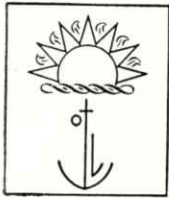




No. 12 AUTUMN 1963

About Ourselves



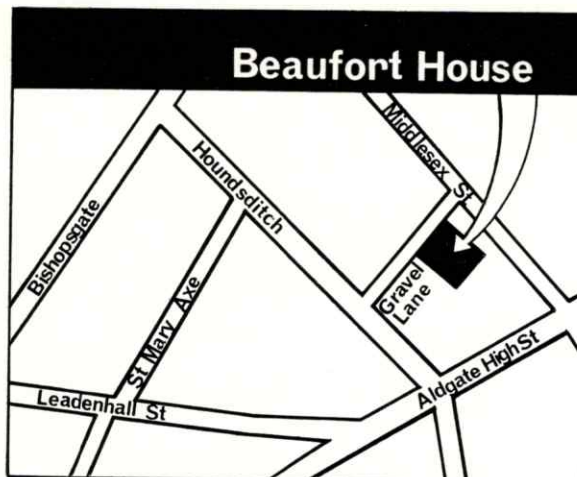
About Ourselves

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EDITOR: B. D. O. JONES DESIGN: D. J. MORGAN



This will be the last number to be issued from 122 Leadenhall Street and the next, No. 13, will come from our temporary premises at Beaufort House, Gravel Lane, E.1. (behind Aldgate Station). Our telephone number Avenue 8000 remains unchanged.

Chairman's Page



For a long time I have believed that, where passenger ships were concerned, shipping companies (and we amongst them) underrated the importance of selling what they were producing, as compared with that of producing it. This belief became stronger with the development of air travel. Selling air travel is easier, for all you sell is an anonymous seat. And its rapid technical advances keep aviation always very much in the public eye.

This belief was indeed the main reason for setting up P & O-Orient Lines Passenger Services as a separate Company. The object was to emphasise the importance of selling, and to concentrate thought and effort on it.

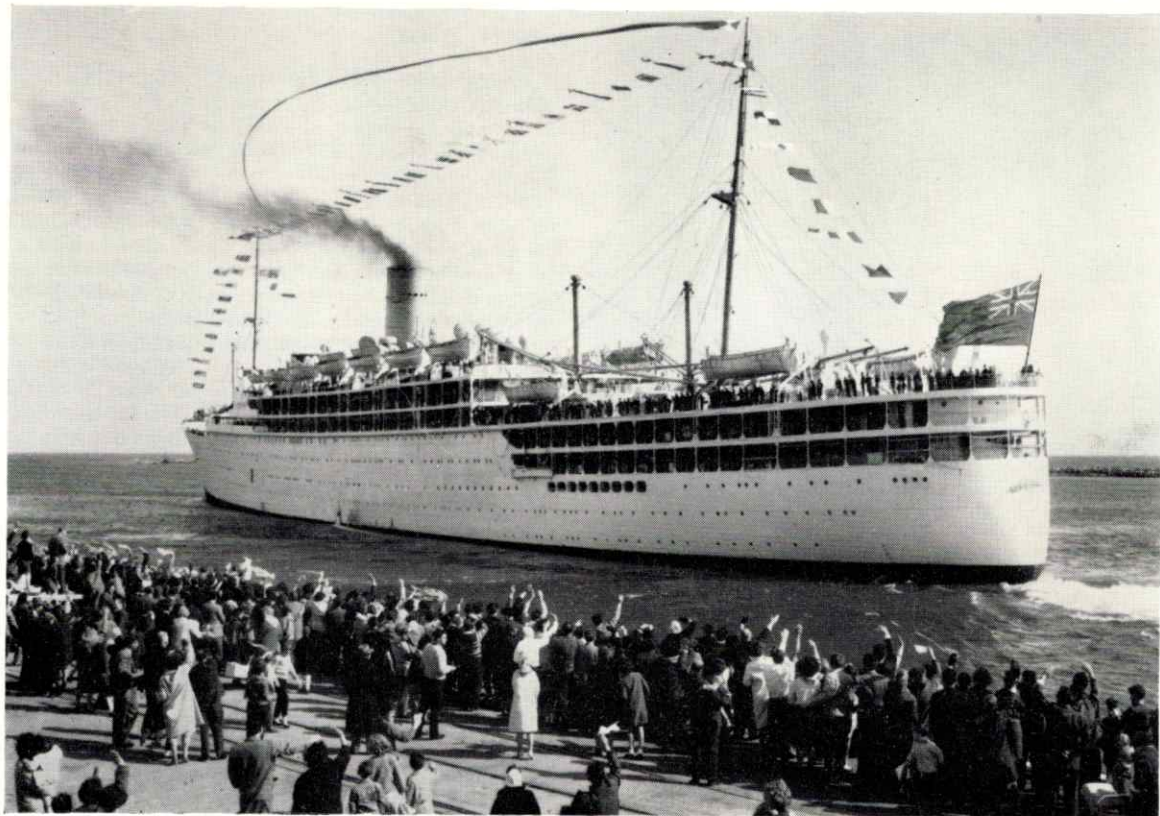
Now a new star has appeared on this particular stage. Mr. Max Wilson has achieved top billing, and has caused a greater volume of cheers and catcalls in selling passenger ship business than anyone in history. The interesting point is that he is not a Butlin, offering something new, but that he takes the product of Canadian Pacific, or Union Castle, or *Stratheden*, as it exists. His whole concern and technique is with how to sell it.

His terms were accepted in the first place by Canadian Pacific, who were finding the Canadian trade very thin, and were glad to find someone to charter tonnage from them. Now, Union Castle (or British and Commonwealth) have joined in. They have taken charge for different considerations, and on a partnership basis, and so they are backing his technique as principals. The question of interest to us is not whether Mr. Max Wilson can make a profit out of selling what he has bought from the shipowner at under cost price, which he has already shown he can do, but whether his technique enables a shipowner to sell his product at a greater profit to himself than the traditional sales method, however active. Maybe he and we will be able to learn something from the 'Stratheden' venture, for she has not been made available at less than cost price.

P & O-Orient trades have not died. Our passenger ships do not have to be rescued. They are making a real profit, although not nearly a large enough one. But if we could sell only a comparatively small additional percentage of what we produce, or sell the same amount for a little more, we should be well on the way towards getting the sort of return on capital which we ought to get.

So, when someone comes along with a new selling technique which produces results, it is well worth studying him very carefully, and although Mr. Wilson's selling technique is not as yet proven to be superior to ours for our purposes, it is certainly of great interest, and we are watching it closely as it develops.





'STRATHMORE'S' *Australian Farewell*

This interesting, albeit rather sad picture, shows *Strathmore's* final departure from Adelaide on 3rd August last, flying her paying-off pennant. We are indebted to the Adelaide News Limited for permission to reproduce it.

We show also a group of guests at the farewell luncheon held on board *Strathmore* in Melbourne on 31st July last.

SHIP NEWS





The 'Nardana' (now 'Baradine')



'BARADINE' and 'BALRANALD'

Transfer to P & O S.N. Co.

For operational reasons it has been decided that the British India Steam Navigation Company's *Nardana* and *Nowshera* should be transferred to the P & O Steam Navigation Company.

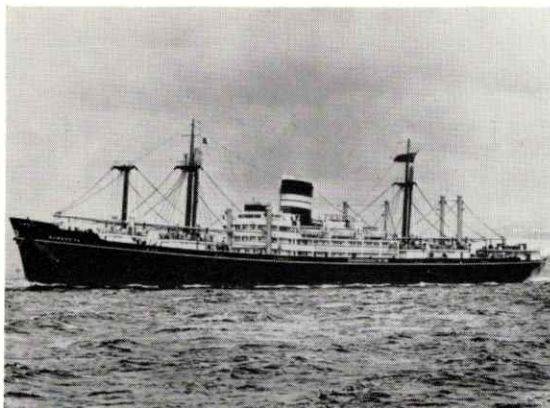
They will remain in their present employment on the U.K./Australia service, but under their new names *Baradine* and *Balranald*.

The transfer of *Nardana* (*Baradine*) was due to take place on or about October 2nd in London, and that *Nowshera* (*Balranald*) should be transferred on her return to the United Kingdom in November/December, 1963.

Both ships were launched from Scottish yards and are of about 8,500 tons gross. The *Nowshera*, built by Scott's Shipbuilding and Engineering Co. Ltd., Greenock, was launched in September, 1954 and sailed on her maiden voyage to Australia in February, 1955.

Nardana was built by Barclay, Curle & Co. Ltd., Glasgow, and sailed to East Africa on her maiden voyage in November, 1956.

Nardana and *Nowshera* have both served on B.I. routes to East Africa, India and New Zealand.



The 'Nowshera' (now 'Balranald')

'ORIANA' *Sydney's Lord Mayor receives gifts from Florida.*

When *Oriana* berthed in Sydney on September 17th, Sydney's Lord Mayor, Alderman H. F. Jensen, went on board and was presented with gifts sent to him by the Mayors of Miami, Fort Lauderdale and Hollywood, Florida.

Earlier this year *Oronsay* called at Port Everglades, Florida, inaugurating the first call by a P & O-Orient liner there and Sydney's Lord Mayor at the time sent aboriginal bark paintings to the Mayors of Fort Lauderdale and Hollywood (Florida), two cities served by Port Everglades, to commemorate the occasion.

Oriana's recent voyage made the first call at Florida for a ship travelling westbound.

The gifts included a silver cigarette lighter from the Mayor of Miami, a book entitled 'Florida' from the Mayor of Fort Lauderdale and a key to the city from the Mayor of Hollywood (Florida).

Pictured is Commodore C. E. Edgecombe, R.D., R.N.R., making the presentation to Sydney's Lord Mayor whilst Mr. N. D. Pixley, Chairman of P & O-Orient Lines of Australia Pty. Ltd. looks on.



Commodore C. E. Edgecombe, R.D., R.N.R., making the presentation to Sydney's Lord Mayor.



'ORION' to be scrapped

The 28-year-old liner *Orion* has been sold, for scrapping to Jos Boles & Son S.A. of Tamise, Belgium, at the beginning of October.

Built by Vickers Armstrongs (Shipbuilders) Ltd., Barrow-in-Furness, *Orion* served in peacetime on the U.K./Australia run. During the war, acting as a troopship, she steamed 380,000 miles carrying more than 175,000 troops, civilians and prisoners-of-war. Since she entered service, it is estimated *Orion* has carried nearly 500,000 passengers and steamed 2,190,534 miles.

Orion concluded her stay in Hamburg on charter as an hotel ship at the International Horticultural Exhibition during the summer.



'CATHAY' Hong Kong Water Shortage

We have all been distressed to hear of the drastic water shortage in the Colony and it is good to think that P & O-Orient ships are, in their way, helping to alleviate the hardship caused to the three-and-a-half million inhabitants of Hong Kong. All P & O-Orient vessels that can spare it are pumping water into the Hong Kong reservoirs.

On Saturday and Sunday, June 8th and 9th *Orsova* and *Cathay* were both alongside Kowloon wharves; between them they gave about 1,200 tons of water to the stricken colony. *Cathay's* large tanks and smaller complement enabling her to give over 800 tons of this total. As water rationing was down to four hours every four days this was much appreciated and it was estimated that over 268,000 people would have a bucket of water daily owing to our efforts.

The picture, taken by Mr. J. Challinor, Leading Musician on *Cathay*, shows part of the maze of hoses used to transfer the water from *Cathay's* tanks to either the waterboat (bottom right) or to a huge rubber reservoir (out of the picture) from whence it was pumped straight into the Colony's fresh water main. Both shore and ship's pumps were used and thanks to the co-operation of all concerned 'Operation H2O' went without a hitch.

'Cathay'
transferring
water to the
reservoirs
at Hong Kong



Canberra has a very good Goanese band which we show here in our illustration.



'IBERIA' Football Match

On her call at Barcelona in August a football match was arranged between teams from members of the office staff of MacAndrews & Co. our Agents and the ship's team. MacAndrews won by three goals to one.



'STRATHMORE'

We are asked to print the following message:—

I wish to convey my sincere and very grateful thanks to the Staff s.s. *Strathmore* for the beautiful gold wristlet watch which I received on my retirement, and will treasure always.

Blessings to all,

JOAN BROWN, *Nursing Sister.*



'ORIANA' visits Florida

Commodore Edgecombe reports that on his ship's visit to Port Everglades in Florida he was greeted by an escort of fire floats and a coastguard helicopter flying greeting flags. A colourful band played enthusiastically as the ship came alongside and as passengers disembarked.

An official reception Committee of 34 boarded and were escorted by the Staff Captain to the Stadium deck for ceremonies welcoming *Oriana* to Florida. The Chairman introduced each of the welcoming party to Commodore Edgecombe before the speeches of welcome were made. The first of these was from the State and local governments of Florida, to which the Commodore replied. He was then presented with the 'Key to Port Everglades' and, by the mayors of Fort Lauderdale, Hollywood and Miami the Keys of their respective cities. Other presentations were then made on behalf of various organisations and Commodore Edgecombe acknowledged the gifts. He then presented, on behalf of P & O-Orient Lines, a model of *Oriana* to the Governor of Florida and a number of messages and gifts from the Lord Mayor of London, the Mayor of Southampton and various organisations in those cities to their counterparts in and about Port Everglades.

Speeches of acceptance were made and the Commodore was then given gifts and greetings to be conveyed from Florida to Vancouver, Honolulu, Suva, Auckland and Sydney. The ceremony ended with a short speech by Mr. Warren Titus, President of P & O-Orient Lines. The guests then adjourned to the Silver Grill for breakfast.



Commodore C. Edgecombe, R.D., R.N.R., presents a model of 'Oriana' to James Sumpter, Director of Tourist Division of the Florida Development Commission, who accepted on behalf of the Governor of Florida on the occasion of 'Oriana's' inaugural call at Port Everglades.

★

The Captain also presents a token gift to the Chief of the Seminole Indian welcoming group on the occasion of 'Oriana's' inaugural call at Port Everglades.

★

The Captain, Staff Captain, Chief Engineer, Purser and Surgeon were entertained ashore at a luncheon party given by Burdines Department Store. Commodore Edgecombe responded to speeches of welcome and was presented with a silver tea service. While ashore he gave two radio interviews.

The Captain, Mr. Warren Titus and the ship received some 450 guests in the ballroom for cocktails between 6.00 and 7.30 p.m. and this was a very successful gathering. The ship was open to visitors between 10.30 and midday and again between 2.30 and 4.00 in the afternoon during which times over 4,000 persons viewed the ship. The visit to Port Everglades was a great success despite some rain showers—a downpour in the afternoon could not discourage the enthusiasm of visitors to the ship.

★

'ORIANA' at San Diego

Oriana's visit to this Southern California port occasioned tremendous interest there for she was the biggest commercial ship ever to call there. Her arrival made front page news in the local press which drew attention to *Oriana's* dimensions and speed. She embarked there about 400 passengers for U.K. after about 350 had disembarked. See also our front cover.



'STRATHEDEN' A Farewell Luncheon.

A farewell luncheon was held on board *Stratheden* in Sydney on 13th September. This was a memorable occasion attended by about 100 guests, representing many old friends of the Company and the ship.

Some of the guests are pictured and they are left to right: Mr. F. R. W. Page of P & O-Orient Lines, Sydney; Mr. W. Duncan, retired Chief Engineer; Mr. G. L. Lind, retired Passenger Superintendent; Mr. J. H. Ashton, Chairman,

P & O Company of Australia Pty. Limited; Mr. P. A. McGregor, Purser, 'Stratheden'; Captain J. D'O. Green of 'Stratheden'; Captain I. M. Sinclair, Captain; Mr. Clive Bennett, retired Purser; Mr. L. C. Wyeth, Acting Superintending Purser in Australia; Mr. A. M. Williamson, Chief Engineer, 'Stratheden'; Mr. F. H. Goodall, retired Chief Engineer; Mr. N. D. Pixley, Chairman, P & O-Orient Lines of Australia Pty. Limited; Mr. R. W. Parrott, P & O-Orient Lines, Sydney.



'ORCADES' History of P & O Uniforms.

This interesting 'old' print was found on board of one of the Company's newly acquired steam packets. It has been difficult to give an exact date, but it has been suggested by some authorities that the presence of one of Miss Nightingale's ladies indicates that it must be post Crimean War. It is also thought that the distinguished old gentleman in the top hat is that well known Orient Line Chief Engineer Mr. Mathew Dalrymple-Paterson.

'Orcades' :

Standing (left to right): E. Robinson (1st Officer); A. Broderick (Asst. Purser); M. Poyntz (Asst. Purser); S. Robertson (Sen. Asst. Purser). Sitting (left to right): G. Howarth (Jnr. 2nd Eng.); M. Miles (Deputy Purser); M. Paterson (Chief Engineer); M. Tindle (Nursing Sister).



A HISTORY OF **P & O** UNIFORMS-PART 2

by C. B. THOMPSON

By August, 1914 the First World War had broken out and presumably because of the need for national economy a circular was issued by the Tilbury Dock Superintendent to all Commanders on 16th October, 1916, as follows:—

OFFICER'S UNIFORMS

'At the request of H.M. Government an alteration is being made in the Company's Regulations as to uniforms whereby all gold lace straps worn on the shoulder are to be $\frac{1}{4}$ inch width instead of $\frac{1}{2}$ inch as heretofore and all gold lace stripes worn round the cuff are to be $\frac{1}{4}$ inch instead of $\frac{3}{8}$ inch as at present'.

In the same month a full reprint of the Uniform Regulations was included in the Book of Regulations incorporating this amendment and for the first time the rank of Inspecting Purser appears. This important person was to wear two quarter inch straps on the left shoulder, half an inch apart, on a white ground whilst the Purser continued to wear one strap only. On the subject of headgear there was no longer any reference to the 'round hat of white straw, linen or felt, with black ribbon band' and only the cap and a helmet with white puggaree were mentioned.

In July, 1917 a further interesting amendment was made when the Engineers' cap substituted a black mohair band for the inch and a quarter gold lace band previously worn.

By 1920 the Frock Coat was fast losing popularity and in the September of that year the Directors issued a circular stating that 'the Frock Coat need not in future be insisted on'. Thereafter it was permissible for Officers to wear Reefer Coat for Full Dress but doubtless the whole subject of Full

Dress had, in any event, been in abeyance throughout the War.

The First World War had brought about a fuller recognition by the public of the vital part played by the Merchant Service and in September 1918 His Majesty King George V approved a Standard Merchant Navy Uniform. The stripes were originally of half inch gold lace on blue uniforms and black mohair on white uniforms, but in 1921 the width was reduced and with the passage of time and the wearing of short sleeve shirts, the black mohair stripes had disappeared and were replaced by Naval pattern shoulder straps with appropriate rank markings.

It was hoped by those responsible for the introduction of this Standard Uniform that its adoption would become general throughout the Merchant Service and those Companies having their own uniforms were expected to encourage their Officers to wear the new uniform. Accordingly the Directors of the P & O issued the following Circular to their Commanders on 22nd September 1920.

STANDARD UNIFORMS

'We are informed that on board some ships pressure has been brought to bear with regard to wearing Standard or the Company's Uniform. Please note that we wish this matter to be left entirely at the option of Members of the Crew.'

In 1922 Regulations for the P & O Branch Line a copy of the Uniform Regulations states that 'The Standard Uniform of the Mercantile Marine may be worn, or alternatively the Company's Uniform.'

However, despite this official approval of the Standard Uniform by the Directors, one cannot



Senior Officers of 'VICTORIA' in the early 1900's.

help but wonder how many P & O Commanders 'approved' its wearing in their ships and whilst one assumed that this Circular has never been actually cancelled there is no mention of it in any Uniform Regulations today and the Standard Uniform is certainly not worn in the Company's ships.

The amended page of Uniform Regulations issued in October 1920 had the addition of the Reefer Coat which was to be of 'Blue Cloth or Serge, Double breasted, to button four' and the three cuff buttons previously worn by Senior Officers were dropped. Other minor alterations included a reduction in the number of waistcoat buttons from eight to six. By January 1923 when full details of Uniform Regulations were again to appear, there was no reference to the Frock Coat and the only coat referred to was to be of 'Blue Cloth, Navy pattern, D.B. Four Company's buttons.'

Further Regulations issued in January 1924 enlarged the quarter inch gold lace to three quarter inch (prior to 1916 it had only been half inch) for Commanders, Chief Officers, Surgeons and Pursers, (the Inspecting Purser had two stripes of $\frac{5}{8}$ inch lace) but more important it introduced at last a rank marking for Junior Navigating Officers and Pursers.

The Second Officer was henceforth to wear 'A strap of dark blue cloth with two rows of $\frac{3}{8}$ inch gold wire navy lace across the centre of the strap $\frac{3}{8}$ inch apart, light blue cloth between the rows on the right shoulder.' The Third Officer wore one such row of gold lace and the Fourth Officer wore one row of quarter inch lace. There was no longer any reference to Fifth Officers and the Assistant Purser was given the same as the Fourth Officer, but on a white background, and it was to be worn on the left shoulder.

This was also the first time that anything was

mentioned in the Uniform Regulations about Apprentices who wore a vertical stripe of Russian gold braid on the right collar but they had, of course, been carried in P & O ships for many years.

These Regulations brought a change in caps too. The Commander hereafter wore gold leaf embroidered round the outside edge of his peak in place of the 'plain gold embroidery' which had made him look rather like a station master.

The introduction of two stripes for the Second Officer and one for the Third Officer was undoubtedly the influence of the Standard Merchant Navy uniform and later, in October, 1924, its influence was further felt when P & O Chief and Second Engineers were each given an extra stripe. For the first time too other Engineers were given distinction lace, two stripes for the Third Engineer and one for the Fourth. These stripes were to be of $\frac{3}{8}$ inch lace and Junior Engineers, Boilermakers and Refrigerating Engineers were to wear one thin stripe of quarter inch lace and the Electricians a quarter inch stripe with a half diamond above.

In the same amendments the Junior Navigating Officers' and Assistant Pursers' braid was reduced in width but more important was the introduction at last of a colour for the Engineers who were to follow the Naval custom of wearing purple between the stripes on their cuffs. Another interesting point concerning this amendment is that there is no reference to Inspecting Pursers who do not appear again.

The building of larger ships, in particular the *Viceroy of India* in 1930, *Strathaird* in 1931, and *Strathnaver* in 1932, brought about the additional ranks of Staff Commander, First Officer and Deputy Purser for whom provision had to be made in respect of their uniforms.

In 1933 the following amendment to the Regulations appeared:—

'Commander, $\frac{3}{8}$ inch gold lace stripe surmounted by a gold embroidered P & O Sun, the whole mounted on a light blue cloth with $\frac{1}{4}$ inch overlap all round. To be worn on each shoulder.' The Staff Commander was to wear the stripe on each shoulder without the sun, as previously worn by the Commander.

When the P & O Regulations were reprinted in 1937 there was provision for the First Officer to wear the same as the Chief Officer but with a $\frac{3}{8}$ inch break in the centre of the gold lace, and for the Deputy Purser to wear the same but with white cloth beneath.

Whether this was the first time these new rank markings were actually instituted is not known, because they may have been promulgated earlier by a Circular or by word of mouth.

The 1937 Uniform Regulations were reprinted in 1938 without change and remained in force through-

out the Second World War, but as in the Royal Navy a good deal of relaxation was accepted and other rigs appeared, including 'Battle Dress' which was a most practical war-time uniform. A number of shipping companies have continued to wear 'Battle Dress' and in many cases it has superseded the blue 'patrol jacket and trousers' which was so common in the Merchant Service between the wars. Neither of these uniforms however has found favour in the P & O and the only 'relaxed' uniforms which have been adopted are for use in warm climates. The white shirt and shorts with long white stockings, introduced into the Royal Navy in 1937, is permitted to be worn in cargo ships and tankers and for evening wear in these ships a modification of the Naval 'Red Sea Rig' with white shirt, white trousers and kummerbund and black shoes is worn. The Naval duffel coat of the the war years has replaced the expensive and rather impracticable Naval Bridge Coat too, as in Her Majesty's Service.

It was in 1947 before further serious thought was again given to uniforms and the amendments then issued introduced many important changes. Henceforth all Officers, regardless of Department were to wear the full cap badge, consisting of the Rising Sun and the Anchor which latter had previously been the prerogative of the Navigating Officers, and the shoulder straps were to be worn on both shoulders.

The senior officers' shoulder straps underwent considerable modification for the single large gold stripe was discarded and Chief Officers, Surgeons and Pursers received three rows of 9/16 inch gold navy



J. B. Fox, Commander.

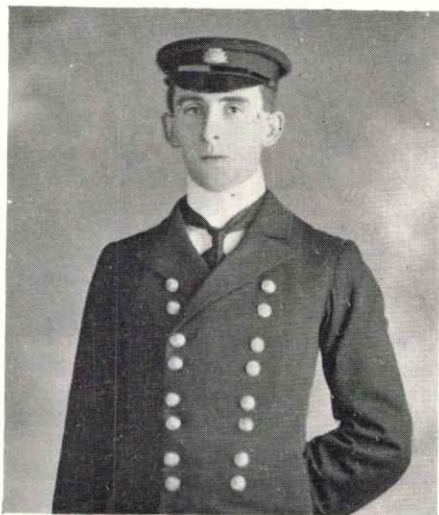
lace across the centre of the strap $\frac{3}{8}$ inch apart, each with their own Departmental colour beneath and as stated above they were to be worn on both shoulders. The First Officer, Assistant Surgeon and Deputy Purser received similar treatment except that their middle row was to be of only quarter inch lace, giving the effect of 'two and a half' stripes.

1947 also saw a major change in the uniforms of the Purser's Department ratings. In the immediate pre-war period braid was not worn on the cuff by ratings and only the most senior had anything but a plain uniform. The Chief Steward then wore three gold stars on each cuff and his immediate juniors, the 2nd and 3rd Stewards had two and one star respectively, whilst all other Leading Hands wore only blue enamel badges on their breast pockets stating their function.

In January, 1947 however, silver braid was introduced for all Leading Hands with the exception of passenger ship Chief Stewards who were to wear three zig-zag gold stripes. Cargo ship Chief Stewards and 2nd Stewards in passenger ships each received three half inch silver stripes and 3rd Stewards two such stripes, whilst other Senior Leading Hands acquired 'one and a half' silver stripes. Junior Leading Hands wore only a quarter inch stripe on their cuffs. This remains unchanged today, except that cargo ship Chief Stewards now wear two zig-zag gold stripes in place of three silver ones, and with the granting of Officers' status to Chief Stewards, together with introduction of the full cap badge for all Officers they now wear the gold Rising Sun and Anchor.

It was somewhere about this time too, that a small but significant alteration was ordered to the cap badge. For more years than are recorded the Rising Sun of the Officers' cap badge had displayed a 'face' consisting of eyes, nose and mouth, but from this time it began to disappear and today badges are made without the face, although a few are still to be seen in service. As mentioned earlier the cap badge has come in for its share of minor alterations over the years, both with regard to the angle of the anchor and with the size of the sun. Today the sun averages about two inches in width but at some time or other it has varied between about one and three quarter inches and two and a half inches. Until comparatively recently it appears that tailors and outfitters were informed of alteration largely by word of mouth and this information was then passed on to the embroiderers and gold lace-makers. It is not surprising therefore, that these differences are to be found in the Company's uniform over the years and, in any event, at one time it was possible to purchase two sizes of sun.

After 1947, when so many alterations had been made to the uniform, the P & O Company began a period of steady and rewarding trading during which



L. A. Williams, Assistant Purser.

time the overall pattern of the Company's activities varied very little. During this time the opportunity was taken to re-write 'P & O Regulations' incorporating all the amendments to Uniform Regulations which had been made shortly after the war, but no sooner had they appeared in print than a further spate of amendments appeared in quick succession.

In 1953 the Official rank of Commodore was instituted and the Senior Commander was given a larger version of the Commander's shoulder strap consisting of a one and a half inch gold lace stripe surmounted by a gold embroidered P & O Sun $1\frac{3}{4}$ inch by 1 inch and mounted on a light blue cloth. By another amendment of the same date the Surgeon of a cargo ship had his three stripes reduced to two, similar treatment to that meted out to Assistant Surgeons of passenger ships in the previous year.

1953 also produced an amendment to 'P & O Regulations' giving details of uniforms for Nursing Sisters, Children's Hostesses and Stenographers, and although these ranks were not new their uniforms had previously only been mentioned in Departmental Circulars.

Nursing Sisters, the first of the ladies in P & O ships, made their appearance between the wars and since World War II they have been joined by an increasing number of female officers. Nursing Sisters and Children's Hostesses both wear a blue dress with an Officer's cap badge on the left breast, but only the former wear a white veil.

The Stenographers were differently dressed in a uniform of the same pattern as that worn by Officers of the W.R.N.S. but the Company's buttons and a

P & O Officers' cap badge on their tricorn hats. In place of the blue braid worn by their naval counterparts they wore a single gold stripe $\frac{1}{8}$ inch in width on the cuff over a white background to denote their Department, but in September, 1960 their title was changed to Woman Assistant Pursers and the cuff braid is now replaced by the shoulder straps worn by assistant Pursers of the same seniority. The latest female officer to be added is the Social Hostess who has been carried in the larger passenger ships since P & O's venture into the Pacific in 1958. Since their duties are entirely social they do not wear a strict uniform but by day generally wear a blue dress and a miniature Officer's cap badge on the left breast.

On 1st January, 1954 one of the most important alterations for several years came about with the introduction of P & O braid for Radio Officers. Until this date the Radio Officer in P & O ships had been almost entirely employed by the Marconi International Marine Company and wore the standard Merchant Navy uniform, but they now became employees of the P & O Company and were given shoulder straps in uniformity with other Navigating Officers, but with green as the background colour for their Department.

1955 saw another addition to the Purser's Department uniforms with the introduction of the rank of Senior Assistant Purser, identified by two stripes over white on the shoulder. This rank which was granted to Assistant Pursers of five years' seniority, brought the Purser's Department more into line with the other Departments.

In 1957 the Commander's title was changed to Captain, but during the past eight years there have been only minor alterations to the Uniform Regula-

tions. This is perhaps 'The quiet before the storm' as the only effect on the P & O uniform resulting from the amalgamation with the Orient Line so far has been the introduction of Purser Cadets with their white twist and button on a white collar patch.

However, from 1st January, 1963 the Orient Line uniform has been replaced by the P & O uniform in the combined fleets, but this may be only a temporary measure brought about by the need for economy during a shipping depression.

Undoubtedly there are improvements that can be made to the P & O Uniform and it is desirable that a new uniform, combining features of both P & O and Orient uniforms, and perhaps others too, should be produced in due course. A good deal of thought has already been devoted to this but exactly what form the new uniform would take is largely conjecture at present. Perhaps some indication is given by the change to Petty Officers' uniforms in P & O in recent years where the House Flag cap badge has given way to a replica of those badges worn by Chief Petty Officers and Petty Officers of the Royal Navy with the single difference that the Rising Sun replaces the Crown. Most of the insignia worn by P & O Petty Officers are today very similar to those worn by their Naval counterparts, and it seems probable that the Officers' uniforms may be influenced the same way.

Pride in a uniform can contribute greatly towards 'esprit de corps' and for many years P & O Officers have been justly proud of their uniform with all its traditions. It is to be hoped, therefore, that when a new uniform does finally appear it will still retain a fair measure of individuality and that tradition will be preserved where it does not conflict with efficiency.

Concluded.

THE PANDOR DRAMATIC SOCIETY

Presents

**'NIGHT
MUST FALL'**

by Emyln Williams

with

Carol Plumb	-	Michael Ellison
Jacqui Hoadley	-	Denis Griffin
Margaret Bull	-	Anthony Robinson
Ann Dunnett	-	Linda Bassett
		Olaf Bugge

Produced by C. C. W. Box-Grainger

At

KING GEORGE'S HALL

Adeline Place, Great Russell Street,
London, W.C.1 (2 minutes Tottenham
Court Road Station)

Wednesday, 4th December

Thursday, 5th December

1963

at 7.30 p.m.

TICKETS: 2/6d.

(First 5 rows: 6/- and 4/-)

BOX OFFICES:

CITY—Ann Dunnett (Correspondence
Department) Tel.: G.P.O. 231, Rel. 261.

WEST END: Olaf Bugge, Tel.: G.P.O.11.

FROM THE DEPARTMENTS

ELECTRONICS DEPARTMENT

On 2nd May this year Mrs. C. T. Gillett joined the m.v. *Soudan*, becoming the first woman to serve in a P & O-Orient ship as a Radio Officer. Fully qualified with 1st Class P.M.G. and Radar Certificates, she had asked for help to gain sea time and so keep her certificate valid. She joined *Soudan* as Junior Radio Officer for the Continental voyage to Hamburg, Bremerhaven, Rotterdam, Antwerp and Gravesend and so kept watches under the ship's Radio Officer; later she joined *Somali* to complete the necessary sea time.

A letter since received from her thanked the Company for a very pleasant and memorable stay with us.

PROMOTIONS

Congratulations to Mr. M. J. FOWLER and Mr. G. C. ALTON on their promotion to the rank of Radio Officer and to Mr. F. E. ANDERSON, Mr. S. D. NORTH and Mr. J. P. BEDATON to the rank of acting Radio Officer.

INVALID

We were sorry to hear that Mr. R. V. CAHILL, Radio Officer, was landed into hospital from *Salmara* at Almeria at the end of August but glad to learn he has sufficiently recovered to return home on sick leave. We hope he will be completely fit again before long.

On 1st October this Department started manning Trident Tankers with P & O Radio Officers. It is anticipated that the following Officers are now serving:

- Queda* — F. E. ANDERSON, Acting Radio Officer;
- Foyle* — M. PEARSON, Radio Officer;
- Quiloa* — D. G. T. KERSLAKE, Junior Radio Officer;
- Talamba* — K. W. TREGELLAS, Radio Officer (standing by).

MARINE DEPARTMENT—Appointments

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

MASTER'S CERTIFICATES

Second Officers J. W. PASTON, B. C. HOLLEYOAK, C. M. JONES, N. P. O'DONNELL, T. D. UNDERWOOD, I. M. NICOLL.

Third Officer C. EDGECOMBE.

FIRST MATE'S CERTIFICATES

Third Officers J. R. MASTERS, C. J. E. MORTON, A. P. MYERS, A. R. DEAR, J. C. JONES.

The Company's Cadets A. R. F. HUDSON, P. S. AUSTIN, G. A. STOKOE, P. H. PLUMRIDGE, D. N. R. MORRISON, M. J. M. NEWBERRY have obtained their Second Mate's Certificate and joined the Company as Fourth Officers.

FIRST CLASS STEAM CERTIFICATES

Third Engineers G. F. BEABEY, W. J. WARDLE, A. J. LAZENBY, J. CARLEY.

SECOND CLASS STEAM CERTIFICATES

Fourth Engineers K. J. CROSS, M. L. BROGDEN, G. D. HOLLINS, D. R. HIBBERT, D. R. HOARE.

SECOND CLASS MOTOR CERTIFICATE

Fourth Engineer G. W. CORLESS.

FIRST CLASS STEAM ENDORSEMENT

Second Engineers W. A. DEMPSTER, J. MOESBY, M. D. HILL.

RATES & CONFERENCE DEPARTMENT

Mr. R. A. BLIGHT is to be congratulated on passing his Second Year exams at the City of London College where he is studying for Associate Membership of the Institute of Transport.

ACCOUNTS DEPARTMENT

The City half of Accounts Department moved to Beaufort House on 14th September and is now well settled in its new quarters. They find the noise of underground trains somewhat trying at first.

Mr. MALCOLM CASSELTON has transferred to Sea Staff and has been replaced by Mr. STEPHEN HOWELL.

Miss GILLIAN WEBB and Miss AVRIL McTAGGART have joined the Department.

Mr. W. MABEY, lately Maintenance Foreman, has joined the Repairs and Stores Section at Plaistow.



LETTERS TO THE EDITOR

Dear Sir,

I was interested in your last issue to see a letter from J. H. Gough Wilson with a record of P & O in sail in 1921.

I was 4th Officer of the *Orsova*, Captain Cameron in command and J. Michals, Chief Officer, when approaching Brisbane we struck a cyclonic disturbance.

Steaming towards the land we eventually had to turn seaward, and since the ship would not come round, we set staysails and trysails forward and with their aid turned the ship, and of course also steadied her. Their relief to the helm was very appreciable. Incidentally, Mr. Michals' language from the fo'c'sle when the ship paid off whilst hoisting could have been heard at the Pile Light!

Yours faithfully,

R. J. GALPIN.

Reflections on the last Thames Barge race

by M. M. Taylor

General view of some of 'Staysail' class before the race.



June 14th, 1963, one hundred years after the first Thames Barge Race, proved to be a most memorable day for me for, on this day, I was to witness the last of these famous events which have thrilled and given pleasure to those fanatics both young and old who yearn for the sight of a ship in full sail. Never again on the Thames will be seen those beautiful ladies dressed up in their crinolines ready to delight their fanciers for their days are numbered now. They have reached the twilight of their lives. They have served their river faithfully but now, alas, the sails will be raised no more.

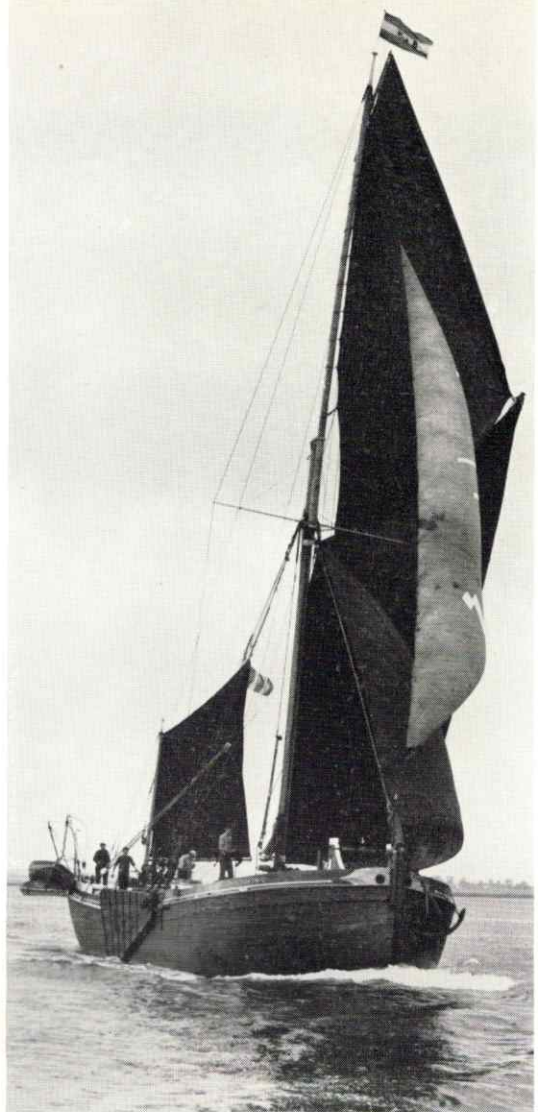
The weather for this great event proved favourable for the barges and their crews but proved a little disappointing for the onlooker. The day was overcast and there was slight haze and a very stiff breeze.

I arrived at the 'Ship and Lobster', an inn to the east of Gravesend, Kent, which had been chosen as the starting and finishing point of the race, at 9.45 in the morning. It was my good fortune to meet a party of students from the Medway College of Art, Rochester, who were going to view the race from a craft tug. I was invited to join the party and we boarded our vessel at 10 o'clock. What a thrill! This was something I had not bargained for. How wonderful to see this race from the water!

Now the day was just beginning. We cast off from the pier and made our way eastward towards the sea. The course the barges navigate is to the open sea and back. It was our intention to catch the barges which had left three-quarters of an hour earlier.

Before going on with the narrative it ought to be explained that there are two classes of Thames barges, the 'Bowsprit' and 'Staysail', the Bowsprits being recognised as the crack vessels, have a long boom protruding from the bow which allows extra sails to be hoisted. In this class the names *Veronica*, *Sara*, *Sirdar* and *Dreadnought* reign supreme. Because of their sail area these vessels are handicapped and this, of course, leads to great excitement in the latter stages of the race.

Leaving Tilbury power station away on the north bank, we made our way downstream, the wind smarting our faces and the occasional wave sweeping over the bows soaking any hapless individual in its path. What did this matter? This was the life all men live for who love the sea and ships. Shortly the umpire's boat, the *Royal Sovereign*, passed us followed by the *Medway Queen*, both loaded to capacity with people like ourselves who had the day off to see the sport. Now the river was broadening out, green fields had replaced industrial establishments on each bank. The winds were blowing harder and the waves were getting higher but our little *Sally* of Whitstable kept going at a



'Memory' originally owned by the Thames Barge Trust now sold for further trading.

cracking pace. (She is owned by R. Laphorn & Co. Ltd. of Hoo who had an interest in the racing barge *Ardeer*.)

We were now approaching Shellhaven Oil Refinery on the Essex bank with several oil tankers in close attendance, glued as it were to the quayside like caterpillars hanging on to a plant. Most of the vessels were flying foreign flags but I did notice one Shell tanker amidst this foreign tonnage.

It was now apparent that we were not going to catch the barges on the outward journey owing to the heavy swell so we cruised around awaiting their return. On the right we could see All Hallows and the Isle of Grain Oil Refinery whilst on the left hand side, Southend Pier. Our patience was rewarded for at 11.30 we caught a glimpse of sail. Yes, true enough, here they were coming straight for us, twenty majestic ladies in full sail. At 11.45 they



'Veronica' during the race.

had passed Southend Pier. The leaders were three Staysail barges—the *Memory* leading *Spinaway C* of Ipswich and the *Westmorland*. The *Memory* was, until recently, owned by the Thames Barge Preservation Society but owing to extensive repairs which were pending it was decided that the vessel would have to be sold as the money required could not be raised. The *Spinaway C* of Ipswich is owned by Cranfields and the *Westmorland* by Eastwoods. All these vessels had black hulls and, predominantly, those famous brown sails. What a sight! A long way behind this trio came the *Marjorie*, a vessel of similar design to those mentioned above.

Our skipper now turned his boat round so that we could weave our way between these leading barges. It was a great thrill to see the crews working their charges at close quarters. It was decided that we should follow these four vessels to the finishing line and await the arrival of the Bowsprit

class vessels. The winds were dropping now, the water much calmer and the haze had disappeared revealing from behind its cloak a far brighter atmosphere. This had happened just at the right time for we were approaching the climax. We arrived back at Tilbury at 1.40 p.m. after seeing *Spinaway C* take the lead from *Memory*. At the finishing post *Spinaway C* got home first followed three lengths behind by the *Memory*. The first barge crossed the finishing line at 1.44 p.m., one and a quarter hours ahead of schedule—so much for the wind! *Westmorland* finished third a long way behind the leaders and she was followed closely by the *Marjorie*.

Whilst all this had been going on we had heard over the radio from another tug that *Veronica* was winning her class so we turned our vessel about and went to meet her. What a wonderful sight! *Veronica*, dressed overall in her white sails and

with her hull painted a glistening white with red boot-topping, came towards us at lightning speed. Her crew dressed in white jerseys with the name of the vessel emblazoned across their chests, white flannels and red headgear, were about their business in earnest. No slackness here, no inefficiency either, just proficient handling. No fuss, no drama, but no one could fail to realise that the skipper had complete control of the job in hand. So, amidst the sound of ship's sirens *Veronica* is hailed as the winner of yet another Thames Barge Race but this race is different from all the rest—this fine vessel will never again be able to repeat this performance. This is the finale and to *Veronica* the glory.

Behind *Veronica* (owned by Everards) came the *Sirdar*, owned by the London Rochester Trading Co. and, third, *Sara*, also owned by Everards. Fourth ship in this class, somewhat behind the others, was the *Dreadnought* looking wonderful with grey and blue hull and white sails. In between these bigger ships were more Staysail barges completing the course, the final finishing order of the

leaders in both classes being as follows:—

BOWSPRIT CLASS

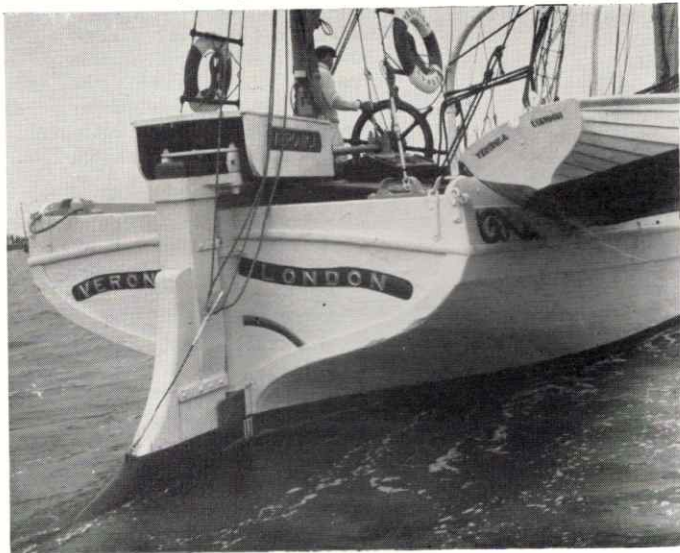
1. *Veronica*
2. *Sirdar*
3. *Sara*
4. *Dreadnought*

STAYSAIL CLASS

1. *Spinaway C*
2. *Memory*
3. *Westmorland*
4. *Marjorie*
5. *Millie*
6. *Edith May*
7. *Maid of Connaught*
8. *Saltcote Belle*
9. *Arrow*
10. *Ardeer*
11. *Ethel Ada* (despite broken topmast)

Our day nearly over, we took charge of our vessel, the *Ardeer*, and towed her to her moorings, after which we proceeded to the pier. All was quiet, peaceful, the river deserted. The writer had time to reflect on all that had happened during the day. His reflections were sad for what else could they be for he had witnessed the end of an era.

'Veronica' winner of Bowsprit Class shown after the race.



Our thanks and acknowledgments to the Medway College of Art for permission to print these attractive photographs.

FLEET LISTS

We have been in the habit of sending P & O-Orient Fleet Lists to our pensioners with each issue of 'About Ourselves'. This list has now been re-designed and in its new form we fear it was not possible to enclose it with issue No. 11 last month.

From Abroad

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

4th September, 1963.

Dear Mr. Editor,

May we congratulate you, and all who contributed to the No. 10 Winter 1963, Volume of 'About Ourselves.'

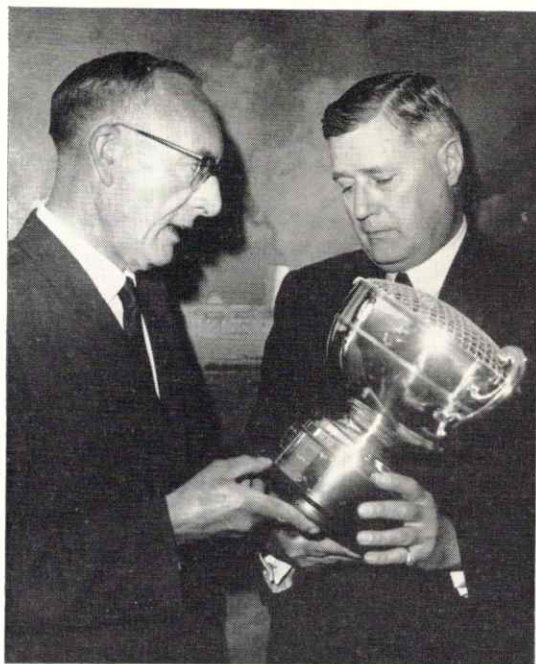
The cover was most eye-catching and the columns full of interesting items. The excellent pictures of '122' showed the Courtyard, large Board Room and splendid Staircase to be most attractive.

You see many of us have never been to London and, therefore, had no idea that Headquarters was so impressive. We have very few buildings as old as that — 1840 — the first fleet of colonists arrived only in 1788, and their earliest buildings certainly could not have been of the substantial kind!

The date, 1840, on '122', prompts us to tell you of the buildings on the site of our new 'P & O Building', 55 Hunter Street (pictured on Page 153 of "About Ourselves" mentioned above) at about that date.

Geoffrey Scott, in his book 'Sydney's Highways of History,' Page 122, says:

'On the south-east corner of Castlereagh and Hunter Streets, there existed in the 1860's one of Sydney's most picturesque and unusual hotels, with an old Norfolk Island pine tree protruding from the roof of the bar. The Club House Hotel was noted for a decoction of rum, ginger and lemon known as a "Lola Montez" in honour of the fascinating executant of the Spider Dance, and its best-known licensee was a former police inspector named Bowden. When he wanted to extend



P & O — ORIENT TROPHY

Mr. N. D. Pixley, Chairman of P & O — Orient Lines of Australia Pty. Limited, (right) handing to Mr. F. J. Guthrie, President, N.S.W. Branch of the English-Speaking Union a period silver rose bowl for presentation to the winner of the international Dragon class series of yacht races to be held in Hobart, November 16th-25th.

the bar, Bowden simply built it round one of the old pine trees in front of the building. In the early years of this century, old-timers recalled that the landlord sometimes added an exotic touch to the dining-room menu by serving roast wattle bird. The birds, the largest member of the honey-eater family (*Meliphagidae*), used to nest in large numbers in the pine trees, filling the air with their curious chuckling notes until Mr. Bowden opened up with his gun. According to the ornithological authority in the "Australian Encyclopedia", wattle birds were formerly shot in large numbers for the markets of Sydney, Melbourne and Hobart, where their flesh was highly-esteemed by connoisseurs. There is now no open season for bird-shooting in the streets of Sydney, as a party of sportsmen discovered during the last war when they went on safari against the fat pigeons in our Hyde Park!

We also read with interest, in Vol. No. 10 'About Ourselves', of the Photographic Competition for sea and shore staff, at Home and Abroad, and it occurred to us that if a section could be for the best picture of any P & O — Orient Lines or Group subject, either of ships, buildings, wharves, etc., owned or used by us, throughout the world, it would have an added interest for us all, and add to our knowledge of our vast organisation.

Yours sincerely,
PENINSULAR, SYDNEY.



NORTH AMERICA

The Kiplingesque slogan, 'The Biggest Bloomin' Ships Sailing the Seven Seas' formed the theme of the North American organisation's Fall Sales and Advertising Campaign. Members of the sales force from all sections of the United States and Canada convened in San Francisco on July 23rd to begin a three-day series of meetings which led up to the 'kick-off' of the Sales Campaign. The group is shown here as Richard W. Evans, Sales Manager, North America, explains the details of the programme.



July 4th, America's Independence Day, was that chosen by San Francisco Public Relations Department secretary, Judy Thomas to give up her independence and become the wife of Jerry Lee. Celebrating after the ceremony, Victor Eckland, Public Relations Director, pours champagne for the newlyweds while Deborah Ogdan, Public Relations Assistant supervises the operation.

We Hear That



New Colours for Trident Tankers Ltd.

The colours of the newly formed P & O S.N. Co. group subsidiary, Trident Tankers Ltd. went to sea for the first time recently with the 20,090 d.w.t. tanker *Erne* pictured here off the South Goodwin Lightvessel.

The new Trident colours are black hull with buff superstructure and the Trident emblem on a black funnel. The Company's house flag is the existing P & O flag superimposed with a black trident set in a white diamond.

Erne, owned by James Nourse Ltd., is one of the first tankers of the P & O group to transfer to Trident management.

The new Company now controls eight tankers of over 200,000 d.w.t. and anticipates the transfer of all P & O group tankers within the next few months.

The existing tankers in the P & O group will retain their present names while the four tankers building for Trident ownership will be distinguished by names beginning with 'O' and ending with 'A'—*Ottawa*, *Orama*, *Orissa* and *Opawa*. All of these names have a close association with the P & O group.



Cruising in 1964

Holidaymakers will, for the first time next year, have the opportunity to travel in the *Oriana*.

Oriana, as well as *Canberra* and four other large liners are scheduled to complete 21 cruises between March and September. 29,000 berths are available to carry passengers to 40 ports of call as far apart as Helsinki and Dakar. The cruises range from 9 to 21 days with more than 11,000 berths at less than £100.

"We are presenting what we consider to be a balanced fare structure. No attempt has been made to load the higher grades of accommodation in order to quote very cheap fares for the lowest grades. Tourist Class fares start at £51 and First Class at £74" said Mr. P. E. Parry, a director of P & O-Orient Lines.

The programme opens on March 26th when *Arcadia* leaves London for a 16-day trip to Dakar, St. Vincent, Madeira and Casablanca. The cruise takes passengers further South than any other in the programme to make sure of the sunshine.

Canberra, which has now enjoyed two successful cruising seasons, will make five cruises during 1964—

more than she has ever made before. New York, which she visited for the first time in 1962, is again on her itinerary. Leaving Southampton on June 19th, she will arrive in New York on June 25th and stay for three days. Included in a comprehensive list of shore excursions will be a visit to the mammoth World Fair.

Oriana will make one nine day cruise, leaving Southampton on July 31st. Her great speed will enable her to call at Cannes, Palma and Lisbon.

By popular demand, a Northern Capitals cruise has been included for the first time in three years. On July 27th, *Chusan* will leave Southampton for a 13-day trip to Oslo, Stockholm, Helsinki and Copenhagen.

In an effort to provide a wider selection for regular cruisers, four new ports of call are included in the programme: Dakar (Senegal), Cagliari (Sardinia), Kotor and Opatica (Yugoslavia).



P & O-Orient Ties

A new Company's tie is now available and may be purchased from the Sea Staff Service (City Office), the Staff Manager (West End) or from the Marine Departments at the Tilbury and King George V Docks.

They are obtainable in either silk at 15/6d. or terylene at 11/- although it is probable that the manufacturers from whom we order direct may increase this price by a small amount in the near future.

The new design depicts alternately the 'William Fawcett' and the 'Orient'—the first ships of both Companies—in gold on a navy blue background.



Educational System

Our vaunted educational system is not perhaps all that we would claim it to be. The following letter was received by us not long ago, the applicant apparently seeking a job.

Dear Sir,

I am asking for sum infomation about going in to the Merchant Navy, you see I am stil wating. I have been to London and I have hade my ingetions for going abrorde, and I have been past as medically fit for sea

service, foreign going eny climate. I have got my Medical Certificate and my international of vaccination. I am very anshus to get in the Navy. I wont to stay in for as long as I cane. you see I havent eny intrests in life hear my relertives downt bother about me thats wy I wont to get a way from it all. I have gote a good record. I sent my army discharg boock to the emegrating people in london wen I tride to emigrate to South Arica. I have been on the wating list for 12 months, thay sead that thay woulde rite to me and let me know within 6 months, but I haven't hade eny news from them atall. I just carnt setull dow in civy street I have been on the travul nerly all my life, so you see thats wy I wont to get away from it all so if you can (*please*) try and help me get in if it is only to do a dek hands job for the time being I would be very gratfule.

Hoping to hear from you in the near futcher yours truly

★

Captain Ahier, one of the Jurats or Judges of the Royal Court of Jersey, has retired after eight years in that service. He was born in 1888, joined P & O in January, 1914 and retired in 1946.

★

In 'The Lancet' of 7th September, 1963 we observed the following paragraph:

The aircraft boarding tickets at London Airport for B.E.A. flights are either pink or green. The attendant at the departure gate was astonished when a lady produced a blue one. Looking at it with scorn he said: 'Madam, this landing ticket is for the s.s. *Iberia*. It is not an aircraft. I do not know where it is going, but certainly not to Renfrew.'

★

Frank H. Hyams, Crew Accountant, ex *Orsova* who resigned from the Company in March last, sends his regards to all his old friends afloat and wishes to have it mentioned that he is now firmly settled in New Zealand and working as a representative in South Island.

★



Mr. and Mrs. Banford who live in East Ham, at 106 Altmore Avenue, E.6. are anxious to contact old sea friends. He joined in 1898 and served as Steward, Head Waiter, Baggage Steward and Barman. He retired from 'Maloja' in 1934 and is now in his 88th year.

D. Beasley - a brave act

During a Sunday outing at Westgate a few weeks ago, Mr. Beasley (Inspecting Electrician — K.G.V. Dock) saw a hand come up out of the sea some distance from the beach. Realising that someone was in difficulty, Mr. Beasley dived in, fully clothed, and fished up a young lad; he succeeded in swimming with him to the shore where ambulance workers attended him and he was soon revived.

This is the second time Beasley has been concerned in rescue operations. At Westbrook during the summer of 1959 he arrived with Mrs. Beasley to find a state of excitement at the water's edge; a young girl on a "Peddlo" was waving frantically from about 150 yards out on a choppy sea, apparently in difficulties and unable to get back to the beach.

Beasley acquired a lifebelt and instructed Mrs. Beasley to pay out the rope attached whilst he dived in, again with his clothes on, and swam out to the girl only to find that she was in a complete panic; she could not swim and he had to force her off the "Peddlo" into the lifebelt. Mrs. Beasley and a few dozen helpers dragged her ashore.

This operation was carried out on a cold day and resulted in a dose of pneumonia for Beasley.

Editor: We hope he is now fully recovered and send him our congratulations on his very brave act.

★

A schoolboy, in a lesson in shipping, informed his teacher that 'stabilized' meant 'fitted to carry horses'.

★

A correspondent asks us if, when we move to our temporary premises pending rebuilding, we are to be paid on the Beaufort Scale. We have told him not to get the wind up.

★

Mr. F. R. E. Goldsmith, the Company's Selected Channel Pilot, retired on the 5th September after 17 years' service, and on the 11th September was presented by the Chairman with a gold wrist watch in recognition of his services.

★

Moscow by Jet

A Day Excursion from Leningrad

By K. A. Moore



The Moscow State University

The Tsar Bell in the Kremlin

Eleven months after last year's visit to Leningrad during one of the Baltic cruises of the schoolship *Devonia*, the British India Company repeated their kindness by taking me in the same ship to Leningrad this year, leaving Dundee on 6th July and calling at Oslo, Leningrad, Helsinki and Copenhagen. This time, however, there was the added excitement in prospect of a day in Moscow, 400 miles away from Leningrad, on Saturday, 13th July, the second of three days of the ship's stay in port. Three hundred of the *Devonia's* thousand passengers were going to Moscow, a few travelling both ways by the over-night sleeper-train, but most of them by air.

And so I stood once more on the *Devonia's* deck as she moved slowly eastward through the Gulf of Finland in the clear half-light of a Russian mid-summer 'White Night' to the pilotage-station west of Kronstadt naval base, where with the pilot there came aboard immigration, customs, quarantine and Intourist staff, with many of whom I renewed the brief but friendly acquaintance of last year's arrival. At 8 a.m. we tied up at a new and pleasantly-landscaped passenger quay open to the public, who came in large numbers to see the ship throughout her stay. As before, a party of Young Pioneers

came to greet us, and on this occasion a Dundee girl made a short speech in Russian which was very warmly appreciated by the crowd thronging the quay. Then, after Friday morning touring Leningrad again, with a second but still totally inadequate visit to the treasures of the Hermitage Museum, and an afternoon shopping on the Nevsky Prospekt attracted mainly by L.P. records at 1 rouble or 8/-, but with activity interrupted by a heavy storm which sent visitors and citizens alike scurrying into shops and doorways, we went to the evening ballet performance at the Kirov Theatre. It was a delightfully danced programme entitled 'Choreographical Miniatures', ranging from a number of pieces based on Ravel waltzes to 'The Gossips', a hilarious five-part dance by the Soviet composer Aranov, and a trio taken from 'Rite of Spring' by Stravinsky, who after long years has now apparently come to favour in the land of his birth—he was born at Oranienbaum near the then St. Petersburg in 1882.

We returned to the *Devonia* by 11 p.m., with the prospect for the first Moscow flight, including myself, of facing a 4 a.m. call and a 5 a.m. breakfast. Even at such early hours, the sun was warm and high in the sky. At 6 o'clock, our coaches set off through the city's still-deserted streets for Leningrad airport some ten miles away, where we went on board one of the famous Soviet twin-jet TU-104s, holding 100 passengers in three cabins with two seats on one side and three on the other of the gangway. So, at 7.15, I looked through my window along the runway and tried to convince myself that this was reality and not a dream; but it was no dream two minutes later to see Leningrad, the winding River Neva and the great expanse of Lake Ladoga receding behind us as we climbed to 24,000 feet and headed south-east at 550 m.p.h. over a changing panorama of forest and farmland, villages and rivers, and after only forty-five minutes started our gradual descent to Sheremetyevo International Airport, which is 25 miles north-west of Moscow and, alas, too far away for people flying from Leningrad to glimpse the city from the air. However, a coach took us swiftly along the typically uncrowded main road towards Moscow, and at 9 o'clock we were driving down wide Gorky Street under banners announcing the Moscow International Film Festival. A slight detour, and then we turned on to the south bank of the Moskva River, with the wide river-frontage of the Kremlin opposite us, the sun shining in unforgettable splendour from the gilded and silvered domes of the fifteenth century Bell Tower, the Annunciation Cathedral and the Assumption Cathedral of Ivan III ('the Great', 1462-1505) the true founder of the Kremlin in its present size and magnificence. A little further and we crossed a bridge to the left, to

see up a slight hill the famous onion-domes of Ivan the Terrible's St. Basil's Cathedral at the southern end of Red Square, which itself came suddenly into view with the familiar Lenin mausoleum to our left in the middle of the Kremlin wall, and the well-known 'GUM' or 'State Universal Store' running the whole length of the opposite side of Red Square and so often seen draped with colossal banners and slogans in pictures of May Day and other parades. Somehow Red Square is not as wide as one had imagined; the approach-streets to north and south are even narrower, and it must be a formidable task to fan out the marching parade columns at the north of the square and maintain pace and distance so they can merge together again in orderly manner as they disappear down the narrow hill to the left of St. Basil's.

After a short tour of Moscow's central streets and squares, and a halt at the famous Bolshoi Theatre with gardens and fountains in front of it, we had half an hour to walk through and around Red Square, and then joined the foreign tourists' 'priority queue' to file through the Lenin mausoleum, given precedence over the many thousands who had been waiting for hours in the hot sun in the ordinary

The Bell Tower in the Kremlin.



queue, which extended over a quarter of a mile away into Revolution Square near the north-east tower of the Kremlin. This was indeed a strange moment, to step from the bright sunshine into a dimly-lit chamber and move slowly past the small figure in a glass case of the man with the pointed beard, hands crossed over the breast of a simple brown tunic, who wrought such changes in the lives of his fellow-countrymen. It felt a relative return to normality to come out into the Kremlin Gardens and see the wall-plaques and *ordinary* graves of other dead Communist leaders. The most famous had busts on marble plinths at the heads of their graves, surrounded by flowers and kerbs—all but the very last man; for him no bust, no plinth, no kerb, just a small tree at the head of the grave, a surround of flowers and a flat marble stone bearing the inscription 'J. V. Stalin 1879-1953'.

We then drove out through Moscow's south-western suburbs, with their long rows of great blocks of flats planned in 'neighbourhood centres,' to the slight elevation once called 'Sparrow Hills' but now 'Lenin Hills', surmounted by the 700-foot skyscraper of the new Moscow State University. From a parade in front of the University there was a fine panoramic view right over Moscow, the Moskva river shining in the sun as it wound away towards the glistening domes of the Kremlin just visible through the heat-haze. In the foreground was the river loop enclosing numerous sport arenas and dominated by the Lenin Stadium. It was now noon, and we still had three hours to wait for lunch, but thirsts at least were quenched when we stopped at one of the numerous kvass tanks on wheels parked at the roadside, and from which old women in head-scarves sell you for 6 kopecks (6d.) about half a pint of kvass, a drink made from fermented rye-bread and molasses and not unlike a cola drink. Thus refreshed, we passed the new central swimming-pool and went for the first time right inside the Kremlin's main walls. Of its numerous museums and exhibitions, we had time to visit only the Armoury Hall, displaying weapons and armour of many centuries both Russian and foreign, and as well huge displays of silver and gold plate, coronation caps of the old Tsars, coaches and sledges, plaques showing all the Tsars of Muscovy from its founder in 1147, Yuri Dolgoruky, and innumerable other interesting items. Then we went inside some of the domed churches with their rich ornamentation and numerous ikons and across the main square of the Kremlin past the great Tsar Bell and the Tsar Cannon—and at last we were on our way to lunch. It is to be doubted whether the dignified 'Pekin' restaurant had ever before been so invaded by two hundred hungry children, eating with some suspicion exotic dishes such as sturgeon-



The Red Square and queue for the Mausoleum



Revolution Square

The Bolshoi Theatre



cutlet salad, borsch and curried beef with rice, with only the final ice-cream at all a familiar course. The post office in the 'Pekin' foyer was then besieged as all endeavoured to ensure getting the stamps for their postcards to be sent from Moscow, but at last everyone was steered towards the Moscow Metro, a ride round whose 'Circle Line' was to complete our visit. Then in no time at all we were heading back to Sheremetyevo Airport, to take a rapid look at the main concourse, thronged with Soviet citizens of many nationalities and varied costumes waiting for their TU-104s or IL-18 turbo-props to take them to Kiev, Archangel or Tashkent. One jet was scheduled to leave soon for Gorky, Omsk, Tomsk and Vladivostok, a nine-hour flight compared with nine days by the Transiberian Railway. We ourselves took off during a lull in a heavy storm, but rapidly left this behind and found the sun shining again in Leningrad an hour later, reaching the *Devonia* about 9.30 p.m. After a late supper, I went ashore to talk to some of the people still watching the ship, and for over an hour was thoroughly catechised on questions ranging from 'At what age do British women stop work underground in your mines?' to 'Are your children paid to go to university?' and 'What do English people think of Castro?' I was informed that I must be a 'capitalist' because I had my own house (nearly) paid for!

So came Sunday, our final short day, with everyone to be aboard for the last time at 2 p.m. for 5 p.m. departure, and it could perhaps have been an anti-climax after the excitements of Moscow. For myself at least, however, it was quite the reverse, since a few of us went to the Cathedral of St. Nicolai, one of the fourteen 'active' Russian Orthodox churches serving a total Leningrad population of three million. The building is most beautifully maintained, blue and white outside with golden domes and a detached bell-tower, and having the inside on three levels, shrines and ikons on the ground floor, the main concourse with ornately gilded altar, font and sanctuary on the first floor and the choir in a gallery higher still. The sexton showed us round and took us into the gallery to hear the beginning of the main 2½-hour liturgy at 10 o'clock. For twenty minutes two priests alternated in intoning prayers with the recurring phrase 'Lord, have mercy', while the congregation moved to and fro at will around the sanctuary rails, sometimes passing coins over to women servitors inside the rails for candles. Equally casually, the gallery seats filled after the service had begun, a mixed choir of men and women. Then their conductor walked in; all rose, he gave them three notes with his own voice (there was no organ or other instrument) and, as the deacon's voice stopped in the sanctuary, the choir began to sing 'Lord, have

mercy' with a feeling and purity that were absolutely breath-taking, continuing to sing almost without pause until we left half an hour later. Other people from the ship who came later missed the singing and saw the baptism of twelve babies—and a funeral.

And so to the last walk along the Nevsky Prospekt in the sunshine and back to the *Devonia*, where we received a tremendous send-off from great throngs on the quayside, who lingered until we were miles away down the Leningrad Sea Canal on our way to Helsinki.

And one's comparison of the two cities? Moscow is beyond doubt *the* first city, the whole central area modern and spaciouly planned with roads more than amply wide for the noticeably light traffic, while in central Leningrad much less care is lavished on roads and ordinary buildings as opposed to museums and palaces, and even much of the external structure of the Hermitage is maintained less well than the buildings in the Kremlin. But Sheremetyevo, one of Moscow's two main airports, has only two or three rudimentary buildings, and immediately outside the main entrance is a cluster of very old peasants' huts with shingled roofs.



Summer Days

A rose in bud tightly furled; a rose in bloom, petals curled; symbols of a summer day. A day so light and bright and gay, a time to muse and to dream of things beyond horizons far away. A day of music and of song, no words describe for me how long I wish this day to linger on.

Dark clouds and rain dawn with the day; thunder rumbles far away; lightning streaks across the sky, dreams of sun and beauty fade on these grim, sad summer days. Days of empty lonely thoughts—oh how I wish these days would pass and give me back the days that last, within my thoughts.

Miss J. POWELL,
Marine Electronics Dept.



Staff Reunion on board *Iberia* 12th September, 1963

Left to right: Captain Roberts, Captain Cummins and Captain Last.



Left to right: W. C. Mizen, L. S. Warren (Purser) and A. P. Case.



Left to right: W. Law Johnson, D. S. Blyth and G. Denholm.



This annual function seems to have been as well attended and certainly as popular as ever. We were blessed with a fine, sunny day and most of us proceeded by coach from Tower Hill to the ship's side. The usual hospitable welcome by Captain Clay and his Company greeted us and guests were received by him and by our Chairman, Sir Donald Anderson.

At the lunch which followed, Sir Donald referred to the postponement from earlier in the year when a rail strike threatened. Thanks to *Iberia* they were able to meet again later in the year.

On a social occasion like that he did not usually talk 'shop' but that day he proposed to do so because certain pensioners, ex-servants of the Company, and their widows had just had a letter telling them of a little extra help it was proposed to give them. He wanted to explain to those who had not heard from the Company and whose pensions therefore remained unchanged, why they were doing something for some and not for all.

It has been possible in the past to make over-all additions to certain pensions since inflation had reduced purchasing power. They could not afford to do so now and keep pace fully with the rise in the cost of living. They probably did not realise what a large bill the total cost of pensions was. It amounted to over 20% of total salaries. Of that the pensioner had paid about 5% and the Company paid the rest. Certain cases of distress, particularly among those who did not receive the state retirement pension, had become known. A questionnaire was sent out and frank replies were received. There was one Chief Engineer who said that he had enough bunkers to reach port. Others said the same thing in different words; it was not easy but they could manage. As a result they had decided to give a little extra help where needed and if it wasn't very much, at least he hoped it would encourage and cheer them.

Sir Donald referred briefly to happenings over the past year. At first, things were black but now looked a little better. They had had a good cruising season and still had to press on costs and try for more revenue. In this business they, the Company, were the heirs of the older generation; what they had done the Company was now doing. They intended to make sure that their older members would never be anything but proud when it was said that they once served in P & O or Orient and that they still thought of it as their Company.

Left to right: J. Wilcock, P. Shepherd, S. Myers and R. D. Rolt.



Left to right: F. C. Hillard, F. H. Brown, D. M. Kinnell, P. W. Leadbetter, W. Calderwood and V. Emmett.



Left to right: Captain D. G. H. O. Baillie, J. F. Rayment, Captain Clay, Dr. R. V. Horniman, Captain Banks and E. Bright.

Left to right: Miss V. White, G. E. Lifford, H. E. Webber and Mrs. L. Baxter.



Left to right: W. H. Sims, W. Pacey, E. D. Voisey, A. G. Earney, S. F. Parker and H. H. Groves with Captain R. E. Cowell.





The wedding of Mr. L. Rudland to Miss V. A. Smith.

Personal News

MARRIAGES

Our best wishes go to—

Mr. LESLIE RUDLAND, First Refrigerating Engineer and Miss VALERIE ANN SMITH on their wedding at St. Paulinus Church, Crayford.

Mr. ROGER WICKENS, ex Tourist Purser *Oronsay* on his marriage to Miss MARGARET WOODS, ex Woman Assistant Purser *Orsova*, at St. Annes, Turton, Lancs., on 20th July, 1963. Mr. DAN McWILLIAMS, ex Assistant Purser, was Best Man.

The wedding of Mr. R. Wickens to Miss M. Woods.



ENGAGEMENTS

We congratulate—

Miss JOYCE L. EVANS, Telex Section, Correspondence Department, on her engagement to Mr. CHRISTOPHER J. COTTON, formerly of New Zealand Shipping Company's s.s. *Remuera*.

Miss LINDA D. BASSETT, Correspondence Department, on her engagement to Mr. ROY G. JOYCE of London.

Dr. J. C. ANDERSON, M.B., Ch.B., Surgeon of *Oriana* on his engagement to Miss JOAN B. STRATTON, of 1609 West 29th Avenue, Vancouver. The wedding will take place at St. John's Church, Shaughnessy, in December.

BIRTHS

Our congratulations to—

Mr. J. SCOTT, Freight Department, and his wife on the birth of twins, MICHAEL CHARLES and ALISON MARY, on 14th June last.

Mr. C. St. J. H. DANIEL, Second Officer, and his wife JENNIFER, on the birth of a daughter on 1st June, 1963.

Mr. L. W. BAREFOOT, Second Officer, and Mrs. BAREFOOT on the birth of a daughter, LORNA ANNE, on 4th August.

Mr. T. P. DALY, Chief Accountants' Department, and his wife, on the birth of a son, PAUL MARTIN RICHARD, on 5th August, 1963.

Mr. F. KILEY, Stationery and Printing Department, and his wife, on the birth of a daughter, ALISON JEAN.

APPOINTMENT

Assistant Superintendent Engineer A. R. MURRISON of King George V Dock, has now been promoted to Commander R.N.R. as from 30th June, 1963.

RETIREMENTS

We wish many years of Happy Retirement to—

Captain C. W. MAYNE has retired on completion of service. He was last in command of *Arcadia*. After training on H.M.S. *Worcester* he went to sea under sail and is, we believe, the last of our sea staff to hold a Square-rig ticket as second mate. He joined P & O in June, 1925.

Commodore Chief Engineer J. W. B. TOWLER. Joining P & O in August, 1925, Mr. Towler was appointed to *Ranchi* as Junior Engineer. He served during the War in *Ile de France* and in 1945 in *Empire Fowey* where his knowledge of German proved invaluable. He became Chief Engineer of *Cannanore* in 1952 and then went over to *Chusan* in June, 1958 where he remained until his retirement. His appointment as Commodore Chief Engineer dates from April, 1962.

Ernest Charles NEVILLE, M.I.Mar.E., Chief Engineer has retired. Born in 1903 he served his apprenticeship with Vickers, Ltd. at Barrow from 1919 to 1924. Joining the Orient Steam Navigation Co. in 1924 as Eleventh Engineer of *Orama*, he had become 3rd Engineer of *Orford* when she was lost in 1940. He saw war service in the Atlantic, North Africa, Sicily and Salerno. He was appointed Chief Engineer of *Empire Orwell* and then went to *Oronsay*, *Orcades*, *Orontes*, *Orsova* and finally *Oriana*, standing by in the shipyard whilst she was being built.

C. H. NOKES, West End Passage Department, who retired on pension on 31st July, 1963. He started with Gray, Dawes in 1920 and transferred to P & O Passage Dept. in 1930 where he was in later years running the Agency Section.

Miss A. R. WEDDERBURN, Stewardess, who joined the Company in June, 1937, her last ship being *Iberia*. She retired in January, 1963.

Mrs. L. MORTIMER, Stewardess, October, 1922-January, 1963. Her last ship was *Canton*.

C. YATES, Crew Accountant, who retired January, this year. He joined the Company in March, 1924. Last ship *Orcades*.

Edward J. JONES, First Baker, December, 1919-January, 1963. His last ship was *Oriana*.

J. MCINTYRE, Chief Baker, who retired through ill-health in March, 1963. He joined the Company in March, 1951. His last ship was *Canton*.

W. H. ADAMS, Barman, who joined the Company in December, 1934. He retired due to ill-health in April, 1963. His last ship was the *Chusan*.

Miss E. HOLLAND, Stewardess, who joined the Company in 1936. Her last ship was *Orsova* and she retired in April, 1963.

Miss JANE MILLS, Stewardess, August, 1931-May, 1963. Her last ship, *Stratheden*.

A. C. HAMPTON, Night Watchman, who completed 25 years' service between February, 1913 and May, 1963. His last ship was *Oriana*.

Miss A. E. BUTCHER, Stewardess, April, 1933-June, 1963. Her last ship was *Chusan*.

WILLIAM M. McCABE, Wine Steward, who joined the Company in February, 1920 and who retired in September, 1963. His last ship was *Orsova* and he was presented with a gold wrist watch.



Commander L. A. Hill gave up command of 'Canberra' last July, but his retirement does not come into effect until the beginning of November, 1963. Our picture shows the Chief Pantryman presenting a farewell gift from the Goanese Crew.

WALTER J. FITZGERALD, Night Watchman, July, 1935-October, 1963. His last ship was *Oriana*.

RICHARD NORTHEY, Public Room Steward, who joined the Company in April, 1920. His last ship was the *Oronsay*. He retired in October, 1963 when he was presented with a gold watch.

S. LAWRENCE, Shore Staff Luncheon Room, retired on 1st July, 1963.

J. ROSS. A luncheon was held on board *Himalaya* in Tilbury Dock on 27th August to commemorate his retirement after 40 years' service. He was formerly Shipwright-Overseer. All of his associates attended including Captain R. E. Cowell, and Mr. Ross was presented with a cheque subscribed by all his old shipmates afloat and ashore.

WILLIAM C. SOUTHEN, First Barkeeper, *Orcades* was presented with a striking clock on his retirement. He joined Orient Line 1920 and was prisoner of war ex *Orama* from May, 1940 to September, 1945.

B. C. MURPHY, Chef, retired in May last. He had served at sea from February, 1927 with breaks in service from time to time.

OBITUARY

We deeply regret to record the deaths of—

THOMAS CHARLES NEWMAN, late of the Pursers' Department, was born on 14th January, 1895. He joined the Company in June, 1913 and retired on pension on 4th January, 1960. He died on 5th July, 1963.

J. V. GUYMER, ex Chief Engineer, died on 25th August, 1963. Born on 23rd March, 1898, he joined the Company in September, 1919 and retired on pension, on account of ill health on 28th September, 1952.

L. J. GLENDENNING, Chief Steward, died on 5th September, 1963. Joining the P & O in March, 1912, he retired in September, 1953. He was 70 years of age.

G. W. LLOYD, died on 20th June last. Born in 1872, he joined the Company as long ago as February, 1892 as a clerk. He retired on pension in 1931.

Miss DORIS FRANKLYN, Stewardess, who died on July 24th. She had retired only in May, 1963, her last ship being *Oriana*.

THOMAS JOHNSTON, died on 31st August, 1963. Born in 1882 he joined the Company in 1908 and went to sea as Quartermaster and Bo'sun. He retired in March, 1950.

B. A. ROBERTS, Night Watchman, ex *Arcadia*, died following his admission to Dreadnought Hospital, Greenwich, on 21st August last.

J. G. DOBIE, died 30th July, 1963, formerly Chief Storekeeper, Orient Line at Tilbury Dock. Born in 1892, he joined in 1906 and retired on pension in 1958.

A. ADDISON, M.B.E. died on 29th August, 1963, retired as Second Officer in 1946 and afterwards on pension.

W. MALONE, Chief Engineer, died on 8th September. He had joined P & O in 1899 and retired in 1930. He was 85 years of age.

H. A. L. KENDALL, 1st Refrigeration Engineer, who died on 24th September. Born in 1907 he joined the Company in December, 1928, and retired owing to ill-health in April 1961.

P. J. B. OAKLEY formerly of Colombo died on 23rd September. He was born in 1895 and joined the Company in August 1914. He left the sea staff as 2nd Officer in May 1924. Until he retired in August 1947 he was a member of the Shore Staff at Colombo.

C. SIDEBOTTOM on 22nd May last. He joined the Company in 1918 and retired in 1954. He was then in charge of the Stock Department in which he had served for many years.

F. MURDOCH, ex-electrician died on 3rd July, 1963. He had served from 1910 to 1952.

H. SCOTT, died on June 9th while in service as Butcher. He had served since April, 1953.

W. KILBRIDE, Chef, died whilst in service in July last. He had been with us since April, 1939.

B. R. TYLER, Assistant Engineer, died on 19th July last whilst in service. He had joined in June, 1959.

T. J. GRAHAM, Boilermaker, died on August 6th in service. He had served since June, 1936.

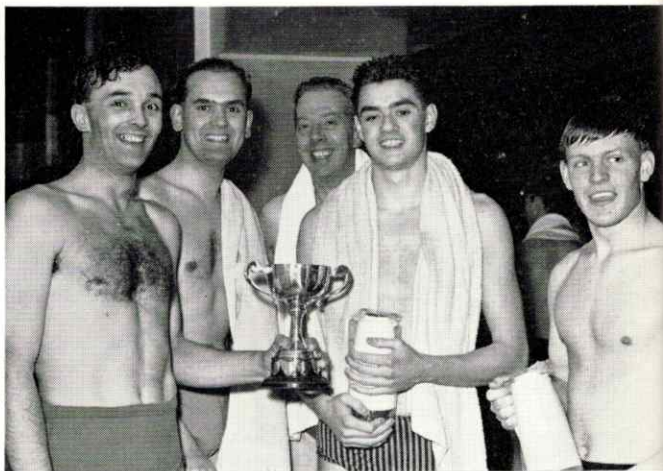
W. R. GASS, Chef, died on October 8th. He joined in August, 1925 and retired through ill-health in November, 1953.

We hear from Australia of the death of JAMES HOGARTH who retired from the Orient Line in 1947. He had been appointed Stores Superintendent in 1913 after a number of years as Purser. During the next thirty-three years he played a great part in controlling the supply of stores to Orient Line vessels and in building up a high reputation for the standard of meals at sea. Born in Scotland in 1882, he died in hospital at Gibraltar on August 3rd this year.

During the First World War he had served with the Royal Australian Navy and was present at the capture of German New Guinea.

PANDOR SWIMMING CLUB

Pictures from the London Shipping Amateur Swimming Association Gala. We finished in Second Place after the Tendimus Club (British & Commonwealth).



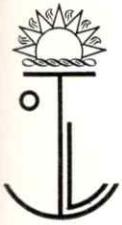
Names left to right: Spiller, Piercy, Holroyd.



Miss Osborn receiving the Ladies Diving Championship Cup from Mr. Dawes.

Mixed Medley Team Race, Bucknall Cup





PANDOR CLUB



Mr. C. Crispin receives a cup from Sir Donald Anderson.

PANDOR HORTICULTURAL SOCIETY

Our third office show took place in the Staff Room on the 9th September, and whilst the number of exhibits was less than last year, it proved nevertheless to be a success. We were especially pleased with those ladies who contributed towards the domestic sections, and provided some extremely good cakes, sponges, jams and the like.

The colourful floral items made the room look bright and cheerful and those entries were of a very high standard.

The Club was greatly indebted to the judges, Mrs. W. M. L. Escombe who carefully selected the best entries in the floral art sections, and Mr. Shaw and Mr. Starnes who dealt with the vegetables and flowers; the Superintendent Chef, W. Hall, judged the domestic section. They all did so efficiently and we should like to take this opportunity of thanking them again for their help.

The Chairman, Sir Donald Anderson, was good enough to present the prizes.

A list of the 1st prize winners is shown hereunder:—

Section A: Vegetables

	Class
B. Grogan	1 Potatoes, kidney
	2 Potatoes, round
W. N. Corder	3 Runner Beans
	4 Carrots, Stump
	5 Carrots, long
	10 Tomatoes (outdoors)
	16 Cabbage
	17 Leeks
W. G. Fry	6 Onions
	8 Beetroots
K. Reynolds	9 Cucumber
	10 Marrow
D. F. Griffin	11 Tomatoes (grown under glass)
T. J. Coope	12 Shallots
W. E. Harris	18 Lettuce

Section B: Fruit

A. S. McGillivray	20 Apples, culinary
A. J. Squires	21 Apples, dessert
C. Dasnieres	22 Pears
Mrs. G. Whale	23 Blackberries

Section C: Flowers

	Class
E. F. G. Darling	26 Dahlias, Dec. Medium (joint prize)
	25 Dahlias, Dec., Large
	31 Dahlias, Pom Pom, Large
	33 Dahlias, Any variety
A. S. McGillivray	26 Dahlias, Dec., Medium (joint prize)
	38 Asters
C. D. Crispin	27 Dahlias, Dec., Small
	29 Dahlias, Cactus, Medium
	34 Dahlias, Vase, for effect
	45 Rose, 1 bloom, any variety
	46 Rose, 3 blooms, same variety
	43 Rose, H.T., 1 bloom (except Peace)
A. J. Squires	28 Dahlias, Cactus, large
W. A. Smith	30 Dahlias, Cactus, small
	32 Dahlias, Pom Pom, small
	39 Annuals



Mrs. Trudgett receives her presentation from the chairman.

A. W. Mabey	35	Chrysanthemum, 3 blooms, 1 variety
	36	Chrysanthemum, 3 blooms, incurved
	37	Chrysanthemum, 3 blooms, reflexed
W. E. Harris	42	Michaelmas Daisies
K. Veness	44	Roses Floribunda
W. G. Fry	47	1 Pot Plant
	48	1 Pot Cactus or Succulent

Section D: Floral Arrangements

Miss J. Marsden	49	Arrangement, roses
Mrs. C. D. Crispin	50	Vase cut flowers arranged for effect
	52	Arrangement 7 blooms
	53	Arrangement flowers, table decoration
Mrs. H. J. Hammond	51	Miniature arrangement
	54	Small flower spray suitable for bridesmaid

Section E: Domestic Section

Mrs. D. R. Peters	68	Marmalade
Mrs. T. H. Selby	56	Victoria Jam Sponge
Mrs. K. Veness	57	Madeira Cake
	60	Mincemeat Tarts
	61	Plain scones
Mrs. W. E. Harris	62	Brown Wholemeal loaf
	69	Jar Chutney
Mrs. L. G. Lewis	63	1 bottle Fruit in water
Mrs. D. R. Trudgett	64	1 bottle Fruit in syrup
	66	Stone Fruit Jam
	70	Jar Pickles
Miss B. Stevens	71	1 bottle Home-made Wine
Miss J. Freeth	58	Plain Fruit Cake
	65	Soft Fruit Jam

Cups were awarded to the following for the highest aggregate marks:

W. N. Corder	Section A
C. D. Crispin	Section B
Mrs. C. D. Crispin	Section C
Mrs. T. R. Trudgett	Section D

Awards of merit were awarded for best items in each Section as follows:—

W. N. Corder	Section A
A. W. Mabey	Section B
C. D. Crispin	Section B
Mrs. C. D. Crispin	Section C
Mrs. K. Veness	Section D



Mrs. P. Crispin
with her cup.



Award to Mr. D. R. Peters.

GOLF

The Autumn Meeting of the London Shipowners' Golfing Society was held at the Finchley Golf Club on Wednesday, October 2nd, 1963 and attended by 62 players, 13 from the Pandor Club.

The Harmer Cup semi-finals and final were as usual the highlight of the day. It was felt by most people outside the N.Z.S. Co. (winners for the last six years) that the semi-final between P & O-Orient and British & Commonwealth would provide the eventual winner—a feeling justified by the results. Unfortunately, despite a great effort by D. K. Simpson and J. G. Davis who pulled up from 4 down with 8 to play to finish all square, J. K. McGrath and Lt.-Col. A. R. Kemsley had a bad start from which they were unable to recover and finished 4 down.

New Zealand S. Co. won their semi-final against Shaw Savill & Albion by the small margin of three holes during which their first pair were beaten, but in the afternoon final, British and Commonwealth, who, like ourselves, have been within an ace of winning in previous years, this time made no mistake and won by the convincing margin of 9 holes.

The other competitions, the singles bogey for the Glen Cup in the morning and the Royal Mail Stableford foursomes in the afternoon saw Pandor members well to the fore. From 46 players, L. E. Kimpton returned the best score (1 down) with M. J. Stone of Glen Line, but lost the 'sudden death' play-off in the evening. However, A. S. Wathen and J. G. Crawford went one better by winning the Royal Mail Cup from 54 other players with a score of 32 points, equal with three other pairs, but with the best return over the second nine holes. The best of the other Pandor Club members who returned good scores were H. S. Connolly 4 down in the singles and P. C. Cooper and A. B. Davy 31 pts. and J. K. McGrath and A. R. Kemsley, 30 pts. in the foursomes.

The President of the Society, Mr. F. E. Harmer, C.M.G. who was unable to find time to play in the competitions this year, kindly came along in the evening to present the trophies and prizes.

Letters to the Editor

Conway-Worcester-Pangbourne
Association of Hong Kong

P.O. Box 70,
Hong Kong,
27th June, 1963.

Dear Sir,

This Association has recently been formed in Hong Kong for the purpose of fostering social relations between past cadets and of holding an Annual Dinner.

I feel sure that past cadets serving in your Company, of whom there must be several, would be interested to know of our existence and I am writing to ask if you will assist us in reaching them.

I believe you publish a House Magazine and I should be most grateful if you could find space in it to make mention of the Association, about which I enclose a brochure. If you could arrange a permanent entry in the magazine, this, of course, would be admirable.

I do hope you will be able to assist.

Yours faithfully,
W. G. WOOLLAM,
Hon. Secretary.

We append further details—

- (1) The objects of the Association are to foster social relations between past cadets and to hold an Annual Dinner.
- (2) Close liaison is maintained with the three parent bodies in the United Kingdom.
- (3) Any enquiries will be welcome, either by the Hon. Secretary or by the Representative of your own Establishment.
- (4) If you know of any past cadets resident in, or based in Hong Kong, please let us know.
- (5) The Dinner, in 1963, was held on Monday, 15th July. Non residents of Hong Kong are *not* required to be members of the Association and seafaring past cadets are particularly welcome.



Damsel in distress

Baltic Exchange Chambers,
24 St. Mary Axe,
London, E.C.3.
23rd August, 1963.

Dear Sir,

In my early 20's during the month of July or thereabouts in 1912 I found myself Purser of the ill-fated *Egypt* ploughing her way through the Red Sea towards Bombay at a late hour on a very hot and sultry night.

It was a monsoon voyage, consequently there were very few passengers. Everything was very quiet, in fact all that could be heard was the swish of the water past the port holes, which were only a few feet above the water line as the Purser's cabin was on the main deck and one could feel more than hear the dull rhythmic thud of the propeller.

Just as I was about to turn in the silence was rent by a woman's piercing screams coming from a cabin not far removed from my own. Being young and romantic visions of rescuing some fair damsel in distress flashed before my eyes, and I gallantly tore to the rescue. I burst open the cabin door from where the screams were coming, caught my foot on the coaming, and fell on my face on the deck, picked myself up, glared round wildly prepared to do battle, when to my surprise, I could not see anything or anybody to do battle with.

What I did see however filled me with some confusion, because lying full length on a bunk was the bare form of a woman — her arm was fully extended grasping a book in her hand — her legs were wildly kicking in the air, her eyes were tightly closed and she was still screaming at the top of her voice.

Even the dullest of intellects have moments of inspiration, and I realised immediately that this was a situation which called for the attention of someone more capable than myself and I turned to dash out again but somewhat puzzled at the woman's behaviour, I glanced over my shoulder, and then it was I saw the cause of her distress. A flying fish had shot through the port hole, hit the wall of the cabin above her with considerable force, and the shattered remains had fallen on her bare bosom, where the tail of the fish was still feebly wagging.

The sequel of the incident was, that when I tried to leave the cabin again, I found I could not. I had burst open the cabin door with such violence that it had swung back and the lock had sprung, and it was not until a steward had procured a key that I was able to emerge, and when I did there was a reception committee of passengers and crew waiting for me, and their attitude was hostile indeed.

As for the fair damsel I had rescued in distress, such is the reward for virtue, she was very far from being pleased with me. Owing to the unlikely reason for my being in her cabin, as I had thrown the evidence through the porthole, she had to endure some very embarrassing badinage, and I was very pleased to see her going down the gangway at Bombay, because during the rest of the voyage, whenever her eyes fell upon me, I felt that if she could have got away with it she would have cheerfully cut my throat.

ASHLEY RANDALL.

'The Haven,'
21 Oakwood Avenue,
New Milton,
Hants.
16th August, 1963.

Dear Sir,

Further to my previous letter—the *Mongolia*, built 1903, and the first twin screw mail ship built for the Company, was commanded by Capt. Preston at that time. The *Candia*, also mentioned in my letter, was the Company's first twin screw steamer and first Cargo-only ship (no accommodation for passengers). The following were the Captain and officers on that voyage in 1910—(28.5.1910/6.11.1910)

Capt. W. R. F. Hickey
Chief Officer W. F. Cossey
2nd Officer H. L. Foster
3rd Officer T. R. Gray
4th Officer W. R. S. Harris
5th Officer C. V. Groves.

This C. V. Groves, who had no certificate at that time, left the Company at the end of this voyage and joined the Egyptian Police on six month's probation, left them at the end of that period and re-joined the P & O, still without a

certificate; became 5th Officer of the *Mongolia*, in which ship he appears in the Fleet List of May 1911. He got his 2nd Mate's certificate shortly after this and became 3rd Officer of the Transatlantic Liner *Californian* which figured so largely in the *Titanic* disaster. He was on watch from 8.0 p.m. to midnight and saw the *Titanic* pass whilst his ship was stopped amongst or close to the ice floes. Commander Boxhall R.N.R. lives in Christchurch near here, he was 4th on the *Titanic* and was sent away in the Accident Boat by Capt. Smith. He says Groves and the Donkeyman on *Californian* were the only two on that vessel who told the truth at the enquiry and he praises Groves very much. Capt. Groves, as he became, died last March and I understand he left papers which the M.M.S.A. are using in their enquiries to try and get Capt. Lord exonerated. There is a picture of Groves in a group of Capt. Lord and Officers in Lord's (no relation I understand) Book 'A Night to Remember,' and a reference is made to Groves having served previously in liners trading in eastern waters. I know Commander Boxhall very well, having met him several times in Bournemouth at the Meetings of the Association of Cape Horners, of which we are both members.

Yours sincerely,
RALPH HARRIS.



'Himalaya' 1897

We wonder if any of our readers can throw light on the carved stone which we reproduce here or on the figure sitting on the side. The inscription thereon refers to the *Himalaya* 1897 and on it appear the names of:—

Captain E. H. Gordon
D. G. Saunder (1st Mate)
H. A. Cottrell (2nd Mate)
R. W. Stevenson (Super 2nd)
F. W. Burgess (Purser)

R. D. R. Crofton-Atkins (Surgeon)
H. E. Hammett (Chief Engineer)
R. C. Forrest (2nd Engineer)
G. W. Westmorland (3rd Engineer)
J. E. Matthews (Super 3rd)
A. Sheffield (Electrician).

The design was by A. Hodgart and the Sculptor was H. A. Uebel, the Hydraulic Winchman.

Where is this stone and what does it commemorate?

GADET NEWS

From the 1st October this year, Cadets will have the pleasure and satisfaction of signing their own cheques for monthly allowances.

In the past, Cadet salaries have been paid at the end of the Indenture year, and monthly allowances of £10 have been made in the form of advances of pay. The object of this method was twofold. Firstly, that all Cadets received the same amount of money whilst in a ship, and secondly, it provided a built-in method of saving. The disadvantages, however, were tiresome, in that a Cadet on leave was sometimes forced to request a further advance of pay to see him through to the end of the month.

Payment by cheque will allow Cadets to manage their own affairs. Allowances whilst at sea will still be restricted—Cadets will only be allowed to draw £10 per month (£15 in their final year), but it will mean that a Cadet on leave will have all money due to him at his disposal, and will avoid the embarrassing situation of a request for an advance.

One word of warning—BOUNCING CHEQUES CAN BE EVEN MORE EMBARRASSING.

COMPENSATION FOR SUNDAYS AT SEA

It has been decided that Cadets should be paid compensation for Sundays at sea.

This payment, when added to the basic Indenture pay, allows a consolidated rate of £218 for the first year, £258 for the second year and £303 for the third year.

All Cadets have been informed of the increase by circular letter.

SECOND MATE'S CERTIFICATE

We congratulate the following Cadets who have recently obtained their Second Mate's Certificate and returned to the Company as Fourth Officers: A. R. F. Hudson, P. S. Austin, G. A. Stokoe, P. H. Plumridge, D. N. R. Morrison, M. J. M. Newberry.

NEW CADETS

We welcome the new Cadets who joined the Company in August this year. M. Beavington, Pangbourne; R. Coldham, King Edward VII; R. J. B. Collinson, H.M.S. 'Conway'; M. J. Derrick, Southampton University; G. T. Dickins, Southampton University; T. A. Dow, Pangbourne; G. R. W. Grove, Pangbourne; O. J. Howe, Reardon Smith; C. E. Burnell-Jones, H.M.S. 'Conway'; C. J. C. Johnston, Gordonstoun; D. P.

Montgomery, Southampton University; R. Myton, Southampton University; C. M. Parr, Reardon Smith; M. H. Hall-Thompson, Southampton University; R. P. Woodger, H.M.S. 'Conway'; I. Woollard, H. M. S. 'Worcester'.

MERCHANT NAVY TRAINING BOARD AWARDS

We congratulate the following Cadets who have obtained the Merchant Navy Training Board Certificate of Merit: B. H. Duckworth, T. M. Muir and R. de B. Riches.

RUGGER

Due to the fact that H.M.S. 'Conway' have moved into their new buildings at Anglesey this term, they have asked us if we will make our annual visit to them in the Spring of 1964.

M.A.R.

Cadets E. R. J. Clayton, W. M. Douglas, M. S. Frost and P. M. Scott-Turner entered the School of Navigation, Southampton University, for the Autumn term of M.A.R.

REPORT ON THE FIRST MID-APPRENTICESHIP RELEASE COURSE AT THE UNIVERSITY OF SOUTHAMPTON, SCHOOL OF NAVIGATION

'This course was bound to succeed from the word "go". Apart from a few uncertain weeks at the beginning when everybody was new to the routine of how it would run, including the Officers and Lecturers, I thought the whole show got off to a flying start.

'Even so, I don't think it would have progressed had it not been for the complete liaison between the Officers of the School and the Students.

'Had it been an ordinary Mid-Apprenticeship Release Course, which concentrates solely on improving the individual's academic ability, the job would have been so easy in comparison. But this course was unique, and still is of course, in that for a change, academic repetition has been left as a secondary consideration. Those who inaugurated the course were men with an up today attitude on this all-important matter—the education of the Merchant Officer as a professional man, and also as one who can be regarded with respect in all circles because his knowledge does not confine itself to the limits of his profession.

'We lived in an atmosphere of almost complete freedom, which can be very dangerous to young men who can recognise a lazy time when they come across one. However, I found that because of this state of affairs, the work I did, and also the work that the other fellows did, seemed to benefit from this freedom. In other words, because of this lack of supervision, I feel that a great deal more was accomplished with respect to all our activities because it was left to us to do. There is a trap here, of course; we all knew before we came on the course, that there would be no examinations in anything. The first reaction to this was very favourable, in the way that I thought, "Well, here is a good chance to have a holiday ashore", and I am convinced that everyone who comes on this course feels the same

initially, but if they have any backbone at all, they will also feel an almost compelling urge to work; not for the reason of doing a routine night's homework for something which has been set, but for the simple fact of self-satisfaction, which was so evident throughout the course with the majority of students. It was good to know that someone was interested in our welfare and future as Officers, and not in our prowess with a chipping hammer.

'In order to cover extensively the subjects which we touched while on the course, we would have to be there about three years I would think. But after all, that is not the point. We briefly studied a wide variety of extra-curricular matters, but we obtained a new outlook on matters of this sort. Speaking personally, I did find a particular interest in all that we did, but what I consider most valuable, is the fact that I didn't find anything in the slightest way boring. I covered new subjects which interested me very much, and in which I am maintaining an increasing contact. I am learning German in a more sensible way now, having been guided along the right path while on M.A.R.

'The course can only do so much however. It can clear away the cobwebs and introduce you to a tremendous amount of interesting subjects. It can give you freedom in picking those which you are most interested in. In short, it can make an entirely different person out of you, if you want it to. The final end product of the M.A.R. Course at Southampton is not a product of the School, because they only do half the battle, the rest, and most important part, is done by the student himself.

'After the course I feel so much more self-responsible, because I was given the opportunity to think and act my life, not the way I wanted to, but the way I knew I should. My self-discipline has become tighter, simply because no-one was doing my thinking for me. I suppose you could say that this is maturity, but where could I have gone, but for this jogging of mind at the M.A.R. Course.

'I think it is an invaluable course, full of interest and new subjects, and doing a wonderful job to boost the morale of Merchant Service Officers, and of those who come into contact with them. I thoroughly enjoyed it, and regard it as one of the finest experiences a young man could go through.'

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Visitors from Overseas

We were particularly glad to welcome—if only for a very short flying visit—Mr. N. T. Blackwell, Staff Superintendent Sydney, from the 13th to 23rd August.

B. L. Francis from the Passage Department, Sydney, arrived in April and returned home in *Oriana* 13th August.

S. G. Richards, Assistant Passenger Manager, Perth, arrived at the end of May and left again in *Himalaya* 1st September.

O. Etty of the Freight Deptmt, Melbourne, arrived in June in *Strathmore*, is now on leave on the continent and is sailing home in *Canberra* which he will join at Naples 24th November.

J. D. Cooper, Berthing Supervisor from Sydney arrived in August and returns home in *Arcadia* 9th November.

THE OILY BOYS

It's time you knew, you cargo types,
What goes in, around and up those pipes.
Now let's suppose for argument's sake
You arrive in Utopia, owned by a Sheik.
There's a plan, yes a plan, of subtle intrigue
Designed by the Mate as a wicked fatigue.
It took hours of figures, experience and know,
To tell you what's coming and where it's to go.
And of this, to be sure, you'll most certainly hear
For of course, as ever, it's perfectly clear.

Kero's up one, through three, into eight.
Mogas up two, at a furious rate.
To you, I suppose, 'tis very confounding,
But really, you know, not so astounding.
One is the pipe on that very hot deck;
Three the pump, eight the tank but must check!
And this you should do with awful care,
Down, down to the pumphoom, stair by stair.
And there they stand in the heat and smell,
Pumps and pipes in a fairy dell.

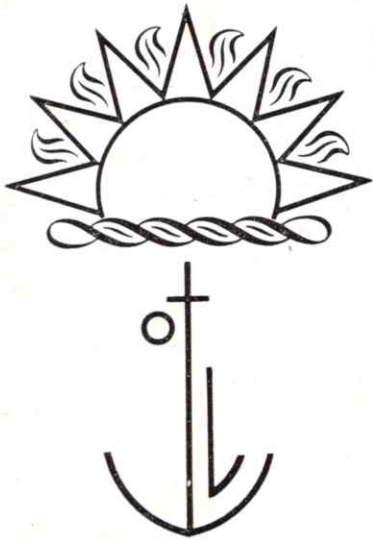
And that's not all; there are valves you know;
Masters and crossovers, row after row;
Grouped unending in a mirage descending
O'er which in bending, your muscles you're rending.
But to those who toil, a respite is soothing,
Whilst far down below the spirit is moving.
You're not the apprentice of a sorcerer old,
You're the magician with a nerve of cunning and cold;
A tape measure mind who cannot abide
The treacherous rise of that stealthy tide,
Which reflects your face as you fathom its gloom,
Which allowed its freedom demands your doom.

Now 'tis rumoured wide that we've swords on hip —
It's true! How else could we take a dip?
To control the depth you have the power,
Misjudged, you're soaked in a drenching shower.
So turning a valve with a motion fast,
This volatile spirit exhales its last.
Not one, but many a tank you seal
And wearied thus in oil fumes reel.

So the game is up; the Mates have won!
'Bless their cotton socks! Well done!
Thus, *Mantua*, with eight-foot freeboard squat —
What's that you say? She looks like what?
But before you cargo types start jeering
Just think awhile when you see us peering
At you, poor souls, in all that heat
And us, so cool, white laundered, neat.

JASRO.

(Kero is Kerosene, and Mogas the trade name for motor gasoline).



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.