. F.		Vaughan, B.	Williams, J. R.	Burgoine, M. S.	Gilmour, I. S.	Curran, C. J. M.	
PLUMBER	Brown, I. T.	Bulley, A. V.		Horswood, D.	Midwinter, P. S.	Combe, G. P. D.	Fox, C. M.	Byne, K. P.	
BOATSWAIN	Martin, F.	MacKay, J.							
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CHIEF ENGINEER OFFICER	Thompson, T. W.	Sadler, J.	CHIEF ENGINEER OFFICER	Clarke, A. D.	Lambert, A. E.	Westgarth, W. P.	Ferguson, A.	Fisher, E. H.	
SECOND ENGINEER OFFICER	Van Schalwyk, W.	Middleton, D. J.	SECOND ENGINEER OFFICER	Nash, I.	Graham, A.	Corbett, R. D.	Wardle, W. J.	Berry, R.	
JR. SECOND ENGINEER OFFICER	Walsh, J. J.	Page, D. W.	THIRD ENGINEER OFFICER	Hughes, P. D.	Ludick, J.	Corless, G. W.	Rushton, A. M.	Gambles, A. D.	
THIRD ENGINEER OFFICER	Martin, D. H.	Brogden, M. L.	JUNIOR THIRD ENGINEER OFFICER		Jenkins, K. McL.	Williams, S. J.	Goodley, R. G.	Jensen, F.	
JR. THIRD ENGINEER OFFICER	Gough, A. W.	Barton, D. M.	FOURTH ENGINEER OFFICER	Mills, A. W.	Thorne, R. J.	King, G.	Atkinson, R. E.	Lloyd, R.	
FOURTH ENGINEER OFFICER	Postlethwaite, B.	Norris, P. J.	JUNIOR FOURTH ENGINEER OFFICER		Leadbitter, E. G.	Milligan, T. K.			
ASSISTANT ENGINEER OFFICER	McGlashan, A. S. Maisey, P. D. Barnes, B. A.	Byrne, J. Taylor, K. W. Heslop, J. D.	ASSISTANT ENGINEER OFFICER	Williamson, A. J. McDonald, A. Ramsey, D. P. Hall, B. D.	Fuller, J. Avery, D. Langridge, D.	Peek, K. G. McMahon, T. Simpson, J. H. Quirk, M.	Jarvis, H. Askew, D. Rouse, G. Joachim, A. V.	Ferguson, A. Smith, A. Steddy, M. Evans, C. J.	
FIRST ELECT. OFFICER	Milne, G.	Dibsdall, M. C. H.							
SECOND ELECT. OFFICER	Corrall, L. J.	Peacock, D. C.							
ASST. ELECT. OFFICER	Edwards, A. S. Robinson, D. T. H.	Davenport, I. J.	FIRST ELECTRICAL OFFICER	Daniel, D.	Pace, J.	Pitman, I. G.	Grant, D. W.	Brookes, G. E. J.	
FIRST REFRIG. ENG. OFFICER	Fricke, D. A.	Long, P. J.	SECOND ELECTRICAL OFFICER				Pearson, G. A.	Roberts, E.	
SECOND REFRIG. ENG. OFFICER	Bradley, S. J.	Santi, M. G.	REFRIG. ENG. OFFICER			Clayton, P.	Turner, T. E.	Francey, T.	
THIRD REFRIG. ENG. OFFICER	Baker, J. H. G.								
-----									
PURSER	Mayhew, H. W.	Hale, A. G.	P & O RADIO OFFICERS IN TRIDENT TANKERS:						
SR. ASSISTANT PURSER	Holton, C. D. R.	Belsher, A. S.	<i>Busiris</i> : Morris, P. C.; <i>Ellenga</i> : Sloan, J. F.; <i>Ellora</i> : Enrico, P. C. A.; <i>Erne</i> : Gurman, C. R. (Actg.);						
CHILDREN'S HOSTESS	Sharpe, J.	Ainsley, D. J.	<i>Garonne</i> : Lockhart, P. M.; <i>Kent</i> : Nancarrow, D. J. (Actg.); <i>Maloja</i> : Hall, A. J. (Actg.); <i>Malwa</i> : Mofiat,						
CHIEF STEWARD	Ross, W. H.	Stabding, R. W.	<i>D. S. (Jr.)</i> ; <i>Mantua</i> : Price, A. G. (Actg.); <i>Megna</i> : Anderson, F. E.; <i>Opawa</i> : Macey, I. D. (Actg.); <i>Orama</i> :						
CHEF	Rogers, G. H.	Roberts, A.	<i>Clark</i> , T. R. (Actg.); <i>Mennie</i> , G. W. A. (Jr.); <i>Orissa</i> : Groat, J. E.; <i>Ottawa</i> : Hall, H. V. (Actg.); <i>Queda</i> :						
			<i>Raven</i> , T. L. (Actg.); <i>Quiloa</i> : Chapman, K. M.; <i>Talamba</i> : Pitt, D. J. (Actg.).						



PANDOR DRAMATIC SOCIETY

*A tense moment—with, left to right, Paul Blaikley, Vivian Holme, Michael Ellison, Lawrie Kimpton, Jacqui Hoadley, Rodney Hyne-Jones, Mary Hale and Ann Dunnett.*

—photo by Dennis Pedder

## 'Murder at the Vicarage'

'Why not do something different?' This cry is constantly heard within Dramatic Societies—usually coming from people who don't have to take any responsibility and would run a mile if asked to help. It is, nevertheless, a cry which has to be heeded by the ones who actually do make the decisions and do the work (not necessarily the same people, I'm told), because too much of one kind of play becomes a bore to actors and audiences alike.

Last April the cry was answered with an Agatha Christie. 'Funny', you say (sounding more like Dudley Moore every minute). 'Since when has Agatha Christie been something different?' And the answer comes back to remind you, in case you've forgotten, that it is 13 years since Pandor (or P & O, as it was then) Dramatic Society staged one of that remarkable lady's plays—*The Hollow*, at the Rudolph Steiner Hall.

So it was then, that large numbers of our friends in the Associated Companies, interspersed here and there with one or two members of P & O staff who still exercise a little thespian discrimination... Where was I? Oh, yes—large numbers of folk turned up on 5th and 6th April to see Pandor Dramatic Society's latest hit, *Murder at the Vicarage*. And were they disappointed?—they were not; and I'm glad to say that they all stayed while Eric Hillyard, the producer, with the support of an excellent team both on and off stage, presented an intriguing evening's entertainment.

Had I known at the time that I was going to ask myself to write a few words for *About Ourselves* I would have paid far more attention to the plot. On second thoughts, however, it would not have made it any easier for me to describe, because I never could follow these whodunits, and having tried later on to get a recap from one of the cast I was informed politely that he hadn't really followed it either. So I'd better just say that the audience was led from one false scent to another until

in the end the typical Agatha Christie twist disclosed who the murderer really was.

It is always unfair to pick out names for special mention, so the list of all these involved is printed on this page. Let me just say that they did their stuff. Our only disappointment was that Carol Plumb was unable to play Anne Protheroe owing to injuries received in a street accident, but her place was ably filled at a week's notice by Mary Hale.

There is plenty of enthusiasm within Pandor Dramatic Society just now, and all we ask of the staff in general and Pandor members in particular is that they should come along to the twenty-fifth production in December, and give themselves a break from television. I'm sure they won't regret it.

## Cricket

Things seem to be looking up for the Cricket Club this year. After having to cancel its first three matches because of lack of support, it fell on its feet, almost holding General Steam to a draw during a mid-week match which was only decided in the final over.

The first Saturday match, against British and Commonwealth, saw a rather heavier defeat, although the result still bore little resemblance to the many crushing defeats of last season. Much of the credit should go to the strong opening pair of J. Dick and L. E. O. Hermes.

The match against Glen Line was to highlight this season's encouraging recovery. Put in to bat on a good wicket, our opening pair scored well, and with steady support from the remaining batting 149 runs were scored.

The bowling of V. Ashworth, and later J. Dick and D. Johnson, had the Glen team in difficulties. Tight fielding forced them to fight for the 100 runs. This mark was hardly attained before Ashworth struck the final blow; and the club's first victory of the season had been gained.

## Netball

During the last year we have been members of the London Shipping Netball Association playing in Division II of the league. We started off the season well winning our first four matches but towards the end of the season support gradually diminished and we found it hard to get seven players who could all play on the same night. At the end of the season we came third in the league.

In the second round of the knock-out cup, after a very good match with Dalgety, we lost by only a small margin. Several friendly matches have been played throughout the season most of which we won, and it is hoped to continue these throughout the summer.

In the annual netball match against Escombes we regained the cup after a very good match, the score being 16-8.

The team for this match consisted of Valerie Coring, Elaine Shepherd, Sheila Roberts, Lynda Clarke, Jean Sayer, Julie Alexander and Joan Lynch.



An Escombes' player challenges Sheila Roberts, Passenger Dept., for the ball. Valerie Coring, also of Passenger Dept., is left.

## *An appeal from the British Ship Adoption Society*

Countless seafarers know a great deal about ship adoption. Some are very keen, others are less so. But many have no knowledge whatever of the British Ship Adoption Society's work, its history and aims. It is for the latter category of seamen, of all ranks, that this article has been written.

It has always been one of the basic principles of ship adoption that all help should be on a voluntary basis. It is a source of keen pride that the Society is blessed by so many friends, afloat and ashore. However, despite the wonderful support given to the Society, it constantly needs many more ships, and individuals, to forge personal links. Their value is to satisfy the very natural desire of waiting schools to have the opportunity of receiving first-hand news of ships, cargoes and world ports which, with intelligent handling by school staffs, bring hours of colourful and interesting study.

In opening wide a window on the world, in helping the youth of this country to a lively appreciation of the vital importance of the Merchant Navy, as well as providing great educational benefits to schools, seamen of all ranks will find greater interest in their voyaging and ports of call and will widen their own horizons and interests.

So if your ship is not 'adopted' already, perhaps it might be possible for the Master, with the help of some of his personnel, to bring the vessel into the Movement. If this is not practicable—and the Society has always accepted the fact that circumstances might preclude

ship adoption)—a 'personal' link could be forged between a seafarer and a chosen school which would be maintained in whichever ship he serves, ensuring complete continuity. The Society has many of these personal associations which have proved highly successful, bringing great pleasure to all who participate.

The human touch, the desire of the seafarer to share his voyaging with his young school friends, the particularly wonderful way he supports links with schools for the handicapped child and the unselfish work of many teachers in co-ordinating material from ships to enhance and colour their lessons—all these things make ship adoption worthwhile.

The Society's aim is to foster, in this educational fellowship afloat and ashore, the ideal of service to others. There is a waiting list of schools totalling nearly 130—will you help us to reduce this number and provide, for yourselves, a very worthwhile interest and hobby?

All enquiries to the British Ship Adoption Society at H.Q.S. 'Wellington', Temple Stairs, Victoria Embankment, W.C.2. An explanatory booklet is available on request.

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**Editor's Note:**—Sir Donald Anderson is a Vice-President of the Society, and Mr. J. G. Davis is a member of the Committee of Management. The following ships are already 'adopted': *Arcadia* (Cloudesley Sec. School for Physically Handicapped Children, London), *Ballarat* (Barker College, Sydney, *not officially member of Society*), *Canberra* (Lord Mayor Treloar College, Alton, Hants.), *Cannanore* (Hardley County Sec. School), *Coromandel* (St. Stephens Girls School, Hong Kong), *Garonne* (Monks Park School, Bristol), *Iberia* (Florence Treloar School, Alton, Hants.), *Patonga* (Tulse Hill Sec. School, London), *Perim* (Christ's College, Finchley), *Salmara* (Alderman Cattleugh Boys School, Norfolk).

Some months ago the crew and passengers of s.s. *Orcades* presented the Spastics Society with £1,045 which had been collected during voyages.

The money was spent on a minibus for the Thomas Delarue School at Tonbridge. The school—the only grammar school for spastics—has about 80 fairly severely handicapped boys and girls between 12 and 19. To them special transport is vitally important and without it they are denied the social opportunities that other young people accept as their right. Travelling by public transport, because of wobbly legs and wheel-

chairs, is just not physically possible.

Now that they have the minibus the boys and girls at the Thomas Delarue School are able to take part in local activities and to visit theatres and places of interest. Travelling to and from school at the beginning and end of term has been made easier and more comfortable.

This article has been written by a young boy at the school, Graham Burn. It is an indication of the appreciation felt by all pupils at the interest and generosity that has been shown to them.



*Students being helped into the minibus.*

## Wider life through the minibus

The first two weeks of this term were very busy for myself and two other boys, because as well as doing our school-work we were working in the evenings with the Southern Branch of the National Youth Theatre Workshop in their production of *The Skin Of Our Teeth*. This play circulated round the Sevenoaks-Tunbridge Wells area, being performed at different schools. This production, though I say it myself as one of the backstage team, was excellent and was applauded loudly every evening.

I was on the electrical side of the production, working on the lighting. This would have provided great difficulty had it not been for the fact that we took some 'front of house' lighting equipment with us for, as one can imagine, the lighting installations at the various schools varied enormously; and so the lights we took with us provided the 'effects' while the fixed installations gave general lighting. As we had to often do a great deal of

work before the start, we had to arrive about two and a half hours early to fix up lights and a hundred other jobs.

The school bus which was very generously donated by the passengers and crew of the s.s. *Orcades* made it possible for us to take part.

The work, even though tiring and dirty, was great fun. There was the time when they had a small fire backstage, because a rheostat controlling the lights on stage burnt out, but that night I was working the front of house lights and we were having our own troubles, because we were slightly overloading a weak ring-main and it kept on blowing the main fuse for that circuit.

We were very thankful for our comfortable school bus which collected us after we had cleared up each night, and we would get back to school very late and more or less fall into bed only to be dragged out again at seven o'clock the next morning.



*Captain E. A. J. W. Carter, Mr. A. P. Case, Captain J. D. O. Green.*



*Drs. I. J. Corbett, J. M. Varney, J. T. Wybourn.*

## THE CHANGING FACE OF SHIPPING



*Sir Donald greets Miss V. M. V. White.*

*Messrs. S. H. K. Geller, L. J. A. Collins, K. J. Smart, S. G. Hitch.*



Everything in shipping was changing, said Sir Donald Anderson to 250 P & O - Orient pensioners at the annual Pensioners' Reunion Luncheon in *Arcadia* on Thursday, 28th April. He was making the traditional Chairman's 'putting you in the picture' speech, informing pensioners of the latest developments in the shipping world.

The passenger ship had changed from being a vehicle of transportation to something more like a mobile holiday resort. This meant more accent on service and passenger comfort. The cargo liner, having been almost bullied out of the market by low rates, was coming back into its own with the advent of containerisation.

Stiff competition throughout meant that there had to be an accent on efficiency and economy. The Company had set up a Continental selling operation based in Rotterdam and Düsseldorf. Escombe McGrath's and P & O's Freight Departments had been reorganised. So had the entire management structure. Cargo liners had to be built in Japan—'What a thought, some years ago!'—and even the ownership of ships was determined not by which Group Company was going to operate them, but by taxation.

'In all this turmoil,' Sir Donald concluded, 'one thing remains unchanged, that we all remember our old friends in the Company who made the Company in their day, and who have now passed on the torch. We are determined that you will not have any reason to reproach your successors.'

Captain R. E. Cowell, a former Director of P & O - Orient Management, Ltd., replied on behalf of the pensioners, thanking everybody for their hospitality and for carrying on the running of the Company. He followed the Company's progress with great interest, he said, and just like all other pensioners wondered how on earth the Company managed without him!

There was a good turn-out of P & O and Orient pensioners. They included five former Commodores, Captains Allan, Bodley, Hill, Howard and Last, two ex-Marine Superintendents, Captains Coates and Cowell, old-timers, 'Marmalade' Johnson, A. P. Case and H. N. Hollis, two pairs of brothers, G. and T. W. Denholm, and H. A. and H. B. Ford, former Head Messenger Arthur Fairweather and five ladies, Mrs. L. O. Baxter, Mrs. L. Mortimer, and Misses Pratt, Stratton and White.



*Mr. G. Donnelly, Captain R. E. Cowell, Messrs. D. M. Searle, S. J. Hunter.*



*The Chairman welcomes Captain R. W. Roberts.*



*Messrs. W. J. Stick, C. H. Nokes, E. W. Vowles, D. R. Peters.*



*Captain E. R. Bodley, Mr. A. N. Groves and Captain F. W. J. Pearce recall the days when they were respectively Captain, Chief Engineer and Chief Officer of Carthage, 1949/51.*



*Captain A. E. Clay, Messrs. H. D. Atkinson, R. H. Young.*



*Sir Donald Anderson talking to 'Marmalade' Johnson, one of the oldest Pensioners. He had travelled down, as on several previous occasions, from Nottingham.*

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\* **FROM THE** \*  
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\* **DEPARTMENTS** \*  
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### MANAGEMENT

Pending production of a revised schedule of Management Duties, Mr. G. J. Tuke has, under Mr. F. I. Geddes, assumed responsibility for:—

Superintendent Engineer's Department and Repairs,  
Marine Superintendent (M)'s Department and Repairs,  
Planned Maintenance,  
Electronics,  
Surveys, Drydocking, etc. (in conjunction with Managers supervising Lines),  
Contact with Group Companies on technical matters of mutual interest,  
Stores (Deck and Engine Room).

### OFFICERS

#### APPOINTMENTS

P. J. Clark, Chief Officer, attached to London Office for Paper Work Study, January, 1966.

T. P. Watkins, Assistant Nautical Inspector, returned to sea on 2nd June, 1966, when he joined *Arcadia* as Second Officer.

A. J. Speed, Second Officer, ex *Iberia*, attached to London Office with effect from 22nd April as Assistant Nautical Inspector vice T. P. Watkins.

T. A. M. Lincoln, Chief Officer, attached to London Office 30th March, 1966, as Assistant to the Marine Superintendent, vice R. M. O'Connell who returns to sea as Commanding Officer, m.s. *Coromandel*.

#### PROMOTIONS

We congratulate:

Acting Captain R. E. Lowther and Chief Officer F. M. O'Connell on their promotions to Captain;

Deputy Purser W. A. J. Ewan on his promotion to Acting Tourist Purser, *Canberra*;

Senior Assistant Purser T. S. Dalton on his promotion to Acting Deputy Purser, *Chusan*;

Acting First Radio Officer J. C. E. Gawley on his promotion to the rank of First Radio Officer;

Second Radio Officer R. V. Cahill on his promotion to the rank of First Radio Officer;

Radio Officer M. Pearson on his promotion to the rank of Second Radio Officer;

Acting Radio Officers P. J. Thompsett, M. R. Price, and T. A. Beck on their promotions to the rank of Radio Officer;

Junior Radio Officers D. J. Nancarrow, D. J. Pitt, T. Plant, A. J. Hall, A. C. Ruscoe, P. R. Soper, C. R. Gurman, T. L. Raven and I. D. Macey on their promotions to the rank of Acting Radio Officer.

### CERTIFICATES

We also congratulate the following Officers on their success in recent Board of Trade examinations:—

**MASTER'S**—Second Officers P. T. Senior, J. W. Perry, J. E. W. Meredith, R. T. Wood, M. F. Hicks, P. Tavender.

**FIRST MATE'S**—Third Officers M. A. Bovill, C. G. Chinery, V. R. Church, C. K. Griffiths, J. B. Kilner, R. D. Knight, L. J. Morrow, M. R. L. Napier, J. R. Wilson.

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

**FIRST CLASS STEAM ENDORSEMENT**—Second Engineer C. M. Goodwin;

**FIRST CLASS STEAM CERTIFICATE**—Second Engineers V. Buchanan, D. W. Page, H. Matthias, P. Juniper, G. W. Marsh;

**FIRST CLASS MOTOR CERTIFICATE**—Second Engineer I. Nash;

**SECOND CLASS STEAM CERTIFICATE**—Third Engineers D. G. Turner, J. E. Englefield.

And the following Radio Officers on obtaining BoT Radar Maintenance Certificates:—

Second R/O R. Mathew, R/O P. C. A. Enrico and Jr. R/O D. E. Malcolm.

### PURSERS

Mr. T. F. Tudgay has been appointed Section Leader of the Accounts Section in succession to Mr. C. L. Healy, who unfortunately has had to retire because of ill health.

R. S. Brown, Purser, who has recently returned from Bombay where he relieved Mr. Knight as Shore Superintendent, has joined s.s. *Oronsay* as Purser.

We congratulate T. Dalton, Senior Assistant Purser, on his appointment to s.s. *Chusan* as Acting Deputy Purser.

K. J. Flint, Deputy Purser *Chusan*, was landed sick and is still convalescing.

C. T. R. Hare, Purser, has sailed in s.s. *Iberia* on his last voyage prior to retirement.

R. C. Temple, Purser, proceeded on leave from s.s. *Oronsay* but was obliged to attend Greenwich Hospital as an in-patient for observation. He will continue his leave on his discharge from hospital—he intends to move house to South Devon in the near future.

On arrival of s.s. *Orsova* on the 16th May, B. Tonks, Purser, proceeded on leave and was relieved by A. P. Arkieson, who had been working in the Docks for the previous three months.

L. S. Warren, Purser, who has completed his leave, will assist in the Docks until further notice.

L. C. Wyeth, Purser, relieved F. Pateman, Purser in s.s. *Arcadia*. Mr. Pateman is spending his leave in Melbourne, where he lives with his wife and family.



P. R. Wise.



Capt. J. F. Wachter.



D. F. Stuckey.



J. A. Miller.

## PASSENGER

In the interests of uniformity the title Passage Department has been dropped. The Department is now styled Passenger Department.

The following appointments have been made in the Department:—

P. R. WISE Assistant Passenger Sales Manager with effect from the 1st October, 1966.

L. F. STUCKEY Agency Sales Manager (U.K.) with effect from the 1st May, 1966.

J. A. MILLER Assistant Agency Sales Manager (U.K.) with effect from the 1st May, 1966.

Mr. Wise has been seconded to the Traffic side of the Passage Department until September to gain further experience in traffic matters before taking up his appointment.

Peter Wise joined the P & O in 1950 in the Passage Department. After experience of all aspects of passenger sales, particularly working with travel agents, he was appointed Agency Sales Manager in July 1962.

After war service in the Royal Navy, Len Stuckey joined the Orient Line as an Assistant Purser in 1947. He came ashore two years later, transferring to the Chief Passenger Office. He was Cruising Manager (1955-1956) and First Class Berthing Manager (1958-1959), being appointed Agency Sales Supervisor in 1961 after the merger. He was promoted Assistant Agency Sales Manager in 1964.

John 'Dusty' Miller joined the P & O in 1951, also as an Assistant Purser. He was promoted Deputy Purser in 1958, and came ashore in 1964, joining the Reservations and Berthing Section of Passage Department.

## COMPUTER PROJECTS AND SYSTEMS

Captain J. F. Wachter has been appointed Computer Projects and Systems Manager to take charge of operational research, organisation and methods, work study, and computer application within the Company, with immediate effect.

For some months Captain Wachter has been investigating the application of operational research techniques to transport problems, and has been concerned with the use of computers in the solution of these problems. Captain Wachter was previously engaged on O. & M. studies and work study in relation to ships.

Because of the pressure on the O. & M. Department, Mr. S. F. Caulfield-Kerney has relinquished his responsibility for the computer installation, and will continue as head of O. & M. Department, concentrating on O. & M. work.

## PASSENGER RATES AND CONFERENCE

MR. J. H. G. MCGREGOR of Passenger Department succeeded Mr. C. A. Holman who was in charge of the Rates & Conference Section until he retired on the 3rd March, 1966.

MR. L. SMITH has transferred to take charge of the new Passenger Relations Section in Correspondence Department.

## CORRESPONDENCE

It has been decided to form those members of Correspondence Department who have been concerned with answering passengers' letters of appreciation and complaint into a Section, headed by Mr. L. Smith.

This Section remains an integral part of Correspondence Department and is known as the Passenger Relations Section.

Mr. Smith is responsible to Mr. M. H. Bunting for all matters connected with answering passengers' letters and in all other respects to Mr. A. P. Sherwood.

## PUBLIC RELATIONS

In view of the increase in his responsibilities, both within the Company and in Group affairs, it has been decided that Mr. P. Thomas should assume the title of Public Relations Manager with effect from the 14th March, 1966. He continues to be responsible to Mr. J. G. Davis.

# Canberra Crew Members Visit Canberra by Air

By Wine Steward, P. J. Cook

Seventeen members of *Canberra's* company made history when they flew 148 miles from Sydney Airport to Canberra, on what is believed to be the first air tour ever organised for a P & O - Orient ship's company.

For a number of us this was our first experience in taking to the air, and luckily all went well. Let it suffice to say that we were afforded a very comfortable flight in a Viscount Airliner of Ansett-ANA-airlines, coupled with fine service.

An hour after departure and 148 miles from our starting point, we saw for the first time 22,000 feet below us the vast expanse of land and lake and mountains called Canberra. The airliner descended quickly and comfortably onto the tarmac of Canberra Airport, beginning our historic visit to the city of which *s.s. Canberra* proudly bears the name.

On leaving the air terminal we were met by our guide-driver with whom we were soon to become the best of friends. Throughout our long day he was to prove an able guide and invaluable source of information.

Our first stop was at the Australian National War Memorial. To attempt to describe this memorial (or Canberra itself for that matter) would require the skill of a Poet Laureate. To enable the reader to visualise a little of what we were privileged to see, I will afford this much:

The memorial stands on a very green hill in the heart of Canberra. It is built of white stone and gleams in the sunshine. Within its walls of rectangular design are priceless relics of the first and second world wars, together with a magnificent mosaic 'temple', designed with larger than life portraits of a soldier, sailor and airman signifying the fallen. Due to our very limited stay in Canberra we were not permitted to spend more time within these very interesting walls. We had been booked at noon at the Memorial Restaurant for a chicken lunch and tea which, after an early breakfast, was most welcome. Now our tour of the city was about to begin.

After having ascertained that all were aboard the bus, John (our guide) explained that we were due at Capitol Hill at 1330 for a conducted tour of Parliament House, the central seat of the Federal Government.

## Parliament

The Australian Parliament is housed in a very fine white building, and like the lake upon which Canberra is built, Lake Burley Griffin, it is proud and 'free' flowing. I could not but wonder and contemplate on being shown round this fine building, just how much our own country has given to the world. Language, culture, and, above all, freedom. It is surely very comforting for the British to know that 12,000 miles away from the Mother of Parliaments, the seed of good government has been sown and is growing.

As it was Sunday the House did not meet, and although it would have been a wonderful experience to see the Australian Parliament in session, their absence afforded us an uninterrupted half hour in which to see their chambers. Long may the cause of freedom flourish in Australia.

*Members of Canberra's crew who made the historic air trip to Canberra.*





*Parliament House, Canberra.*

It is only when one leaves Capitol Hill and turns towards the city that one has a general idea of how large an area Canberra occupies. Just how many hundreds of acres go to make up this beautiful city I do not know, but it is a very young city. Canberra was first chosen as the capital city of Australia as recently as 1911. Unfortunately progress was very slow. The First World War 1914-1918, the economic depression of the 1930s, and the Second World War all interrupted the building programme. However, in 1945 work began once again and today it boasts a population of 82,000. This is small for a city by our standards; however, immigration is slowly swelling the population, and with a large community to govern, the Government is expected to move to a new building sometime in the near future.

## Grand Manner

To return to our visit. Our next experience (Canberra is full of experiences) was to see the foreign embassies and legations. The British High Commissioner's residence is probably one of the most beautiful buildings in Australia. Although we could only view it from the highway, and even then only when bushes and trees allowed, it looked extremely impressive, and I fancy of Georgian design. The American, Japanese (beautiful garden), Royal Netherland and West German embassies sped by. All these buildings are designed in the grand manner. It is interesting to note one Embassy, occupied by a foreign power, which, we were told, was self contained. It had its own school, shopping centre and being built away from the other diplomatic residences, was entirely independent of everyone. Almost communistic!

On then towards the countryside. High up into the

mountains, and there one is afforded a panoramic view of all that has gone before. It is surely one of the most beautiful sights in the world. It was only from such an elevation that one realised just how large Canberra would shortly be. Designed by the Chicago architect Burley Griffin, it did on reflection show a very strong American influence. There are very few 'sky-scrapers' in the Capital, but the architecture showed a definite 20th century American influence. Long and low I think best describes it.

Time was now our main concern as we were due back at the airport for the 17.15 flight to Sydney. One last look round this exclusively residential city and last impressions. There is no industry as such in Canberra and the land is not for sale—hence rents are high. Most families are government employees or diplomatically employed and own three cars.

Finally time won the day and we arrived at Canberra Airport at 17.00. Having bade a fond farewell to John, whom we have invited to Sydney in November as our guest, we boarded our Ansett-ANA-airliner for the return to the other *Canberra* and reality.

## TAXING PROBLEMS

"I have not been living with my husband for several years, and have much pleasure in enclosing his last will and testament."

—from letter to an Inspector of Taxes.

# Letters to the editor

## Persia Sinking

34 Fulford,  
York.

Dear Sir,

In reference to your March issue, 'Persia Wreaths of Remembrance', I am one of the survivors of the *Persia* and was with Lord Montagu in the badly damaged lifeboat which was in a complete state of instability. Out of 23 in the boat, eleven died from exposure.

Altogether more than 200 were drowned and about 150 survived. Luckily I am one of the survivors, although for two days I was counted among the drowned.

The *Persia* was steaming between Malta and Port Said outward to Bombay from Tilbury. It was lunch-time when a terrific explosion shook the ship throughout her length. I at once realised what had happened and made for my boat station which was No. 5 Starboard side.

Within two minutes the ship had a heavy list to Port. It was impossible to lower any of the Starboard boats. No sooner had the three boats on the Port side got away the ship began to sink.

The Linen Storekeeper, Mr. Leish and myself walked down the Starboard side of the ship as she sunk. I was drawn under, I felt myself rising to the surface, dazed, my life belt had not failed me.

Several people were floating near me. I saw no sign of Mr. Leish. I swam to an upturned boat already a refuge of some of the native crew, some fell off exhausted and I found a footing. We decided to right the boat—a difficult task—then we found the boat was badly damaged, her bows were split. There was also a large hole in the bottom, and she was up to the gunwhales with water.

We only had one oar and one boat rollock, impossible to use either, and several times we capsized. It was a long task to right her each time as we were weak from exhaustion.

Two ships passed us during the day but they failed to see our signals; our hopes were dashed. It grew dark—we could do nothing but wait till daybreak and hope. The next day passed and no one spoke. Things were desperate, when the impossible happened. A ship was making a course towards us and as she drew near we used all our strength and shouted vain calls for help. As the ship came alongside us they lowered a rope ladder, but we were too weak to use it. We were, therefore, hauled up one by one. It was rescue at last, escape from certain death as soon after a violent storm sprung up. It was night 8.30 p.m., our second day adrift.

It was the Blue Funnel ship the *Ning-Chow* that picked us up. The crew were kind beyond measure. We were taken to Malta and left eventually after being nursed back to strength to England. On my voyages to the East I would look over the side where the *Persia* has sunk and remember.

Yours faithfully,  
C. L. G. Martin  
(Ex-Nightwatchman)

## Turtle Jelly

Beaufort House,  
Gravel Lane,  
London, E.1.

Dear Sir,

When I was Resident Clerk, my wife and I used to take visitors to our flat over the Leadenhall Street offices down into the basement to show them where the turtles were housed in the days when 130 Leadenhall Street was the 'Ship & Turtle' tavern.

We left Leadenhall Street in 1961 and finally settled down in St. Albans. A few weeks ago Miss Brunt, our next door neighbour, came in to collect some home-made marmalade which had been promised to her by my wife, and produced a stone jar which has the following wording moulded in it:—

C. & E. Painter  
Purveyors to H.R.H.'s the Prince  
of Wales  
The Dukes of Edinburgh  
Connaught  
(Royal Crest)  
Cambridge  
& Court of Bavaria  
SHIP & TURTLE TAVERN  
130 Leadenhall Street  
1 Pt. Doulton Lambeth.

Miss Brunt was very surprised at the interest we displayed in this jar, especially when we sat down to refer to Mr. W. C. Mizen's article on the Leadenhall Street properties published in the December 1963 issue of *About Ourselves*. The author gives quite a full account, with illustrations, of the old 'Ship and Turtle' and goes on to say that 'the Tavern had a very big turnover in turtle soup . . . and despatched considerable quantities of turtle jelly in stone jars to its country customers'. It appears that 'C. & E. Painter' must have been the sons of the original proprietor of the 'Ship & Turtle' who acquired 'The Ship' in 1835 and added 'Turtle' to its name.

Miss Brunt took away her marmalade in a different jar, having ceremoniously presented to us this interesting souvenir of our Resident Clerkship days.

Yours faithfully,  
R. Schofield  
(Assistant to the Company Secretary)

## Four Generations to N.Z.

'Oriana',  
14 Deveron Road,  
Whangarei,  
New Zealand.

Dear Sir,

On 26th June, 1965, I arrived in N.Z. with my family after a most enjoyable voyage via Suez from U.K. on your excellent liner *Oriana*. The service, menus and

s.s. *Cuzco*, built  
for the Orient Line  
in 1871.



accommodation aboard could not have been bettered, and we are hoping to make a visit to and from England again in *Oriana* in late 1967.

We have sung the praises of *Oriana* so much, my son and his wife have named their house in Bristol, England, after your magnificent liner—and we have done likewise in N.Z.

But what may interest you more is this: Recently I have unearthed some letters written in the years 1882-1887 by my grandfather's younger brother, The Rev. Jesse Boothroyd, to my grandfather, Mr. Jonas Boothroyd, formerly of Dewsbury, Yorkshire. They were written from Cape Bluff Harbour, N.Z., and speak of his journey to N.Z. in the Orient Liner s.s. *Cuzco*. He was a young Minister and travelled from U.K. via Capetown and Cape Verde Islands, the *Cuzco* leaving Capetown on 21st August, 1882, with the journey taking eight weeks.

Two years later, he brought out his fiancée from England also by the Orient Line steamer *Cuzco*. Please may I quote from one of his letters written home to his brother (my grandfather) in 1884,

'I have come to the conclusion, after carefully thinking over the matter, that Martha cannot do better than come out the same way as I did—that is by the Orient Line of steamers via Melbourne—preferably via the Cape of Good Hope. I would like you to write to the agents, their address is Messrs. Anderson, Anderson & Co., 5 Fenchurch Avenue, London, E.C.3. I would like her to leave London not later than 10th February (she actually left London on 20th January, 1885). I do not expect she will get here under 8 weeks—6 weeks to Melbourne, 2 weeks to Auckland—I enclose P.O. for £10 to pay for the deposit and secure her passage.'

He goes on to describe his two months of pleasure coming out to N.Z. and says the fare in those days was less than £45. He had sent a sum of £47 in all to my grandfather. This was to take Martha to London and pay her passage out to N.Z. He begged my grandfather to press £1 and any small change there may be into her

hand on leaving 'as there are many incidentals she may need on the voyage!'

It may be of interest to know that the salary of this brilliant young pastor who preached 50 sermons per quarter was £28 per quarter year.

However these were extremely exciting letters for us to find—especially as at the time we travelled we had no idea my grandfather's brother had made almost this same journey, and on the same shipping line, what is now P & O - Orient Lines—so many long years ago. And, moreover, he too had experienced the same joys and comforts we had experienced nearly 90 years later.

To complete my joy, I have just received news that my son and his wife in U.K. are shortly going to join us in N.Z. and are endeavouring to book their passage on *Oriana* also.

Four generations travelling by the same route and shipping company over 90 years is quite a recommendation. We shall continue to praise the P & O - Orient Line wherever we go.

Our very good wishes, from my whole family,  
Yours faithfully,  
(Mrs.) M. Aldous

#### A Whiff of Sense

22 Durnsford Avenue,  
Wimbledon Park,  
S.W.19.

Dear Sir,

Thank you for my copy of No. 20 edition. What a very striking cover!

I enjoy reading it all, but always I turn first to Sir Donald's editorial. He gives a concise, lucid and down-to-earth explanation of things—so different from all the blah and political spoutings reported in the Press.

Yours faithfully,  
Miss Ivy M. Dundon  
(Ex-Secretary to Accountant,  
Anderson, Green & Co. Ltd.)

Alan Edmonds-Wilson speaking at dinner. To his left is the Lord Provost, and beside him Mr. J. G. Davis.

## We Hear That . . .



### YOUNG FARMERS IN SCOTLAND

Each year a tremendous amount of public interest and press coverage is generated in the U.K. by our Australian Young Farmers Award Scheme. Their tour of Scotland this year, culminating in a visit to the Royal Highland Show, was no exception.

They had arrived in Britain in *Iberia* on 6th April to be formally welcomed at a reception at the Mansion House by the Lord Mayor of London a week later. Then followed their detailed tour of the U.K., taking them to Scotland at the end of May.

They were introduced to leading Scottish Agricultural figures at a reception and dinner in Edinburgh on 31st May. The dinner was also attended by leading Shippers, Travel Agents, educational heads and Press representatives.

Mr. J. G. Davis, General Manager, was there to welcome the guests. Speaking at Dinner he thanked the Agricultural community of Scotland for the splendid way they always look after the Young Farmers in Scotland. The Lord Provost, the Rt. Hon. Herbert A. Brechin, replied on behalf of the guests and Alan Edmonds-Wilson (South Australia) spoke for the Young Farmers.

The party, of which only five remain because Kevin Hazell (N.S.W.) had to fly home because his father was seriously ill, was scheduled to stay four weeks in Scotland. While there the boys visited the Royal Highland Show, where they competed in the International Beef and Cattle Judging Competition. A visit to Gordonstoun School was also scheduled, as was a trip to Loch Ness to see the monster!

### ROBINSON RENOWNED

Mr. Tony Robinson of Passenger Department, West End, was surprised to receive a little brown envelope at his home address the other day, addressed solely 'A. H. S. Robinson, Esq., W/End Office, R.2'. It contained a copy of a letter from Mr. D. F. Graham, Asst. Supt. Purser at City Office, to the Purser *Canberra* about some passengers with whom he had been dealing.

Apparently the copy letter had slipped into the

external post, been stamped and posted. Some bright postman had discovered his address, presumably by looking in the telephone directory, and scribbled it on. And sure enough, he received the letter the following morning—faster than if it had gone via the internal mail!

Mr. Robinson himself is not so happy about it, however. 'It is alarming to say the least,' he tells us, 'that I am notorious enough for a letter to be safely delivered to me at my home when only addressed "A. H. S. Robinson, West End"!'

### FIRST AIDERS

Nine volunteers from City, West End, Tilbury and Plaistow offices have received First Aid Certificates after attending a course run by the St. John Ambulance Brigade at St. Bride's Church, Fleet Street. The course taught them basic fundamentals so they could deal with minor injuries as well as provide first aid in case of an accident.

There are now first aid boxes on each floor of the City and West End Offices and also at depots and dock offices with trained first aiders in charge of them.

Those successful in the First Aid examinations were Misses P. A. Killaspy (Freight Sales), C. G. Belcher (Officers), V. C. C. West (Management Secretary, now W.A.P.), Mrs. M. Frayers (Passage), Mrs. C. Driscoll (Tilbury), Messrs. K. S. Giles (Stationery & Printing), J. Szemerey (Public Relations), S. W. Gower (Tilbury) and W. Crates (Tilbury).

*First Aiders (l. to r.) John Szemerey, Pat Killaspy and Gay Belcher with D/O Mrs. Mary Goldship, of the St. John's 2nd (City of London) Nursing Division, which organised the course.*



## SEAFARERS' SERVICE

Some 20 members of the Company attended a special service for 'Men of the Sea' at Westminster Abbey at the invitation of the Dean and Chapter on Sunday, 3rd July. This was one of a series of events to mark the Abbey's 900th Anniversary. The service was mainly for the men of the Merchant Navy and Fishing Fleets and all organisations concerned with their welfare, although the Royal Navy was also represented.

The service was attended by the Ministers concerned with seafarers, by the Lord Mayor of London, the Mayor of Westminster, representatives of the Admiralty Board, Elder Brethren of Trinity House, the Hon. Company of Master Mariners, and the various organisations representing shipowners and officers and men.

Mr. R. M. Thwaites, Chairman, P & O - Orient Lines, and Captain P. Sargent, Marine Superintendent, officially represented the Company. Mr. F. I. Geddes, Managing Director, P & O S.N. Co., was also there in his capacity as Chairman of the Shipping Federation.

## 'IT'S TRAGIC!'

Five unfortunate tour conductors from San Francisco found themselves suffering from a side-effect of the seamen's strike in June—they were stranded in London with almost 400 American tourists on their hands.

Two tours were involved, the 'Jolly Swagman', which left San Francisco in *Canberra* on 22nd April, and the 'Westward Ho!', which left on 3rd March in *Orsova*. They arrived in the U.K. on 12th and 16th May respectively and should have sailed again on 31st May and 1st June.

Intending to spend only a couple of days or so in London, the tours were split up among two hotels. On trying to prolong their bookings, however, they soon found that the hotels were fully booked. Before long they were spread in over a dozen hotels throughout town.

The Company immediately offered to pay tour members' hotel expenses plus a daily meal allowance for two and a half weeks and then continue their tour when the strike was over, or alternatively to refund the unused part of their ticket and help them make alternative arrangements.

This still did not help the tour conductors, who were constantly besieged in the West End passenger office by anxious tour members (as well as by non-members who imagined they were part of the tour!). A paramilitary operation was needed to smuggle them out to take the photograph which accompanies this article.

Broadly speaking, tour members fell into two categories: those who worried, and those who did not. The former spent almost all their time in London at the Cockspur Street office, asking a mass of questions about what to do, where to go, would the P & O pay for it, when would the strike be over, what difference would the delay make to ships' itineraries, and when would they finally arrive home. The others thoroughly enjoyed their unexpected stay in Europe. Without any warning they would happily fly off to Scotland or the South of France, and the first the tour conductors would know of it was when they received a postcard saying 'We are here. Having a wonderful time. You still strike-bound in London?'



*American tour conductors examining a map of London to discover where they were, after they had secretly been sneaked out of a back door of West End Office for their photograph. It was felt if they were all seen departing together their tour members might panic. They met up with our reporter and photographer a few blocks away, and were obviously enjoying their first sight of daylight (so they said) in London. They are, left to right, Al Pruett, Jo Ann Novello, Pamela Hurst, Marjorie Walker and Dan Hargrove.*

When our reporter managed to fight his way through a swirling crowd of worried American tourists at Cockspur Street to ask them about the amusing experiences he felt sure they must have had, a harassed Dan Hargrove answered for the group, 'It's all been a bit tragic!'

## FIRST JAPANESE CARS ARRIVE

The first 50 Japanese saloon cars to be imported into the U.K. arrived in *Sunda* on 10th February. They were the first consignment of an initial order for 3,000 Toyota 'Coronas' that will be arriving in the next 12 months.

The 'Corona' is Japan's best-selling car. It has a 1490 c.c. engine, with 35 m.p.g. fuel consumption and a maximum speed of 90 m.p.h. The price (including tax) is £791. Already there are special stocks of spares in Britain, but should anything be needed in an emergency the manufacturers will fly it over the Pole.

Soon other Japanese cars will be imported by manufacturers, some of whom are already household names for their motor-cycle or other imports: Hino, Honda and Daihatsu.

## GIANT TANKER ENTERS DRYDOCK

With only 30 inches to spare on either side, the giant 90,000-ton tanker *Ottawa* recently squeezed into the R. & H. Green & Silley Weir Ltd. Queen Elizabeth drydock at Falmouth for routine maintenance.

Owned by Trident Tankers Ltd., a P & O Group subsidiary and the U.K.'s largest independent tanker operator, *Ottawa* is 125 feet wide and 815 feet long. The drydock measures 130 feet by 850 feet. *Ottawa* is the largest ship ever to use it.

*Ottawa entering the drydock.*



## GRATEFULLY RECEIVED

A letter of thanks has recently arrived to our Plaistow works from the Children's Hospital, Fes, Morocco, run by the Save the Children Fund. It thanked Mr. Derek Smith, Dep. Maintenance Cost Accountant, and through him the Company, for its generosity last year in donating some counterpanes that are now being used on the children's beds.

It was exactly a year ago, last August, that Mr. Smith was approached by the Fund asking if they could buy some surplus counterpanes. For such a cause and because the counterpanes referred to were surplus to the Company's requirements it was decided to donate them instead.

The organisers and the Fund's warehouse in Bolton immediately thanked the Company for its generosity and offered to arrange transport or alternatively pay for carriage to Bolton. As a very small amount was involved anyway this offer was overlooked and the counterpanes were sent without charge.

The letter from Fes said, 'Thank you very much indeed for the counterpanes you sent us; they look so nice on the children's beds and cheer up the dormitories considerably. The good quality of these counterpanes saves us much work as they can stay on the beds during the Siesta when the children are having a rest and still wearing their apparatus.'

'The children you so kindly helped together with the S.C.F. team at Fes send their warmest thanks.'

It is gratifying to know that the gift has been put to such good use and that the Fund makes sure that even in an unheard-of place in Morocco the Company is recognised as being the donor.

## REPLACEMENT PLAQUE

The Lord Mayor of Belfast recently presented *Canberra* with a replacement of that city's plaque for the Officers' Wardroom. The previous plaque was damaged in stormy weather.

Mr. S. Jameson, Second Officer, whose father is Deputy Town Clerk of Belfast, received the plaque at a small ceremony from the Lord Mayor, Cllr. Sir William Jenkins. He made a short speech of thanks on behalf of the Chairman and the Commodore, and mentioning the happy association between the Company and the City of Belfast, where *Canberra* was built.

*The Lord Mayor (right) presents Second Officer Jameson with the plaque for Canberra.*



*Mr. Davis (second from left) discusses the picture with (l. to r.) Dep. Mayor Dame Mabel Grout, Town Clerk R. L. Doble and the Mayor, Cllr. W. A. G. Brooks.*

## RETURN PICTURES

In August 1965, *Bendigo* carried a consignment of paintings from the London Borough of Greenwich to Hunter's Hill, a suburb of Sydney, Australia. At a ceremony to mark the occasion, Captain J. Clifford of the *Bendigo* handed over the pictures to the Mayor of Hunter's Hill.

On 1st March, 1966, seven months later and 12,000 miles from Australia, a similar event took place at the Town Hall, Woolwich, London. This time, *Bendigo* delivered a consignment of pictures and literature from Hunter's Hill to Greenwich.

At a reception to honour the occasion, Mr. J. G. Davis, General Manager, P & O - Orient Lines, handed over a painting from Hunter's Hill to the Mayor of Woolwich, Cllr. W. A. G. Brooks.

## PASSENGER SHIPS' INTERIOR DESIGN

Sir Colin Anderson delivered the annual Thomas Gray Memorial Lecture to the Royal Society of Arts in March. Speaking on the interior design of passenger ships, Sir Colin said that it was impossible to separate the design of ship interiors from the over-powering functional need for everything within a ship to be ship-shape. In this there was a fundamental difference between the design of a passenger ship and that of a building ashore.

In his talk which was illustrated by 56 slides Sir Colin sketched out the development of passenger sea travel from the days of the early sailing ships, when passengers were advised to bring their own furniture, through the introduction of electric light and air-conditioning, the fitting of stabilisers and the attendant problems with the increase of speed.

Sir Colin emphasised the need for a design team of professionals and a co-ordinating designer. He spoke of the evolution of taste in interior design and of the ending of dramatic architectural effects on ships. 'Is drama necessary in the ship's interior?' he asked. 'Is the ship not dramatic enough?'

# The new annual report format

BY J. D. E. HAMILTON, ACCOUNTANT (GROUP ACCOUNTS)

The law requires that annually every public company sends its shareholders the accounts of the company and a report by the directors. Apart from complying with the law and giving a picture, rather like a still photograph, of all assets and liabilities at 30th September each year, we use this document to keep our stockholders informed of the progress of the P & O Group.

This year you will notice that the format of the Annual Report has been changed. The previous form, with which we were all familiar, had been in use for ten years and in 1957 won *The Accountant* award for the most informative and best presented accounts. Why change then? In recent years we have included additional information in the Report, but it was felt that the stage had been reached when the addition of any more information within the old style of Report would make it even more difficult to understand. As the intention was to make the Report and Accounts more informative and more easily understood and also to anticipate the likely requirements of the proposed new U.K. legislation, it was decided that the whole Report and Accounts should be re-designed.

The most obvious changes are in the accounting section (pages 14 to 21 and 27 to 29). The first to strike you will probably be that all figures have been rounded off to the nearest thousand pounds. This has been done because in a group the size of ours the figures are so large that to show them to the exact pound has little significance. The Balance Sheet has been reshaped in the modern vertical style and is now no more than a summary, the breakdown of the various headings appearing in the Notes on the Balance Sheets (pages 15 to 21) which have been considerably enlarged to incorporate more information.

## Cash Flow

Probably the most important new feature is on page 27—Source and Application of Group Funds—sometimes known as a Cash Flow Statement. In simple terms this shows where the Group's funds came from and what we did with them.

The main continuing sources of Group funds are retained profits and depreciation. The retained profit of £3.3 millions is the balance of gross income from the Group's shipping, engineering, stevedoring and other operations remaining after paying salaries, wages, repairs, running costs, advertising and other payments, and charging depreciation. The charge for depreciation of £16.4 million represents the amount by which the assets have deteriorated during the year whilst being used to earn the profits. It does not, immediately, involve the payment of cash, vessels being replaced over a period of time, but it has been treated as a

deduction in arriving at the profit and so must be added back to the profits to give, in effect, the 'cash' profit.

The reduction in working capital of £6.3 millions represents the Group's investments and other funds included in net current assets (page 19), which have been utilised during the year to finance capital projects. This is shown in detail on page 19 where you will see that the Group has sold some investments, mainly Government securities, reduced its bank and cash balances and made more use of shipbuilding bills, which are a form of extended credit. The remaining funds came from the sale of ships and other assets and a new bank loan of £7 million.

The Group spent £35.4 millions during the year to purchase assets—ships, properties, plant and machinery—and to repay loans. You will see that, apart from the repayment of a bank loan, the largest item was the amount spent on ships, which totalled £19.2 millions. Of this amount £7.2 millions was for dry cargo vessels and £5.5 millions for bulk carriers.

The Group has an interest in approximately 140 trade investments, whose total value in the books, as shown on page 18, amounted to £12 millions. It is significant, however, that the major part, over £9 millions, of this very large sum was represented by our investment in the six companies listed.

It has not been generally realised before that nearly 150 companies go to make up the P & O Group, although admittedly some are dormant. The principal active subsidiaries are given in full in the Report for the first time, on page 35. The companies have been listed under headings showing their main activities and the country in which they are incorporated. The figures represent the effective percentage of equity capital held by the P & O Company. For example, P & O owns 86% of General Steam Navigation who, in turn, own 70% of North Sea Ferries. The effective percentage of North Sea Ferries held by the P & O Company is therefore 86% of 70%, which is 60%. The equity capital of a company is its total issued capital, excluding any part which does not carry a right to receive more than a certain amount in a distribution, either in respect of dividends or capital. Broadly speaking, equity capital consists of ordinary shares but not preference shares.

## Larger Ships

On page 30 is a breakdown of the Group fleets and ships under construction, divided between passenger and cargo ships, tankers and bulk carriers. It is interesting to note that, although there were ten fewer vessels in service, the tonnage of the fleet has increased considerably, reflecting the trend towards larger and more economical ships.

During the year the two remaining large tankers of the second tanker-building programme came into service, as did two bulk carriers, the first of a building programme of eight. On the last four pages of the Report, the Group's fleets are listed, this year under operating companies rather than owning companies. This has been done to give a true picture of the Group's operation, because, in many cases, the ownership of a vessel may be determined by taxation considerations and the need to make the maximum use of taxation allowances.

On page 31 is a financial timetable giving information useful to any investor in the Group—the dates on which dividends and debenture interest are normally paid and when yearly and half yearly results are published.

Pages 32 to 34 give a short history of the P & O Company and Group, tracing its progress from its formation in 1837 to the present day. Although this is mainly for the benefit of new stockholders, it is interesting to see the way in which the Group has developed over the years.

On pages 4, 5, and 6 is the Report of the Directors, one of the most important sections of the whole Report, which summarises the main events of the year affecting the P & O Group. You will see that towards the end of the year we joined with Alfred Holt, British and Commonwealth Shipping and Furness Withy to form a new company—Overseas Containers Ltd. This company will direct and control the examination, planning and execution of any steps the four companies may take in the field of the carriage of containers and unit loads for ocean liner trades.

Two companies which were formed last year—Ranger Fishing and P & O Offshore Services—are progressing well. Ranger now has three trawlers of advanced design in service. P & O Offshore Services was formed to own vessels to service oil rigs. At the year end six of these vessels were on order and four of these have now been delivered and will be chartered to International Offshore Services, a consortium, of which P & O Offshore Services is a member, and which has been formed to operate these ships.

The Group made further investments in Air Holdings Ltd., the parent company of British United Airways, and now has a 20% interest. Our interest in Mayne Nickless, the Australian road transport concern, was maintained at 20% by the purchase of more shares during the year.

The Group's first two bulk carriers, of 39,000 d.w.t. each, came into service during the year and have been followed by two more of 42,000 d.w.t. each. These vessels are all chartered to Associated Bulk Carriers, which is owned jointly with Anglo Norness Shipping Company. Four bulk carriers of 72,000 d.w.t. will be delivered during the 1966/67 financial year.

Full details of the trading conditions under which the Group operated during the year, together with an assessment of future conditions, are given in the Group Review of the year on pages 7 to 12.

The facts given above illustrate a little of the vast amount of information now included in the Report, but what was the result of our efforts in 1965?

From the Group Profit and Loss Account on page 14 you will see that the profit before taxation at £5.5 millions was £1.8 millions less than the previous year and the rate of return on the capital employed of £212

millions amounted to only 2.6%, which does not compare at all favourably with the 13% earned by British industry generally. The Group's profit must once again, therefore, be considered not very satisfactory.

The profit, after tax and ignoring adjustments relating to previous years, amounts to £5.7 millions. Of this £3.0 millions has been distributed to stockholders and £2.7 millions has been retained to help finance the future expansion of the business of the Group. The net pay-out to stockholders is slightly less than last year, but this was caused by an increase in rates of income tax and not by a reduction in the rate of dividend.

The Profit and Loss Account for the year, set out in a less formal style, is as follows:

	1965 £'000	1964 £'000
The difference between passenger and freight earnings and the cost of running the ships, together with the net earnings of non-shipowning companies was:	23,082	24,339
We received dividends and interest on our investments of:	+1,563	+1,291
So our trading surplus was:	<u>24,645</u>	<u>25,630</u>
But out of this we:		
paid interest on money we had borrowed of:	1,488	1,147
provided money for special survey repairs to our ships and other expenses of:	1,277	1,647
had to set aside for the wear and tear on our ships to help build replacements:	<u>16,402</u>	<u>15,535</u>
All this amounted to:	—19,167	—18,329
Which left us with:	<u>5,478</u>	<u>7,301</u>
Because of large taxation allowances in respect of capital expenditure we recovered tax (last year we made a payment) amounting to:	+228	—1,135
Leaving a total of:	<u>5,706</u>	<u>6,166</u>
Of this we paid to stockholders who have £212,000,000 invested in the Group:	3,001	3,142
And we retained in the business:	<u>2,705</u>	<u>3,024</u>
	<u>5,706</u>	<u>6,166</u>

# Personal News



Capt. R. E. J. Fox thanks Sir Richard Acland for his speech congratulating him on his appointment as R.N.R., A.D.C. to the Queen, at a ceremony in Chusan's restaurant on 5th March.

## HONOURS

### We congratulate:—

CAPTAIN R. E. J. FOX, R.D., A.D.C., R.N.R., *Chusan*, on his appointment as R.N.R., A.D.C. to H.M. The Queen as from 1st March, 1966.

MR. P. A. JOHNSON, Radio Officer, on being awarded a Testimonial of the Royal Humane Society for saving a woman who fell overboard on leaving Mr. Johnson's ship, the tanker *Foyle* (Trident), in New York Harbour on 22nd November, 1964.

MR. N. J. McINTOSH, Swimming Pool Steward, *Iberia*, on being awarded a Testimonial of the Royal Humane Society for saving a passenger who had been washed overboard from one of the ship's launches in Cagliari harbour, last summer.



Mr. A. H. Morris (left), a Director of P & O - Orient Lines Passenger Services Ltd., presents Mr. McIntosh with his 'Testimonial on Vellum'.

MR. WARREN S. TITUS, President, P & O - Orient Lines Inc., U.S.A., on being appointed to serve on the U.S. Government's Travel Service Committee. He is the first spokesman for a foreign company to be appointed and will serve a two year term.

The 50-member Committee was established in 1960 by Congress and meets periodically with USTS in an advisory capacity. Mr. Titus attended the first meeting in Washington on 12th April. USTS is charged with developing more travel to America and, until Mr. Titus was appointed, drew its members exclusively from American-flag Transport companies and other U.S. travel interests.

MR. GEORGE M. TURNER, Vice President—Marketing, P & O - Orient Inc., on being elected first Vice President of the Pacific Area Travel Association for 1966-67.



Radio Officer P. A. Johnson.



Mr. and Mrs. A. H. Falkner after their wedding at Toorak, Victoria. When Canberra arrived at Station Pier, Melbourne, a familiar tune from 'My Fair Lady' was blaring from the ship's loudspeakers—'Get me to the Church on Time'.

## MARRIAGES

### We congratulate:—

MR. H. AYLEN, Welfare Leading Hand, *Oriana*, on his marriage to Miss Vera Carford of Fulbeck, Lincs., Jan 66.

MISS L. D. BASSETT, Correspondence Department, on her marriage to Mr. Roy G. Joyce, in Ilford, 11 Jun 66.

MR. A. H. FALKNER, Second Officer, *Canberra*, on his marriage to Miss Pamela Gowland, in Victoria, Australia, 8 Feb 66.

MR. P. A. PRESCOTT, Head Waiter, *Oronsay*, on his marriage to Miss Jeanette McDonald, in Birkenhead, 24 Jan 66.

CDR. G. E. HARDING ROOTS, Recruiting Officer, Sea Staff, on his marriage to Miss Carole Caithness, in New Malden, 13 Jun 66.

MISS M. R. STEVENS, D.P.U., on her marriage to Mr. John Wells, in Reigate, 18 Mar 66.

MR. H. R. WOUGH, 3rd Chef, *Arcadia*, and MISS L. OXLEY, Stewardess, *Chitral*, on their marriage in Epping, 24 Dec 66.

## BIRTHS

### We congratulate:—

MR. R. D. ATTENBOROUGH, Statistics Dept., and his wife Ruth on the birth of a daughter, Jill Dorothy, 3 Aug 66, sister for Christine and Stephen.

MR. D. C. BLURTON, Tourist Purser, *Oriana*, and his wife

Berenice, on the birth of a son, Philip John, 16 Mar 66.

MR. B. DEBNEY, 2nd Engineer Officer, *Oronsay*, and his wife Barbara (née Pharoah, ex. WAP, *Oriana*), on the birth of a son, Sean Marcus, 2 Oct 65.

MR. M. P. JOLLY, 2nd Radio Officer, *Arcadia*, and his wife Daphne, on the birth of a son, David Stuart, 13 Jan 66.

MR. R. POCKLINGTON, Radio Officer, *Orissa*, and his wife Jean, on the birth of a son, Iain Leslie, 30 Apr 66.

MR. H. RELTON, Deputy Manager, Conference Dept., and his wife Jill, on the birth of a daughter, Samantha Jane, 7 Feb 66.

### 21st BIRTHDAYS

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

MRS. C. A. DRISCOLL, Telephonist, Tilbury, 22nd April

MISS P. A. FULLER, W/E Passenger, 20th April

MISS S. A. HAYNES, W.J.A.P., *Iberia*, 20th February

MISS J. L. M. LESTER, Management Sec., 7th March

C. T. McDERMOTT, W/E Passenger, 7th January

MISS S. E. MOORE, Naval Arch., 3rd May

MISS P. A. NEWBY, Freight Sales, 17th March

MISS C. A. PLUMB, Management Sec., 1 January

MISS M. W. POND, Chartering, 29th April

K. B. ROBINSON, City Accounts, 7th February

B. J. SWAN-TAYLOR, Passenger, 29th January

MISS R. WOOLDRIDGE, Pass. Services Co-ordinator's, 4th May

### ENGAGEMENTS

**We congratulate:—**

MR. J. G. CLARK, Chief Officer, *Surat*, on his engagement to Miss M. Silvern of Pattingham, Shropshire.

MR. F. H. FEASEY, 3rd Officer, *Coromandel*, on his engagement to Miss H. S. Baxter of Dunbarton, Scotland.



Mr. and Mrs. P. A. Prescott at the reception after their wedding in St. Joseph's Church, Birkenhead.

MISS S. K. GILLETT, Passenger Department, on her engagement to Mr. P. A. Johnson of Hatch End, Middlesex.

MR. I. R. HINCHLEY, 3rd Officer, *Somali*, and MISS SUSAN D. GEORGE, Children's Hostess, *Himalaya*, on their engagement.

MR. P. KNOWLTON, Quartermaster, *Arcadia*, on his engagement to Miss L. Fitzpatrick of the Elizabeth Garrett Anderson Hospital, London.

MISS J. OXBORROW, Public Relations Department, on her engagement to Mr. B. Nash of Rochford, Essex.

MR. D. J. WALSTER, 3rd Officer, *Balranald*, and MISS D. M. HARPER, Nursing Sister, *Orcades*, on their engagement.

### SILVER WEDDING

**We congratulate:—**

MR. D. B. DYER, Continental Sales Manager, and his wife Doreen on celebrating their Silver Wedding 10 May 66.

Mr. and Mrs. D. B. Dyer.



Mr. Walter Kerr (left), General Manager, presents Mr. Battison with a gold watch on his retirement after 40 years at sea with the Company. Mr. C. J. Davidson, Superintendent Purser, looks on.

### RETIREMENTS

BATTISON, D., Barman, born 23 Apr 10, joined Orient Coy. 17 Sep 26, ships include *Otranto*, *Orcades*, *Oronsay*, ret. (ill health) 28 Mar 66.

BRITAIN, R. J., Captain, born 12 Jan 08, joined Orient Coy. 19 May 37, after Cadetship H.M.S. *Worcester* and 13 years with Clan Line, ships include *Oronsay*, *Orsova*, *Orcades*, first Command *Orion*, ret. 20 Mar 66.

DEWDNEY, F. C., Shore Head Waiter, Tilbury, born 2 Jan 01, joined Orient Coy. 12 Nov 21 as First Class Waiter, ships include *Ormuz*, *Oronsay*, *Orsova*, promoted Restaurant Manager Dec 46 (first man in Orient Line to hold the post), transferred to shore Nov 51 as Catering & Stewards' Instructor, ret. 3 Jan 66.

EADE, W. N., R.D., R.N.R. (ret.), Captain, born 17 Nov 08, joined Coy. Dec 26 as apprentice, ships include *Mongolia*, *Strathnaver*, *Chusan*, first Command *Cannalore*, served in submarines during War, rising to Commander, R.N.R., Mentioned in Despatches, ret. 1 Jul 66.

HEALY, C. L., Accounts Section Leader, Pursers, born 10 Aug 03, joined Coy. 25 Nov 32 as Purser's Clerk, rose through Dept. until appointed Purser, *Ranchi* 7 May 51, ships include *Moldavia*, *Strathaird*, *Carthage*, transferred to shore 1 Apr 53 (ill health), ret. 30 Apr 66.

HOLMAN, C. A., Head, Passenger Rates & Conference Section, born 4 Mar 01, joined Coy. 7 Dec 28 as Asst. Purser after 7½ years as Purser with B.I., ships include *Morea*, *Viceroy of India*, *Naldera*, transferred (ill health) to shore Passage Dept., May 32, ret. 3 Mar 66.

MANGIN, Mrs. W., Stewardess, born 17 Apr 06, joined Coy. 7 Jun 60, ships include *Strathaird*, *Canberra*, *Himalaya*, ret. 1 Jun 66.

MARSHALL, C. L., Chief Steward, born 5 Feb 06, joined Coy. 19 May 33, ships include *Coromandel*, *Socotra*, *Bendigo*, promoted Chief Steward 3 Jul 55, ret. (ill-health) 31 Jan 66.

PETERS, M. R., Engineers, K.G.V., born 14 May 01, joined Coy. 27 May 25 as boilermaker, ships include *Stratheden*, *Strathnaver*, *Iberia*, transfer to shore 1 Apr 65, ret. 13 May 66.

SMITH, F. V., Pursers, Tilbury, born 22 Mar 03, joined Branch Line 16 Dec 23, transferred to Coy. as Steward May 31, last ship *Ranpura*, transfer to shore 1 Jun 46, ret. 21 Mar 66.

STAFFORD, D. M., Entertainment Officer, born 21 Mar 03, joined Coy. 1925 as Fourth Officer, transfer to Mackinnon Mackenzie, Colombo, 1929, after War (Indian Navy) and shipbroking, rejoined P & O - Orient 27 Jan 54 as Entertainments Officer, ships include *Orsova*, *Arcadia*, *Oronsay*, ret. 14 May 66.

STUART, A., C.B.E., Engineer Commodore, born 19 Jul 06, joined Orient Coy. 28 Feb 28, after apprenticeship with Vickers-Armstrong, ships include *Empire Orwell*, *Orcades*, *Orsova*, promoted Chief Engineer 24 Sep 54, appointed Engineer Commodore 5 Nov 63, appointed C.B.E. in 1966 New Year Honours, ret. 19 Jul 66.

WHITE, G. V., Carpenter, born 14 Feb 05, joined Orient Coy. 3 Oct 49, ships include *Oronsay*, *Orontes*, *Empire Orwell*, ret. 22 May 65.

WILLACY, J. G., Chief Steward, born 27 Feb 06, joined Coy. 10 Oct 49, promoted Chief Steward 12 Aug 57, ships include *Socotra*, *Aden*, ret. 25 Apr 66.



Engineer Commodore A. Stuart shows the insignia of his Order after attending the investiture at Buckingham Palace with his wife and son on 6th July. He was appointed C.B.E. in the 1966 New Year Honours, as reported in our last issue.

## STAFF EXCHANGE

### U.K. to Australia

Mr. K. A. Littlewood, Far Eastern Line, sailed in *Somali* on 16th June on the round voyage to Japan for experience.

Mr. P. C. Cooper, Agency Sales Section, Passenger Department, left in February and returned in July—also under the Overseas Training Scheme—and has carried out a tour of Australian offices with some time in New Zealand and after that some time in North America.

Mr. T. R. Chilver, now the Berthing Supervisor in Cruising Department, went on this scheme last October and returned in April having carried out an itinerary very similar to that described above.

### Australia to U.K.

We extend a hearty welcome to these well-known names, who after their visit will be mere names no longer to a great number of us in London:—

Mr. R. A. Roberts, who arrived in April and returned in *Arcadia* in July. He is a freight representative and spent most of his time with Freight Sales and Freight Administration.

Mr. C. C. H. Burne, who arrived in May and is due to return home in *Balranald* in September; he will be attached firstly to Passenger Department and latterly to the Freight Sales and Freight Administration.

Mr. M. J. Hopkins, Freight Superintendent Sydney, who arrived in July and is scheduled to return home in *Baradine* in October. He will be accompanied by Mr. F. L. Lowe, Departmental Freight Manager in Sydney.

Mr. F. E. W. McLaren, Assistant Superintendent of the Agency Section, Passage Department, Sydney, who also arrived in July and will leave us again in *Orsova*, in November.

Finally, Mr. T. C. Dercksen, who is in charge of the Booking Hall at Perth, arrived in July. He is due to return home in *Arcadia*, in November.

BACK again at her desk in Cockspur Street is Miss Pamela Clayton, Travel Adviser, following her exten-

sive tour in the course of which she visited about 10 countries in eight weeks.

## DEATHS

FULLER, L., Chef, born 26 Mar 92, joined Coy. 27 Jul 24, ships include *Strathnaver*, *Strathaird*, *Corfu*, ret. Apr 52, died 5 Jun 66. Leaves son. GRESHAM-BARBER, C. K., Cash Dept., West End, born 20 Mar 91, joined Marconi Coy. 16 Jun 12, appointed P & O Radio Operator 1913, ships include *Naldera*, *Moldavia*, *Narkunda*, old *Comorin*, transferred shore Nov 36, ret. 1 Jun 53, died Apr 66. Leaves widow.

MERCER, P. A. G., Ref. Engineer, born 17 Sep 88, joined Orient Coy. May 11, ships include *Ophir*, old *Otranto*, *Orcades*, *Oronsay*, ret. 30 Jun 54, died 16 Mar 66. Leaves widow.

MORTIMER, C., B.C.S., born 31 Dec 91, joined Coy. Jul 20, ships include *Strathmore*, *Strathaird*, *Mooltan*, ret. 11 Nov 57, died 3 Apr 66. Leaves widow.

MORTON, A. J., Captain, born 13 Nov 77, joined Coy. 8 Feb 01, ships include old *Arcadia*, *Nore*, *Mooltan*, ret. 20 Sep 33, died 24 Mar 66. Leaves sister.

PRATT, A. H., Barman, born 26 Apr 93, joined Coy. Jul 10, ships include *Canton*, *Strathallan*, *Carthage*, ret. Jul 48, died 22 Jan 66. Leaves widow.

ROPER, F. A., M.B.E., Inspecting Boilermaker, born 17 Oct 84, joined Coy. Aug 06, ships include *Namur*, *Narkunda*, *Canton*, transferred shore 1 Oct 44, Mentioned in Despatches 1 Jul 41, M.B.E. New Years Honours 1945, ret. 31 Dec 54, died 4 Jul 66. Leaves widow.

STABLE, G. C., Captain, born 21 Dec 91, joined Coy. 16 Sep 12 as 5th Officer, *Malta*, ships include *Beltana*, *Lahore*, *Canton*, appointed Commodore 1 Jan 50, ret. 20 Dec 51, died 18 Mar 66. Leaves widow.

VIDLER, G. L., Assist. Chef, Management Luncheon Room, born 27 Feb 76, joined Coy. Jan 95 as General Servant, last ship *Chitral*, transferred to shore 2 Dec 40, ret. Aug 51, died 5 Mar 66. Leaves son and daughter.

WAGGETT, C. J., Accounts Dept., born 6 Dec. 91, joined Coy. 22 Apr 12, ret. 1 Jun 52, died 18 May 66. Leaves brother.



## Roll-on Roll-off Revolution

by I. M. Churcher, *General Manager, North Sea Ferries*

The P & O Group, through its interest in the General Steam Navigation Company, is a partner in the international consortium which has inaugurated North Sea Ferries—the Roll-on/Roll-off service between Hull and Rotterdam.

This, the first Roll-on/Roll-off link between the North of England and the Continent, started last December, and was an immediate success. The partnership of six famous shipping companies is drawn from British, Dutch and German companies—the other English partner is Tyne-Tees Steam Shipping Company Ltd. (a subsidiary of Coast Lines).

With delivery from a German yard of M.V. *Norwave* (4,250 tons) last December, North Sea Ferries provided a three-times-weekly service in each direction. Delivery in March 1966 of a sister ship (M.V. *Norwind*) has enabled a nightly (except Sundays) service in each direction to be inaugurated. The two ships are equipped with totally enclosed upper and lower decks, and motor vehicles are accommodated on two decks. They can take either 65 lorries and/or trailers plus 70 cars, or 200 cars, or any combination of the two.

Passenger accommodation for 235 is also available: 187 in berths, 28 in aircraft-type seats and 20 on settees. The standard class cabins (mainly two-berth with some four-berth) are fully equipped for normal comfort, while the special class cabins (two/three-berth) have their own showers and toilets.

The standard passenger fare (£6 10s. single; £12 return) includes an evening meal, berth in a cabin, morning tea and breakfast. Facilities on board include a cafeteria to seat 132 passengers, a bar and two lounges (one equipped with television and earphones; the other provided with a dance floor).

*North Sea Ferries terminal at Hull. Passengers, cars and freight all enter through the bow, via the ramp. At Euro-poort they leave the ship through the stern.*

### Natural

The service has proved an immediate success, particularly for freight, and the Hull/Rotterdam link has proved a 'natural' for Roll-on/Roll-off service.

Passengers have been enthusiastic. Even in April, which is hardly the height of the holiday season, there have been 200 passengers on board for several sailings. Advance bookings for the summer were very heavy, and holiday makers from Scotland and the North of England have been quick to appreciate this new route to the Continent which enables them to avoid the long drive South on congested roads in order to reach the Channel ports. Passengers have commented favourably on the low fare and liked the idea of having 'nothing more to pay' once they have bought their ticket (supper and breakfast are included).

### Containers

All the freight handling equipment is designed to cater not only for the largest transportation units and container sizes currently in use in Europe, but also to handle the 40 ft. containers which may be used in the new transatlantic service.

Among the special equipment provided by North Sea Ferries for the handling of freight are 30 Boden tandem-axle trailers for shipboard use, two Douglas Straddle Loaders for transferring containers from hauliers' trailers to ships' trailers, and four Douglas Tugmaster Units for towing trailers on board the ships. A new Rootes Tractor Unit has recently been supplied to Hull for towing trailers from the freight shed near the entrance of King George Dock to the quayside.

Shore facilities in Hull have been provided by the British Transport Docks Board, and access to the ships is by a covered ramp. In Rotterdam (Europoort) the company has leased an area of reclaimed land and has built its own terminal and buildings, including an office block containing a restaurant and offices for customs, immigration, motoring organisations, and principal customers.

# About Ourselves

P & O S.N. Co

P & O—Orient Management Ltd

P & O—Orient Lines Passenger Services Ltd