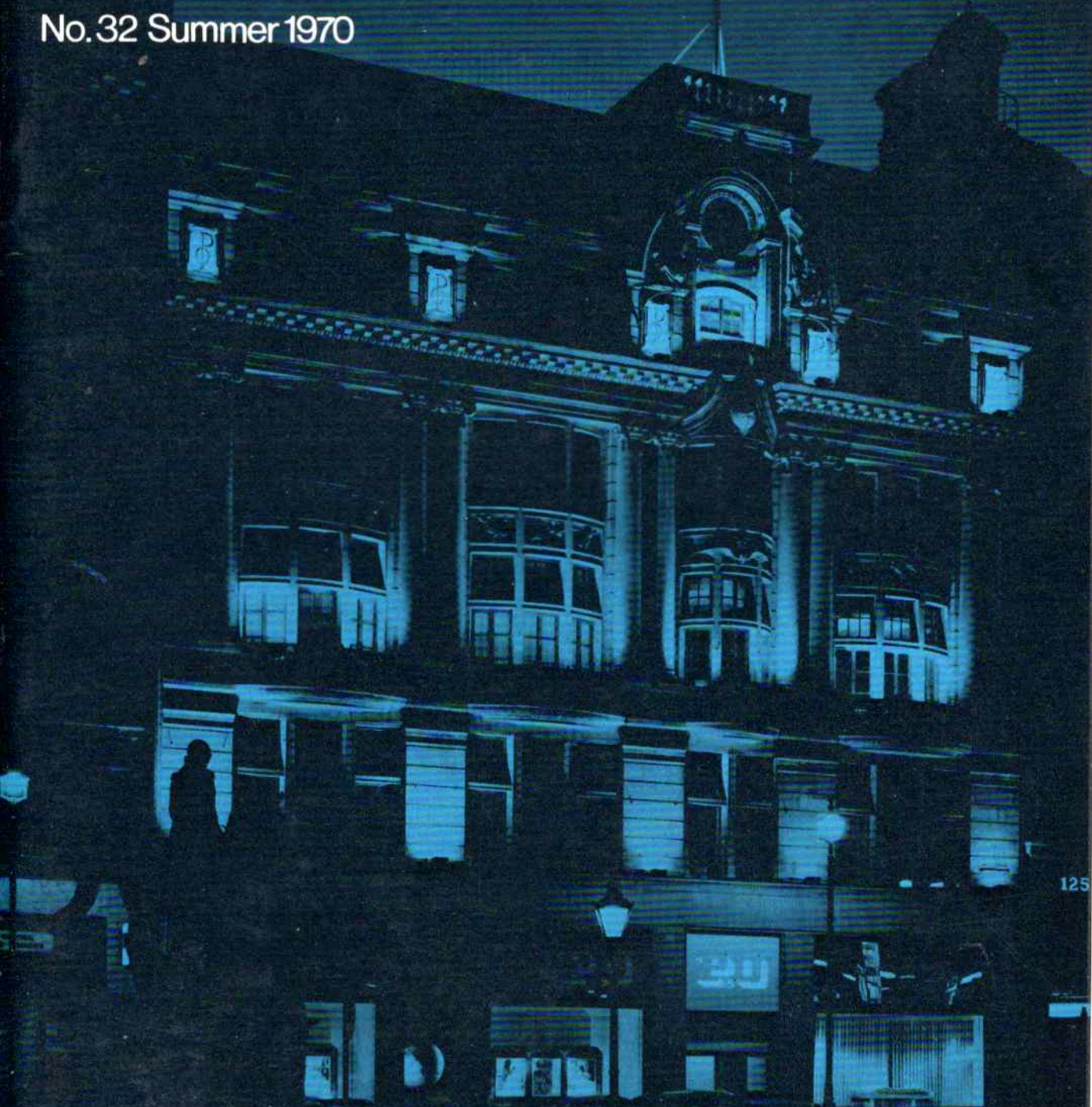
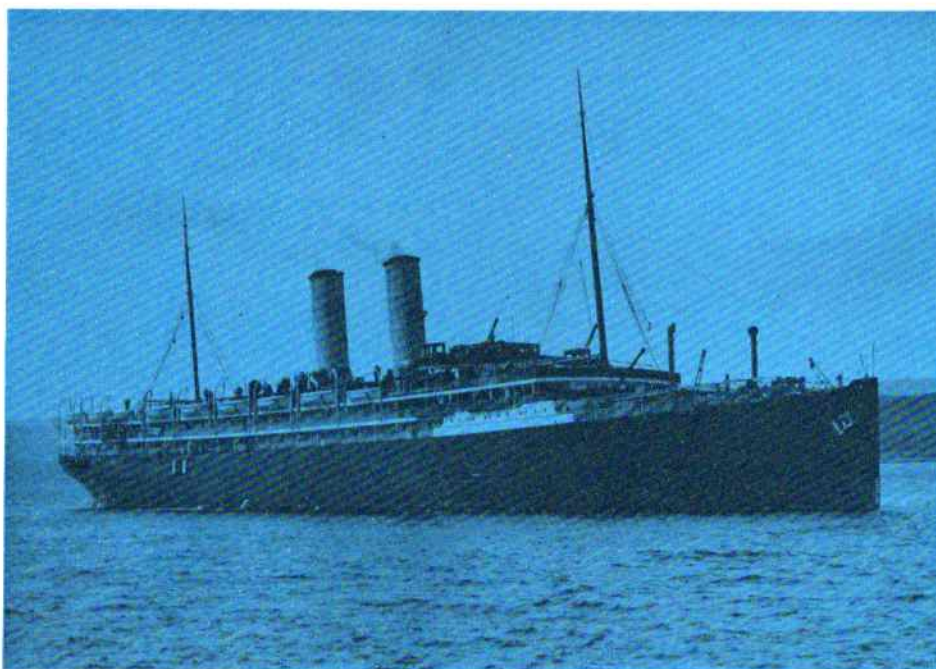


About Ourselves

No. 32 Summer 1970





The Orient Lines **ORSOVA I** was the first of five twelve thousand tonners built in 1909 (and one 1911) to replace the RMSP fleet after the termination of the joint Orient Royal Mail service in July 1907. She was built by John Brown and Co of Clydebank and was 536 feet long, 63 feet broad and 34 feet deep. Of 12,036 gross tons, 14,000 I.H.P. she had a service speed of 18 knots.

On her maiden voyage in July 1909 she was greeted with enthusiasm and interest being the largest ship to have visited Australia at that time.

Her seventeenth and last peace time voyage ended on September 24, 1936, when she was sold to shipbreakers for £26,000 and broken up in Glasgow.

She was used for troop transport from July 1915 until March 1917, when she nearly suffered the fate of her sisters OTWAY, OTRANTO, and ORAMA. When homeward bound in the English Channel a torpedo struck the engine room causing considerable loss of life. ORSOVA was saved by being beached at Cawsand Bay, and later towed to Plymouth. Due to more urgent naval construction she was not ready to resume normal service until January 1919, when she made a number of troop repatriation voyages, before returning to normal service. During her career she steamed nearly 2,000,000 miles, carried 14,000 tons of mail, 300,000 tons of cargo, over 70,000 peacetime passengers—and consumed 655,000 tons of coal.

An unusual arithmetical calculation must have been worked out by someone because in the same list is the statement that the beef and mutton eaten on board—2½ million pounds—if converted to whole animals would have lined up nose to tail a distance of 40 miles!

From the Chairman

of the P & O S.N. Co.

Since the last issue three great events have burst upon us—the Report of the Rochdale Committee of Inquiry into Shipping, the World Cup and the General Election. The Rochdale Committee runs to 498 pages, including the index; the World Cup filled TV, radio and newspapers for a week; the General Election filled them for a fortnight, and so it may seem unnecessary for me to add my few drops to this ocean of comment. But each of them occupied a large part of my horizon for a time, and I am certainly not unique in that.

The Rochdale Committee was conceived in sin—as a gimmick by which the Prime Minister might end the Seamen's Strike, and as a gimmick it failed. This was on June 20th, 1966, and it was not until July 1967 that it was born. In the shape of Lord Rochdale and his colleagues it at once cast off original sin and assumed the virtuous and meritorious character which it retained until the end. Its Report is dated May 1970, and thus represents some three years of study and discussion. It will for long be of great value as a description of the British Shipping Industry today, of the problems and opportunities that confront it, of the way in which it is tackling them, of its strengths and its weaknesses. Its recommendations are not startling, and we would be sorry had they been, for this might well have indicated that, in the Committee's view, the Industry had failed the country. The Report presses not so much for new avenues to be explored as for the exploration and exploitation of avenues we are already traversing to be intensified and accelerated. It thinks the Industry less than perfect. Who doesn't? But on the other hand it lends no support to any belief that this is a sleepy, inefficient or out of date Industry, less profitable than its international competitors.

The World Cup achieved the happy and, to me, unexpected result of staging an exhibition of the highest class competitive football which was not spoiled by bad temper and ill-feeling amongst the players themselves. There was, of course, hysteria amongst the spectators, but even this seems never to have got out of control. When, in addition to this, England put up a good performance and ultimately the best team won, one felt unable to ask for much more from any international sporting competition.

The General Election left everyone somewhat stunned, whichever party they supported. There is a general, if rather ignoble, feeling of pleasure at seeing the pollster pundits coming unstuck, but thereafter opinion divides sharply according to whether one voted blue or red. The proof of the pudding will be in the eating, and, as I write, it seems that the first challenge is likely to come as the result of a collision in the Docks.



About Ourselves

No. 32 SUMMER 1970

Contents

- 1 Index
- 2 Company News
- 6 Group News
- 8 Ship News
- 13 From Abroad
- 16 We Hear That
- 19 Personal News
- 22 Who's Who
- 24 Nautical and Technical Division
- 26 The Commodore Retires
- 27 Voyage 44
- 29 The Future of the Royal Naval Reserve List 1
- 30 The Retired Scene
- 32 Group Work Study Department

MAGAZINE SUPPLEMENT

- 33 Calypso for 1970
- 34 The Flying Dutchman and "Waratah"
- 37 Reluctant Warrior Part 1—Gunner
- 40 History of Group Companies No. 4—James Nourse Limited
- 44 Augustus Kane
- 45 Contract Bridge
- 46 Pandor Club Special—Photo feature of Pandor Club Room

Also enclosed with this edition is a pull-out chart showing Management Responsibilities in P & O Lines

Cover (outside): West End Switch On. This Summer our office in Cockspur Street has been floodlit at night, this photograph being taken at 9 o'clock on a glorious May evening.

All articles and illustrations in this Journal are copyright and must not be reproduced in part or in full without permission.
Editor—M Minter Taylor, Assoc. B.A.I.E.

Printed in England by Colibri Press Ltd.
Hackney, London E.8

Company News

GLOBAL MARKETING CONFERENCE

The week-long Global Marketing Conference held in January at the Mayfair Hotel was attended by Directors and Senior Executives from P & O Lines of North America, Australia and South Africa.

The conference was held to evaluate global marketing strategy in the light of current market developments.

PASSENGER DEPARTMENT

We hear that after nearly 20 years in the Passenger Department Mr M F (Mike) Coster is leaving to take up an appointment as Passenger Computer Project Co-ordinator with various global responsibilities.

As a result of this Eric Bailey has now been appointed Acting Passenger Administration Manager, whilst Peter Norton, previously Reservation Manager, takes over as Assistant Administration Manager. John Miller, who for the past few years has been with the West End office, returns as Reservations Manager, with Trevor Chilver as his assistant. With regard to computer development Len

Dunlop has now been appointed UK Area Computer Liaison Officer. His main duties will be to co-ordinate the needs of the Passenger Department and to liaise closely with the computer staff.

Roger Hawker who was previously Assistant Reservations Manager has now taken up new responsibilities as Documentation and Data Control Manager.

On the berthing side, Brian Eyles now becomes the sole Assistant Manager, and to assist him there are two Berthing Supervisors, Bud Abbot, already a Supervisor on the Cruising side, and Dennis Pedder who is now appointed Berthing Supervisor for Line Services.

NEW AREA SALES CHIEF

Mr Brian Swan-Taylor has been appointed P & O Lines Area Sales Representative for East Anglia, the City, and North London. Brian first joined P & O seven years ago and prior to his present position has worked in the Passenger Department in the Traffic Divisions and Berthing Sections.

STOP PRESS

PANDOR TABLE TENNIS

End to Spectacular Season

In the Travel Trade Table Tennis League the club are champions of Division 2 with an unbeaten record. Backing up this fine performance, in the League's Individual Tournament Finals, Miss Margaret Brown won the ladies singles title and with Alan Breen as her partner, won the mixed doubles event. Alan also went on to win the top 8 Division 2 final.

'ABOUT OURSELVES' WINS AWARD

Your magazine won third place in its class of fifty-nine entrants, in this year's National House Journal Competition, thus gaining a certificate of merit.

Your award comes as recognition to the hard work put in by contributors over the past year.

The presentation took place during the Eighth Congress of European Industrial Editors, held at Grosvenor House, Park Lane, London, on 20 May.

LETTER TO THE EDITOR

Dear Sir

I would like to thank all those friends of mine, both ashore and afloat, who so kindly contributed to my retirement present.

When Captain Dunkley asked me what I would like I had three thoughts—an echo sounder, a D.F. Radio Set or an outboard engine for my boat "Maggie May".

My engineering advisers on the seventh floor did not consider an outboard necessary with an air cooled diesel engine. I am not casting aspersions on this advice but am getting one solely in case of being immobilised in mid-channel with a plastic bag wrapped round the prop and a possible full scale air-sea rescue operation being organised to tow "Maggie May" and the late Nautical Inspector back into port.

The outboard will be an instant reminder of all the friends I have in the Company and I do hope I shall have the pleasure of seeing some of them aboard "Maggie May" in the future.

Yours faithfully,
Captain E J Spurling



Passengers disembarking from CHITRAL

9.00 am Thursday, 12 February

SHORE EXCURSION SECTION

At the Global Passenger Meeting one of the sales objectives set for the coming year called for the setting up of shore excursion sales targets for areas and restated the need for this operation to be a profitable one.

Such objectives call for a much stronger global liaison by the Shore Excursion team and it is quite clear that such directives should rightly be given by the Head Office Marketing Unit.

Harry Fisher, Stuart Turpin, Geoff Ash, Miss P A Gardner and Miss P Clarke recently moved from Beaufort House to Head Office to join the Marketing Unit.

ALASKA AHOY!

The first cruise programme to the Southern Alaskan Islands involving a large ocean liner has been undertaken by *Arcadia* which has started operating a programme of five cruises from San Francisco.

The first cruise got underway on 25 May, and as with the other cruises, called in at Los Angeles before sailing north. The last cruise sails from San Francisco on 18 July. In contrast to the popular image of barren snowscapes and icy blizzards, Alaska offers spectacular fjord and pine forest scenery. On approximately the same latitude as the British Isles, the temperature range in the southern part of the country varies from around 20 degrees F to 70 degrees F.

LAST ARRIVAL

When *Chitral* docked at 7.30 a.m. on Thursday, 12 February, few realised that this would be the last arrival of a P & O passenger ship in London.

She arrived at King George V dock at the end of her final voyage from the Far East and this marked the end of a regular passenger service between England and the Far East, which had been in operation for 125 years.

The Far East Service started in 1845 when the 553-ton *Lady Mary Wood* sailed from England via the Cape to begin a monthly run between Ceylon, Penang, Singapore, and Hong Kong. The voyage from Ceylon was an extension of the Europe to India service. *Chitral's* new home port is Genoa. This will be the liner's Mediterranean base until the Autumn. The vessel is undertaking a series of 13 cruises from that port.

P & O—LUNN POLY VENTURE

A new programme of inclusive holidays arranged by P & O in conjunction with Lunn Poly offers two holidays in one.

The holidays, known as 'Seawing' include a cruise, a stay ashore at a resort hotel and a return flight by jet. It is also possible to fly out and cruise home.

26 holiday suggestions to the Canary Islands, Majorca, Italy and Greece are featured in a special supplement which has been included in the Lunn Poly holiday brochure.

CARGO SUPERINTENDENT RETIRES

Mr C G R (George) Fleming, for the past six years P & O Lines' Cargo Superintendent, retired in March.

Mr Fleming's shipping career began in 1921 when he joined HMS Worcester. Two years later he joined the Booth Line, leaving in 1927 to become a 4th Officer with P & O. He transferred to P & O Passenger Department in 1930, returning to sea service in 1939. During the war he was engaged in the Company's troop activities and saw service in the Far East, the Near East and the Cape. He also took part in the North Africa Landings.

In 1948 he resumed work in the Passenger Department and in the following year was appointed Assistant Cargo Superintendent. He became Cargo Superintendent in 1964. Mr Fergus H G Kell, who has succeeded Mr Fleming, joined the BSN Co in 1932 as a cadet and P & O six years later. In 1936 he joined the Royal Naval Reserve and during the war served in the Eastern Fleet and Western Approaches, took part in the Normandy Landings, and later became Maintenance Commander, Ostend.

He returned to P & O in 1947 and was appointed Assistant Cargo Superintendent in 1952.

EXPORTERS PUZZLE

Exporting to the Far East can be a puzzle and to help we sent 2,000 toy mazes to exporters to get them into training. This scheme was backed up by a programme of advertising in a variety of export journals centred around the theme, "Documentation to the Far East. It's a maze!"

FAR EAST TOUR

As a result of the increasing amount of freight being carried by our cargo liners to the Far East Mr W L Holland, the UK Freight Sales Manager, undertook a visit to the Far East to meet P & O Freight Agents and to see port installations.

Whilst in the Far East Mr Holland also met importers and exporters and discussed ways and means to simplify shipping methods. He visited Kuala Lumpur, Penang, Hong Kong, Taiwan, Singapore, Japan and Manila.

A WORD OF THANKS

Mr R C Wyatt wishes to thank all those who contributed to his retirement present. He was given a cheque and has since purchased a slide projector.



Above. C. G. R. Fleming

Below. F. Kell



The 10,071-ton gross cargo ship PATONGA. This vessel has been self-consigned to New Zealand Shipping Co. Ltd for employment in their trades until about mid April 1971



Group News

GSN

VINTAGE BISCAIY

One wonders where the London Zoo gets its salt water for the tropical aquarium. The North Sea and English Channel are not clean enough and a zoo spokesman has stated that the sea water is imported from the Bay of Biscay because of its purity.

Fresh supplies come from the General Steam Navigation Company, whose ships take in water on the way home from the Bay. Road tankers carry it from the docks to the zoo. The salt water costs about £160 a year for two consignments of 100 tons (about 22,400 gallons) and the order is completed within two weeks.

It is kept in a 10,000-gallon reservoir under the Mappin Terrace and is fed into the marine department by means of a gravity tank. If one imagines that the pollution problem is new it should be noted that the zoo has been dipping into the Bay of Biscay since 1924.

Sea water is corrosive and to overcome this problem the zoo has installed plastic water

pipes which can withstand temperatures up to 80 degrees centigrade.

EUR

LATEST DEVELOPMENTS

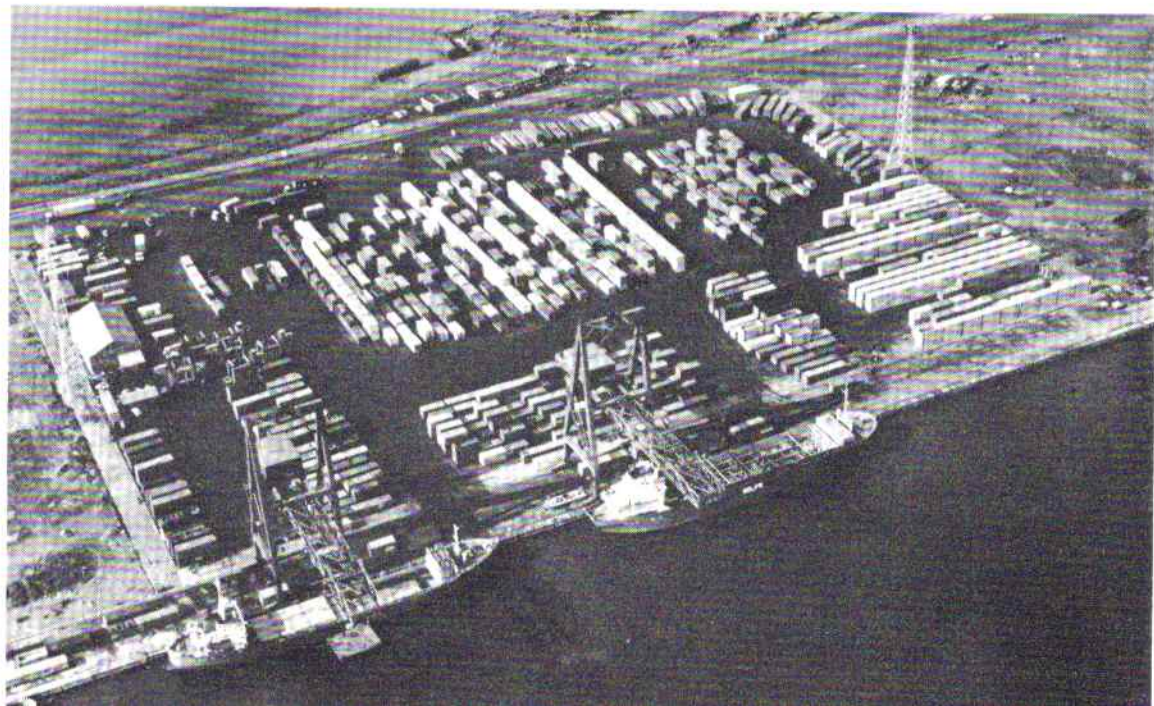
European Unit Routes are now engaged on daily services between Tilbury/Rotterdam and Tilbury/Antwerp. Both services are operated by the now well-known Deer Class vessels *Eland*, *Impala* and *Caribou* and other suitable chartered tonnage.

Further cellular vessels of the *Caribou* type are scheduled to be brought into service to keep pace with the increasing demand for space.

The appeal of Tilbury as a transit port for cargo to and from the London area, Home Counties, Southern England and the Midlands is endorsed by the increasing throughputs over EUR services.

It is hoped that acceptance of the employer's latest offers will turn the vacant lots reserved for ocean companies into a similar success story amply illustrated by EUR throughout their two years untroubled trading.

EUR "Deer Class" vessels IMPALA and CARIBOU beneath the two giant gantry cranes located on number 43 berth, Tilbury container terminal. Either side of the berth can be seen the tragedy imposed by the stalemate of labour agreements.



HN

RETIREMENT

Mr J C Goodwin, Deputy Chairman and Managing Director of Hain-Nourse has retired owing to indifferent health.

In 1924 he joined the Hain Steamship Co Ltd being appointed a Director in 1950 and Managing Director four years later.

On the amalgamation of the Hain and Nourse Companies in 1964 Mr Goodwin was appointed Managing Director of the newly formed company, and Deputy Chairman in 1967.

During the war Mr Goodwin was commissioned into the Royal Artillery and between 1939 and 1945, served in France, Middle East, Sicily and Italy.

STRICK

APPOINTMENTS

Mr J S Croudace and Mr A T Johnson have been appointed Joint Senior Engineer Superintendents of the Strick Line.

Mr Croudace, who is based in the London office, joined Strick Line in 1947 being promoted to Chief Engineer in 1951, coming ashore as Engineer Superintendent in 1954. The Liverpool office will be the base for Mr Johnson who served with the Blue Star Line and Ellerman's Hall Line before joining Strick Line in 1946. He was promoted Chief Engineer in 1948 and came ashore as Engineer Superintendent in 1951.



The 214,000 dwt tanker ARDLUI undergoing trials off the coast of Japan.

TRIDENT

THIRD GIANT TANKER DELIVERED

The third of four giant tankers ordered from the Mitsui Shipbuilding and Engineering Company in Japan is now being operated by Trident Tankers Limited, the largest independent tanker company in the United Kingdom.

Lord Geddes, Chairman of Trident Tankers, flew to Japan to watch the naming ceremony and to take delivery of *Ardlui*, accompanying him were Sir Frederic Harmer, Deputy Chairman of P & O and Lady Harmer.

SHIP NEWS



CHUSAN—Farewell Bombay

For many people throughout India the last scheduled call of a P & O passenger vessel at an Indian port was a very sad occasion. For more than 10 years P & O ships have been a familiar sight in Bombay and the Company's name has become a household word throughout the country.

To mark the occasion Vice-Admiral S N Nanda, Flag Officer Commanding-in-Chief, Western Command, Indian Navy, paid an official call on Captain R B Nowell RD RNR, and *Chusan* was played out on the morning of 8 February by the Indian Navy who gave a very fine performance.

During the vessels stay in Bombay the Prince of Wales Seamen's Club presented Captain Nowell with a plaque commemorating the death in an accident in Bombay of Captain George Fitzgerald Henry for transmission to London for the P & O Museum. Captain Henry was the Company's Marine Superintendent in Bombay

in the last century until his unfortunate death caused by an accident to his carriage in 1877.

He was

a highly respected member of the community, and the plaque handed over to Captain Nowell was part of a fountain presented by the P & O Steam Navigation Company to the city of Bombay as a memorial to Captain Henry.





The Barbecue in full swing aboard ORCADES.

ORCADES—*Moonlight Barbecue*

On 24 March, in perfect weather conditions, with a full tropical moon beaming benevolence upon *Orcades* which was nearing Noumea, passengers were eating their meal of Tongaburgers, Ish Steak, Wild Pig Sausages, Spare Rib of Boars, Baked Jacket Earth Apples and Fijifurters, whilst being entertained by the Orcadian dancers and singers.

Beating time with his Spare Rib, the passenger could then dance or listen to the ship's group, perhaps sipping a Fijian Sore Head, an exotic beverage served in a coconut.

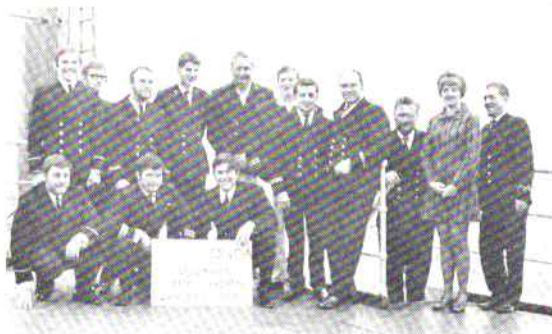
Without a doubt, all on board agreed that the Barbeque was an unqualified success and no doubt will be repeated in the future.

PATONGA—*Round the Horn*

Sailing from Port Chalmers in New Zealand to Las Palmas *Patonga* rounded Cape Horn on 24 January 1970, steaming a total distance of 10,397 miles in 28 days.

This voyage has taken the vessel around the world, in 140 days, by way of both Capes and thereby entitling her crew to "put both feet on the table" as in old sailing ship lore. The entire distance travelled from London to London amounted to some 33,300 miles.

PATONGA—some of the ship's Officers are seen gathered on the Boat Deck as the vessel "rounds the Horn". Standing from left to right: D. Stokes, K. Rhodes, R. Talboys, M. Hamilton, C. Ivey, A. Colby, M. Lowery, K. Gurnett, C. Upjohn, Mrs Gurnett, F. Lawes. Kneeling from left to right: P. Stringer, B. Firth, M. Vlasto.
(Photo by K. Gurnett)





The team which gave a display of Scottish Dancing on board ORCADES.
 Standing from left to right: Michael Hall-Thompson 3rd Officer, Maureen Priston Children's Hostess, Steven Begoyne 4th Officer, Daphne Goldsmith WAP, Tom Beck 2nd Radio Officer, Davina MacRae Hostess. Sitting from left to right: Diana Fox Hostess, Mr Ivor Bayliss Chief Officer, Eve Becker WAP

CHUSAN—Historic Call

History was created in Colombo on 10 February when *Chusan* berthed alongside the Queen Elizabeth Quay. This was the first time that a large passenger liner had been berthed alongside and not in the stream as is usually done. It was, perhaps, sad that the ship was calling at Colombo on its penultimate voyage to this port.

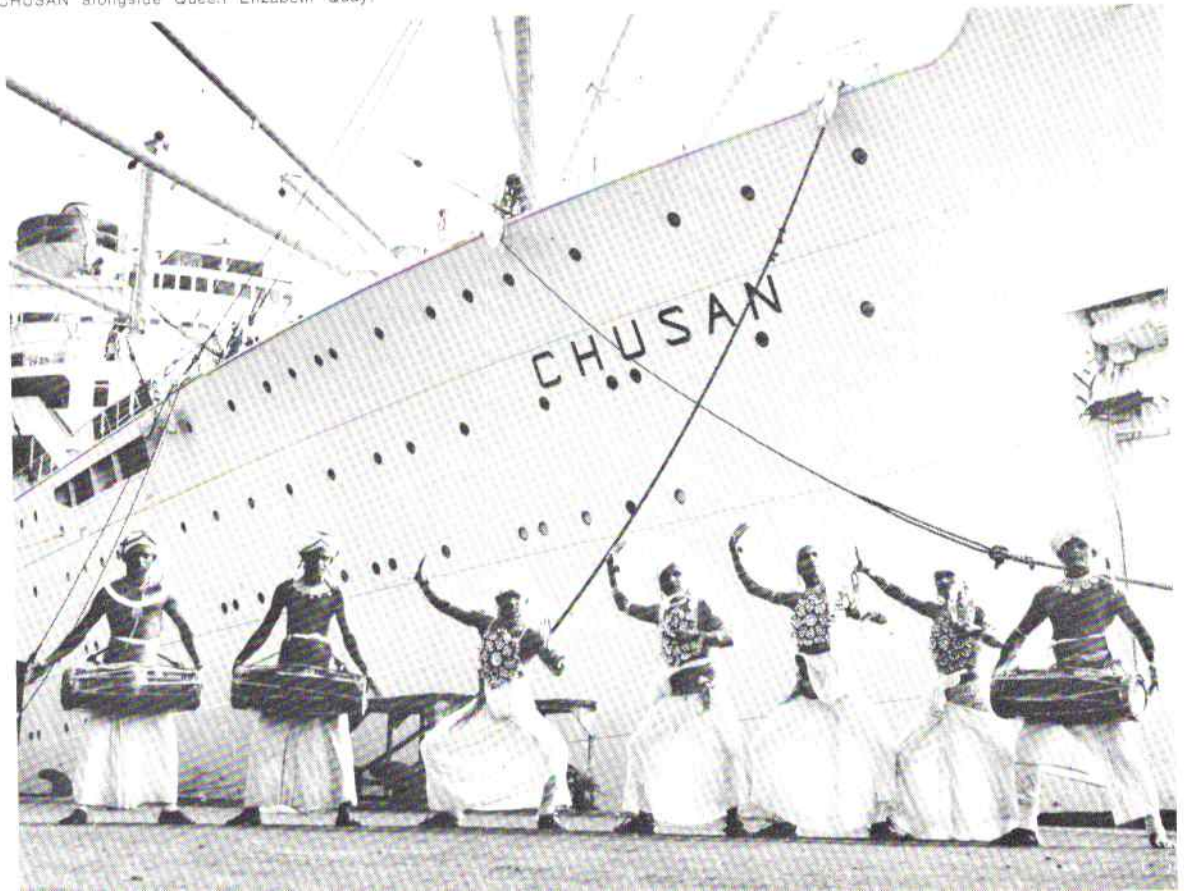
CHUSAN alongside Queen Elizabeth Quay.

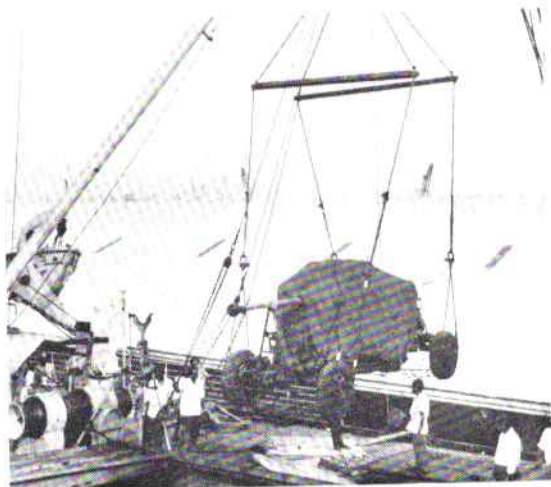
ORCADES—Scotts Celebrations

Both St Andrew's night and Hogmanay were celebrated on *OrcaDES* by a display of Scottish dancing given by the Officers. This included the Duke of Perth, Monymusk and The New Rigged Ship. There was also a demonstration of the Highland Fling, the Seann Truibhas and the Sword Dance given by Hostess Davina MacRae. This was followed by the Eightsome Reel in which the passengers all took part.

Chusan was brought alongside the Quay because the motor launches used for the transportation of passenger traffic between ship and shore were paralysed by the strike of port workers.

The ship called at Colombo for the last time on its homeward voyage on 22 March and thus ended the P & O Line passenger service via Colombo which has lasted over a century.



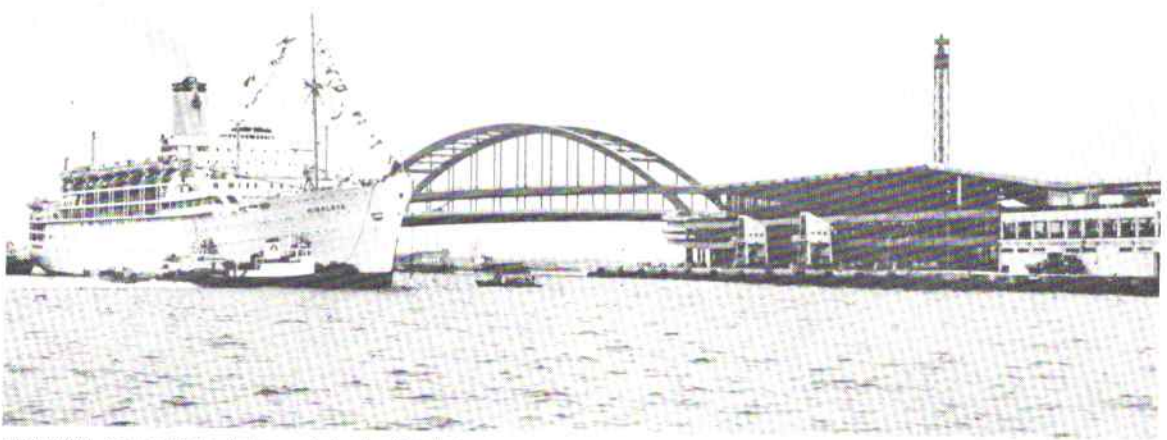


PANDO STRAIT—Bofors Guns being loaded on board PANDO STRAIT which sailed from Singapore recently. The vessel in fact received a last minute booking of 30 of these modern radar linked guns for London and it was very pleasing that they could all be accommodated in the one vessel.

CANBERRA—Mr G. M. B. Salmon, Managing Director, Mackinnons, Hong Kong, presents antique "Chinese Snuff Bottles" to Captain Riddelsdell as a farewell gift from Hong Kong Agency on the occasion of the Captain's last call at that port prior to retirement.

IBERIA—the hustle and bustle of the harbour blend with the tranquility of the mountains on the occasion of the Royal visit to Suva on 5 March. The Royal Yacht BRITANNIA and IBERIA complete this memorable scene.





HIMALAYA steamed into Kobe on 9 April officially to open the Japanese port's new passenger ship terminal the following morning.

HIMALAYA—Kobe Terminal Opened

When *Himalaya* steamed into Kobe on 9 April she opened the Japanese port's new passenger ship terminal. The Mayor of Kobe, Tatsuo Miyazaki, representatives of the Japanese Ministry of Transport, *Himalaya's* Master, Captain J W Terry and several of the ship's 1,242 passengers, were among those at the opening, which took the form of a Shinto religious ceremony.

The new terminal is on pier number four and is reached by an elevated highway system. It is a three storey structure with cargo facilities on the first floor, and passenger facilities on the second and third.

The elevated highway system connects with the massive Kobe Ohashi Grand Bridge which links the waterfront with a man-made island on which there is soon to be built a series of piers including facilities for unloading and loading containers.



ORSOVA—the Captain and Officers posing prior to welcoming passengers for cocktails 9 March 1970.

CHUSAN—During a recent cruise some very well-known celebrities were introduced to the blindfolded panel of Officers on "What's my Line?" on board CHUSAN. Here are Snow White and the Seven Dwarfs, Miss Lya Leenknecht WAP, with from left to right: W. Sanderson Carpenter, H. Keyl Bosun, C. Doree Plumber, and sitting from left to right: D. Gaffney Chief Officer, D. Welch Assistant Carpenter, C. Jameson 1st Radio Officer.



SYDNEY—Karen Ayres with Captain R. E. J. Fox.

FROM ABROAD

SYDNEY—*Cruise for Princess*

Miss Karen Ayres, the 1969 Waratah Princess, travelled on *Iberia*, which sailed from Sydney on 13 February 1970. This cruise was part of her prize for winning the competition.

Miss Ayres was a guest of honour at a reception given by Captain R. E. J. Fox, which was attended by Alderman McDermott, Lord Mayor of Sydney.

HONG KONG—*Festival Float*

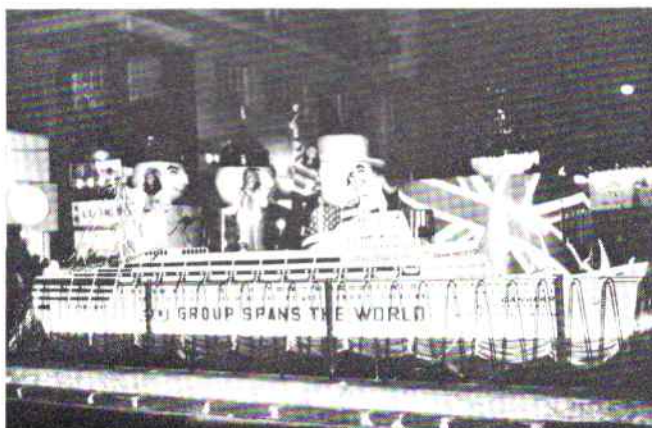
A 30 foot long model of P & O Lines' *Can-*

berra steamed through the centre of Hong Kong recently at the head of a procession of some forty colourful floats taking part in the Festival of Hong Kong.

The theme of the tableaux was "P & O Group spans the world" and aboard the float were four giant dummies who depicted some of the areas ships of the Group serve, including America, Australia and the Far East.

There was a deliberate effort to extend the ideas portrayed in the tableaux which took part in the Lord Mayor's Show here in London last November.

HONG KONG—The P & O tableaux which was seen by 250,000 people who crammed into Nathan Road, Kowloon, to see the Festival of Hong Kong procession.



SYDNEY—four P & O passenger liners which were berthed in Sydney Harbour recently. *ARCADIA* lies alongside the Overseas terminal, Sydney Cove, whilst *ORONSAY* and *CHUSAN* lie at 13 and 20 Pyrmont respectively, and to the right *IBERIA* can be seen tied up at No 1B Darling Harbour. Arrivals and departures involved nearly 9,000 passengers.



SAN FRANCISCO—Pat serving a glacier ice cocktail to *ARCADIA* Second Steward Roy Chivers.

SAN FRANCISCO—Commodore J. D'Oyly Green was presented with a golf cart by the San Francisco shore staff during his last call there before retirement. Left to right: Cyril Boyce, Bill Jakeman, A. Leslie Palmer, Staff Captain A. H. W. Dallas, Ian Back, Commodore D'Oyly Green, Kenneth L. Chamberlain, Wally Kane, Richard Evans, Purser E. W. H. Pinches, David Hodgson, Surgeon P. L. Munns.



SAN FRANCISCO—*Alaska on Ice*

P & O Lines (North America) *Ambassadors*, Pat Feeney, served cocktails mixed with glacier ice to members of the press, radio and television when the *Arcadia* docked in San Francisco recently.

The ice was flown from Alaska's Mendenhall Glacier in an insulated carton.

SYDNEY—*Captain Cook's Cannon*

A piece of Australia's heritage was shipped from Sydney on board *Canberra* in April bound for the United States.

One of the six *Endeavour* cannons, salvaged from the Great Barrier Reef last year, was put aboard the liner at Circular Quay.

It was carried to Port Everglades, Florida, before being transported overland to the Philadelphia Academy of Natural Sciences.

A team from the Academy, using highly sensitive equipment, located the six cannons last year and they were raised.

The cannon, which was shipped to America, was presented to the Academy by the Australian Government as a token of appreciation for the work they did in locating the priceless relics.

Of the remaining five cannons one each will go to Britain, New Zealand, Queensland, New South Wales, and one will be retained by the Commonwealth Government.

Captain James Cook ordered the cannons and other weighty materials to be dumped overboard when *Endeavour* ran aground on the Great Barrier Reef some 40 miles from Cooktown in 1770.

The cast iron cannons, some of which were encrusted in as much as eight feet of coral, were salvaged and restored by chemical process at the Defence Standards Laboratory in Melbourne.

Canberra, of 45,000 tons, is 122 times larger than *Cook's Endeavour*.



we hear that

BRITISH SHIP ADOPTION SOCIETY

We hear from the Ship Adoption Society that *Canberra* has given yet another gift, this time of £74 8s. 0d. to the Lord Mayor Treloar College, Alton, Hampshire. This handsome gift was received last March following the wonderful Christmas cake sent to the college during the Christmas holidays and which was thoroughly enjoyed by the boys on their return.

Their thanks also, go to Mr P Clinch, Steward on board *Canberra* for his many efforts on the College's behalf, which is to result in a gift of sports equipment for the boys.

MERCHANT NAVY HOTEL

The Merchant Navy Hotel was originally opened in February 1951 and was the forerunner of a new conception of improved accommodation ashore for merchant navy seafarers.

In the following years the Board pursued a policy of higher standards of facilities in the various new hotels and clubs opened in the major ports, and in turn it was decided to completely modernise the London Hotel.

The Hotel was closed for the project in March 1969, and re-opened on Monday, 6 April 1970. There is accommodation for 85 residents in 50 bedrooms, 39 of which will incorporate bathrooms (or showers) and toilets. The bed and breakfast charge for these rooms is 30s per person. The charge for rooms without these additional facilities is 27/6d. per person. Seafarers may be accompanied by their families and there are facilities for young children.

The foyer lounge has been enlarged and new furniture and equipment provided throughout

the hotel. All areas are fitted with close carpet. The new restaurant service includes an a la carte menu.

The scheme has cost approximately £130,000, and the new hotel provides a high standard of comfort and relaxation.

The address of the Hotel is as follows:

Merchant Navy Hotel
19/21 Lancaster Gate
London W.2

The Hotel is managed for the Board by Mr and Mrs L Yates.

YOUNG FARMERS EXCHANGE VISITS

New and old Scholarship winners from Australia will meet in London with the arrival of the P & O "*Canberra*" Award winners for 1970.

The new winners, the 12th party of six Australian Young Farmers, sailed into Southampton on board *Arcadia* on 6 April to start a five months' agricultural study tour of the UK as the leading representatives of the junior farmer and rural youth movements of each Australian state.

Lt Col Sir Ian Bowater, the Lord Mayor of London; Sir Alexander Downer, the High Commissioner for Australia; and Sir Donald Anderson, welcomed them to Britain at a reception at P & O's Head Office in the City on Thursday, 9 April.

In addition to the "*Canberra*" Award and Scholarship, P & O also help British Young Farmers to overcome the distance barrier by providing free return passages each year for six representatives of the British young farmers' organisations. They sailed for Australia in the *Oriana* on 8 April, two days after the Australians arrived here.

A print from one of Basil Martin's transparencies shows the President of the ASA Jack Jordan, presenting a team of 'Synchro Swimmers' to Her Majesty.



PHOTOGRAPHER ROYAL

Our congratulations to Basil Martin of P & O Lines Accounts.

Last year the Amateur Swimming Association held their Centenary Gala Celebration at the Crystal Palace Hall, London which their Patron Her Majesty Queen Elizabeth II attended. Basil Martin was given a special invitation to attend to take photographs of the event.

From two of his best transparencies he had colour prints made and suitably framed. He submitted these to Her Majesty and in reply had a letter saying she was pleased to accept them.

Basil used a Leica, 35 mm lens, electric flash and Kodachrome 11 film.

PANDOR SOUTHAMPTON

The Chairman of the Pandor Club, together with the Treasurer and Secretary, recently went to the Southampton Office, to discuss the opening of a Pandor Club there.

At the inaugural meeting held at P & O House, Briton Street, on Thursday, 5 March, Mr Davis opened a discussion on the possibilities of forming a club in Southampton, which would be a splinter group affiliated to the main club.

One of the principal aims to begin with would be to acquire premises to be used as a club room.

Mr Davis then suggested local officers should be nominated and the following were appointed:-

Chairman—Captain J. Simms

Secretary—K. Thorp

Treasurer—F W Pearse

After further discussion, it was agreed that a list of suggested activities should be made up and distributed in order to gain the interest of current members, and to recruit as many new members as possible. There were a total of 144 in Southampton (130 from Briton Street and Peel Street, plus 14 Security Patrolmen) who would be eligible for membership.

Among the suggestions put forward were for a summer dance, coach trips, golf club, cricket team, motor club and skittles. Other ideas came to mind such as the formation of a table tennis club, and the possibility of

a theatre visit to London.

We wish Southampton luck in their new venture.

TRAVEL CLUB VISITS ORIANA

A party of 72 guests from the Women's Travel Club of Great Britain visited *Oriana* on 7 April and were hosted by six members of the Passenger Department. This organisation is the leading association of women in the British Travel Industry. The function was organised by Miss Pam Haigh with help from Miss Pamela Clayton, both members of the Travel Club.

A SPRING VISITORS DAY

Approximately 250 people visited *Oriana* on 7 April when the vessel was thrown open to the public. Apart from viewing the first and tourist class accommodation those present saw the film "Run Away to Sea". The main body of guests were prospective passengers who travelled to *Oriana* from all parts of the country and even from Germany. Four parties from the Rotary Club of Greenwich, the Southsea Hotel Association, the Farringdon Young Farmers, and the Mundeford and Stanpit Residents Association Christchurch, made up the party. To look after this influx of visitors 14 guides from the London and Southampton Offices, and also from the ship, conducted those present around the vessel.

After the tour visitors were invited to take tea in the Restaurant adjoining the berth.

Guests from the Women's Travel Club of Great Britain aboard *ORIANA* on 7 April.



PERSONAL NEWS

APPOINTMENTS

We congratulate:

MR P. BATT, Senior Assistant Purser, on his promotion to Acting Deputy Purser *Orsova* 28 Mar 70.

MR D. M. EVELEIGH, Purser Cadet on his promotion to Junior Assistant Purser 16 Mar 70.

MR P. C. JENNISON, Deputy Purser, on his promotion to Acting Purser *Oriana* 3 Apr 70.

MR H. M. LESLIE, Purser Cadet on his promotion to Junior Assistant Purser 15 Mar 70.

MR J. F. MARTIN, Chief Steward on his promotion to Staff Chief Steward.

MR J. A. MAY, Chief Steward (Cargo) on his promotion to Acting Chief Steward, *Oriana* 22 Mar 70.

MR M. J. MILES, Deputy Purser, on his promotion to Acting Purser *Himalaya*, 18 Feb 70.

MR B. W. MILLS on his appointment to Chief Executive of the Management Services Division of British Oxygen Co. Until recently he was a Director of the Group Management Services Division.

MR C. G. MILNE-BUCKLEY, Senior Assistant Purser, on his promotion to Acting Deputy Purser *Chitral*, 18 Apr 70.

MR M. F. SMART, Senior Assistant Purser, on his promotion to Acting Deputy Purser *Orcades*, 29 Jan 70.

MR S. R. TALBOT, Purser Cadet, on his promotion to Junior Assistant Purser, 10 Apr 70.

MISS S. M. TRAIES, Senior Woman Assistant Purser, who transferred to Shore Staff 6 Apr 70.

MR M. H. WALTERS, Purser Cadet, on his promotion to Junior Assistant Purser 20 Mar 70.

MISS H. M. WILSCHUT, Woman Assistant Purser, on her promotion to Hostess, *Chitral*, 22 Feb 70.

MR R. J. WOODROFFE, Purser Cadet, on his promotion to Junior Assistant Purser 21 Mar 70.

We congratulate the following Engineer Officers who have gained Certificates of Competency since the last issue of *About Ourselves*.

First Class Steam Certificate—2nd Engineer A. J. Newman.

Second Class Steam Certificate—3rd Engineers J. G. Brown, J. C. Cook, C. Wright.

Motor Endorsement to First Class Steam Certificate — 2nd Engineers R. G. Burn, G. Marsh.

Second Class Motor Certificate—3rd Engineer A. W. Mills.

21st BIRTHDAYS

We send congratulations and best wishes to the following who celebrated their 21st birthdays on the dates shown:

MR A. G. BAILEY, Passenger Department, 9 May 70.

MR P. DOWN, Passenger Department, 26 Apr 70.

MR M. R. GIDLEY, Cruising, 19 May 70.

MISS MARIA DU PLESSIS, Passenger Department, 27 Apr 70.

MISS A. READER, Group Public Relations Division, 2 Apr 70.

MR D. G. WRAFTER, Reservations, 9 Apr 70.

ENGAGEMENTS

We congratulate:

MISS L. BEARHAM, Property Division, on her engagement to MR F. F. DUKESON, 27 Mar 70.

MR M. BENNETT, Passenger Department, on his engagement to MISS SUSAN TURNER, Freight Administration, 21 Mar 70.

MISS C. M. CLARE, Staff Department, on her engagement to MR B. R. CASEY, 27 Mar 70.

MISS S. P. GIBBS, Secretary's Office, on her engagement to MR T. D. HALE, 4 Apr 70.

MISS L. J. HAMMOND, secretary to C. G. ROPER, on her engagement to MR C. D. GOULDEN, 30 Jan 70.

MR T. K. MORAN, Computer Bureau, on his engagement to MISS M. GURL, Computer Bureau, June 70.

MISS S. POWELL, Group Public Relation Division, on her engagement to MR P. BUTTERFIELD, 25 Mar 70.

MISS L. M. WRIGHT, Secretary's Office, on her engagement to MR D. J. PRATT, 1 Nov 69.

MARRIAGES

We congratulate:

MISS S. CHAPMAN, Management Secretary, on her marriage to MR D. LANDER on 28 Mar 70 at Redbridge Registry Office.

MISS J. M. GRIST, General Shipping Division, on her marriage to MR G. C. READ on 9 May 70 at Reigate Registry Office.

MR K. GURNETT, 2nd Refrigeration Engineer, on his marriage to MISS D. M. GARDNER on 28 Nov 69 at St. George's Church of England, Sydney.

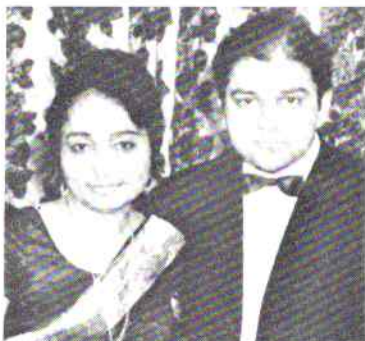


Mr and Mrs Kenneth Gurnett after their wedding.

MR P. H. MANDAVIA, Passenger Department, on his marriage to MISS N. SOOD at Hounslow, Middlesex on 23 Apr 70.

MISS B. PAGACZ, Computer Programmers, on her marriage to MR R. COLLARD on 4 Apr 70 at St. Maries Church, Sheffield.

MR A. J. PRITCHITT, Data Control, on his marriage to MISS C. WILSON, on 25 Apr 70 at St. Johns Church, Plumstead.



Mr and Mrs P. H. Mandavia



Mr and Mrs David Seagrave

MR D. K. SEAGRAVE, Maintenance Cost Accountant's Department, Peel Street, on his marriage to MISS P. E. LUNN on 14 Feb 70 at Southampton Registry Office.

MISS P. THOMAS, ex Nursing Sister s.s. *Orsova*, on her marriage to MR C. BAYNE, ex Junior 3rd Engineer s.s. *Orsova* on 6 Dec 69 at Our Lady and St. Anthony, Abbot's Salford.

Mr and Mrs Christopher Bayne



MR R. H. N. WILKIN, First Officer, *Orcades*, on his marriage to MISS D. J. AINLEY, ex Childrens Hostess, *Chitral, Chusan, Orcades*, on 19 July 69, at St. Pauls Church, Hanging Heaton, Yorkshire.

MR I. WOOLLARD, 3rd Officer s.s. *Chusan* on his marriage to MISS P. ARCHER, ex W.A.P. s.s. *Oriana* on 13 Dec 69 at All Saints Church, Hampshire.



Mr and Mrs R. H. N. Wilkin



Mr and Mrs I. Woollard

BIRTHS

We congratulate:

MR F. BUTT, Passenger Department Representative for Scotland, and his wife Margaret on the birth of a son, Philip John, 13 Feb 70.

MR R. S. KEMPSON, Passenger Department, and his wife Patricia, on the birth of a daughter, Deborah Nancy, 21 April 70.

MR P. ENRICO, Radio Officer *Ardlui*, and his wife Jenny, on the birth of a son Michael Paul, 4 May 70.

MR J. LAMBERT-GORWYN, Telex Department, and his wife Christine, on the birth of a son, Adam John, 29 Mar 70.

MR M. LONGHURST, Passenger Department, West End, and his wife Valerie, on the birth of a daughter, Michelle Claire, 18 Apr 70. A sister for Simon James.

MR B. MACDONALD, Assistant to P & O Lines Secretary, and his wife Joan, on the birth of a son, Iain Brian, a brother for Alasdair John, 10 Mar 70.

MR F. MOLLAND, Group Technical Services Division, and his wife Andrea, on the birth of a daughter, Sarah Andrea, 11 Jan 70.

MR I. C. MORRIS, Computer Bureau, and his wife Carol, on the birth of a son, Alex Charles, 8 Mar 70.

MR and MRS GLYN SMITH on the birth of their third son, David Alan, born at Seibo Byoin, Shinkjuku, Tokyo on 16 Mar 70. Mr Glyn Smith is our Electronics Inspector in Japan.

MR A. G. STEWART, Junior 1st Refrigeration Engineer, s.s. *Chusan*, and his wife Judith, on the birth of a daughter, Louise Mary, 3 Apr 70.

MR C. J. UPJOHN, Chief Officer ex *Patonga*, and his wife Jean, on the birth of a son, Paul Lawrence, a brother for Sally, 31 Dec 69.

MR D. J. WOOLDRIDGE, Fleet Personnel Department, and his wife Sandra, on the birth of a daughter, Charlotte Louise, 6 Mar 70.

JUBILEE

We congratulate:

MR H. C. WILLIE, a member of the Accounts Department, who completed 50 years service with the Company in January. Mr. Willie joined the Company in 1920 at Tilbury and later transferred to K.G.V. Dock. He transferred to Accounts Department on 22 Jan 1962.

Mr Willie is known by his colleagues as 'Dan'. He is a very keen sportsman and has represented the Company on many occasions at Soccer and Cricket.

RETIREMENTS

BARNETT, W. H., served as a Purser with the Company. Retired 31 Mar 70.

BIGGIE, D. W., born 06, joined Coy. 31 in Freight Administration Department. Retired 31 Mar 70.

BOREHAM, A. W., born 10, joined Coy. 27 and served as Chief Steward aboard *Canton*, *Himalaya*, *Strathaird*, *Chusan*, *Canberra*, *Oronsay*, *Oriana*, *Iberia*, *Arcadia*, *Orcades*. Retired 29 Apr 70.

BRISSENDEN, R. T., joined Coy. 51 as Boatswain's Mate and has served aboard *Orcades*, *Oronsay* and *Orsova*. Retired 6 Nov 69.

CRIBB, W., joined Coy. 18 and served as Sailmaker aboard *Orwell* and *Orsova*. He was born before the end of the last century and retired on 28 Mar 70.

DANGERFIELD, A. H., born 18 and joined Coy. 44. He served as Assistant Barman aboard *Iberia*, *Strathnaver* and *Arcadia*. Retired 14 Mar 70.

FLEMING, C. G. R., born 05, joined Coy. 27 and has served as Cargo Superintendent. Retired 31 Mar 70.

LEWIS, L. G., born 11, joined Coy. 28 and has served in the Far Eastern Freight Conference. Retired 31 Mar 70.

PALMER, S. J., born 11, joined Coy. 30 and has served as Linenkeeper aboard *Corfu*, *Strathmore*, *Orcades*. Retired 5 Jan 70.

READ, W. J., born 10, joined Coy. 25 and has served in Cruising Department. Retired 24 Apr 70.

SPURLING, E. J., CAPTAIN, born 06, joined Coy. 26 and since leaving the sea in 58 has served at Nautical Inspector. Retired 31 Dec 69.

TOMLIN, A. E., joined Coy. 35, and served aboard *Orsova*. He was wounded on *Orcades* in 40, and rejoined the Orient Line in 50, and has since been on *Orsova*. Retired 28 Mar 70.

WEBB, G., born 04, joined Coy. 28. He served as Second Baker aboard *Ranpura*, *Ile De France*, and *Cathay*. Retired 5 Jan 70.

DEATHS

BRIGHT, E., joined Coy. 11 and served on Sea Staff for 23 years before taking the position of Night Watchman in 34, ret. 47, died 19 Feb 70.

CLARKE, D. L., joined Coy. 12 as apprentice in Orient Workshop. In 43 he was made Chief Engineer aboard *Empire Orwell*, ret. 51, died 17 Apr 70.

Mr. Clarke's son, G. Clarke, lives at 9 Sansdowne Road, Cambridge CB3 0EU, and would be pleased to hear from his father's former friends.

FOULGER, T. H. G., joined Coy. 37 as a Second Cook on *Strathaird*. Has served in *Maloja*, *Mooltan* and was promoted to Acting Chef, *Chitral* in 52, ret. 53, died 17 Mar 70.

FOWLER, G. W., joined Coy. 88 and held the position of Winchman, ret. 43, died 16 Feb 70.

JOB, P., joined Coy. 19, sea staff, and came ashore in 53 as Assistant Superintendent Engineer, ret. 59, died 11 Feb 70.

MACALPINE, K. D., joined Coy. 25, and attained the position of Chief Engineer in 62, ret. 62, died 22 Mar 70.

MACLEAN, G. M., CAPTAIN, joined Coy. 23 and served in *Padua*, *Nankin*, *Ranpura*, *Lahore*, *Viceroy of India*, and *Corfu*. He was promoted Captain and sailed as Staff Captain on the maiden voyage of *Himalaya* in 49. In 52 he transferred to Tankers and served in *Maloja* and *Malwa*, ret. 63, died 22 Feb 70.

MILLAR, W. C. T., joined Orient Line in 25, and transferred to shore staff in 37, ret. 68, died 19 Apr 70. Ashes scattered on the sea from *Canberra*.

MOLONEY, P., joined Coy. 54 and served on *Empire Fowey*, *Cannanore*, *Nagpore*, *Lahore*, *Barrabool*, *Ranchi*, *Chitral*. In 54 he served as Chief Radio Officer on *Iberia*, ret. 62, died 31 Jan 70.

ROLT, A. T., joined Coy. 07, and was appointed Head of Conference Department in 46, ret. 50, died 16 Mar 70.

THOMSON, J. R. S., was born 4 July 10 and served with the Coy. as Chief Steward, died suddenly on 16 May 70.

WOODBINE, R. J. G., Planned Maintenance Officer K.G.V. Engineers Department, died 23 Mar 70.



W. Cribb receiving his retirement present.

A. E. Tomlin being presented with retirement present.





1

C. J. Davidson



5

P. J. Metcalfe



8

Miss C. A. Harknett



2

J. G. Harrington



6

E. W. Mills



9

Miss H. Long



3

J. I. Batterbee



7

T. F. Tudgay



4

F. H. Klass

who's who

Hotel Services Organisation

The Hotel Services Organisation is responsible for the shore administration of the Purser's Department of the fleet, from food and drink to accommodation and entertainment. Through its various sections its interests vary from the housekeeping requirements of the fleet to the relative merits of pop groups and comic turns, the market fluctuations of Smithfield and the price of Pineapples in Hawaii.

As well as the shore office, Hotel Services are responsible for the work of the 4698 sea staff in the Purser's Department, representing their needs and views in Head Office, and relaying to them the constantly changing requirements of the services they provide. Hotel Services Furnishing and Equipment activities (Mr D. F. Graham, Manager) and control of Hotel Services Dock operations (Mr R. M. Porter, Manager) are based on Southampton Office.



Miss J. E. Searle

10

1. C. J. DAVIDSON

Joined P & O in 1932 after previous service as Assistant Purser in Royal Mail Steam Packet Company. Appointed Deputy Purser in 1939, he became a Purser in 1945. Six years later Mr Davidson became Inspecting Purser and was appointed Deputy Superintendent Purser in 1956. He became Superintendent Purser two years later.

After reorganisation of the shore side of the department Mr Davidson became Superintendent HSO in January 1969.

2. J. G. HARRINGTON

Joined Company in April 1929 as a Cadet ex HMS Worcester. In 1934 transferred to Purser's Department and went to sea as a Purser's Clerk and stayed at sea through the various grades becoming Purser in 1949.

During the war years served in the Royal Navy as Supply Officer. In 1953 Mr Harrington was appointed Purser *Arcadia* whilst she was at the builders' yard. Coming ashore in 1959 as Assistant Superintendent Purser he was appointed Catering Manager when HSO was formed.

3. J. I. BATTERBEE

Joined the Company in January 1965 as an Entertainments Officer and his first appointment was to *Arcadia*. After three years at sea he was appointed to his present position of Entertainments Manager in January 1968.

4. F. H. KLASS

Joined Company September 1933. First ship *Viceroy of India*.

Appointed Travelling Inspecting Chef December 1955 his last ship being *Iberia*.

5. P. J. METCALFE

Administrative Assistant. Joined the Company straight from school in 1933

and has had many years' experience in the Correspondence, Freight, Stock & Transfer (disbanded in the early 1960's).

Joining the Purser's Department in 1951 Phillip Metcalfe was appointed Chief Clerk of the Department in 1965. This title was changed to Administrative Assistant in January 1969 when HSO was formed.

6. E. W. MILLS

Joined the Company in 1948 after seven years as Assistant and Supernumerary Purser in the BI. As head of the Indents Section, he deals with the Victualling and Bar Stores requirements of the ships and compiles the various wine lists in use throughout the fleet.

7. T. F. TUDGAY

Joined Company at Tilbury Dock in September 1938. Transferred to Purser's Department in 1939. Has had experience in most sections of the Department and is now in charge of the Ship's Cash Account Section.

8. MISS C. A. HARKNETT (CHRISTINE)

Secretary to C. J. Davidson. Joined Company July 1967 as shorthand typist and in February 1969 took over her present position.

9. MISS H. LONG (HEATHER)

Clerk/Typist. Joined the Company 4 July 1966 as a Typist, being appointed to the Administrative Section in April 1968. Responsible for general filing and the keeping of the 'Information and Instructions for Purser's & Chief Stewards' manual up to date.

10. MISS J. E. SEARLE (JAN)

Assistant on the Indents Section, Jan joined the Company in April 1969, having previously been with the Chase Manhattan Bank.

Nautical and Technical Division

At the risk of interpreting the title "ABOUT OURSELVES" too literally, it has been suggested that an article on the Nautical and Technical Division might be of interest especially to those who are not closely associated with it.

In April 1965 it was decided that the organisation of a number of departments concerned with the safety, reliability and physical state of the P & O Lines Fleet might be studied with the object of tidying up a structure which had evolved over a period of time and had not been specifically created to a plan. The main problem was to determine where to start and where to stop since almost all departments are interlinked to varying degrees. This amounted to a study to identify that combination of departments which would benefit by a grouping process intended to encourage the closest functional co-operation. The simple principle adopted was that the safety of personnel and ships, and the ability of all ships to meet their operational requirements depend very largely on the professional skills of both sea staff and shore staff.

The concept of the 'combined effort' was the basis for the Nautical and Technical Division, since within the one organisation there is the professional background of the master mariner, the marine engineer, the ship maintainer, and the cost accountant. In practice the four departments constituting the Division are those under the control of the Marine Superintendent, the Superintendent Engineer, the Superintendent Ship Maintenance, and the Maintenance Cost Accountant.

As the title suggests, the Nautical aspect of the Division is the function of the Marine Superintendent whose responsibilities cover a wide field. They include the safety of ships, a number of administrative functions, general nautical and navigational matters, surveys of routes and ports, navigational aids, the issuing of Fleet Regulations and Instructions. His office functions as a communications centre for ships at sea. He is also responsible for the Electronics Inspectors.

Another of the functions of the Division is to "Maintain the Fleet in a healthy condition at the minimum long term and short term cost". Although the safety of Company's sea staff and passengers must always be the first consideration, a collective professional judgment is necessary to determine how to ensure safety, to adhere to programme and at the same time to keep costs under control on a world-wide basis. Two Committees have been established for this purpose, each being a replica of the Divisional structure, since all four departments are represented on each committee. They are in fact the Passenger Ship Maintenance Committee and the Cargo Ship Maintenance Committee and their tasks are to prepare forecasts for all maintenance expenditure for an operational year ahead and then to ensure that these forecasts are not exceeded. It follows that this policy requires very close co-operation between sea staff and shore staff since standards must be maintained and the appearance of our ships in remote parts of the world is one of the yardsticks by which we are judged. On the other hand, the Superintendent Engineer and his department, including his representatives on the two Committees, are largely concerned with the forecasts of the work and expenditure necessary to ensure that each ship sails and returns exactly on schedule and with all systems in operation. The Superintendent Ship Maintenance controls the repair operations undertaken by Contractors during the inport periods for the hull, superstructure and internal fittings of the ships other than those controlled by the Superintendent Engineer or Superintendent Hotel Services Organisation.

The Nautical and Technical Division maintains the closest liaison with other areas within P & O Lines, including the Passenger and Freight Divisions, Hotel Services Organisation, Medical Department and Fleet Personnel. There are also close links with Group Executive Divisions, and in particular with Technical Services Division.

As the simplified diagram suggests the Division operates in two separate areas in ad-

FLEET LIST

As at 15th April 1970

	Cannanore 7,065 tons	Pando Cape 8,972 tons	Pando Cove 9,236 tons	Pando Gulf 8,752 tons	Patonga 10,071 tons
Captain	Cooke, C.B.	Barrett, G.C.	Mortleman-Lewis, E.A.W., R.D., R.N.R.	Kingswood, L.C., R.D., R.N.R.	Savage, G.J.
Chief Officer	Lumb, P.D.	Fitzwalter, J.S.	Bingham, M.G.	Hellyar, F.C.P.	Perry, D.J.
Acting Chief Officer					
Second Officer	Coles, R. St. A.	Pennell, P.M.	Swann, J.F.	Hall R.S.	Lockyer, P.
Third Officer	Exley, R.B.	Abbey, C.T.	Godfrey, R.M.N.	Alban, S.J.	Carr, M.P.
Junior Third Officer	Browne, J.R.H.				Vlasto, K.M.
Fourth Officer		Toghill, P.L.	Warner, B.J.	Gilmour, I.F.	
Radio Officer		Silo, C.S.			
Acting Radio Officer	Houston, B.C.		Sampson, C.	McManus, P.J.	Hewlett, R.H.K.
Junior Radio Officer					
Trainee Radio Officer	Nicoll, J.E.		Spiden, I.	Goodfellow, T.I.	Jeari, D.E.R.
Chief Steward	Gliddon, R.G.	Morris, A.R.	McAllister, W.J.	O'Brien, P.	Lawes, F.W.
Carpenter		Brookbank, J.			Ivey, C.
Cadets		Marden, J.T.			Watson, P.C.
		Cooke, N.A.			
		McWilliam, R.S.			
Chief Engineer Officer	Paton, D.	Hudson, R.E.	Lakin, J.B.	Screech, J.D.	Craig, A.
Second Engineer Officer	Graham, G.R.	Weatherstone, J.C.	Goodman, A.	Marshall, R.L.	Carlisle, J.W.
Ass. Second Eng. Officer					
Third Engineer Officer	Nightingale, P.	Sullivan, G.J.		Braley, F.T.	Radbourne, D.E.
Ass. Third Eng. Officer			Hicks, J.E.		
Act. Third Eng. Officer		Buckley, R.H.			Lowrey, M.R.
J. Third Eng. Officer			Flower-Ellis, B.R.	Field, K.J.	
Ass. J. Third Eng. Officer	Burchell, A.E.L.	Adair, J.F.	Butterworth, B.K.	Pappin, P.F.	Ryan, J.B.
Act. J. Third Eng. Officer	Sugden, J.	Thomas, D.P.	Armstrong, I.F.	Knighl, C.G.	Tuck, G.P.
Fourth Engineer Officer	Jones, S.A.	Hughes, D.W.	White, A.W.	Pratt, M.B.D.	Mathews, M.L.
Assistant Eng. Officers	Denton, R.	Briggs, P.K.	Havercroft, C.	Rootes, D.	Stringer, R.
First Elect. Officer					
Act. First Elect. Officer	Baister, J.E.	Young, J.W.	Bunney, K.	Ellis, R.	Talboys R.S.
Electrical Officer					Firth, B.
First Ref. Eng. Officer			Archer, G.		Stokes D.K.
Second Ref. Eng. Officer			Wicken, D.M.		Bates, J.M.
Engineer Cadets			Smith, G.C.G.		Burnett, C.M.

	Pando Head 8,925 tons	Pando Point 8,753 tons	Pando Sound 8,782 tons	Pando Strait 9,235 tons
Captain	Bullock-Webster, R.	Adie, I.M.	Underwood, R.F.	Mordaunt, B.S.C.
Chief Officer	Hayward, P.E.	Hicks, M.F.	Rushan, M.D.	Tinsley, A.R.
Acting Chief Officer				
Second Officer	Falgreave, J.B.	Fatchen, M.J.	Clarke, W.J.C.	Messinger, P.A.
Third Officer	Dick, W.F.	Hornett, P.C.	Poyntz, R.G.J.	Coldham, R.
Junior Third Officer				
Fourth Officer	Wilson, A.R.A.	Combe, G.P.D.	Davidson, M.H.	Burgoine, M.S.
Radio Officer	Atkinson, D.J.			Turpie, T.I.
Acting Radio Officer		Latham, G.R.	Wheeldon, S.R.	
Junior Radio Officer				
Trainee Radio Officer	Phelan, B.J.	Ryan, R.V.		Tait, C.J.M.
Chief Steward	Leaver, D.B.	Pattenden, F.J.	Prescott, R.E.	Kent, T.W.
Carpenter	Sutton, A.J.			Cramp, B.
Cadets	Waite, J.B.	Graves, M.H.	Duguid, D.R.A.	Pringle, M.L.
		Palliser, J.C.	Duffield, P.	McCurry, R.J.
		Proctor, A.J.	Child, J.A.	Boyce, P.A.J.
			Holmes, I.J.	
Chief Engineer Officer	Stubbs, J.M.	Godhold, W.C.	Bayliss, N.H.	Clarke, A.D.
Second Engineer Officer	Goodwin, C.M.	Nash, I.	Biggs, R.L.	Kirchin, D.A.
Ass. Second Eng. Officer				
Third Engineer Officer	Jarvis, H.	Brown, J.G.		
Ass. Third Eng. Officer			Lewis, B.J.O.	Allan, J.A.
Act. Third Eng. Officer			Cox, R.J.	Moir, D.P.
J. Third Eng. Officer	Johnson, L.R.	Warwick, R.S.		
Ass. J. Third Eng. Officer				
Act. J. Third Eng. Officer				
Fourth Engineer Officer	Owen, M.G.	Worsfold, K.	Kernan, R.G.	Parker, J.R.
Assistant Eng. Officers	Bellamy, D.R.	Williams, N.G.	King, G.D.	Bird, J.H.
	Henderson, A.	Bond, M.J.	Smith, P.G.	McGriffin, E.
	Keir, J.	Goodfellow, R.B.J.	Todd, S.V.J.	Lee, J.E.
First Elect. Officer				
Act. First Elect. Officer				
Electrical Officer	Struthers, A.	Brooks, R.B.	Bowles, P.	Turley, J.
First Ref. Eng. Officer				
Second Ref. Eng. Officer			Musson, A.G.	Squires, I.J.
Engineer Cadets			Neilson, P.A.	Pirie, J.F.

FLEET LIST

As at 15th April 1970

	CANBERRA 45,000 tons	ORIANA 41,423 tons	ARCADIA 29,664 tons	IBERIA 29,614 tons	ORSOVA 28,614 tons	ORONSAY 27,631 tons	ORCADES 28,164 tons	HIMALAYA 27,955 tons	CHUSAN 24,261 tons
Captain	Riddelsdell, E.G.H., R.D., R.N.R.	Cutler, R.J.H.	Cowen, E.	Fox, R.E.J., R.D., R.N.R.	Harris, E.V., R.N.R.	Trenfield, M.A.	Reed, P.C.	Terry J.W.	Nowell, R.B., R.D., R.N.R.
Staff Captain	Lefevre, J.A.	Love, P.W.	Dallas, A.H.W.	Scott-Masson, D.J.	Lincoln, T.A.M.	Cookman, R.D.	Bonner J.W.	Hansing, D.A.	Chester, J.M.
Chief Officer	McCarthy, T.J.	Hannah, D.H.	Thom, G.B.	Guthrie, D.C.	Dornom, D.A.	Bradford, M.V.N.	Bayliss I.C.	Goddard, C.H.I.	Gaffney D.B.
Navigator	Falkner, A.H.	Watkins, T.P.							
First Officer	Nash, B.G.	Purchase, C.	Gibb, I.	Cavaghan, M.S.	Jones, C.M.	Carter, M.J.	Mavity, B.G.	Lloyd, C.M.R.	Jackson, R.L.
Second Officer	Kilner, J.B.	Morrow, L.J.	Julian, M.H.	Spread, R.J.	Godderidge, C.T.	Church, V.R.	Knight, R.D.	Douglas, W.M.	Mullins, D.E.
Spy. Second Officer								Tomkiss, D.J.	
Junior Second Officer	Tyzack, R.D.W.	Stanway, I.C.	Johnson, P.F.	Smith, R.M.	Reed, A.H.	Young, R.G.	Gold, M.J.	Hall-Thompson, M.H.	Woollard, I.
Third Officer	Woodger, R.P.	Pilsworth, D.G.	Johnson, J.M.	Wallace, C.S.	Curran, C.J.N.	Acland, I.A.D.	Pickford, P.W.	Turner, B.V.	Simmonds, P.R.
Junior Third Officer					Hart, R.C.				
Fourth Officer	Rees, R.H.	Fowler, M.R.J.						Bass, R.P.	
Junior Fourth Officer								Mabbott, R.M.	
Cadet Officer	Marden, J.T.	Bell, J.M.	Mendoza, C.P. Warren, P.W.V.	Blinch, J.C. Richardson, R.S.	Steeves, P.M.	Coombs, R.W. Knight, C.D.	Taylor, D.R.		Timm, S. Child, J.A.
Chief Radio Officer	Hawkins, R.J.	Meaney, J.F.	Rainey, W.J.	Geraghty, P.M.	Berry, H.C.	Gibson, K.	Evans, G.W.	Morrison, J.H.I.	Jameson, C.
Snr. Chief Radio Officer									
First Radio Officer	Chapman, R.J.E.	Gillmon, D.H.	Gawley, J.C.E.	Twomey, T.P.	Harding, G.	Murphy, H.F.	Chapman, K.M.	Cahill R.V.	Sloan, J.F.
Second Radio Officer	Bageni, N.M.	Drummond, D.B.	Bewley, R.W.	Ferguson, G.J.	Martin, R.L.	Stewart, B.J.	Beck, T.A.	Stewart, C.P.	Price, M.R.
A. J. Second Radio Officer	Clark, T.R.								
Junior Second Radio Officer									
Third Radio Officer	Wood, K.T.	Hicks, D.F.	Jones, H.A.	Dyson, A.L.	Murphy, J.M.	Rice, D.A.	Bell R.G.	Williams B.J.	Astley, C.
Junior Third Radio Officer	Allen, M.F.	Lownsborough, R.G.	Clifton, J.S.	Pollock, R.M.	Scott, M.L.	Williams, J.S.	Hill, R.S.	Sylvester, L.M.	Hilliard, D.A.
Fourth Radio Officer	White, M.A.K.								
Junior Fourth Radio Officer	Smyth, M.E.	Lawrance, A.J.S.	Venner, R.M.	Cowen, M.J.	Diamond, P.S.	McMurray, G.N.	Mitchell J.M.H.	Fleming, W.S.	Wheatley, P.R.
Surgeon	Watson, S.W.	Holroyd, J.D.L.	Seal, A.M.	Hindmarsh, J.R.	May, A.J.	Billings, R.A.	Buchanan, P.L.	Collin, J.R.O.	Hough, G.A.
Assistant Surgeon	Williams, V.G.	Levinsky, R.J.	Ross, A.N.	Wood, J.A.	Skinner, I.M.	Berrick, F.	Sharpe, B.	Dawson, M.	Rathbone, S.
Nursing Sisters	Robertson, E.M.	Woodward, J.	John, E.M.	Waddams, L.	Duggan, K.	Liddell L.	Last M.	Newsholme M.A.	Munsey, H.
Carpenter	Farmer, M.H.	Hogan, D.P.	Chard, L.G.	Watson, A.	Mitchell, B.R.	Jones, C.R.	Chessell, R.	Williams P.	Slater, A.F.
Plumber	Jamieson, D.	Johnston, A.M.	Bealing, K.	Lemon, J.S.	Hill, F.	Longstaff, A.	Doree, R.	Mann, S.	Doree, C.R.
Boatswain	Richards, W.	Rawlings, F.	O'Sullivan, J.L.	Wain, W.G.		Warriner, A.	Gray, R.	MacCay, J.	Keyl, H.M.
Cadet	Mitchell, C.G.	Phillip, W.							
Chief Engineer Officer	Smith, D.H.	Howell, J.O.	Maunder, R.J.	Westgarth, J.P.	Brown, R.D.	Crone, R.A.	McLeod, J.M.	Constable G.D.	Purdy, R.
First Engineer Officer	Stewart, R.	Dempster, W.A.	Graham, A.	Good, E.M.	Buxton, E.	Drummond, W.	Connolly, G.A.	Love, B.R.	Pound, N.W.
Second Engineer Officer	Bowen, J.D.	Tate, M.	Robinson, R.D.	Wilkie, T.M.	Weaver, D.F.	Englefield, J.	Cole, M.J.	Waller B.H.C.	Sanderson, R.
Junior Second Engineer Officer	Brodgen, M.L.	Rogers, W.S.							
A.J. Second Engineer Officer	Raine, J.								
Third Engineer Officer	Harvey, A.T.								
Junior Third Engineer Officer		Tatton, P.A.	Fairley, I.J.	Pitten, G.A.	Harrington, D.	Taylor, K.	Ramsay, M.G.	Whitby, D.J.	Littlejohn, M.
Fourth Engineer Officer	Rennie, L.M.	Goodman, A.J.	Fleming, T.F.	Mills, R.G.	Reilly, S.C.	Kelly, R.	Brown, A.K.	Maddocks D.J.	Hodges, K.J.
Junior Fourth Engineer Officer	Yeoman, A.								
Assistant Engineer Officer	Munroe, J.L.D.								
Chief Engineer Officer	Goulding, M.F.	Dixon, P.G.	Cooper, P.H.	Glessinger, G.A.	Collinson, M.K.	Robinson, P.R.J.	Dixon, C.T.	Selby, D.L.	
Junior Fourth Engineer Officer	McQueen, C.J.	Gardiner, D.M.	Walker, G.	Clegg, M.	Hunt, S.J.	Sharpe, R.F.	Watson, A.A.	Wilson, G.F.	Cooke, R.J.
	Barracough, A.	Wedd, S.	Bartlett, R.A.F.	Cree, R.V.	Booton, B.	Harris, G.	Donaldson, P.W.	Ainsworth, S.J.	
	Learnmont, A.N.								
	Hayward, M.								
	Johnston, C.								
	McGurran, F.								
Assistant Engineer Officer	Kendall, F.	Chilton, A.J.	Jowitt, R.J.	Taylor, J.E.	Haigh, M.G.	Cleave, D.	Boulter, M.R.	James, A.	Guildford, R.B.
	Emmons, B.J.	Murray, R.A.	Haylett, S.W.	Rea, J.	Simpson, B.L.	Otter, K.	Hutt I.	White, I.R.	Gold, B.T.
	Morley, J.L.	Campbell, F.A.	Willcox, D.	Hillman, G.A.	Lawes, G.W.	Wedgebury, C.J.	Tweddle, R.M.	Dinsdale M.	Hemming, T.F.
	Griffiths, P.S.	Nicholls, G.A.	Watson, B.	Barrett, W.	Hall, C.C.	White, J.R.	Evison, K.C.	Kerr, J.R.	Curzon, P.D.
	Finch, T.	McCandless, W.H.	Kelvin, B.	Burrell, J.	Dobson, F.B.	Statham R.A.	Cutter, A.	Lindon, B.	Price, M.D.
	Dawson, R.D.	Walters, P.	Hunsley, J.	Atkinson, R.S.	Christwick, J.	Robinson, S.	Gayler, W.R.		
				Eastman, A.	Perrett, M.	Moss, K.W.	Gulford, K.		

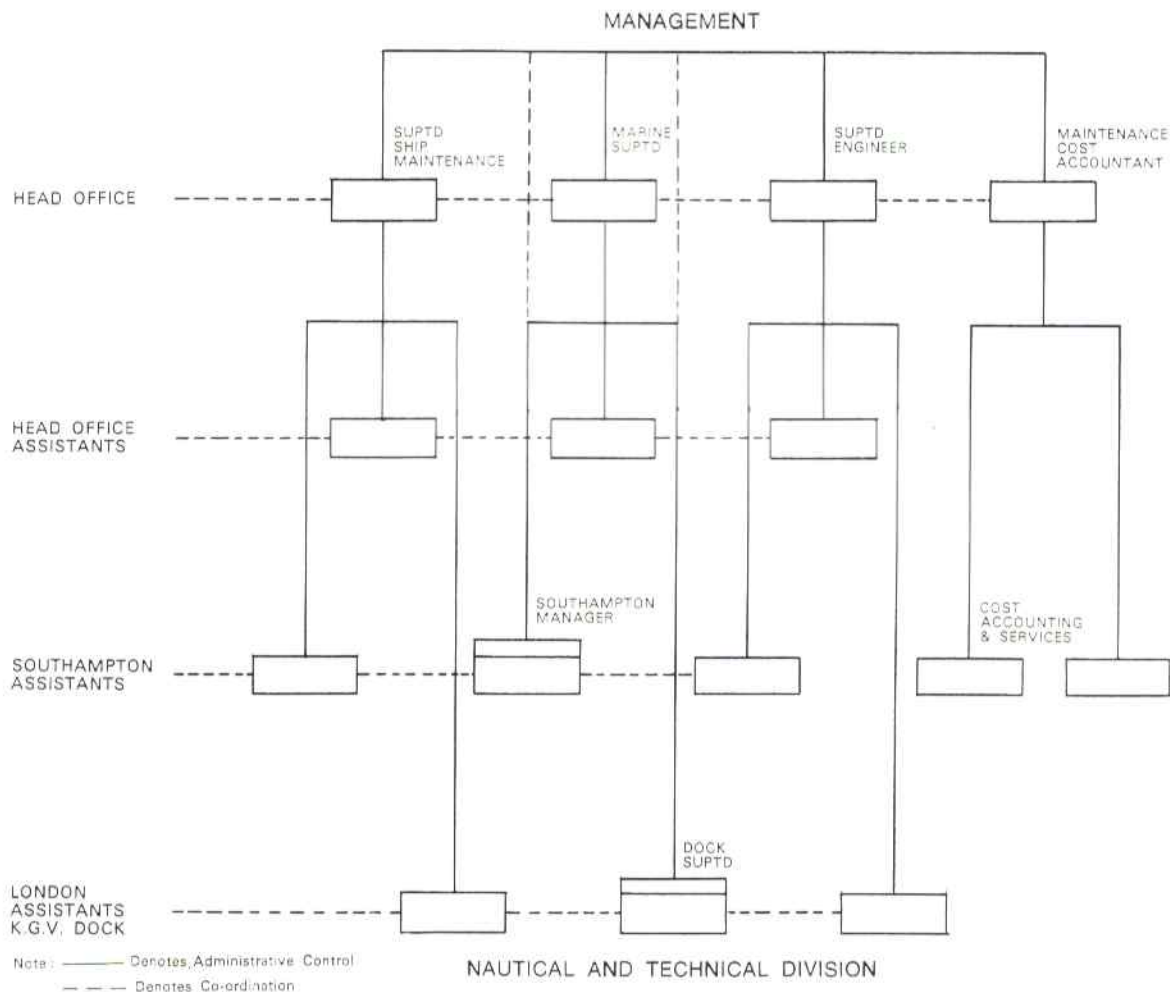
FLEET LIST

	Strathardle <i>13,057 tons</i>	Strathbrora <i>12,539 tons</i>	Strathconon <i>12,529 tons</i>
Captain	Clifford, J.A.	Blois, D.P.	McGowan, G., R.D., R.N.R.
Chief Officer	Pearce, R.J.S.	Bradley, D.	Prideaux, A.
Acting Chief Officer			
Second Officer	Lee, G.G.	Noakes, J.J.	Turner, P.M.S.
Third Officer	Tudman, J.R.P.	Woodhead, J.W.	Byrne, K.P.
Junior Third Officer	Rowe, N.A.F.		
Fourth Officer		Jackson, S.A.	Clowes, M.R.
Radio Officer	Kennington, R.M.	Rice, J.D.	Watson, J.D.
Acting Radio Officer			
Junior Radio Officer		Parkinson, R.A.H.	
Trainee Radio Officer	Marczewski, A.J.C.		Gibson, N.R.
Chief Steward	Tracey, J.T.	Waters, P.E.	Waterman, A.J.
Carpenter			
Cadets	Hamilton, M.R. Brock, D.J. Taratt, R.M.J.	Ball, A.J. Huyshe, R. Purvis, T.J.	Bronswijk, J.F. Davies, W.E. Bowles, S.H.
Chief Engineer Officer	Berry, R.	Ditchfield, R.R.	Peach, A.J.V.
Second Engineer Officer	James, R.	Baird, N.	Hall, V.
Ass. Second Eng. Officer			
Third Engineer Officer	Mills, A.W.	Edge, D.	Cortess, G.W.
Ass. Third Engineer Officer			
Act. Third Engineer Officer			
J.Third Engineer Officer	Juniper, P.F.	Zobel, I.G.R.	Johnstone, W.
Ass.J.Third Eng. Officer			
Act.J.Third Eng. Officer			
Fourth Engineer Officer	Plevied, J.	Starfield, S.	Thorpe, K.
A/4th Engineer Officer	Chester, P.H.	Roberts, W.B.	Hill, J.M.
Asst. Eng. Officer		Peacock, D.C.	Pitman, I.G.
First Elect. Officer			
Act. First Elect. Officer			
Electrical Officer	Stevenson, J.		
First Ref. Eng. Officer			
Second Ref. Eng. Officer			
Engineer Cadets	Barnard, K.J. Mullen, M.B. Fellham, P.M. Hutchinson, R.G.	Dent, P.H. Lund, D.J. Sweetman, M.J.	Whittaker, D. Benham, C.B.

	CHITRAL <i>13,790 tons</i>
Captain	Woolley, F.B., R.D., R.N.R.
Chief Officer	Jackson, P.B., Reed, M.
Second Officer	Dickens, S.T.
J. Second Officer	Wright, P.B.
Third Officer	Baker, F.D.S.
First Radio Officer	Plant, T.
Second Radio Officer	Patsons, K.
Trainee Radio Officer	O'Brien, T.F.B.
Surgeon	Burbage, J.M.
Nursing Sister	Pike, J.F.
Carpenter	O'Niell, P.
Plumber	Holt, R.S.
Cadets	Karlsson, R. Wright, J.H.G. Hunt, S.G.
Chief Eng. Officer	Sadler, J.
Second Eng. Officer	Hibbert, D.R.
J. Second Eng. Officer	McConachie, W.G.
Third Eng. Officer	Gough, A.W.
J. Third Eng. Officer	Postlethwaite, B.
Fourth Eng. Officer	Daniels, T.
Ass. Eng. Officer	Hopkinson, D.J. Buck, S.G. Saunders, D.
First Elect. Officer	McLaren, A.G.
A. Second Elect. Officer	Clayburn, R.B.
First Ref. Eng. Officer	Sumner, R.R.
A. Second, Ref.Eng.Officer	Niblett, P.
Purser	Temple R.C.
Deputy Purser	Milne-Buckley, G.
Sr. Asst. Purser	Harris, J.G.
W. Assistant Purser	Wijsman, G.J.
Children's Hostess	Priston, M.J.
Entertainment Officer	Van Deurse, A.M.G.
Chief Steward	Davies, D.B.
Hostess	Wilschut, H.M.
Chief	Mitchell, M.S.

P & O RADIO OFFICERS IN TRIDENT TANKERS

Arduin, Ferrico, P.C.A., *Ardschiel*, Dunn, A., *Ardtarang*, Hall, H.V., *Bustris*, O'Connor, K.L., (Actg.), *Ellenga*, Mitchell, F.J., Hodgson, J., (Trainee), *Eridge*, Wignall, R.A., *Erne*, Towers, E.W., *Garomic*, Crisp, B.J., *Grafton*, Donegan, P.R., Cavill, M.V., (Trainee), *Heythrop*, Busby, A., (Actg.), Lovick, S., (Trainee), *Malaja*, Macaskill, N., *Malwa*, Harris, P.J., Simpson, A.J., (Trainee), *Mantua*, Hall, S.N., *Meena*, McNiel, R., *Opawa*, McKie, G.R., Thornton, S.T., (Trainee), *Orama*, Bolinger, R.E., Allen, C.M., (Trainee), *Orissa*, Sanderson, R.W. (Actg.), *Ottawa*, Ruscoe, A.C., Swanson, A.B., (Trainee), *Quibou*, Thompson, J.C., *Talamba*, Taylor, M., Durkin, P.P., (Trainee).



dition to the Head Office in P & O Building, these being in Southampton and King George V Dock London, respectively. The Superintendents in Head Office being wholly responsible for their "branches" in Southampton and King George V Dock. There are, however, many activities involved each time a ship arrives or sails whether it be a passenger ship in Southampton or a cargo ship in London. The co-ordination of these activities into one unified programme, the establishment of the necessary lines of communication, together with the local responsibility for ensuring safety of the ships, is undertaken by the Southamptton Manager and Dock Superintendent, King George

V Dock, respectively. Additionally, Southampton is the base for the services section administered by the Maintenance Cost Accountant where widely differing activities are undertaken. These include the storage of anything from a ship's lifeboat to a large number of boiler tubes, and sections concentrating on the cutting of keys, engraving of notices, processing of linen, manufacturing of pesticides and other chemicals for use on board. The Nautical and Technical Division has now been fully operational for over two years, and during this period has made considerable strides towards achieving its objectives.



THE COMMODORE RETIRES

By Roger Lascelles

Pacific Correspondent Travel Trade Gazette—

There is an old saying, a little biased perhaps, that talks about the Officers of the Royal Navy, the men of the Merchant Marine and the Gentlemen of P & O. One such gentleman is the Commodore of the Fleet, Captain J. D'O Green, RD, RNR. He commands the Flagship of the P & O Fleet, the ss *Arcadia*, at present steaming across the Pacific on her return to the UK after a journey from Southampton to Sydney via the Panama Canal, the United States, Canada, Fiji and New Zealand. For the Commodore this is his last voyage. He is about to retire after 42 years at sea. I spoke to him about his life at sea aboard the *Arcadia* as we sailed smoothly across a blue Pacific between Honolulu and Suva, the capital of Fiji. I was rather disappointed to learn that he had not "run away to sea" as his Company urges passengers in advertisements. In fact, he began his career by answering an advertisement that appeared in "The Times". He was 15 at the time and shortly after became a cadet on P & O's training ship *Worcester*. This was one of the old-fashioned "wooden wall" ships, which as tradition has it were made of wood and manned by men of steel. In 1928 he made his first voyage sailing on the mail ships that plied between England and Australia and including China in those days. Not being a superstitious man it did not trouble him that

he first put to sea on Friday the 13th. This disregard for superstition was carried one stage further when he later decided to get married and the chosen date turned out to be Friday the 13th of course.

Shortly before the outbreak of war he sailed between Karachi, Bombay and Japan on P & O ships carrying cargoes of scrap iron, little knowing that they were destined for use against the Allies. When the war came he joined the Royal Navy and for the next seven years saw service in the Atlantic on the destroyers escorting merchant ships, became a specialist navigator, was involved in anti-aircraft manoeuvres along the Scottish coast and finally was attached to the Royal Australian Navy in Sydney before rejoining P & O. A spell as Captain of a series of cargo ships followed before joining the *Arcadia* as First Officer back in 1953. For the next four years the *Arcadia* was his home at sea and in talking to him it becomes obvious how much he grew to love this vessel, now his Flagship. "She has been a most successful and popular ship with a happy crew and this counts for a lot," he said. "I have always felt that if a Captain through his Officers can keep the crew happy they'll never be any need to worry about the passengers." The *Arcadia* by my reckoning has excellent staff/passenger relations fostered by Officers dining with passengers, tours of the Bridge, an informal and witty lecture by the Staff Captain on "ships" and crew participation in deck activities and entertainment. This sort of informality does much to kill the notion of British stuffiness and is very popular with the youthful Australian market and American traveller who form much of P & O's business. The last voyage to ports well known over years of travel is a bitter-sweet experience for any man. The Commodore who has friends all over the world, and calls Sydney his second home, is no exception. His cabin contains a goodly number of souvenirs from many lands besides the reminders of home, photos of his family, the three pipes and old English tobacco and a neat stack of papers and magazines—"The Daily Telegraph", "The Field" and "The Illustrated London News".

For the man who was born in Leicestershire "The County for pork pies, Stilton cheese and hunting", this last voyage will bring him home to Britain and to undefined retirement in Edinburgh.



Dilkusha Home orphans photographed on the wharf at Suva with some of ORSOVA's Leading Hands after their party.

VOYAGE 44

By Captain G. E. Harris

Orsova completed a voyage, which commenced at Southampton on 7 November 1969, by returning to that port on 28 March 1970, having undertaken an itinerary to Australia and the Far East via the Panama Canal, as well as embarking on a programme of cruises from Australian ports.

During the voyage Orsova called in at Suva and gave the children of the Dilkusha Home a wonderful party which will long be remembered. The following article, written by the Staff Captain, gives a little idea of how those unfortunate children's lives were brightened over the festive season. The Editor was pleased to receive this item so soon after Orsova's arrival back in the United Kingdom.

For some years now the crew of *Orsova* have helped support the Dilkusha Home at Nausori, just outside Suva in Fiji. This Home is an Orphanage for girls and is dependent on charity for its upkeep.

The children in the Home have come to look upon *Orsova* as their ship and it will not be at all surprising to find *Orsova's* name appearing on the doors of several rooms, as the crew have been contributing to the new "Bathroom Project", which is sadly needed at Dilkusha. Money for this has been raised by holding raffles, within the confines of the Crew Club, and receiving donations from Crew Club members.

Shortly after Christmas *Orsova* called at Suva and although a trifle late, our own special "Father Christmas" made an appearance for the orphans at a party held on board for the children. The Leading Hands had decided that the children should have a Christmas party on *their* ship! So, weeks beforehand a "tarpaulin muster" was made in the Leading Hand's Bar and the funds raised. Then to plan the event: write to the Matron, ask her to get a coach (to be paid for by the Party Fund), choose presents, organise a meal and, of course, a cartoon film show for the youngsters, and so on. All these very domestic routine jobs (to any normal Mum) were undertaken by the Leading Hands, co-opting help to choose the presents from Miss Ward, Stewardess, and the First Class Children's Hostess, who then settled down to wrap them—with some male assistance! The Party Tea appeared, carefully planned, organised and produced as only Leading Hands can do it, out of nowhere.

Orsova arrived in Suva. The coach containing all the girls from Dilkusha, the Matron Gwen Davey, and most of the staff appeared. None of the children was ill so no one missed out—what a relief! The Leading Hands, each and everyone in his best bib and tucker, awaited the guests.

The Party went with a swing; the cartoon films were a great success with all the girls, whose ages ranged from toddlers to teens. The tea, well, the Messroom looked as I had never seen it look before—well decorated and laid up with all the party goodies any child could wish for. Helping with feeding problems of the tiny tots were not only Dilkusha's staff but smart and smiling Leading Hands, two of which could only be described as "real old salts", who had a toddler each in their laps, spoon-feeding them with the expertise of many a young mother. Who enjoyed the tea most, the guests who ate it or the hosts who were serving it, is a point I leave you to conjecture for I could not tell at the time, nor have I been able to decide since.

After tea the person every young child longs to see came to the party. The latest arrival was Father Christmas, in the shape of Bill Cribb, *Orsova's* sailmaker and senior citizen. Complete with boots, scarlet robe, flowing white beard and well weathered features, all wrinkled with smiles, arrived to distribute the presents.

The children were called forward, some of the young ones too timid to approach without an older hand to clutch, others, wide-eyed with excitement, eagerly took their presents to tear off the wrappings to find out what treasures were hidden beneath the gay papers.

This pleasant task accomplished, one further gift remained—the handing over of a cheque for more than £12 to the Matron, being the residue of the money collected for the party. Then came the time to say farewell and life once again returned to normal for both the children of Dilkusha and the Leading Hands of *Orsova*. The only tears to be seen were those in the corners of the eyes of some hardened sailors.

A TRIBUTE TO THE "CANBERRA"

T. A. Layton

*Oft I have travelled on the P & O
 And many a stately ship of hers I know,
 Proud ORIANA, with her slender line,
 To sport aboard her is like sipping wine;
 The CHUSAN, sailing to remote Azores,
 A gracious ship whereon one's spirit soars;
 IBERIA, steaming to the Isles of Greece
 To give the traveller days of blissful peace,
 I thought I knew them all, their lovely ways;
 Had savoured to the full Arcadian days.
 But then there swam before my wondring
 sight
 A princely ship, a ship of real delight,
 A monarch truly of the Seven Seas
 Which speeds from clime to clime with
 quiet ease
 Oh CANBERRA! Floating palace without
 peer,
 For all you've meant to me, I hold you dear.*

Christmas Cruise, 1969/70

As there are a large number of RNR officers in P & O it was thought that this extract from an article which appeared in the December 1969 edition of "Navy" may be of interest to those at sea. This feature is reproduced by kind permission of the Editor "Navy".

The Future of The Royal Naval Reserve List 1

By Captain W. B. Vickers R.D., Commodore, R.N.R.

The history of List 1 of the RNR dates back to 1859 with the passing of the Royal Naval Reserve (Volunteer) Act, which provided for a reserve of trained merchant seamen to serve with the Royal Navy in time of emergency. Many readers who know them will testify to the excellent service they gave in two world wars. List 1 now consists of about 550 officers (the ratings were discontinued some time ago) and the future of the reserve has recently been considered by the Admiralty Board.

WHY THE NEED FOR A REVIEW?

In 1914, and again in 1939, there was a large reserve fleet, which had to be brought forward and manned as soon as possible after the outbreak of war. To achieve this, it was essential to have available plenty of trained reserves, particularly officers, and the RNR provided the very pool that was required. The situation today is different; it is very doubtful if, on the outbreak of nuclear war, it would be possible to activate a large reserve fleet, and consequently there are very few ships in reserve.

IS THERE A NEED FOR LIST 1?

The Admiralty Board, and I am sure the whole RNR would agree with them, have decided that well conducted merchant ships are a vital part of the nation's resources in time of war or emergency, and that we cannot denude them of capable officers when

they are most needed. It is therefore the intention that merchant navy RNR officers in seagoing appointments will remain in their merchant ships, at least in the initial stages of an emergency, and that their prime function will be to assist in conducting their ships in best co-operation with warships and naval organisations to ensure both their own safety and efficiency and that of any force of which they form a part in the face of the threats posed at the time.

Not only does this involve having a knowledge of the tactical and strategic situation, but also an understanding of how to make the best use of the ship's equipment (including radar, communications) to contribute to the defence of the combined force. The role of List 1, therefore, becomes primarily that of interpreting the RN to the merchant navy, and if we are to operate together successfully in emergency it is of the greatest importance.

THE FUTURE

Now that the review has been completed, I believe that the future for List 1 of the RNR is bright. We have an agreed role to play, which is in harmony with current strategic thinking, is not in conflict with the interests of the shipping companies, and offers a worthwhile task, which will be of great importance in any war at sea.



Captain M. Askin and his wife Margaret "at home".

THE RETIRED SCENE

CAPTAIN M ASKIN

In response to a request for more news on pensioners a new series is being commenced with this issue which will give readers some idea of what our former colleagues are doing, and have done, since leaving our Company. Captain M Askin retired as Superintendent of P & O Sea Staff Service in November 1968, having joined the Company from HMS Worcester as a P & O Cadet in 1923.

At the outbreak of war he was commissioned as a Lieutenant RNR and served in the Armed Merchant Cruiser, HMS *Canton*. During this time *Canton* was employed on the Northern Patrol and on Atlantic Convoys. His next appointment was in command of the Armed Yacht, HMS *Dunlin* in which he served until 1943 when he was promoted to Lieutenant Commander. It was during this period that Captain Askin met his wife, Margaret, whilst on leave in Bedford. Shortly afterwards he was invalided home and appointed to the Staff of Commodore (D) Western Approaches in Londonderry as Escort Oiling Supervisor, Seamanship Training Officer, and later as Commander of the Dockyard.

Maurice and Margaret relaxing in their lounge with one of their two cats.



No—not back on board ship—a corner of "The Den".



A little gentle exercise in the garden keeps one fighting fit.



Beer-making is one of Captain Askin's new accomplishments.



Given a set of bills Maurice finds yet another hidden talent.

Moving to his present home in Sevenoaks shortly after the war Captain Askin returned to P & O in April 1948 as First Officer on *Strathaird* and subsequently as Chief Officer.

He was promoted to Captain in 1953 and again served in *Strathaird* as Staff Captain until 1955. Shortly afterwards he was appointed Superintendent of the Company's newly formed Sea Staff Service.

When asked why he chose Sevenoaks as his home Captain Askin replied that its nearness to both the Royal Group of Docks and Tilbury had considerable bearing on his choice. Both he, his wife and daughter Sara, who is a keen beagler, wish to stay put in this lovely house and garden. Sevenoaks' location twixt town and country must have considerable bearing on this viewpoint.

Maurice certainly does not have any spare time on his hands. Soon after retirement he produced plans for an extension on to the side of his house which has since become his "den", full of treasures collected from his many voyages around the world. Gardening, painting in oils, home decorating, the making of models such as ships in bottles, reading and beer making are just some of Captain Askin's current interests.

His wife Margaret also leads an exceptionally full life being a keen dressmaker and tailoress. When there is any spare time she makes lamp shades and attends Bridge parties given by her friends.

Maurice enjoys meeting with his many former colleagues and one can imagine many hours gossiping going on behind the closed doors of his "den".

Group Work Study Department

In December 1969 a new organisation was created in the Management Services Division. Known as the Work Study Department it is headed by Mr A. R. Warren.

To many people the term Work Study conjures up visions of stop-watches and the film "I'm All Right Jack" but this is far from the role expected of Mr Warren's team.

Work Study may be described as the critical examination of work in any context to improve profitability and productivity. It can only operate successfully where everyone concerned is aware of the team's objectives and where the team members take full account of the people who make a system work.

Individual Work Study teams have been active within constituent Companies for several years and have been able to improve operational efficiency. The new department is not intended to supplant these local efforts, but rather to provide wider professional knowledge and experience than has been available before. To offer a central consultancy service which can be called on by Companies, at home and abroad, which feel they are too small to maintain their own team. Its staff will be concerned with:—

1. General problem solving.
2. Measurement of manual activities.
3. Planning (including all forms of Network Analysis and "Planned Maintenance")
4. Motivation (including job analysis, Productivity Agreements and incentive systems).

5. Numerical analysis (including simulation and some Operational Research).
6. Management Control Systems (in association with 2 and 4).
7. Training (in association with 2, 3 and 4).
8. Dissemination of relevant technical information to other teams within the Group.
9. Technical guidance and advice to independent teams within the Group.
10. Assistance in selecting staff for Work Study teams.

Group Work Study staff are almost exclusively fully qualified ship's officers (deck and engine-room) who have had considerable industrial experience. Apart from their shipping knowledge they have held senior Work Study posts in such industries as Chemicals, Machine Tools, Pharmaceuticals, Ports and Shipping. Their activities have ranged from Work Measurement and Incentives through Planned Maintenance, Hotel Services and Materials handling to studies of research philosophy and strategy.

Any enquiries should be channelled through to A. R. Warren, Group Work Study Manager, Beaufort House, Telephone 01-283 8000, Ext. 3169.

MAGAZINE SUPPLEMENT

CALYPSO FOR 1970

by Isabel P. Cupples

Nineteen SEVENTY is here, with
ADVENTURES new,
Want to TELL all the world, that I'm going
to do.
I KNOW I'm no singer, but please TARRY
a while,
And I'll TELL you my story, in CA-LYP-SO
style.

Elizabeth, VERA, Mother and me,
All setting out, on a big cruising Spree.
TeneRIFFE and Madeira, they SOUND
just great,
But THAT is the least of it,
JUST you wait.

TWELFTH of April, is the CASTING-off
date,
ALL MEET at Waterloo Station, and DARE
not to be late.
P & O ORSOVA, the name of the ship,
That will take us ON, a most wonderful
trip.

The ATLANTIC'S two-thousand-odd
MILES we shall cross
In OUR little bunks, might GET quite
a toss,
To WEST INDIES for Calypsos,
we are STEAMING out flat,
Barbeques in Caribbean, what do YOU
think of that.

At TRINIDAD and Barbados, we shall PAY
a call,
MartinIQUE and St. Vincent, all SURE to
enthral,
With CAMERA at the ready, many scenes
to be shot,
Waving PALMS by coral sands, PITCH
LAKE and the lot.

CAPTAIN'S cocktail-Party, Fancy DRESS
Parade, too,
SING-Songs and Dancing, all QUITE
a to-do.
At Horse RACING and at BINGO, we
shall have a bash,
In the HOPE that we are lucky, and WIN
some Hard Cash.

Join in ALL the deck games, get to KNOW
all the crew,
Many SWIMS in the pool, hot BATHS
near the loo.
EXERCISES for all, and we'll DO it in style,
Eight TIMES round the deck, is EXACTLY
one mile.

We'll say THANK YOU to the Captain,
and his GALLANT crew
For TAKING us over the WIDE ocean
blue.
Then BACK to Southampton beginning
of May,
For FORTY-NINE weeks, in BRITAIN
we'll stay.

There are MANY happy memories for us
ALL to take back,
But, oh, these BLOOMIN' Souvenirs when
WE come to pack.
And THEN there's the Customs-man,
READY to pounce,
Let's WAVE out little list at him, DECLARE
every ounce.

In SAILING the Seas, I am ALWAYS
thrilled.
And ONE more ambition, shall SOON
be fulfilled.
And ALL that is left for us NOW is to say
THREE CHEERS FOR ORSOVA,
HIP HIP HOORAY!

NOTE: Miss I. P. Cupples and her relatives set sail for the West Indies on what was their 16th consecutive P & O cruise.

As stated on page 10 in the last edition of 'About Ourselves' the Editor is starting a series relating to mysterious adventures connected with the deep.

The first concerns the "Waratah". It is hoped that more articles of this nature will be received for possible inclusion in future editions of 'About Ourselves'.

The Flying Dutchman and "Waratah"

By B. MacDonald

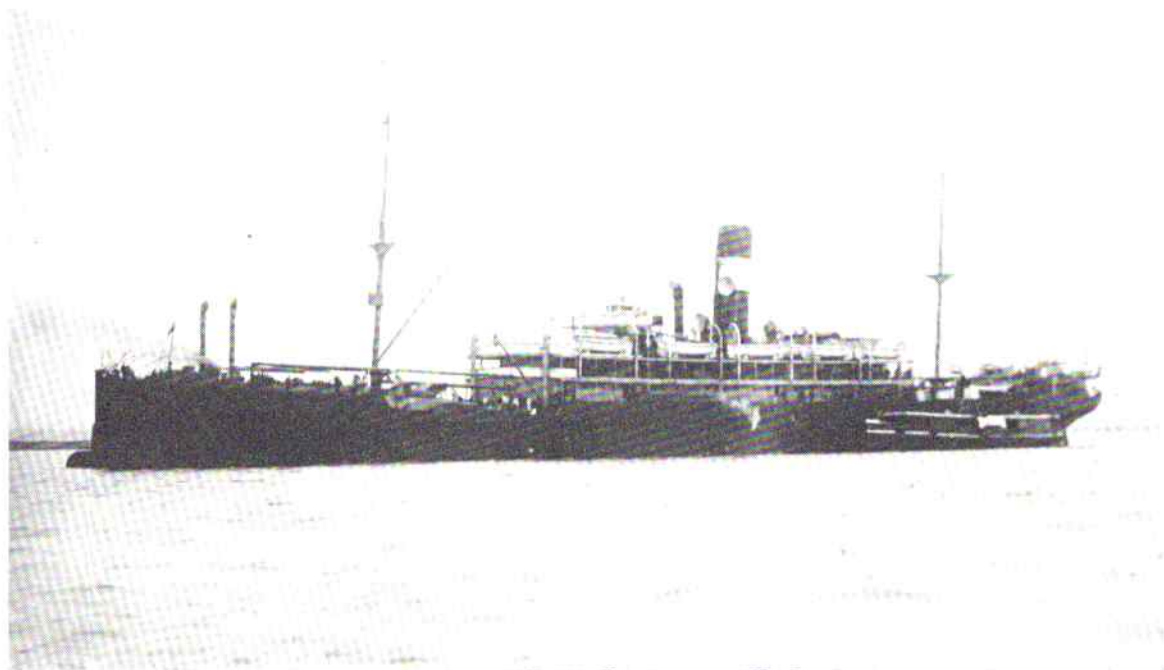
Old sea-dogs delight in telling spell-bound small boys the story of the exceedingly wicked and cruel Dutch Captain Vanderdecken, who when caught in a terrific storm in the 17th century, refused to reduce sail or alter course despite the frenzied pleas of the crew. The terrified crew prayed for help and a Divine form appeared on deck. Vanderdecken, enraged at the Almighty's interference, fired a pistol at the apparition, but the ball returned and pierced his own hand. For his blasphemy, Vanderdecken was condemned to sail the seas forever and he is still said to be striving to round the Cape

of Good Hope. His frustrated efforts are in vain and a sight of him or his ship were feared by seamen as a harbinger of death. One of the last times the Flying Dutchman was said to have appeared was shortly before the brand-new *Waratah* disappeared just over 60 years ago—in 1909!

The 9,339 gross ton *Waratah* was owned by Lund's Blue Anchor Line. She was capable of 13 knots, a good turn of speed in those days and had successfully completed her maiden voyage to Australia via the Cape.

Homeward bound on her second voyage, *Waratah* left Durban for Cape Town at 8.15

SS WARATAH



pm on 26 July 1909. She had 92 passengers and 119 crew aboard with a cargo of 6,250 tons and bunkers of about 2,350 tons. At about 6 am the following day, she overhauled *Clan MacIntyre* and as she passed, the vessels exchanged signals.

What ship?

WARATAH, for London.

What weather had you from Australia?

Strong SW and southerly wind across.

Thanks, goodbye, pleasant voyage.

Thanks, same to you, goodbye.

Goodbye. These were the last words ever to emanate from the ill-fated ship. Those on *Clan MacIntyre* watched her disappear over the horizon at about 9.30 am. She was making "quite 13 knots" and for a while the blue anchor on her funnel was clearly distinguished and everything appeared normal. Everything was normal—except that *Waratah* was never seen or heard of again. When, on 29 July, *Waratah* became overdue at Cape Town, officials began to worry. After a while, when *Clan MacIntyre* and other slower ships reached port after safely weathering a bad storm, people became alarmed and a full-scale search was organised. On 31 July, Lunds despatched the salvage vessel *Fuller* from Cape Town and the tug *Harry Escombe* from Durban. Both were driven back by violent storms in which the waves were reported to be running 30 feet high. On 4 August, three naval ships, *Hermes*, *Forte* and *Pandora* took up a trapezium-shaped search until 22 August. On 11 September, Lunds sent the chartered vessel *Sabine* out on a search which lasted until 7 December. In addition, all eastbound ships from South African ports were asked to keep a lookout. *Sabine's* search was more than exhaustive and the ship steamed over 14,000 miles within an area of about 3,000 miles.

And what was the result of all these searches? Just one piece of wood covered with barnacles and some "bodies" which turned out to be whale offal from the Durban whaling station. Ship accidents are usually accompanied by a trail of debris but in this case no trace was ever found. Not a shred of evidence; not a lifeboat, not a buoy; no wreckage of any deck furniture were ever spotted. *It was as if the WARATAH had been lifted bodily from the face of the Earth.* A formal Inquiry into the disappearance commenced on 15 December 1910 at Caxton Hall before Judge John Dickinson and three

Assessors. It was one of the most sensational Inquiries ever held, and the Flying Dutchman figured prominently.

Much of the Inquiry centered on *Waratah's* superstructure (an innovation at the time) and the ship's stability and trim and expert witnesses explained the meanings of various stability graphs. Evidence was given as to the weight and distribution of the cargo and bunkers. Questions were asked about lifeboats and safety drills. Safety Certificates were produced. It was said that the Promenade Deck visibly moved and that one could put a finger between the planks.

The dozens of witnesses seemed to be split into two camps. Those who liked the ship were completely uncritical and those who were critical were often devastatingly so. "Never in a better ship". "She rolled a great deal and shivered." "I would not hesitate to ship in her again". "She seemed to have great difficulty in getting back to her other side". "There was nothing . . . to suggest instability". "The unsteadiest boat I ever made a voyage in, and was absolutely unseaworthy". "A good sea-boat". "Top heavy".

On 22 February, Judge Dickinson announced that *Waratah* had sufficient boats and life-saving gear; was manned considerably in excess of Board of Trade requirements; her cargo was properly stowed, distributed and secured; she was in good trim and had sufficient stability. So far as her loss was concerned, the Court felt that she was lost in the gale of 28 July and inclined to the view that she capsized. And so, with these findings, unsatisfactory in many ways, the Inquiry ended, and the King's Counsel and solicitors, the witnesses, the press and the many spectators left Caxton Hall.

For years after, one of the witnesses, Claude Sawyer, was to be occasionally interviewed by the press. His story was certainly a strange one and even stranger when originally presented as evidence in the sober atmosphere at Caxton Hall.

Sawyer joined *Waratah* at Sydney, booked to Cape Town with the option of continuing to London. The sea was not new to him; he had travelled extensively and had in fact been on twelve ocean steamers in the previous nine months. From about Melbourne he became unhappy with the ship when he noticed a list to port which only righted itself after a considerable time and then became a list to starboard. In addition, "she

rolled in a disagreeable way, a very unusual way . . . and gave a decided jerk very often". One morning he was lying in the bath and "all at once the ship rolled very much, and was so slow (in recovering) that I had time to measure the angle . . . it was about 45 degrees".

Sawyer also testified that about 10 days prior to Durban, he and another passenger, Mr. Ebsworth, had a conversation about the ship's alarming roll. Ebsworth also mentioned that she was pitching badly and the two men walked forward and watched the big rollers coming straight towards the ship. "She took the first one; when she went into the trough of the wave, she remained there, and she seemed to keep her nose into the next wave, and simply plough through it". Following this incident, Sawyer, having decided "I had better be off that ship", resolved to disembark at Durban and about this time he started having dreams—warnings of disaster, he said. He became more nervous and depressed as the days dragged by and he withdrew into himself.

One night, shortly before arrival at Durban, passengers were woken from their slumbers by a piercing scream. Ebsworth was one of the first to rush into Sawyer's cabin and found him cowering in a corner. Sawyer told an amazing story. He had woken to see a man dressed in old-fashioned clothes standing in the corner of the cabin by the port. A sort of light emanated from the man who held a very long sword in one hand and a blood-soaked rag in the other. The apparition advanced towards Sawyer who screamed when blood from the rag splattered on his face.

All very dramatic. Whether his experience was the culmination of a series of dreams (induced, perhaps, by his fears of the ship), or a ghostly visitation, no one can say. His nocturnal visitor could be considered to be the Flying Dutchman; the old-fashioned clothes; the blood-soaked rag (possibly a makeshift bandage to the hand wounded by the returned bullet). Also, the appearance did take place in waters traditionally haunted by Vanderdecken's spirit. But all this is conjecture.

Two clear facts, however, do emerge. Firstly Sawyer had to be treated for extreme shock following his experience. Secondly, when he disembarked at Durban and visited the offices of Union Castle to book passage to Cape Town, he told the Manager of another

dream. In it, he saw *Waratah* engulfed by a great wave, roll to starboard and disappear from sight—and this was *before Waratah* was due at Cape Town and *before* she could possibly have been missed!

A mystery within a mystery. Did Sawyer receive premonitions of disaster; did he meet the Flying Dutchman and did he see in a dream what really happened to *Waratah*? And what did happen to *Waratah*—did she capsize or drift or catch fire or what? How can any ship sink and take with it every single item of furniture and equipment? Is it not strange that such a large ship could disappear so completely without trace? *Waratah's* story is a sad one and her loss struck a severe blow to Lund's Blue Anchor Line. In 1910 they sold out to P & O and the Line was renamed P & O Branch Line.

I'M AWFULLY WELL

*There is nothing whatever the matter with
me,*

*I'm just as healthy as I can be;
I have arthritis in both my knees,
And when I talk I speak with a wheeze,
My pulse is weak and blood is thin,
But I'm awfully well for the state I'm in.
I think my liver is out of whack,
And I have a terrible pain in my back.
My hearing is poor, my sight is dim,
Everything seems right out of trim,
The way I stagger is sure a crime,
I'm likely to fall at most any time,
But, all things considered, I'm feeling fine.
Arch supports I have for my feet
Or I wouldn't be able to walk the street;
Complexion is bad, due to dry skin,
But I'm awfully well for the shape I'm in.
Dentures hurt, I'm restless at night
And in the morning I'm quite a sight,
Memory's fading, head's in a spin,
I'm practically living on aspirin,
But I'm awfully well for the shape I'm in.
The moral is, as this tale I unfold,
That for you and me, who are growing old,
It is better to say, "I'm fine", with a grin,
Than to tell everyone of the shape we're in.*

A. H. Hancock, Chief Butcher, S.S. ORSOVA

RELUCTANT WARRIOR

PART I—GUNNER

by O. L. BUGGÉ

Having taken the King's Shilling—it was really a florin — and sworn to serve His Majesty that June day in 1940 in Chatham, I found myself, like so many others, enmeshed in the cogs of war. Thus it came about that I was posted to Sheerness, rigged out in a brand-new battledress, and complete with kit bag containing, among other issues, a knife, fork and spoon, tin plate, tin basin, housewife (set, darning, holes, socks in for the repairing of, one), boots and blankets. I felt ill at ease in these unaccustomed garments—the boots seemed like lead and the cap was strange after the civilian felt hat of yesterday—and everywhere I went I had to carry that confounded gas mask and tin hat.

The straw pailasse on which I slept wrapped in those rough Army blankets, the drills and guard duties, fatigues, the indifferent food, the dingy NAAFI and bare, comfortless barracks and huts made me realise that this was a real war, and not a weekend exercise of the Singapore Royal Artillery or G.O.C.'s Inspection, which usually ended in an impromptu party at someone's flat or at the Swimming Club. No, there was no escape from this exercise—not for many weekends to come. I quickly became aware that the Army had its own immutable ways, and that if one accepted this fact philosophically life, if at times difficult, could be made tolerable. The daily kit inspection was a ritual that had to be endured. The pailasse was doubled back, and on its uppermost side were laid three blankets neatly folded inside a fourth which embraced them. In front of this altar was placed the overcoat, folded by some deft expertise which I never wholly succeeded in mastering, in such a way that the front only as far as the waist was exhibited, buttons gleaming, and with no sleeves visible. The second pair of boots, which one does not usually put on the bed at home, were then placed on either side of the coat, and woe betide one if these, like the buttons, were not up to the Sergeant's standard of brilliance. Other articles—knife, fork and

spoon, plate, mess tin and mug, shaving gear and so forth, were also spread out in meticulous array for inspection by our superiors, culminating in that of the Orderly Officer, after which visitation we could return to the more pressing matter of the war. My brothers-in-arms came from various walks of life—chiefly, at this period, from the nearby paper mills of Kent. There was the old campaigner, grey-haired, with a clipped moustache, a tattooed forearm dedicated, apparently, to one "Flo", and boney, nicotine-stained fingers. He was an expert in dodging the column and adept in avoiding the more unpleasant fatigues. His past was World War 1, the trenches, and hand-to-hand fighting, rather than this remote conflict of guns. The inevitable barrack-room lawyer was in evidence; his knowledge of the King's Regulations made me wonder why he was not employed in the Adjutant-General's department. There were also the Sergeant's cronies—pals of his at the works—while the quiet studious one and the old Lothario or two—boastful of their many and varied conquests—together with others of less flamboyant character completed the list of those who manned our gun-site.

I learned the hard way not to volunteer. On parade one day the Sergeant asked whether anyone could ride a bicycle. With another couple of innocents I promptly claimed that competency. "Right," said the Sergeant. "You, you and you—and you. Coal fatigue. Take them there shovels and into that lorry and load it at the coal dump. Smartly now, MOVE!" When next we were asked whether anyone could sing or play the piano, or roller skate, I was able with a clear conscience to remain silent, but even so I was still detailed for the never-ending sand-bagging or other fatigue. I know it was always a great relief to me, whenever I went home on leave, to get out of that uniform—especially the boots—to have a bath in comfort, and generally relax without the Sergeant's all-seeing eye being upon me. It was not always possible, however, to

relax to the extent I had so fondly imagined. I remember an occasion when, once more a civilian, if only a very temporary one, in the glow of a returning hero and after a pleasant meal, a certain restlessness became evident on the part of the womenfolk of the household—an urge to clear the table with dispatch, and to make unusually early preparations to retire. My mother's prediction of a disturbed night was confirmed when, a little later, the wireless faded ominously—a certain portent of an air-raid—followed by the chilling wail of the siren. Indignant at the prospect of spending my precious few hours of freedom within the confines of an air-raid shelter instead of in a comfortable bed, I lingered awhile over my own preparations with the distant rumble of guns and the drone of planes as an accompaniment. My defiance, however, abruptly evaporated when an explosion and a sudden crack of gunfire, apparently directly overhead, shook the house and rattled the windows, and I dived ignominiously under the bed, only to rush precipitately, during a lull, down the stairs to rejoin the family in the shelter.

The next day, having made my way by various detours, due to bomb damage, to Victoria Station en route for Sheerness, I must confess to a certain relief at being back on the gun-site. To be actively employed manning a gun I suppose gives one little time to think of danger, but sitting in an air-raid shelter listening to the battle overhead seems to fire the imagination to an unpleasant degree, in much the same way as when one is shut in a room in the dark and hears strange noises.

On the recruits' course which we newcomers had to attend we were lectured, among other subjects, on the importance of personal hygiene, and to keep ourselves as clean as circumstances permitted. For once the Army and I were in wholehearted agreement, and more often than not I employed the brief interval between dismissal from parade and the arrival of the dinner wagon in having a "wash and brush-up". So trivial a detail was not so noticeably observed by my companions as they impatiently awaited the cookhouse lorry. This formality of mine caused me to be placed at the back of the queue, and not infrequently I was left, like the Biblical Ruth, to glean from the dices what morsels were to be found after the reapers had passed.

There were, too, some moments of drama as we watched a part of the Battle of Britain take place before us. I can still see that enemy plane spiralling down, smoke streaming behind it like some strange comet, to crash on to the Essex shore opposite; the wispy vapour trails in the blue heaven betraying a dog-fight and, now and again, a little dot of a parachute dropping so slowly earthwards. The Navy, too, crept silently past our view as flotillas made their daily and nightly sorties to clear the Estuary of mines, or to a more distant sweep of the North Sea.

Before the end of the year I was transferred to Woolwich to another AA Battery—one of the new-fangled "Z" Rocket Batteries that were being formed, and which were to be the answer to the Luftwaffe. I was given a stripe, to be followed a short while later by another, which resulted in my being respectfully addressed as "Bom". I was in the upper hierarchy now, and able to cope on slightly better terms with any Sergeant. I was also drilling instead of being drilled, with resultant strain on my larynx at such unaccustomed shouting. It was a strange experience for me when for the first time, in a voice which did not seem like mine, I ordered my section to "Shun!", and they "shunned".

The Army and I did not always understand each other, and I nearly lost my hard-won stripes when I became involved in what technically amounted to a mutiny. As I had been asked by several of my troop to do something about the food we were getting at this particular time, I decided to exercise my N.C.O.'s privilege of direct approach to the C.O. when next the opportunity presented itself. This duly occurred, and I said my piece with several of my soldiery in the background to support my case if called upon to do so. This apparently was interpreted, according to Military Law, as "unlawful banding together"—incipient mutiny, in fact. At this distance of time I am very vague as to precise definition, but my action in trying to improve the lot of others, myself included, led to a thunderbolt from Authority falling upon my innocent head. I was forthwith put on a charge and placed under open arrest, and I expected to be shot at dawn, so swiftly did Authority react. In due course, like some hapless heretic before the Grand Inquisitor, I was paraded, cap off, in front of the C.O. sitting in judgement. Appar-

ently, with the Orderly Officer and Orderly Sergeant officially enquiring daily at the dinner meal for any complaints, the grievance of the food should have been aired and progressed through the usual channels and not, as I had done so simply and directly, in an appeal to Caesar. In the end, I escaped with a wiggling, my record unblemished, my stripes still on my sleeve, and the transient halo of a martyr in the eyes of my underlings.

After Woolwich, our Battery moved from place to place, and it was while we were temporarily billeted at Weymouth that an unusual experience occurred to me. I was returning from leave, and while having a final pint at the "Red Lion" before reporting back the sirens sounded and an air-raid began. At closing time, air-raid or not, I had to return to duty, but as I walked up the hill, tin hat on head, a most indescribable feeling came over me—an intense uneasiness—a strong impression that I should not go on. I paused and sheltered in a porch, but later continued my way despite this strange disquiet. This feeling was still with me when I reached my billet and prepared to settle down for the night.

As I unfolded my blankets, there came a sudden fierce burst of AA gunfire, the drone of a plane and then the whistle of a bomb. There was a terrific bang, our billet shook, windows were blown in and we scrambled outside to shouts and calls. The house two doors down the road on the opposite side was badly damaged, and we gathered round the ruins to render any help we could. A woman and a child were trapped, but after some shifting of debris and digging we were able to free them. I shall always remember seeing that burly Staff Sergeant from a neighbouring billet, in the dim light of three or four torches, carrying that woman with such infinite tenderness to the ambulance, his burden crying softly from shock into his shoulder. A few moments earlier she had been sitting quietly at home—now there was no home. The war was indeed a reality. It must have been this impending incident, the possibility of danger, that was the cause of my unease, because it left me at that moment.

The next day we left Weymouth, and finally arrived at our station at Staddon Heights, overlooking Plymouth Sound. I had applied for a commission in Movement Control, and as my papers had now come through I left

the Battery here on transfer to O.C.T.U. at Clifton College, Bristol.

It was an intensive course of some four months. In addition to the usual subjects of Army Organisation, Map-reading, Tactics and exercises in which we put theory into practice, we had a very full quota of drills and square-bashing, blancing and polishing, under sergeants who were even more swivel-eyed than ever before. Most of my Course made the grade, and there dawned at last the day of our Passing-Out Parade—a dull, wet, windy one in December 1941. The Sergeants who severally had browbeaten us into some semblance of ordered precision had mellowed, and we found that they did possess hearts after all when, as was customary, we took them out for a session the night before. The officers, too, who had lectured us and tried to prepare us for the responsibilities of our future role in the Service, took on a more human, less remote aspect.

Complete in our newly-tailored Service Dress, with peaked cap and cane and Sam Brown, we fell in for the last time. The accolade came when the Sergeant Major addressed us as "Gentlemen". Startled at such unexpected courtesy, our line was not so straight as it should have been for the Commandant's Inspection, and we were chided: "Come, come, gentlemen, please. Surely we can do better than that. Let's try again!" We could and we did, and we finally dispersed on a blessed seven days leave.

Thus Instructor and Cadet parted with mutual relief if not with mutual admiration they to mould yet another batch of embryo generals and colonels, and we to savour the wider horizons of our postings and to accept the graver responsibilities implicit in the pips which now adorned our shoulders in place of the stripes upon our sleeves. For me it meant a change from guns to mechanical transport and, later, to docks and ships, with which, I must confess, I was much more familiar and happier.

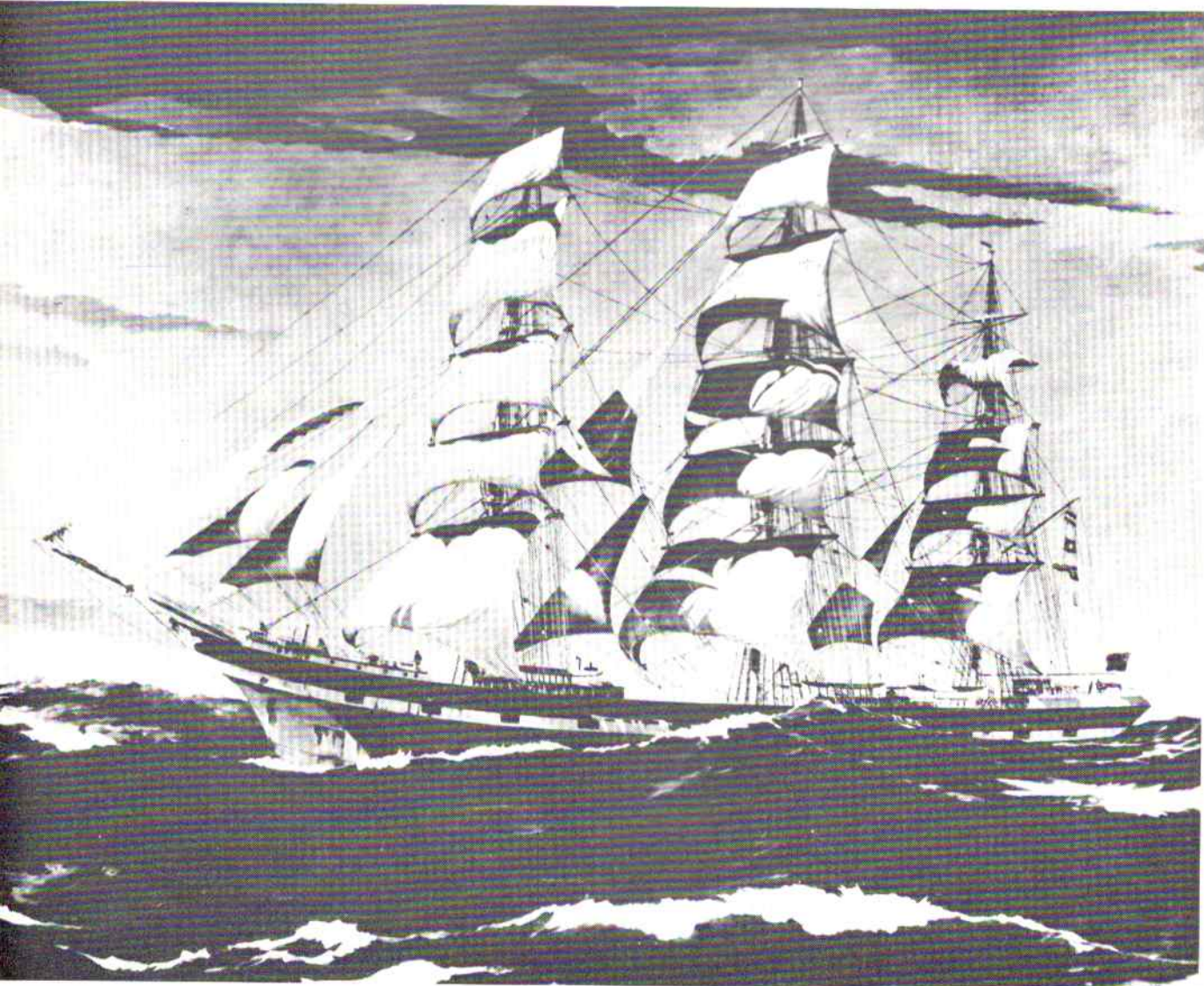
MAGAZINE SUPPLEMENT

HISTORY OF GROUP COMPANIES No. 4

In the first of three articles the history of James Nourse Limited is unfolded. The subsequent two articles will deal in turn with the history of the Hain Steamship Company Limited and the Asiatic Steam Navigation Company Limited. These three Companies amalgamated in February, 1964, to form Hain-Nourse Management Limited, whose purpose was to operate and manage the P & O Group's tramp fleets. The Company's present duties make it responsible also for the Group's dry cargo bulk carriers.

JAMES NOURSE LIMITED

s.v. MAIN—from the oil painting by Mr H. M. De Mierre, who joined James Nourse as an apprentice in 1905 leaving as Second Officer in 1913



Captain James Nourse, of Dublin, who was known more popularly, although certainly not in his presence, as "Jimmy" Nourse, started the company's activities in 1861 when he took delivery of a new sailing ship from a Sunderland shipyard. This was the 839-ton iron ship *Ganges*, named from what was to become the home river of a considerable fleet, and carrying a figurehead of Mother Ganges—the symbol of fertility—at her stem. Captain Nourse had held a master's certificate for about 10 years at the time he acquired the *Ganges*, and his service, including that in command, was in ships of the fleet owned by Foley, Aikman, of Glasgow.

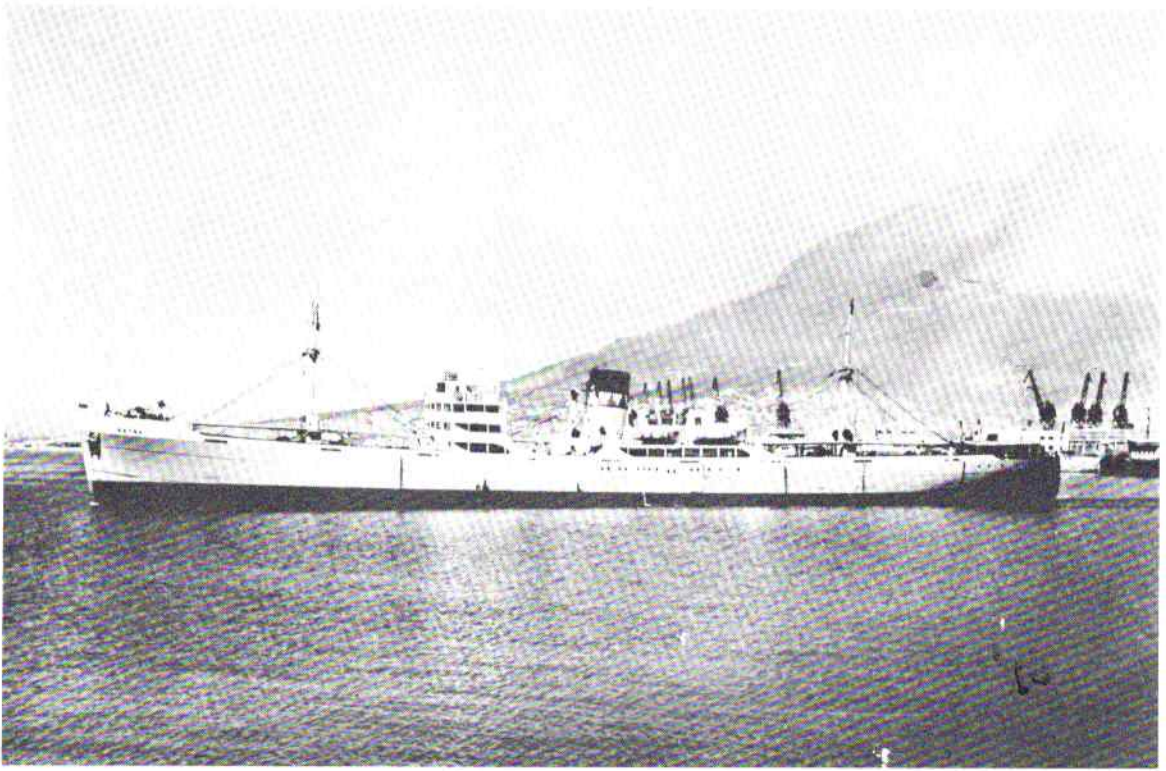
On his voyages from Glasgow, Captain Nourse sailed in the Australian and East Indies trade carried on by his employers, but he decided to undertake shipowning himself. The *Ganges* was ordered from Piles, of Sunderland, and at first Captain Nourse commanded her in the Calcutta to Australia trade. Four years later, in 1865, he decided to confine himself to management, so encouraging were the future prospects, and his was extremely energetic and successful management—if the stories about him are to be believed, concerning his economical mind, his punctuality and his picturesque language! Following the *Ganges* came the *India*, the barque *Jumna*, and another full-rigged ship, the *Syria*, the last two each being of more than 1,000 tons. With this expanding fleet James Nourse began rapidly to obtain a greater share of the coolie-shipping contracts with the West Indian colonies and other dependencies.

Over a period of 23 years at the start of the line's activities, during the whole of which the capable Irish shipmaster was directing the company's business, the names of some 37 sailing ships appeared in the register books as being under his ownership. They included such vessels as the *Allanshaw*, *Foyle*, *Lena*, *Rhone*, *Boyne*, the first *Indus*, *Avon*, *Main*, *Mersey*, *Clyde*, *Forth*, *Liffey* and *Danube*, the great majority of Nourse's ships being named after rivers. The second half of the 19th century was a period of continual trading expansion, both to Demerara and Jamaica with their sugar plantations in the hinterland of the ports, and also to the Fiji Islands. Although he was not the first to operate regular sailings of coolie-ships, James Nourse, whose ships were maintained in excellent condition,

gained an increasing proportion of contracts from the Crown Agents. The inspectors employed by the Crown Agents made lengthy visits on board the ships engaged in this trade, before issuing licences for the vessels to carry coolies. Writing in his account of the Nourse Line, which is entitled "Ships, Coolies and Rice," Mr L. G. White, who served his time in the company's steamer *Megna* (ex-*Baron Inchcape*), records that he was unable to find any mention of an immigrant coolie being lost from a Nourse vessel by perils of the sea. When the sailing vessel *Boyne*, a singularly unlucky ship from the time of her launch in 1879, grounded on the Orissa Coast in the 'eighties, the coolies on board were all landed safely, and then rescued by tugs sent down from Calcutta.

More than half the vessels owned by Captain Nourse were built to his order, and for him, at any rate, sail remained a "first love," being by nature an economical man in all matters. The first steamer, the *Indus* 3,420 tons, was delivered in 1904 by Connell's of Scotstoun, some seven years after the death of "Jimmy" Nourse at Brighton in 1897. When he died, a wealthy man even measured by the standards of contemporary prosperity, the fleet was operated by his executors, Mr C. A. Hampton, late of the Glasgow firm, Foley, Aikman (in which Captain Nourse had served) and by Mr E. Bromhead, previously with Geo. Fletcher, of Liverpool. In 1903 James Nourse was established as a limited liability company, of which Mr Hampton then became chairman.

Early in the history of the limited company, the directors decided to order a fleet of six steamers, of which the *Indus* was the first to enter service. From this time onwards the company adopted the house-colours and markings which the Nourse ships carry to-day, buff funnels with black tops, and a red Neptune's crown on the upper buff-coloured section. For many years the flag markings of a red diamond on a blue diagonal cross and white ground had been familiar to observers of sailing ships as marking James Nourse's colours. Some of the sailing ships had long careers, but with the change-over to steam, those remaining were sold to foreign buyers. With the entry of steamers into service, the voyage from Sandheads to Trinidad was considerably reduced, and a passage time



m.v. BETWA at Cape Town March 1952.

of about five weeks was achieved by the *Indus* and her successors. These included the *Ganges* (III), *Sutlej*, *Chenab*, *Mutlah*, and *Dewa*, which carried on a monthly sailing with emigrants until 1914. In that year, the abolition of the indenture system for Indian labour put an end to the carriage of coolies under contract.

During the First World War, the company also sustained the loss of the steamer *Dewa*, 3,802 gross tons, another Connell-built ship. She was torpedoed in the Mediterranean, and two Indian Seamen who were casualties on board were the only deaths through enemy action suffered by the line's seagoing staffs during hostilities. Replacements were ordered and the progress of expansion continued. At this period the *Baron Inchcape*, laid down by Russel and Company was bought on the stocks from Hogarth's and renamed *Megna*. She was a steamer of 5,603 gross tons and was sold in 1935, after which she sailed under Greek colours. In 1917 the company's shares were purchased by the Peninsular and Oriental Steam Navigation Company from private shareholders.

After the war, during which the fleet was employed in trooping and transporting Government stores, cargo business began to assume greater importance than coolie labour. In the early steamers the carriage of cargoes such as rice and gunny bags had been a secondary consideration, but now this trade between Calcutta and Rangoon with the West Indies and Cuba became more important. Coolies whose terms of indenture had expired and who were therefore entitled to a free passage to India were, however, still carried in lesser numbers. As war reparations the Nourse Line received two German-built steamers in 1920, which were renamed *Hughli* and *Tapti*, respectively, to conform to the uniformity of nomenclature. The 5,300-ton *Hughli* was sold in 1927, and the 4,742-ton *Tapti* changed hands 10 years later. During the war a new vessel was ordered from Connell's yard which was named *Betwa* and underwent conversion on the stocks from a coolie-ship to a dry cargo vessel.

In 1922 Mr C. A. Hampton died. He had held the chairmanship of James Nourse Ltd., since 1903, and was succeeded by his son,

Mr George Hampton, as chairman and managing director. During the inter-war years several new and larger steamers were added to the fleet, and in the depression period of the 'thirties none of the Nourse Line's ships was laid up, an achievement of which the owners were justifiably proud. The fleet now included the *Saugor*, 6,303 gross tons, and the fourth *Ganges*, 6,246 tons, both of which were built by Harland and Wolff, Ltd., and the steamer *Jumna*, 6,078 tons, which was delivered by Alexander Stephen on the Clyde in 1929. All these, and several other fine Nourse ships were lost during the Second World War.

The design of the *Ganges* marked a modern reversal to the earlier coolie-ships, having accommodation for more than 1,000 passengers, and being specially built to operate in that trade. In 1936 the steamer *Jhelum* was delivered to her owners by Barclay Curle and Company. She was a vessel of 4,037 gross tons, and designed as the first of two sisterships, together with the *Johilla*, from the same yard. After disposal of the older German tonnage and the *Megna*, the fleet comprised six modern vessels including the first of the Nourse Line's motorships, the *Bhima*, 5,280 tons, delivered only a few months before the outbreak of war from the Scotstoun yard. Like her steam-driven companions she was designed for a speed of 10 knots, the fastest ship in the fleet being the *Ganges* with 12. Three years later, five of these British-built cargo vessels, with an aggregate gross tonnage of nearly 30,000, had been lost in the fiercest period of the war at sea. Only the *Johilla*, built in 1937 escaped destruction during the war.

While hostilities were still continuing, the question of replacements for vessels lost had already been engaging the attention of the line's directors, and besides the *Johilla*, the company already possessed two modern motorships at the end of the war. These were the *Hughli* and *Megna*, built by Charles Connell of Scotstoun. They were each slightly larger than the *Bhima* class of ship, the *Hughli* having a gross tonnage of 6,589, and the *Megna* 6,594. The *Hughli* was completed in 1943 and the *Megna* in the following year.

A third motorship, the 6,609-ton *Tapti*, entered service in 1945. She was built by the same yard and was followed by the 6,607-ton motorship *Kallada* in 1946. This

appears to be the first vessel to bear the name of this particular river, as is also the *Marjata*, 6,652 gross tons, which came from Connell's shipyard in 1946. A sister-ship of the latter vessel, the *Mutlah*, was delivered in 1947.

In 1949, Mr George Hampton died after completing more than 50 years with the business, and he was succeeded by his brother, Mr Robert Hampton, as chairman and managing director. The next year saw additional new tonnage added to the Nourse Line fleet, when a further pair of motorships, built by Connell's, was completed. These were the fifth *Ganges*, 6,723 tons, and the *Betwa*, 6,722 tons.

In 1951, the motorship *Tapti* was wrecked off the Scottish coast, without loss of life, and this reduced the size of the fleet to eight ships.

Shortly after the loss of *Tapti* negotiations commenced with Charles Connell & Co. Ltd., for the construction of a replacement ship. This was m.v. *Indus*, 7,049 tons gross, delivered in September 1954. She was a popular ship and served the Company well until she was sold to Greek interests in December 1969.

The historical liner run from India to the Caribbean became less and less profitable in the 1950s, and finally came to an end with the sailing of *Ganges* from Calcutta in July 1959, after which the ships were employed on the open tramp market.

The only other conventional cargo ship since then, to be owned by the Company is m.v. *Jumna*, also built by Charles Connell & Co Ltd., which was delivered in November 1962. *Jumna* is larger and faster than previous ships, being 10,051 tons gross with a speed of 15 knots.

When the Group decided to build and operate tankers, the Company was allotted two ships, one in the 37,000 deadweight ton class and the other in the smaller 18,000 ton class. Contracts were placed with Connells, who delivered the *Foyle* (37,080 tons deadweight) in February 1961 and the *Erne* (20,090 tons deadweight) in February 1962. *Erne* was the first Group tanker to be built with all accommodation aft.

Both vessels were transferred to Trident Tankers Ltd. in 1963 when *Foyle* was re-named *Megna*, and one year later the Company merged with the Hain Steamship Co. Ltd.,—103 years after Captain James Nourse commenced business.

AUGUSTUS KANE

By Ashley W. Randall

I doubt whether there are any present members of the P & O Company who have heard of Augustus Kane, and what he was, and I also doubt whether any of his contemporaries, who do remember him, know why he should have any particular mention, and why his memory should be revived.

Augustus Kane, when I first met him was an Inspecting Purser, and he was responsible for shaping the course of my life, nothing perhaps particularly important about that but his influence helped me, I hope, to bestow some benefit on the Company.

Before I met him, I knew nothing about catering, and for the first two or three voyages as a Purser, it was hell. I lost count of how many passengers (and how many times) threatened to get me the sack, and on my third homeward voyage, I had made up my mind that I would save them the trouble, and sack myself. It was then that Augustus joined the ship at Port Said.

It has always been a matter of speculation to me how and when Augustus acquired the knowledge on food and wine. He not only knew how, and what condition, the various dishes should be served, but how they should be prepared and the right ingredients.

He had been some years in the Royal Mail and the P & O as a Purser, which left no time to have been in the hotel trade, and I can only conclude he must have moved around a lot, and kept his eyes open.

When he joined a ship, the improvement in the food and service was electric. The Chefs and Chief Stewards knew they had an expert to deal with, who would have nothing but their best effort, and the Head Waiter would receive a demonstration how to accelerate the service in the saloon.

It was through his ideas, which I tried to copy, that made my life at sea fairly comfortable, and no longer did I have to listen to diatribes from angry passengers, as to what they thought of the ship and me in particular.

Augustus, to my youthful eyes, was my ideal as to what a refined and cultured man should be. He was always immaculately dressed, well groomed, with perfect manners. He had a foible at one time, wearing boots with black bottoms and brown uppers or vice versa, which had a short-lived fashion.

He always sat at the Purser's table, who had instructions not to divulge who he was. This could be awkward, because he was a distinguished looking man, with a conversation that could range over many fields and naturally passengers became intrigued to know who he was.

One of my very vivid memories of him was when on one occasion a young subaltern, sitting at my table passed a derogatory remark about P & O brandy. Augustus proceeded to give him a lecture on the production of brandy, and to show him that Courvoisier, which he was drinking, was one of the best.

Sometimes when listening to him, how to "put it on hot", and wishing to turn my attention to something else, I would give a couple of sneezes and feel my brow, and I would not see Augustus again until he had made enquiries as to the state of my health.

To the grief of those who knew him, including the then Directors, Augustus went down with the *Persia* during the 1914 war, and the Company lost a very valuable and unique servant.

CONTRACT BRIDGE

by H. ST. JOHN INGRAM

It is not always easy for the average player to refrain from making obvious play and finding later that it is not the best way to tackle an awkward distribution.

<i>North</i>		
S. A K J		
H. A Q 8		
D. A Q 8 6		
C. A 10 2		
<i>West</i>		<i>East</i>
S. 10 5 3 2		S. 7
H. J 6 4 2		H. K 10 9 5 3
D. 4		D. K 7 5 3
C. K 8 7 6		C. J 9 3
<i>South</i>		
S. Q 9 8 6 4		
H. 7		
D. J 10 9 2		
C. Q 5 4		

On the above hand from the quarter-final of a Teams-of-Four Championship an expert declarer retrieved the situation after he had bid an inferior contract. Three no trumps by North is unbeatable but after the bidding two clubs—two diamonds—two no trumps he bid three spades which his partner raised to game. West led the two of hearts. Declarer studied the hand for a few moments then made the essential play of the eight of hearts—the contract was now unbeatable. If the ace of hearts had been played, followed by three rounds of trumps, the 4-1 break would have been embarrassing. Declarer could not have entered his hand without either succumbing to a diamond ruff or setting up a forcing situation in hearts. By ducking the first trick declarer was able to play three rounds of trumps and then enter his hand by ruffing the Queen of hearts. The Queen of trumps then drew the ten and after a losing diamond finesse the Ace of hearts prevented the force. If the Queen of hearts had been finessed at trick one East would have won and by playing another heart would have upset the timing and defeated the contract.

At the other table in the closed room a trump was led against four spades. The Ace, King and Jack of spades were played and again a declarer was put to the test. After a slight pause he too found the correct solution and led the eight of hearts. This is essentially the same play as was made in the open room. It is, however, much easier to find the winning line at trick four when the trumps are known to be 4-1 than at trick one when no clue to the distribution of the opponents' hands is available.

It would seem that only the initial lead of the Jack of hearts or the four of diamonds defeats the contract for certain.

QUIZ

Against South's contract of four spades West leads a club, taken by dummy and a trump is led by South towards Ace, Queen for a finesse. Opponents point out the lead is in dummy hand. What is the penalty?

ANSWER

That an opponent holds a singleton King. Declarer *must* lead a trump from dummy's Ace-Queen, naturally the Ace, on the chance

PANDOR CLUB ROOM

The Pandor Club Room has now been functioning for more than 6 months. For those who have been unable to make use of the facilities, offered by the Club, it was thought a good idea to present a photo feature which would give some idea of the amenities provided.

General view of the Club Room.

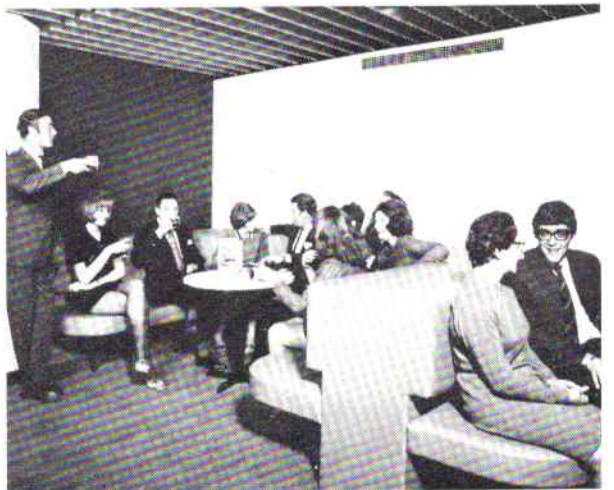




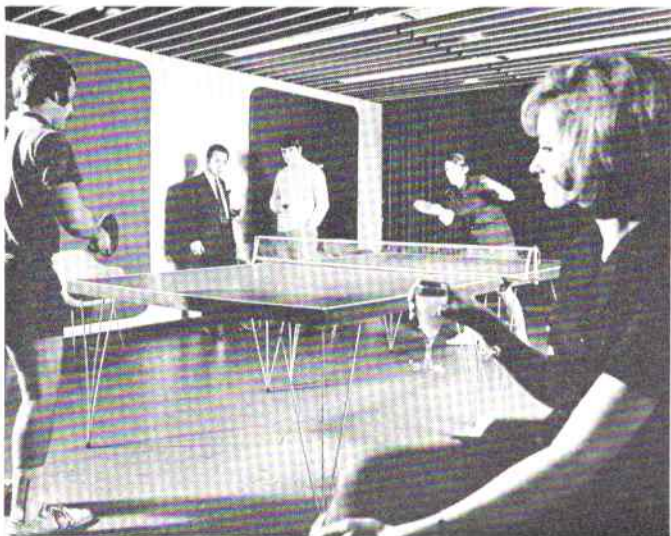
A view of the bar.



The snack bar.



A quiet corner
where friends can meet.



The games room.



The Club Room became the venue for the Grandor Club Grand National Draw for the first time on 1 April this year. A delighted Miss Linda Paxton has just won a six-day cruise for selling no fewer than 642 Sweepstake Tickets.

The case of the red compressor

"We're policemen from the local station"—well . . . we don't usually expect that opening gambit when people sit down at a desk in the West End Booking Hall. The Commissionaire had been unable to intercept them and the two tall young men had marched straight in (even ignoring the ambiguously phrased notice "mind your step") and made a beeline for my desk.

"Someone's stolen a compressor—a red one."

"Oh yes" I replied, and, using my smartest sales talk, added "How can I help you?"

"Well, we thought you might have seen it go."

It transpired that this theft had taken place outside Thos. Cook's office, which, although next door to us, lies round a slight curve in the road and I obviously could not have seen a thing. Anyway, the word "compressor" meant nothing to me, except I assumed it must compress something, somehow.

The Coppers waited expectantly for my answer.

I hesitated . . . then with a wide-eyed appealing glance, said "actually, what is

a compressor—is it big, small, a machine, or what?" Their expressions at once betrayed their thoughts—one shouldn't really approach a female and get a straight answer. I suggested that perhaps the Manager could assist but they weren't interested, and, as they battled away with technical descriptions, Maurice Garland came to the rescue.

"A compressor?" he said "yes, there is one out there now—a blue one." The situation was saved. At last, here was a comprehending member of P & O, but, alas! Maurice had not seen the red one.

The constables thanked us, apologised for the trouble, and despondently left to continue enquiries elsewhere.

For any Booking Hall staff, this was all in a day's work but I was determined to pursue the matter and at lunch time went outside to see what a compressor looked like—even if it was only a blue one. Too bad! The pavement was empty.

"Maurice" I called "the blue compressor has now disappeared . . . better call the Police."

Diana French



ORSOVA II the third of the post 2nd war Orient liners and the eighth in succession built by Vickers-Armstrong at Barrow-in-Furness is just under 29,000 gross tons, with a 722' 9" overall length, 93' 6" breadth and 30' 9" draft.

She was launched on 14 May 1953 by Lady Anderson, wife of Sir Colin, the P & O Chairman's elder brother, and sailed for Australia on her maiden voyage on 17 March 1954.

She is the first ship of any importance to be built without a mast and the only one with two midship arenas.

Other unusual features, in 1954, were the provision of a special room for table tennis and a complete absence of paint in passenger and crew cabins.

Even so, 180 tons of paint were required inside and out.

For the fifth successive time E. Brian O'Rorke was responsible for the interior design, the others being **ORION**, **ORCADES II** and **III**, and **ORONSAY II**.

30