

# About Ourselves





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Cover Picture: "P & O activity in King George V Dock. 'Salmara' unloads cargo from the East."

## COMMENT . . .

### "ABOUT OURSELVES"

We hope all our readers feel that "About Ourselves" is maintaining a good standard and, indeed, is improving with every edition. Our aim must be to make of the magazine an entertainment for our readers but even more important, something informative which helps to keep all parts of our world-wide organisation in touch with each other and with the achievements of the Company and of individuals.

In this context the magazine has an important role to play. To attain these objectives, however, as we have so often said, we need the co-operation and interest of all, particularly in the submission of material and suggestions.

In the present days of necessary economy the question has been asked whether our objectives could not be achieved with a much more cheaply produced publication.

This may be right but if possible we do not wish to lower our standard. Our House Journal is, relatively, not an expensive item. The total cost is approximately four thousand pounds per annum or one thousand pounds per edition, for 6,700 copies which go to members of the staff here and abroad, to all ships, to pensioners and to next of kin of officers and leading hands. There are improvements in hand at present which we hope will soon reduce even this cost without loss of quality. The above figures have been a little higher over the current year than usual due to extra pages occasioned by special articles on *Canberra* and *Oriana*. We propose in future to keep the number of pages down to a set 32/36 and this also will achieve a reduction in the overall cost.

"About Ourselves" must be something that all of us feel is important. Otherwise it has failed.



The "Malwa"

## "MALWA"

The turbine tanker *Malwa*, of 37,000 tons dead-weight, has been completed by Vickers-Armstrongs (Shipbuilders) Ltd., Barrow-in-Furness, for the Charter Shipping Company Limited, Bermuda, a P & O Group Company. She is the largest oil tanker yet built in the United Kingdom for British owners with navigating bridge and all accommodation aft.



It's a long way aft . . .



The Wheelhouse in the "Malwa"



"Malwa"—The officers' ward room



*Captain R. W. Roberts, O.B.E., D.S.C.*

## A CAPTAIN COMES HOME

The retirement of Captain R. W. Roberts is noted elsewhere but this appreciative article from a journalist is, we think, worthy of publication in these pages.—Editor.

"And working conditions are marvellous, marvellous." He added, as an afterthought: "That is, it's a good career as long as one could see what the future is for shipping." He proved to be remarkably well informed on the state of world shipping, and he was forthright on the subject of the difficulties facing British shipowners. "British shipping does not want subsidies," he pointed out with careful emphasis, "but a climate under which it can operate commercially."

But he was hopeful for the future since "British shipowners are the toughest and the finest in the world"—and one had no doubts to hear him say it.

It may sound trite to say so, but Captain Roberts comes from the seafaring stock which built Britain into the most powerful maritime power in the world. His family has been connected with ships and the sea for over two centuries. His father was a master mariner and his mother was the daughter of one. He himself went to sea at the age of 15 and obtained his extra-master's certificate at 25. "At home (in Borth, Cardiganshire), when I was a boy, there were 50 or 60 serving master mariners," he said. "How things have changed. Today I'm the only one."

Captain Roberts joined the Orient Line in April, 1929, as Fourth Officer of the old *Ormonde*. He has served with distinction in peace and war, and saw action in many different parts of the world, and in many different ships, during the last war. He served as Staff Commander and Captain of both the old and the new *Oronsay*. In March, 1942, when *Oronsay* was leaving Liverpool, the Captain was taken ill and landed, and Captain Roberts was given command. In this capacity he was Commodore of the Madagascar invasion convoy for the capture of the important base of Diego Suarez, and was later awarded the D.S.C. for his "bravery and enterprise" during the operation.

Later that year, when he was again Staff Commander in *Oronsay*, the ship was torpedoed and sunk off Freetown when travelling unescorted. All on board, with the exception of five men who were killed by the explosions, reached land safely in lifeboats or were rescued, though some survivors spent nine days in the open boats. Captain

"He's been like a second father to me, and not only to me. It's a fact, everyone on board will be very sorry to see him go." It was the captain's "tiger" speaking and he was talking about the man he had served for the past five years, Richard Williams Roberts, O.B.E., D.S.C., who had just brought *Oronsay* into Tilbury at the end of his last voyage before retirement.

The respect and admiration of his officers and crew must be the final measure of a captain's success: in the case of Captain Roberts there can be no gainsaying the fact that he earned both in his long career.

On shore, in mufti, Captain Roberts would not fit the popular conception that the man in the street has of a sea captain; but all the same, there is that unmistakable stamp of the born sailor about him. His eyes twinkle as he recounts a personal incident or an anecdote, and his manner is relaxed without being perfunctory. An erudite man, it was only natural that he should reminisce, which he does with disarming charm, as we chatted in his cabin. But surprisingly, on his last day in uniform, he spoke too of the future. Clearly, he was concerned about the outlook for shipping.

He speaks quickly, in short sentences, emphasising a point with a short movement of the hand. "Life at sea today can still be an adventure, a fine life," he believed

Roberts was later awarded the O.B.E., having been responsible for the care, maintenance and efficiency of the lifesaving appliances, "and it was due mainly to his foresight and keenness that the organisation for abandonment functioned so well."

He sailed as Staff Commander of the new *Oronsay* on her maiden voyage in 1951 and took command the following year, serving in her continuously since then, apart from a few relieving voyages in other ships.

*Oronsay* had the distinction of making the pilot voyage across the Pacific to the United States, and from that has grown the network of P & O-Orient services in existence today. Fittingly, Captain Roberts' last voyage was also record breaking. *Oronsay* logged 66,000 miles in five months, the longest peacetime voyage ever undertaken by a P & O or Orient *passenger* liner. Out via Panama and home via Suez and twice around the Pacific in between.

This bright, sunlit morning in Tilbury marked the end of a memorable voyage, a round-the-world opportunity to say a last farewell to friends and places known by a man who was on the bridge for the last run home.

And a favourite port? Captain Roberts would not fall into this trap. "Each has its own character and each has something different to offer." A pause. Then: "But I'll say this; my favourite is certainly not Tilbury! I first came into Tilbury in 1918. It still frightens the life out of me to bring a ship through the entrance to Tilbury Dock." Things had not changed much thereabouts, he inferred, and, with a splendid gesture of irreverence which he could afford on his last day, he added "the entrance is there only through the courtesy of the termites holding hands"!

Before we said good-bye, Captain Roberts spoke of his plans for retirement, and the fact that he was looking forward to taking an active interest in the local sea cadet corps. His home at Borth overlooks the sea, but he is having a new house built on another part of the coast, at Fishguard. So in more ways than one the link with the sea will not be broken.

Outside the sanctity of his cabin was the clamour of arrival day. The winches grinding away, the noisy bustle of passengers anxious to disembark, and the shrill whistles of the boat trains. *Oronsay* was home.

## NEW OFFICES

ALTHOUGH we reported in our last issue a proposal to rebuild "122", we should make it clear that planning permission has not yet been given by all the various bodies which have to give their approval to the plans.

A shipping slump is not, of course, the ideal time in which to embark on an expensive rebuilding project, but our Head Office is a collection of old buildings, in which is embodied the first section of a rebuilding plan begun in the 1920's and abandoned then before it was completed. Even 40 years ago the various buildings which make up what we call No. 122 were considered out of date and, for all the money we have spent on them since, they cannot be brought up to modern standards.

Our site is a valuable one but it is too narrow and, owing to modern building regulations, we would not be allowed to put up a new building with a total floor area of more than 3.6 times the site area, which compares with the City optimum of 5:1. Thus a new building on this site would be uneconomical. In fact, because of various regulations to do with angles of light, it could be only

3½ storeys high if covering the whole area. However, about a year ago a large adjoining area, on part of which is a lot of undeveloped old property, all to the north of us, was acquired by an important City group. We at once got in touch with them and found that they were willing to co-operate with us in a joint plan under which the total area belonging to both parties could be developed. Under this imaginative scheme, by an exchange of land, we now hope to be able to put up an economical building on a 5:1 ratio. This, of course, would be very advantageous to us. It carries with it the obligation to rebuild in conjunction with the owners of the adjacent site, for the two developments hang together. This was a chance that would never recur, since if we did not rebuild at this time to an agreed scheme we would be frozen into our existing site and would never be able to improve it. The timing has not been of our choice and we had to decide whether to take this opportunity, even though at the wrong moment in terms of our present trading conditions, or whether to let it go for ever. The choice seemed fairly obvious.

## SHIP NEWS

### "CHUSAN"

When John Andrews and Sidney Paterson, Second and Third Storekeepers in *Chusan*, went up on deck after breakfast one morning while at Singapore, they saw a big shark swimming about nearby and decided to do some fishing. They put out a rope and hook and in quarter of an hour had a bite. But it took about 90 minutes of pulling and tugging with the help of other willing hands before they landed the man-eater. It was 10 ft. long and weighed about 500 lbs.

Although sharks have been caught there before it is still an out-of-the-ordinary event, and a story about the catch with a photograph of the two men, appeared in the *Straits Times*.

"We didn't know fishing could be so tiring" said the two storekeepers, when they arrived back in London with the shark's teeth as souvenirs. Mr. Andrews recalled that the last time he went fishing was with a jam jar in search of tidlers!

### "HIMALAYA"

(to the Editor)

Dear Sir,

On 17th October *Himalaya* arrived in Melbourne to berth at Station Pier opposite *Canberra* and the opportunity was taken to present the flagship with the Golden Cock—symbol of the fastest ship in the P & O Fleet.

In 1949 *Himalaya* was presented with the Golden Cock and so twelve years later it was worn, for the last time, at half mast on entering port.

By noon the bird was proudly displayed above

"*Iberia*" at Curacao (Photo by Fischex, Curacao)

*Canberra's* bridge and Captain L. H. Howard received the following letter from Commodore G. A. Wild.

*Yours faithfully,*

*D. G. Banks,*

*Supernumerary Second Officer*

We in *Canberra* are delighted to accept your gracious gift of the Golden Cock, sign of the fastest ship in the P & O Company.

We find that this is a beautifully finished symbol, made with great care, and we know that you have worn it proudly for some twelve long years whilst you have been the fastest ship in our Fleet.

Now, a younger sister, probably not so gracious, but fleetier than yourself, has been born, and you have kindly presented the symbol that you have worn for twelve years with great dignity.

We in *Canberra* are very proud to have this, and will wear it with pride for the moment. When we meet *Oriana* in port, however, it is proposed to pass it over to our own slightly older sister, who is undoubtedly the fleetest ship of the race, and coming so soon after the P & O-Orient amalgamation, will show that we now really feel the Orient ships to belong in our family.

We thank you for your graciousness.

*G. A. Wild,*

*Commodore*

### "IBERIA"

The call of this ship at Curacao last December on a round-the-world voyage aroused great interest there and was a great success. The weather was fine and Captain Sinclair experienced no difficulty in docking or departing. Work is under way there to improve berthing facilities for liners like *Iberia* and Captain Sinclair was able to inspect these proposed improvements.

Passengers were pleased with this picturesque town and its excellent shopping facilities and a few of the islanders were able to go on board and look around the ship.





Russians on the bridge of "Orcaades"

### **RUSSIANS ENTERTAINED ON "ORCADES"**

Among the passenger ships open to the public at various British ports during Ocean Travel Fortnight in November was the Soviet liner *Baltika* at Tilbury. More than 400 visitors looked over this Russian ship, including several members of P & O-Orient Lines, shore staff. There was a happy sequel when, in return, fourteen Russian officers and crew were guests on board *Orcaades* which was lying alongside the *Baltika*. Captain J. Simms, deputy dock superintendent at Tilbury, accompanied by Mrs. Simms, was the host and the officers were shown over the ship by Mr. P. G. A. King, Port Relieving Officer, and Mr. M. C. Whicker, Deputy Purser. After their tour, which included visits to the bridge and engine room, the Russian officers were entertained in the Captain's cabin.

As souvenirs of the visit, the Russians exchanged lapel badges, depicting the *Baltika* and Major Gagarin's journey into space, for P & O-Orient Lines' handbooks. This was probably the first time that Russians have been entertained in this way on a British ship in London. They expressed appreciation of their three-hour visit and were impressed with both the ship and the hospitality they received. When the *Baltika* is next at Tilbury, in April, it is hoped to arrange another visit.

### **"ORIANA"**

#### *Speed Records Broken Again*

*Oriana*, which has now been in service for a little over 12 months, arrived back at her home port of Southampton on Tuesday, 23rd January. On that latest voyage, *Oriana* has broken still more of her own records. On the Tasman crossing between Sydney and Auckland she clipped two hours off her previous best time to establish a new record of 45½ hours, averaging 28 knots. From Auckland to Suva she broke her previous record of 45½ hours with a time of 41½ hours, at the same time breaking her own speed record with an average for the trip of 28.4 knots.

Captain Clifford Edgecombe claims that: "*Oriana* now holds every speed record from Gibraltar through Suez to Australia and New Zealand, and across the Pacific to the United States."

*Oriana* is also the only liner known to have left the U.K. one month for Sydney and to have returned to the U.K. the following month. This she did last year when she left Southampton on 6th August and returned to that port on 26th September, so that she did the round trip in a little over seven weeks—a world record.



"Oriana" leaving San Francisco passing Matson Line "Mariposa". Taken from Golden Gate Bridge

It is interesting to note, however, that for efficiency and optimum economy, *Oriana* is restricted to a maximum of about 85 per cent. of her full horse-power. Her designed service speed of 27½ knots is sufficient to enable her to maintain her normal schedules; but her reserve of power makes it easier for her to keep to programme should the inevitable delays occur through bad weather, unfavourable currents, etc. Were she to be "opened up", which it is not proposed to do for the time being, not being interested in record breaking for its own sake, the liner would be capable of even higher speeds.

### "ORONSAY" — CHRISTMAS DANCE

The following account of the special Christmas Dance held on 11th December has been sent to the Editor by the Rev. H. W. Coffey of the Victoria Missions to Seamen in Port Melbourne for inclusion in "About Ourselves".

"A special Christmas Dance for the *Oronsay* was held in the Flying Angel Club, Port Melbourne on Monday night 11th December when approximately 250 members of the crew were present and 150 hostesses. It was a most enjoyable affair with an excellent orchestra and a delightful supper which was supplemented by high class 'tab nabs' supplied by the ship's galley and made by Jack Eltham, chief baker; Ralph Davis, souschef; Michael Dodd, Paul Johannes, Hans Dunomon and Joe Reid, pastrycooks; and John McGhee, assistant baker.

The crew's rhythm trio consisting of 'Jeff' Jeffries and 'Tex' McClune on guitars with Joe Burke singing alternated with the Club's orchestra and rendered some very enjoyable and acceptable items. Balloons and party hats were distributed by David Harazi, the Hon. Secretary of the Oronsay Social, Athletic and Benevolent Club.

After supper a short carol service conducted by Padre Coffey was held in the Missions to Seamen Mariners' Church which was crowded to capacity, many having to stand throughout the service.

After the dance the Padre stated that the conduct of all present was exemplary and that it is a pleasure to arrange dances for the ships of this line."

### "PATONGA"

Mr. J. Gibb, Second Officer of *Patonga*, in a letter says: "I am enclosing statistics of what must surely be one of the longest voyages, if not the longest, in recent P & O history."

We think this claim may well be true but our readers perhaps may have other claims to put forward.—*Editor.*



### "PINJARRA"

The cargoship *Pinjarra* has for some years been connected with Bedford School, through the British Ship Adoption Society. When it was known recently that in future she would be manned by Officers of the British India S. N. Co. the last P & O Wardroom felt that some lasting souvenir of the association should be given to the school.

A plaque bearing the company's arms was purchased from Wardroom funds on behalf of all P & O Officers who had served in her. On 17th October the last Third and Cadet Officers of the P & O ship had the pleasant task of presenting the shield to the school. A lively "Pinjarra Club" exists at the school who follow the ship's movements, correspond with the officers on board and have, on occasion, visited her in London.

After presentation of the plaque to the Headmaster of the Lower School the officers gave a short talk on life aboard *Pinjarra* and endeavoured to answer the ensuing questions. The afternoon was completed with a tour of the school buildings and tea with the Headmaster, his wife, and the Master in charge of the "Pinjarra Club". The Headmaster, in expressing his thanks to all the officers who had contributed towards the plaque, expressed the hope that the link forged under P & O would be maintained under B.I. in the future.

I. G. ALDOUS, lately Third Officer P & O s.s. *Pinjarra*.  
J. M. LUMB, lately Cadet Officer P & O s.s. *Pinjarra*.

### Voyage Statistics. Dec. 1960 — Dec. 1961

From	To	G.T.U.W.	Obs. Dist.	Average Speed
LONDON	ADELAIDE	832 hrs. 53 mins.	13,309 miles	15.98 knots
ADELAIDE	HALIFAX	796 hrs. 54 mins.	12,509 miles	15.70 knots
HALIFAX	SYDNEY	644 hrs. 20 mins.	10,406 miles	15.90 knots
SYDNEY	MONTREAL	805 hrs. 30 mins.	12,726 miles	15.80 knots
MONTREAL	ADELAIDE	818 hrs. 57 mins.	12,971 miles	15.86 knots
ADELAIDE	ADEN	511 hrs. 26 mins.	7,885 miles	15.42 knots
ADEN	LONDON	306 hrs. 25 mins.	4,704 miles	15.37 knots
Totals ... ..	...	4,726 hrs. 25 mins.	74,510 miles	15.75 knots
River Distances	...	...	3,284 miles	
			77,794 miles	

**"ORONSAY" FOOTBALL**

In one way or another *Oronsay's* recent 5½ month voyage has received its full share of publicity. Often overlooked, however, on these occasions is the part played by the crew and, in spite of the fact that the ship had passengers on board throughout most of the voyage, the Ship's Football XI was sufficiently enthusiastic, and the Heads of Departments so sympathetically inclined when it came to the question of leave, that it was possible to play twelve matches during that voyage.

The results, given below, show that eight matches were won and four lost with a goals record of 46 for and 38 against. A particularly noteworthy effort was the victory against the Philippine Navy under floodlights at the Royal Stadium in Manila by 3 goals to 1.

<i>TRINIDAD</i>	Furness House	0	<i>Oronsay</i>	6
<i>VANCOUVER</i>	Firefighters	6	"	0
	<i>Orcades</i>	4	"	2
<i>SYDNEY</i>	<i>Orontes</i>	1	"	6
<i>HONG KONG</i>	s.s. <i>Benlawers</i>	1	"	2
<i>YOKOHAMA</i>	Yokohama F.C.	2	"	5
<i>YOKOHAMA</i>	Yokohama F.C.	8	"	3
<i>HONG KONG</i>	Royal Navy	4	"	6
<i>MANILA</i>	Philippine Navy	1	"	3
<i>SYDNEY</i>	<i>Orsova</i>	4	"	5
<i>HOBART</i>	s.s. <i>Arabic</i>	0	"	7
<i>SINGAPORE</i>	R.A.S.C.	7	"	1



*The names of the stewardesses from left to right are:— Miss Morrison, Miss Henderson, Miss Duckers, Miss Sinclair, Miss Bell, Miss Van Hegan*

**"ORIANA" DARTS**

*Oriana* has a strong ladies' darts team and the photograph above was taken after they had been, a little ungallantly perhaps, defeated by four games to one by a team of catering staff.

*"Canberra"—a striking view at dusk at the new wharf by Sydney Harbour Bridge, with a typical ferry in the foreground*



# ADEN ECHO

BY O. L. BUGGÉ

MY first hesitant steps towards mechanical propulsion were made, I think, at the tender age of about six when I learned the rudiments of balance on two wheels by playing with a wooden scooter, and suffered sundry bruises and grazed limbs in the process. No further developments occurred until some years later when, within the space of one summer's afternoon, I learned to ride my mother's bicycle on the garden lawn. This encouraged me to importune my father for a bicycle of my own which I eventually obtained, but I gave no serious thought to owning a motor bike until I went out to Aden. Here, not having a motor car, and the climate being too hot for pedalling up and down the hills, I acquired Ariel, as a number of the Colony's inhabitants came to be audibly aware.

Ariel was the name I fancifully called the only motor bike I have ever possessed. It was an A.J.S. with a hand lever for throttle, extra air and ignition—no twist grips then—and a gear change lever mounted by the side of the petrol tank. Its technical details, if I ever knew them, have long since been forgotten, but I fancy it was a 1920 model and I bought it secondhand from a chap in the E.T.C. who had been at school with me. I remember it had a compartment in the fore-part of the petrol tank which was filled with oil, and every now and again, when you thought of it, you gave a couple of strokes to a little hand pump and that gave sufficient lubrication for the engine. I never knew really whether I gave too much oil or too little, and I do not think its previous owner was very sure either. The bike had a rear wheel stand—you had to heave it back on to it when parking instead of the nonchalant flick of a foot as nowadays.

The lighting system was acetylene but I possessed no rear light—somehow I never got round to fixing it—and many a time at night I would roar past an Arab policeman

to an accompaniment of whistles and shouts. The horn was not the electric amplifier of today but a good old-fashioned bulb-and-tooter. I doubt, however, that it was really necessary as the engine, with a series of staccato explosions and misfires, gave ample warning of my approach. Anyway, despite its antedeluvian design, Ariel proved a robust and faithful friend, if at time a trifle temperamental.

My chief had a fox-terrier named Bottles, a game little fellow who spent much of his time at my end of the bungalow. He liked motor bikes and at first would run himself to a standstill in his anxiety to keep up with me. One day I thought I would take him with me on the bike, so picking him up I sat him on the petrol tank and off we went. He thoroughly approved of this form of transport, and after that I could never go out on the bike without him trying to climb up on the tank. Going through the town, my noisy approach would rouse all the local dogs who would race beside me, snapping at my wheels and barking furiously. Bottles, not wishing to take a secondary place in the argument, would hurl back canine imprecations; he became so excited on one occasion that he slipped under my arms and fell, rolling over and over in the dust. He quickly got up, shook himself and rejoined me round the corner, and we continued on our way, none the worse for his spill.

Aden is a peninsula with two townships—Steamer Point and Crater—separated by a jagged spine of brown igneous rock, across which a zig-zag road had been built. Also driven through the rock were two tunnels, and it was my custom, when the opportunity occurred, to give any friend passing through on a ship a quick tour of the port, going one way over the pass and returning through the tunnels.

With Bottles on the tank and my passenger on the



pillion it was exhilarating, on a hot night and under a full moon, to pound up the winding road to the top of the pass, taking the hair pin bends in approved Isle of Man T.T. fashion, and then to coast gently down the hill on the other side. About half way down we would turn sharp left and enter the first tunnel, narrow, dimly lit and malodorous. We would tear along this to an ear-splitting din from the engine, magnified in the confined space, until checked suddenly by a camel cart in the middle of the passage, ambling along at a snails pace, its driver in his usual state of torpidity. A split second swerve, a skid, a rearing plunging camel, a startled Arab driver rudely awakened, and we would scrape past the jagged walls of the tunnel, throttle open again. My companion would mutter a prayer and wipe his brow and hold on for dear life as we continued on our way to my shouted commentaries on Aden's sights and his muted ditto on my driving, my motor bike, Aden's tunnels and Aden's camel carts. It was several chota pegs later before he recovered and found he had torn his trousers. Remarking upon the sights of Aden, he thought that it was not given to everyone to view the belly of a camel *in situ* from the pillion of a motor bike in transit.

On we would roar shooting out of the first tunnel into an open space entirely encircled by sheer rock, only to plunge headlong into the second one leading to the Barrier Gate. Here we would join the Khor Maksar road leading back to Steamer Point and the pier. It was while we were belting along this road on one occasion that I was dazzled by the headlights of an approaching car. I missed the white stones set at intervals to mark the edge of the road and ploughed into soft sand beside it and came to a sudden stop. But for that soft sand, I might not be writing this.

I remember another time when I went the wrong side of a road under repair and hit a row of empty oil drums which went rolling and clattering in all directions, rudely awakening the chowkidar, or night watchman.

Sometimes, after an evening writing letters I would mount Ariel and wake the still echoes of a hot stifling night to run out to the gardens at Sheikh Othman. Under a brilliant moon, or a black, velvety, star-studded canopy, it was equally fascinating to me to drive along, now at a gentle pace to absorb the beauty of the night, now to pound along at full throttle (about 40 m.p.h.), flames shooting from the exhaust pipe; then return to the bungalow and roar up Barrack Hill past the Signal Station and into our compound. My chief rather frowned upon these nocturnal jaunts of mine; if I didn't want to sleep, he did and so did a lot of other folk in Aden, and would I abate the nuisance; so I had to be more circumspect.

In the fullness of time, I left Aden and ended a very happy chapter of my career. It also marked the conclusion of the only time I have ever owned a motor bike. Perforce, I had to dispose of Ariel, its new owner being a clerk in the office. So far as I am aware, he is still alive but where Ariel's bones rest I know not. Possibly, like the soldiers who once defended Aden's sun-scorched rocks, it just faded away.



"Corfu Maru"

## Letters to the Editor

Dear Sir,

I am enclosing a photograph of the *Corfu Maru* a few days before she left London on her final voyage to Japan.

I saw in your Summer number the photograph of the *Carthage Maru* and thought the "Corfu" deserved a place as well.

However, if you do not have a small corner for it, I trust you will still find it of general interest.

Yours faithfully,

P. E. Mitchell,

Second Officer, *Arcadia*.



Dear Sir,

It is nearly sixty years since I first boarded a vessel of what is now P & O - Orient Lines, but I was of so tender an age that I no longer remember her name, although I think that it may have been *Moldavia*.

As the years have passed, I have had ample opportunity to learn of many more, as, for nearly forty of those years I have handled P & O Accounts and Finance in the office of Elder, Smith & Co., Limited, the Adelaide Agents.

Some of my memories of the early days of my acquaintance with P & O - Orient may be of some interest to your readers, and so it is with that thought in mind that I address you now.

My first visit to a P & O vessel was back in 1903 or '04, at the time when all Mail-steamers coming to Adelaide anchored outside the Wonga Shoal Light, about four miles out off Largs Bay. From this anchorage passengers and mails were transported in steam launches (*Leveret*, *Defiance*, *Reliance*, etc.) to and from Largs Bay Pier, which jutted out from shore approximately 1,000 yards.

From the sea-end a steam train embarked passengers and mails and conveyed them directly to Adelaide, a distance of about eleven miles. Cargo was towed around to and from Port Adelaide per lighters, where the wharf-handling was executed.

At the end of 1907 a series of wharves and sheds were completed at Outer Harbour, which is situated about four miles north of Largs Bay at the entrance to the inlet known as Port Adelaide River. Forthwith, vessels were able to berth alongside, and consequently, discharging and loading were speeded up, resulting in more expeditious despatch. The first vessel to berth at the Outer Harbour wharf was the Orient R.M.S. *Oruba* on the 16th January, 1908.

Sometime round the turning-point of the last century my father was Agent's Boarding Officer for the Orient Line and it was with him that I was permitted to go per launch to Wonga Shoal anchorage in those days. A "water-boat" was towed out to each vessel with supplies of domestic and boiler water, and the Engineer-cum-Captain of this craft, being our next-door neighbour, saw to it that I scarcely missed a trip, until such time as my schooling days commenced. I might mention that on occasions this eight-mile run was pretty rough and I feel that this must have been where I acquired my "sea-legs", as at no time have I felt the slightest inclination to suffer from "mal-de-mer".

Little did I realise during this period that, eventually, I would be accounting to London Principals for these and other supplies of provisions, etc. to P & O vessels, and subsequently, with the merger, to Orient vessels also. Another coincidence was the fact that after active service in France during the World War I, I should be transported home to Australia in R.M.S. *Khyber* in May, 1919.

It is an interesting comparison to me to recall steamers of the *Moldavia* and *Orama* classes of those days, followed by *Narkunda*, *Maloja*, *Comorin*, the *Straths*, *Himalaya*, *Arcadia* and *Iberia*, up to today's magnificent *Oriana* and *Canberra*.

What tremendous progress has been made, not only in hull construction, but also in interior fittings, engines, etc. In fact, the least advance is in the "service to the passenger", and that, only because there was less room for improvement in that direction than elsewhere.

As I write, I have before me an original copy of the 1890 (1st issue) "P & O Pocket Book" together with a similar production (3rd issue) dated 1908. Both of these publications have, from time to time, created a considerable amount of interest among various members of our Staff, but if they would be of any value to place in your records, I should be very pleased to forward them to you in care of one of the Pursers.

I have just rambled on in this short discourse but have endeavoured to convey to you that we, in the Antipodes,

are mindful of the great service rendered by P & O—Orient in assisting in the development of our Country, and I am proud to have been associated with a Company which has represented P & O for over 100 years. As my time for retirement approaches, I look back over my years of close connection with P & O and cannot help feeling that P & O—Orient truly have had, and will continue to have, "Business in Great Waters".

Yours faithfully,

T. P. Allen.

Elder, Smith & Co., Ltd.,

Elder House,

27-35, Currie Street,

Adelaide, South Australia.

## P & O CANBERRA AWARD WINNERS 1962

Six young Australians, winners of the P & O *Canberra* Award for 1962, for the best young farmer for each Australian State, left Australia on the 30th January, 1962, on *Arcadia* and arrived in the United Kingdom on the 28th February, for a six months' tour.

The winners are: William Archie Moffitt, 24, of Nimbin, New South Wales; Noel John Maughan, 26, of Pakenham East, Victoria; Brian Richards, 24, of "Springlea", Merlwood via Murgon, Queensland; Robert William Saunders, 22, of Mount Schanek via Mount Gambier, South Australia; John Doley, 23, of "Warrington", Byford, Western Australia; and Darryl Owen Barker, 24, of Penguin, Tasmania.

The 1962 winners of this Award are the fourth group of Australian Young Farmers to be invited by P & O to the United Kingdom for a study of farming methods and an extended tour in this country. The tour is, as usual, being arranged in conjunction with the National Federation of Young Farmers' Clubs and The Scottish Association of Young Farmers' Clubs.

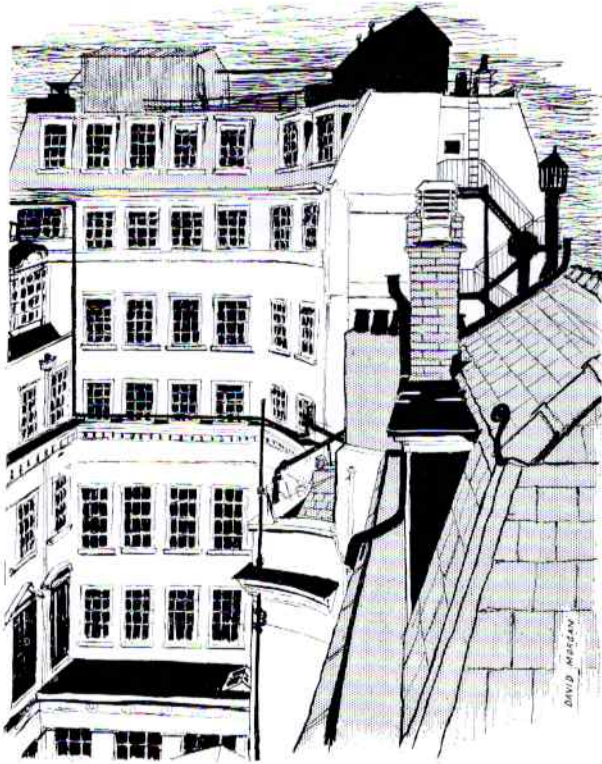
On their return to Australia the Young Farmers will compete for the P & O *Canberra* Scholarship, worth £A1,000, which provides for a course at a University, Agricultural or Technical College, or a cash grant of £A750.

## Photographic Competition

Entries for the competition should be sent to the Editor, "About Ourselves," 122, Leadenhall Street, London, E.C.3, so as to arrive not later than 31st March, 1962, marked "Photographic Competition".

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

Details to be found in "About Ourselves," No. 5, Autumn, 1961.



*View from my Window by D. Morgan*

## We Hear That

### **"The Ambassador" Award**

A bronze plaque has been awarded to P & O-Orient Lines by the influential Export magazine "The Ambassador" for planning and design work in its new ships. In a letter to the Chairman, Sir Donald Anderson, the Editor announces the awarding of a plaque, designed by Kenneth Armitage.

"For commissioning good design in all decorative fields; thus making their ships a permanent exhibition of Britain's best carried to every corner of the world."

We hope it may be possible to reproduce in this Journal later in the year a copy of this plaque.



### **Films — "Oriana" and "A Great Ship"**

Two new films, both in colour, have recently been completed for the Company. "Oriana", made by Associated British Pathé was a joint venture between P & O-Orient Lines and Vickers Armstrongs (Ship-builders) Ltd. "A Great Ship", the story of *Canberra*, was made on behalf of P & O-Orient Lines and Harland & Wolff Ltd., Belfast, by Rayant Pictures Ltd.

A management and press review of "Oriana" was organised during December at Film House, Wardour Street. The Public Relations Department also made arrangements for the film to be shown to the staff. Forty copies of the film have been ordered and will be made available to audiences in this country and in Australia, New Zealand, Canada and the U.S.A.

Columbia Pictures have purchased the world-wide distribution rights of the film and it is soon to go on circuit in the West End and the provinces.

"A Great Ship", in production for nearly four years, was shown to management at the Mayfair Hotel during October. Forty-one copies have been ordered by the Company and will be shown to audiences similar to "Oriana". Negotiations to secure general overseas distribution are still under way and it is hoped the Central Office of Information will adopt this film.



### **"Strathaird"**

The old *Strathaird*, broken-up in Hong Kong, is contributing to the new skyscraper blocks going up there, for her steel, melted down and re-rolled into reinforcing bars, is being used in these buildings. Ironically, even the new airport at Hong Kong has had much of the liner's steel in its construction work.



*Mr. George Arundel of Sydney offered to our Sydney office the Passage Ticket and printed passenger list of his voyage from England to Australia in "Garonne" in 1882. These interesting relics have been added to the Museum at "122".*

*Our illustration shows Captain Edgecombe of "Oriana" receiving these items on behalf of the Company from Mr. Arundel, who with his brother, was subsequently entertained at lunch on board*



The "Himalaya" visits Rabaul Harbour, New Guinea, on an Australian Cruise. The characters in the foreground seem doubtful of the delights of civilisation compared with their tax free and almost clothes free existence

The "Himalaya" on her cruise also called at the delectable island of Bali. Here, in the right-hand photograph, are the Monkey Dancers who gave a performance for passengers



#### Names

The Accounts Department now have a Mr. London and a Mr. Tilbury working alongside each other. Smith, however, is still the most popular name, but the four of that clan in the Department are closely pursued by the three Hills.



#### Group Week No. 14

These officers attended Group Week from 20th to 24th November, 1961.

*Standing: L. to R.*

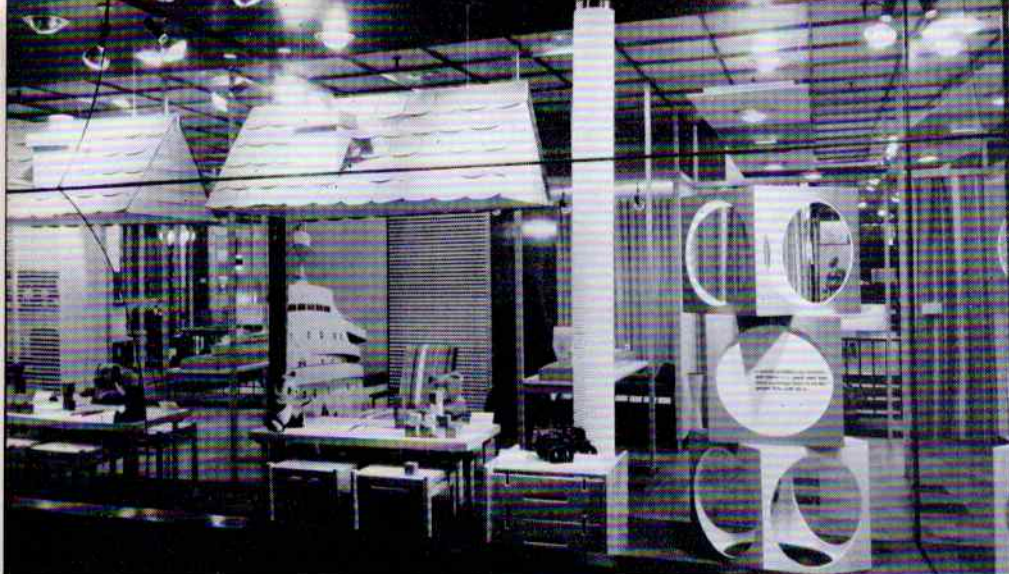
G. E. Newell, 2nd Eng.; P. W. Love, Ch. Off.; K. C. Craven; Capt. S. Payne (Nourse); A. D. Horscroft, 2nd Off. (B.I.); L. W. B. Fisher, Liaison Off.; W. Gawan-Taylor, 2nd Off.; J. I. Moon, Ch. Eng. (Nourse).

*Seated:*

Capt. E. Snowden; M. C. H. Dibsall, 1st Elect.; G. D. Constable, Ch. Eng.; P. H. Miles, Purser; D. L. Smith, 2nd Off.

(Photograph by the Baltic Exchange Magazine)





*Design Centre. Here is an illustration of P & O - Orient exhibits at London's Design Centre in the Haymarket. Reference is made to this display on opposite page*

*(Photo—The Council of Industrial Design)*



*Our Passenger Office window in Cockspur Street, London, has a Japanese motif to start off the year 1962*



*The Companion Window to the above is designed to attract cruising passengers. Passers-by, pausing on their way are reminded of the joys of summer travel amid their gloomy surroundings of a winter's day*

### "Canberra" and "Oriana" at the Design Centre

"Floating exhibitions of British craftsmanship" is a term which has been used to describe the interior designs of our latest passenger liners, *Canberra* and *Oriana*. Both ships have aroused great interest not only among travellers, but also in the design and furnishing worlds. Now the general public have had the opportunity of judging for themselves, for more than 120 items from the two ships have been featured in an exhibition mounted by the Council of Industrial Design at the Design Centre in London's Haymarket during January and February.

Many of the items featured in the exhibition—from furniture to carpets, cutlery to table linen—were specially designed for the ships. So successful have they proved from both design and functional points of view that some manufacturers are now producing similar lines for general retail distribution.

Scale models of both ships were on show in the ground-floor display area where the exhibition was held. Room settings, depicting a section of the First-Class Restaurant and the "Princess Room" in *Oriana*, and the Crow's Nest (Observation Lounge) and Children's Playroom in *Canberra*, illustrated the modern techniques used by the teams of designers whose job it was to plan and furnish the interiors.



### Street Names

*Canberra* and *Oriana*. Two streets in Auckland, New Zealand, are to be named after these two new ships. The Auckland Harbour Board have chosen the names for use in their 340 acre, £250,000 site under development near Lyndfield. Both liners called there on their maiden voyages last year.

## VERSE

*We have two items of verse to offer our readers on this page. One will readily be recognised as a contribution from J. H. Gough-Wilson in his usual amusing style. The other, "In the Moonlight", comes from one of our Asian Seamen, A. J. Philip of the "Ballarat"; and reads something like a Calypso.*

### A QUESTION OF GUTS

Where are the ponderous paunches of aldermen,  
Gross "corporations" of which we have read?  
Where are the bulges of older and balder men?  
What has become of the "middle-age spread"?

Where are the "pots" of our corpulent forefathers?  
Why were Edwardians horribly stout?  
Where are the "tummies" we saw on our poor fathers?  
How in the world has the change come about?

Barely existing on very small salaries,  
How did they stay so remarkably fat?  
*We* have an intake of many more calories,  
Yet we avoid having figures like *that!*

Once they were portly, the men over thirty-five—  
Waistlines around fifty inches or more;  
Now, as our average falls in a dirty dive,  
Where are the ugly "bow-windows" of yore?

Out on his walk, with his spinnaker bellying,  
Uncle sailed by like a yacht running-free;  
*We*, with our cars, and our sitting and "tellying",  
Still remain normal! Oh, how can it be?

Where is the waistcoat, so ample and billowy—  
Frequently mottled with sinister stains?  
Now that our shape is all concave and willowy,  
Where are the heavy gold watches and chains?

Not that it matters—it's mere curiosity,  
Wondering why we are not double-chinned;  
All the tradition of male adiposity  
Gone, like security; gone with the wind!

Why should we worry what father and mother wore—  
Whether their stomachs were rounded or flat?  
All would be thin if we started another war . . .  
Nobody has any stomach for *that!*

J. H. GOUGH WILSON

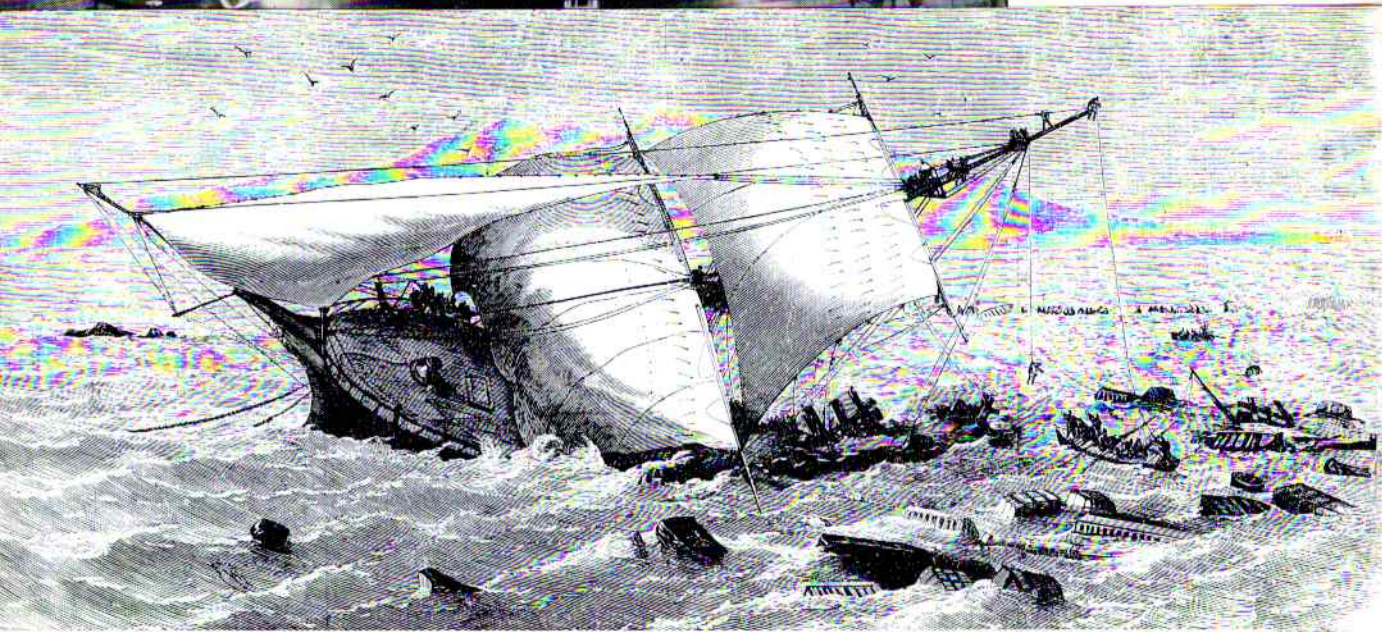
### IN THE MOONLIGHT

Meet me tonight in the moonlight  
Meet me tonight all alone  
For I have a story to tell you  
A story that's never been told.

If you want to have a fine time travel P & O.  
U.K., the Far East, India and Colombo.  
Comfort, Cuisine and luxury we offer everyone.  
Travel on any of our ships, travellin' to the Sun.  
Thinking of our Summer cruise, places you'll see.  
We're sure you'll enjoy your trip so will everybody.  
P & O - Orient do round the world trips.  
Choose yourself a cabin on any of our ships.  
Men travellin' on business are busy all the day.  
Women travellin' for pleasure chat their time away.  
Damsels in their Bikinis sprawled out for a tan  
Wait till an officer passes and hear them say, whoa, man.

Meet me tonight in the moonlight  
Meet me tonight all alone.  
For now that I've told you my story  
Oh! Baby, why don't you hurry.

A. J. PHILIP



The wreck of the "Carnatic" from "The Illustrated London News" of October 16th, 1869

## ONE HUNDRED YEARS AGO

### THE "CARNATIC"

THE *Carnatic* was the only vessel added to the P & O fleet in 1862, an iron, screw brig of 1,776 tons built by Samuda on the Thames. Her engines were somewhat unusual driving a two-bladed propeller and made by Humphrys & Tennant. The ship had a four-cylinder compound engine, two of the cylinders being 43 inches in diameter and the other two 96 inches, with a 36-inch stroke, the indicated horsepower being 2,442. On her trials, with a pressure of 26 lbs. to the sq. in. and the engines running at 72 revolutions to the minute, *Carnatic* averaged 13.9 knots. The makers of the engines supplied patent hydraulic steering gear which was then quite a novelty, and steam was supplied by Lamb's patent boilers. (Lamb was our Superintending Engineer—see last issue, No. 5.)

At first she ran on the Alexandria service and then, having proved her efficiency she went to the Indian Station via the Cape. In 1869 she grounded on an uncharted rock in the Gulf of Suez and as the weather was calm all hands remained on board.

Suddenly *Carnatic* broke amidships and 26 lives were lost. Until then only six passengers had lost their lives at sea in P & O ships over thirty years, despite a number of shipwrecks.

The sketch which we reproduce here was made by Major J. V. Champain, R.E., a passenger on board. Some are seen clinging to the foremast and others standing up to their waists in the sea. Boats were available fortunately to take survivors to shore. They had little drinking water and no food, but it was known that the *Sumatra* was expected about that time and a bonfire was made of casks and cotton bales. The sole rocket was fired when a ship's lights were seen and soon all survivors were being cared for on the P & O ship which had arrived on time. Fifteen Europeans and eleven Asians lost their lives with the sudden break up of the *Carnatic*.

Such incidents strengthened the P & O decision to put lights in the Gulf of Suez and Red Sea and they maintained them there, at their own expense, for many years.



## From the Agencies

**P & O - ORIENT LINES OF AUSTRALIA PTY. LTD.**

*LETTER FROM SYDNEY*

*Dear Mr. Editor,*

We hate admitting Australia's weather is not perfect but our October forecast for a fine, long, warm summer has, to date, been hopelessly out, that is so far as Sydney is concerned. Other Capitals have fared better. For us, November, the equivalent of your May, was one of the wettest on record—in fact it was almost monsoonal. We had twenty-two inches of rain, and it was almost continuously humid. Traditional Christmas holiday surfing and swimming parties were "out" this year for New South Wales. Now bluebottles (the type that float not fly) have been invading Sydney's beaches, nettling the hardy surfers, whilst sharks have been troublesome to swimmers elsewhere.

Australia's Federal Elections were held on 9th December, and the Liberal-Country Party Coalition Government (comparable with your Conservative Party) just scraped home after a "photo-finish", the score being 62 seats to 60. The big swing from a record 35 to 2 majority was most unexpected. Because of the measures taken to correct the 1960 boom and as they had been in power for 12 years, all thought the Government would be returned with a smaller majority, but few dreamed of such a reprimand. After providing a Speaker, they will be left with a majority of one, so if they wish to continue to govern, they will have to remain not only mentally but also physically fitter than the Opposition.

We in the Company, in common with the thousands of Australians who have travelled in *Strathnaver* and *Orontes*, are sorry to hear that our old friends are to leave us. The two old ladies continued to be great favourites to the end.

Now for the brighter side of the picture. Christmas brought its usual round of social functions. Staff cocktail parties held in the various offices were very successful affairs and all appreciated the opportunity of foregathering in the festive atmosphere.

We are pleased with the progress in connection with our new headquarters at 55, Hunter Street, where most of us will be under the same roof. The photograph shows its perspective as seen from the Government Offices across the "Place", which has not yet been named.



*New Headquarters for P & O-Orient Lines at 55, Hunter Street, Sydney, as they will appear when completed*

In October last, we said the site looked as though it had been bombed. Well, the demolition and excavation have now been completed one month ahead of the preliminary target programme. The contract for the construction of the new building has been let for what we think is a satisfactory figure, and a clause stipulates that our tenants must be able to move into the completed top nine floors on 2nd December, 1963. The builder has contracted to let us occupy our accommodation on 20th January, 1964.

The Davis Cup Lawn Tennis matches are over for another year. They caused less interest than ever before. It would appear that like the America's Sailing Cup Challenge, the rules favour too much the holders of the Cup, and unless the Tennis regulations are soon changed to give all Nations a chance of seeing the finals, sharing the gate money and using the type of court (grass or hard), to which they are accustomed, as well as the possible inclusion of professionals, the Davis Cup will fade right out. A great pity if it does because we Britishers know just how much we have benefited by the keenly fought sporting battles between Commonwealth Cricket, Football and other teams.

Our best wishes to all for 1962.

*Yours sincerely,*

*PENINSULAR AUSTRALIA*



Captain Edgecombe with "Father Time" and "Miss 1962" on the "Oriana"

#### MELBOURNE—NEW YEAR'S EVE CELEBRATION "ORIANA"

*Oriana* in the Port of Melbourne on New Year's Eve staged festive dances in both Classes to welcome the New Year in. A passenger in each Class dressed up as "Father Time" and slunk away as eight bells for midnight of the old year sounded. Shortly after, eight bells sounded to welcome in the New Year and young ladies wearing "Miss 1962" sashes dived through paper hoops on to the festive arena to bring greetings to the assembled guests. Dancing went on until 1 a.m.



Captain Clay, with Mr. R. H. Sisley (the Company's Manager for Western Australia) with the Travel Agents of Perth on board "Strathmore"



#### CRICKET IN SYDNEY

##### "Stratheden" v. Sydney Office

A match between Sydney Office and *Stratheden* was played at Primrose Park on Sunday, 7th January, 1962, with Sydney running out winners by 180 runs to 81.

Leading scorers for *Stratheden* were North 25, Norman 12 and Vincent 11. Sydney's most successful bowlers were H. Clark 3—14 and J. Parker-Smith 2—8.

For Sydney, G. Dodd 29, B. Morton 23, E. Stockdale 21 and G. Cubitt 20 headed the batting, while Leese 5—88 and North 3—24 were *Stratheden's* best bowlers.

*Stratheden* won the toss and gave Sydney first use of the wicket, no doubt hoping that after a full lunch the fielding would deteriorate. However, this was not to be, and *Stratheden* never got going during their innings due to the fine bowling of H. Clark and J. Parker-Smith.

A most enjoyable day was had by all, not forgetting the excellent lunch supplied by *Stratheden*.



#### P & O—ORIENT LINES INC. NORTH AMERICA

##### SAN FRANCISCO

Warren S. Titus and George M. Turner left for Hong Kong on January 12 to attend the eleventh annual conference of the Pacific Area Travel Association. En route Mr. Titus and Mr. Turner called on three of the Company's Pacific representatives.

Before the conference opened on 26th January, they visited Theo. H. Davies, Honolulu; Mackinnon, Mackenzie & Co. of Japan in Tokyo, and Mackinnon, Mackenzie & Co. of Hong Kong.

Mr. Titus is first vice-president of PATA and in this capacity will conduct the general sessions for the 450-delegate conference. He will work in close co-operation with the Honorable W. G. C. Knowles, PATA President, of Butterfield & Swire of Hong Kong, and PATA's executive director, Marvin Plake.

Mr. Turner, chairman of PATA's Facilitation Committee, will direct the discussions on this subject at the conference. In addition, he will work with John Bates, P & O—Orient Lines, Sydney, in presenting the PATA advertising programme to the meeting.

Projects launched by the North American offices this year indicate that 1962 will be an eventful and exciting year.

On February 14, the San Francisco Garden Hospital Auxiliary held a charity cocktail party in the Meridian Room of the *Canberra*. Before the cocktail hour members of the San Francisco office staff guided 350 "sponsors" on a tour of the ship.

Three days later, at Long Beach, the *Canberra* took on board five members of the Jack Douglas Organisation, foremost producer of travel documentary films in the television industry. The TV crew, three technicians and two actors, went as far as Sydney. En route they photographed and recorded the entire operation of the vessel, both from the standpoint of passenger activities and that of the ship's operation.

The filming of the documentary, which will be syndicated and released by Ziv-United Artists with world-wide distribution, was arranged by the Company's Public Relations Department.

Another "first" for *Canberra* will take place in May when a movie première at sea is held. Between Vancouver and Long Beach, the Bob Hope/Bing Crosby movie, Road to Hong Kong, will be viewed in the *Canberra* cinema by critics in the entertainment field and passengers as well. Critics from all over the United States have been invited and nationwide publicity for the *Canberra* is expected to follow.

Earlier in May, after calls at West Coast ports, the *Orsova* will sail to Acapulco, arriving on 5th May, (Cinco de Mayo,) the great Mexican national holiday. The North American offices are working in co-operation with Ralph Hoyos, agent in Mexico, to assure that *Orsova* has an opportunity to participate in the festivities.

The calls of the *Himalaya* at San Diego in June and the *Iberia* at Seattle during the Exposition in October will be one of the highlights of the year for those communities and will keep the name of P & O-Orient Lines well before the public.

The calls of the *Canberra* at New York during August will take on some of the exciting aspects of a maiden voyage, as the superliner sails into New York for the first time.

#### *Sports News*

At the end of January a busload of skiers and would-be skiers journeyed to Olympic village to spend a weekend at Squaw Valley. You in London must rather envy the ease with which such facilities are obtainable, bearing in mind the difficulties of the trip to Switzerland.



#### LOS ANGELES

A Clinic for Creative Selling for travel agents opened in Los Angeles, California, on 26th February. The clinic was organised and is sponsored by P & O-Orient Lines, North America. The clinic's objective, of course, is to increase the travel agent business; to offer modern sales techniques in the agent's efforts to obtain his share of the so-called "discretionary dollar". His problems will be examined and a P & O-Orient Lines team of experts will suggest solutions.

This is the first time in the United States travel industry that a top team of advertising, public relations and sales promotion specialists have addressed themselves exclusively to the problems of the travel agent.

The specialists will confer with some 2,500 individual agents in 22 cities throughout the United States and Canada.

In announcing the clinic, George M. Turner, vice-president—sales, said, "we know one of the problems facing the travel agent is that the average agency cannot afford high-priced help in the fields of advertising, of public relations and of promotions. We at P & O-Orient Lines have some very good talent available in these fields. We want to hear some of the ailments of our industry and see if we can suggest some remedies."

The sales clinic team is made of William Wright, account executive of Ogilvy, Benson & Mather, the agency which creates the advertising for P & O-Orient Lines in North America; George Turner, Victor Eckland, public relations director, Jerry Booker, promotions supervisor, and Richard Evans, sales manager.

After leaving Los Angeles, the P & O-Orient Lines team will visit Dallas, Texas, thence through the southern United States, Atlantic seaboard cities, Toronto, Montreal, the middle west, Pacific northwest and western Canada.



#### VANCOUVER

The Staff, accompanied by wives, had cocktails and dinner on board *Orsova* on December 23rd. The ship was beautifully decorated for the occasion and the evening was declared a tremendous success.



#### COLOMBO — "MACKINNON'S" DANCE"

This was held at Mount Lavinia near Colombo and sponsored by the Company's Sports Club. The Ballroom of the hotel was given a nautical setting with flags representing the P & O, Orient and B.I. Companies with *Oriana* and *Canberra* models on show. Table decorations included paper boats bearing the names of ships of the fleets and the menu was on attractive P & O Menu Cards. A Souvenir supported by clients of the Company was printed to mark the occasion and ladies received a 1962 Diary produced locally "with the Compliments of the Sports Club".

Competitions organised at the dance were judged by the Directors of Travel Agencies, who also distributed the prizes. The highlight of the dance was the draw on the tickets when fifteen prizes were offered with a first prize of a free trip to Singapore and back by P & O-Orient Line vessel. The cost of this trip and other prizes were met from the funds of the Sports Club.

The dance went on until 3.30 a.m. and was so successful that more tickets could have been sold. It is suggested that next year the Galle Face Hotel, which could accommodate about 500, might be taken.



*The Kandyan Cha Cha presented by Jayana and his troupe*



## PANDOR CLUB

### DRAMATIC SOCIETY

#### *"Something to Hide"*

A new theatre, a new producer and, in the main, a new Company—all first class ingredients for an exciting production of "Something to Hide" by the Pandor Dramatic Society on 9th, 10th and 11th November.

The Chanticleer Theatre seats just over 100 against a capacity of nearly 400 at the Guildhall School of Music and Drama, where the majority of earlier P & O productions have been staged. As a result, the Company had a run of three performances instead of only two (very satisfying for all concerned). "Sold Out" notices were needed long before the first night, and there was a far more intimate and friendly atmosphere in the auditorium which is only a few feet from the stage, instead of being divided from it by the chasm of an Orchestra Pit!

This stage must be a brute to act on, with great depth but a very narrow proscenium arch and hardly any room in the wings. On the whole, the production by Max Miradin sidestepped most of the latent pitfalls and moved along at a good pace.

Leslie Sand's thriller is based on the piquant situation of a wife who accidentally runs over her husband's current girl-friend and then follows his advice to conceal the fact from the police! From this promising opening comes all manner of crime, suspicion and skull-duggery, the suspense mounting with each curtain fall until the climax (which is quite inevitable in retrospect) is reached.

The people most deeply involved in this affair are Howard Holt, his wife Karen and his mistress, Julia. To say I have no wish to meet Anthony Robinson, who played Howard, is a great compliment—Howard is a vicious and highly intelligent weakling and we had here a convincing portrait of the vain, selfish author who is too afraid of poverty and insecurity to break away from his life as a kept man; he hates his own frailty and, equally, loathes his wife both for her hold over him (she publishes his not very good novels) and for her success in life. At the end of each scene we know a little more about this uninspiring individual, but even so the final revelation of his baseness came as a surprise.

Mandy Hutchinson, as his wife, gained early sympathy and retained it right to the end—even when we, as a law-abiding audience—should have been rooting for the police in the ultimate battle of wits. One very obvious criticism—Miss Hutchinson was far too young and charming for the smug wife, far older than her husband, which the dialogue prior to her entrance led us to expect. Make-up, slower movements and a more deliberate approach to her part would have made Howard's intense enmity more believable.

*David Ryall  
leans over  
Anthony Robinson  
while  
Mandy Hutchinson  
looks on*



As Julia, a model, Shirley Parry moved easily and gracefully but her voice lacked expression and the bite and sting which were needed to make this hard young woman completely credible. First acts are the devil since they must necessarily be filled with vital background information and, at the same time, break through to a 'cold' audience—it was very hard luck for Miss Parry that virtually all her performance had to be given during this—as always—deadly difficult part of the play.

David Ryall, who has been in many of the Society's previous productions, gave his best performance to date in the part of Inspector Davies outlawed to Chelmsford from his beloved Yorkshire. This detective asked questions "because it was a habit", smiled easily and disarmingly and was seemingly more concerned with cleaning his pipe than in solving any mysteries. His "mice" (and the audience) however, sensed the tenacity behind this urbane exterior and when the veneer is stripped away, it was exactly in character that he should explain vehemently that he could hardly treat with respect people who lived by lies and deceit and that to him a being without a conscience was not human.

The smaller parts were all delightfully handled—a salt-of-the-earth garage proprietor by George Brider, so genuine and convincing that we could almost smell the supper he had been eating at the garage when called out late at night. Stella, a mischievous and flighty young maid, played with disarming unconcern by Pat O'Connor; and Miss Cunningham—the sort of neighbour we would prefer other people to have—presented by Mary Hill—a more birdlike idiotic female it would be hard to imagine and her 'committee uniform' of serenely tailored loud check suit and 'Ascot' hat, was a stroke of genius.

An excellent beginning for Pandor's association with the Chanticleer and Mr. Max Miradin—it is nice to know the Society will be in residence under his direction again for three nights next April.

*C. A. Y. (Wendy Hannaford)*

Forthcoming Production.—We learn that the Society is to produce "WITH VACANT POSSESSION" at the Chanticleer Theatre on Wednesday, Thursday and Friday, 11th, 12th and 13th April, 1962. This theatre is in Clareville Street, S.W.7.

In the cast are Jennifer Bussy, John Buck, Joan Caldecourt, John Green, Helena Cole, Ann Dunnett, Jackie Hoadley, Judy Paul, Catherine Stratton and Anthony Robinson.

Tickets are 5s. 6d., 4s. 6d. and 3s. 6d. and are obtainable from: City Office, David Ridsdale, Secretary's Department. Telephone ext. 231 (G.P.O.) or 261 (internal). West End Office, Maralyn Miller, Reservations Department. Telephone ext. 25 (G.P.O.) or 45 (internal).

#### ATHLETICS

At the Annual General Meeting of the London Shipping Athletic Association the following elections were made:—

*President:* W. M. L. ESCOMBE, Esq., C.B.E., D.S.O.

*Chairman:* J. H. F. COOKE (P & O)

*Assistant Hon. Secretary:* C. E. J. BISHOP (P & O)

It was tentatively agreed to include the Triple Jump in the Championship programme for 1962, and to arrange a Cross-Country race for women to be held in March or early April, 1962, over a course of 1-1½ miles, the probable venue being the Bank Line Sports Ground at Chessington.

#### *Inter-Shipping Cross-Country Championships 1961.*

These were held in Richmond Park on Saturday, 9th December, 1961. The Individual winner was A. Towl (Maori Club) and the Team Race was won by the Maori Club "A" team. Pandor Club had only one representative, G. A. Buddington (Pay Dept.), who ran well against strong opposition to finish 11th and was awarded a Standard Medal.

*J.H.F.C.*

#### ASSOCIATION FOOTBALL

RESULTS:		F.	A.
28 Oct.	Midland Bank	Won	5 4
4 Nov.	Peek Freans	Lost	1 7
12 Nov.	E. S. & A. Bank	Lost	1 2
25 Nov.	National Provincial Bank	Lost	0 11
9 Dec.	Westminster Bank	Lost	0 6
16 Dec.	Westminster Bank	Won	4 3

Nine games have been played to date, two being won and the remaining seven lost. This does not present a successful picture from the point of view of results, but the enthusiasm with which the games have been played, and the enjoyment gained from them compensated for the high proportion of defeats. Two notable scoring feats were 4 goals by J. Harris (Pay Dept.) v. Midland Bank, and 3 by J. Perry (West End Accounts) v. Westminster Bank.

We now have in the club a young nucleus on which to build a successful side for future seasons, and also a few experienced players who could be of great assistance in this endeavour.

Fixtures for the remainder of the season include two games with the P.L.A. and one each with Peek Freans, B.I. and G.S.N. Co. We hope that the ratio of wins to defeats will take on a happier aspect in the remaining games.

*P.A.B.*

#### ARE YOU THINKING OF BUYING OR BUILDING A BOAT THIS SPRING?

If anyone is contemplating building a dinghy or small boat, either from a kit of parts or from scratch, Mr. E. Coxell of the Pursers' Department will willingly offer advice. He has made a recent study of modern boat-building methods and materials and is at present constructing an 18 ft. Bermudian sloop and 8 ft. dinghy.

Anybody interested is welcome to inspect these and other boats under construction belonging to his sailing club colleagues in the River Crouch area of Essex.

## HORTICULTURAL SOCIETY

Members are once again having an opportunity of purchasing seeds from Messrs. Dobie & Son Ltd., Chester, at a 20% discount. Demand is not quite so heavy on this occasion, but we expect to forward on the 5th February an order to the value of approximately £25 which is about two-thirds of last year's order and sufficient to enable us to qualify for the mutual benefit of the discount.

We are grateful to Pandor Club representatives in the various Departments for circulating information and catalogues to their colleagues. The aim is that each Department (or group of small Departments) should have one order, in the name of one person, to whom the seeds can be sent for internal distribution. It is, of course, desirable for obvious reasons that a separate detailed record of orders be kept in each Department.

After several "trial runs" this method of working is becoming better known and used, and is much appreciated by the Trading Secretary and the Treasurer, not to mention Dobie & Son Ltd. who clearly prefer to make up Departmental parcels rather than numerous small individual packages.

We take this opportunity of mentioning that we are in possession of two transferable R.H.S. Affiliated Society's tickets for 1962 which will admit Club Members to the Wisley Gardens and the various Royal Horticultural Society's shows in 1962 (except Chelsea and the Great Autumn Show, for which special tickets will be available later). Application for the use of these tickets should be made to Mr. L. G. Lewis (Far Eastern Line) when required.

2nd February, 1962.

L.G.L.

## GOLF

Fixtures already arranged for the Pandor Club Golfing Society in the Spring and early Summer are the 8 a side fixture against Gray Dawes & Co. at Kingswood, Surrey on 4th May, and the Spring meeting of the London Shipowners' Golfing Society when we enter teams for the Harmer Cup competition and singles and pairs for other events on June 20th at Walton Heath.

There will also be a P & O - Orient day, the venue and date not yet decided, in which we hope to arrange matches for a singles and pairs championship, which will be open to all golfers including those who have so far not felt good enough or practised enough to take part in the matches against other Companies.

Other information on this event will be published as soon as arrangements have been made.

L.E.K.

## RUGBY FOOTBALL

Since last writing and reporting on our mammoth win over B.I., the fortunes of the Club have not been quite so impressive, two games having been lost and one won. Those lost were against a team from Lloyds and against the Stock Exchange, in each of which we were without our hooker and in the second without a "professional" scrum half. The scores in these matches were 25 - 9 and

16 - 8 but we beat the Royal Naval College at Greenwich by 10 - 0 when we were once again at full strength.

Fixtures are difficult to arrange during the winter months but we arranged a game against King's College on the 7th February at Richmond but lost 10 - 12.

Meanwhile, any news of a scrum half either on shore staff or sea staff when available would be very much appreciated.

L.D.S.

## TABLE-TENNIS

The following is the latest position of both the ladies' team and the men's team in the Travel Trade League:—

*Ladies Played 12 matches Won 4 Lost 8*  
*Men " 11 " Won 6 Lost 5*

The Men's team have another 9 matches to play and by the time the season ends we hope they will finish well up the table. They are at present placed half way in the Division.

The Ladies started the season well, but not having their strongest side available every week, have recently been losing most of their matches.

The Office Tournament will be held during March, 1962, but more details regarding this will be circulated shortly.

A table is now available for the use of members in the basement of 26 Cockspur Street, S.W.1 and it is hoped people will make use of it.

### *Results of Matches (Men)*

19-1-62 *Pandor Club* 6 *Furness Withy 'C'* 3  
 30-1-62 *Atlantic Steam* 5 *Pandor Club* 4  
 J.D.

## ATHLETICS

We are still in the quiet season with regard to Athletics, but we will be arranging our Annual General Meeting at the end of March and will announce the date in the next issue of this bulletin. There will be further details in an issue of "Pandor Club News".

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### THOSE WERE THE DAYS:—

*extract from "Pall Mall Gazette"*  
 24th September, 1881

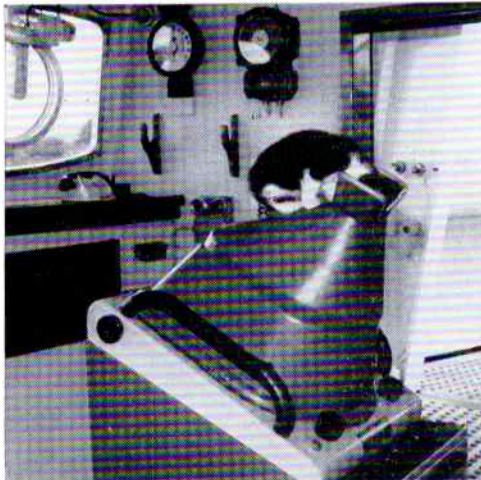
"A gentleman whose possessions include a house, several shares in the P & O and over £1,100 in cash, would in most parts of the country be considered a well-to-do man."

## EVERYONE A SALESMAN

At the time of going to press, something more than 22,000 passengers have been booked for our 1962 Cruising Season. Of these a substantial number have been brought about by individual members of the staff on behalf of their friends or business contacts. This is a tremendously important part of our sales effort and such bookings have in the past been extended not only to cruising but to the ordinary voyages, especially with those contacts that so many of us have with firms who deal with countries on our routes. We have done well, but it is interesting to speculate on just how much increased revenue we could earn for our Company if everyone of us in the shore staff to say nothing of those at sea, were each able to book one passage per annum.



*"Iberia".—The former dance space is hardly recognisable in its new and attractive form, with a real dance floor in the centre*



### "WHO DAT DOWN DERE?"

"Really, these commercials get worse all the time!" Ah, this looks like the weather forecast—"cool for cats".

"What? This isn't a T.V. set? Well, if I'd known it was only an R.C.A. Type C.R. 104 radar display, I wouldn't have bothered!"

Pancho, one of six kittens born on board Cathay during her voyage to London, makes a "deep" study of the radar scanner. The kittens, born to Fifi, the ship's black cat, have settled down in the wheelhouse.

## PASSENGER STAFF DEVELOPMENT GROUPS

BY A. M. STIRLING

**D**URING the past few months, three Development Groups have taken place, each of them lasting for three days. The first was in an hotel in the Bayswater Road and the latter two on board *Canton* and *Cathay* during their turn-round in the King George V Dock. Thirty-three members of the London Passenger Department have taken part together with three Pursers, whose presence was an asset to these courses.

A lot of experience is required to make a good Salesman, particularly when the 'product' to be sold can be a complicated journey to almost any part of the world. These short Courses are designed to accelerate the acquisition of such experience and to give a wider understanding of the job to be covered.

The Chairman, Sir Donald Anderson, underlined the importance of this training by giving up an evening to come and introduce the last Course and spend the night on board *Cathay* with the Group.

One of the highlights of these Courses is the realistic 'role-playing'. Scripts are devised by Mr. B. P. Sykes and they depict a passenger being interviewed by a clerk—both roles, of course, being played by members of the Group. The prospective passenger is well briefed for his part, and poses some typically awkward questions. The unfortunate clerk, however, has no idea of what is coming and has to play the part under the critical eyes of his colleagues! None are spared, all take their turn! In this friendly atmosphere there are no pink faces while they

pause to struggle with A.I.C.—the formula for Salesmanship—ATTRACT, INTEREST, CONVINCe! Comments frank and caustic are taken in good part and the general result is helpful to everyone.

During the sessions a number of talks are given by the Company's experts on such topics as "The Importance of the Travel Agent"; "Public Relations"; "How We Advertise", as well as three-minute lecturettes by the members themselves. Throughout the Course our Consultant, Mr. W. R. Landers, who was previously a Sales Director of the Unilever Group, provides stimulating advice and comment. He was able to see our efforts through the eyes of a passenger and his appraisal has always been constructive as well as amusing. On "Negotiation" and "Using the Voice Effectively" he gave illuminating talks.

The Courses are very informal. Members are kept hard at it until 9 or 10 p.m. each evening, with homework to fill in any odd spare moments that they have during the day. This homework is the preparation, by syndicates, of studies of selected managerial problems relating to the Passenger Department.

These groups have been very successful and much enjoyed by those taking part. They will be continued in the months to come, together with other Courses, as part of our comprehensive plan for training members of the Staff in the expertise we undoubtedly need to sell our passenger space in this highly competitive era.



*The Chairman, Sir Donald Anderson, addresses the Shipping Clerks' Training course on board "Cathay"*



The wedding of Mr. M. J. Miles and Miss L. Gibson

## Personal News

### MARRIAGES

#### Our Best Wishes to—

Mr. R. J. ELLISON, Tourist Purser, *Orcades*, on his marriage to Miss Margaret BAYLIS, at Trinity Methodist Church, Blackpool, on 25th November, 1961.

Mr. M. P. JOLLY, Radio Officer, *Chitral*, on his marriage to Miss D. G. DAVIES, at St. Helen's Church, the Great Hospital, Norwich, on 23rd September, 1961.

Mr. M. J. MILES, Deputy Purser, *Chusan*, on his marriage to Miss L. GIBSON, former Woman Assistant Purser, *Iberia* and *Chusan*, at St. Michael's Parish Church, Geldeston, near Beccles, Suffolk, on 7th December, 1961.



### BIRTHS

#### Our Congratulations to—

Mr. R. E. HUDSON, Sy. Second Engineer, *Iberia*, and Mrs. Janice HUDSON, on the birth of a daughter, Alison Jane, on 3rd November, 1961.

Mr. George DEARLE, Rotaprint Operator, Stationery and Printing Department, and Mrs. DEARLE, on the birth of a son, Derek John, on Christmas Day.

Mrs. STRINGER (née Allen) and formerly of Accounts Department, on the birth of a son, Neil, on 30th December, 1961.

Mr. D. A. DORNOM, Second Officer, *Chitral*, and Mrs. DORNOM, on the birth of a son, Christopher David, on 23rd January, 1962.



### ENGAGEMENTS

#### We Congratulate—

Miss Mary M. HILL, Stenographer in the City Passage Department, on her engagement to Mr. David JAGGER.

Mr. J. COCHRANE, Second Officer of *Coromandel*, on his engagement to Miss D. M. BROWN of Singapore and of Purley.

Mr. S. W. TOWNSEND, Chief Officer, *Maloja*, on his engagement to Miss Wendy LOXLEY, Nursing Sister of *Arcadia*.

Mr. W. A. J. EWAN, Deputy Purser, *Canberra*, on his engagement to Miss M. TAYLOR, who was Tourist Hostess in the same ship.

Mr. A. J. F. FOOT, Second Officer, *Khyber*, on his engagement to Miss C. D. PARFITT, of New Milton, Hants.

Miss Margaret ANNISON, Accounts Department, on her engagement to Mr. Colin PATTMANN, of Old Coulsdon, Surrey.

Miss Joyce RUSSELL, Accounts Department, on her engagement to Mr. Richard F. SHORT, of Harlow, Essex.

Miss Ruth HOOPER, Accounts Department, on her engagement to Mr. David GREEN, of Colchester, Essex.

The wedding of Mr. M. P. Jolly and Miss D. G. Davies



## APPOINTMENTS

*Captain C. Edgcombe, Commodore, R.N.R.*

Our heartiest congratulations to Captain Clifford EDGCOMBE on his appointment as Commodore, R.N.R. This appointment dates from 2nd February and he will hold it actively until he is retired from List One of the Royal Naval Reserve in a little over three years' time. Captain Edgcombe will fly his Commodore's pennant in H.M.S. *Wessex*, Southampton, Headquarters Ship of the Solent Division of the R.N.R.; Southampton is of course home port of his ship *Oriana*.

*Assistant Secretary*

Mr. R. M. J. GREEN has been appointed Assistant Secretary with power to sign as Acting Secretary.

*Secretary's Department*

Mr. D. J. KNIGHT has been appointed Sub-head of this Department.



## RETIREMENTS

We wish many years of Happy Retirement to:—

Mr. P. MOLONEY, Chief Radio Officer, who joined the Company on the 1st March, 1954 and who is retiring on the 18th March, 1962.

Mr. J. VOGT, Chief Instructor, who joined the Company on the 14th October, 1921 and who retired on the 5th November, 1961.

Mr. R. H. SPAWTON, 1st Refrigeration Engineer, who joined the Company on the 16th May, 1949 and retired on the 31st December, 1961.

Mr. G. P. VEYSEY, Chief Steward, who joined the Company on the 19th December, 1924 and retired on the 2nd December, 1961.

Mr. A. C. MAXWELL, Chef, who joined the Company on the 3rd August, 1943 and retired on the 8th December, 1961.

Mr. W. W. FREEMAN, Chef, who joined the Company on the 16th May, 1930 and retired on the 4th December, 1961.

Mr. G. WASS, Storekeeper of *Chusan*, who joined the Company as Asst. Steward of *Baradine* in 1923 and retired on the 17th January, 1962.

Mr. L. R. GASTON, Third Steward, who joined the Company in August, 1945 and retired on 1st January, 1962.

Mr. W. FREEMAN, Second Chef, who joined the Company in May, 1924 and retired on the 5th December, 1961.

Miss E. KIMM, Nursery Stewardess, who joined the Company 33 years ago as a cabin stewardess.

Mr. C. R. BERGE, Pursers Department, who joined the Company in December, 1914 and retired on the 20th January, 1962.

Mr. H. BAILEY, Shipwright at K.G. V Dock, who joined the Company on the 8th December, 1944 and who retired on the 31st January, 1962.

Mr. R. J. PRESTON, Marine Department at Tilbury, who joined the Company on the 4th June, 1923 and retired on the 31st January, 1962.

Mr. S. T. CHRISTMAS, Freight Department at Tilbury, who joined the Company on the 1st January, 1937 and who retired on the 31st January, 1962.

Mr. R. R. W. WEBB, Marine Department at K.G. V Dock, who joined the Company on the 7th May, 1923 and retired on the 31st January, 1962.

Mr. Alec TAYLOR, a popular member of Anderson Green & Co.'s Staff, who stayed on in a temporary capacity in the Accounts Department after integration, finally retired on 27th January, 1962. At a small ceremony in the Accounts Department, he was presented with a brief case and suitcase purchased with subscriptions from past and present colleagues. We wish him well in his retirement.

E. N. BLAKE, 1st Baker of Orient Line, who retired on the 1st November, 1961.



## HONOURS

Our congratulations to Mr. L. S. WARREN, Purser of *Canberra*, on the M.B.E. awarded to him in the New Year's Honours List. This decoration will give pleasure to all, ashore and afloat.



## RESIGNATIONS

Mr. JOHN WEST, designer of *Canberra*, has decided to leave P & O - Orient Lines in order to set up his own company, with offices in the City, to engage in ship and interior design. There are, of course, no passenger ships building for us at present nor any in prospect. Mr. West has therefore resigned as Naval Architect and Assistant Manager.

He joined us in September, 1952 as Assistant Naval Architect, being promoted Assistant to the Management and technical adviser in January, 1956. He was responsible for the overall design of *Canberra* and has also played a part in supervising the construction of cargo liners and tankers.



## PERSONAL ITEMS

COLIN SIDEBOTTOM—We hear that he has been honoured with the invitation of the Sussex Professional Golfers Union to accept the office of Captain of the vice-presidents for 1962, the golden jubilee of the Union. He can be found these days with his wife at the Highwood Country Club at Bexhill which they have run jointly since his retirement.

S. HAMPTON, of the West End Office has, we hear, won the singles championship of the Darnley Bowling Club at Gravesend. This feat is all the more noteworthy since he took up bowls as recently as 1960.

H. M. FLINT has retired as Commanding Officer of the Epsom and Ewell Sea Cadets. At their Annual Meeting in November last 'Harry' Flint (Lt. Cmdr. R.N.R.) was presented with a pair of gold cuff-links as a token of his excellent work during his term of office and of the flourishing state in which the unit now finds itself.

Miss A. E. STIMSON of the Conference Department who is a keen member of the Hove Sea Ranger Crew and rated as Boatswain, was recently one of the sixteen finalists out of fifty girls from the whole of Britain

competing to represent this country in visits by senior branch members of the Girl Guides Association to Mexico and the U.S.A. Although unsuccessful in obtaining one of six places for the main tour, Miss Stimson was nevertheless chosen as one of the two U.K. representatives at a National Camp in Denmark in July.

#### OBITUARY

We regret to record the deaths of:—

Captain G. L. FARNFIELD, DSO, DSC, RN, who died last November will be remembered by many as a P & O Cadet and junior officer. Transferring to the Royal Navy he had a distinguished career there as his decorations show. He was a 'Worcester' Cadet from 1923-25 and had always taken a great and active interest in the affairs of that training ship.

P. R. COURSENS, Chief Engineer, who died on 21st December, 1961. He joined the Company in July, 1906 and retired on 5th November, 1945. His last ship was *Strathaird*.

O. F. MAY, Barman, who died 23rd November, 1961.

A. C. WILDER, Barman, who died on 25th October, 1961.

C. M. FIRTH, formerly Export Freight Dept., 1885-1927 who died on the 8th November, 1961. He was born in 1869.

H. J. A. HIGGINS, Shore Master-at-Arms, who died suddenly at his home in Gravesend on Wednesday, 20th December. Mr. Higgins will be remembered as a 2nd Baker in both P & O and Orient ships.

Tom KING, Foreman Joiner of Orient Line, who died at his home in Gravesend on Saturday, 30th December, 1961.

F. J. HARWOOD, Messenger, who died in service. He joined the Company in May, 1950 and died on the 3rd October, 1961.

A. A. TULLETT, Freight Department, who died on 21st December, 1961. He joined the Company in August, 1920 and retired on the 1st August, 1957.

J. SHIELS, Quartermaster of the Orient Line, who died on 4th December, 1961. He joined the Company in 1944 and retired in 1957.

C. BARBERO, Chef 1897-1939 who died 31st January, 1962. He had made 2 voyages as Second Cook and 127 voyages as Chef. Last ship *Mooltan*. He had made no less than 45 voyages in *Mantua*.

C. E. CAST, Anderson Green & Co., who died on 15th January, 1962. He joined that Company in 1908 and retired in 1958.

Better known as Charles, he joined F. Green & Co., Managers with Anderson Anderson & Co. of the Orient Line, before the First World War as a messenger in November, 1908. He joined the Army in May, 1916 and was invalided home in 1917 with gas-poisoning. He rejoined the firm after the First War and became under housekeeper.

He was attached to the Stores Department at the beginning of the Second World War and remained with them till his retirement in July, 1958.

# The P & O Endowment and Life Assurance Scheme

## SEA STAFF SECTION

IN 1957 the Company decided that it wished to provide for its officers' retirement benefits over and above those provided in the M.N.O.P. Fund, which in those days had no death benefit for officers who died while in service. Consequently the E. & L.A. Scheme was introduced. It included death cover, starting with a minimum of £2,000 and increasing with years of service and salary.

The M.N.O.P. Fund has now introduced a death benefit payment at a flat rate of £2,000 and officers are therefore, in effect, covered twice for this amount.

It is accordingly intended to reduce the death benefit payable under the Company's E. & L.A. Scheme by £2,000. This does not mean any reduction in cover for officers compared with what they had prior to the recent decision by the M.N.O.P. Fund. It simply means that the £2,000 payable from M.N.O.P. at death in service will replace £2,000 of the amount payable under the E. & L.A. Scheme.

For administrative reasons this reduction in benefits under the E. & L.A. Scheme will have to take place in two stages.

As a first step the minimum death benefit of £2,000 will be cancelled, and as from the 15th March next, the death benefit will be limited to the sum assured, as shown on the member's Certificate of Membership and Increment Certificate.



## GOOD AND FAITHFUL SERVANT

BY PETER W. LOVE

We have in the last few issues paid tribute to STRATHAIRD and further references to the famous old ship might seem superfluous, but this article from her former Chief Officer has so much affectionate remembrance that we are sure many of our readers will re-echo the sentiments expressed.

**S**HIPS are dramatic. Twenty-two thousand tons glide through the water as gracefully as a swan—proud and majestic. Twenty-two thousand tons plunge and lurch into the full force of a gale and send the sea sweeping up on either side.

Twenty-two thousand tons ease away from a densely packed, be-streamered Terminal and, at every point, a little private drama is enacted; mothers weeping for their departing children; wives parting from their husbands; young families setting out for a new life. Add to this the fact of the ship itself sailing away never to return and one can indeed sense the intense drama and sentiment of the occasion.

So it was with *Strathaird's* Last Voyage . . .

Over the many years, thirty all told, she had settled herself into the hearts, into the very lives, of so many Australians, Old and New, that her going left a gap. She was a link with the past; with the gay pre-war world of Vice-Regal Suites, of carefree money-splashing cruises from Sydney to Suva, of Edwardian elegance in the Lounge and Gentlemen Only in the Smoking Rooms. She was a link too with the sombre, grey-clad years of war; the years of two thousand men going to battle, of bombardment and near misses, and, after all was over, of two thousand men,

Aussies and Pommies, returning to their homelands, Gracie Fields singing "Wish me Luck" and "Now is the Hour" and the band playing "Colonel Bogey".

One almost felt an upstart in serving in her this last voyage. But however new we were to her, *Strathaird* helped us out like the dear old lady she was. Her flags went up and down with only the most minor hitches; the generators throbbed out the power to floodlight funnel, masts and the whole ship with not a bulb popping or dimming; and her Officers and crew, under Captain "Henry" Clay, rose to unmatched efforts to see her home in style.

All the voyage out preparations were being carried forward for the Final Voyage. The Electricians and Carpenters co-operated on two huge shields with 1931-1961 in lights and the House Flag emblazoned, these for the ship's side. The Bosun and his men stretched the "Dressing Lines" the length of the deck and bent-on the one hundred odd flags with more than extra care. The Purser, with his Deputy and Chef, concocted with immense forethought and care the wonderful menus, wine lists and hosts of savouries to be eaten and drunk at the many parties and lunches that would be given to speed us on the way. And, high up on the bridge, two young Quartermasters, aided, it must be whispered, by a Stewardess

with her sewing machine, patiently sewed together the full one hundred and seventy seven feet of the Paying Off Pennant.

In Sydney events slowly moved to fever pitch. The ship was fully booked with passengers and cargo and all the lunches, cocktail parties and so forth had to be held with as little disruption as possible to the normal services.

On May 8th a luncheon party was held; the invitation cards, cleverly designed, were two-paged with lithographs of *Strathaird 1932* and *Strathaird 1961*. Not only were the "Nobs" present—the Chairman, Mr. Pixley, and Directors such as Foggan, Karrasch and Rose—but also many humbler members of P & O staff and of the public who had each, in their own way, contributed to the success of *Strathaird's* life. Father Dundan of the Catholic Seafarers Club, whose work for the Goanese has earned appreciation; Des Mahon of 2SM Radio Station, and many other Radio and Press representatives. Some *Oriana* and *Iberia* officers came, as also some retired P & O captains such as Commodore Forrest. Speeches were short and somewhat sentimental and the whole affair was a huge success.

This was the first of many lunches and cocktail parties given to speed us on our way and each port vied with the other in the informality of the proceedings. At Melbourne "Dave" Richmond, a faithful caller from Fleet Forge, came, as also Commodore Hooper Mallet (P & O ret'd.) and Capt. Murison of the B.I. vessel *Bankura*. Adelaide gave us a glittering and notable studded party, though even more highly informal; Sir Phillip MacBride, Federal Cabinet Minister and Chairman of Elder Smiths, and his charming Lady; the Lord Mayor of Adelaide with the Lady Mayoress; Sir Tom Barr Smith, still going strong; and the Giles, Hoopers, Days and Uncle Tom Cogley, all came to say Goodbye to a well-loved ship.

At each party we became more worried as articles were "Souvenired"—deck signs and brass-backed thermometers, plaques and pieces of teak . . . To quote one of the many "poems" written about this Final Voyage:

"Chief Officers worries ben doubled und trebled  
Mit souvenir hunters ben pinchin der fittings  
Und stringers of flagers ben wearing und tearin  
Und gettin der tailers snutch up in der riggin."

(The above was written by a Germanic student, David Bates, First Officer.)

We seemed to bring out the poet in people, a certain Captain Jack Hamilton of Sydney was entertained to lunch on board and dashed off a few stanzas. I quote:

"For the world's aware since ships first sailed  
Wherever their liners go  
Scandals and troubles have ever been quelled  
On ships of the P & O"

The Fremantle stay was the final act in the drama. As we entered port a new signal greeted us, never before had it been flown. From the staff of the Port Signal Station flew a Paying Off Pennant over a P & O House flag and the signal "Well done thou good and faithful servant"—a moving tribute. The party there was a real farewell, Tugmasters and Union men rubbed shoulders with their town Mayor and our Captain; a little old lady from Leafy Way, a Mrs. Priestly, came and she also burst into rhyme:

"With proudly flying pennant  
'Paying Off' at her masthead  
She's homeward bound for ever  
Leaving tears, perhaps, unshed."

Late that evening, as *Strathaird* sailed down Fremantle harbour, came one of the most moving moments. Every ship in harbour saluted and blew her whistle; it was a scene never to be repeated. English, Australian, Dutch, Norwegian, German, all bid us farewell. Boom . . . Boom . . . Boom . . . went B.I. *Bamora*, and three blasts roared from *Strathaird*. Whish . . . Whish . . . Whish . . . went a small Coaster and once more *Strathaird* blasted her reply; tugs and pilot boat, private launch and tramp steamer, all rent the air with their hoots and whistles and then, as we cleared the breakwater, all was still. *Strathaird* sounded her final, three, farewell blasts—she had left Australia, never to return—and the tears in the eyes of the women on the passenger decks were echoed in the silence of the men on the Bridge.

Captain, A. E. CLAY, O.B.E., R.D., R.N.R.;  
Chief Officer, P. W. LOVE; Purser, B. R. TONKS;  
Chief Engineer, I. STEWART; First Officer, D. V. BATES; Deputy Purser, M. SHOTTS; Second Engineer, R. CRONE; Carpenter, S. FURSE; Chef, R. LALLOZ;  
First Electrician, M. DIBSDALL; Bosun, D. MITCHELL.





*The presentation of the Royal Society of Arts Silver Telescope to Cadet Potter by the Chairman*

Congratulations to Cadet D. F. Potter who has been awarded the Royal Society of Arts Silver Telescope for his excellent work in the First Year Merchant Navy Training Board Examinations. Cadet Potter, whose papers were in the top five of over 1,000, gained 93.6%. His Second Year papers were even better—93.8% but were not good enough for the Second Year Prize—the Royal Society of Arts Bronze Medal. Potter is now Cadet Officer on s.s. *Patonga*.

#### CRICKET

The annual cricket tour against H.M.S. *Worcester*, The Nautical College Pangbourne, and Southampton University, School of Navigation, has been tentatively arranged for 28th, 29th and 30th June. Any keen cricketers who feel that they may be available, should inform the Cadet Training Officer of their particular prowess.

#### NEW CADETS

We welcome the new Cadets who joined the Company in January this year. J. G. Baker, Southampton University; J. C. Carroll, *Worcester*; D. M. R. Carse, Southampton University; E. R. J. Clayton, *Conway*; B. V. Chipperfield, *Worcester*; W. M. Douglas, *Worcester*; B. H. Duckworth, *Worcester*; S. B. Edwards, *Conway*; P. B. Evans, *Conway*; H. J. Eves, Southampton University; R. S. Hall, *Worcester*; M. W. Marshall, Southampton University; J. Parker, Southampton University; D. W. Syrett, Southampton University; P. M. Wooldridge, Southampton University.

#### 2ND MATES CERTIFICATE

We congratulate the following Cadets who have recently obtained their Second Mate's Certificates

## CADET NEWS

and returned to the Company as Fourth Officer: A. J. Parker, M. F. H. Blythe, J. N. Heather, C. R. P. Campbell, J. S. Coggins, A. P. Myers, H. A. Wesson, B. A. Cornelius, R. M. Eaton, T. G. Lane, C. Purchase, J. R. Masters, M. J. Thorley, M. S. Cavaghan, R. A. Roberts, J. D. Clark, P. J. Quinn-Young, C. J. E. Morton, N. F. Corrigan, F. A. C. P. Hartwell, A. R. Dear, G. W. Eddleston, J. C. E. Eastwood, M. J. Scanlan, G. W. McDermott, P. C. Cawthorne, P. N. Hunt, A. E. Plews, R. W. L. Pocock.

#### FAREWELL OUTWARD BOUND

On 28th December, thirteen Cadets left their warm Christmas firesides and made the journey to Ullswater and Eskdale in the Cumberland mountains. In the past, this has been the routine for all Cadets before joining their first ship. The month's course at the mountain schools was one of the conditions of acceptance into the Company, but has now been waived.

Although the course was extremely rigorous, I feel that most Cadets will hold only the fondest memories.

#### PROMOTION

We congratulate the following Cadets on their promotion to Cadet Officer: V. A. Broome, *Maloja*; A. R. Hill, *Patonga*; R. J. Scouse, *Stratheden*; J. D. Cranswick, *Strathmore*; and J. L. Marshall, *Bendigo*. There are now twelve ships in which promotion to Cadet Officer is possible.

#### PRESENTATION

We announced in our last issue the retirement of Captain G. Aspinall, Dock Superintendent at Tilbury for the P & O. Subsequently, on December 15th, at a small luncheon party on *Arcadia* there was presented to him by Captain Bridge his predecessor at Tilbury a cheque from his colleagues ashore and afloat as a farewell gift.



of Radio Officer and Mr. R. D. TRITTON and Mr. J. C. HOLMES to the rank of Acting Radio Officer.

*Retirement.*—We wish Mr. P. MOLONEY, Chief Radio Officer, ex *Stratheden*, many years of happy retirement.

*Invalid.*—We are pleased to know that Mr. F. H. GROVES, Radio Officer, ex *Patonga*, is making a good recovery after his recent operation.



#### PURSERS

I am very pleased to report that Mr. J. MILLER, Deputy Purser, has now completely recovered from his operation and sailed in that capacity in *Strathmore*.

Mr. D. A. PULLINGER, Purser, has now relieved Mr. C. T. R. Hare in *Chusan*.

Mr. P. A. MCGREGOR, Deputy Purser, *Iberia*, has now proceeded on long leave and has been replaced by Mr. G. P. HODGMAN.

Mr. D. MACRAE, ex Deputy Purser, *Cathay*, has now proceeded on leave.

Mr. G. PUCKLE, Purser, will now rejoin *Oriana*, relieving Mr. E. L. French, who will proceed on leave.

We congratulate Mr. L. S. WARREN, Purser, on receiving the M.B.E. in the New Year's Honours List.

Mr. J. H. BUY, Purser, has now joined *Canberra* as Tourist Purser, relieving Mr. J. G. Crawford, who has proceeded on leave before taking over the Steamers Shop Department from Mr. E. L. Pinches.

Mr. M. G. ONSLOW, Deputy Purser, *Oronsay*, has now been relieved by Mr. P. C. JENNISON, R.N.R.

Mr. A. L. SMITH, Chief Steward, has joined *Arcadia*.



#### CITY PASSAGE DEPARTMENT

Mr. R. CROOME RANDALL, head of this Department, has been elected Chairman of the City of London Travel Club for 1962.

#### ADVERTISING DEPARTMENT

Mr. H. F. JACKSON, Advertising Manager, has recently made a tour of our offices and agencies which has taken him right round the World.

Our services, world wide, have developed to such a degree that a greater amount of co-ordination in advertising has become necessary and firsthand knowledge of local conditions is essential.

Mr. Jackson left London on 17th October for Bombay by air; after a short stay he went on to Singapore in *Chusan*. Then came Hong Kong in the same ship whence, after four days, he left by air for Tokyo and another four days later flew to Sydney. Thence via Suva to San Francisco where a week was spent before flying to New York, where he arrived on 11th December. In two days there, discussions were held with David Ogilvy, the brilliant head of our North American Advertising Agency, whose work for us has already won awards. On 13th December, Mr. Jackson flew back to London.

Such a tour, tiring though it may be, does however help an Advertising Manager to appreciate an agency's problems and to approach them with a better understanding. At the same time these agencies are able to learn our views and plans and so co-ordinate them with their own requirements.



#### ACCOUNTS DEPARTMENT

The Repairs and Stores Section of the Department moved to Y.M.C.A. Buildings, Greengate Street, Plaistow, E.13, on 9th January, 1962, where they are now under the same roof as Green & Silley Weir's and Duncan Wallet's costing and accounting organisations. By this move a considerable saving in time and labour will be effected in the accounting and recording of repair and store costs, especially in the Duncan Wallet & Co. organisation.



On Saturday, January 6, *Stratheden* arrived in Sydney from a "Christmas and New Year" cruise at 8 a.m. And at 11.45 a.m. the ship's Purser, Charles Davis, was married at the Sydney Registry Office to Miss Georgina McLean. Miss McLean, a triple certificated nurse who comes from Scotland, met her husband on board *Stratheden* when she sailed to Australia in January, 1960.

#### LATE ITEMS . . .

##### APPOINTMENTS—Steamers' Shops

Mr. J. G. CRAWFORD, whose last appointment was Tourist Purser in *Canberra*, joins the Steamers' Shops Department today. He will take over from Mr. Pinches and will assume the appointment of Head of Steamers' Shops Department.

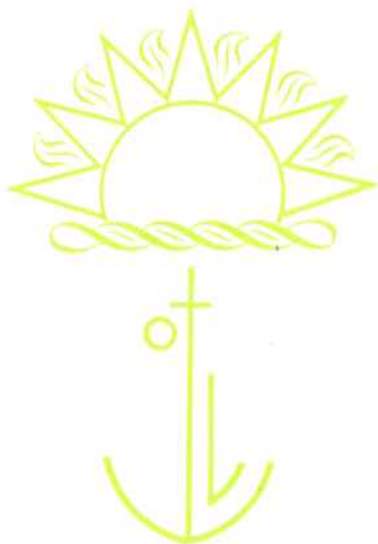
Mr. Pinches is returning to the Sea Staff.

##### OBITUARY

Mr. R. F. HAYWARD, M.C., Q.C., of whose death we learn from the "Times" at the age of 82 was once a junior officer with the P & O. He decided to read for the Bar and was called by the Inner Temple in 1908. He left the R.N.R. for the Army in which he served during the first World War. He took silk in 1936 and was a foundation member of the Honourable Company of Master Mariners.

##### OLD BOYS' DAY

We learn as we go to press that the annual Pensioners' Luncheon is to be held on *Arcadia* at Tilbury on Friday, 1st June, 1962.



# About Ourselves

## **STAFF JOURNAL**

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.