

# Wavelength

## Winners of name a ship contest to share £400

Choosing a name for a new arrival is often a problem for parents. Now the members of P & O's Group Management Committee, most of whom are proud fathers, are experiencing the problem all over again — only this time in connection with our new ships.

It's not that they are short of names — they have plenty of those. The problem is they want to select names which illustrate the transition of the Group's individual companies into the new divisional organisation and make the ships identifiable as P & O ships.

Needless to say, it's a difficult job — so they would like to know what you would call the ships that fly the P & O flag. Because of cost, a new policy is more likely to apply to new ships than to existing ships.

In particular, the Committee would like to know what — and why — you would name the types of ships operated by the Group. For example, you might like to see all our tankers named after explorers and our passenger ships after British counties. On the other hand, you might feel that we ought to adopt a Group prefix (perhaps with variations for different types of ships) — for example, London Rose, London Daffodil, London Tulip etc. Or a suffix — for example, Pacific Rose, Atlantic Rose etc.

The choice is yours, however, and a first prize of £250 awaits the sender of the best suggestion whether it is adopted or not. A second prize of £100 will be awarded to the sender of the next best suggestion — whether adopted or not — and a prize of £50 will go to the sender of the third best suggestion — again whether adopted or not.

In addition, if a female employee sends in the best suggestion and it is adopted, she might be asked to launch a ship which conforms with the policy she advocates.

If a male employee sends in the best suggestion and again it is adopted then his wife, girl friend, mum or grandma could be asked to name one.

The only two rules of the contest are that it is open to P & O Group employees only, ashore or afloat, in the UK or overseas and the Management Committee's decision is final.

So put on your thinking caps and send in your entries as soon as possible to 'Name-a-Ship Contest', Wavelength, International Relations Division, P & O Building, Leadenhall Street, London EC3V 4QL.

Entries should contain your full name and address of department. Send as many suggestions as you like but remember to give full reasons for each suggestion for a new Group naming policy.

All entries must be in by March 31 and results will appear in the May issue of Wavelength.



## Cadet of the year

Southampton College of Technology has chosen a Junior Engineer serving on board Orissa as P & O's Cadet of the Year. The cadet is David A. Shield, 22, of Dalton-le-Dale, near Seaham, Co. Durham.

David joined P & O four years ago and whilst studying at the School of Navigation, University of Southampton, was awarded the British &



## Transport men's children meet Santa

Father Christmas — alias J. Dingwall — Coast Lines' Chief Catering Superintendent arrived bang on time at Jarvis Robinson Transport's employees children's party, and within minutes, as our picture shows, had made a host of young friends. The party was organised by the drivers and yard staff, who contributed throughout the year to cover the cost.

## Purser seeks answer to \$64,000 question

Spirit of London Purser, Michael Miles — alias P&O07 — jettied to Antigua last week on the first stage of "Assignment Sunseeker." His brief: to cruise around Mexico and the Caribbean to

find the answer to the \$64,000 question, "What makes the American cruise passenger tick?"

To complete his mission successfully, Michael is sampling the service and cuisine aboard the Spirit of London's sister ship, Southward, and two other vessels, Italia and Nordic Prince.

He will be watching everything and everyone and when ordering a Martini, in true Bond fashion 'stirred not shaken', he will note the favourite drinks of those around him as well as their tastes in everything from eggs benedict to entertainment.

## Health

Calling at San Juan, St. Thomas and Ensenada, he will get to grips with baggage handling, port health and documentation.

If he takes in a shore excursion, it will be with an eye to administrative detail.

And, when he returns from Los Angeles on 31 January to report "mission completed," he will have the answers as to how to please Spirit of London's passengers in his overnight bag.

## OBE for retired captain

Captain Charles P. Robinson, aged 59, former master of the 14,800 dwt Cumberland who recently retired from P & O, received the O.B.E. in the New Years' Honours List.

Captain Robinson, who lives in Hastings, Sussex, spent 42 years with The New Zealand Shipping Company. He joined The NZS Co. as an apprentice the last day of October, 1929, gained his master's ticket 12 years later, and was given his first command aboard the former s.s. Tekoa in 1949.

Captain Robinson's last voyage was as master aboard the Cumberland.

Charles Hickey, of the permanent relieving staff of the General Cargo Division, has been awarded the British Empire Medal for 44 years service with the P & O group. Mr. Hickey joined the Federal Steam Navigation Company as a fireman aboard the Huntingdon in May, 1928, and has since served in numerous Federal and NZS Co. ships.



## Hogmanay dinner

First Barman John Murray addresses an "out of season" haggis at the Hogmanay Dinner aboard the Chusan. Traditionally the rare haggis beastie is served on Burns' Night, January 25.

## News in brief

Commander J. F. Wacher RD RNR has been promoted to Captain in the Royal Naval Reserve. At present, Captain Wacher is Market Research Manager, Passenger Division.

Nearly £2,400 was raised at The Missions to Seamen's annual Flying Angel Fair at Kensington Town Hall in December. This is about £250 more than the amount raised at the previous year's fair.

The foremen of the Royal Albert Dock branch of Green and Silley Weir held their annual dinner in the pavilion at the company's sports ground, Wanstead.

Congratulations to Miss Eleanor Blass, Passenger Division and Ken Payne, former baggage Steward on Arcadia, who became engaged on 11 December.

Early in November Captain Alec Mathews ordered his 17 officers, 39 crew and five of the officers wives — including his own — to abandon the 73,800 dwt Heythrop. The order came when fire broke out aboard the ship after an explosion in number 11 tank. Ken McGregor looks at the roll played by BSD in London during the emergency.

PANDOBULK LDN  
6-7440 DN  
GMTU  
FROM KING AND SONS DUNN AND CO DURBAN  
09.11.71 0852 (D.679)

VERY URGENT  
FOLLOWING SOS RECEIVED BY DURBAN RADIO AND PASSED TO US QUOTE  
HEYTHROP CALLSIGN G R Y J = AT 090630Z POSITION 3300 SOUTH 3045 EAST FIRE IN NO. 11 TANK ALL SHIPS  
PLEASE ASSIST ABOUT TO ABANDON SHIP.  
UNQUOTE  
STOP THIS POSITION MAKES VESSEL WELL OUT OF EAST LONDON.

# Operation Heythrop

First word of the fire aboard Heythrop reached London at 9.2 am on Tuesday, 9 November.

"Heythrop position 3300 south 3045 east, fire in No. 11 tank. All ships please assist about to abandon ship."

James Marshall, Assistant Manager in BSD's Operations Department received the terse telex message.

In the BSD's office at the time were Fleet Manager, Patrick Stuart-Williams, Roger Drummond, Manager, Fleet Services, Derek Brammer, Manager, Fleet Personnel and Albert Leith, Maintenance Engineer.

They — and other key BSD people — dropped other projects immediately — in short, the yet unrehearsed plan for such an emergency went into action.

It's well known how well Heythrop's crew performed in last year's mishap. But what hand did BSD in London play? Here's the story:

Mr. Spon, Assistant Fleet Manager, arrived in the office to hear the bad news, and immediately phoned another Assistant Fleet Manager, Mr. Bill Halliday, whose fleet includes Heythrop and who was at the time on holiday, gardening at his Upminster home.

Mr. Halliday arrived very soon at his Navigation House office to attend a three-man conference with Messrs. Stuart-Williams and Spon.

## Christmas surprise

Ardlui's chief cook came up with a big surprise on Christmas Day — a delicious cake.

The ship's officers and crew tucked into it when they got together to sing carols.

Everyone had a nice time, writes chief steward H B Fernandes and the cake has now been eaten.

It was decided to send a team immediately to South Africa, consisting of Messrs. Halliday, Tony Hopkins, Assistant Manager, Appointments, BSD Personnel and Bruce Standing, Deputy General Manager, Marine Safety Services.

Mrs. Margaret McCall of BSD's finance department, booked them on the first available flight — BOAC's 7.30 pm jet to Johannesburg that evening.

Meantime, all communications, including negotiations for salvage assistance, briefing of charterers, alerting of underwriters and contact with the Department of Trade and Industry were being handled by Chris Shipson, Manager, Operations Department and James Marshall.

Port authorities at Port Elizabeth were notified and Captain Joubert and his assistant, Captain Smith, promptly gave every possible help towards receiving the crippled vessel into the harbour.

A nearby bulk carrier rescued Heythrop's crew from lifeboats and rafts and

relatives of all the crew on the Heythrop were promptly informed.

Close liaison on the public relations front was maintained by Tony Bennett, of P & O's International Relations Division and David Hilton-Barber, of P & O's South African PR consultants, Lindsay Smithers, who met Bill Halliday in Johannesburg and travelled with him to Port Elizabeth to head a press information team already operating there with staff from Lindsay Smithers' Durban office.

Mr. A. B. Marshall, Chief Executive of BSD, and Jim Bayley, Manager of the Oil and Bulk Section, were kept informed of all developments.

The three-man team, including Mr. Halliday arrived at Johannesburg early on Wednesday morning, 10 November and stepped off a South African Airways flight at Port Elizabeth at 5 pm.

Freight Services, P & O's agents, met the team at the airport before all drove direct to meet the Heythrop's officers' wives and junior officers at the Hotel Campanile.

Mr. Halliday went on to an

outfitter's shop where other officers were being fitted out with new clothes (all officers' effects were lost in the ship fire).

At 7 pm a Press Conference was held for South African and agency media.

At midnight Mr. Halliday made contact with a nearby West German tug, Artic, which advised she was three hours away from the smouldering Heythrop.

A return call was made at 1 am and Mr. Halliday was the last of the three to get to bed — at 2.30 am.

Physical help from BSD to the Heythrop in South Africa continued for nearly two weeks following the first alert.

Basically the help was divided into two responsibilities — operations and personnel.

Mr. Halliday handled all operations, such as salvage, port arrangements, investigations, technical and underwriters, from the Port Elizabeth end.

Mr. Spon remained in Navigation House and oversaw all London operations details.

Mr. Hopkins handled all personnel problems from the

Port Elizabeth end, such as repatriation of the carrier's 17 British and 39-man Asian crew to the UK, Hong Kong, Karachi and Bombay.

He also made sure any clothes they had lost were replaced, and visited the injured in hospital.

In London, Mr. Brammer supervised personnel help and with Geoff Carter and Andy Chinnick informed relatives of the Heythrop's crew of all developments.

From BSD's technical section, Messrs. James Cruikshank, Manager, and Jim Carruthers, Maintenance Superintendent, followed the Halliday team from London to Port Elizabeth to clean up the Heythrop, carry out temporary repairs and prepare specifications for permanent repairs.

Mr. Cruikshank had to interrupt a two-week executive development programme he was attending at Bourmemouth to make his 10-day South African visit.

Mr. Bruce Standing, of Marine Safety Services, investigated the effect of Heythrop's fire on organisation and equipment for such emergencies and in a subsequent report to BSD evaluated how the safety training, in which his group specialises, had worked in this emergency.

While in Port Elizabeth, he was supported in London by Don Percival and Mrs. Barbara Matthews, of his Albert Dock office.

The strategy worked well because of two factors — planning for such a mishap paid off, and people who knew what to do and pulled together to help.

Heythrop, incidentally, left Port Elizabeth on 30 December under her own power for repairs at a North European dockyard.

Damage was confined to No. 11 hold, parts of the superstructure and the officers' quarters. She will be out of service for about seven months.

## An ode to a captain

Captain, Oh Captain, Oh my Captain,  
A rdshiel is forever yours,  
your name has it,  
Pen writes well, your words  
are very sweet,  
T errific looking man, but  
always smiles and keep  
talking,  
A ll are same and equal, these  
are your words,  
I ndian, Pakistan, Chinese and  
European makes you no  
difference,  
N o men on earth can forget  
you.

B asil Thomson, your name is  
framed on board the ship  
Ardshiel,  
A lways punctual at work,  
time is always fix,  
S trick as you're, that's your  
duty,  
I nspection day, all that you  
like best is glittering and  
attractive,  
L owing words you whisper,  
when some one is found  
guilty.

T ime is fixed to all the daily  
routine,  
H alf a minute nor more, bell  
goes just in time,  
O n hearing the bell everybody  
run to bring their caps,  
M aster on the deck to one's  
respective boats,  
S twards worked with you,  
will have you well in mind,  
O n every Sunday, they look  
forward for the beer to  
come,  
N ow we want you back to  
give us the beer.

Wilson D'Costa



Heythrop — before the fire

# POST BAG

## The night of Hong Kong's 1937 typhoon

In the first issue of *Wavelength* we carried a report about Typhoon Rose which left a trail of disaster after passing over Hong Kong. Captain Francis Poole recalls another typhoon which hit the British Crown Colony over 30 years ago.

I doubt if there are many people who remember the disastrous typhoon which struck Hong Kong during the night of 1/2 September, 1937.

I was sailing 1st officer of the Canadian Pacific Empress of Canada and we were following it up from Manila.

During the night of the first we ran into 70 m.p.h. winds so had to reduce speed. The centre passed over the city in the early hours of the second with winds up to 150 m.p.h. Meanwhile we received 21 S.O.S. messages from ships in trouble in the harbour.

In the poor visibility it would have been impossible to help them. We entered via Lyemun Pass at 9 next morning passing lots of wreckage from junks and sampans. And what an amazing sight it was

with ships aground every where in places where they couldn't possibly have gone ordinarily.

The Talamba was aground on the north side of Lyemun Pass and on the opposite side under the cliffs to the south and east of the Pass was the crack Japanese liner Asama Maru while in Saiwan Bay, to the east of the Pass, was the crack Italian 20,000 tonner Conte Verde.

But the most amazing sight was the Chinese steamer An Lee hanging on to the Bund by her rudder and stern frame. I never did find out how Talamba was salvaged perhaps someone else may know.

3380 Ridgewood Ave,  
Apt 308,  
Montreal

Captain Francis Poole  
ex B.I. Chief Officer



Talamba after she had run aground during the typhoon which hit Hong Kong in September 1937.

## An inside story to remember

Dear Sir,

So often one sees double royal or quad crown size posters advertising shipping facilities and pictorial literature pointing out the opportunities of sailing on a passenger liner. On, indeed! If the wording is not

amended, there may be a protest march one Sunday afternoon of thousands of ex-sailors to Trafalgar Square.

There is no argument about this; one sails in a ship.

Ships have sides (the hull) and rooms, cabins, lounges and holds and obviously, one travels in them.

A parallel case is a railway station: one is in a station, although on the platform which is flat and without sides. In the same way, one is in a ship although on the deck.

Generally, the notice concludes "See your travel agent. He can arrange everything."

It is to be hoped he can arrange for a word to be changed.

Douglas D. Castell.

Rua da Lazareto, 90-A  
Funchal,  
Madeira,  
Portugal.

P.S. Many Steamship Lines indulge in such wordings, so perhaps the protest marchers could continue down Regent Street, Haymarket and Cockspur Street and make a real job of it.

Anonymous.

## 'Rose' hits Pando Sound

Dear Sir,

Roger Wilson's report (*Wavelength* No. 1) from Hong Kong on typhoon "Rose" passingly mentioned that no serious damage was sustained by any Group ships. This I must disagree with as I was in Hong Kong harbour during typhoon "Rose" on Pando Sound, which was unfortunate enough to have the radar mast and all aerials on board ripped away.

At that time no assistance was available from ashore and the ship's officers repaired a radar system (the bill for which would have come to

something like £2000-£3000) and saved the ship two days steaming time had the radar not been fixed. The bill for two days steaming I should imagine would be many more thousands of pounds.

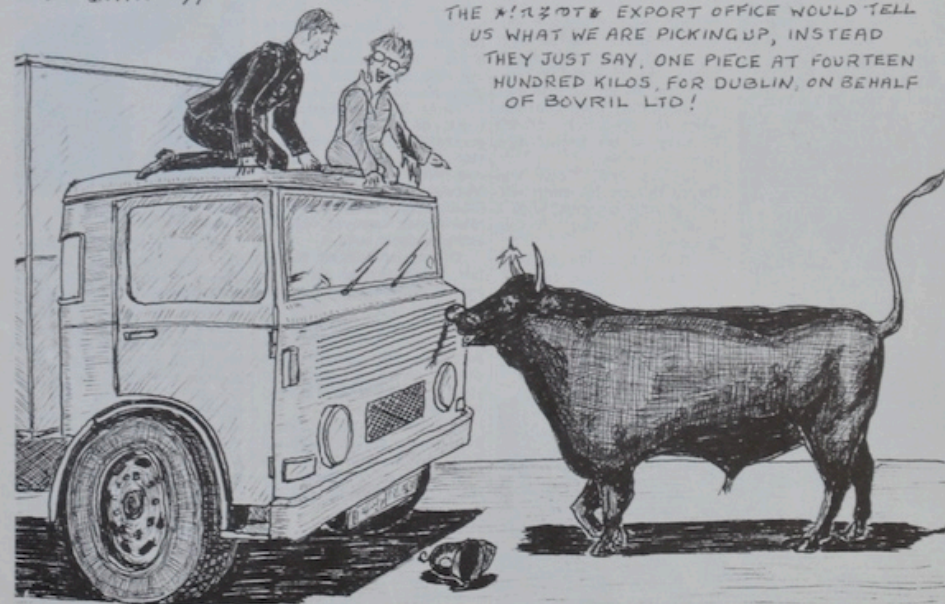
No credit was given to one particular Officer who shall remain nameless along with the other officers who helped in what was a very gallant effort. I feel sure had Roger Wilson known about this incident it would have been at least worthy of a few lines in his report of the typhoon. It was indeed an extremely severe typhoon and I feel sure shall remain in the memory

of those officers serving on board Pando Sound at that time.

The Captain, during the typhoon, was actually responsible for a lot of help in repairing the damage and, like all concerned was wearing a boiler suit and "mucking in" to help restore a fully navigatable radar system.

I wish to remain completely nameless but feel sure that credit should be given if only by two lines in the magazine.

TO IAN. 14



## Bottle turns up after 13 years

Dear Sir,

I was employed by the P & O Steam Navigation Co. Ltd. back in 1958.

On the 30 November 1958 I despatched a bottle containing a note into the sea.

On the 30 November this year, exactly thirteen years after, I have received a letter from a young man of nine years who lives in Gairdier River, Via Jerranungup Western Australia.

This may be a tall order, but I wonder if you could tell me exactly where the S.S. 'Himalaya' was on 30 November 1958. My curiosity prompts me to find out how far this bottle has travelled.

I do hope you can help me and I shall be eternally grateful if you supply me with the information.

M.J. Barnett

5, Blythe Hill,  
St. Pauls Cray,  
Orpington,  
Kent

## Torilla is small town

Dear Sir,

I refer to the July 1971 issue of B.I. News, in which a reference has been made to certain B.I. ships' names - origin unknown.

I have been able to locate Torilla. It is in Queensland, Australia - a small town in the interior, to the west of Shoalwater Bay, near Port Clinton

c/o Binny Limited,  
Calvetty Road,  
PO Box 6,  
Cochin 1

W.F. Vijaya

## What you said about *Wavelength*

Our daily postbag has been full of letters from readers airing their views about the first issue of *Wavelength*. Here is what some of you had to say:

Allow me to offer my congratulations on the creditable presentation and the interest of the articles.

9 Fulham Park Gardens,  
London. SW6.

J. B. Shaw.

I would like to congratulate you on your first issue which was full of interesting news items and articles.

24 Meadow Close,  
Pengam, Blackwood,  
Mon.

W. I. Firth.

It will afford very interesting reading.

99 Kings Avenue,  
Lower Parkstone,  
Dorset.

J. Swaldrum.

Today I received my first copy of *Wavelength* and candidly confess to be disappointed. News from the New Zealand Shipping Company is quite conspicuous by its absence.

'Foolquoy',  
Outertown,  
Stromness,  
Orkney Isles.

J. Williams Spence,  
Second Officer.

Well done with the new Group magazine, *Wavelength*, which has received very good comment from fellow Officers on board Orsova.

ss Orsova at Fiji

Anon.

Long live *Wavelength*.

'Alfreda',  
24 Springbok,  
Alford,  
Cranleigh, Surrey.

Ernest E. Gadman.



## Brothers give up the sea

Two ship's captains, who are brothers-in-law, live in the same road and have worked for the same company for thirty years, have retired after more than forty years at sea. The two men are Captain William Williams, aged 63, better known as "lechydd-Da Williams" of Glynafon, Mona Street, Amlwch, Anglesey, and Captain Owen Evans, aged 61, also of Mona Street, Amlwch. Captain Williams first went to sea as an ordinary seaman at the age of 18. He joined Coast Lines in 1942 and was involved in running the gauntlet of E-boat Alley. Captain Evans first went to sea in 1929 and joined Coast Lines in 1942. He was lucky in the war when an enemy plane riddled the hull of his ship but did not cause any serious damage. Our photograph, taken during a presentation ceremony for the brothers aboard the Belfast Steamship Company's Ulster Queen in Princes Dock, Liverpool, shows Captain and Mrs Williams, John Turner, chairman and managing director of the Coast Lines Group and Captain and Mrs Evans.



Jacqueline Moore

## Former beauty queen joins Pandair

Attractive Jacqueline Moore has joined Pandair as the company's first female sales representative (imports). After two years with Trans World Airlines as customer service agent, and later as a ground hostess, Jackie will cover the London and South-East region for Pandair. Winner of several beauty contests, she was crowned "London Easter Princess 1970".

# Colin found out the hard way – it really is a dog's life

The test of an upright man is the extent to which he is prepared to exceed the bounds of duty. Into this category come the Pandair managers and supervisors. None more so, it seems, than Colin Young, Pandair's, Manchester branch Export Manager.

During the recent strike at London Airport, a VID (Very Important Dog) – Simona Pariaso – was scheduled to fly to Bombay. The breeding of the dog would indicate its importance, her father was this year's Champion of all Breeds at Cruft's – Ramacon Squashbuckler, no less. As befits an animal of this pedigree her new owner was to be Prince Ahmed Hussain, in India. The sender was Mrs Tidbold, of Nantwich, Cheshire.

How, you might ask, does Colin Young come into this picture? The clue lies in the word 'strike' for this resulted in the arrival of Simona Pariaso at Pandair's office at Manchester Airport, for a re-routing.

The re-arrangement itself was not difficult, even in those exceptional days, but it

was necessary for Simona Pariaso to wait overnight for a morning plane.

Whether it was the appealing eyes of the dog, in all its aristocratic dignity, or whether Colin Young is simply a good-hearted chap – which he is – he decided that the decent thing to do for the dog's comfort and safety, would be to take the dog with its kennel home for the night, to give her, and, no doubt, Colin Young himself, a little company.

Having arrived at the Young menage, however, the

friendly animal decided that, while a kennel was all right for transportation, in a chap's home, she deserved a little freedom. So she became part of the family until bedtime, when she absolutely refused to sleep in her kennel in a room on her own.

In the end, Colin was forced to leave his warm bed, and provide comfort, with a luxury, in the Young Boudoir.

At this point the character of the man shines through, for sister Simona, while delighted at the improvement of her sleeping quarters,

resolutely declined to sleep in the dark. Strangely enough, Colin felt precisely the opposite about this, but the guest howled and howled and the host finally conceded his rights in an act of typical generosity. So the picture is this: Simona Pariaso happy, contented and asleep; Colin Young, staring around the illuminated room for hour after hour awake, vigilant and extremely tired.

Of course, Colin, to be fair, tried several times to switch off the light, but had to admit that, if dogs in general are not particularly gifted with good sight, this particular representative was acutely aware of her right of light and protested vehemently.

Eventually, hour after hour ticked by, and at 06.30 Colin decided that there was little more to be gained by lying in bed, and took the dog for a walk – to Manchester Airport – and handed her over to the airline, happy and contented, and ready for onward shipment to Bombay.

"She was a lovely dog" said Colin. Jack Everton



Simona Pariaso – a very important dog

## APPOINTMENTS

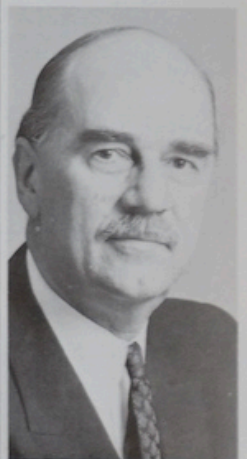
R.M.S. Taylor has been appointed Pandair's Charter and System Freight Manager. He took up his new post in November having been Pandair's London Region Sales Manager at West Drayton for more than a year. Noel J. Groves, has moved from his post as Assistant to General Manager Overseas, to become Assistant Manager Charter, and Alan A. Craig, has become Assistant Manager System Freight. J.R. Matthews has transferred from Pandair's System Unit at Feltham to the company's head office at Maidenhead to become an Assistant Manager, UK Operations.



Derek Spice

Pandair Freight has appointed two new senior executives with special responsibilities for sales. Don Cole, until recently a director of World Transport Agency Limited and earlier a director of J. Johnson Air Freight, will be based at Pandair's Birmingham Branch. Michael Curzon Hope, formerly a senior sales executive in Australia with Mayne Nickless and Co Ltd and manager of Birmingham's Atlas Air Express Limited, will be located at Pandair's headquarters at Braywick House, Maidenhead. Both executives took over their new duties in November.

Derek Spice, Managing Director of P & O's Pandair Freight Limited, has been elected Chairman of the working group of the FIATA Airfreight Institute at the FIATA Conference in Trieste. The Institute, which is based in Zurich, Switzerland, was established in 1969 under the direction of Mr Walter Dobmaier and it is rapidly becoming a truly worldwide body representing the interests of the air freight forwarding industry. Air Cargo Agents united in FIATA handle over 80% of international air freight shipments. In his new office, Mr Spice succeeds R.D.G. Johnston of Glasgow.



J. MacNaughton Sidey

Mr J MacNaughton Sidey has been appointed Deputy Chief Executive of the European and Air Transport Division. Mr Sidey has been with P & O since 1955. He is a member of the P & O main Board and either the Chairman or a Director of several Group companies. He is Chairman of the Confederation of British Industry's Transport Committee, and was formerly a member of the British Rail Board and Chairman of BR Southern and Eastern Region Boards. During the war he served with the Royal Tank Regiment and the Westminster Dragoons and was awarded the DSO while a Lieutenant-Colonel in command of the 22nd Dragoons.

# retirements

# Why Bill laughed as he waved goodbye to a fortune!

We extend our best wishes to:

Captain Charles Mackenzie who has retired (or as his shipmates would say, has swallowed the anchor) after half a century on the world's seas. Charlie, as he is known to all his friends, began his career when he left Greenock High School at the age of 15. His first ship was Ettrick which capsized on the River Avon! From 1936 until joining Burns and Laird, Charlie served with William Sloan & Company as master, at various times, on all their steamers. He spent the war years trading between Glasgow, Belfast and Bristol Channel Ports and in 1943 had the distinction of shooting down a German aircraft over the Bristol Channel. Many of Greenock's senior citizens will remember the black funnel with the white band of the Sloan Company and such steamers as the Findhorn and Brora which were regular callers at Greenock until the outbreak of war. For some time Charlie has been master of Lairdsfox, carrying steel from Ardrossan to Belfast and at a gathering at Ardrossan Harbour many of his friends, as well as the crew, were present when he was presented with a cheque in appreciation of his long service. Charlie lives with his wife, Hanna, at 64 Brisbane Street, Greenock. They have two daughters, Ann, a lecturer in modern languages at Liverpool University and Elizabeth, a staff nurse at Rankin Hospital, and a son, Charles.



Eric Fergusson

Eric Fergusson who retires from the Belfast Steamship Co. on 31 January after 49 years' service. Eric commenced his business career with the Antrim Iron Ore Company, which traded from Belfast round the North of Scotland to East Coast ports, calling en route at Stornoway, Aberdeen, Dundee, Leith, Newcastle and the Tees. On 1 October 1930 the cargo trade of this service was taken over by Coast Lines Limited, and Eric, together with the other members of the cargo department, was transferred to the head office of the Belfast Steamship Co. His initial posting was as a junior clerk under the control of the then Cartage Superintendent, Tommy Smith, who was a character of great worth in cartage circles in Belfast. At that time he was involved in a Cartage Department which had 40 vehicles on the streets of Belfast. After spending some years in that department he was transferred to the Accountants' Department and thereafter gained valuable experience in the other sectors of the company. In 1957 he was appointed Head of the Freight Accounts Department a position he has retained ever since. During his service with the company he acted as Passenger Superintendent on the night vessels to Glasgow and also on the m.v. LION. Eric has many interests outside business and in his younger days was a very keen footballer. He played for quite a few of the prominent clubs in Belfast and for a long time also enjoyed representing his company in the Sir Alfred Read Cup Competition. He is married, with a son and daughter who are also married, and in his retirement hopes to pass his time on the howling green and in his garden.



W. Thompson

W. Thompson, Chief Commercial Manager, Coast Lines Ltd., who leaves the company at the end of January after over 50 years service. Born in Ballymena, Bill Thompson joined the Passenger Department of G & J Burns Ltd, Belfast, in May 1920 prior to this company being merged with the Belfast Steamship Company. He was transferred to the canvassing staff at Birmingham in 1928 and remained there until the outbreak of hostilities. Commissioned in the early part of the war he served in France until the evacuation and later took part in the Normandy landing and the Rhine crossing. He saw service in Czechoslovakia and was promoted to the rank of Major in 1943. After the war, Bill Thompson returned to Birmingham and was appointed Manager in 1946. In 1949 he moved to Manchester as Manager of the Port Office. Six years later he was appointed Commercial Manager at Liverpool, and in 1962 Chief Traffic Manager, subsequently Group Traffic Manager and Chief Commercial Manager.

More news from E & ATD on page 6

Not daring to fly in the face of fortune by early publicity, your correspondent from Anglo Overseas Transport could finally relax at 8.15 a.m. on the morning of Saturday, 9 October when he was handed a receipt from Lufthansa for the 22 metal trunks containing the Japanese Imperial Household's priceless plate and porcelain-ware.

The story began back in July when we received a letter from our Agents in Japan, the Nippon Express Co., marked 'Most private and confidential' and addressed to our Managing Director, John Wilden.

The letter set out in some detail the arrangements made in Japan for the shipment per the Yamashiro Maru together with the approximate dates of the banquet in London which would be attended by Her Majesty the Queen. It also advised that the plate and porcelain-ware were to be forwarded to Cologne by air after the London banquet to arrive in time for the banquet given by the Emperor for the West German Chancellor in Bonn.

As the Japanese traffic manager of Anglo Overseas, I was the recipient of this very "hot potato" and whilst now that it is all over one looks back with a certain amount of pleasure and amusement at some of the incidents which occurred between July and October, there were times when ones carefully built wall of security vanished as in a puff of smoke.

The first stage was arranging with Securicor Limited for the transfer from London Docks to their High Security Warehouse and this was an afternoon of some note. It had been arranged by us for the priceless case to be the last piece of cargo to be unloaded from the Yamashiro Maru and it was to be unloaded after the meal break for the second shift, a little after 6 p.m. When there was every likelihood of there being very little traffic or men in the docks.

The vehicle used by Securicor was a master of disguise and from the outside resembled a rather run-down delapidated ordinary box vehicle but the inside resembled Fort Knox.

At 6 p.m. whilst waiting on the quay side I was somewhat disturbed to see half a dozen men walk up and wait against the shed opposite the vessel and even more disturbed and eventually horrified to find myself one of some 150 men gazing upwards at the crane and waiting the arrival over the ship's side of the case in question. When it did eventually appear it was greeted with a small cheer and one clearly audible if inaccurate comment of 'Here comes old Harry Hato's knives and forks'.

So much for security and I am quite sure that the expressions of the several

police officers, the half-a-dozen Securicor guards and my own must have been well worth recording.

After some extremely close manipulation the enormous case was inched into the back of the Securicor vehicle and I followed in the control car keeping in radio contact every 300 or 400 yards to the warehouse where it was man handled out of the Securicor vehicle into their High Security Warehouse which has constant guards and attendance.

With the arrival of the Advance Guard of the Emperor's personal staff visits were made by some members of his staff accompanied by Embassy officials and ourselves to the warehouse and at the end of September instructions were given for the case to be broken open so that each of the 22 steel trunks could be opened and checked for any possible damage. Luckily all was well.

The delivery to the Japanese Ambassador's residence passed off quietly and it was a much easier matter handling only 22 trunks of cabin size than one enormous case weighing well over 1 ton which looked big

enough to house a family.

Collection of the 22 trunks from the Ambassador's residence in London was again quite an easy matter and the loading into the Securicor vehicle took only some ten or fifteen minutes. The Securicor vehicle together with a party consisting of the Japanese Consul in London, a member of the Emperor's household staff who was to accompany the goods to Cologne, other staff from the Ambassador's residence, the London Manager of Nippon Express Co., Mr. Sekihata and myself, then set off for London Airport.

It became very obvious as we joined the motorway that there was fog ahead and indeed by the time we had gone a few miles the hazard warning signs were indicating 30 miles an hour and the chances were that the flight to Cologne would be delayed.

Great Security measures had been made by Lufthansa and ourselves at London Airport for the handing over of the 22 trunks to Lufthansa and it was indeed impressive to see a line of policemen standing inside the Lufthansa cargo bay and a ring of Securicor guards around the

vehicle backing up to the unloading bank. The only thing that was missing was one single onlooker to witness this highly organised and efficient piece of guarding. With the receipt safely in my pocket however I could almost feel the weight of responsibility lifting from my shoulders and the prospect of the other kind of wait until the aircraft had taken off did not worry me unduly.

The aircraft was indeed some three hours late but it was fascinating to listen to the experiences of both the Japanese Consul and the member of His Majesty's household swap experiences and reminisce over years of experience of service to the Japanese Imperial Household.

As was reported in Group News Pandair attended the loading of the 22 trunks into the aircraft as they were handling the export documentation of the shipment and I am sure their representative was as relieved as I was when the cargo doors closed and the aircraft moved away ready for take-off.

W.B. Ruth, F.Inst.F.F. Manager - Japanese Dept.



Captain Reggie Holt (second from right), chairman of Coast Lines' Anchorage Club chatting with fellow members at the club's annual hot-pot at the Merchant Navy Hotel, Canning Street, Liverpool. The hot-pot was well supported by serving and retired masters of the company and among the guests was company chairman, John R. Turner. During the evening Captain Holt received on behalf of the club a plaque made by G. Hughes, ship's carpenter, Ulster Prince. Seen here with Captain Holt are (from left) Captains Tom Wrigley, E. B. Clark, J. B. Wright and R. G. Morrison (secretary).

# Chairman meets the northerners



L. Sinclair (Catering Superintendent, Coast Lines (Services), Liverpool), I. M. MacLaren, G. Gordon Beazley retired (former Director, Coast Lines, Liverpool), H. Maitland Clarke retired (former Assistant Managing Director, Coast Lines), Nigel Robinson (Assistant Passenger Manager, Belfast Steamship Co., Liverpool), and Jack Dingwall (Chief Catering Superintendent, Coast Lines (Services) Liverpool).



Tom Barlow (Superintendent Engineer, Container Repair Depot, Coast Lines (Services) Liverpool), Cecil Hulme retired (former Passenger Manager, Coast Lines), Bill Williams retired (former Publicity & P.R. Officer, Coast Lines), Bill Thompson (Chief Commercial Manager, Coast Lines, Liverpool) and Dr. Norman Jones (Assistant General Manager, A.S. Jones & Co., Bromborough).



Mr. Ford Geddes talking to Norman Harper (Co-ordinator, P&O Short Sea Shipping) and W. Shaw (Head of Operations Department B.S.S. Co., Liverpool).

## Coast Lines' get-together

Mr. Ford Geddes was in Liverpool at the beginning of December for the annual Coast Lines' cocktail party at the Adelphi Hotel.

The Chairman took the opportunity to meet many people of the Coast Lines Group.

The party was probably the last "get-together" of the old Group and it was very pleasant to see many of the retired members present.



Bob Blackwell (Commercial Manager, Ulster-Link, Liverpool), Roger T. Robinson (Manager, General Shipping, P & O SSS), Bob Squires retired (former Operations & Terminals Manager, B & I Services, Liverpool) and George Clugston retired (former Manager, Container Repair Depot, Coast Lines, Liverpool).



John R. Turner (Chairman, Coast Lines/General Manager, P&O SSS), Eric Large (former Manager, Coast Lines, Liverpool) and I.M. MacLaren.



Harry Fitzsimmons (Belfast Steamship Co., Liverpool), Eric Audley (Purchasing Manager, Coast Lines (Services) Liverpool) and John R. Turner.



Mr. Ford Geddes (left) talking to I. M. MacLaren (Director & Secretary, Coast Lines) and Bob Williams (Chairman, Clerical Staffs Guild, Coast Lines).



Duncan Black (B & I Line, Liverpool), Dave Robertson (B & I Line, Liverpool), Dave Vann (B & I Line, Liverpool), Jack Wainwright (Assistant General Manager, Coast Lines (Services) Liverpool) and Don Heavy retired (former Head of Eire Dept., Liverpool).



Bob Williams, W. Woods (B & I Line, Liverpool), W. Fawcett (Manager, Passenger Sales, Belfast Steamship Co., Liverpool), H. Fitzsimmons (Belfast Steamship Co., Liverpool), E. Moorhead (Accounts Department, Coast Lines (Services) Liverpool), S. Smith (Cashier, Coast Lines (Services) Liverpool), J. H. Boulton (Assistant Passenger Manager, B & I Line, Liverpool) and W. Perry (Traffic Manager, Ulster-Link, Liverpool).

# Underwriters put on their dancing shoes



Charles Moxon, Andrew Brett, Paul Peppiatt and Mike Ellis with another guest at the bar.

A successful dance was held by Gray Dawes Westray Underwriting/Management at the Pandor Club.

Music for dancing was provided by the Nocturnes discotheque.

Organisers were Lawrence Taylor, Andrew Brett and Mike Ellis.



Paul Forest of Bain Dawes and Valerie Dawkins.



Yes, even in the 70's, there is still time for the good old fashioned Paul Jones.

## Bishopsgate staff have night out

The Bishopsgate Insurance Company held a dance in the Pandor Club.

It was organised by Mrs. Penny Collins and about 100 people 'raved the night away'

to the Nocturnes discotheque. Said Penny "We held one

competition during the evening - who could get to the bar first!"



George Sharp, Valerie Sime, Sylvia Fitzsimons, Kay Greenleaf and Charles Greenleaf.



Ron Elliott with some friends.



Kevin Grozier, Deidre New, Jean McCormack and Denise New.



Martin Heppell, Sylvia Fitzsimons, Valerie Sime, Jean Brushett, Kitty Young, Betty Wagstaff, Denis Wagstaff, Terry Newman, Pauline Wright and Bill Young.

## CENTRAL STAFF DIVISIONS



Three visitors from North Sea Ferries, Fritz Vlieland, Max Van Leeuwen and Joop Thoosen, flanked by Roy Stew and Duncan Smedley.

## Cocktails for computer users

About 50 guests representing a broad spectrum of users, attended a gathering given by the Computer Bureau of Management Services on 29 November.

Invitations went out to places as far removed as Rotterdam, Hull, Altrincham and Falmouth although a number of those asked were unable to make it. Those members of MSD present loyally rallied round to make sure that their customers spent as little time as possible comparing notes on the Bureau's possible shortcomings. They also did their best to make sure that the conversation was as liquid as possible.

The occasion proved a useful extension to the regular users' meetings held by the Bureau at which existing and forthcoming projects are discussed and

common problems given an airing.

The varied nature of the work currently in hand or under development was illustrated by the presence of representatives from central divisions such as Accounting, Pay, Personnel and Technical; from Bulk, General Cargo and Passenger Divisions; and from various companies in E & AT and General Holdings Divisions such as Anglo Overseas, Duncan Walford, Ferrymasters, Green and Silley Weir, North Sea Ferries and Pandair.

This wide range of interests involving both the Group's own IBM machine and the use of time sharing facilities on other computers is one of the most encouraging features of computing in P & O, while 1972 should see the installation of a larger machine in London and new terminals in various locations around the country.



Bill Canavan (Anglo Overseas) and Colin Daniels (MS) enjoy a joke while David Wilby (Anglo Overseas) and Jeremy Worrall (MS) look reasonably contented.



Brian Dean (IBM) and Ron Winter (Ferrymasters) with Geoff Selway and Ted Dixon of MS.



Laurence Sutcliffe of Personnel Services Division blinds MS's Geoff Crellin and Colin Frazier with science.

## George Bundock joins brewery as relief manager

George Bundock, Senior Head Commissionaire in London, has landed a job which could well take him on a long, long pub crawl!

After working for four years as a part-time barman in his local pub, The Acorn, at Stifford Clays, Grays, Essex, he has joined Bass Charrington as a relief manager.

George, who is 48, joined the Orient Line's store gang at Tilbury in 1949, and after

the merger with P & O, was put in charge of the gang. Later, he transferred to the Group's Stationery and Printing Department as Head Storekeeper and three years ago, was appointed Senior Head Commissionaire.

George and his wife, Joan, have two daughters, Kathleen, 22, who is married and Christine, 19.

He has been succeeded as Head Commissionaire by Charlie Chapman.



Angus Hildyard of North Sea Ferries (left) compares notes with Peter Wise of Passenger Division.

# Old friends and new friends at TSD gathering

Staff of Technical Services Division — one of the forerunners of Group re-organisation — met inter-divisional executives and technical managers over a drink at a November get-together.

Held on the top floor of the P & O Building, the gathering brought together many old friends, but it also enabled the newcomers to the technical worlds of the operating divisions to put a face to "a voice on the phone."

The party, hosted by TSD's Director, Douglas Kerr, and senior members of his staff, was informal from beginning to end and went a long way towards aiding those all-important working relationships.



*'It's like this you see ...' Captain J.I. Dunkley, Marine Manager, Passenger Division, chatting with Captain L. W. Scott, Marine Manager, General Cargo Division and Tom Bunyan, TSD's Engineering Adviser.*



*Managers three — R. E. R. Crick, Electrical & Electronics Manager, PD, A. Leith, Maintenance Manager, BSD and D. Sinclair, Electrical Manager, GCD.*



*Lord Geddes (right) Chief Executive of the European & Air Transport Division, in conversation with G. T. Sim, Manager, Fleet Services and P. J. V. Paget, Contracts Assistant.*



*Mr. Douglas Kerr, Director of TSD, talking to Mr. H. T. Beazley, Chief Executive of the General Holdings Division and Len Scott, Group Manager, Technical Services.*



*David Breckenridge, Design Manager, General Cargo & Containerships, makes a point to Bill Bowen, Group Chief Accountant.*

## PR staff meet the Press

About 60 guests, including a number of National newspaper men, attended a cocktail party in the Group Exhibition Centre just before Christmas.

Hosts were Mr. D. D. Brown, Director of the International Relations Division and Mrs. Brown.

Also present were members of the Information and Public Relations Department for whom the evening presented an opportunity to renew acquaintance with many of Fleet Street's shipping and transport correspondents.

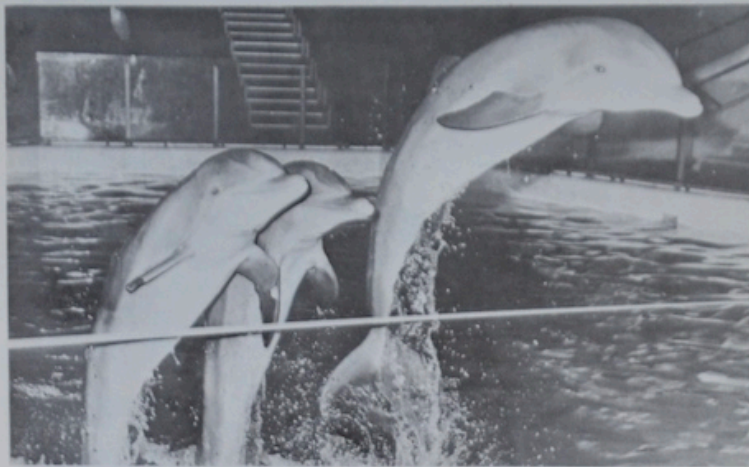


*Noel Baptiste in a merry mood with Annette Reader and Linda Mitchell.*



*Listening to a view of Peter Thomas, Head of Information and Public Relations, are Frances Jones, Derek Slater and Carolyn Reynolds, a former staff member, who is now with the Financial Times.*

## Hello Dolly!



Dolly and Poppy and a friend leap for joy at the end of the journey from America.

Air forwarding arrangements for an invasion at Brighton Aquarium of 18 dolphins and sea lions is being handled by Pandair Freight.

Pandair has already successfully imported triple lots of three sea lions from California and one lot of two dolphins from Mississippi.

The animals and their transportation will cost the Aquarium £7,000.

For its centenary year - 1972 - the Aquarium plans an exhibition stock of six dolphins and a group of 12 sea lions in a new pool.

Recently, Dolly and Poppy, both two and a half years old, arrived on a Pan Am jet freighter at Heathrow Airport.

Caught in the Mississippi Basin, they were accompanied by Ray Taylor, public relations officer of the Aquarium, who had flown to Gulfport, Mississippi, to supervise their transportation.

Mr. Taylor had soaked the six foot animals in water every 45 minutes on the 23-hour flight.

Blankets were laid over the pair, resting in specially prepared containers.

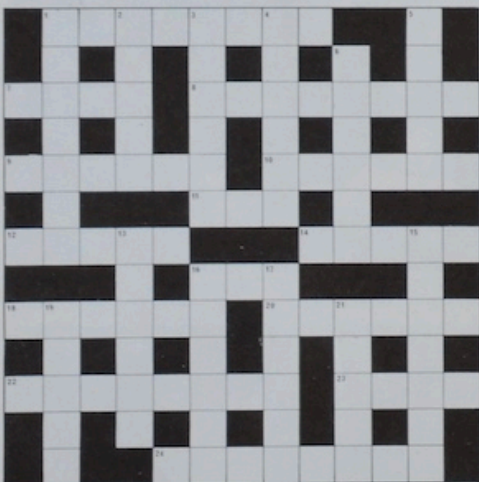
At Heathrow, Dolly, Poppy and Mr. Taylor were met by Miss Jacqueline Moore, one of Pandair's import sales representatives, who arranged customs clearances.

Dolly and Poppy were taken to Brighton and in less than 48 hours had recovered fully from their flight and were swimming happily.

## Housewife wins our £5 prize

Congratulations to Mrs P.M. Toliani of R & H Green and Silley Weir, sender of this month's crossword puzzle. A cheque for £5 is now in the post to her.

Don't forget, £5 will be sent to the sender of every crossword used. Avoid proper nouns, foreign words, abbreviations and two-letter words and please include the solution on a separate sheet of paper, as well as filling in the diagram.



### ACROSS

1. Nautical curl (4 & 4)
7. Leading actress
8. Flowering shrub
9. Pure
10. Vigour
11. Colour
12. Let in
14. Deserve
16. Consumed
18. Clinging shell fish
20. Puts on (4 & 2)
22. Pan Loins (anag) (5 & 3)
23. Rowers
24. On cloud nine (2, 1 & 5)

### DOWN

1. Looked
2. Disease
3. Plunderer
4. Wanted
5. Composer
6. Sudden spasm
13. Weaken
15. Temporary
16. Arrive at
17. Worked for
19. Drive
21. Male bee

Solution on page 18

# THE SINKING OF MEDINA

By Captain Francis Poole

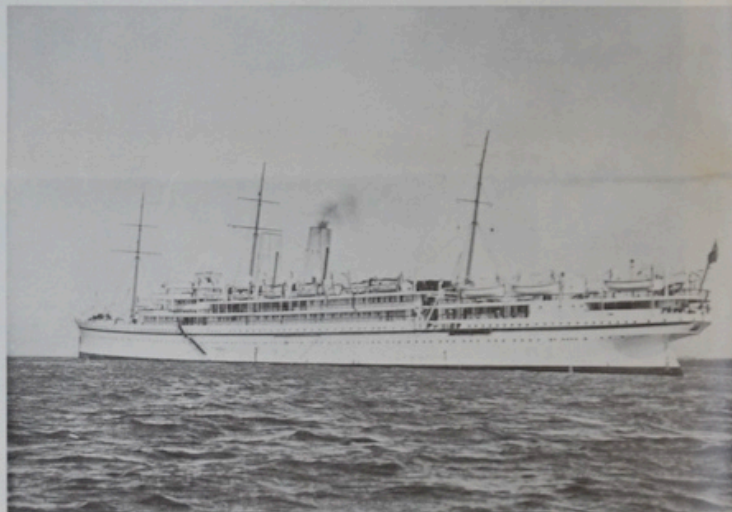
The 28 April, 1917, was a perfect Spring day with a clear blue sky and smooth sea as H.M. destroyer Spitfire, on which I was serving as a midshipman R.N.R., was on anti-submarine patrol in the vicinity of Start Point in the English Channel. This before convoys came into being.

I had the first dog watch between 4 and 6 p.m. and about 5.30, we passed the crack P & O R.M.S. Medina, London bound from Bombay after a call at Plymouth to disembark some passengers. Incidentally, Medina when first launched, was immediately taken over by the British Government and specially fitted out to carry King George V and Queen Mary to India for the Durbar.

I was admiring her sleek lines as she zigzagged past in the opposite direction and musing that within 24 hours she would be safely in the Thames River clear of all trouble.

About 20 minutes later, I happened to glance in her direction to see she had made an unusually large swing to the south. This was not in accordance with the zigzag diagram for fast ships. As she continued on that course and

appeared to be slowing down, I hurriedly called the captain who was in the chartroom below the bridge. Just as he arrived up, a message came through from the Medina to say that she had been torpedoed starboard side aft. Slamming the telegraphs down to full speed he headed towards her. She then appeared to be a little down by the stern. Her position was about 15 miles east of Start Point. Fortunately it was a flat



The Medina

## The late 'A.P.' — a friend

### Ships that pass in the night...

Ah, yes, the distant stranger in the night  
May leave no memory but one red light.  
But you should see two sisters pass in style  
No farther than a fraction of a mile,  
The latest, swiftest of a splendid Line,  
As like as bottles of a noble wine.  
The house-flag flutters in a flood of light  
Salute of sirens shocking the velvet night.  
Here are no strangers. Officer and man  
Are life-long members of a loyal clan.  
We crowd the rails, mere passengers, and yell,  
Tonight proud owners of the Line as well.  
Such vessels, for a century and more,  
Have made the sea as solid as the shore.  
Such ships have made all Capricorn a friend,  
and Sydney not much farther than Southend.  
(And, may we whisper, every vessel flies  
The ancient flag of Private Enterprise).  
The lights, the signals die. The sisters part  
But something bright long lingers in the heart:  
And British breasts may be allowed to swell  
For here's a thing we still do rather well.

A.P. Herbert

The death of Sir Alan Patrick Herbert, the famous London author and barrister-at-law was mourned by many members of P & O who had come to know him on his numerous voyages aboard the company's cruise liners.

He was a friendly bespectacled man known simply as "A.P." and a very popular passenger who always entered fully into the spirit of shipboard entertainment.

Sir Alan wrote the script for the first film made about the Orient Line, called "The Way of a Ship" in which he said:

"A lovely ship - the world must own our worth.  
While we can send such beauty around the earth,"  
and  
"Full Speed Ahead.  
The ship's alone and free;  
A little world, a city in the sea."  
Both these phrases were later used in the Orient Line

brochure, "Ships and Services."

The film produced about the Oronsay was described as being one of the most successful travel documentaries ever made. It was shown at the Venice Film Festival.

Sir Alan also produced a booklet for P & O entitled "All About Cruising." In it he gave this description of stepping aboard a liner: "... you will feel, I swear, not only the joy of holiday, the thrill of a new experience, but a glow of pride in your country, in themen who build her ships, in the men who command and man them."

He thoroughly enjoyed his P & O cruises and one of his poems, "Ships That Pass In The Night" was penned to celebrate the meeting of the P & O Liners Himalaya and Chusan in the Indian Ocean at 2100 hours on Sunday, February 4, 1951. RRB

# NG NA

calm hence when the order to abandon ship was given there was no problem and everyone got away safely. By this time quite a number of small craft had appeared on the scene and they took the passengers ashore.

We zigzagged round her for about half an hour expecting her to sink at any moment. Meanwhile one of the other units of our 4th Destroyer Flotilla H.M.S. Laurel, appeared on the scene. As our captain was the senior he ordered Laurel to prepare to take the Medina in tow, as it appeared that she may not sink after all, and head for Plymouth 40 miles to the west.

## Wondering

As this was napping, her commander was in one of the lifeboats sadly watching his ship and wondering if she could be saved. Just as our captain was about to tell him to send men on board to make fast the towrope, there was a muffled explosion on board her — the boilers had blown up. A few minutes later her bow rose slowly to a sharp angle for about a third of her length — then stopped.

She seemed to be hesitating as if protesting at her ignominious end then quietly yet gracefully slid beneath the waves.

A few hours earlier she had been a graceful liner steaming over a placid blue sea with all on board looking forward to a safe arrival home. Now nothing was left of her but a few odd pieces of flotsam to mark the last resting place of a gallant lady.



Fruit, presented by the Passenger Division's Chitral to the Duchess of Kent Children's Orthopaedic Hospital, Hong Kong, being distributed to some of the young patients by Chris Yiu.



Y. T. Chow (left) and P. C. Lau with the Hon. G. M. B. Salmon, Chairman of Mackinnons, Hong Kong.

## Long Service Award for RNR officer

Peter Clarke, Fleet Assistant in the General Cargo Division, is to be awarded the Reserve Decoration by the Royal Naval Reserve for long service.

Commissioned as a Sub-Lieutenant in 1957, Peter is currently a Lieutenant-Commander.

He joined the London office of The New Zealand Shipping Company in 1954 and was the Assistant Secretary of both The NZS Co. and the FSN Co. and also Company Secretary of Avenue Shipping Company, when P and O's re-organisation took place last October.

Roger Wilson

## Chitral's Christmas Special

Christmas has come and gone and here we are on the threshold of a New Year.

In Hong Kong we are more fortunate than most as we get to celebrate two New Years. The Chinese New Year falls on the 15th February when we usher in the year of the "Rat."

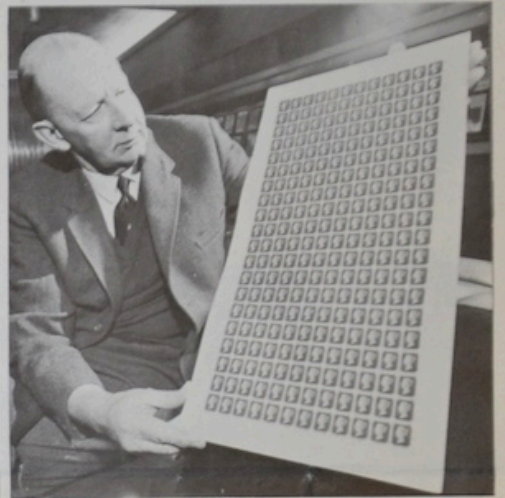
The first of our New Years being a leap year, is good for the ladies but not so the Chinese New Year, as the year of the "Rat" is unlucky for lovers!

Our Christmas was sunny and warm, but for a few of us it meant popping the turkey and Christmas pudding back in the oven while we tended to Pando Strait and Chitral.

Chitral brought a special Christmas present of fruit for the handicapped children at the Duchess of Kent Children's Orthopaedic Hospital at Sandy Bay. We also said a sad farewell to Y. T. Chow and P. C. Lau who retired after 44 years and 33 years service with P & O respectively. We wish them many years of happy retirement.

In closing this brief report, we wish everyone a Happy New Year and a "Kung Hei Fat Choy."

# Proof sheet of Penny Blacks in Post-Office collection



Mr. Anthony Rigo de Righi, curator of the National Postal Museum, with the most valuable single philatelic item in the world — the only complete proof sheet in existence of the famous Penny Black.

One of the finest art collections in Britain is to be found in one of the least likely places — the London Chief Post Office building in King Edward Street, EC1. Here, in the shadow of St. Paul's Cathedral, is the National Postal Museum, housing a fabulous display of 350,000 postage stamps — worth at least £500,000 — and hundreds of thousands more in a vast storeroom. The Post Office, in fact, is reluctant to put any value on the collection for, as the best in Britain and probably the best in the world, it is virtually priceless.

The nation has millionaire property owner Mr. Reginald Phillips of Brighton to thank for making the museum possible for it is his fine collection of 19th Century British stamps, now held in trust by the Post Office, that forms the basis of the displays. Its high quality can be judged by the fact that it was awarded the Grand Prix of the 1960 London International Stamp Exhibition at the Royal Festival Hall.

The Post Office itself, however, has an equally remarkable collection of almost every stamp of every postal administration in the world issued since 1873. Irreplaceable proof sheets of each British stamp issued since 1840 are also here, including the famous Penny Black and the complete range of new decimal stamps.

Between these two extremes it is interesting to

observe the development of the British stamp. The Penny Black, the world's first adhesive postage label, has often been described as the most beautiful stamp ever designed. Yet many people consider that its elegant simplicity has now been eclipsed by the present range of definitives. Certainly in the last decade British stamps have undergone a significant change. Gone is the old sober, conservative image.

Instead we now have a greater variety of designs — many of them far more adventurous than anything produced before.

The museum, which was opened by the Queen in 1969, attracts about 72,000 visitors a year — many of whom are children. With prior notice officials will take parties on conducted tours and give large groups an introductory talk in the lecture theatre. Similar facilities are available, too, for philatelic societies and other adult groups to visit the museum in the evening. From time to time films and lectures of special interest to stamp enthusiasts and others interested in the postal service are arranged and many special exhibitions are staged. Specialists can apply to see items currently not on display and there is also a well-stocked reference library for their use.

The museum is open from 10 a.m. to 4.30 p.m. on Mondays to Fridays and to 4 p.m. on Saturdays. Admission is free.

# nd of P & O

## Bad Resolutions

My resolutions? Yes —  
To make no resolutions.  
The body hates the stress  
Of sudden revolutions.

Imagine what a shock  
To any nervous type  
If he abandoned hock  
Or put away the pipe!

To err in moderation  
Is safer, far and subtler.  
And don't forget the nation:  
Remember Mr. Butler.

For such as me and you  
For any selfish reason  
To harm the revenue  
Is tantamount to treason.

Good wines and monstrous prices  
And fat cigars to match 'em —  
We must pursue our vices  
As long as we can catch 'em.

A.P. Herbert

# Freight space no trouble for Kate the 'bomber'

She's 26, red-haired and drives a bright red sedan, wags have tabbed the "Scarlet Bomber."

Her beat is several counties in South England and she sells freight space for Anglo Overseas Transport.

Attractive Kate Edmunds is currently holding down this job in what is traditionally male territory, and more than holding her own.

Recently Kate, formerly a senior Anglo secretary, landed a big order from a firm, at whose unopened door Anglo had been knocking for some time.



Kate Edmunds.

# Earthquake town presents plaque to Northumberland

P & O's Northumberland provided a memorable link with the past for the residents of Napier, New Zealand when the vessel made a recent call at the port.

The visit provided the NZ Navy League with the opportunity to present a plaque to the ship in recognition of the "invaluable services" rendered by the officers and men of the former T.S.S. Northumberland when Napier was devastated by an earthquake on February 3, 1931.

The plaque, originally presented to the old Northumberland 40 years ago had been in the care of P & O since the old ship was scrapped in January 1951.

The new presentation was attended by two men who had particular memories of the disaster, Mr D. A. Irwin and Mr K. W. Bull, former managers of P & O in Napier. Both had been working for the Union Steamship Company in the port at the time of the earthquake.

Guests were welcomed to the ceremony by Mr C. G. Gray, manager of the P & O Napier branch, Captain R. G. Hollingdale master of the Northumberland and Mr. R. F. McGregor of P & O in Napier.

The deputy Mayor of Napier, Mr. P. D. Cox reiterated the thanks of the townspeople for the help given by the company men at the time of the earthquake. He was thanked by Captain Hollingdale, who although having started his service aboard the previous Northumberland, had not been with the ship when the disaster took place.

When the earthquake hit Napier, Captain H. L. Upton, R.N.R., then in command of



Napier's deputy Mayor, P. D. Cox (left) with D. A. Irwin, K. W. Bull, C. G. Gray and Captain

the 11,837 ton T.S.S. Northumberland took the ship out of the port's shoaling bay to a safer anchorage and then contacted Commander H. L. Morgan of H.M.S. Veronica to offer help with rescue.

A local newspaper recorded later, "All hands on the Northumberland volunteered for the shore where it could be seen that Napier was in flames."

Boats were quickly managed by selected crews and under the command of Chief Officer M. D. Stewart and Third Officer R. S. Miller, were sent to support the ranks and ratings of H.M.S. Veronica and the crew of the merchant ship, Taranaki. Dr. D. Laird the ship's surgeon also went along.

Food, medical supplies and other stores were landed and while the rescue teams from the vessels began to form order out of the chaos at Napier, the ships cooks provided hot meals to the survivors ashore. Refugees were accommodated aboard ship.

All communications to the stricken area had been cut off by the earthquake and the ships radio officers helped keep a vital link to the outside world open.

During this stay at Napier the Northumberland received an urgent call to Wairoa. Captain Upton answered the call and after difficulty crossing the bar discovered that the alarm was false, and that it was not possible to get the ship's boat out again.

Captain Upton had to return to Napier by plane.

The Northumberland received congratulatory messages from all over New Zealand for the part her officers and crew played in the rescue at Napier.

A strange coincidence was reported in the local newspapers while the Northumberland was anchored at Napier. It seems that the remains of the previous vessel of the same name, a sailing ship of 2,170 tons which had been wrecked at Petance Beach in 1887, were thrown up by the sea in sight of her successor. (A salute to her rescue efforts, perhaps?)

The 10,430 dwt. cargo ship now bearing that famous name was built in 1955.

# retirements

Fergus Hugh Graham Kell, Cargo Superintendent at Tilbury since 1970, who retired on 30 November. Fergus joined P & O as a First Officer in November 1938. He spent the war years in the Royal Navy - part of the time in Carthage - and served in the Eastern Fleet and Western Approaches. He took part in the Normandy Landings and then became Maintenance Commander in Ostend. He left the Royal Navy as a Lieutenant Commander in 1946 to return to P & O's sea staff with which he remained until he came ashore in 1952. In November of that year he was appointed Assistant Cargo Superintendent at K.G.V. Dock and in 1967, on the retirement of Mr Digby, he became Assistant Cargo Superintendent at Tilbury. Fergus is married with twin daughters, one of whom is a children's hostess - and a son. At the moment he and his wife live in Sidcup but they are shortly going to live in Cardiganshire.



Fergus Kell

Victor Charles Watts, Chief Clerk in the Marine Department at K.G.V. Dock, who retired on 30 November. Victor joined P & O's West End Office in 1933 and spent the war years in the Rifle Brigade. He returned to the West End Office after the war but was later transferred to the K.G.V. Docks, Marine Department. Victor and his wife live in Dagenham. They have four children.

Thomas Langton Buckler of Correspondence Department who retired on 30 November. Thomas joined P & O in 1932 as Import Junior. He spent five years in the Army and, after the war, returned to the Export Freight Department. In 1947, he transferred to Claims Department and in 1955 to Pay Department - Portage Bill Section. In 1963, he became outside representative visiting all P & O ships and then became an Assistant Cashier in Pay Department, before transferring to Correspondence Department in 1971. A married man, he lives in Hassocks, between Haywards Heath and Brighton.

Douglas Sidney Frederick Beasley who retired on 30 November, after 31 years service. On joining P & O, Douglas worked in the Engineers Department and, during the war, was in the Merchant Navy (Sea Transport). Afterwards, he returned to the Engineers Department and became Inspecting Electrician K.G.V. Dock. When Surat was built in Newcastle in 1951, he was on standby and sailed on her maiden voyage. Douglas's family have a long connection with P & O and his uncle, S. A. Smith, was the Superintendent. A married man, he lives in Woodford Green.

Walter Green, a clerk in the Conference Department, who retired on 30 November. Walter joined P & O in March 1924 as a messenger, working mainly on the management floor in Leadenhall Street. During the war he served with the Royal Artillery in Burma, was struck down with malaria at Chittagong in 1943, and returned home in 1945. He joined the Conference Department in 1957. Walter is married with one daughter and lives in Dagenham.

Captain Michael Hughes D'Aeth, Dock Superintendent at K.G.V. Dock since March 1967. Captain D'Aeth joined P & O in March 1936 as Baradine's Fourth Officer. He then joined Naldera and in 1938 became Third Officer. He spent the war years in the Royal Navy and returned to P & O as Second Officer in 1947. Until 1953, he was attached to the Dock staff and served in Chitral, Ranchi and Strathmore (Acting First Officer) and Shilling and Pinjarra (Chief Officer). He then transferred to the shore staff as Assistant Dock Superintendent at K.G.V. Dock. Four years later he was appointed Acting Captain of Salsett for a coastal voyage, following which he rejoined the Dock Staff. In August 1961 he went to Rotterdam to supervise repairs to Canton during which he took command of the vessel. In November of that year he was appointed Deputy Dock Superintendent, K.G.V. Dock and in May 1967 succeeded Captain Hand as i/c K.G.V. Dock. Captain D'Aeth is married with two children and lives in Sevenoaks.

## Former B.I Ship abandoned

The former B.I. ship, Chanda, caught fire and was abandoned by her crew of 37 about 240 kilometres south-east of Hong Kong, reports our Bombay correspondent, R. S. Jehangir.

The vessel is now owned by the Jebshun Shipping Company of Hong Kong and called, Precious Pearl.

## Welcome! Morvada

When, during her second voyage, Morvada called for the first time at Singapore, the Port of Singapore Authority commemorated the occasion by presenting the ship with a pewter salver. The presentation was made by Mr. Neoh Teik Hong, and among those present was Mr. A. C. L. Heywood, of P & O's Singapore agents, Mansfield & Co. Whilst Morvada was in Singapore, the last of the British India 'B' Class vessels, Bulimba, was in dock prior to being sold to the Malaysia International Shipping Corporation.



## Firework party goes with a bang



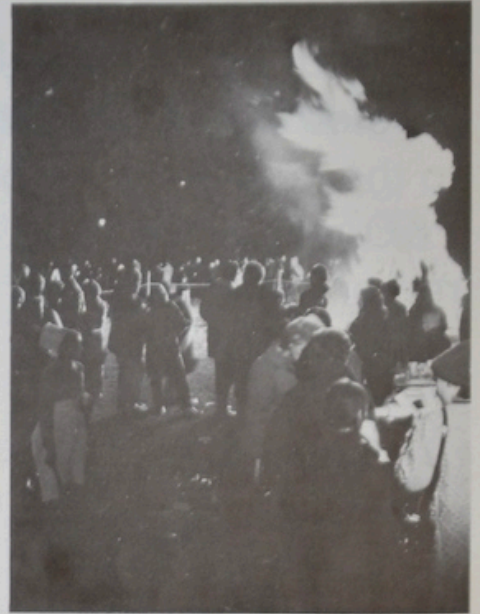
Some of the youngsters look on as the firework display gets underway.

BI Sports Club's annual firework display at the Group's sports ground in Chigwell, Essex, was again a huge success.

Over 300 members, together with their wives and children attended the party, which got under way when Captain F.C. Conolly (retired), former BI Marine Superintendent at the Royal Albert Dock, lit the bonfire.

As the flames roared into the sky, a barbecue of soup and hot dogs was served.

The party was organised by the Sports Club Committee.



The bonfire roars into the sky and provides a light for some of the onlookers.

## School link ends as Nottingham sails to breakers



Captain and Mrs. Britain being presented with a Nottingham lace tablecloth by a pupil during their visit to the Ewing School for the Deaf, Nottingham.

When P & O's 6,689 grt freighter Nottingham went to the breakers in Taiwan recently a 21-year-old link with a group of deaf schoolchildren in the U.K. was severed.

The tie between the ship and the pupils of the Ewing School for the Deaf in Nottingham was forged by the British Ship Adoption Society in 1950 when the vessel was completed by John Brown of Clydebank.

It was an association which flourished rapidly and

a special corner was set aside at the school for their collection of charts and items from the Nottingham. Centre-piece of the corner was a model of the freighter.

Throughout the years the masters and personnel of the ship kept in close contact with the schoolchildren. On several occasions the pupils went on board when the Nottingham visited Hull.

After the ship was taken to Taiwan, Captain Albert Britain, her last master, went to the school with his wife

and presented items of rope-work which had been made on board the Nottingham. He also returned an oil painting the school once presented to the freighter. Since then the ship's Bible has been added to the pupils museum.

The schoolchildren regret the end of their link with the Nottingham and have expressed the wish to adopt another P & O ship whenever possible. In the meantime Captain Britain is maintaining a personal tie with the school.



Another group of children watching the firework display.



Captain Conolly lights the bonfire at the start of the BI Sports Club's annual firework party.

More General Cargo Division news on Page 14.

### Northumberland's Crew play Father Christmas

The crew of the Northumberland played Father Christmas to a New Zealand children's home when they presented the youngsters with boxes containing about 50 toys and handed over a donation of N.Z. \$40.

The toys were presented to the Vice President of Birthright Napier Inc. and were given to the children during the Christmas period.

Northumberland's crew bought the toys in Japan. They included trucks, dolls and mechanical and battery run models.

Before the turn of the century Albany was the major port of call in Western Australia for P&O. Then the discovery of gold gave rise to the need for a harbour to the northward — and in August 1900 P&O ships started to call at Freemantle. Captain G. B. Thompson remembers the once famous port and describes it in this article.



King George Sound.



Princess Royal Harbour



Albany's colourful gardens.

## The port of Albany

King George Sound was claimed for the British Crown in 1791 by Captain George Vancouver, and the first permanent settlers landed some 35 years later. Albany is situated in Princess Royal Harbour and is some 250 miles by road from Perth.

Between wars it became a quiet port but with the introduction of trace elements, and a fertiliser works, better grain crops and sheep flocks resulted. Potatoes are grown on the flats in the immediate vicinity of Albany and distributed to the other States. The blankets of the woollen mill are a quality product, and fruit for export comes from the Mount Barker district. Fish also abound and in addition to a cannery there is a Whaling station.

During the 1914-1918 war the troopships sailed from here and for the many who did not return, Mount Clarence was their last sight of Australia. On the summit of this mountain a monument has been erected to their memory. It depicts an Australian Lighthorseman assisting a member of the New Zealand Cavalry. This statue was originally sited near Port Said, but was demolished during the 1956 crisis.

Expansion of the Port can be carried out by dredging

and extension of the present wharves which are now supplemented by land backed berths. There is ample room for further construction, and as no rivers flow into the harbour dredging should present no problem.

The father of the present agent was Chairman of the Harbour Board for several years, and Bolt Terrace which leads to the wharves is named after him. Well known B.I. passengers Don and Dottie Rietz are settled here now. After first travelling with Captain Mabe their last voyage was on "Carpentaria" with Captain Wrightson when Don retired from Aramco. They had many other voyages with the Company and no doubt in a few years time will be looking for a B.I. sailing to see the Gulf as tourists this time.

Around Albany there are several large rocks worn into unusual shapes after countless years; and Dog Rock not far from town is remarkably like a dog's head sniffing the wind.

If you see a willow it could well have originated from a cutting taken by Captain Sir Richard Spencer from a willow tree near Napoleon's grave.

In addition to colourful gardens the High School has hedges cut and trained to resemble birds and animals.



The Anzac Monument.



Another view of Princess Royal Harbour.



Commodore Blackett (third from left) with some of Karanja officers and crew. Also in the picture are (from left): J. A. Smith, Chief Engineer Officer; Jabai Nana, Deck Serang; J. A. G. Tolson, Fourth Officer; Captain A. Dennison; J. M. D. Edwards, Chief Officer; D. J. Mitchell, Fourth Engineer Officer; A. J. Pilkington, Purser (C); R. A. G. Windle, Staff Captain; and R. F. Harris, Third Officer.

## Toby Blackett says farewell after 40 years' service

Commodore F. H. Blackett, known among his B.I. friends as "Toby" Blackett, has retired after almost 40 years in service with the P & O Group.

During a reception held in Bombay recently to honour his retirement Commodore Blackett was presented with a silver salver by Mr. N. Latif, Chairman and Managing Director of P & O's local agents Mackinnon Mackenzie & Co. The salver was inscribed with

the signatures of the commodore's many friends and colleagues in Bombay.

Later he attended a luncheon aboard Karanja — his last P & O command — and was piped ashore by his former officers and crew.

Commodore Blackett joined B.I. in 1932 and for many years served on the company's Calcutta services. He then moved to Bombay where he lived for

11 years and became a well known figure in local shipping circles in his capacity as assistant cargo superintendent and deputy marine superintendent for B.I.

He was appointed Commander in 1960 and Commodore in 1970.

Commodore Blackett, now living in Edinburgh, Scotland, plans to enjoy his retirement golfing and salmon fishing on the River Tay.

# John Beadenhall's Diary

## Fall in all you men — your country still needs you!

### Former POWs meet up in Australia

Dame Margot Turner, Matron in Chief and Director of the Army Nursing Services from 1964-1968, has arrived in Australia on board Orsova to visit many of the nurses with whom she was a prisoner of war in Sumatra from 1942 until 1945.

"I always said I would go to Australia and meet up with these friends and this is the first opportunity I have had," she said.

Dame Margot disembarked in Melbourne where she was met by two of her former Army nursing friends, Miss Vivian Bullwinkle and Miss Betty Jeffreys. She spent sixteen days in Australia before flying on to Auckland to meet up with other ex service women.

From New Zealand, Dame Margot returned to Australia for meetings with many ex POWs living in various parts of New South Wales.

Dame Margot told a colleague of mine on Orsova that since the war she had kept in touch with all these women by sending them each a letter at Christmas.

I am sure that some of my readers will be interested to learn that a biography of Dame Margot 'The Will to Live' was published in England last July. Written by Brigadier Sir John Smyth, it tells of her war experiences in India, Malaya, Singapore and the Dutch East Indies.

### Charlie's favourite country — Canada

A few weeks ago, Captain Charles Mackenzie, who has just retired from Burns and Laird after 50 years at sea, recalled how when he first went to sea he had to provide his own food and cook it!

He would be called at 7 bells (that's 7.30 am for landlubbers) and had to turn to at 8 o'clock. His first wages on a foreign going-ship were £9 a month.

Charlie has sailed all over the world and he tells me that his favourite country is Canada.

With prices soaring and the cost of living index rising in leaps and bounds, most of us would welcome the opportunity of making a little on the side. Well now here's your chance.

Major John W W Augar, ERD, who commands a squadron of the Royal Corps of Transport's Territorial and Army Volunteer Reserve has written to tell me he has a number of vacancies in his squadron.

Major Augar's squadron is concerned with Movement Control and quite rightly he feels that within the P & O Group there must be many people well equipped to take up a part-time position in the squadron.

"Being in the trade", writes Major Augar, "you will know full well that people and cargo seldom move from point to point efficiently of their own volition; there must be some controlling

agency at work to make the best use of various means of transport and to make sure that those who are not too experienced in travel do actually get to airports and seaports, find seats and berths, check baggage and do none of the stupid things which could so easily prejudice other people's travel."

"The Army calls this 'Movement Control' and, in times of peace, maintains an

organisation to look after it. The size of this organisation, fortunately for the tax-payer, is limited to that necessary to get the Army about the world on its normal duties and in connection with relatively small exercises and operations. In wartime, however, the peacetime organisation would be too small to cope and reliance would be placed upon a number of part-time professionals supplied by the Territorial and Army Volunteer Reserve of the Royal Corps of Transport."

Major Augar says his squadron trains for 19 days each year — one two week period and two weekends. Most of the training is carried out in Gloucestershire — and occasionally abroad — and each member of the squadron is trained in air, sea and road movement control. They are also trained in military functions such as shooting and radio operation.

"The object of our training," says Major Augar "is to produce an organisation capable of moving large numbers of personnel, a lot of vehicles and large cargoes in a very short time, overseas, if the need arose. In return for the time and effort put into training our members in the basic grade receive at least £125 a year."

Major Augar would be pleased to give further details to any would-be part-time soldiers. His address is: The Green, Thriplow, Royston, Herts. Evening telephone: Fowlermere 365.

### E & A Girls recall life at sea

E & A girls, Liz Davie, Robyn Dixon and Narelle Wilkin, came back with a host of amusing stories when they gave up their jobs at sea to return to Sydney Office.

The one I like best of all concerned the lady who came up to the bureau and asked if there was a binocular hiring service on board.

As the ship was some distance from land, she was asked why she wanted them and replied: "Well dear, we are crossing the Equator at 3 p.m. this afternoon, and I thought I would like a look."

Then there was the little old lady, who, after hearing an announcement that it was snowing on deck and passengers might like to see their first snow in Japan, rushed to the bureau and breathlessly enquired: "Which side?"

An amusing incident which Liz recalled, happened on the day a horse race meeting was being held. One passenger went up to Liz and asked if she could see the horses being exercised!

### High price!

Executive to colleague in lift, conversationally: "The thick pile carpet on the 10th floor seems to generate electricity. I get shocks from everything I touch."

Trendy seventh floor suede clad wench — twentieth — archly: "That's the price of a bourgeois environment."



### The good old days!

One hundred and twenty-five years have passed since this photograph was taken. It shows a group of P & O Engineers and Technical staff aboard P & O's 1,090 ton SS Sultan at Southampton. In the centre is Andrew Lamb who patented a boiler which gave P & O ships a great advantage over their competitors. In 1852 he became the first Superintendent Marine Engineer to read a paper to the Institute of Mechanical Engineers and many years elapsed before another in his profession followed him. He is seen wearing the tall white hat and carrying an umbrella common to Superintendent Engineers of his day. The Assistant Superintendent Engineer wore a black top hat and carried a boxwood rule. Draughtsmen wore top hats, the Storekeeper a bowler and the Boilermaker a felt hat. Chief Engineers wore caps with a gold lace band, 1 1/4" wide with the Company's badge (no anchor) above. Others in my photograph are, back row (from left): Messrs. Thompson, J. Milne, Small, Hall, W. Paton, Hall, Ross, Allison and McGregor. Front row: Messrs. Glover, Gray, Assistant Superintendent Engineer, Stewart and Gloves.

### Landlord George is well qualified

Bass Charrington, I feel, couldn't have chosen anyone more qualified than George Bundock to put in charge of one of their pubs.

I understand from a colleague who lives quite near him, that whenever he goes into his local, he orders not one pint — but two!

The first is to wet his larynxes so as to make the second one go down more smoothly!

George got to know many people as Senior Head Commissionaire in London and I am sure they all join with me in wishing him well in his new job. Let's hope, also, that his wish to get his own public house in Norfolk soon materialises.

### Golfers present club with plaque

For many years now, Auckland's Remuera golf course has been a popular retreat for officers serving with our Passenger Division.

So to seal what has been a long and happy association, Captain Frank Woolley, master of Orsova, presented the club with a plaque before teeing off for a round with fellow officers.

My picture shows Captain Woolley (left) and Staff Captain Derek Hansing (right) with club secretary, Sam Goffe.

Staff Captain Hansing rarely misses a round of golf at Remuera during his visits to Auckland — and when he was with Himalaya he presented that ship's plaque to the club.

Orsova, incidentally, is earning quite a "sporting" reputation. As well as having several keen and proficient golfers she can also field pretty useful rugby and soccer teams and according to Captain Woolley, there are several wrestlers aboard who can more than hold their own.



"I think these sporting interests really sum up the happy spirit we have on Orsova," said Captain Woolley.

Other Orsova golfers with Captain Woolley and Staff Captain Hansing at Remuera were Chief Radio Officer Roger Berry, First Radio

Officer Bob Cahill, Assistant Pursers David Pike and Gordon Herries, dispenser Geoff Pavey and carpenter David Williams.

## Weddings, Births & Engagements



Captain A. Pyatt (Rtd) and the former Mrs. Evelyn Stovell of South Croydon, Surrey, after their wedding at Bournemouth Registry Office on 6 November. The couple have made their home at Hayling Island, Hampshire.

### Engagements

Our congratulations to:-

Peter F. Johnson, Junior 2nd Officer, Arcadia and Miss Christine Roband of Matamata, New Zealand on their engagement.

Andrew J. Brett of Gray Dawes Westray U and M and Miss Jenny Church of Sevenoaks on their engagement.

Marion Mason, telephonist, of Pandair's Newcastle branch on her engagement to Tom Cassidy, outside right of Newcastle F.C. and Northern Ireland.

Miss J. Terry, Passenger Division, on her engagement to J. Worsley, ex 2nd Elect. Officer, Chusan.

Mr. P. Hannah, Export Clerk, Pandair Freight, Liverpool on his engagement to Miss J. Cattrall.



Ian Jones, Deputy Purser with the Passenger Division, and the former Miss Anne Moss, who once worked as a Children's Hostess, pictured with some of the guests who attended their wedding at Hanley Childe Church, Worcestershire. The guests are (from left): Peter Webb, Deputy Purser, Orcades; Russell Jones, ex Orsova; Bryan Redsell, P & O London; Roger Mabbott (kneeling) P & O London; Stuart Fleming, Surgeon, Oriana; Denis Rogers, Chef, Orcades and Michael Miles, Purser.



Nine month old Philip Henry Moulin probably made history when he was christened by Canon J. W. Clift of the Southampton Mission to Seamen on board the Passenger Division's 28,000 ton Himalaya. For he is thought to be the first child to be christened in a P & O ship at Southampton. Philip's parents are Himalaya's First Officer Michael Moulin and his wife Margaret, who are seen here on the right. Looking on is Captain R. Fox. Philip was christened in holy water from the Jordan which was brought back to this country by Captain Wolfenden, a retired Cunard master, after a Middle East cruise.

### Weddings and births

Our congratulations to:-

Miss L. M. Denkenberger of Pandair's Sales Department at Maidenhead, on her marriage to Mr. G. R. Allott at High Wycombe Registry Office on 13 November.

Robert Sumpner, Pandair's Financial Controller, and his wife, Val, on the birth of a daughter, Cherry Ann, on 15 November.

Mike Burbidge, Pandair's Sales Representative, based at Leicester and his wife, Anna, on the birth of twins, Geoffrey Michael and Edward Charles on 14 November 1971.

Miss M. Tatum, Passenger Division, and Mr. P. Glenister, who were married at St Matthews Church, Upper Clacton, on 4 December.

### Honeymoon lasts 5 months

Honeymoons are spent in places ordinary, places exotic all over the world. Yet few would think of extending the first days of their marriage with a five-month voyage in a super tanker!

Not so dark-haired, attractive Pat Harmston and her husband of six months, 3/E/O Gerry Harmston. They just couldn't bear the thought of being separated while Gerry made two round trips to the Arabian Gulf in the 214,000-ton super tanker, Ardar. So they "made the right noises", were given the go-ahead and set sail together on Ardar's routine run from Rotterdam to Kharg Island.

"I found the voyage gave me a much better insight into my husband's work and his life at sea," said Pat. "Mind you, I had no illusions about the problems of being a sailor's wife before we left."

During the trip she learned a lot about the day-to-day life on board a giant tanker... and acquired an enviable suntan.

"Though I've enjoyed the experience, I'm now looking forward to spending a long leave ashore with Gerry at our home in Salisbury," she added.

And then Gerry will be off to sea again, this time without his wife. But there's always the chance of another trip some time in the future.

## Belfast Steamship Traders' luncheon



P & O car ferry display unit originally made for A B T A Convention in Cannes this year, was displayed on the main square of m.v. Ulster Prince at Liverpool in December on the occasion of the annual traders' luncheon. Our photograph shows (from left), J. Brimage, Chief Steward, Miss M. Draper, hostess and L. Hill, Second Officer in front of the display.



Fred Malkin, Pandair's Computer Supervisor at Maidenhead and the former Miss Josephine Smith, an Accounts Clerk also at Maidenhead, pictured after their wedding at St. Mary's Parish Church, Harmondsworth, on 4 December.



Members of Canberra's galley staff standing beside a buffet lunch they prepared whilst the ship was in San Francisco. The lunch was hosted by the British National Export Council as part of the British week celebrations in San Francisco.



Entertainments Officer, John Diggins, who acted as toastmaster, speaking to George M. Turner, (left), President of P & O (North America) and Sir Peter Allen, Chairman of the British National Export Council and Lady Allen at a buffet lunch aboard Canberra.



Captain Philip C. Reed and Staff Captain John M. Chester got a helping hand from attractive Rosa Maria Perez, when they charted the course of Oriana's west coast of America - Mexico cruises in November and December. Rosa works for a Los Angeles organisation, Plaza de la Raza, which is raising the money to build America's first major centre for Chicano Arts and Culture. P & O contributed a Mexico cruise for two to the fund raising efforts.

# News in pictures from the Fleet



The long and the short of it came together aboard Oran-say in Southampton when Junior Second Officer C. Abbey met up with 56 year old Jack Zlik, who is often mistaken for wee Georgie Wood. Jack, who can just about stretch to 4' 6" tall, says he is often mistaken for wee Georgie but he is, in fact, a civil servant in London.



Cadet Officer T. Richardson of Oriana giving some technical advice to a group of sea cadets from the Singapore Polytechnic, who visited the ship when she called at the Far Eastern port. The cadets are destined to serve in Singapore's growing Merchant Navy. At the time of the visit, Captain Phillip Reed was in command.



Miss Yumiko Yoshimura (right), the 1971 "Miss Japan Grand Prix", was on hand to greet Canberra when the ship visited Yokohama, with 1,600 passengers. Accompanied by her dress designer, Mrs. Tomiko Soga (centre), Yumiko took part in gala welcoming ceremonies on board the liner, followed by a demonstration of Japanese wedding kimonos and hand-painted textiles.



## Champagne bonus for passenger with 1924 third class ticket



Arthur Rhodes, 81, receives his bottle of champagne from Captain R.J.H. Cutler.

A P & O Capetown-Southampton third class ticket costing £21 was the surprise produced by 81 year old Mr Arthur Rhodes on Canberra recently.

The well creased ticket was for a trip made by Mr Rhodes to Santa Monica, California, aboard the Beltana in January, 1924. Since then he has made a number of voyages between the United States and South Africa on company liners.

His long time loyalty to

P & O earned Mr Rhodes a surprise in return. He was presented with a bottle of champagne by the ship's master, Captain R.J.H. Cutler.

"If I wanted to make the trip from Cape Town to Southampton for £21 now, I guess I'd have to be a stowaway," said Mr Rhodes as he mused on the inflation of the past half-century.

The 47 year old ticket warned third class passengers that they would have to pay

7s 6d (or 37½ p as we now say) for each day the ship was delayed in quarantine.

Mr Rhodes, a relation of the famed Cecil Rhodes, grew up in Cape Town where his family moved from the United States in 1900. He has lived alternately in South Africa and California, played comedy roles in several Hollywood silent movies, and worked for an aircraft company.

His intention after passage aboard the Canberra was to visit relatives in the U.K.

## Handicapped visit Oriana

A group of students and teachers from the California School for the Deaf in Berkeley, California (shown here spelling out the word 'Oriana'), were guests aboard the Oriana when she visited San Francisco. With them (right) is PRS Chris Woodard who 'speaks' the sign language and acted as the group's host on a tour of the ship.

## Crossword Solution

Across: 1. Wavy Line 7. Star 8. Oleander 9. Chaste 10. Energy 11. Red 12. Admit 14. Merit 16. Ate 18. Limpet 20. Adds to 22. Spoil Ann 23. Oars 24. In a dream. Down: 1. Watched 2. Virus 3. Loiter 4. Needed 5. Greig 6. Sneez 13. Impair 15. Interim 16. Attain 17. Earned 19. Impel 21. Drone

## LEADENHALL MARKET

Our own Leadenhall Market opens today - unfortunately with only two items for sale.

Don't forget there is no charge for this service so if you have anything for sale or exchange or if there is something you want to buy send your advertisement to The Editor, Wavelength, International Relations Division, P & O, Leadenhall Street, E.C.3.

Wedding Dress 36" bust. White satin trimmed with guipure lace, full length with train from Harrods. £15 or any reasonable offer. Mrs. A. Sherlock 01-283 8000, ext. 3819.

Fog Lamp and Spot Lamp (Quartz Halogen) Lucas, cost £12 new - will not fit my present car - must sell, accept £8 the pair. D.H. Fife, Technical Services Division, 5th Floor, Navigation House.

# retirements

We extend our best wishes to:

John Davidson, Superintendent HSO, who retired in November. Dave - as he was known throughout the fleet - joined P & O as an Assistant Purser in 1932 from Royal Mail Lines and had the benefit of training with two great companies. During the war he served continuously in the company's passenger ships, then carrying troops, when he held the position of Deputy Purser in Stratheden and Strathallan. It was in troop ships that he took part in the 1942 landings in Algiers and the allied invasion of Sicily. In 1945 he was promoted Purser in Chitral and later served as Purser in Corfu and Strathnaver. He transferred to the shore staff as Assistant Superintendent Purser in 1950 and was appointed Superintendent in 1958 - a position which he held until 1969 - a record number of years. During this time he steered the Hotel Services successfully through the merger with the Orient Line. What Dave didn't know about service to the passenger could be inscribed on a grain of rice. Regarded by his colleagues as a forthright and dedicated man with a keen sense of humour, he was one of a handful of experts in the shipping catering world. Over the years he was responsible for the comfort of hundreds of thousands of passengers and acquired a near phenomenal knowledge of catering and service to international standards. He was equally concerned with the well being of thousands of crew, both European and Goanese. Asked about retirement Dave replied characteristically: "I'm an indolent person really. For the present I am busy taking a daily stroll in Kensington Gardens." In wishing him well for the future, the many friends who recognize his dynamism will follow his activities with interest.



John Davidson

Captain John Cornish Stratford, Head of the Marine Training section since 1967, who retired on 30 November. Captain Stratford joined the Orient Line in July 1936 as Orford's Fourth Officer. Later, he was appointed Third Officer in Orcades and, at the beginning of the war, was Acting Second Officer, then Acting First Officer in Orama, which was sunk in June 1940. From then until the end of the war, he was a prisoner in Germany. Captain Stratford joined the shore staff in July 1945 but in October of that year, went back to sea as First Officer in Orontes. He later served as a Chief Officer in Orcades and Oronsay and as Staff Captain in Oronsay and Orsova, before being appointed Acting Captain of Orion and Captain in 1955. Following the merger with P & O, he became Chief Training Officer. Captain Stratford is married with two children and lives at Kings Worthy, Nr. Winchester.

Desmond Frederick Henry Causton who retired on 30 November after thirty-six years service which he started in the Passenger Department as a Correspondence Clerk. Desmond spent six years with the Royal Engineers during the war and in 1961, took charge of a sub-section in West End Office. He then moved to Beaufort House, Desmond's father, who retired in 1939, also worked for P & O as Deputy Head of Pay Department. A married man with four children, he lives in Alton, Hampshire.



Robert Lord

Robert Henry Bartin Lord who retired on 30 November, after service which started in 1928 with the Orient Line's Stores Department. For much of the war he served in the Royal Engineers and as a result of his action when under gunfire near Sparbu, he was awarded the Military Cross and Mentioned in Despatches. He returned to the Stores Department after the war and following the merger with P & O, was transferred to the West End Passenger Department as No.2 shore excursions. He is married with a son and a daughter and lives in Upminster.

Continued on page 19.

# retirements

Continued from page 18

Leonard James Dimmock, of the Accounts Department's ledger section, who retired on 30 November. Leonard joined the Orient Line (Anderson Green) as Accountant - Secretary with the Orient Underwriting Company. During the war he served as an ordinary seaman and able seaman in HMS Bluebell as a Navigational Officer and First Lieutenant in HM Cable Ship Bankville. Following the merger with P & O he joined the Pensions Department and in 1963 went to West End Accounts as Section Leader. Later he returned to the City Offices Accounts Department. Leonard lives in Sevenoaks and is now working in the Accounts Department at the Waldorf Hotel.

Stanley Hubert Mollett, a stocktaker with HSO in Southampton, who retired on 28 November. Stanley joined P & O's sea staff in January 1930 as a Baggage Steward. Later he worked as a Laundry Steward and Second Steward and Chief Steward before coming ashore in 1959 to work in the Pursers Department at Tilbury as Assistant Stocktaker. He transferred to Southampton in 1969. Married with three children, Stanley lives in Bassett.

Edgar Frederick William Coxell, Chief Clerk in Fleet Personnel, who retired on 30 November. Edgar joined P & O in May 1937 as a Clerk in the Pursers Department. During the war he spent two years in the RAOC and four years in the RAF and was attached for twelve months to the U.S. Army Air Corps, receiving an honorary commission in the U.S. Army and the Silver Wings Award. After the war, he returned to the Pursers Department as No. 2 in the Crew Section. He took up his job as Chief Clerk in Fleet Personnel in 1970. Edgar is married with one child and lives in Raleigh, Essex.

Arthur Phillip Major who retired on 30 November, after almost forty years service. Arthur joined the company as a Dock Messenger and, during the war, spent six years in the Army. Afterwards, he returned to the Export Freight Department as Manifest Typist and in 1949, transferred to the Import Freight Department as Releasing Clerk. In 1965 he joined the Pursers Department's Equipment Section, and four years later, moved to the Advertising Section, Passenger Department. He is married with four children and lives in Rainham.

# Canberra's budding artist



Peter Bone serving drinks to a couple of passengers relaxing near the first class swimming pool aboard Canberra.

A public rooms steward aboard Canberra has revealed himself to be a budding landscape artist forced to sea by fire.

Peter Bone, 23, had to don a white jacket and join the crew of the Canberra after he lost all his paintings and possessions when a cottage in which he was living near Buckenham, Norfolk, was burned to the ground last Hogmanay.

He had gained some experience as a steward before he took up his apprenticeship in art in 1969. Until the fire he earned his keep by doing chores around the farm in his non-painting hours.

Peter explained that although he liked the sea his artistic mind was not stimulated quite so much by waves, masts, and funnels, as by the sight of the hedgerows, and lanes of the English countryside.

When Canberra returned to Southampton from Sydney, Peter headed straight back to his restored cottage to put his impressions of the Norfolk landscape on canvas once again.

# Obituary

We record, with deep regret, the deaths of:

Mrs Margaret Clark Morris, wife of retired boatswain Duncan McInroy Morris, who died on 16 September. Mr Morris, whose home is in Dundee, served with P & O from 1928-1962 and his wife was well known to many of his old shipmates.

H.H.J. Wisbey who died on 13 October, aged 51. Mr Wisbey joined P & O's Main-

tenance Department in February 1952 and retired in 1968.

V.H. Phillips who died on 13 November, aged 84. Mr Phillips served with the Orient Line and reached the rank of Chief Engineer before retiring in February 1952.

Captain R.J. Brittain who died on 24 November, aged 63. Captain Brittain joined the Orient Line in 1937 and retired because of ill-health in 1966.

# Travel Club's new chairman



Outgoing chairman of the City of London Travel Club, Len Stuckey (right) with the Club's new chairman, J.C. Robinson. Len is the Passenger Division's Marketing Planning Manager (UK).

# Steward solves postcard mystery

A seven month old mystery was solved last month when two brothers - one a public room steward in the Passenger Division's Canberra - came face to face for the first time in almost 20 years.

The mystery began way back in May when 47 year old builder's labourer, John Whatley received from abroad a postcard referring to some strange quest and signed "Willie".

When a second, then a third postcard arrived, each from a different place but still signed "Willie", John became more puzzled. To begin with he didn't know anyone called "Willie" and furthermore he had no idea what Willie was searching for.

# Vancouver

One postcard read, "Hi mate. Stopped off here at Vancouver on the way to the States. It is mighty cold here after Tonga and Honolulu. I am certainly on the right track now. There are plenty this side of the world. But it is a question of getting the one in the best condition."

Another stated that Willie had almost tracked one down in Durban, but he had drawn a blank in Teneriffe and hoped for better luck in Rome and Salerno.

As the weeks went by, still the post cards continued to arrive at John's Westbury (Wilts) home. They came from all over - from Barcelona, Palma, Naples, Athens, Turkey, Lisbon, Yokohama,



Off goes another mystery postcard to John Whatley of Westbury, Wilts. On arrival it joined dozens of others sent from around the world by his brother, Reg, a steward on board Canberra. Enjoying the joke as this postcard is posted from Cape Town are fellow stewards, Philip Guest (left) and Norman Allen.

Tokyo, Sydney, San Francisco, Hong Kong, Tonga, Melbourne, Auckland, Hawaii and Durban.

Then the mystery deepened when John received a card from Barcelona. It was signed by "Fred" and stated that Fred had seen Willie in Spain and that he (Willie) was looking for them all over the world.

John had no idea who Fred was nor Tom, the next person to write to him from different parts of Scotland.

But the big mystery was eventually solved when, a few days after Canberra arrived back in Southampton from a round-world voyage, 43 year old public room steward, Reg Whatley met up with brother, John, and announced that he was the phantom postcard writer, "Willie". And another brother, Don, was "Fred" and a fourth brother, Arthur was "Tom".

Reg went on to explain that the joke was conceived

in April when Reg, Don and Arthur were drinking in Arthur's pub, The Crown Inn, Eastbourne.

They let two other brothers, Denys and Gerald and a sister, Stella into the secret.

Dozens of amused passengers aboard Canberra learnt what was going on and continually asked Reg if he had found what he was looking for.

Apparently Reg never did - for he too didn't know!

# Polynesian concert party plan to keep on dancing

For more than 13 years the highlight for passengers sailing from Auckland, New Zealand, in the Passenger Division's Ships, has been the Maori entertainment presented by the Te Kauri Polynesian Concert Party.

Under the direction of Dannevirke-born Matt Chote, and assisted by several Maori culture directors, the group for many years presented mainly traditional Maori

music - welcomes, action songs, hakas, poi dances, stick games. But this was augmented a couple of years ago by the inclusion of Tahitian hulas and fire and torch dances.

"With Auckland the largest Polynesian city in the world, we thought we should reflect this wider cultural life by adding Tahitian music and dances to our programme," said Matt. "This has been

welcomed by passengers and as always, a big audience gathers in the ballroom to watch and hear us.

"P & O thought traditional Maori music would be of special interest to their passengers - especially the British, Americans, and Australians - and certainly the enthusiasm for our half-hour shows has not dimmed down through the years."

"On the two-class ships we perform in both first and tourist and the reception is always marvellous - so much so that we are photographed and taped and passengers ask where they can buy our records."

The Maori section of Te Kauri which has called on the talents of almost 80 entertainers through the years, has a nucleus of about 20 to 30 people for the shipboard shows and there are usually eight (five girls and three male drummers) in the Tahitian section.

According to Matt Chote, members range in age from three to 50 - the three year old being little Te Aroha Nathan, whose sister Adrienne and parents also perform with the group.

How long will Matt Chote, a silk-screen artist by trade and a former top-line dance band saxophonist, and the Te Kauri Polynesian Concert Party continue to present their music for the people of other lands on P & O liners? "For just as long as the passengers continue to receive us so enthusiastically," said Matt. "We just can't imagine not performing on the ships now."



Members of the Te Kauri concert party

## A Royal Visitor



Princess Alexandra finding out more about P & O cruises during her visit to San Francisco's British week. She is seen here at the P & O booth talking to Pat Feeny and Bill Kirkbride, who work at P & O's San Francisco Office. Princess Alexandra talked to Pat and Bill about Oriana - the ship which she christened and said that she hoped, one day, to be able to make a voyage in her.

Top Prize  
a cruise  
for two



Len Stuckey, Marketing Planning Manager (UK) presenting two cruise tickets worth over £600 to Jimmy Horrocks, Deputy Chairman of London's Press Club. The two tickets were the top prize in the Press Club's Grand Christmas Draw and were handed over to Jimmy for safe-keeping. Lt. Col. R. T. Wordingham of Basingstoke, a member of the Press Club, drew the winning ticket. Lending a hand at the draw were Miss ABTA 1972 (left) and Bunny girl, Janice, from London's Playboy Club.

## All at Sea on Xmas Day

All thirteen ships of the Passenger Division were at sea on Christmas Day. Over 12,000 passengers were aboard the vessels as they cruised out of North and South America, South Africa, Australia and Europe with ports of call as far apart as Santos and Sydney and Montevideo and Madeira.

Canberra, with all her 1,820 berths full, was on a cruise from Southampton and crossed the Equator on Boxing Day. Chusan, on a cruise from Cape Town, was heading for South America, whilst Orcaeds and Orsova were cruising out of Sydney. Nevasa and Uganda, sailing from Southampton and Venice, were making special educational cruises to the Canaries and the Greek Islands.

Over 3,000 tons of Christmas stores including 5,000 turkeys, 3,500 bottles of wine and spirits and 80 Christmas trees were put on board the ships before they sailed.

## Vintage Lorry given VIP treatment



Two years ago London motoring enthusiast, Godfrey Radcliffe, found a delapidated, rusting old lorry in a Warwickshire field where it had been dumped some 20 years before.

Goff - as he is known to his friends - had the lorry, a 1926 petrol driven Albion, towed to his home where he spent over 2,000 hours in restoring the vehicle to its original condition.

Last month the now shining Albion began a new lease of life when it was hoisted on to Oronsay in

Southampton for shipment to New Zealand and Australia. With Goff at the wheel it is to take part in the Vintage Car Club of New Zealand's 12th International Rally, after which another engagement awaits the vehicle in Australia.

Goff told Wavelength that the Albion's bodywork had required 15 coats of paint and 3 layers of varnish. No wonder it was given VIP treatment as it was stored under dust sheets aboard Oronsay.