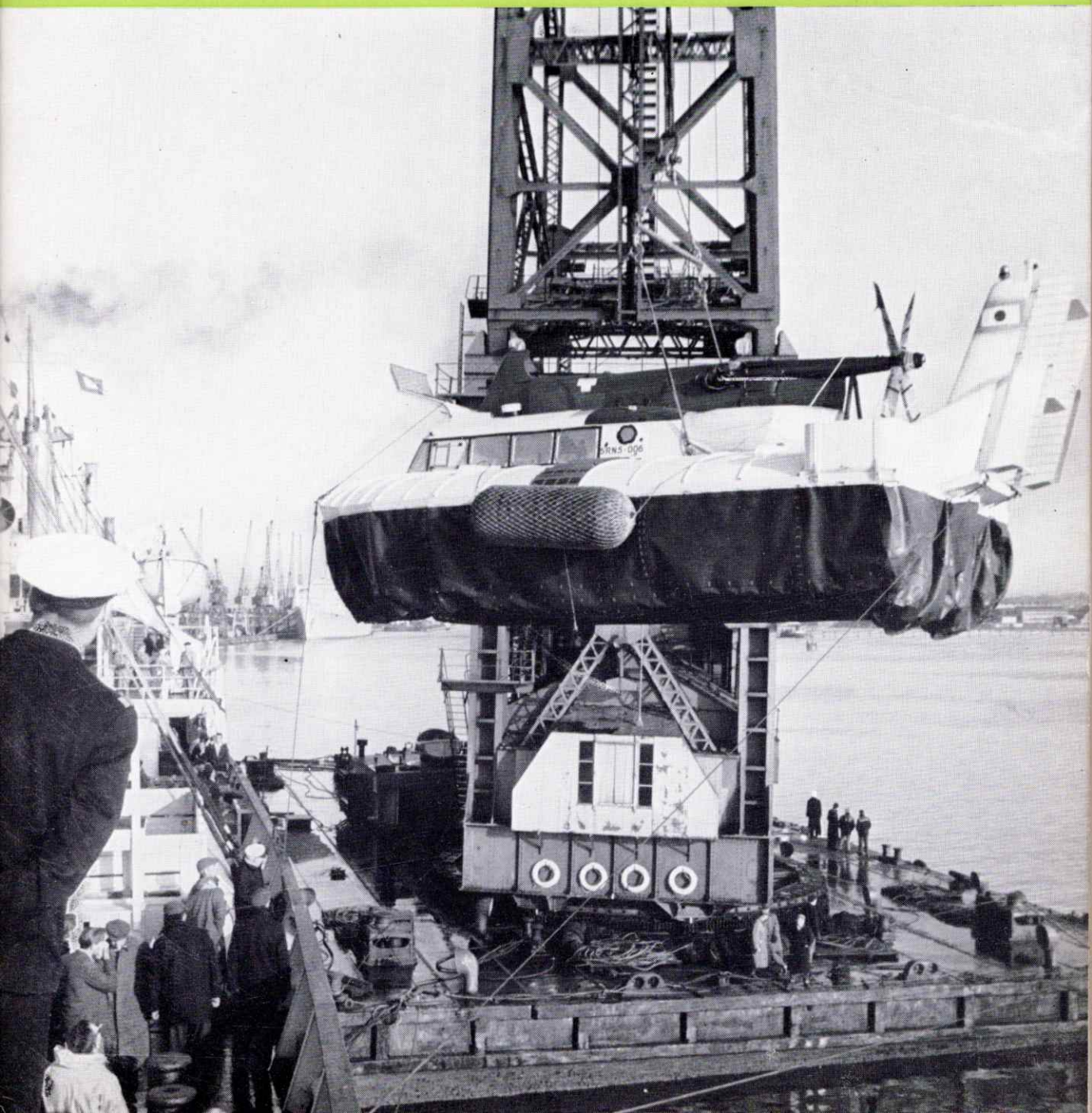




# About Ourselves No 17-1965



# About Ourselves



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The first Hovercraft to be exported to Japan — a Westland S.R.N.5 — being loaded as deck cargo on board the 8,925 ton P & O-Orient cargo ship *Surat* at Southampton, 15th January, 1965.

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## Chairman's Page

We are bombarded on the radio daily (which doesn't matter as we are not listening) and nightly (which does if we are) by the Government and the Opposition in turn with exhortations, accusations, refutations and excuses about the economic state of the country. It seems to me that Lord Plowden, in a speech he made to the F.B.I. the other day, hit the nail on the head, whereas the politicians seem usually to be hitting their thumb. He stressed the fact that we must choose what we want, because we cannot have everything, and surely in today's circumstances this is the point.

In arranging one's own affairs satisfactorily, it is necessary to choose between alternatives. Either you can re-do the kitchen with streamlined cupboards and every labour-saving device, or you can make the bathroom look more like a film star's and less like a municipal wash-house. But you can't afford both. You must choose. Either you can buy a motor mower, or you can buy a radiogram, but you must choose. Either you can have a new suit, or your wife can have a new coat. In this case you have no choice, but the choice is made all the same.

It is just the same with the country. Either we can have what is politically attractive, or we can have what is economically sound. Either we can increase welfare services, or we can maintain expenditure on defence. Either we can strengthen the foundations of our economy, or we can decorate the superstructure with prestige projects. And overall, either we can have a peaceful life, with little or no economic growth, or we can have a troublesome and disturbing one, full of enforced change, but one which will result in economic growth. But we cannot have both of any of these alternatives. We must choose. And that is the cause of our economic troubles. We demand both. We refuse to choose. We shall get into deeper and deeper water until we do choose. And surely this is in itself something like a definition of a man at the head of anything—particularly of Government—that he has to make the choices which no one else will, or can.

If we apply this to our own business, the most pervasive choice is between peace and growth. This is constantly cropping up, but not always recognised of course. Growth means change. Change means bother, trouble, new ways. But that is what we in our business must keep on choosing, no less than the nation in its, if we are not to settle back into a peaceful decline. Businesses and nations don't have to decline just because they are old. But they do, unless they have the strength of mind to make these choices.

*D. F. Anderson*

# THE TRAVEL AGENT

During a voyage passengers often ask about future bookings or how to get information when at home. Of course the Company's Passenger Offices are always happy to help. But in many cases it is more convenient for them to be referred to their local travel agent, who acts as our representative. If misleading or possibly inaccurate information is given about his functions, this can be a considerable source of embarrassment to us—particularly as, because of increasing competition on nearly all our passenger services, we are doing more than ever before to persuade him to book his clients with us in preference to, say, a rival line or competitive type of holiday. We do, in fact, genuinely try to treat the travel agent as part of our sales force—which is, of course, what he is.

In order then, that all members of the ship's company can more fully understand how a travel agent fits into our 'selling' network, the following article might help clarify and explain the important role that he plays on our behalf.

First, out of the many thousands of travel agencies that operate throughout the length and breadth of the U.K. we have appointed about 1,100 to act as selling agents for our services. (Many are, of course, multiple agents such as Cook's, Frames Tours, etc.) Those selected to hold our appointment are carefully vetted,

and in doing this it may interest you to know the various yardsticks that we use:—

#### *General appearance and staffing of office*

A shoddy looking office with poor quality staff is not likely to attract worthwhile business.

#### *Financial stability*

If a travel agent becomes insolvent, the companies for whom he acts as agents are likely to suffer the most financial loss.

#### *Geographical location*

It can be wasteful to have too many sales outlets in the same area. If, for instance, we already have two appointed agents in a town the size of Winchester, it is doubtful if we would benefit much by appointing a third agent.

#### *Promotional possibilities*

An agent who comes up with ideas to attract new business is to be very much encouraged. For instance, the arranging of inclusive tours using our ships for all or part of the journey, particularly at off-season periods.

A travel agent does not receive a fee or retainer for his services, but works on a commission basis. The rate currently paid in this country is 7%. To give an example. If, say, Thomas Cook & Son Ltd., of York, book a couple on a cruise for which the total fare is £200, then we will pay them £14 commission (i.e. 7% of £200). Primarily this commission is paid on account of the business that has been introduced to us. We would, of course, expect the agent to service his client by helping him with his subsidiary arrangements (rail tickets, baggage forwarding, etc.) and generally answer questions and offer advice. The travel agency business is itself competitive so it is very much in the agent's interest to give his client good service. Whereas it is certainly a help if an agent can take this kind of load off our own shoulders, this is not (as is often assumed) the main reason for our paying commission.

#### **TWO THIRDS**

It has already been mentioned that an agent is looked upon as part of our sales force—a very important part in point of fact, considering that in the U.K. some TWO-THIRDS of all our passenger bookings come

*A Travel Agents' conference being addressed by Mr. A. M. Stirling, General Passenger Manager, on board Arcadia. Also on the speakers' panel are (l to r), Messrs. P. R. Wise (Agency Sales Manager), E. W. Vowles (Passenger Sales Manager), H. F. Jackson (Advertising Manager), W. Read (Cruising Manager) and P. Thomas (Public Relations Executive).*



through this source. Consequently much effort is made to keep our appointed agents advised of any changes that may occur in, say, the Company's fare structure, alterations to sailing dates, voyages or cruises with perhaps a lot of vacancies which need more sales effort, and so on. On top of this we supply them regularly with copies of our sailings lists and brochures, and, as they are often our shop window as well, window displays and other publicity material are sent to them at frequent intervals by our Advertising Department. To maintain the 'personal' touch, a sales representative from the Passenger Department will call on each agent from time to time so as to stimulate greater interest in our services, and generally to promote good relations.

Unlike most salesmen, ours cannot take samples of our wares around in their briefcase! However, it is most important that the travel agent should know something of the kind of ships we operate, and the type of amenities we offer on board, if they are to sell our services effectively and with confidence. For this reason, wherever an opportunity occurs, we invite parties of selected agents either to see over a ship at Tilbury or Southampton, or perhaps to do a coastal voyage to or from Rotterdam in *Cathay* or *Chitral*, or if a cruise is likely to sail with some vacant accommodation, to sample the pleasures of a cruising holiday as provided by ourselves. It is always appreciated that on occasions commitments of the former kinds can throw an extra heavy burden on a ship during the turn-round period, and for this reason such functions are not so numerous as perhaps we would like. It is nevertheless most encouraging to note that when a travel agent has sampled at first hand the amenities of our passenger fleet, much enthusiasm is generated, even to the extent of extra bookings materializing. There is no doubt that our best advertisements are our ships themselves so it goes without saying that the more our travel agency friends can be made to feel at home and shown around whilst travelling with us, either on holiday or as tour party conductors, the better the benefit that will accrue.

#### FIRST COME . . .

The feeling often prevails that as far as priority of booking is concerned, a prospective passenger stands

*After the business meetings of the conference are over, travel agents and their wives enjoy a typical evening at sea.*



*Parties of travel agents from countries where P & O is not well known are invited for short familiarisation cruises. Here two parties—one Swiss, the other Dutch—are pictured during a voyage from Naples to Southampton on Canberra.*



a better chance by either writing to, or calling in at, our Passenger Office in Cockspur Street. This is a fallacy, and the impression has no doubt got around on account of the entertainment business where the more important theatre agencies are allocated small blocks of seats by each theatre management. This allotment method does not apply at all with our local travel agents, so it is immaterial if a prospective passenger applies to us direct for an offer of accommodation or through one of our appointed travel agents. Cabins are always offered out in date order and no other.

It is, therefore, entirely wrong and misleading to suggest to a passenger making an enquiry on board, that he or she stands a better chance of getting what is wanted by approaching our Cockspur Street office direct rather than going to a travel agent. Unfortunately, from time to time we have been criticised for misleading passengers on this point, and when travel agents get to hear of it they are justifiably upset. This we obviously do not want to happen, and if too many cases occurred, agents would soon come to mistrust our business ethics and, indeed, goodwill. The remark that we treat our agents as part of our sales force is made in all sincerity, and we want it to stay that way.

In writing this article we have primarily had U.K. agents in mind. However, in other parts of the world, particularly Australasia where competition is very fierce, and North America, where we are geared to heavy and expensive promotional activities, we are equally dependent on the goodwill of our travel agency supporters.

Latterly, there has been a world-wide tendency for prospective passengers to use the services of a local travel agent rather than approach the carrying company direct. (Last year, for example, the volume of business coming through travel agencies for our U.K. cruise programme went up by nearly 3% over 1963.) It is, therefore, becoming increasingly important that none of us should give out incorrect information that could be prejudicial to the good relations that now exist.

A. M. STIRLING

(General Passenger Manager)

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## We Hear That

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### WILL DIVERS SOLVE 49 YEAR OLD MYSTERY?

An advertisement recently appeared in *Lloyd's List* inviting offers for the purchase of material recovered from *Maloja*, sunk off Dover in 1916. Items salvaged include three and a half tons of mixed non-ferrous scrap metal, mainly pipes and brass flanges.

What a contrast to the proud ship that sailed from Dover on 24th February, 1916, with 411 passengers and crew!

When she was less than a mile off shore, with women and children watching the swiftly receding white cliffs, there was a sudden explosion. The liner was seriously damaged on the starboard side and began shipping water.

Taking in the situation, the master turned the ship's bows towards the cliff and signalled for the engines to go astern. When he thought the ship had lost enough speed for the lifeboats to be lowered he gave a further order . . . stop engines.

But that order never reached the engine room. The ship continued going astern towards the cliffs, dragging and swamping nearly all the lifeboats. Then she listed and sank.

Of the 411 on board, only 155 were saved.

The cause of the explosion has been a mystery ever since. Was it a torpedo? Or a mine? Or perhaps a bomb planted on the ship before she sailed?

As salvaging continues, the divers may discover the answer.

### BROTHERS TO VISIT PREMIER

Sir William Lawther, J.P., former Chairman of the T.U.C., and President, N.U.M., took his brother, Mr. H. R. Lawther, for the 'holiday of a lifetime' when he sailed for Sydney via Panama and the N.W. coast of America on *Oronsay* recently.

Sir William was going to Australia to look up old friends and work-mates who had emigrated from County Durham.

Mr. Lawther, a bus driver and conductor for 23 years before becoming a labourer at the N.C.B. area workshop at Leadgate, Co. Durham, 13 years ago, lives with his wife May in Unsworth Terrace, Consett, Co. Durham. For the last 20 years they had spent their annual holiday together in Blackpool.

This time Mrs. Lawther stays at home to 'keep the home fires burning'. She does not mind this at all because 'I will hear all about it when they get back'.

Among the friends the brothers will visit is Australian Premier Sir Robert Menzies. 'I have a standing invitation to call on him any time I am down under,' said Sir William, 'So we will do so.'

They were due to return in *Orsova* in March.



### HIMALAYAN HONEYMOON

Australian Olympic athletes Peter and Marilyn Vassella are pictured (above) on *Himalaya* on arrival in London on February 3rd. Married in Sydney the day before the ship sailed, they are spending a 12 month working holiday in Britain and Europe.

As Marilyn Black, Mrs. Vassella won a Bronze Medal in the Women's 200 Metres at Tokyo, and Peter Vassella was a finalist in the Men's 400 Metres.

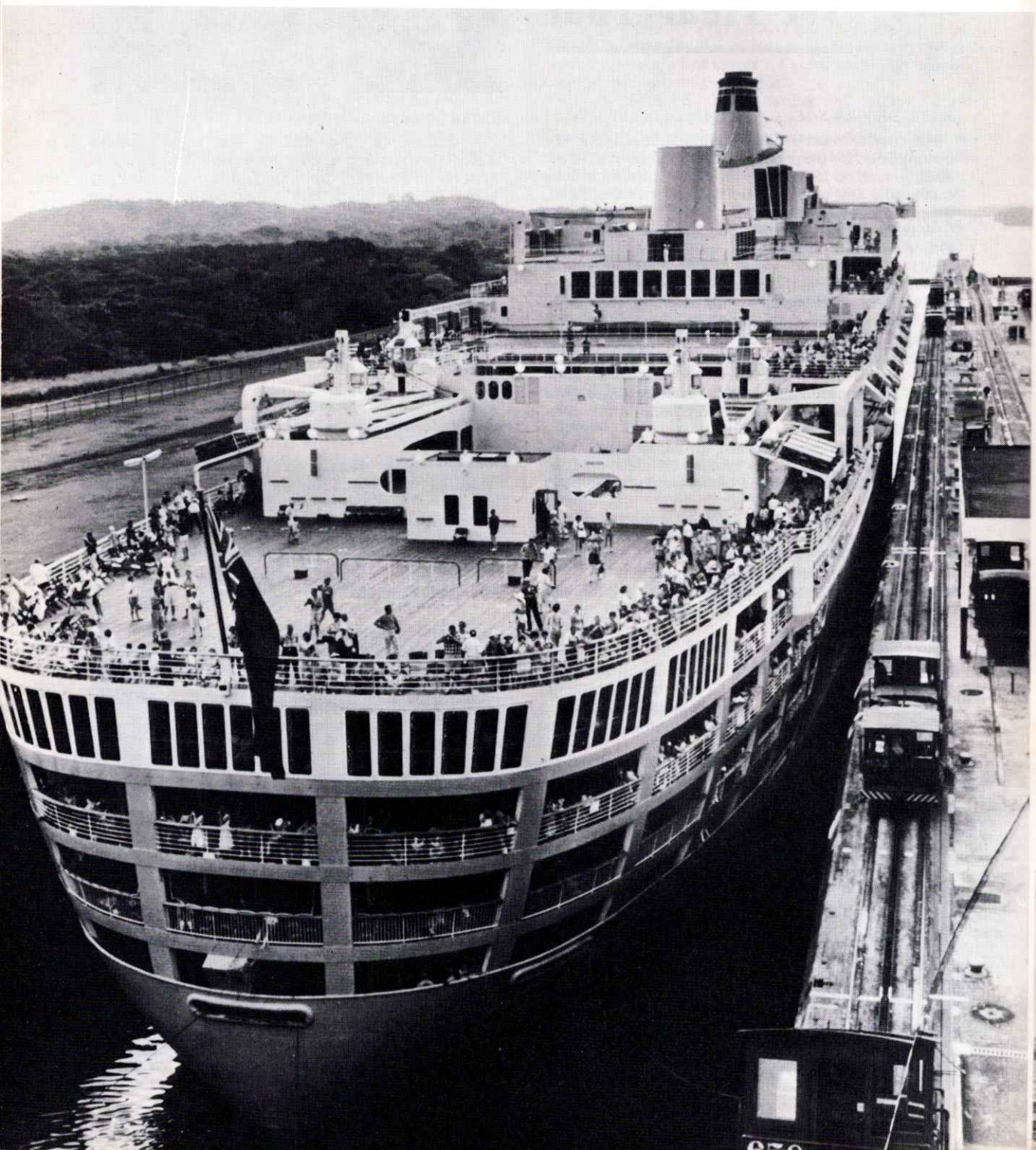
Marilyn Vassella arrived well prepared for English winter in a full length kangaroo coat. However, during her stay here she hopes to change into running togs a few times and join her husband in competing at some athletic meetings.

### TRAVEL AGENTS STUDY CARIBBEAN TOURS OPPORTUNITIES

Off to sunny Nassau on Thursday, January 21st, sailed 28 travel agents and their wives. They travelled as guests of the Company in the 28,000 ton liner *Oronsay*, which arrived in the Bahamas on January 31st. The agents were invited on the trip to study opportunities for inclusive tours in the Caribbean area made possible by the Company's increased Panama programme. A group of them is pictured below on arrival on *Oronsay*.



# Ship News





**'HIMALAYA'**—*Sweet sounds over the water*

Staff Captain A. H. W. Dallas has achieved fame in the Australian press as the player of a one string bush bass. This instrument, made out of a milk can and an 'A' string from a 'cello, produces interesting sounds which would approximate to music if the right sequence of notes could be struck. We understand that despite many tempting offers to join jazz groups, give virtuoso performances at concerts and to give evening recitals at substantial fees, Captain Dallas has decided to remain in the service of the P & O-Orient Company.



**'ORIANA'** A hat fashion show was held on Oriana at Yokohama this October during her stay at the port on the Olympic Games Cruise from Australia. It was organized by the Ladies Committee of the local Missions to Seamen. Funds raised were used to buy Christmas presents for visiting seamen. European ladies living in the vicinity modelled the hats.

**'ORIANA'**—*A near thing*  
Oriana slips through the Panama Canal with only a few feet to spare. This year she is making two east-bound and one westbound voyages through the canal.

**'ORIANA'** Captain J. W. Terry presents the Oriana Darts Trophy to First Class Waiter T. Flynn, Captain of the winning team. The other members of the team are (left to right) B. Dyble, Wine Steward; G. Lang, B.R.S.; and D. McMenamin.



**'SOUDAN'**—*Experimental hovercraft*

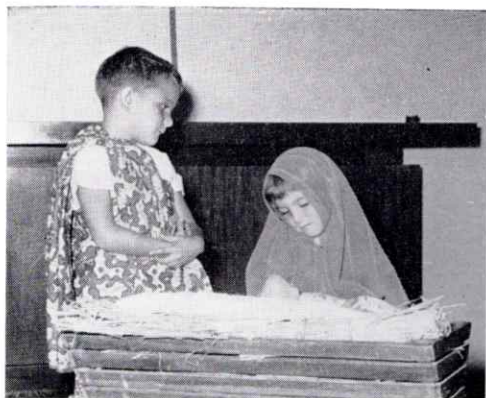
The first Hovercraft delivered to the Army was recently shipped as deck cargo on board the 9,079 ton P & O-Orient cargo ship *Soudan* to Singapore where she is being used for experiments in jungle warfare.



#### 'ORIANA'—Master Mariners

For the first time the Southampton Master Mariners' Club chose *Oriana* for their annual dinner last year. It was held on board on Friday, 18th December, 1964.

*Photo shows:* Top table at lunch with (going clockwise from the bottom), Viscount Simon, C.M.G., Chairman, Port of London Authority, Captain A. A. Martin, R.N.R. (ret'd.), Captain, Southampton, Master Mariners' Club, Mr. Hugh Park, Q.C., Recorder of Southampton, Commodore C. Edgecombe, Captain, *Oriana*, Ald. Haskell, Sheriff of Southampton, Captain C. E. Cowell, Director, P & O—Orient Lines and W. E. Luke, Esq., Chairman, Industries Ltd.



*Cathay's Christmastime Nativity Play*

#### 'CATHAY'—Celebrating Christmas

In common with many other Company ships the Christmas Festivities passed off gaily and successfully. The general atmosphere was encouraged by the fact that *Cathay* was U.K.-bound and already in the Mediterranean, so passengers were happily disposed.

Christmassy music emerged from the broadcasting

system, carols and songs, with 'Messiah' and the 'Festival of Nine Lessons and Carols' as highlights. The latter most moving and very popular. On a different plane a concert of carols and songs in the café was a huge success.

On Christmas Eve the ship staged a Nativity Play, well rehearsed by the Hostess, Miss P. M. Pinhey. The children, who were quite wicked normally, actually behaved like angels and none forgot their lines. The photo below shows Joseph and Mary with the infant and the crib. Audience participation was *de rigueur* and all responded well.

Father Christmas eventually caught up with *Cathay* between Stromboli and Naples. Suddenly, with a puff of smoke, he appeared from the bottom of the funnel, a little nervous in a strong cross wind, but red, bearded and glowing! Six 'reindeer' pulled him at alarming speed round 'A' Deck, pursued by children and parents, and the whole lot ended up in a jolly jumble of presents in the Neptune Room.

Father Christmas even gave himself a present which was round and bottle shaped but well wrapped . . . .

All in all a good Christmas time. No washing-up for the parents, endless parties and presents for the children and a really happy time for Officers and Crew.

#### 'IBERIA'—Fair Exchange

*Iberia* recently landed a couple of stowaways from Auckland at Suva. Hardly had she sailed, however, when another unexpected passenger was discovered—a stevedore from Suva who had overslept in one of the hatches!

#### 'BALRANALD'—'Z' Cars at the docks

Scenes for 'Z Cars', the popular B.B.C. TV police thriller series, were filmed on *Balranald* at King George V Docks recently. *Balranald* had just been handed over by B.I. (she was the *Nyanza* beforehand), and she was getting ready for her first voyage under the P & O flag.

Filming was on the night of November 23rd, as the action took place at night when the docks were still and quiet. But judging by the blaze of light with which the B.B.C. flooded both the ship and a large section of the quayside one would hardly have thought so!

The scenes filmed were of a 'Z-car' racing up to the ship, two policemen jumping out and dashing up the gangplank to arrest a coloured seaman and a girl on board. The seaman was kidnapping the girl. However, when the episode was broadcast on New Year's Eve on B.B.C.1, there was a happy ending.

#### 'CANBERRA'—Collection for 'her' school

Officers and crew of *Canberra* have for some time been collecting foreign stamps and coins for the Lord Mayor Treloar College for physically handicapped boys, at Alton, Hants. The school, which 'adopted' *Canberra* under the British Ship Adoption Society's scheme for closer contacts between schools and ships, now reports that its collection of both is 'becoming quite extensive' as a result.

Another collection *Canberra* is making for her school is a financial one to endow an annual 'Canberra Prize'

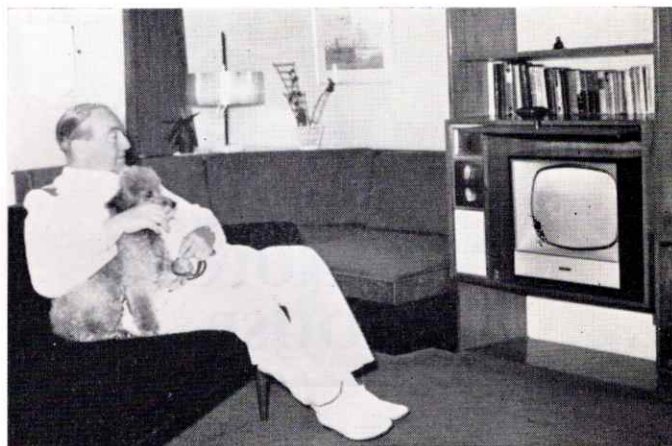
Under the guidance of Commodore J. L. Dunkley a substantial sum has already been collected, although as yet the exact nature and purpose of the prize have not been decided.

**'ORCADES'**—*The Frog and Cook*

A very successful private enterprise bar has been started on *Orcades*. Called the 'Frog and Cook' it was the brainchild of Purser E. L. French (alias 'Froggie') and Chief Officer R. D. Cookman (otherwise known as 'Cook'). Hence the name *à la* capitalist personality cult.

The 'Frog and Cook' is in what used to be the Tourist Class Smoke Room. Every evening it serves draught beer and light refreshments, including pickled onions, cheese, pigs' trotters and fish and chips in old newspapers.

A piano has also been installed for communal sing-songs.



*Captain Vickers and 'Clippy'.*

**'CANBERRA'**—*Captain keeps the Dog Watch*

Special cargo on *Canberra*, leaving Southampton on 24th November last, was this poodle, 'Clippy', belonging to Lady Harrison, wife of the retired Australian High Commissioner in London, Sir Eric Harrison. Clippy, who was the first dog ever to travel in *Canberra*, is seen here watching television with Captain W. B. Vickers.

We understand that in true feminine fashion she was more interested in her reflection on the screen than in the programme.

**'CANBERRA'**—*Little Brothers*

The second party of 'Little Brothers' to go to Australia this year, this group of 15 were shown over *Canberra's* Bridge by Commodore J. L. Dunkley before departure on 1st February. Under the sponsorship of the Big Brother Movement, the boys will be found jobs of their choice in Australia, and the movement acts as their guardian until they reach 21.

**'CANBERRA'**—*'Pinky and Perky'*

B.B.C. TV were given permission to film alongside *Canberra* during her November turn-round in order to obtain material for a programme in the 'Pinky and Perky' series. The programme was screened on Sunday afternoon, January 17th.

In it, the two piglet puppets were running away from the rigours of their weekly musical programme. After being thwarted in their attempts to investigate stories about Robin Hood in Sherwood Forest, they drove down to Southampton to escape to America where they hoped to investigate another legend, that of Davy Crockett.

What the silly porkers did not realise though, when they drove on *Canberra*, was that she was sailing to Australia that trip. Needless to say, the programme was the last in the current series!



*'Little Brothers' explore their ship.*

*Pinky and Perky with compère Jimmy Thompson.*



# THE BARD AND BEAUFORT HOUSE

More than 100 quotations from Shakespeare were sent in for this Competition announced in 'About Ourselves' No. 15. Although the number of entrants was disappointing, at least they were fairly evenly divided between Sea and Shore Staff, with City Office, *Arcadia*, *Himalaya*, Tankers *Quiloa* and *Maloja* (ex Chief Engineer) being represented.

Mr. R. L. Evans assisted by Mr. M. H. Bunting judged the entries which were all supplied to him with no clue as to the identity of the senders.

Mr. Evans considered the standard disappointingly low and felt that it was impossible to place quotations in any distinct order of priority. He finally selected 22 which he placed in a higher category than the others. These were submitted by:

K. A. Moore (Conference Dept.)	...	7
L. E. Kimpton (Advertising Dept.)	...	6
D. W. Biggie (Import Freight)	...	3
Miss G. D. Hunter (Telephone Operator, <i>Arcadia</i> )	...	2
J. P. Bédaton (Radio Officer, <i>Quiloa</i> )	...	2
W. E. Harris (Stationery and Printing Department)	...	2

According to the rules of the competition prizes are awarded to the first three as follows:

K. A. Moore	...	£2	5s.	0d.
L. E. Kimpton	...	£1	15s.	0d.
D. W. Biggie	...	£1	0s.	0d.



*Wealth of Stewards*

Here are the 22 quotations:

## K. A. Moore

*Sir Donald Anderson, 18th November, 1963. '... They trade out of Liverpool, and we must leave them to Cunard.'*  
*'Beatles black, approach not near.'*

*Midsummer Night's Dream.*

## Member of Conference Department

*'He was wont to speak plain and to the purpose, like an honest man and a soldier; and now is he turned orthographer; his words are a very fantastical banquet, just so many strange dishes.'*

*Much Ado About Nothing.*

## Fleet Orders

*'That bloody book of law  
You shall yourself read in the bitter letter  
After your own sense.'*

*Othello.*

## Waiting-List Passengers

*'The rest have worn me out  
With several applications.'*

*All's Well That Ends Well.*

## Notice to Shippers

*'It is . . . the malady of not marking that I am troubled  
withal.'*

*Henry IV (2).*

## Freshfields

*'We single you  
As our best-moving fair solicitor.'*

*Love's Labour Lost.*

## L. E. Kimpton

### *Passengers queue for Passports*

*'What, will this line stretch out to the crack of doom.'*  
*Macbeth.*

### *Pandor Club seeks to spend its surplus funds*

*'Let's have one other gaudy night.'*

*Antony and Cleopatra.*

## H. F. Jackson

*'Yet doth he give us bold advertisement.'*

*Henry IV (1).*

### *Reluctant crew at end of leave*

*'I must aboard tomorrow  
O no no!'*

*Cymbeline.*

### *Call to potential P & O-Orient Passengers*

*'I would rather entreat thy company  
to see the wonders of the world abroad  
than living dully, sluggishly at home.'*

*Two Gentlemen of Verona.*

### *Leading Lady in Pandor Play 'Jane Steps Out'?*

*'It is a part that I shall blush in acting.'*

*Coriolanus.*

## D. W. Biggie

### *On the alleged wealth of stewards*

*'Tis said he gave unto his steward a mighty sum.'*

*Timon of Athens.*

### *Any Stockholder's Prayer*

*'God send 'em good shipping.'*

*Taming of the Shrew.*

*Imprecation of Jack Dash perhaps*  
'And see my wealthy Andrew docked in sand.'  
*Merchant of Venice.*

**Miss G. D. Hunter**  
*Stowaways*  
'Unbidden guests are often welcomest when they are gone.'  
*Henry VI(i).*

*Telephone Exchange*  
'I thank you for your voices, thank you, your most sweet voices.'  
*Coriolanus.*

**J. P. Bédaton**  
*One Deck Officer to another taking sights*  
'The fault, dear Brutus, is not in our stars, but in ourselves that we are underlings.'  
*Julius Caesar.*

*Deck Officer's comment on the Engineers*  
'Begrin'd with sweat, and smeared all.'  
*The Rape of Lucrece.*

**W. E. Harris**  
*Judge at Pandor Horticultural Show*  
'I pluck this pale and maiden blossom here giving my verdict on the white rose side.'

122—1964  
'The ruin speaks that sometime it was a worthy building.'

Of the other 80 quotations, these are some of the more noteworthy.  
*Stratford College*  
'He must be taught and trained and bid go forth.'  
*Julius Caesar.*

*How all members of the staff should feel*  
'To business that we love we rise betime and go to't with delight.'  
*Antony and Cleopatra.*

*Captain's cocktail parties*  
'I have room for six scotches more.'  
*Antony and Cleopatra.*

*The new computer*  
'Ask me what question thou canst possible and I will answer unpremeditated.'  
*Henry VI(i).*

*Pandor Play first night nerves?*  
'Like a dull actor I have forgot my part and I am out.'  
*Coriolanus.*

*Who posted the manifests by sea mail?*  
'What the import is, I know not yet.'  
*As You Like It.*

*When all our ships are Canberras and Orianas*  
'Unto Southampton do we shift our scene.'  
*Henry V.*

*Careful, Mr. Bennett*  
'Of that I have made a bold charter.'  
*All's Well That Ends Well.*

*Pandor Club Prayer?*  
'Heaven prosper our sport.'  
*Merry Wives of Windsor.*



*Superfluous folly*

*W.A.P. on Canberra after hard day's work*  
'Give me my robe, put on my crown; I have immortal longings in me.'  
*Antony and Cleopatra.*

*Captain eyeing junior officer leaving cocktail party with young lady*  
'Cold wisdom waiting on superfluous folly.'  
*All's Well That Ends Well.*

*Midnight Emergency Stations?*  
'Up from my cabin My sea-gown scarf'd about me Groped I . . .'  
*Hamlet.*

*Public Relations Officer to Secretary without*  
'Who is it in the press that calls on me?'  
*Julius Caesar.*

*New F.A.P. of complaining passenger*  
'Zounds! I was never so bethumped with words.'  
*King John.*

*Fourth Officer*  
'A wretched soul, bruised with adversity.'  
*The Comedy of Errors.*

The following were submitted for a similar Orient Line competition several years ago. None of these was sent in for this one, but might have qualified if they had been.

*Directors watching modern dancing at Pandor Club Dance at Lyceum*  
'Rich men look sad and ruffians dance and leap.'  
*Richard III.*

*Not much doing at Cockspur Street*  
'Fellows, stand fast, I see a passenger.'  
*Two Gentlemen of Verona.*

*Port Agent to Ship's Captain*  
'You come most carefully upon your hour.'  
*Hamlet.*

*The manager who disappears without saying where he is going*  
'We have been up and down to seek him.'  
*Merchant of Venice.*

*What we all hope to be told at the March Past*  
'I have better news in store for you than you expect.'  
*Merchant of Venice.*

*Members receive practical instruction in fire-fighting.*



*Members prepare to go carol singing to both passengers and Ship's Company on Christmas Eve. Money collected was given to an injured colleague.*



## THE FIRST

What is believed to be the first Junior Ratings Club on a ship at sea is flourishing on *Himalaya*. It started as the brainchild of the Welfare Leading Hand and reached fruition during *Himalaya's* outward voyage, leaving Tilbury on 29th November last.

The purpose of the Club is to give Junior Ratings something to do in their spare time and to raise funds for entertainment and outings in port. Subscription is two shillings per voyage, and there are presently 22 members. Recent outings have been to go swimming at Connell House in Singapore, and a day tour of the South Beaches in Sydney, culminating in a visit to the Cinerama film 'It's a Mad, Mad, Mad, Mad World'.

The Club's Chairman types and sends out a frightening number of circulars to all parts of the ship. One of his first ideas was a collection of foreign currency. All

cabins in the ship were circularised, and the total collected to date amounts to £22 worth. The money is then either converted into sterling or used by Club members themselves at ports of call.

Within the first six weeks of the Club's existence, members had already infiltrated *Himalaya's* Sports and Social Club, where for a nominal subscription they have access to such facilities as free use of football gear. Also, their photographer and his mate are present at all Smokes and Bingo Nights—which in fact are now being run by the Junior Ratings!

Christmas gave members ample opportunity to use their talents. They formed a choir, which gave a carol recital to passengers on Christmas Eve, and they produced a pantomime—Jack and the Beanstalk, P & O Fashion. Proceeds from the show were given to a member who broke his leg while playing football for the Club in Sydney.

Their personal pride can be seen in their model peaks\*, where, with the Staff Captain's backing, Club funds and their own handiwork, they have added such comforts as carpets, glasses, tables and couches. From Club funds they bought Craftmaster painting outfits and produce their own works of art to brighten their peaks still further. The competitive spirit is high, and in the near future a prize will be presented for the best peak.

In whatever free time they have left, members—who recently held a very successful Long Distance Tombola—are planning to run a Pilot Sweep, and they have formed a darts team which challenges all comers.

Despite all this, they still manage to work a full eight-hour day and to attend almost 100 per cent of the lectures for Junior Ratings. Their enthusiasm and achievements are heart-warming. They think it is a marvellous scheme, and so does everyone on the ship.

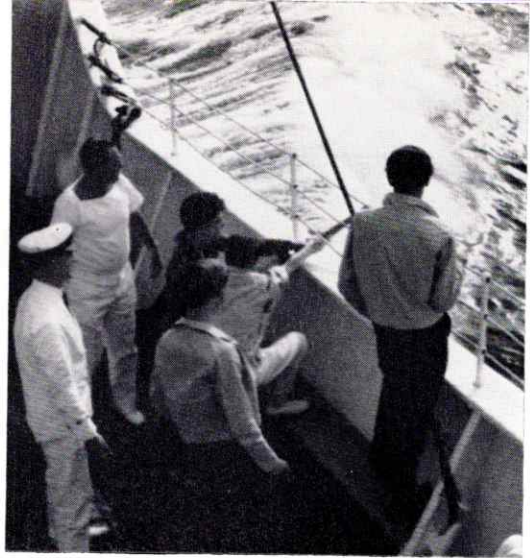
★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

**P.S. from 'Himalaya':** Why don't other ships start a Junior Ratings Club—even if they do run the risk of being overrun and organised by highly energetic teenagers, as we have? It's really worth it.

\* A 'peak', for the information of landlubbers, is a room, suite, or other accommodation on board ship.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

*Right: Junior Rating S. Bleak relaxes in his peak. The picture demonstrates the pride ratings take in brightening up their accommodation, with decorations, pictures, carpets, etc.*



*Fire-fighting drill.*



*Members are trained to use breathing masks to avoid being overcome by smoke.*



# BEECHING AXES THE P & O

Last September, Southern Region of British Railways announced the permanent withdrawal of locomotive No. 35006 *Peninsular & Oriental S.N. Co.* In this article HARRY BOYE discusses the main features of the controversial Merchant Navy class of locomotives, and their designer.



*Oliver V. S. Bulleid, C.B.E., designer of the 'Merchant Navy' class locomotives.*

An old favourite with the youngsters who, notebooks and pencils poised, wait at large railways stations and at vantage points along the track, was for many years a large green railway engine. Readers with homes in south-west London, or those travelling through Waterloo station — going, perhaps, to Southampton — may have noticed her for themselves. They may also have noticed the number 35006 painted on the cab sides. Further examination would have revealed a nameplate bearing the words PENINSULAR & ORIENTAL S.N. CO. surrounding the Company's flag, together with the description 'Merchant Navy Class'. How did it come about that a railway engine bore the name and colours of our Company?

To answer this question, we must go back 40 years or so to the time of the Southern Railway Company, an organisation proud of its efficiency and punctuality. The largest types of locomotive the Company possessed at the time were the 'Lord Nelson' and 'King Arthur' classes. The power of a steam loco is not generally measured in horse-power as are diesel and electric ones, but in Tractive Effort, measured in pounds. Both these classes were built to a design by Mr. R. E. L. Maunsell, the Company's Chief Mechanical Engineer, and had a Tractive Effort of 33,500 and 24,000 lbs. respectively.

As the weight of trains became heavier and heavier, it was becoming apparent that more powerful locomotives were required, especially in the West Country with its severe gradients. Unfortunately Mr. Maunsell was far from well, so any new design had to be postponed, and in 1937 he was obliged to resign to live in quiet retirement. His successor was a Mr. Oliver Bulleid from the L.N.E.R. works at Doncaster.

Mr. Bulleid, the son of a railwayman, was born in New Zealand. When he was still young he came with his parents to England, and obtained a post with the former Gt. Northern Railway Co. at their works at Doncaster. He worked under the Locomotive Superintendent, Mr. Henry Ivatt, a well-known loco engineer. Young Oliver soon became popular with his colleagues with his new ideas of motive power, and the Loco chief's daughter got on so well with him that she consented to become his wife. In 1911 Mr. Ivatt retired and was succeeded by that colossus of locomotive engineering, Sir Nigel Gresley.

So much has been written and said about Sir Nigel that there is no need to elaborate here. Sufficient to mention that among his many successes were the design of a tender corridor, which allowed a relief crew travelling in a train to gain access to the footplate and relieve the driving crew. This, in turn, allowed a train to run non-stop from Kings Cross to Edinburgh, a distance of 393 miles, a feat previously thought to be impossible. Secondly, and better known, the loco *Mallard*, built to Gresley's design, achieved the fantastic speed of 126 m.p.h. on the East Coast main line. This broke all existing speed records, and even today, more than a quarter of a century later, it still remains a world record for steam traction. Mr. Bulleid during his stay at Doncaster certainly had a first class training.

## Formidable Requirements

On his arrival at the Southern Railway's works at Eastleigh, the Southern Directors immediately told him

'We want an engine that will haul a 600 ton train at 60 m.p.h., and at 70 where conditions permit. Also a lighter one for secondary and branch lines.' 'And I,' added the Company's Civil Engineer, 'will not allow an engine with an axle weight of more than 21 tons anywhere in the Company's territory.'

These requirements posed formidable problems for Mr. Bulleid. Conventional methods of steam engine building were out of the question. So he gathered round him his advisers and experts to prepare a suitable design.

He was an expert in welding (at one time President of the Institute of Welders) and he used his specialised knowledge to conceive a revolutionary method of building. By using light steel plating, which he welded together to prefabricate various parts — thus keeping riveting to a minimum — and by a trailing axle behind the driving wheels, he succeeded in keeping the axle load down to the required 21 tons.

The engine itself would therefore be of a 4-6-2 or 'Pacific' type, not used previously on the Southern system. The driving wheels would be smaller than customary, of 6 ft. 2 in. diameter, with special weight balancing centre, which were 10% lighter than spoked ones as well as being stronger. The engine was to be 'air-smoothed' by a special outside casing, another new invention. The boiler pressure was to be the highest ever used: 280 lbs. per sq. inch. But most revolutionary of all was to be the valve motion. A chain-driven gear enclosed in an oil bath would drive three 18 x 24 in. cylinders, a completely new method of operation. All these features would provide a Tractive Effort of 37,515 lbs.

Critics of the new design stated that such a revolutionary engine could never be successful in traffic; there were far too many new and untried features. But Mr. Bulleid

and his team were quite confident, and work went ahead including a new design for the tender.

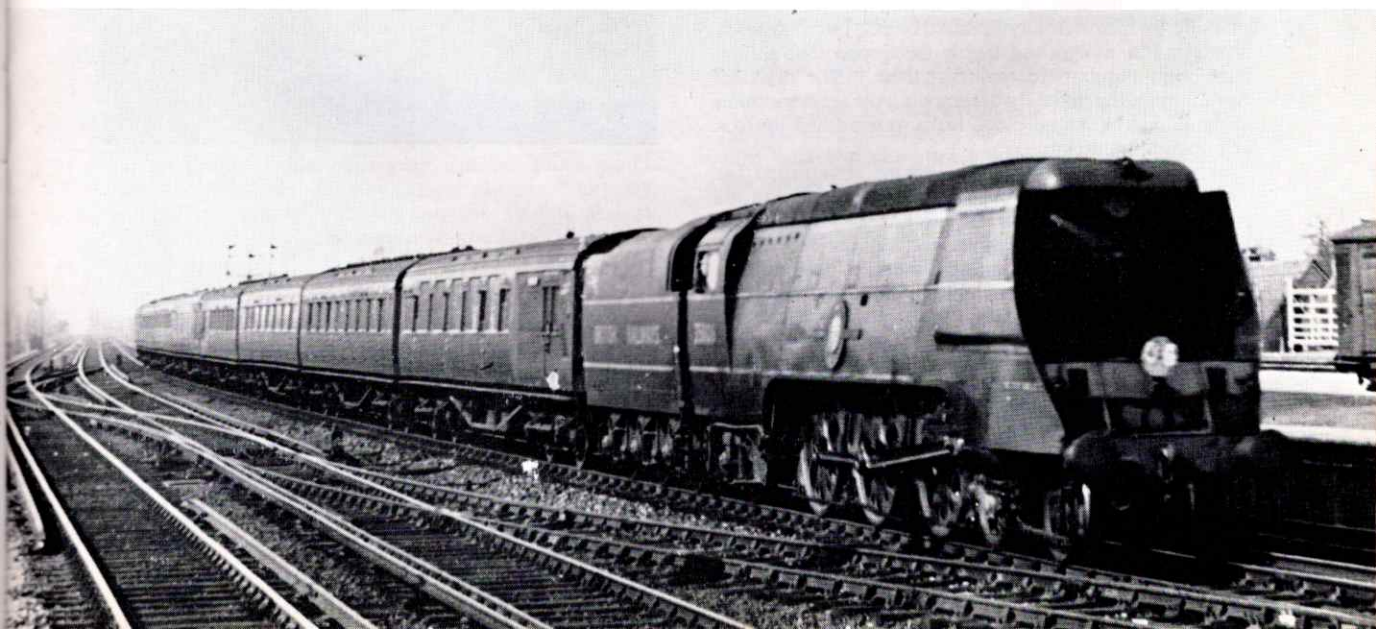
### Threatened by War

Clouds of war were beginning to gather; materials required for engine building were being diverted to armaments. Then on that memorable day in September 1939, Britain went to war. One would think that all projects of building new railway engines would be, at best, postponed until the end of the war, if not cancelled altogether. But fortunately this was not the case.

Little by little parts for the new engine arrived at Eastleigh, and the first engine began to take shape. 1940, with the evacuation of Dunkirk, heavy air-raids on London and Southampton, tremendous demands on the Southern Railway for troop movements, came and went. Then on a cold dull day in February 1941, quietly and unobtrusively, the first of the new engines appeared outside Eastleigh works. Mr. Bulleid's brain-child was born. Later, nine more were built, with the last one entering service in August, 1942.

It was the Southern's policy to name its principal locomotives. At this time various battles were in the forefront of people's minds, especially that of *H.M.S. Exeter* at the River Plate. The first of the new engines therefore was to bear the name *The Plate*, but the decision was not unanimous. Across the oceans of the world the British Merchant Navy, often at great cost of life and shipping, was bringing food and vital supplies to our ports, thus keeping the nation alive and able to wage war. It was finally decided to name them after the principal shipping companies involved. The number to be carried was to be prefixed by 21C (indicating a 4-6-2 locomotive). 21C1 was named *Channel Packet* whilst 21C6 was *Peninsular & Oriental S.N. Co.* and 21C8 *Orient Line*.

No. 35006 Peninsular & Oriental S.N. Co.  
as originally built, hauling a West Country express.



As a result of tests and of knowledge gained in service, four difficulties were encountered with these engines. The tremendous strain thrown on the frame tended to fracture or even break it. Oil from the valve gear dripped on the rails causing the driving wheels to slip. The valve chain itself tended to stretch to give irregular valve timing, and the air-smoothing casing had to be removed for maintenance purposes. Mr. Bulleid was confident these difficulties could be overcome and this view was shared by his team. But critics shook their heads in doubt.

## Another 20

The Southern Directors with an eye on post-war requirements ordered 20 more of the engines to be built, with modifications suggested by the designer. Twenty-eight months later in December, 1944, the first of the new batch appeared, 21C11 *General Steam Navigation*. In May, 1945 21C18 *British India Line* entered service. Four months later 21C21 *New Zealand Line* appeared, and the final one, 21C30, in April 1949. The smaller versions were to be named the 'West Country' class and the 'Battle of Britain' class. Being of the same design they all had the good and less good points of their elder, larger sisters. 110 of these lightweights were eventually built.

In 1948 the railways of Britain were nationalized, and the Southern Railway Company became Southern Region, British Railways. Later, engines of each region competed with one another in various parts of the country. The prefix 21C was dropped and replaced by 350. No. 35018 *British India Line* was chosen to represent the Merchant Navy class on their home ground, three others were tried against other types in the six regions. The class excelled in the production of steam per lb. of coal consumed, but oil trouble and consequent slipping continued to give concern. Officials of the new British Railways decided that no more Bulleid Pacific engines were to be built when the existing programme had been completed.

In 1949, Mr. Bulleid, now 67 years of age resigned his post and went to work in Ireland. Eastleigh began to build standard locos of conventional design for British Railways, but of course maintained the existing Bulleid stock. The Merchant Navy class and their lightweight sisters performed well day in and day out, but they were so original in design and highly developed that skilled fitters were required to maintain them. The high oil consumption, the difficulty of removing the air-smoothing casing, and fires caused by oil leaks were adding up to a high cost of operation.

Mr. R. G. Jarvis, who had become responsible for motive power in the Southern Region, debated with his colleagues whether it would be practical to rebuild them to a more conventional design. It was decided that it would be, when the engines next came in to Eastleigh for a major overhaul. The chain-operated valve motion was to be replaced by the usual Walschaerts method, the boiler pressure would be reduced to 250 lb. per sq. inch, and the air-smoothing casing was to be entirely removed. Engine No. 35018 *British India Line*, was the first to be rebuilt, in February 1956. No. 35006, *Peninsular & Oriental S.N. Co.* was the last in October 1959. Now, we are told, both these engines have been permanently withdrawn. At the time of writing 35008 *Orient Line*,

35011 *General Steam Navigation* and 35021 *New Zealand Line* are still in service and may be seen at Waterloo.

As a whole the Merchant Navy Class performed well, but they were a very highly developed steam engine requiring skilled maintenance and experienced footplate crews. It is generally stated that the design came too late. Diesel and electric traction have superseded steam, and the general attitude towards the steam engine has changed. Nevertheless, they were a tribute to British locomotive building and well deserving of the names of the shipping companies they bore.



Above: A 'Merchant Navy' class locomotive as rebuilt by British Railways. Each engine cost £7,500 to convert.

Below: Rebuilt 35018 British India Line on the all-Pullman 'Bournemouth Belle'.





## CADET NEWS

### EXAMINATION RESULTS

The 1964 results of the Ministry of Transport examinations for the Certificate of Competency as Second Mate show a very encouraging trend.

Of the thirty cadets who have so far gained their Second Mates' Certificates, twenty-six passed the written part of the examination at the first attempt. This is an excellent record, and we might begin to congratulate ourselves, were it not for the unaccountable failures in both the oral and signal parts of the examination. Ten cadets failed the oral and seven failed the signals at the first attempt. Of course, there were cases where certain cadets featured in all three failure lists, but at least only one cadet required a third attempt.

Most cadets join the Company with an excellent signals record from their Nautical College, and the only reason for failure in the Second Mates' Examination in this subject is lack of practice. With regard to oral examinations one cannot emphasise too strongly the importance of fully understanding the regulations for the prevention of collision before attempting to meet the Examiner. These regulations must be learnt word perfect before completing your sea time.

The average length of time spent at a Senior College prior to sitting the examination has dropped to six and a half weeks. One or two cadets are still taking too long, but this is balanced by others who have sat the examination directly after leaving their last ship.

### CRICKET

The annual Cricket Tour against the Nautical Colleges has been arranged for the 24th, 25th and 26th June. All Officers and Cadets who would like to be considered for this tour should contact Mr. R. A. Peters.

The order of play this year will be Southampton University School of Navigation on the Thursday, Pangbourne Nautical College on the Friday, and an 11.30 start at *H.M.S. Worcester* on the Saturday.

### NEW CADETS

We welcome the following Cadets who joined the Company in December last year and January this year:—

J. C. Banks, Southampton University; W. E. Bland, Southampton University; R. J. Boswell, *H.M.S. Worcester*; J. R. H. Browne, Cheltenham College; R. S. Browne, Pangbourne; R. T. Foskett, *H.M.S. Worcester*; J. M. Johnson, Framlingham College; N. Martin, *H.M.S. Worcester*, A. R. Simpson, King Edward VII.

### TRIDENT INTRODUCTION COURSE

The first Introduction Course for Trident cadets commenced on the 11th January this year, and was attended by twelve cadets who had left school at the end of the Christmas term.

Most of the Trident cadets were recruited direct from school and have signed four year Indentures.

The Course was designed to give the newly joined cadets an introduction not only to Trident Tankers, but also to the Oil Industry, and a visit to the Oil Exhibition at the Shell Centre proved to be one of the highlights of the Course.

As described in the previous issue of *About Ourselves*, the cadets will undergo a scheme of training similar to that for P & O—Orient. All the cadets have now been appointed to Trident Tankers, and have commenced Phase I of their training. At some time during this Phase, it is hoped that they will have the opportunity of spending one voyage in a P & O cargo ship.

### SECOND MATES' EXAMINATION

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers:—R. C. Matthew, J. S. Habberley, M. P. Reed, B. V. Chipperfield, B. H. Duckworth, C. H. C. Densham, M. Reed, P. B. Evans.

### WELCOME TO ENGLAND!

A member of the Melbourne Passage Department here on the Exchange of Staff Scheme went for a lunch-time walk and was attracted by the window displays of the Houndsditch Warehouse Company.

Not knowing the formalities and the need to obtain a trade card, he decided to go in and look round.

'You can't come in here smoking,' were the commissioner's first words as he approached the entrance.

Dutifully he retreated to the gutter, dropped his newly-lit King Size cigarette and stamped it out under the watchful eye of the commissioner.

On his second approach the commissioner's arm was again raised to bar his progress . . . 'and now may I see your trading pass,' he said.

# COMPANY NEWS



The Chairman with Dutch W.A.P.s (left to right) C. Reinsma, P. J. A. Broekman and J. C. Dirks.

## DIVIDEND ANNOUNCEMENT

Dividends of 2½ per cent on the Preferred Stock and seven per cent on the Deferred Stock were announced on 17th February, following a meeting of the Board of the Peninsular and Oriental Steam Navigation Company.

The dividends on the Deferred Stock total 10 per cent for the year ended 30th September, 1964. This is on capital increased by the scrip issue last September, and is equivalent to 13½ per cent on the old capital.

The Group profit for the year before taxation was £7,300,643, compared with £4,206,380 for the previous year. Although an improvement, it still shows a far lower return on total capital invested than is seen by industry generally. It represents a return of 3½ per cent compared with a 13 per cent average throughout British industry.

The taxation charge for the year amounts to £1,134,561 whereas last year there was a net recovery of £1,622,687. After crediting taxation and other adjustments in respect of previous years, amounting to £1,223,346, the Group net profit amounts to £7,389,428 (£5,820,723). The amount attributable to the P & O Company is £6,759,395 (£5,253,269). The dividends paid and proposed for the year will absorb £2,735,391 (1963—£2,074,819).

The proportion of the Group profit available for appropriation, i.e. the P & O Company's own net profit including dividends received from subsidiary companies, was £4,115,801.

## P & O GROUP TRANSPORTATION PLANNING LTD.

Another company recently formed by the P & O S.N. Co. is P & O Group Transportation Planning Ltd., a wholly owned subsidiary. Its objective is to initiate and co-ordinate studies of transportation and cargo handling systems and services.

A number of projects in the cargo handling and transportation field are already under study by the new company.

Mr. R. B. Monteath, formerly General Manager of the British India S.N. Co. Ltd., a Group subsidiary, has been appointed Executive Director of the new company. His office will be at 1 Aldgate, E.C.3. Other members of the board are: Sir Andrew Crichton, Mr. H. T. Beazley, Mr. L. C. Birnage, Mr. W. J. Campbell, Mr. W. M. Lang, and Mr. J. MacN. Sidey.

## OWN LANDLORD

The Company recently bought the Head Lease of Beaufort House, Gravel Lane, E.1. for £1,850,000 from Slater Walker & Co. Limited.

## MULTI-LINGUAL WOMEN JOIN SHIPS' STAFF

The introduction of Flushing as a port of call for Australia-bound passenger ships and a sharp increase in the number of Continental passengers has resulted in the employment by the Company of multi-lingual Dutch Women Assistant Pursers in all but three of the eleven passenger ships.

The first six Dutch girls to be taken on as W.A.P.s joined the Company last September (cf. *About Ourselves* No. 15). They are now all serving on passenger liners on the Australian run. A second group of five girls joined on January 2nd. They are Petronella ('Nel') Broekman, Josephina ('Jose') Dirks, Leonie Joordens, Cornelia ('Nel') Reinsma and Maryke Masset, who are now finishing their basic training at Head Office.

A further group of five will join the Company in April.

Each of the Dutch W.A.P.s speaks English and at least two other languages fluently.

## EXCHANGE OF STAFF TRAINING SCHEME

The following staff will be arriving under the above scheme:—

Mr. J. W. Greenhill, from Passage Department, Sydney, in *Canberra*, due in U.K. 28th March, 1965, and leaving in *Oronsay* 11th July, 1965.

Mr. G. Franklin, Passage Department, Melbourne, in *Himalaya* due in U.K. 27th May, 1965, leaving in *Canberra* 15th September, 1965.

Mr. P. W. Coss, Passage Department, Sydney in *Oriana*, due in U.K. 28th July, 1965, and leaving in *Himalaya*, 20th November, 1965.

## FIRST CALL AT FLUSHING BY P & O

A party of 15 Dutch journalists representing radio, television and leading newspapers sailed on *Orcades* on January 11th to make the Company's first call at Flushing. They were flown over to London for a Press Conference at the Savoy Hotel before boarding the ship, where they were encouraged to sample the amenities available to passengers.

The Press party was arranged as part of P & O's drive to attract more Continental passengers and cargo for its Australian services. Hosts for the trip were Messrs. J. G. Davis, Assistant Manager, D. B. Dyer, Continental Sales Manager, and P. Thomas, Public Relations Executive.

Some 250 Continental passengers for Australia and New Zealand later joined the ship at Flushing, which is now a regular call for many ships on the Australian passenger service.

While the ship was in port, the Burgomeester was entertained on board, and he presented Mr. Davis with an old pictorial map of Flushing for the ship.

## P & O OFFSHORE SERVICES

P & O S.N. Co. has formed a wholly owned subsidiary, P & O Offshore Services Ltd., to service offshore oil rigs in any part of the world.

Two definite contracts have already been received. One is to service the drilling barge *Ocean Prince*, now being built at Smith's Dock, Middlesbrough, for use by the Burmah Oil - I.C.I. - Murphy Petroleum - Ocean Exploration Group in North Sea operations. The other is to charter a supply vessel to Mobil Producing North Sea Ltd., for servicing its drilling operations, also in the North Sea area.

The first vessel, for the *Ocean Prince* contract, was ordered at the beginning of January from Hall, Russell & Co. Ltd., of Aberdeen. She will be operated by the General Steam Navigation Co. Ltd., another member of the P & O Group, and will be based initially at Middlesbrough.



Artist's impression of oil rig supply vessel being built for P & O Offshore Services.

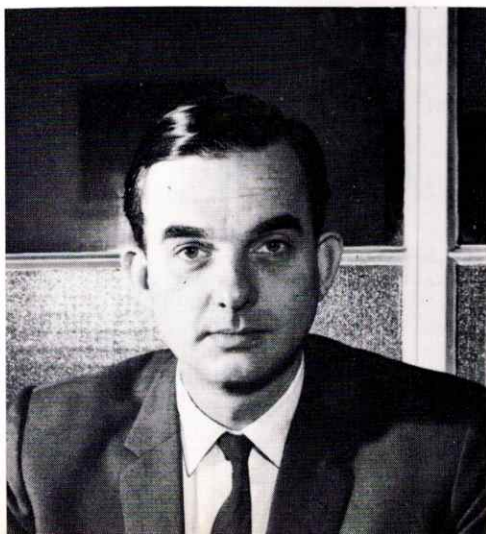
## CONTINENTAL PASSENGER REPRESENTATIVE APPOINTED

Jonkheer A. C. de Villeneuve has been appointed the Company's General Passenger Representative on the Continent.

Mr. de Villeneuve, 41, who is based in Rotterdam, is responsible for the co-ordination of P & O-Orient Lines passenger sales in Continental Europe, which involves him in visiting those countries where traffic can be developed. He works in close co-operation with P & O-Orient's General Agents in each area.

The appointment is part of P & O-Orient Lines' drive to increase the number of Continental passengers

A. C. de Villeneuve.



travelling on its ships to Australia and the Far East. Since early last year P & O-Orient Far Eastern passenger liners have been calling regularly at Rotterdam, and in January *Orcades* initiated a service calling regularly at Flushing on her way to Australia and New Zealand.

Mr. de Villeneuve has been in shipping for 20 years. Until his appointment with P & O-Orient Lines he was head of a shipping and travel agency in the Far East. He has travelled extensively in the Far East and has twice been round the world.

Mr. de Villeneuve was educated in Holland, Germany, Switzerland and France. He is married and has a 15-year-old daughter.

## 150,000 TONS OF SHIPPING DELIVERED IN A WEEK

The largest tanker yet completed in the U.K.—the 89,000 tons d.w.t. *Ottawa*—was delivered in December by the Swan Hunter Group to her owners, Trident Tankers Ltd., a wholly owned subsidiary of the P & O S.N. Co. and Britain's largest independent tanker operators.

Immediately after Christmas the 63,000 tons d.w.t. tanker *Opawa*, built by the River Clyde members of the Swan Hunter Group, Barclay Curle & Co., Ltd., completed her trials for delivery to the same owners.

Thus, within a week, Trident received from the same builder two ships totalling 152,000 tons and worth more than £6 million.

During trials over the Arran measured mile *Ottawa* achieved a speed of 17.8 knots. Speaking on board, Lord Geddes, Chairman of Trident said: 'I think this may be an opportune moment to remind everyone, including those who have recently criticised the placing of orders in Japan, that the entire P & O Group tanker fleet of 19 ships, totalling 764,000 tons, has been built in British yards in the past six years at a cost of some £50 million.

'This ship *Ottawa* is an impressive demonstration of the skill and energy of a particularly competent and progressive British shipbuilder.'

## NAPLES AGENT

Mr. Adolf Aloschi is carrying on the business of Aloschi Bros., Naples Shore Excursion Agents and General Passenger Agents, following the sudden death of his brother Alex, reported elsewhere in this issue. He will be assisted by his sons Toni and Nino.

## AGENTS' TRIP TO HOLLAND

P & O-Orient Lines recently took a party of 70 Travel Agents to Holland for a five-day educational voyage on the 14,000 ton *Cathay*. Lectures were given on board by the P & O Sales Team—E. W. Vowles (Passenger Sales Manager), P. R. Wise, L. F. Stuckey and A. D. Winsor. Apart from the work, there was still time to enjoy the ship's facilities and to make a day trip from Rotterdam to Amsterdam.

Gales held up the voyage by one day, but it was generally agreed that this was a good thing and the guests enjoyed a further 24 hours of typical P & O-Orient hospitality.

## From Abroad



### 'Canberra' Scholarship Presentation

Mr. W. H. 'Bill' Young (above) is presented with a citation on board *Ballarat* for winning the 1964 P & O *Canberra* Scholarship. Mr. M. G. Boydell, Manager for Queensland, made the presentation. Also in the picture are the Hon. J. C. A. Pizzey (left), Minister for Education, and Captain B. S. C. Mordaunt.

The scholarship is awarded to the Young Farmer who does best in the aggregate of the oral examination in London and the written examination on the ship (in this case *Canberra*) on the return journey to Australia. The winner is then given either a £A1,000 scholarship for further university study or £A750 in cash for an approved purpose, such as new equipment for his farm.



### Travellers encouraged to become Revellers

The P & O—Orient Lines Wine Trophy was presented by Captain J. D'O. Green to Mr. M. P. Webber, (above) chairman of Lindeman's Wines Pty. Ltd., on board *Arcadia* in Port Adelaide on December 11th, 1964. Looking on is Mr. R. C. Warnes, President of the Australian Royal Agricultural and Horticultural Society.

The trophy, a silver ice bucket, is presented annually for the export section of the Society's wine competition. The winner in this section has to make wines in such quantity as to have 5,000 gallons available for export.

Captain Green assured his guests that travellers on *Arcadia* were made Australian wine-conscious and that the ship more than played its part in the drive to boost Australian wine exports!



### Premier leaves for Holiday Cruise

Sir Robert Menzies, Prime Minister of Australia, embarks on *Arcadia* for a Pacific holiday voyage. His holiday was cut short, however, because of Sir Winston Churchill's death.

Sir Robert left the ship at Honolulu and was one of the first world statesmen to arrive in London for the funeral. He later rejoined his family to finish off the holiday.

### World Conference in Sydney

P & O—Orient's annual World-Wide Passenger Sales Conference was held at the Menzies Hotel, Sydney, in January.

The Company's top passage men from London, San Francisco and the Far East came to Australia to discuss

# FLEET LIST

(as at 1st March, 1965)

	<b>Aden</b> 9,943 tons	<b>Ballarat</b> 8,792 tons	<b>Balranald</b> 8,513 tons	<b>Baradine</b> 8,511 tons	<b>Bendigo</b> 8,782 tons	<b>Cannanore</b> 7,065 tons
CAPTAIN	Thompson, W. B.	Mordaunt, B. S. C.	Prowse, M. R.	Cooke, C. B.	Hopkins, T.	Kingswood, L. C.
CHIEF OFFICER	Hayward, P. E.	Jackson, P. B.	Guthrie, D. C.	Hannah, D. H.	Thom, G. B.	Black, P. I.
SECOND OFFICER	Paston, J. W.	Pegg, G. J.	Lumb, P. D.	Perry, D. J.	Corney, P. G.	Nicoll, I. M.
THIRD OFFICER	Rodger, D. A.	Tinsley, A. R.	Spencer, S. W. H.	Senior, P. T.	Upjohn C. J.	Cawthorn, P. C.
FOURTH OFFICER	Julian, M. H.	Knight, R. D.	Morrison, D. N. R.	Griffiths, C. K.	Scorgie, L. S.	Griffiths, A. F.
RADIO OFFICER			Plenderleith, R.	Trehane, B. G.	Blyth, J. I.	
JUNIOR RADIO OFFICER	Drummond, D. B.	Nancarrow, D. J.				Hall, H. V.
CHIEF STEWARD	Willacy, J. G.	Morris, A. R.	Waters, P. E.	Holden, R. R.	Thomas, P. J. M.	Gliddon, R. G.
CARPENTER	Carruthers, D.	Troon, R. J.			Stewart, W.	
BOATSWAIN	MacQuillin, R. C.					
CADETS	Smith, R. M. Messinger, P. A. Fox, C. M. Poyntz, R. G. J.	Robertson, K. B. P. Cooper, P. J. Durell, H. E. Norris, K. G. V.	Tomkiss, D. J. Beavington, M. Myton, R. Perryman, M. T.	Johnson, P. F. Coldham, R. Rowe, N. A. F. Bland, W. E.	Coles R. St. A. Dickens, G. T. Chadwick, A. C. Foskett, R. T.	Fairgrieve, J. B. Carter, P. W. T. Colthup, J. A. Ogden, R. P.
CHIEF ENGINEER OFFICER	Ferguson, A.	Crowe, D. P. C.	Twining, D. W.	Thompson, T. W.	Sadler, J.	Howell, J. O.
SECOND ENGINEER OFFICER	Bauchop, C. T. M.	Berry, R.	Errington, K. W.	Crowe, S. G.	Graham, A.	Graham, G. R.
THIRD ENGINEER OFFICER	Jenkinson, J. O.	Ross, D. B.	Jackson, R. N.	Hibbert, D. R.	Sanderson, R.	Bedford, T. D.
JUNIOR THIRD ENGINEER OFFICER	Self, C. J.	McCarthy, J. J.	Pitt, D. S.	Chard, J. T. B.	Thompson, D. P.	
FOURTH ENGINEER OFFICER	Robertson, J.	Bird, K. G. (Actg.)	Woodford, D. S.	Beattie, T.	Williams, S. J.	Beard, I. F. G.
ASSISTANT ENGINEER OFFICER	Corbett, R. A. Evans, M. B. Morgan, D. G.	Hicks, J. E., Tucker, P. J., Huffadine, B. W. Mansfield E.	Hancock, R. Walsh, T. M. Drennan, T. W. H. Talbot, M. G.	Heppleston, A. Williams, P. Clare, P. Edwards, R. P.	Kelly, J. J. Mole, K. J. Reynolds, J. Wright, L. R.	Lloyd, R. Conway, M. Tarbit, A. R. Southin, R. A.
FIRST ELECTRICAL OFFICER	Kirk, M. J. (Actg.)	Grant, D. W.	Hope, I. T.	Blackett, K.	Wyles, B.	Brooks, R. (Actg.)
SECOND ELECTRICAL OFFICER	Brookes, G. E. J.	Diamond, P. G.	Wright, A.	Burridge, R. J.	Page, E. (Actg.)	
FIRST REFRIG. ENGINEER OFFICER	Francey, T.					
SECOND REFRIG. ENGINEER OFFICER	Thomas, R. H.					

	<b>Comorin</b> 9,236 tons	<b>Coromandel Karmala</b> 7,065 tons	<b>Patonga</b> 10,071 tons	<b>Perim</b> 9,550 tons	<b>Salmara</b> 8,202 tons	
CAPTAIN	Blois, D. P.	Adie, I. M.	Underwood, R. F.	Savage, G. J.	Rose, E. R.	
CHIEF OFFICER	Hansing, D. A.	Merrick, A. E.	Kennard, P.	Coull, I. A.	Ellingham, R.	
SECOND OFFICER	Pearce, R. J. S.	Bingham, M. G.	Hicks, M. F.	Perry, J. W.	Lyon, R. G.	
THIRD OFFICER	Purchase, C.	Cornelius, B. A.	Hodges, A. P.	Newson, W. W.	Wesson, H. A.	
FOURTH OFFICER	Newberry, M. J. M.	Nicolson, D.	Duckworth, B. H.	Spread, R. J.	Woodhead, P. D.	
RADIO OFFICER	Chapman, R. J. E.	Morris, P. C.		Groves, F. H.	Clark, P. D. A.	
JUNIOR RADIO OFFICER	Raven, T. L.		Stewart, W.			
CHIEF STEWARD	Gourley, P.	McAllister, W. J.	Dellow, K. E.	Curtis, C. A.	Thompson, J. R. S.	
CARPENTER	Holden, R.			Packer, G. J.	Langdon, M.	
CADETS	Booth, D. J. Grove, G. R. W. Patterson, D. M. Carr, M. P.	James, R. A. Willis, D. H. Johnson, J. M.		Laurie, M. A. C. Howe, O. J. Browne, R. S. Martin, N.	McGilchrist, A. Collinson, R. J. B. Reeves, J. E. Blencoe, D. A.	Rendle, G. M. Ivey, C. W. Priestley, R. P. Knight, C. H. C. Lampe, N. H. Banks, J. C.
CHIEF ENGINEER OFFICER	Nightingale, P.	Fisher, E. H.	Morrow, N. S. G.	Southcott, H. E.	Lambert, A. E.	Godbold, W. C.
SECOND ENGINEER OFFICER	Kelly, J.	Bowen, J. D.	Biggs, R. L.	Baldry, W. C.	Galvin, J. H.	Ditchfield, R. R.
THIRD ENGINEER OFFICER	Norledge, T. K.	Corless, G. W.	Juniper, P. F.	Baxter, K. G.	Johnstone, W. M.	Wardle, W. J., (Actg.)
JUNIOR THIRD ENGINEER OFFICER	Auld, J. A. (Actg.)			Arnold, G. C.	Goodwin, C. M.	
FOURTH ENGINEER OFFICER	Nash, J. W.	Thorne, R. J.	Cunningham, A. B.	Haddon, C. D.	Smith, C. J.	Humphries, W.
ASSISTANT ENGINEER OFFICER	Sutcliffe, D. F. Kington, R. M. Hooley, D. C. Rennie, L. M.	Mills, A. W. Riley, D. R. Whiteside, A. J. Jolly, H. S.	Watkins, S. J. Martin, W. F. Harrison, D. J.	Hunt, A. C. May, J. A. Lines, J. Beech, W. E.	Green, J. McCambridge, J. Goodman, A. J. Brown, H.	Watson, J. K. Rankine, H. T. Cheyne, D. M. Wade, T. C. H.
FIRST ELECTRICAL OFFICER	Ellis, R.	Daniel, D.	Crawley, M. T.	Cumming, J.	Hewitt, H. K.	White, R. W. L.
SECOND ELECTRICAL OFFICER	Roberts, D. F.		Shaw, D. E.	Pegler, J. T.	Blake, B. E.	
FIRST REFRIG. ENGINEER OFFICER	Moor, F. H. G.			Lamerton, J. H.	Sumner, R. R.	
SECOND REFRIG. ENG. OFFICER				Jensen, F. (Actg.)	Haines, D. P.	



ASST. ENGINEER OFFICER	Tait, I. H. Young, R. D. Cook, W. A. S. Hancock, T. R. Catterall, T. E. Harrison, J.	Kenworthy, E. A. Love, K. Bayne, C. J. Long, G. S. Lewis, F. M. Dobbs, D. A. Newman, A. Fraser, D. N.	Williams, H. Waller, N. E. Hurford, F. C. Haddon, R. E. Mitchell, G. Underdown, R.	Marshall, R. A. Mulholland, C. W. Hempshall, R. D. Cogger, R. B. Harris, T. J. B. Lee, G. P.	Fittes, G. J. Mathie, J. Norris, P. J. Griffiths, A. F. Lipscombe, A. C. Cox, R. J. Powell, H. D. McRae, A.	Brown, J. G. Cunningham, A. Wilson, K. T. Kenyon, P. A. S. McGrath, W. E. Snape, H. Hicks, P. B.	Allan, C. R. Gough, R. J. Hedges, D. Anderson, G. R. Abrams, M. G. Anderson, J. Palmer, B. W. McNair, J.	Gauld, J. A. Savage, F. T. Nicholls, D. J. Low, M. A. Williams, K. C. Staddon, M. H.	Tait, A. B. Rudland, D. H. Fitzgibbon, G. P. McKenzie, B. A. Broad, J. C. Rushbrook, M. J.
FIRST ELECTRICAL OFFICER	Davidson, E.	Walker, J.	Whiteford, A. F. M.	McLaren, A. G.	Wiles, B.	Cresswell, E. W.	Smyth, J.	Ironside, J.	Dunford, R. J.
JR. FIRST ELECTRICAL OFFICER	Hope, G. I.	Douther, T. J.	Johnstone, J. A.	Groves, B. C.	Jackson, W. G.	Kendall, N.	Morgon, J.	Middleton, K. E.	Box, D.
SECOND ELECTRICAL OFFICER	Hope, G. I.	Parkinson, J. L. (Actg.)							
JR. SECOND ELECTRICAL OFFICER	Ackroyd, D. K. Cairns, J. James, R. M. Lawlor, J. G. Lack, T. I. Wells, B. M.	Vowles, B. R. Clayton, G. C. Dowson, M. K. Matthews, B. Beck, M. J. Cheetham, J. Steadman, H.	Richards, G. A. Weatherburn, D. Peacock, D. C. Haynes, K. G.	Webster, G. F. Pierpoint, M. J. Holdstock, W. Cooley, J. G.	Forshaw, C. King, M. D. Pearson, G. A. Larkham, R. W.	Corrall, L. J. Chulk, C. Plunkett, K. A. Jamison, A.	Robinson, R. D. Askam, W. B. Stevens, C. G. Roberts, W. T.	Palmer, R. K. Temple, B. Driver, K. Irving, H. W.	Tismond, H. R. Bradley, P. Harlen, R. K. C. Warrender, R.
ASST. ELECTRICAL OFFICER									
VENTILATION OFFICER	Reveler, B.	Curwen, D. S.	Cloughton, C. W.	Broughton, W. P.	Doig, P. R.	Robertshaw, P. G.	Williams, G. M.	McGuffie, E.	Boreland, W. J.
FIRST REFRIG. ENG. OFFICER	Fox, J.		Lock, G. A.	Harrison, M.	Brookes, P. M.	Long, P. S.	Taylor, F. (Actg.)	Hesketh, H.	Santi, G. J.
JR. FIRST REFRIG. ENG. OFFICER	Newey, A.		Canham, L. Long, D. W.	Harvey, H. A. G.				Reenan, P. G. Thomas, M. E.	Stead, A. K.
SECOND REFRIG. ENG. OFFICER	Newey, A.		Burningham, T. J.	Modley, P. R. (Actg.)				Weetman, K.	
JR. SECOND REFRIG. ENG. OFFICER	Stuart, W. P. (Actg.)			Tanner, D. J.					
THIRD REFRIG. ENG. OFFICER	Coghill, J.	Clayton, P.	Bradley, S. J.	McAvoy, R.	Kingsland, R. J. Hebdon, J.	Ward, M. W.	McKay, K.	Santi, M. G.	Collins, A. L.
JR. THIRD REFRIG. ENG. OFFICER	Smith, M. J.	Lyne, G. J. Wingham, T. A.	Turner, P. L. Cahill, T. E. Wiseman, F.	Crouch, R. W. Taylor, A. E. Monk, J. D.		McNeil, B. J. Thorburn, A. D.	Holmes, P. J. Walker, C. S. Goodwin, J. W.	Guile, P. Dobson, D. Tucker, E.	Parker, R. Ojala, A. Langley, W. T.
FOURTH REFRIG. ENG. OFFICER									
FIFTH REFRIG. ENG. OFFICER									
BOILER MAKER	Lloyd, D. P.	Battison, J. A.			Wellings, M. S.	Stringer, D. L.			
WINCHMAN									
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PURSER	Warren, L. S.	Wyeth, L. C.	Pateman, F. P.	Brown, R. S.	Tonks, B. R.	Temple, R. C.	French, E. L.	Pullinger, D. A. M.	Pinches, E. W. H.
TOURIST PURSER	McGregor, P. A.	Mayhew, H. W.							
DEPUTY PURSER	Simpson, J. C.	Onslow, M. G. Burleigh, D. G. Arnold, R. G.	Hale, A. G.,	Whicker, M. C.	Ewan, W. A. J. Griffiths, J. B.	Culmer, J. F. Dalton, T. Meyrick, J. J.	Blurton, D. C. Norris, A. A.	Miles, M. J. Hurst, T. I.	Fiint, K. J. Belsler, A. S.
SENIOR ASSISTANT PURSER									
ASSISTANT PURSER	Holtom, C. D. R. Webb, P. E. Sutcliffe, J. P. D. Pearce, D. S. Baumann, D. L. Adams, A. M. White, P. D.	Buckley, C. G. M. Hobbs, C. D. Smart, M. F.	Michelson, R. E. Jones, I. R. Symonds, J. Irvine, D. C. Reynolds, B. P.	Newman, B. J. Winney, A. J.	Long, S. R. Kimber, C. P.	Pike, W. L. Locke, P. Hustwitt, J. J.	Sutcliffe, M. H. Mulder, B. K. Simmonds, J. A. Staddon, M. P.	Henchoz, I. D. Brown, L. S.	Batt, P. Copestake, M. R.
JUNIOR ASSISTANT PURSER		Harris, J. G. Phelan, R. B.	Ritchie, J.	Brown, A. R. Hawkesworth, M. Rosser, M. A. Bennett, P.	Nicholls, R. K. Brown, R. J.	Rutter, R. Smith, G. J.		Brittain, P. W.	Hemsley, W. A. M.
PURSER CADETS					Dawes, M. Gardiner, P. P. F. Salmon, S. J.		Eardley, J. W. Tilby, P. J. W.		
WOMAN S. ASST. PURSER	Williams, B. J.								
WOMAN ASST. PURSER	Baxter, M. J.	Durling, D. J.	Holmes, M. E.	MacPhee, J. Croft, J. M. D. Thoms, C. V.	Smith, A. L.	Cuffley, G. M.	Stacey, C. A.	Traies, S. M. Elton, L. Rogier, T. Smyth, J. C.	Hastings, D. M. Robilliard, C.
WOMAN JR. ASST. PURSER	Roser, G. V. Hall, E. A. Clare, H. Rodenburg, M.	Orchard, J. C. Archibald, P. M. Barnard, M. A. Whitmore, A. R. Masters, N. E. Helps, G. M.	Dellow, C. Mundler, E. J.		Dixon, R. A. Lever, F. M.	Norris, K. S. Lomas, G. M. Twine, E. A.	Mitchell, P. M. Van der Es, E. W. Forbes, M. M.		
ENTERTAINMENT OFFICER <i>First Class</i>	Hurding, C. A.	Craigavon, Vis- count	Stafford, D. M.	Ross, A.	Hall, H.	Chesterman, R. M.			Gay, A. W.
ENTERTAINMENT „ <i>Tourist Class</i>	Thiele, L. N.	Hunt, L. E.	Bessant, J. M.	Crone, E.	Ainsley, J. Peachey, M. D.	Moore, T. G. Dawson, V. E.	Juson, L. E.	Sharp, D. R.	Ruddin, P. A. Gordon, J. F.
HOSTESS <i>First Class</i>	Christie, E.	Holmes, V. C.	Yeatsley-Thomson, J. M.						
HOSTESS <i>Tourist Class</i>	Dewey, P. A.	Osborn, H. C. H.	Towell, D. M.	Young, P. S. Walters, D. A. Cormish, M. F. Davies, C. M.	Snowden, E.	Webb, S. P.	Edwardes, A. M. C. Hird, P. A.	Goater, J. M. Dillon, N. A.	Munro, J.
CHILDREN'S HOSTESS <i>First Class</i>	Gothard, E. A.	Rapson, M. E.	Gregory, J.		Thomas, C. A. M.	Thomas, D. M.			Robertson, E. J.
CHILDREN'S HOSTESS <i>Tourist Class</i>	Gedge, E. M.	Hill, M. E.	Hanefey, V. P.		Nolan, M.	Elliot, V. J.	Reeve, L. Smith, A. T. Goffin, H. N.	Davis, C. M. Payne, J. V. Smith, A. L.	Maley, T. G.
CHIEF STEWARD	Edney, S. F.	Dyter, W. A.	Boreham, A. W.	Martin, J. F.	Chappell, E. W.	Aspin, K. W.			
CHIEF STEWARD <i>Tourist Class</i>	Bickford, H. L.	Davies, D. B.							
CHEF	Cox, J.	Pearce, M. W.	Ruddock, G. L.	Mincham, G. A.	Glavin, D. P.	Liggett, J. R.	Baker, W. C.	Shubert, H.	Rogers, G. H.

# FLEET LIST

(as at 1st March, 1965)

	<b>Cathay</b> 13,790 tons	<b>Chitral</b> 13,790 tons		<b>Salsette</b> 8,202 tons	<b>Somali</b> 9,080 tons	<b>Soudan</b> 9,080 tons	<b>Sunda</b> 9,235 tons	<b>Surat</b> 8,925 tons	
CAPTAIN	Wood-Roe, W. H. C., R.D., R.N.R.	Nowell, R. B., R.D., R.N.R.	CAPTAIN	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Wacher, J. F., R.N.R.	Harris, E. V., R.D., R.N.R.	Bullock-Webster, R.	Cutler, R. J. H.	
CHIEF OFFICER	Love, P. W.	Lowther, R. E.	CHIEF OFFICER	Smith, D. L.	Clark, P. J.	Bonner, J. W.	Goddard, C. H.	Beaumont, J. M. S.	
SECOND OFFICER	Dornom, D. A.	Dymoke-White, J.	FIRST OFFICER					Chapman, J. L.	
JUNIOR SECOND OFFICER	Ironside, A. D.	Miller, D. B.	SECOND OFFICER	Harvey, S. M.	Christey, A. H. D.	Holleyoak, B. C.	Swetnam, D. M.	Raven, M. J.	
THIRD OFFICER	Stevenson, C. J.	Cavaghan, M. S.	THIRD OFFICER	Nisbet, W. R.	Pocock, R. W. L.	Hall, G. R.	Cook, I. B.	Church, V. R.	
FOURTH OFFICER	Feasey, F. H.	Adams, D. A.	FOURTH OFFICER	Chinery, C. G.	Mullins, D. E.	Godderidge, C. T.	Alton, G. C.	Fowler, M. J.	
CADETS	Clayton, E. R. J. Noakes, J. J.	Young, R. G. Baker, J. G.	RADIO OFFICER	Ferguson, G. J.	Price, M. R. (Actg.)	Sloan, S. F.			
			JUNIOR RADIO OFFICER		Gurman, C. R.				
FIRST RADIO OFFICER	Hargreaves, W.	Jameson, C.	CHIEF STEWARD	Greenaway, B. S.	Gordon, G.	Browne, K. C. V.	Brown, L. C.	Taylor, R. G.	
SECOND RADIO OFFICER	Twomey, T. P.	Cahill, R. V.	CARPENTER	Jones, C. R.	Davies, J.	Cramp, B.	Wyke, A. J.	Jones, M.	
THIRD RADIO OFFICER		Hubbard, B. K.	CADETS	Kempston, M. K.	Craddock, D. A.	Wainman, T. R. M.	Lockyer, P.	Staley, J. C.	
SURGEON	Gibson, T. W.	Seivers, P. F.		Pilsworth, D. G.	Skipper, M. E.	Cooper, D. B.	Tadman, J. R. P.	Ogilvie, A. E.	
NURSING SISTER	Carwardine, E. A.	Spurrell, R.		Reed, J. M.	Liddiard, P. F. J.	Horwood, D. R.	Osborne, H. B.	Boswell, R. J.	
CARPENTER	Brockbank, J.	Pike, J. F.		Woodard, L. J.	Browne, J. R. H.	Holt, R. C.		Simpson, A. R.	
PLUMBER	Morris, A.	Bulley, A. V.							
BOATSWAIN	Martin, F.	Mackay, J.							
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CHIEF ENGINEER OFFICER	Constable, G. D.	Stubbs, J. M.	CHIEF ENGINEER OFFICER	Peach, A. J. V.	Evans, M. P.	Westgarth, J. P.	Criag, A. W.	Clarke, A. D.	
SECOND ENGINEER OFFICER	Robinson, L. H.	Lyons, R. H.	SECOND ENGINEER OFFICER	Walker, H. M.	Dempster, W.	Hudson, R. E.	Ryan, P. J.		
JR. SECOND ENGINEER OFFICER	Lord, P. S.	Corbett, B. D.	THIRD ENGINEER OFFICER	Nash, I.	Lang, J. D. F.	Whatley, I. G.	Blades, J.	Garbutt, W. C.	
THIRD ENGINEER OFFICER	Benton, B. J.	Fitzgerald, P. Middleton, D. J.	JR. THIRD ENGINEER OFFICER		Kirton, P. A.	Rushton, A. M.	Fleming, W.	Louis, P. S.	
JR. THIRD ENGINEER OFFICER	Baird, N. A.	Smith, J. A.	FOURTH ENGINEER OFFICER	Walkington, T. G. (Actg.)		Ludick, J.	Ball, D.	Clark, T.	
FOURTH ENGINEER OFFICER	Downs, M. W.		JR. FOURTH ENGINEER OFFICER		Poole, B. R. Perren, W. J. D.	Wilson, D. J. Storey, J. H.			
ASSISTANT ENGINEER OFFICER	Callan, G. McCormick, R. G. Redwood, T.	Thomson, D. G. Snow, R. A. Onions, R. J.	ASSISTANT ENGINEER OFFICER	Goddard, M. J. Holden, C. T. Wiltshire, J. E. Briggs, D. R.	Roome, M. J. Coupe, S. M. Revill, M. J. H.	Cole, B. M. Hanman, P. M. Taylor, M. Rose, D. B.	Petrie, W. McGlashan, A. S. Dabell, J. R. Campbell, D. E.	Ferguson, A. Taylor, R. W. Milam, F. J. Barber, L. A.	
FIRST ELECT. OFFICER	Milne, G.	Dibsdall, M.							
SECOND ELECT. OFFICER	Hughes, H. R.	Fitchie, J.							
ASST. ELECT. OFFICER	Calvert, R. Lee, I. T.	Roberts, E.	FIRST ELECTRICAL OFFICER	Ripken, R. A.	Pace, J.	Reeve, N.	Hand, W. A.	Potts, R. M.	
FIRST REFRIG. ENG. OFFICER	Fricker, D. A.	Benton, F. H.	SECOND ELECTRICAL OFFICER				Cox, J. C.	Bickerstaffe, J. (Actg.)	
SECOND REFRIG. ENG. OFFICER	Homersham, B. W.	Green, J. V.	REFRIG. ENGINEER OFFICER			Reynolds, J. M.	Turner, T. E.	Green, T. M.	
THIRD REFRIG. ENG. OFFICER	Firth, B.								
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PURSER	Barnett, W. H.	Buy, J. H.	<b>P &amp; O RADIO OFFICERS IN TRIDENT TANKERS:</b>						
SR. ASSISTANT PURSER	Parker, J. R.	Harries, R. M.	<i>Busiris:</i> M. Pearson; <i>Ellenga:</i> K. M. Chapman; <i>Ellora:</i> D. F. Day (Actg.); <i>Erne:</i> D. G. T. Kerslake; <i>Foyle:</i> A. G. Price; <i>Garonne:</i> J. A. Groat (Actg.); <i>Lincoln:</i> T. A. Beck (Actg.); <i>Maloja:</i> R. D. Lancaster; <i>D. J. Footman:</i> <i>Malwa:</i> M. P. Jolly; <i>Mantua:</i> D. I. Maclean; <i>Opawa:</i> T. H. Cubitt; <i>Orama:</i> R. H. Smith; <i>Orissa:</i> P. Graham; <i>Ottawa:</i> F. E. Anderson, D. J. Pitt; <i>Queda:</i> N. S. Smethurst (Actg.); <i>Quiloa:</i> R. W. Bewley; <i>Talamba:</i> T. R. Clark.						
CHILDREN'S HOSTESS	Pinhey, P. M.	North, D. M.							
CHIEF STEWARD	Lingham, C. E.	Standing, R. W.							
CHEF	Cornwell, H.	Rogers, D. J.							



Group picture of those attending the Conference shows (left to right) **FRONT ROW:** Messrs. W. E. Hamilton (newly appointed Area Passenger Manger, Bombay), I. W. Geddes (Chief Passenger Executive, Australia), W. S. Titus (President, P & O-Orient Lines, Inc., U.S.A.), P. E. Perry (Man. Director, P & O-Orient Lines Passenger Services, Ltd.), F. M. Karrasch (Director i/c Passenger Activities, Australia), A. H. Morris (Director, P & O-Orient Lines Passenger Services, Ltd.), G. M. Turner (Vice-President, Marketing, U.S.A.), J. V. Cherry (newly appointed Far Eastern Sales Manager, Hong Kong). **BACK ROW:** Miss A. Holmes (Secretary, Australia), Messrs. D. H. Ballard (Public Relations Supt., Australia), J. Paterson (Director of Advertising Agency, Australia), R. W. Glassford (Passenger Supt., Australia), N. J. Rolph (Berthing Manager), V. Tadgell (General Sales Manager, Australia), J. F. Sanderson (San Francisco Passenger Traffic Manager), J. A. Puren (Research Officer, Australia), A. M. Stirling (General Passenger Manager), J. D. Cooper (Berthing Supervisor, Australia), A. R. Hall (Advertising Supt., Australia), R. H. Sheldon (Asst. Passenger Supt., Australia), K. F. Lewis (Sales Promotion Manager, Australia), M. A. Sampson (Dep. Advertising Supt., Australia), A. J. Smart (Berthing Co-Ordinator, Australia), I. K. King (Berthing Co-Ordinator), and Miss C. McKeand (Secretary, Australia).

long-range programming, berthing control, passenger services and sales.

Mr. P. E. Parry, Managing Director of P & O—Orient Lines Passenger Services Limited, London, chaired the Conference, which was opened on January 18th by Mr. John D. Bates, Deputy Chairman, P & O—Orient Lines of Australia Pty, Ltd.

All aspects of the Company's world-wide programming of sailings, marketing, sales promotion, advertising, shipboard services and other related subjects were discussed to provide for the upsurge of traffic and to meet the increasing needs of the travelling public throughout Europe, North America, Australasia and the Far East.

The delegates were confident that the planning agreed on for the coming years would ensure passenger satisfaction for those who travel P & O—Orient Lines over their world-wide sea services which embrace a great number of ports of call. The most modern mechanical aids were considered as a result of experience gained from the computer operating in San Francisco over the past two years.

Mr. N. D. Pixley, Chairman of P & O—Orient Lines of Australia, closed the meeting on Tuesday, January 26th.



Mr. Harold Flett (left), Capt. B. S. C. Mordaunt (centre) and the Mayor of Ballarat, Cllr. J. A. Chisholm, study an old photograph of Ballarat.

#### Ballarat Visited

Traditionally, when a ship is named after an Australian city or town it has been the custom to make and maintain a link between the ship and the place whose

name it bears. When *Ballarat* was in Melbourne on the 24th November, Captain and Mrs. B. S. C. Mordaunt made a special visit to the city of Ballarat. The Mayor, Cllr. J. A. Chisholm, was kind enough to give a civic reception for them and for Chief Engineer D. P. C. Crowe, Mr. H. Flett, Director of P & O-Orient Lines of Australia Pty., Ltd. and Manager for Victoria, and Mrs. Flett.

At the reception, which was attended not only by the Mayor and Mayoress, but also by the Councillors, their wives, the Town Clerk (who was in charge of the proceedings) and many leading citizens of Ballarat, and at the luncheon which followed, a number of eloquent speeches were made and suitable compliments exchanged.

Afterwards, the visitors were taken on a tour of the sights of the City and nearby beauty spots and a good time was had by all. They were also pressed to stay for the trotting races but, as these were not due to start until 7 p.m., the invitation was reluctantly declined.

It is hoped that, at some not too distant time in the future, *Ballarat* may be able to reciprocate by inviting the Mayor and a party of his fellow citizens to luncheon on board the vessel when she is in Melbourne.

#### San Diego 'At Home' to 'Orsova' Passengers

On October 20 nearly 400 passengers, mostly Australian and Canadian—poured down the gangways of *Orsova* and lined up in the shed at Broadway Pier, San Diego, where they were met by 184 San Diego families.

The mass home visit project, the first of its kind attempted on the west coast of the United States, was part of the Ambassador's 'At Home' Programme conducted by the International Visitors' Centre of San Diego.

No one knew each other in advance. None of the San Diego families had any idea who they would be entertaining and none of *Orsova's* passengers knew who among the group would be their host for the evening. Within an hour, over 600 introductions had been made by the handful of ladies in charge and nearly one third of *Orsova's* passengers were scattered throughout the San Diego area.

Before *Orsova* sailed at midnight many of the passengers had returned to the ship with their new-found friends and were, in turn, entertaining them aboard *Orsova*.

#### Back to School for Supervisors

All supervisors on the North American staff assembled for a three day Supervisors' Training workshop in San Francisco last December.

The 14 staff members from San Francisco, Los Angeles and Vancouver heard authorities associated with the University of California, as well as their own department heads, discuss jobs in relation to the Company's operating structure.



*Supervisors' Workshop at San Francisco with Dr. Sam Trull (centre) in the Chair. Around the table are supervisors from Vancouver, Los Angeles and San Francisco.*

At the first session, department heads George Turner, Robert Nielsen, John Sanderson, Richard Evans, Kenneth Chamberlain and Conley Baker discussed the corporate philosophy and the history of the parent company. Dr. Sam Trull, former professor and now a management consultant, Dr. B. H. Gilmer, visiting professor of psychology from Carnegie Institute of Technology and Dr. D. G. Woodworth, psychologist at Stanford Research Institute, discussed the attributes of successful leaders, supervisory skills, organisational climate and communication within the Company.

All 14 supervisors were outspoken in their praise of the workshop. At a luncheon held December 13, President Warren S. Titus presented certificates of completion to the supervisors.

#### Japanese Interpreter, too

Tak Okumura, Japanese sales representative, based at the San Francisco Office for the past four years, will make his fourth voyage to the Orient aboard *Oronsay* this March to assist Japanese passengers and act as interpreter.

#### Penang—1964 P & O Cup Winner

Construction (below) flashes past the favourite, Djazzi, to win the 1964 P & O Cup by three quarters of a length. The race was run over six furlongs on 27th December, 1964 at the Penang Turf Club's Centenary Christmas-New Year Meeting.

Des Coleman rode a great race, keeping Construction last but one in a field of eleven most of the way. He gradually edged his way up the field until he was lying fifth coming into the final straight. He then stormed home to win the race and the cup.





**SEA SCOUTS SPONSORED.** When Orsova was in San Francisco December 5, members of the Sea Scout troupe sponsored by P & O-Orient Lines were presented with awards of merit at a special ceremony on board and entertained to tea.

Here, Scout Scott Craig is congratulated by Senior Second Officer A. Prideaux after receiving his Eagle Scout Award. His parents, Mr. and Mrs. Douglas Craig, and Scout Executives Frank Merriman and John Grist look on.

For the past three years, P & O-Orient Lines has sponsored a sea scout group in San Francisco. The sea scout programme is designed to give boys 14 to 18 years old a thorough background in the history of the sea, an opportunity to learn to operate sailing cutters and a chance to tour cargo, freighter and passenger vessels when in port.



**CALIFORNIAN WELCOME.** Captain R. J. Craddock was made Honorary Commodore of the Port of Los Angeles when Orsova called at Los Angeles for the first time on October 21. President of the Board of Harbour Commissioners, George Watson (right) presented Captain Craddock with a framed 'Honorary Commodore' document. P & O-Orient Lines' Los Angeles Branch Manager David Hodgson (left) holds the 'First Call' plaque which was also presented to the ship. Orsova was the fifth P & O-Orient ship to visit the Port of Los Angeles since the P & O-Orient fleet began calling there last July.

#### TOW OF THE ELLENGA

The Trident tanker *Ellenga* got into difficulties on December 30th when her power and lighting failed South of the Grecian Isles in the Mediterranean. *Baradine* was only a short distance away and she was asked to stand by while efforts were made to conduct emergency repairs.

Soon *Ottawa* also appeared on the scene and transferred Trident's Engineer Superintendent to *Ellenga*. As everything seemed to be under control *Baradine* continued on her way, only to be ordered back to tow the still incapacitated *Ellenga* to Malta.

*Baradine* towed *Ellenga* for the best part of 200 miles when all of a sudden with a great roar (so we understand) her engines came to life again. The following account of how the two ships bade each other sweet farewell was sent to us by *Baradine's* Radio Officer, Mr. B. G. Trehane:

'Having had no time to celebrate New Year in the proper fashion during *Baradine's* recent tow of *Ellenga*, we were naturally a little put out to find that New Year cheer had flowed like water on *Ellenga*. Very romantic stuff by candlelight (no power). So we sent a rather facetious message after slipping the tow, which occasioned a poetic outburst from *Ellenga*.

'Baradine set not your propeller to turn,  
A twelve inch manilla hangs over your stern.

'We're loath to mention having followed so near,  
To best of our knowledge you've spots on your rear.

'From the big ship men to you hulkers of freight  
Best New Year wishes though they are three days late.

'Trident's motto must be for ships needing a tow,  
Hire a tug, or a barge, not that shower P & O.

'Our own Bard, incensed at this slight, set pen to paper with fury (some declared steam rose from the nib) and produced this result.

'Alleged big ship men though your poetry's poor,  
In moving your ship your standards seem lower.

'A tanker met recently lay there so sad,  
Not a light to be seen, no warm food to be had.

'Two nights so sleepless whilst towing and yet,  
Not a sou, not a cent, not a thanks do we get.

'It matters not, Oilmen, that you slander us so,  
Our ships stop when needed, and when started they go.

'So ye mariners all, heed this story we tell,  
Join P & O not Trident, and all will go well.'

At this point Radio Officers of the respective ships called a halt to the battle in order that they might go about their lawful business.

#### 'CHUSAN' TO MAKE AUTUMN CRUISES

To meet the demand for cruises this year, *Chusan* will make four extra cruises for British holiday-makers in addition to those already announced for 1965.

Two voyages by *Chusan* to Japan, scheduled to leave the U.K. on September 7th and December 15th have therefore been cancelled. After cruising, she will be re-deployed for service in the Pacific, and will sail from London on December 5th to the Caribbean, Panama, the West Coast of North America and Australia.

Bookings for cruises have reached a record this year, and under present conditions *Chusan* was proving too large for existing Far Eastern Passenger requirements. The Far Eastern passenger trade will of course continue to be served by the 14,000-ton passenger/cargo ships *Cathay* and *Chitral*, supplemented from time to time by the larger passenger ships coming home across the Pacific via the Far East or making triangular voyages in the Pacific.

# Hostess to a thousand

Ever thrown a party? A big party? For a week-end—perhaps for a week, or longer Hundreds of guests. Continuous activity. No time for rest. No time for morning after—already it's the morning before.

Well, if you have, you know vaguely what it feels like to be a Hostess on one of our ships. But in case you haven't, Jean Goater of *Himalaya* writes to describe

## Entertaining on a One Class Ship



*'Jungle Night' on Himalaya.*



*Sing-song around a 'Camp Fire'.*

If you have had experience as a choreographer for water ballet, arranged dance routines, produced Music Hall revues, been a fortune teller in your spare time, done a lot of sound and television compering, announcing and acting, had experience as a choral trainer, taken part in top class dancing competitions, and been used to teaching all types of dancing, run debates, have a working knowledge of Court procedure, been a Pop music fan and a first-rate disc jockey, acquired a knowledge of interior decorating and design, played all the known and unknown card and indoor games (reputable ones at least!), been used to running cocktail parties and M.C.-ing dances and have worked as a Dior or Balenciaga fashion show commentator and are athletic, strong, sociable, charming, with the gift of the gab and able to exist on a modicum of sleep then **YOU** will make the perfect member of the entertaining team in a one-class ship. All these attributes will be used, and these are but your basic qualifications—in time you are expected to rise to bigger and better things.

As more people travel they begin to expect more, and no longer is it possible to carry passengers from A to B in reasonable comfort, and then expect them to depart as happy and contented clients. The accent in travel to-day is entertainment—and entertainment in a one-class ship has, of course, tremendous scope and potential.

## BIGGER AND BETTER

No longer do Fancy Dress parties, interest talks, introductions, etc., have to be repeated at both ends of the ship. No longer does your entertainment staff have to be used uneconomically in two halves. No longer do events have to be put on in unsuitable rooms due to lack of space. No more is there not enough room for deck games and sunbathing for passengers in the cheaper cabins. No longer does the Company have to bear the enormous cost of two Entertainment Officers and two Hostesses—one Entertainment Officer and two Hostesses have been found to be entirely adequate (*I thought that Entertainment Officer would make all the difference!*—*Ed.*) And finally, of prime importance, no longer are people barred from mixing freely by barriers of First and Tourist class.

The essence of entertainment in a ship must be variety but not at the cost of quality. What is needed is something new and stimulating as well as the faithful old stand-bys of Housie, Cinema and Dancing. People enjoy doing new things, and with several hundred passengers it is always possible to persuade a percentage to do anything at all (!—*Ed.*) providing it is sold to them in the right way, i.e. stimulating advertisements in the Good Morning Sheet, coupled with enthusiasm by the organisers of the scheme.

If you are going to launch into new or semi-new fields of entertainment in a one-class ship, what can you do? Much has to be done by trial and error, and even if there were a team of geniuses on board you could never please all the people all the time—although you can but try!

Although a fair percentage of one's passengers are under 35 it is a mistaken idea that all, or even the majority of passengers in a one-class ship are in that age group—a high percentage are in the over-60s. Entertainment therefore must be two pronged—for the young and for the elderly—and at the same time trying to cater for the widely differing interests and intellects within the different age groups. With a permanent cinema giving three

shows a day, films are no longer an entity in themselves, and in *Himalaya* it has been found possible—and necessary—to provide three or four separate entertainments per evening plus cinema.

## BEATLE DEBATE

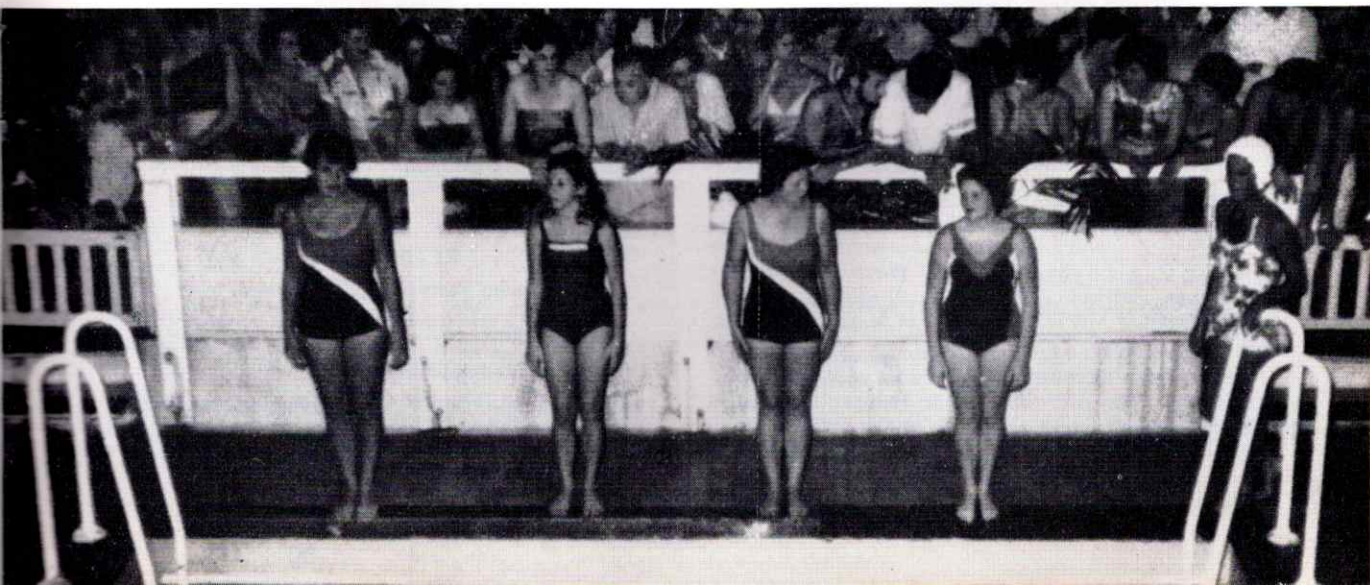
Dancing in one form or another is always on the menu, sometimes in the form of Jam and Jive, or as a Juke Box Dance in what was the Tourist Dance Space, or as late night dancing in the Night Club. Further variations on the dancing theme are speciality Night Clubs, such as Bush Whackers' Night (entry only in appropriate clothes), On-Deck dances round the pool with a Water Ballet as a centre piece, and On-Deck fancy dress dances such as Jungle Night.

Along with your basics, specialities can be introduced—Fun Fair on deck for everyone, Victorian Music Hall evenings with Can Can performed by passengers, comic debates on non-serious topics such as 'The Beatles are good for you,' Mock Trials with correct Court procedure (and including Counsel, Witnesses, Judge, Police, Clerk of the Court and the audience as Jury), quizzes with a difference, such as a visual and auditory quiz with slides and sounds to be identified, fashion shows, Camp Fire Night on deck, What's My Line?, Have a Go, Pub Nights, Line Crossing Ceremony, Migrant Advisory Panels, Juke Box Jury, Casino Nights, etc., ad infinitum. Plus of course all the expected and much needed old chestnuts.

Passengers with a little encouragement will often be prepared to run Keep Fit classes, sketching group, language classes, give swimming instruction and ballroom dancing. In a one-class ship all interested are able to attend and minority interests can be more adequately catered for.

To sum up, one can say with certainty that one class travel can and should be entertaining. But to be successful, one class entertainment must be nothing less than first class.

*Participants about to start in 'Water Ballet'.*



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# Personal News

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## HONOURS

### We congratulate:—

Commodore C. EDGECOMBE, R.D., R.N.R., Captain, *Oriana*, on being appointed C.B.E. in the 1965 New Year Honours.

Mr. M. F. T. PERCH, Chief Steward, *Canberra*, on being appointed M.B.E. in last year's Birthday Honours.

Mr. GEORGE DURLING, Greaser, *Orcades*, on being awarded the B.E.M. in last year's Birthday Honours.



## MARRIAGES

### We congratulate:—

Mr. PADDY REENAN, 2nd Refrigerating Engineer, *Himalaya*, on his marriage to Miss PATRICIA BRACKEN at Woy Woy, N.S.W., 2 Jan 65.

Mr. M. H. STEPHENSON, Export Freight Dept., on his marriage to Miss BRENDA LEIGH (ex-Export Freight Dept. and ex-W.A.P., *Iberia*) at Wanstead, on 27 Mar 65.

Mr. T. E. TURNER, 1st Refrigerating Engineer, *Sunda*, on his marriage to Miss P. D. SMITH at Dartford, Kent, on 23 Feb 65.

Mr. H. YOUNG, Engine Room Storekeeper, *Orsova*, on his marriage to Miss YVONNE BEER at the Standesamt, Hamburg, 29 Jan 65.



## ENGAGEMENTS

### We congratulate:—

Mr. C. F. L. G. EVANS, Fourth Officer, *Orsova*, on his engagement to Miss M. E. SCOTT-MOFFATT of Melbourne.

Mr. STEPHEN FABES, Computer Section, and Miss CAROL CHAPPELL, West End Accounts, on their engagement.

Miss JO MCPARLAN, Import Freight Dept., on her engagement to Mr. TREVOR LARK of Thundersley, Essex.

Miss BETTY STEVENS, Public Relations Dept., on her engagement to Mr. PETER NOLSON of Canvey Island.

Mr. A. E. TILLEY, ex-Asst. Purser, *Chusan*, on his engagement to Miss J. RICHARDSON (ex-Nursing Sister, *Chusan*).

Miss C. M. TINSLEY, formerly Pursers Dept., now Passenger Services Correspondence Section, on her engagement to Mr. D. B. S. CROW of St. Ives, Cornwall.

Mr. P. R. WISE, Agency Sales Manager, on his engagement to Miss ELIZABETH ABEL SMITH of Windsor and Brisbane. Miss Abel Smith is the younger daughter of Sir Henry Abel Smith, Governor of Queensland, and a cousin of the Queen.

## BIRTHS

### We congratulate:—

Mr. E. GOLDSPINK, B.R.S. *Orsova* and Mrs. GOLDSPINK on the birth of a daughter, Kerry, 20 Jan 65.

Mr. M. J. MILES, Dep. Purser, *Himalaya*, and Mrs. MILES formerly LAURIA GIBSON, ex-Correspondence Dept. and ex-W.A.P., *Chusan*, on the birth of a daughter, Laurinda Claire, 11 Oct 64.

Mr. I. R. NEIL, Second Officer, *Arcadia* and his wife SHEILA, on the birth of a daughter, Hilary Peta Elizabeth, 30 Dec 64.

Mr. R. D. SLADDEN, Stationery & Printing Dept., and Mrs. SLADDEN on the birth of a son, Derek Richard, brother for Russell (5) and Alison (3), 18 Dec 64.

Mr. G. E. SMITH, Asst. Electronics Inspector, and Mrs. SMITH, on the birth of a son, Geoffrey Peter, 1 Jan 65.

Mr. H. C. WALLER, 4th Engineer, *Himalaya*, and his wife SHIRLEY, on the birth of a daughter, Claire Elizabeth, 25 Sept 64.



## 'MILESTONES'

### 25 Years' Service

During the first quarter of 1965 Mr. D. S. F. Beasley, Inspecting Electrician, K.G.V. Dock, will complete 25 years' service.

### 21st Birthdays

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

Miss E. M. BISBY, Steamers Shops, 7 March.

Mrs. J. F. ELLIS, Telephone Room, West End, 7 March.

Miss J. HASSEL, Passage, 13 February.

M. H. STEPHENSON, Forwarding Section, Export Freight, 5 February.

Miss A. A. TINGAY, Export Freight, 2 January.

Miss S. P. WARD, Advertising, 1 February.

Miss C. M. WHITE, Management Secretary, 20 January.



## RETIREMENTS

### We wish many years of happy retirement to—

ALLCHIN, G. H. C., First Barman, born 4 Sept 04, joined Coy. 9 Jan 26, ships include, *Orviato*, *Orontes*, *Oronsay*, ret. 21 Jan 65.

BLAIR, G. R., Head of Cash Dept., born 20 Aug 06, joined Coy. 20 Aug 23. Depts: Pursers Cash, Cash, ret. 31 Mar 65.

BROOM, H. P., Barkeeper, born 30 Sept 11, joined Coy. 16 Feb 29, ships include *Oronsay*, *Orcades*, *Oriana*, ret. 10 Nov 64.

CLAY, CAPT. A. E., O.B.E., R.D., R.N.R., born 3 Feb 06, joined Coy. 8 Jul 27 as 4th Officer *Delta*, first command *Devanha*, last ship *Iberia*, ret. (ill health) 31 Aug 64. O.B.E. (1946) for valuable services during War in Far East.

FLINT, H. M., Dep. Reservations Manager, born 3 Jul 04, joined Coy. 21 (Cadet), rose to 2nd Offr., ships include *Lahore*, *Carthage*, transfer to Passage Dept. 36, ret. 31 Dec 64.

GLOVER, A. W., Supt. Engineer's Dept. (Tilbury), born 1900, joined Coy. (Orient) 14, Machinist and Store Keeper, ret. 24 Feb 65.

HARTLEY, D. F., Shore Excursions Manager, born 9 May 04, joined Coy. (Branch Line), Mar 22, transfer to Pursers Dept. 31, ret. 8 Jan 65.

HITCH, S. G., Dep. Head Accounts Dept., born 17 Mar 00, joined Coy. Sept. 14, served Dock Staff (Tilbury), Marine and Accounts Depts., ret. 31 Dec 64.

IBBETSON, Mrs. Ivy, Stewardess, born 25 Nov 04, joined Coy. 28 Jun 35, ships include *Maloja*, *Stratheden*, *Orcades*, ret. 29 Dec 64.

JARDINE, H. A. M., Sr. Chief Radio Officer, born 28 Jan 00, joined Coy. 54, after serving many years with Marconi on P & O ships, including *Strathaird*, *Naldera*, *Canberra*, ret. 10 Mar 65.

JONES, B. D. O., Ed. Staff Magazine, born 14 Nov 02, joined Coy. 1 Jan 22, served Publicity and Advertising Depts., then Staff Magazine, Library and Museum, ret. 31 Dec 64.

MACINNES, T. S., Purser, born 16 Jul 17, joined Coy. 6 Jul 36, ships include *Otranto*, *Orsova* and *Chusan*, ret. 31 Jan 65.

PARISH, P., Chief Radio Officer, since 1931 worked for Marconi on Orient and P & O ships, including *Orford*, *Carthage*, *Orcades*, ret. Jan 65.

PARROTT, E., Linen Keeper, born 28 Jan 08, joined Coy. (Branch Line) 23, ships include *Narkunda*, *Stratheden*, *Arcadia*, ret. 21 Nov 64.

POOLE, Miss N., secretary for many years to Mr. F. E. Harmer, Dep. Chairman, ret. end of Mar 65.

SAUNDERS, DR. R. MCG., Surgeon, born 13 Apr 00, joined Coy. 16 Sept. 57, ships: *Chusan*, *Chitral*, ret. 28 Mar 65.

SILLEY, H. A. J., C.B.E., Chairman, R. & H. Green & Silley Weir Ltd., and a Director, P & O S.N. Co., born 8 Dec 99, joined Green & Silley Weir early 1920s, Director '26, Chairman '41, Director P & O 18 Apr 55; C.B.E. '60 New Year Honours; ret. 1 Jan 65.

STODDART, A. H., Barkeeper, born 7 Apr 06, joined Coy. 20 Aug 26, ships include *Orsova*, *Orion*, *Orcades*, ret. 17 Nov 64.



#### TRANSFERS

OSBORN, D. G., Dep. Purser, was transferred to Shore Staff (Passage Department) on 1 Feb 65. Joined Coy. 9 Nov 53, last ship *Oronsay*.

#### RESIGNATIONS

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

HODGE, P., Dep. Purser, joined Coy. 23 Aug 50, last ship *Arcadia*.

MACRAE, D., Dep. Purser, joined Coy. 22 Aug 51, last ship *Arcadia*.

YATES, Miss C., Sr. Woman Asst. Purser, with effect from end of leave 27 Apr 65. Joined Coy. 22 Nov 54, last ship *Orsova*.



#### ARTISTS AT SEA

O. D. H. WILLIAMSON, Fourth Officer, *Himalaya*, and C. T. MACQUEEN, First Class Waiter, *Oriana*, had their entries 'highly commended' in College of the Sea's 1964 Painting Competition.

Mr. Williamson submitted a meticulous pencil drawing entitled 'Fall', meaning the season and not the act. It depicted the knarled, weather-beaten branch of a tree on an autumn afternoon.

Mr. MacQueen sent in two oil paintings. The one that was highly commended was a portrait of Nacito Peter Vaz, a Goanese pantry boy, with a map of India as montage background. The other was of the Covesea Lighthouse, Lossiemouth.

The Commended pictures will be seen all over the country as part of the College's current exhibition.



#### MISCELLANEOUS

CYRIL METCALFE, whose obituary was in our last issue was the father of PHILIP METCALFE, that well-known member of Pursers Department, City Office.

DAVID WOOLDRIDGE, whose marriage was announced in our last issue, comes from a family that has been connected for three generations with the Company. His father Mr. R. WOOLDRIDGE, served at sea with the Company during the war on *Ranchi*. His uncle, Mr. V. E. WOOLDRIDGE, is still with us in the Pay Department, and his grandfather, Mr E. A. WOOLDRIDGE, was for many years in charge of Stationery Stores.

Mr. J. G. DAVIS, Assistant Manager, has been elected to the Board of the Committee of Management of the British Ship Adoption Society. He has also been elected Vice-President of the World Ship Society.

Miss DESRI OMER (Export Freight Dept.) organised a raffle over Christmas for customers at the Cuckfield Hotel, Wanstead, which is managed by her father. After the prizes were distributed, a sum of £7 5s. 0d. remained, which she very generously decided to donate to the 'Save the Children Fund' through the Company's collecting organisation.



*Captain D. West and Chitral—Capt. West died at the General Hospital, Le Havre, on February 1st, following a sudden illness while in command of Chitral.*

## DEATHS

We regret to record the deaths of—

**ALOSCHI, A.** Senior Partner, Aloschi Bros., over 30 years Coy's Shore Excursion Agents in Naples, now also General Passenger Sales Agents. Died Feb 65. Leaves widow.

**BLAIR, J. S.**, Chief Engineer, born 11 Nov 81, joined Coy. 22 Mar 04, ships include *Assaye, Egypt, Comorin*, ret. 1 Oct 39, died 13 Feb 65. Leaves sister.

**BROOKER, H.**, Cash and Baggage Foreman, born 30 Aug 84, joined Coy. 25 Mar 02, ret. 1 Sept 40, died 24 Jan 65.

**BROWN (nee REYNOLDS), Mrs. I. G.**, Stewardess, born 7 Sept 97, joined Coy. Mar 25, ships include *Viceroy of India, Stratheden, Corfu*, ret. 22 Sept 54, died 17 Nov 64.

**CROSS, W.**, Chief Steward, born 3 Feb 83, joined Coy. Sept 03, ships include *Comorin, Strathaird, Narkunda*, ret. 20 Jul 42, died 21 Dec 64. Leaves widow.

**FLEETWOOD, Miss S. G.**, Nursery Stewardess, born 27 Nov 37, joined Coy. 14 Sept 64, ship *Canberra*, died following motor accident after first voyage with Coy., 20 Jan 65. Leaves mother, father and sister.

**FOSS, S. H.**, Passage Manager (Orient), born 11 Sept 76, joined Coy. 96, retired 30 Sept 36, died 7 Dec 64.

**GREGORY, R. V.**, Chief Radio Officer, born 17 Jun 97, joined Coy. 17 Mar 54 after serving 12 years with Marconi on P & O ships, ships include *Chusan, Narkunda, Ranchi*, ret. 23 Mar 59, died 24 Jan 65. Leaves widow and two daughters.

**JONES, L.**, Pursers Dept., born 16 Jan 17, joined Coy. 1 Dec. 47, died in service on 23 Dec 64. Leaves widow and three children.

**KENDALL, H. M.**, Chief Clerk, Kobe Agency, born Jun 81, joined Coy. 9 May 99, ret. 30, died 8 Dec 64. Leaves widow.

**PARFITT, CAPT. E. P.**, born 2 Jun 86, joined Coy. 29 Sept 05, as 5th Officer, *Syria*. First command *Peshawir* 33, last ship *Moldavia*, ret. 19 Feb 37, died 5 Jan 65. Leaves widow and daughter (Miss M. L. PARFITT, Management Secretary).

**WEEKS, J. R.**, Canteen Steward, born 11 Jan 80, joined Coy. 20 Sept 05, ships include *Carthage, Stratheden, Canton*, ret. 25 Mar 45, died 10 Feb 65.

**WEST, CAPTAIN D.**, born 6 May 09, joined Coy. 11 May 31, as 4th Officer *Rawalpindi*, first command *Coromandel*, died in service as Captain of *Chitral*, Feb 65. Leaves widow and son.

**WILLIAMS, J.**, Chief Steward, born 4 Mar 94, joined Coy. 15 Sept 14, ships include *Ranchi, Corfu, Carthage*, ret. 4 Mar 59, died 21 Dec 64. Leaves widow.

**WOOD, G. A.**, Hospital Attendant, born 22 Jun 89, joined Coy. Oct 23, ships include *Strathmore, Corfu*, ret. 1 Jan 55, died 25 Dec 64. Leaves widow.

## B.E.M. for P & O Greaser

Mr. George Durling (below) a greaser in the 28,000-ton P & O-Orient liner *Orcades*, is presented with the British Empire Medal by Mr. Ford Geddes, a Managing Director of the Company. The presentation took place on board the ship at Tilbury, before she sailed for Australia in January.

Mr. Durling, of 2 Betsham Road, Betsham, Kent, received the award for long and meritorious service in the Merchant Navy.

The award was made in the Queen's Honours List in July, 1964, but because he had been away at sea, this was the first opportunity for the medal to be presented to him.

Mr. Durling, 64, a bachelor, joined the former Orient Line in October 1919. He has served in many company ships including *Orontes, Osterley, Orion, Orsova* and *Oronsay*.

He lives with his sister and brother-in-law, Mr. and Mrs. Leonard Gilbey, who attended the presentation. 'He is very popular in the village and everyone was delighted to know he had been honoured,' said Mr. Gilbey.

*Mr. George Durling, B.E.M. (right), with Mr. F. I. Geddes.*



## OBITUARIES

### Captain D. West

Captain David West died in Le Havre on the 1st February, 1965, following a sudden illness on board *Chitral*.

Joining the Company as a cadet from *H.M.S. Worcester* in 1927 he served in many ships and was promoted Captain in 1955. Throughout the war years he served in the Royal Naval Reserve and attained the rank of Lieut. Commander.

Captain West was much respected and liked by his many friends in the Company both ashore and afloat and his untimely death has come as a great shock to us all. He will be sadly missed.

### Leonard Jones

Everybody was very shocked and distressed to learn of the sudden death of Leonard Jones on 23rd December.

Leonard, who was only 47 at the time of his death, joined the Company in December 1947. He proved himself a meticulous and extremely hard-working man in the Purser's Department where eventually he specialised in all the intricacies of Victualling.

His sterling qualities showed up equally in his private life. He was a special constable and an active member of the Croydon and District Society for Mentally Handicapped Children. One of the last things he did was to go to the Carol Service in Trafalgar Square to help raise funds for this cause.

Altogether we have lost a most valuable member of the staff whose life in so many ways can be an example to us all.

To his widow and three children we send our sympathy.

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## STALWARTS DEPART

The end of 1964 saw the departure of four stalwart figures from the Shore Staff, who between them put in 182 years of work for the Company! They are:—

**S. G. "Sidney" Hitch**, who to his many friends must take pride of place in that he left with the astonishing record of over 50 years continuous service with the P & O Company.

He joined as a very young man at the Royal Albert Dock in 1914 and apart from a short break during 1918 when he was in the Army he was at a P & O desk until December, 1964. From 1921 to 1929 he was Chief Clerk to the Marine Superintendent, who in those days was stationed at Tilbury. Most people, however, will remember him in the Accounts Department of which he became Deputy Head in 1957.

Coupled with his lion-like appetite for work he displayed a happy knack of producing simple and accurate answers to the most obscure and complicated questions. Above all he became expert at gazing into the crystal and forecasting often with uncanny accuracy how a certain voyage would turn out financially.

In his younger days he was one of the main 'props' of the P & O Cricket Team and he still retains an interest in nearly all forms of sport.

**H. M. 'Harry' Flint**, another P & O character who retired—a little early on account of poor health—at the end of 1964. He joined the Company as a P & O Cadet in 1921 and after his indentures served with the Company at sea from 1924/1935 rising to the rank of 2nd Officer.

In 1936 he transferred to Shore Staff and started his long association with the Passage Department. This part of his career was interrupted by the Second World War during which he served as R.N.R. Liaison Officer with various Sea Transport Offices, finally ending up as Chief Staff Officer to the principal Sea Transport Officer at Field Marshal Alexander's Headquarters in Italy. After the war he became steeped in the tricky matters of passenger documentation and he finished his career as Deputy Reservations Manager.

Wherever you met Harry Flint—whether in the West End Office surrounded by passengers' documents or in charge of a Shore Excursion Team on a cruising vessel—his friendly way was always apparent, and there is no doubt that he made countless friends among the travelling public.

**D. F. 'Don' Hartley** also went into retirement at the end of 1964 having joined the Branch Line way back in 1922, coming into P & O Main Line on the merger in 1931.

He was a passage man throughout his career except for his spell in the forces from September 1942 until January 1946. For a while, starting in January 1947, he was attached to the Australia/New Zealand Passenger Conference. It was after the Second World War that he started specialising in Shore Excursions and in 1960 was appointed Shore Excursions Manager.

His knowledge of Ports and Agencies, and particularly of the people at the various Agencies, was very wide and with these personal contacts there is no doubt he was able to achieve a tremendous lot for the Company's Shore Excursion programmes.

**B. D. O. 'Brian' Jones**—the Editor of *About Ourselves*—to whom the Chairman paid tribute in the last issue, is of course the fourth stalwart.

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### W. Banister

The premature retirement through ill health of Purser Wilfred 'Bill' Banister is a great loss to the Company, and in particular to *Oriana*, where he was held in the highest regard by all.

'Bill' joined the Orient Company in March, 1938. After war service his efficiency earned him quick promotion, becoming Purser in 1951. He served on several Orient ships, including *Orcades* on her maiden voyage, *Empire Orwell*, *Oronsay* and *Orsova*.

Although Bill lived for his work, he had two other great loves: his wife Jean, who he first met on *Otranto* when he was Assistant Purser, and walking in the hot Spanish and North African sun.

He and Jean have just settled in a new house in Finchley, North London, and it is with great regret that we learn that his illness has forced him to go into hospital. We wish him a speedy recovery.

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*APPRECIATIONS* of Messrs. G. R. BLAIR, A. W. GLOVER, H. A. M. JARDINE, P. PARISH and H. A. J. SILLEY are being held over for the next issue due to shortage of space.

# QUEER CUSTOMS

by  
H.E. Manning



A recent trip to the Iberian Peninsula gave me the opportunity of observing for the first time the different methods of approach brought to their task by Customs Officials of different nationalities.

Prior to arrival at Lisbon I received from the Ship's Bureau a Portuguese Customs Declaration form, from which it seemed that I had to declare all my belongings except my underpants. One intriguing item which was given special mention was cigarette lighters, which visitors to the country had to hand over for the duration of their visit and collect on departure. Confiscation of the lighter and heavy fines were threatened if a lighter was used by a person not in possession of a licence. In these affluent days my wife and I are a two-lighter household, and I foresaw difficulties. But I need not have worried.

On arrival at the long bench in the Customs Shed I was asked but one question—'¿Cigarros?' Gladly exercising my recently acquired knowledge of Portuguese, I said '¡Si!' but not yet having reached as far as 200 in my numbers I pointed mutely to the carton of 200 cigarettes in my bag. The officer handed them to a woman assistant who opened up the carton, extracted the individual packets, diligently stamped each and every one, made a note, presumably of the quantity, in a book and handed the cigarettes back to me.

Our customs formalities completed, we were anxious to get away of course, but particularly as the couple next to us had not completed a declaration form and an embarrassing scene was apparently imminent. Just as we were

moving off, however, the Customs Official stayed our departure with lordly gesture, picked up our declaration form again from the pile to which it had been added, and proceeded to enter on it full details of our fellow passengers' baggage with never so much as a 'por favor' to me or '¿Cigarros?' to them. However, we were free to go our ways at last, and we walked through the Hall, our lighters burning holes in our respective pocket and handbag.

On the conclusion of our stay in Lisbon we left at 8 o'clock in the morning for Seville, a 14-hour marathon. It was at the frontier town of Ficalho that we next made contact with Customs.

## No Formalities

Our Conductor having previously collected our passports took them into the Customs Office for stamping.

When he returned we debussed, taking our smaller bags; the driver took the heavier. He trotted into the Portuguese end of the building and out again at the Spanish end — still bearing our cases — before we had even entered. We followed through as quickly as we could. The Spanish Customs Officer gazed quizzically at a figurine of the God Pan which we were bringing home as a gift from my son to a recently married friend, then waved us on. No questions, no formalities. The only other non-Spanish or non-Portuguese traveller, an Australian, was accorded similar treatment. Not so, however, the

Spanish and Portuguese, who formed a long queue and were having to open all their bags and have their belongings looked through before being allowed to pass.

It was interesting to note how clean and smart the Customs Offices were, and one wondered if it were a question of keeping up with the 'Gonzalez'.

On joining the waiting Spanish coach we received back our passports bearing the Portuguese 'Salida' and the all-important Spanish 'Entrada' (woe betide the traveller seeking to leave Spain if his passport does not bear this magic formula, the rule being apparently 'No entrada, no salida.')

Our Spanish 'Salida' took place at Algeciras, where our coach decanted us about a quarter of an hour before the next ferry was due to leave for Gibraltar, the sight of which massive rock had held our attention as we approached along the road over the western end of the Sierra Morene.

As soon as we alighted we were besieged by a swarm of porters. We were completely taken in charge by a most efficient man. Putting all our baggage on a trolley he said 'Follow'; we followed. After proceeding for a couple of hundred yards he turned and said 'passports,' adding to my wife 'You follow,' and to me 'Ferry tickets there,' indicating the booking office. While I was engaged purchasing the tickets my wife hurried after our porter in time to see him push his way to the head of a long queue and thrust our passports under the nose of the Customs Official. Turning to my wife 'You not coming back Spain?' 'No.' A long exchange in Spanish, our passports were endorsed 'Salida' and away we went leaving the queuers to exchange looks of disapproval. Obviously they were British. No other nationality would have behaved in such a disciplined fashion. Naturally, most of them were left behind by the ferry; I do hope they caught the next one.

On arrival at Gibraltar we were surprised to note that the Customs Officials, although in evidence, were just not interested in us at all. Presumably, as ours was the only vessel in on that day and her destination was known to be the U.K., they were content to leave it to the Customs Officials in England. They were justified.

### Home Again

And so to our last confrontation with the Customs, back in England four days later, where rain was weeping out of a sad grey sky. This was not the only evidence that we were in England, however. In the Customs Shed lined up behind their long bench was a team of keen young officials with X-Ray eyes, a deep knowledge of human nature and of the laws of the land. They exhibited to disembarking passengers a printed notice setting out those laws applicable to smuggling, and then proceeded to cross-examine their victims, very politely but efficiently. My only acquisition, apart from the permitted liquor and cigarettes, was a watch which I had purchased in Gibraltar which, however, would not go for more than a few hours at a time. I declared it, adding 'but it doesn't go.' 'Have you tried winding it, Sir?' 'Yes; you have a go.' He did, but a few turns of the winding key told their own sad story. 'Well, Sir, you should still pay duty on it, but as it won't go . . . ' and he switched off the X-Ray eyes and looked at me commiseratingly — and off we went.

# £1,000,000, 000,000.

Why that striking headline?

*Eye-catching.*

Will it work?

*'Fools Rush In' possibly wouldn't.*

You didn't do this sort of thing for 'Jane Steps Out'.

*Only 421 came to see 'Jane Steps Out'.*

Nothing to do with the advertising. They didn't know where King George's Hall could be found. I don't for one.

*It's behind the Dominion cinema, two minutes from Tottenham Court Road Underground Station.*

Well, that's central enough. Almost West End.

*It IS West End.*

Are the productions?

*Yes—ask any of that 421.*

Well, suppose I came to the next. I know where, now; but what and when?

*'Fools Rush In' by Kenneth Horne on 6th and 7th April.*

Type?

*Comedy.*

Any-one I know appearing?

*Depends on who you know. Cast includes ANDREA BARKER, MARGARET BUTT, MICHAEL DALY, ANN DUNNETT, NIGEL FARNHAM, ANTHONY HODGE, JANE LESTER and GINA MARSH.*

Producer?

*Ronald Wood.*

Can I get tickets now?

*If there are any left. Try Miss A. E. Clark, Ticket Secretary, Pandor Dramatic Society, Correspondence Department at Beaufort House, or Mr. A. H. S. Robinson, Reservations Department, West End Office.*

What, where and when again?

*'Fools Rush In', a comedy by Kenneth Horne, produced by Ronald Wood at King George's Hall in the West End at 7.30 p.m., on Tuesday, 6th and Wednesday, 7th April, 1965, at popular prices.*



## YARD 519

Last year boys of Kinning Park Secondary School, Glasgow, took Alexander Stephen & Sons Ltd., the local shipbuilder, as the subject of their annual project. Entitling their work 'Stephen of Linthouse—Shipbuilders since 1750', they made  $\frac{1}{8}$ " : 1' scale waterline models of selected Stephen-built ships of the last 100 years.

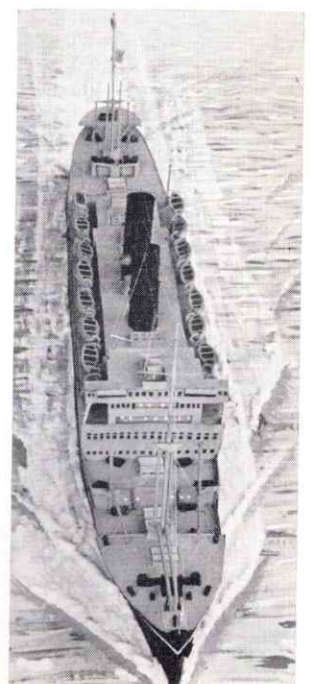
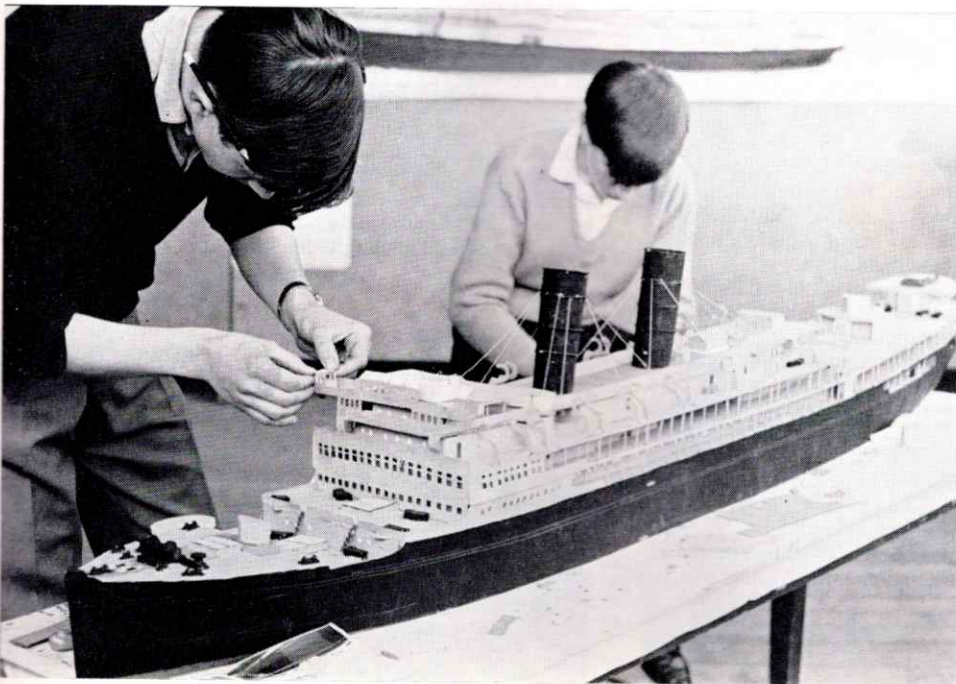
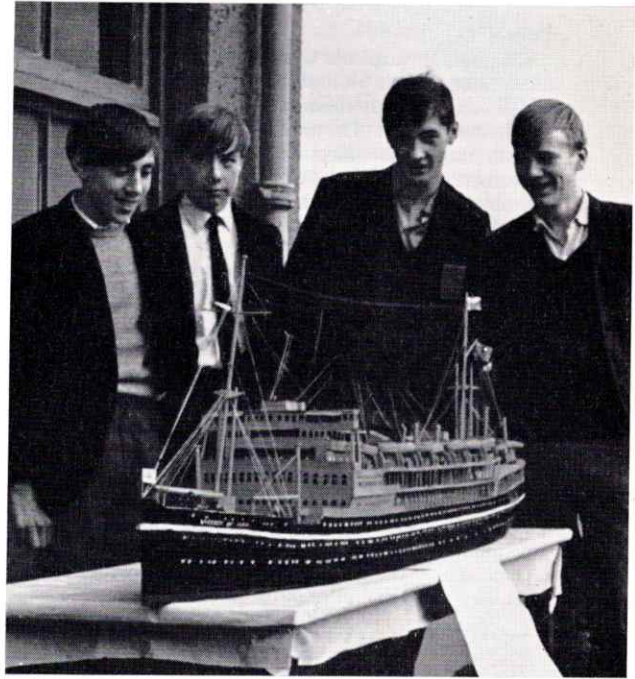
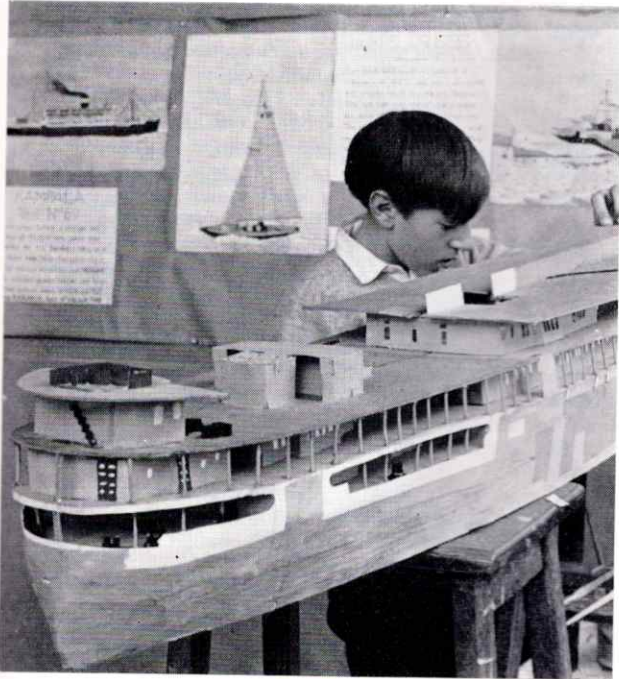
An almost automatic choice was the 19,648 ton P & O liner, *Viceroy of India*, built in 1929 at Yard No. 519, and still the largest passenger ship to have been built by Stephens.

Altogether some 65 14-15 year old boys were involved in the entire project. The *Viceroy of India* represents eight months' work for those concerned.

When the Chairman heard of their work, he asked to be kept informed of its progress. He was so impressed that on its completion he sent a letter to the master in charge, Mr. A. R. Cameron, congratulating the boys on 'such a fine job'.

This pictorial record was taken by Mrs. A. Thrower of Glasgow, a member of the school's Domestic Science Department. It shows (left to right) how the model progressed from bare beginnings to the finished article.





# Letters to the editor

## Burdens of Office

'Slainte-Vohr',  
6 Preston Parade,  
Seasalter,  
Whitstable,  
Kent.

Dear Sir,

On going through old Company records I came across an interesting little bit in the Company's meeting December, 1846, where it mentions a new office building in Leadenhall Street: 'The annual expense of providing and maintaining these offices devolves upon the Managing Directors, who, under the Company's Deed of Settlement, are bound to provide and furnish, free of all cost to the Company, suitable offices for the Company's business in the City of London.'

Yours faithfully,  
JOHN C. ABLEWHITE.  
(*Captain, ret. '58*)

## One-armed Bandits

22 Dunsford Avenue,  
Wimbledon Park,  
London, S.W.19.

Dear Sir,

I was very intrigued to read that one-armed bandits have been installed on the ships. Apart from amusing the passengers I should think they might easily bring in a tidy amount of revenue.

Presumably the next innovation will be betting shops! It is very necessary to be 'with it' these days.

Yours faithfully,  
MRS. IVY M. DUNDON.

## The 'Peshawur'

'Moorings',  
Forest Hill,  
Great Bedwyn,  
Marlborough.

Dear Sir,

I was most interested in the letter by J. K. Haughton in the last edition of 'About Ourselves'. He is certainly to be congratulated on his excellent memory. Going back some 35 years is quite a time, but can just remember him. The apple core episode had slipped my memory, but obviously I must have been living on that fruit for quite a time to have so many cores readily at hand.

Many a good time was had by us all in the *Peshawur* under the command of Captains Wilding and McBryde, though she was awash when running the Easting down, and in fact she was usually awash most of the outward voyage, being always down to her marks.

The Queensland ports were usually the best as loading was on the slow side, so we were able to enjoy many a picnic with the hospitable shore people. At places like Bowen, Cairns, Townsville and Brisbane one was sure of having a good time.

Just the same one can get some pretty bad weather on that Coast. Well do I remember whilst loading meat and tallow at either Gladstone or Port Alma being told to

stop all work and put to sea and go to the assistance of the *Nellore* (I think?), owned by the E. & A., broken down at sea not far from the coast and cyclonic weather prevailing. Most uncomfortable, as we were fairly light. Anyway we found her and stood by for about 10 days till tugs came and took her into Brisbane. That was watch and watch for Chief Officer Nicklen and myself, quite strenuous, for which we received two weeks extra pay.

Yours faithfully,  
K. A. H. CUMMINS.  
(*Captain, ret. '60*)

## Pensioners Reunion

10 Grosvenor Court,  
Green Point,  
Cape Town.

Dear Sir,

I was over in Britain for a holiday last year and one of my planned highlights was an invitation to the Pensioners Reunion, in June, at Tilbury. Unfortunately, it was postponed until September, so I missed the opportunity of greeting some of my old shipmates. However, the Summer issue of 'About Ourselves' arrived recently and it pleased me no end to see pictures of many old friends at this year's reunion on *Iberia*. My warmest wishes to them all.

My son was interested in Father Thames, so we had a trip in the *Royal Sovereign* to Southend-on-Sea! (One would have thought that I had seen enough of it in the Company's service.)

On our return, our last view of Tilbury was of *Stratheden* towering white above the marshes in the evening sunshine. We were tickled, when, arriving off Gallions Reach, our ship turned about and continued up stream stern first.

Glad to see Gough-Wilson keeps us amused with his contributions to the magazine. I remember our meeting him out East, years ago, and he gave me a copy of some of his verse, with the remark that it was mostly 'doggerel', but we had many a chuckle over them. What about publishing some of them J.H.G.?

Back here in Cape Town I've only seen the P. & O. colours once since the Suez trouble in 1956, and that was the Tanker *Mantua*, about two years ago. We often have other ships of the group; the occasional B.I. and plenty of Hains and Stricks, calling at the 'Tavern of the Seas'.

CHARLES E. WALL.  
(*ex-Chief Steward*)

## It's a Small World

2 Kirkmay Place,  
St. Heliers,  
Auckland.

Dear Sir,

Even in this remote (for P. & O.) part of the world the P. and O. 'Esprit de Corps' is deep seated. A couple of perhaps unusual events took place recently. Jeremy Shaw (ex 2/O), now our Curate in the Parish of St. Heliers, married Sandy Ewing (ex 3/O) and today christened our daughter.

Kind regards to all at '122' with whom I had so many years of happy association.

Yours faithfully,  
BARRY THOMPSON.  
(*ex-Chief Officer*)

### 'Erin' Question Solved

4219 Roland Avenue,  
Baltimore,  
Maryland 21211,  
U.S.A.

Dear Sir,

I enclose the photograph of the P & O *Jeddo* (1859) which I promised you when I was in London in the summer of 1963. It has taken some time to obtain it from a friend in Australia and there has been a further delay due to the fact that my wife and I (like the P & O) have moved and only recently have our library and collections been straightened out again. You will see from this photograph that the photograph in your files of the wrecked steamer marked *Erin* is probably that of *Jeddo* after being wrecked on the Choul Keeder (Chawal Kedo) Reef off Bombay on 2nd February, 1866.

There are a couple of points concerning the P & O services of which I do not feel entirely sure:

(1) In the early days of the China service, the rates for passage and freight from China were increased during the Southwest Monsoon. I rather suppose there were corresponding increases in the rates to China during the Northeast Monsoon, but have not checked this, as I have located no Bombay papers in the States and did not have time to check them when I was in London.

(2) The Regular P & O Calcutta-Hongkong service seems to have been suspended in early 1857, with only occasional sailings after that. This seems to be well substantiated by contemporary shipping intelligence, though I have found no formal notice to this effect. I attribute the suspension partly to the fact that the P & O were short of steamers then, due to the diversion of a number of their ships to transport service, and partly to the fact that the Calcutta-China route was proving less profitable on account of strong competition by Jardine, Matheson & Co. and by Apar & Co. If you happen to know that I am incorrect on either of these points, I should be very grateful if you would let me know.

Yours sincerely,  
E. K. HAVILAND.

(Ed.: If any readers can help Mr. Haviland on either of these two points I will be happy to pass on their letters and print any extracts that are of general interest.)

*Erin or Jeddo? Erin, say the files. Jeddo, says Mr. Haviland.*

### Store and Coal Ships

55 Hunter Street,  
Sydney.

Dear Sir,

I was most interested to read your account of the Company's store ships in Issue No. 14. A few more details of *Larkins*, best known of the P & O hulks in this country, may not be out of place.

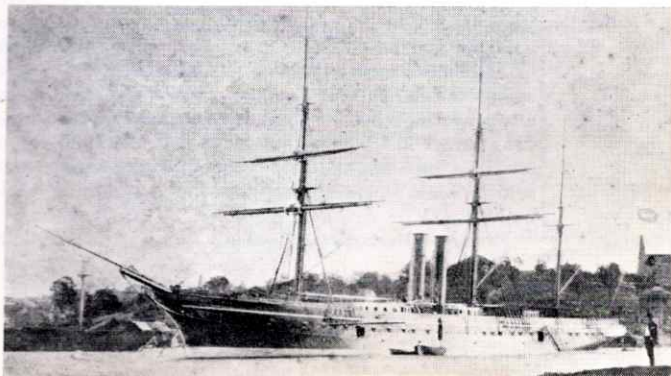
*Larkins* was a teak-built ship of 701 tons, built by Hudson and Bacon at Calcutta in 1808 as the *Louisa*. She was evidently built 'on spec' and sailed home for disposal. Her new owners renamed her *Larkins* after the famous Captain Thomas Larkins who had gallantly commanded the Honourable East India Company's ship *Warren Hastings* in its hopeless fight with the treacherous Frenchman Epron in the frigate *Piemontaise* in 1805. *Larkins* was offered to and taken up by the Honourable Company as an Extra Ship in the India and China trades. With termination of the E.I. Company's Indian monopoly in 1813 her owners found other profitable employment for her including a voyage to Sydney in 1829 with 200 Irish convicts and other voyages to Australia, China and India. Her last commercial visit appears to have been in 1849 when she left London on June 7th for Port Phillip.

Messrs. T. Haviside & Co. of Cornhill sold *Larkins* to the P & O in 1853 and, as stated in your article, she sailed for King George Sound on March 24th, with a cargo of 1,000 tons of bunker coal. On arrival her spars and gear were sent down, only the lower masts and bowsprit being left standing. She was anchored about a quarter of a mile from the end of the jetty in the inner harbour, known as Princess Royal Harbour. All of her defensive armament from her East India days had been landed long since except two 12-pounder signal cannons. When the incoming P & O Steamer's arrival was signalled from Breaksea Island lighthouse (at the entrance to King George Sound) the house flag would be run up to the head of *Larkin's* main lower mast and a saluting round fired from her cannon by the shipkeeper.

#### DUTY AS A HULK

When the bunkering business passed into the hands of contractors and only the P & O Office and Store Depot remained, the old ship was sold out of the Company's service. She still did duty as a hulk until the early 'eighties' when, utterly worn out and leaking she was towed into Frenchman's Bay, laid ashore and gradually broken up. Before this melancholy state was reached however, her two cannons were landed and placed at the entrance to the Company's Depot — later to be moved to the Perth Museum. Her figurehead — a full length

*This picture proves his point. It shows Jeddo at Sydney in 1860. (Photo. by courtesy of Tyrrell's Pty. Ltd., Sydney.)*



Viking, curiously enough for a vessel launched with a woman's name and later to bear that of an East India shipmaster—was also unshipped and stood in front of the Depot, nicknamed 'Tommy Larkins'. Evidently it was not too well 'anchored' for each New Year's Day usually found it leaning drunkenly against some citizen's front wall. As it is extremely heavy, this operation must have occupied a considerable party of revellers on each occasion. The following issue of the newspaper usually reported who had been first-footed by 'Tommy'. Ultimately a Mr. Campbell Taylor who owned the 'Candyup' Estate bought 'Tommy' and took him out to his property where he still stood to my knowledge, some ten years ago, a little the worse for age and bushfires, but otherwise intact.

Patient search in Australia, in England, and in Calcutta has failed to produce a picture of *Larkins*. Most of these country-built Indiamen bore a certain similarity of appearance, however, and those of your readers who remember or have seen photographs of the old hulk *Java* which lay at Gibraltar in pre-war years, will have some idea of *Larkins'* probable hull-form, despite a considerable difference in size.

The first Superintendent of the Depot, Captain H. M. Thomas, who had come out in *Larkins*, eventually retired from the Company to become clerk of the Albany Courts before he died and was buried in St. John's Churchyard. He was succeeded as Superintendent by Captain Henry Knighton Toll, formerly of the Company's Sea Staff, mentioned in your article. Captain Toll retired to become a farmer in the Stirling Ranges when the *Larkins* was sold but like many another seaman turned farmer he was not successful and took a position as head lighthouse keeper at Breaksea Island before returning to Plymouth in 1899. Mr. William C. Clifton who was already at the depot was promoted in charge after Captain Toll's departure and when he left for England some years later, he was succeeded by Mr. John Hassell, who closed the Agency when Fremantle became the W.A. port of call at the beginning of this century.

#### 'ORESTES'

I am not able, at this stage, to add much to your story of *Orestes*. Of 529 tons, she was both built and owned by Hillhouse & Co. of Bristol. Mr. George Hilhouse, having previously chartered ships to the East India Co., decided in 1835 that this Company would take a hand in the Indian and China trades, independently of the Honourable Company, and accordingly built *Orestes*.

The ship sailed on her maiden voyage to Madras and China on February 17th, 1836. In the two following years she loaded outwards to Australia, going from there up to China for a cargo of tea homeward. Several of her passages were quite smart and in 1840 she came home from Madras in 98 days which was very good for she was a carrier and no clipper. In the meantime Hillhouse & Co. had become Hillhouse & Hill and in 1845 changed again to Charles Hill & Sons. Their fleet lists show *Orestes* to have been in their ownership until 1854 so the 1853 voyage to Adelaide must have been under charter or on Hill's own account and the vessel, presumably, was sold to the Company after arrival at Adelaide or Melbourne.

This *Orestes*, incidentally, should not be confused with

another—a smaller and much older vessel—which at one time was in the Bristol-West Indies trade under the command of, and part-owned by, Captain William Pixley whose descendent is Chairman of P & O-Orient Lines of Australia Pty. Ltd., today.

Yours faithfully,  
R. W. GLASSFORD,  
(Passenger Superintendent—Sydney.)

#### A Priest Remembers

Catholic Maritime Club,  
Stella Maria,  
510 Kampong Bahru,  
Singapore.

Dear Sir,

Very many thanks for your parcel of B.I. and P & O magazines which reached me to-day. I intend to keep the magazines in the club's files for reference as well as browsing. I will always have fine memories of P & O and B.I. And the reasons are: the very first ship I ever visited as port chaplain was P & O *Somali* early January, 1957, at Rotterdam. Another reason is the fact that in P & O and B.I. I have always met with great co-operation in arranging mass for the Goans and possible Catholic men from the U.K.

Nowadays it is different compared with the years 1958-1960 when there was almost every Sunday a P & O ship alongside (or B.I.). The two new passenger ships of P & O have Chinese stewards and among them very few Catholics. The old liners, *Corfu*, *Carthage*, *Canton* are no more. They were ships where I always had to say mass because of the Goanese. Of B.I., the only ship for mass is now the *Rajula*, and she will go for scrap in another two or three years, so I have been told.

A few weeks ago, when *Chusan* was in, the petty officers contacted me about a Christmas cake which they wanted me to take to some orphans in town. This seems to be sort of traditional with the *Chusan* quarter-masters. Already three years in succession, I went to the ship and collected a huge cake. In the afternoon I picked up three petty officers and took them along to the orphanage of the H. Infant Jesus, Victoria Street, where the men themselves delivered the cake and some sweets to the children in the orphanage. The men, all of them non-Catholics, enjoyed their visit immensely and thought everything very instructive.

May God bless these gentlemen.

If ever I can be of any help to you, Sir, with regard to ships or crews please do not hesitate to contact me.

Yours faithfully,  
A. P. G. M. BERGMANS.  
(Roman Catholic Port Chaplain of Singapore)

#### Captains' Hobbies

17 Holders Hill Drive,  
Hendon,  
London, N.W.4.

Dear Sir,

I must say I was astonished to observe that you had paid me the compliment of printing my letter! I only wish I had known that this might have happened, as I could have made it more of a proposition, by telling about the

extraordinary Captain Wilding, whose hobby was—guess what?—not photography, stamps, bridge, or what-have-you, but sawing up dunnage! Yes Sir, he used to get a couple of Kalassis up onto his deck, and make them hold the length of dunnage while he just sawed it through—that was all!

Then there was the skipper in one of the 'K' ships, who used to play his bells for a hobby.

Incidentally, there's a small misprint—it was *Khiva*, not *Shiva*. The *Khiva* belonged to the 'K' class, on Phiza run—*Karmala, Khyber, Kashmir, and Khiva*.

Kindest salaams,  
KELLY HAUGHTON.  
(*ex-Cadet*)

#### TRIBUTES TO RETIRED EDITOR

'Narrow Water',  
Hampton Avenue,  
Babbacombe,  
Torquay.

Dear Sir,

On receiving the current copy of 'About Ourselves', I was sorry to read that Mr. Jones will shortly be retiring.

Since I retired from the Orient Line I have looked on 'About Ourselves' as a real link between the two old Companies, and I am sure the magazines he has so ably edited will have helped to forge that link.

May I wish him good fortune.

Yours faithfully,  
G. G. THORNE.  
(*Captain, ret. '42*)

The Aviary,  
Windmill Lane,  
Southall,  
Middlesex.

Dear Sir,

Would you please pay my respects to Mr. B. D. O. Jones on his retirement. I do wish him all the very best for the future.

Yours faithfully,  
C. G. CHANDLER.  
(*ex-B.C.S.*)

The Haven,  
21 Oakwood Avenue,  
New Milton,  
Hants.

Dear Sir,

I was very sorry to hear of the resignation of Mr. B. D. O. Jones in the No. 16-1964 issue which I have just received. If he has already left you will you please tell him how sorry I am that he has gone, but, for his own sake, I hope he will enjoy many years of happy and peaceful retirement with good health.

I shall always remember the long correspondence I have had with him on P & O matters in which I was interested, having served in the Company from 5th to 2nd Officer between February 1910 to September 1919, and his great kindness in helping me over many queries, and letting me have copies of the Journal.

Yours faithfully,  
RALPH HARRIS.  
(*ex-Second Officer*)

## PANDOR CLUB



*Penny Harwell*

#### NETBALL CLUB

Miss Penny Harwell, attached to Staff Department, plays netball for Surrey Ladies. Last November she was selected to take part in the trials for the All-England Junior Netball team.

#### RUGBY FOOTBALL

##### West End Overwhelms below strength City

West End 24 pts. City 8 pts.

On January 28th the first Challenge Match between the City and West End Offices took place. Ground conditions were good, in spite of the snow earlier in the day, and the match lived up to its promise.

From the start West End did most of the attacking, but had to work hard to obtain an eight point lead at half-time.

The second half produced a more united effort from the City, but after this early recovery West End forced them back continuously, and might have achieved a cricket score had their handling been adequate.

However, a return match is planned for March, and a full strength City Team would have a better chance of upsetting a well balanced West End side.

##### Scoring:

**West End:** Penalty goal, Smedley; Try, Judge, converted Smedley; Drop goal and Try, White; Penalty try, converted Acons; Try, Light, converted Acons.  
**City:** Penalty goal, Cope; Try, Squires, converted, Cope.

*OVERHEARD* in Betafoods Restaurant, Beaufort House, when it started having music during lunch-time:

*Customer:* Waitress! This soup is cold.

*Waitress:* Yes, I am sorry. The man who normally looks after the soup is on the piano this week.

# CAT OVERBOARD!

BY LINDA ELTON  
W.J.A.P. 'HIMALAYA'

One of our regular, or rather permanent, passengers is a medium-sized bundle of dark brown fur with a variable temper. He is Burmese by birth, bearing the title of 'Sablesilk Michele', but is definitely a Himalayan. Passengers and crew give him an equal amount of attention, but occasionally he is far from appreciative, and there are several of us bearing the battle scars of teeth and claws.

The subject of all this is a very attractive cat. His master received him as a gift from his wife, and now approximately four years later 'Coffee' is an established member of the Ship's Company. He bears only a short pedigree as it is only recently that the Siamese strains in the Burmese were erased and finally accepted by the Cat Club as being no longer detrimental. 'Coffee' is thus one of the first 'clean' Burmese, clean not only in pedigree but also in habits. Burmese and Siamese need house-training only rarely.

However, Coffee has blotted his copy book on a couple of occasions. In actual fact certain books had to be blotted after a dreadful mistake on his part in the Bureau one day. This performance was reputed to be due to association of ideas brought about by the smell of the Gestetner machine. This is possible, as the smell of Gestetner fluid was also on a basket in the cabin of one of the female assistant pursers where the performance was repeated!

## Bedraggled

Coffee is definitely at least one short on his nine-life span, thanks to a person or persons unknown who were the cause of Coffee taking an unexpected swim in port. Luckily he sighted a salt water outlet in the side of the ship close by his bobbing head and crawled inside. An observant passenger noticed him at this point, informed the Quartermaster on the gangway, who advised the Officer of the Watch, and 'Operation Coffee' went into force swiftly and efficiently. A boat was lowered, an oar extended to Coffee's level, and the rather bedraggled occupant of the salt water outlet was returned to his master.

Though he recovered smartly from this incident, there appears to be one matter about which he bears a permanent grudge, and that is his master's departure for the duration of a voyage on leave. Though he greeted his master warmly on his return, he has deserted him since for the flattery of passengers, but returns every so often to check on his benefactor's whereabouts. As his master says: 'He reminds me so much of a woman: quite delightful, just sulks, does as he thinks fit and comes back when he feels inclined.' And so he does, but I personally, and many others also, find that Coffee is a taste of home, and very welcome.



*The author, with 'Coffee'.*

## PHOTOGRAPHIC COMPETITION, 1965

Sea and Shore Staff, both at home and abroad, are eligible to compete, as well as those on the Pensions lists.

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

Prints in black and white should not be less than 4 in. by 3 in. in size. On the back should be written in block letters the name and home address of the sender and the title of the photograph. The sender should also certify on the back of the Print that the photograph was taken by him or herself. Colour transparencies

should be placed in envelopes with similar details.

Entries for the competition should be sent to the Editor, 'About Ourselves', Beaufort House, Gravel Lane, London, E.1., so as to arrive not later than June 1st, 1965, marked 'Photographic Competition'.

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

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

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## From the Departments

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### ELECTRONICS

Our congratulations to:

Junior Radio Officers R. W. BEWLEY and D. J. FOOTMAN on obtaining M.O.T. Radar Maintenance Certificates.

And to:

Acting Radio Officer T. H. CUBITT and Junior Radio Officer P. C. MORRIS on their promotion to the rank of Radio Officer.

Junior Radio Officer T. A. BECK on his promotion to the rank of Acting Radio Officer.

### FAR EAST LINE

Our congratulations to:

Mr. L. G. LEWIS on his appointment as Far East Line Manager.

### OFFICERS

Our congratulations to the following Officers on their success in recent M.O.T. examinations:

MASTER'S CERTIFICATE: Second Officers A. H. FALKNER and K. H. DAVIE, Third Officer M. R. TYLER.

FIRST MATE'S CERTIFICATE: Third Officers G. G. LEE and P. N. HUNT; Fourth Officers N. M. ADAMSON, C. M. R. LLOYD and G. F. SMITH.

Our congratulations to the following Engineer Officers on gaining Certificates of Competency:

FIRST CLASS MOTOR ENDORSEMENT: Chief Officer E. GALLO (who is now a member of the Institute of Marine Engineers—M.I.Mar.E.); Second Engineer Officer D. F. PATON.

FIRST CLASS STEAM ENDORSEMENT: Third Engineer Officers N. FARQUHAR and J. FRANKS.

### PASSAGE

Our congratulations to:

Mr. C. C. GORTON on his appointment as Assistant Reservations Manager, and Mr. R. G. BLENCOWE on his appointment as Assistant Berthing Manager, with effect from 1st January, 1965.

### PURSERS

Our congratulations to:

Dep. Purser P. H. MCGREGOR on his promotion to the rank of Purser, 18th January, 1965; S.A.P. R. M. BRETT on his promotion to the rank of Deputy Purser, 13th March, 1965.

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SYLVESTER BOYCE, ex-bedroom steward, *Orcades*, now special services agent at the San Francisco office, married May O'Reilly last June. Before going to San Francisco in January, 1964, Mr. Boyce worked for nine years in Orient ships, including *Otranto*, *Orion*, *Orsova* and *Oriana*.

AS a sign of respect to Sir Winston Churchill, Head Office, West End and Dock Offices were closed on 30th January, 1965, the day of his funeral—with exception of a few essential personnel behind the scenes. Ensigns were worn at half mast by every ship of the fleet, from the time of his death on the 24th, until sundown on the 30th. In addition many ships held memorial services and kept a minute's silence in honour of Sir Winston.

Innumerable stories have been written about him, but there are many more that have never seen the light of day. This is one of them. Here Mr. H. S. Connolly of Sea Staff Service tells of his

### ENCOUNTER WITH CHURCHILL

During the winter of 1947/8 when I was misguidedly endeavouring to make a fortune planting out a fruit farm, I quite unexpectedly received a small order from Chartwell Estates Limited for 1000 two year old black currant bushes.

This was a complete surprise as we had not tendered for this order, but it later transpired that Fison's representative, through whom I had placed an order for fertilizers, had seen our nursery and been sufficiently impressed to recommend us as being able to supply a particular variety—Boskoop Giant, I think it was.

When delivery time came round the opportunity seemed too good to miss and I decided to deliver the bushes myself, although it never entered my head that I would, by doing so, actually meet the great man.

Arriving at Chartwell I turned into the drive, wondering, I remember, whether I was in fact on course or whether I should stop and ask the way. However, I soon found myself entering a largish courtyard and there in front of me was Churchill himself, well muffled up and smoking the inevitable cigar! He was superintending the cutting down of a large tree and appeared to be instructing the two men who were doing the job how to do it, although they must have known well enough, and showing them exactly where he wanted it to fall.

However, as soon as he saw the lorry he came striding over, and I climbed out of the cab to apologise for intruding in what I now realised was his private residence. He asked who I was and what I was doing, and in about five minutes had learnt much about my life in India and the Indian Army during the War. Somehow we even got on to the subject of racing, in which he was then just beginning to take an interest as an owner, before he called to his personal detective whom he asked to accompany me in the lorry and take me to Captain Soames who was managing the farms for him.

The above hitherto unrecorded incident is I feel typical of the interest Churchill took in everything that went on around him.

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### DATES TO REMEMBER

*PENSIONERS' REUNION* 1965—The annual Reunion Luncheon for retired staff will be held this year on *Iberia* at Tilbury Docks, on Thursday, 20th May.

*FINAL COPY DATE*—All items for inclusion in the next issue must reach the Editor by Tuesday, 20th April. Material received after this date will be held over for the following number.

# WHILE SHIPS SAIL UNAWARES

BY T. M. HONNOR, LIEUTENANT, R.N.

'Up Periscope.'—'Stand by all Torpedoes.'—

From two thousand yards on the beam the *s.s. Arcadia* looked an impressive sight as she steamed quietly through the Bay of Bengal, on passage from Colombo to Singapore. Through the high powered periscope the captain could nearly count the rivets in the ship's side.

'Fire!'—'Flood Q.'—'200 feet.'

The orders were given almost simultaneously, as the submarine slid silently below *Arcadia's* keel. We had practised an attack on yet one more ship, and it was hoped that our presence had gone unnoticed. The tension in the control room relaxed and the men returned to their messes, perhaps to compare their lots with those in a luxury liner.

A year later I left my submarine at Singapore and was privileged to be able to sail as a supernumerary navigator in the *Oronsay* on her homeward voyage, thereby gaining a real insight into the working of a Merchant Navy ship. I signed on ship's articles and then reported to the Chief Officer, having been a little awe-inspired by the sight of my new ship towering above the Singapore docks. Very soon I had settled into my new environment, had quickly learnt to like gin and water (no longer commonly drunk in the Royal Navy) and was standing the 4-8 watch. The Chief Officer produced a highly detailed 'training' programme to cover my three week voyage, so that by arrival at Tilbury I would have gained a working knowledge of the ship.

## Naval Precision

The similarity between a Royal Naval Ship and *Oronsay* was marked. From 'A Life on the Ocean Wave' every time we left port, to the array of brass and white uniform at Captain's defaulters, it seemed that I could well have been serving in a battleship. A bugle call even summoned me to stations. The Chief Officer was very much the Commander of the ship, and discipline, if not quite so rigid as our own variety, certainly stemmed direct from him. We always sailed from port with naval precision, or perhaps I should say, in the highest tradition of the Company. The spacious enclosed bridge was different from a wet open conning tower but navigation and watchkeeping involved much the same routine. To a new boy the distractions of sunbathers and games players on the Stadium Deck proved

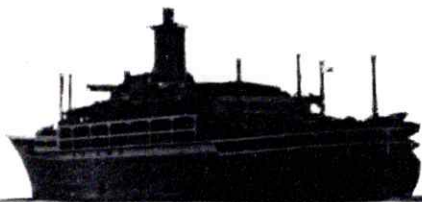
somewhat of a navigational hazard. That one could enjoy feminine company in a ship at sea took a little getting used to, but being able to actually see it whilst on watch was very alien.

Being a 'Grey Funnel' officer it was difficult for me to immediately assume a cost conscious attitude. The Royal Navy is fortunate in the generosity of the taxpayer, and a guided missile or a new coat of paint is equally well provided. To a civilian the difference between an efficient ship and an inefficient ship could well be indistinct. Apart from a good Admiral's inspection report we are striving for nebulous ends. Our 'end product' will only be wholly proved in war. This is the trouble with all peace time navies. In a commercial company however, the Admiral's report and 'end product' show themselves in terms of annual profit. Any inefficiency or slack work invariably mean a loss of money. Whereas we in the Royal Navy think nothing of keeping time in hand on passage in case of bad weather, the *Oronsay* was routed at maximum speed, so tight was her itinerary and expensive her time. This facet of life at sea was new to me, and from watch-keeping to dealing respectfully with passengers, had to be continually borne in mind.

## Pride and Rivalry

Traditions die hard, especially at sea, and I tactfully had to favour either P & O or Orient Line, depending on the circumstances. There is still much good humoured pride and rivalry between the two originally separate companies. I hope that it will not diminish. If for some the amalgamation was a marriage of convenience, I much enjoyed being in No Man's Land. My misdemeanours alternated between '... only an Orient Line officer could do that' to '... obviously brought up by the P & O'.

Professionally my three week liaison with the company was of much value, as well as being the greatest fun. Many misconceptions about the Merchant Navy were put to rights. A normally rather dirty submariner much enjoyed the luxury of wearing clean uniform, washing whenever he felt like it, and changing for dinner, to say nothing of the food. I will take some new ideas and jargon back to the Royal Navy, but that was the object of the trip. I would like to thank the Captain and crew of *Oronsay* for having me in their midst and for all the help they gave. My voyage will not be forgotten and I can wear a P & O cap badge to prove it.



# About Ourselves

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

**P & O—Orient Management Ltd**

**P & O—Orient Lines Passenger Services Ltd**