

Six new ports of call: fares even more inclusive in 1975 'discovery cruise' programme

Six new ports of call, two more UK departure ports and Christmas either in Rome or the Holy Land are among the attractions of Passenger Division's 1975 BI Discovery Cruise programme. Fares will be more inclusive, covering comprehensive insurance for medical expenses, personal accident, baggage, personal effects and cash.

The 45 holidays include 26 fly-cruises, with calls at 74 ports in 27 countries on the Atlantic seaboard of Europe, the Mediterranean, Aegean, Baltic and Black Seas, aboard *Nevasa* and *Uganda*.

For the first time, Port Said features as a cruise port, while the other new ports in the 1975 programme include Alesund, Kusadasi, Milos, Naxos and Thessaloniki.

All in all, there will be 26 cruises in the Mediterranean, including Asia Minor, either to the Atlantic Islands, Africa or the Iberian Peninsula, and eleven to Scandinavia and Russia. Cruises

vary in length from eight to fifteen days. For those wanting a longer holiday there are eighteen "month-in-the-Mediterranean" cruise opportunities to choose from by combining two consecutive cruises aboard the same ship.

In addition to the traditional departures from Southampton, the Clyde, Dundee, Tilbury, Leith, Liverpool and Sunderland, cruises will commence from Belfast and Falmouth - two new departure points. Fly-cruises will depart from Athens, Dubrovnik, Malta, Naples and Venice - with the air fare from Gatwick Airport included in the price of the cruise, which also allows free unlimited baggage.

Fares have had to be increased due to rising costs, particularly fuel, but Discovery Cruises still represent excellent value with shore excursions and lectures, ship-to-shore launches and all port taxes included in the fare as well as comprehensive insurance. Fuel surcharges levied during 1974 have been absorbed into the price of the 1975 cruises.

Characteristic of the BI Discovery Cruises are the unusual ports of call - often away from the more usual and crowded tourist routes, but always fascinating - and the length of time spent in port, which often extends to as much as 30 or 40 hours at a time and allows passengers to explore at their leisure. In addition, a number of feature cruises are promoted during the year, appealing to those with special interests. The feature cruises for 1975 will be announced later.

Sample fares range from £128 in a four berth cabin to £245 for a single cabin on *Nevasa's* ten-day cruise in May to France and the Iberian Peninsula, and from £203 to £309 for similar accommodation on *Nevasa's* 14-day cruise to Scandinavia and Russia in June.

Lloyd's award to Eagle men recalls Biscay storm drama



"Well done," says the chairman of Lloyd's, Mr Paul Dixey, to (left to right) Ken Bezzant, Tom Tarrant and Fred Lendon.

For "carrying out an operation at sea under circumstances of extreme personal risk", four crew members of Southern Ferries' *Eagle* were each presented with the Lloyd's Medal for Meritorious Services at a ceremony at Lloyd's on 8 August. The presentation was made by the Chairman of Lloyd's, Mr Paul Dixey, to Bo'sun Tom Tarrant, 39, who received the Silver Medal, and Leading Seaman Ray Bezzant, 37, Able Seaman Ken Bezzant, 41, and Able Seaman Fred Lendon, 40, who each received the Bronze Medal. Mr Ray Bezzant had his collected for him as he was away at sea.

Present at the ceremony were Mr A B Marshall managing director of P & O, Mr Dick Adams, group executive director and Mr John Turner, chairman of P & O Short Sea Shipping.

The awards followed steps taken by the four men to secure a crane which had broken loose on *Eagle's* vehicle deck during an extremely severe storm on 10/11 February whilst in the Bay of Biscay en route from Southampton to Lisbon with more than 500 passengers and 130 vehicles.

As the result of an exceptionally violent roll a laden articulated trailer, which had earlier moved on its trestle, slid off completely, breaking several chains securing a tracked crane. It was impossible to replace the crane's chains and eventually it broke free. Whilst the Master had given instructions that men were not to attempt to work on the vehicle deck because of the danger, the four seamen who were watching the deck saw an opportunity during a lull and managed to secure the crane with

three-inch steel wire ropes. Despite their skill in handling the wires, the job took several minutes and during this time, all four men were at risk from any movement of the crane itself and other vehicles on the deck which had broken loose. Their skill and courage were a major contributory factor in avoiding further damage both to the ship and other vehicles stowed on board.

"Mr Tarrant is particularly commended" said Lloyd's "for his leadership of the party and all four seamen for their courage in carrying out the operation under circumstances of extreme personal risk."

Instituted in 1893, Lloyd's Medal for Meritorious Services is bestowed by the Committee of Lloyd's upon any persons who, by extraordinary exertions, have attempted or contributed to, the preservation of property from perils of all kinds. The circular medal with blue and silver ribbon bears the coat of arms of the Corporation of Lloyd's.

Dutch Caravan Club arrives on Norland

A party of 225 members of the Dutch Caravan Club accompanied by 53 cars and caravans arrived by North Sea Ferries new vessel *Norland* for a three-week holiday in the U.K.

The party explored Yorkshire, Lancashire and Scotland in addition to attending caravan rallies near Blackpool and at Annan.

Our photograph gives some idea of the size of the new ship, capable of carrying 1243 passengers and up to 500 cars.



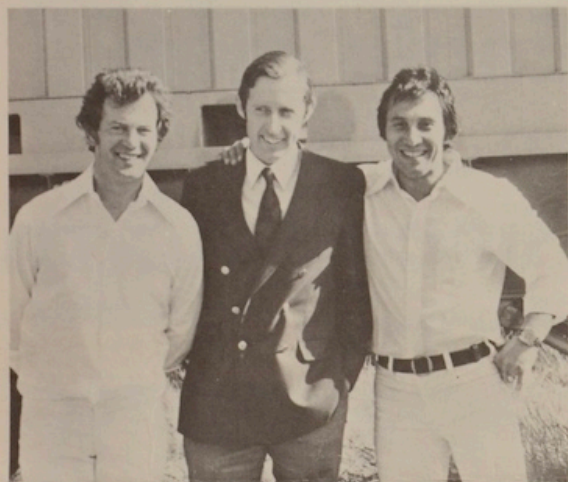
On the deck of *Island Princess* - Passenger Division's latest addition to its cruising fleet - are Stanley B McDonald, left, president of Los Angeles based *Princess Cruises* and Mr H F Spanton, head of P & O Passenger Division. The occasion was the finalising of the agreement for P & O's purchase of *Princess Cruises*.



NI Trailers play cricket against entertainers for charity

The Black and White Minstrels, appearing at Morecambe for the summer season, threw out a challenge to local teams for a cricket match to raise funds for the Multiple Sclerosis Society. Northern Ireland Trailers social club, following true Lancastrian tradition, could not resist the opportunity to demonstrate their cricketing prowess and at the same time help a really worthwhile cause.

Comedian cousins Hope and Keen joined forces with the Mitchell Minstrels and aided by the Television Toppers presented a formidable opposition. Undaunted, Northern Ireland Trailers put up an admirable 248 runs despite regular sorties across the pitch by enthusiastic autograph hunters. After an hour's break for tea the Minstrels batted, could not match the score and lost by 58 runs.



Mr J B Griffiths, general manager of Northern Ireland Trailers with comedians Mike Hope and Albie Keen during a break in play at New Longton Cricket Club near Preston on Sunday, 14 July.

Jack Reynolds In the complicated world of accountancy

A Management Accountant ensures that the very best financial information is available to management for making decisions. Said like that, it sounds delightfully simple, but, in fact, Management Accountants like Jack Reynolds of PD live in an extremely complicated world. To present a financial answer to every operational problem calls for a clear analytical mind, tremendous patience and an encyclopaedic knowledge of how the cruising business operates — of where the money is spent and how it is earned.

In PD, Jack Reynolds has to wrestle with such problems of where and when cruising is most profitable; what programme will give the best results for the fleet; why did PD do much better (or worse) than was expected, is a particular project viable?

In order to give his bosses accurate financial answers to these questions, Jack must first pick other people's brains to obtain details, for instance, of a forecast of earnings from the marketing and sales experts, and the likely on board earnings, before setting on the other side of the sheet the likely costs. He must add to this his own knowledge of the extremely intricate pattern of variable costs in different parts of the world so that a true picture of net earnings can be drawn up.

He must have a forecast of fuel oil consumption and costs from the Scheduling Department, and an assessment of the charges in the ports of call. In addition, he must extract from the Technical Department's estimates of manning, the costs of marine stores and repairs and maintenance expenditure. And then, promotion and administration must be taken into account.



In many of these exercises, Jack Reynolds and his team have to allow for frequent fluctuations in exchange rates, for much of PD's earnings comes from overseas.

Meanwhile, the Management Accountant, is, as always, building up his programme towards its climax, when the results for the Division — which he has already forecast against an agreed budget — are finally drawn together for publication in Group Annual Report and Accounts. A most important function within this operation is co-ordination of the whole Division's budget and its periodic up-dating.

Jack Reynolds lives in a world surrounded by figures, but he is well equipped to cope with them. He joined Orient Line in 1946, and has a wealth of knowledge gained from years of intimate concern with accounting in the company. He is married with two children and lives at Chingford.

P&O 1975 cruises

Three cruises to the West Indies, eight to the Atlantic Isles and fourteen to the Mediterranean are among the thirty open class cruises being operated out of Southampton next year by P & O.

In addition, there is one cruise to the North Cape, a Christmas cruise to South America, and three 'short sampler' cruises of four, six and seven days duration.

Three ships — the 45,000-ton Canberra, 42,000-ton Oriana and 30,000-ton Arcadia — will carry out the 1975 programme, and altogether over 50,000 berths will be available.

The fuel crisis earlier this year has left its mark on 1975 fares, though, and these are up by an average of 36% and but for careful planning of itineraries and the programming of ships at slower speeds for many of the cruises might have been even higher. However, the increase does include the 15% fuel surcharge imposed by the company at the height of the oil crisis, and despite the rise there are three cruises to choose from with fares under £100.

For the first time all fares include a fully comprehensive cruise insurance. This covers cancellation within 28 days of sailing, medical expenses, personal accident, luggage, personal effects and cash.

Opened by Arcadia

Arcadia will open the season on 12 April with a fourteen night cruise to Lanzarote, Tenerife, Madeira, Malaga, Tangier and Vigo, fares for the voyage starting at £153 and rising to a maximum of £594.

Canberra's first cruise, lasting sixteen nights and commencing on 24 April, takes in Athens, Izmir, Naples, Barcelona and Palma. Fares range from £207 to £738.

Oriana's opening UK cruise with fares from £281 to £1,174 starts on 25 May and has a duration of twenty-one nights. She will visit Vigo, Barbados, La Guaira, Bonaire, Antigua and Madeira.

The North Cape cruise — in Oriana — takes place in June, fares ranging from £169 to £706. First port of call is Narvik, then North Cape, Trondheim, Hellesylt, Merok, Bergen and Copenhagen.

The four night 'sample cruise' is in Arcadia in May. The minimum fare is £44 and there's one call — Amsterdam, whilst the six night 'sampler' with fares starting at £79 takes in Lisbon and Vigo and the seven night 'sampler' — minimum fare £92 — visits Madeira and Vigo.

December 31 1975 is the date of Canberra's departure on the Christmas cruise to South America. Fares range from £320 to £1,140 and ports of call are Madeira, Rio de Janeiro, Salvador, Dakar and Tenerife.

What a pear!

A pear-a-day may keep the sister away — but with a nursing sister as attractive as Cathay's Margaret Stephens, is this advice worth observing?

Shown in Hong Kong checking the first shipment of fresh pears from Australia this season — unloaded from Cathay — are (left to right) Captain NJ Mackie, Master of Cathay; Mr PB Clare, Australian Senior Trade

Commissioner; Sister Margaret Stephens, ship's nursing sister; and — giving her taste of approval — Margaret Willis, WAP.

The 20,000 cases of fresh pears unloaded that morning were on the market the next day.



Canberra's swinging singers



Christmas day on the Equator

Canberra's 22-day Christmas cruise has been revised so that passengers will have more time in the sun away from the rigours of the European winter.

Canberra will now omit Palma from the return leg of the cruise and delay her call at Dakar until after Christmas, providing passengers with the rare highlight of Christmas Day on the Equator — plus the traditional merrymaking of the traditional "Crossing the Line" ceremony.

Leaving Southampton on Saturday 14 December, Canberra will call at Lisbon, Madeira and Las Palmas, before reaching the Equator on Christmas Day. The 45,000-ton flagship then heads for Dakar and Tenerife, and returns to Southampton via Gibraltar.

In addition to the Christmas festivities, passengers will be able to greet the New Year while only a few hours out from Tenerife.

International golf instructor, Ken Adwick, showing a thing or three to the Karlin sisters singing group during a two-week golf cruise on Canberra. Ken was the resident professional on the cruise and each day conducted free lessons on board the ship. He will also be the resident professional on a second golf cruise on Canberra from 29 September until 12 October. The Karlins were among the entertainers on the first cruise.



A party of 25 young men from Lloyds alongside Eagle whilst being shown round Southampton Docks recently. With the party was Philip Hedley Prole of Southern Ferries and Les Smith of BDTB.

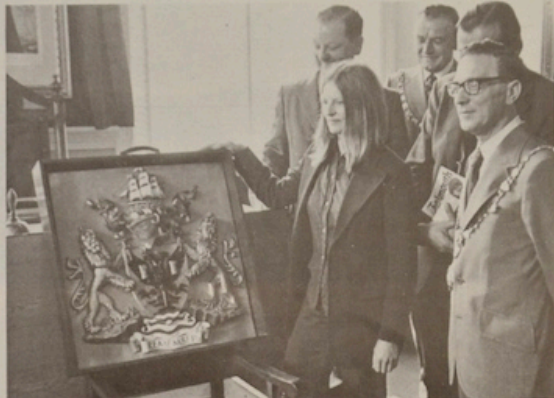
Mayor Davey presents Falmouth arms to tanker

Two employees of the Falmouth yard of Silley, Cox changed their working clothes for civic regalia at a recent ceremony when a replica of the coat of arms of the now-extinct Borough of Falmouth was presented to the British Tanker Company.

The presentation was made to Mr E F Chambers of BTC by Councillor Gordon Davey, Mayor of Falmouth, far right, who works in the joiners' shop at the yard, supported by the deputy Mayor, Councillor Stanley Robinson - another Silley Cox man.

The idea of the presentation came from Councillor Davey who, with his wife, was present at the launching of British Fal in Gothenburg some months ago as guests of BP Tankers. This visit gave him the idea of forging a link between the Port of Falmouth and the ship, and as a result a lecturer at Falmouth School of Art was commissioned to execute a copy of the borough's coat of arms.

Appropriately, the plaque was given its finishing touches at Falmouth Docks, and it is to be displayed on British Fal.



Attending the ceremony was Mr Richard Tooth, chairman of the Falmouth Group of Companies, Captain H G Southwood, managing director of the Falmouth Ship Repair Yard, and two trade union members of the yard committee, Councillor A Wilkinson and Mr V W

Wilson. Whilst presenting Mr Chambers and his colleague, Captain F Broad, with personal gifts of ashtrays depicting Falmouth, the Mayores expressed the wish that BP would not hesitate to use Falmouth when British Fal was in need of repair.

Well-known columnist is old friend of P&O

Distinguished Sydney columnist Jim Macdougall of the Daily Mirror was guest of P & O Australia's Directors in the Board Room recently. What he did not know when he accepted the invitation was that the Directors had prepared a surprise for him.

Australia's Managing Director, Mr R T M Rose, presented to him a framed painting of the former Orient Line passenger ship Orvioto, the liner in which Mr Macdougall sailed from Australia to Britain 50 years ago. An inscription noted that the painting was a gift "from all his friends at P & O".



From left at Jim Macdougall's presentation in the Sydney board room are G R Steel, director of public relations; H B Staniland, deputy managing director; R T M Rose, managing director; A G Rose, director; Jim Macdougall; M B Longstaff, assistant product manager; K Mitchell, director of passenger services and J Aitken, director.

Joe retires after 46 years ...and comes back

In March, 1928 Joseph Webb walked up the gangway of Orsova of Orient Line as an assistant steward. On the 31 August 1974 after 46 years' service he retired on pension at the age of 65. But is he going to take his well earned rest? No, on 2 September he came back to the assistant secretary's office to carry on working.

Joe Webb sailed in a number of ships after Orsova, including Ormonde, Orcaades on her maiden voyage until she was sunk off Cape Town, the new Orcaades on her maiden voyage, Orsova on her maiden voyage, Empire Orwell, Orontes and Oriana on her maiden



voyage. By this time he was head barman.

Joining the shore staff in January, 1964 at the Tilbury office Joe worked at Tilbury, London and Southampton Docks. He then joined the London Office and now works for the Assistant Secretary being responsible for the administration of Housing Loans for Sea Staff.

After retiring at the due age he had come back to continue working with the same cheerful spirit which he has shown throughout his working career with P & O. It looks like a record that others will find hard to break.

Queen's guests

July 25 was something of a red-letter day for Mrs Nancie Aird who lives at Mount Bures, Essex, for it was the day she went to see the Queen at Buckingham Palace.

It was also quite a day for her husband too. He is Chief Engineer Sandy Aird, on leave from Baluchistan,

for it was to Sandy the invitation came to attend one of Her Majesty's garden parties at the Palace. But before he and Nancie set off they just had to have their photograph taken together. After all - it's not every day that a girl gets a new hat for that kind of reason!



Engineering Cadet College awards

Engineering cadets at Highbury Technical College and Hull College of Technology have gained a number of awards and will be presented with them on return from Phase II of their training (at sea).

Highbury
Best METC 2nd year cadet - Cadet S Maxwell (Passenger Division); Most Improved cadet in OND - Cadet D Griffiths (PD); METC 2nd year prize for instrumentation and MEP - Cadet S W Kingdon (Container Fleets); ONC 2nd year prize for engineering drawing - Cadet P Nichol (BSD); Prize for continuous sustained effort - Cadet N Harper (BSD).

Hull
Marine Society Prizes for work in general studies - Cadet A Timmington (GCD) and Cadet A R Brooke (GCD).

Ticket from another age

A passage ticket from the old Orient line steamer Austral turned up in Sydney office last month and proved that the "good old days" - when butter was 1d a pound - were not that good after all.

The ticket belonged to Mr John Cameron, a carpenter who was travelling from the Port of London (Gravesend) to Sydney to work on the carved wood-work on St Mary's Cathedral, which was then being built.

The fare was reasonable enough - £16.16.0 - even for 1885 - but the victualling list would have any cruise passenger today running for their cruise report.

The scale of weekly provisions for each adult steerage passenger was printed clearly on the ticket - presumably so they could stock up on the odd case of beer to be

sustain them before they left.

Flour 3lb, bread 4lb, salt beef/pork 1 1/2lb, soup and bouilli 1/2lb, suet 6oz, peas 1/2 pint, rice 1/2lb, raisins or currants 1/2lb, potatoes 1/2lb, fresh 2lb, tea 2oz, coffee 1/2lb, sugar 1lb, butter 1/2 oz., treacle 1/2lb, lime juice (in tropsics) 6 oz. vinegar 1 gill, pickle 1/4 pint, mustard 1/2oz, salt 2 oz, pepper 1/2oz, cheese 1/2oz, oatmeal 1/4lb, water 21qts.

"Third Class Passengers must provide their own bedding and mess utensils such as knives, forks, plates, drinking mugs, etc" was printed below the victualling list.

No. 102

ORIENT LINE

ROYAL MAIL STEAM-SHIPS TO AUSTRALIA.

F. GREEN & Co., MANAGERS, 12, FENCHURCH AVENUE, E.C. 5.
ANDERSON, ANDERSON & Co., MANAGERS, 5, FENCHURCH AVENUE, E.C. 5.

PASSENGER CONTRACT TICKET.

THE ORIENT LINE Steam-ship "AUSTRAL" of 5588 Tons Register, to take in Passengers at the Port of LONDON (GRAVESEND) for ADEN (SUALEH), MELBOURNE and SYDNEY, on the Sixth day of January, 1885.

NAME	Age	Sex	Address
John Cameron	28	M	207

Subscribed to the Passage...
Bath 209

Received the Balance...
Signature: [Handwritten Signature]

W. B. This Ocean Ticket is exempt from the Stamp Duty.

Dateline

Dateline Vancouver

There was a happy start to Spirit of London's second Alaskan season. Without a doubt, one of the main hits of the entertainment programme is London Pub Night. The show is balanced between audience novelties, the ship's talented crew, entertainment staff and, of course, lots of the old favourite songs. Having spent some time in America, Chapman has toured various theatres etc to get the feel of how this type of show should be presented to American and Canadian passengers.

To sell Pub Night to the Americans sounds a bit difficult but believe me once we get them

'warmed up' they love it.

With me for the summer are hostesses Gudrun Hansen and Suzanne Jones, who have both previously served on Oriana: entertainment assistant David Collins, an ex-senior assistant purser, and assistant cruise director Eddie Scott who worked with me last year on Arcadia.

In the photograph - Spirit of London's entertainment team in pub night outfits. Left to right: Eddie Scott, Gudrun Hansen, myself, Suzanne Jones and David Collins.

Chris Chapman
Cruise Director, Arcadia

Dateline Gotland

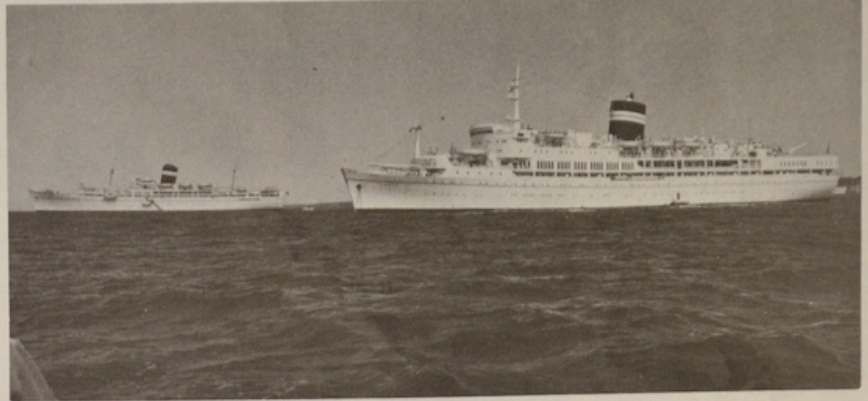
Visby on the Swedish holiday island of Gotland, was a hive of activity on 1 August when both BI's Nevasa and Uganda called at that port. Our picture shows the two ships at anchor off the port. Students and passengers were ferried ashore in ships' launches

(five from Nevasa and four from Uganda) and in order that the operation should proceed smoothly it was arranged that Nevasa should arrive at and leave Visby two hours ahead of Uganda.

In all some 2600 cabin passengers and students enjoyed a ten-hour stop at Visby. Launches

from both ships assisted each other with disembarkation and re-embarkation during rush periods. Nevasa sailed that evening for Copenhagen and Uganda later the same day for Leningrad.

S W Townsend
Staff Chief Officer, Uganda



Dateline Karachi

The following exchange of telexes that took place recently between this Agency and GCD Operations in London:-

From Karachi:
"IN CASE YOU ARE WONDERING ABOUT CERTAIN UNITS OF GCD FLEET WOULD ASK YOU REMEMBER CURRENTLY 10% (TEN PER CENT) IN KARACHI AND ASSURE YOU THEY NOT LYING IDLE"

From GCD London:
"YOUR 123 NOTED IN VIEW VOLUME ARE YOU PREPARED ACCEPT COMMISSION REDUCTION"

From Karachi:
"WHILE APPRECIATING YOUR ENDEAVOURS ECONOMISE MUST EMPHASISE OUR COMMISSION TERMS BASED QUALITY OF SERVICE GIVEN NOT QUANTITY TONNAGE HANDLED"

since when GCD have been silent!
As a matter of record, between 27 May and 2 June group vessels at Karachi were Treidden, Strathbrora, Strathconon, Nigaristan, Dwarka, Carpentaria, Manora, Karanja.



The opportunity was taken to have a chicken curry get-together with Senior Officers of the vessels

and Agency Staff. Participating in the Chicken Curry luncheon were; left to right - Saeed A Khan, M A Khan, Capt Monk, Capt Wollgar, A J Patel, Capt Harvey, B Jasraj, A Faruque, J A Sturrock, J McMillan, N Dodds, J F Potter, S M H Khan, sitting Maj Shamim, Saghir A Khan. M A Khan
Mackinnon, Mackenzie & Co Pakistan



Dateline Persian Gulf

Just to make sure that he didn't forget the occasion, we had made and presented a brass 'key of the door' - suitably mounted - to Engineer Cadet Adrian Moon for his 21st birthday when Arshiel was somewhere in the Persian Gulf.

The usual celebratory arrangements duly made, the festivities took place in the officers' bar.

In the picture are, left to right - Ivan George, Graham Dunne, Iqbal Kazi, Bob, Captain Robinson, Mrs Lesley Adcock, Adrian, Martyn Low, James Adcock, Herbert McMillan, Tim Blackman, Mrs Margaret Farquhar and Terry Carnou.

John Farquhar
3/E/O Ardsheil



Dateline Dar-es-Salaam

Everyone knows a woman can't resist a bargain - but Mary Heaton-Armstrong of Melbourne office takes her shopping sprees even farther - to the jungles of Africa.

During one of her many treks about the world, Mary collected 50 ebony carvings from the Makonda tribe in Tanzania when she was travelling from England to Australia last year.

The Makonde tribe is one of the Bantu races from Dar-Es-Salaam who through carvings tell their story of life and death.

"Not very much is known about this sort of sculpture," Mary said "So I deliberately went on a

shopping excursion."

Mary has already held one very successful exhibition of her sculptures at the Parkville Workshop in a suburb of Melbourne.

Mary said her African trip was an exciting experience.

"At some villages I visited some of the tribes had never seen a white person before" she said "They would just sit there, looking, sometimes feeling my hair and clothes."

This photograph was taken at her successful exhibition held in Melbourne recently, and shows Mary with a few of her unusual statues of African sculpture.



Dateline Sydney

When the 408-ton barquentine Eolus sailed into Sydney Harbour for the first time on her round the world cruise, P & O acted as agents for the owners, Foundershire Limited, Britain, during her Sydney stay. Eolus had a crew of sixteen and took forty guest-crew in comfortable accommodation. If you feel like joining her - it takes 5½ months to sail from Sydney to Portsmouth - and the fare - \$2475 (not including drinks and cigarettes on board - of course!)

Dateline Bondi Beach

Greatly appreciated was the visit by Walter Kerr, Head of TSD, during a business trip to Australia, on Fred Loveridge, now long retired and living in Aussie. Fred will be well remembered by many sea staff as he was for many years the shore gunner at Hong Kong.

After some 18 years at HK, Fred is a regular on Bondi now - accompanied by his golden Labrador Duke. In fact, it was only at Easter that he was dodging the raging seas on the beach where the waves were racing hot - around 74°F. He summed it up by calling it 'hot springs' as he jumped up and down to dodge the 'dumpers'.

Dateline Newcastle

Just outside Newcastle NSW on the shores of Lake Macquarie, an attractive suburban residential area, Bob Nelson and his wife Audrey run a Dr Barnardo's Home, ably assisted by their sixteen-year-old daughter Tanya and Uncle Warren. Two ladies who live in the home assist with the many and varied tasks necessary to care for a large family.

As a result of contact made by Bob, who is a fulltime Berthing Master, during Morvada's last call at Newcastle, it was decided by the officers and cadets that the children should be invited on board. Accordingly, on a Sunday afternoon in June, three cars arrived alongside and discharged Bob, Audrey, Warren, Tanya and her boyfriend Glyn surrounded by: Stacey (4), Luke (7), John (9), Peter (10), William (11), Colleen (15) and Stephen who, by coincidence, was celebrating his fifteenth birthday that very day.

With everybody installed comfortably in the officers' smokeroom, the party got under way and at that time it was debatable who were the more

apprehensive — ship's staff or children. A few beers and orange squashes later, the ship having been turned into a childrens playground, time was the only limiting factor.

One of the highlights of the afternoon was provided by Cadet "Huck" Skentelbery who courageously donned oilskins and sea boots and allowed the children to play a fire hose on him on the after deck. The catering staff excelled themselves and provided large quantities of jellies, etc and the afternoon was successfully concluded by a "Laurel and Hardy" film kindly loaned by the local television station. At about 1730 a tired and happy group of children left an equally tired and happy bunch of officers and cadets.

A few days later several officers and cadets visited the Home where the hospitality extended to them could only be described as lavish.

When Morvada calls at Newcastle in the future, we feel certain that the friendship which has developed with the Dr Barnardo's Home there will be maintained and furthered. *C Hatcher CIO, Morvada*



Dateline Hong Kong

Marking a very successful campaign, a get-together party at Hong Kong's Excelsior Hotel was hosted by Mackinnon's Tours and British Airways for the 96 members of the largest tour group to leave Hong Kong for Europe this year. A total

of 240 participants have confirmed seats on the programme to date. Pictured, left to right, are Miss I Wong (tour escort), Mr R Willis (sales manager, Mackinnon Tours), and Miss N Chan, Mackinnon's Tour escort.



Glenys Jones, passenger dept., Sydney was married on 31 May at St George's Church, Hurstville, to Officer Roy Treble of the R S A Tidespring. From left picture shows David Fassey, Tidespring, Bev Burling (Sydney office) Glenys and Roy, Dawn Jacques (Sydney office) and John Williams, Tidespring.



Dateline Auckland

The lovely lines of the 90-foot staysail schooner Spirit of Adventure contrasting with the bulk of GCD's Zira, 6634 dwt in Auckland harbour. The schooner is owned and operated by an Auckland-based trust to offer to young New Zealanders the opportunity of responding to the call of adventure. It was presented to the trust by Mr Lou Fisher, and can accommodate 28 boys or girls and five officers. Each year it will provide 500-600 youngsters with the challenge, excitement and joy experienced in a life at sea.

(Photo by courtesy NZ Womens Weekly).



Dateline Thurrock

All decked out and somewhere to go... this Henry Smithers vehicle was one of those provided by the company for the Leukaemia

Research Council in the Thurrock Carnival in June.

It won third prize in the 'best-prepared vehicle' section, and the driver was Keith Lempriere.



Dateline Delft

When Ardtaraig dry-docked at Rotterdam recently, two of the wives in the wardroom one evening were prompted, by certain mutterings and "goings on" of the type commonly known as "stirring", to express the opinion that the award of a wooden spoon was a very real need.

True to their word, they set off ashore the following day and purchased the largest wooden spoon that could be found in the picturesque town of Delft. (Judging by the size of the shopping baskets and the pained expressions on the faces of the husbands which greeted their return, the expedition was not strictly confined to the purchase of wooden spoons!)

It was agreed that the "spoon" should be presented monthly to the person voted the wardroom's greatest "stirrer". To start the ball rolling, however, (or the spoon stirring), the ladies themselves elected the first recipient of the trophy.

At a suitably lubricated gathering in the wardroom, the "spoon" was duly awarded to Chief Officer Nicholas Ingle and our photograph shows Mrs Mary Ingle and Mrs Mollie Matthews making the presentation. Also in the picture are Mrs Yvonne Miller, wife of 3rd Engineer Officer Jim; Chief Engineer Officers Alan LeRoy and Ken Moors; Engineer Cadet David

Rawle was lurking behind the camera, and endeavouring to point it in the general direction of the group.

The trophy has since been mounted in the wardroom, with appropriately inscribed plaques bearing the names of the "winners". The engraving was expertly executed, in his off-duty hours, by Michael Ho, Fitter.

Captain A R Matthews Master, Ardtaraig

Dateline City of Brea

Spirit of London has been adopted by the City of Brea (Los Angeles) Schools and this is believed to be the first time that a British ship has been adopted by an American City Schools Board.

The adoption ceremony took place during Spirit's maintenance break in Los Angeles when some 40 Brea schoolchildren, accompanied by Mayor Mackain, school board president Mr Piantoni and representative teachers were shown over the ship.

To cement the relationship there was a hamburger and coke party in the Union Jack bar, and Captain J A P Crichton gave a welcoming address after which there was an exchange of gifts.

In the photograph, Captain Crichton is presenting a suitably inscribed lifebuoy to two of the children, and in the background are the Mayor, left and Mr Piantoni.

Captain B J S C Biddick



Ferrymasters' new Helsingborg office

As part of their expanding Scandinavian and European network of international road haulage facilities, Ferrymasters have opened a new office at Helsingborg, Sweden.

Once established in Southern Sweden, the office — which will be controlled by the company's existing Gothenburg HQ — will provide a more efficient and personalised local service for customers with cargo shipment requirements to and from the area.

Kent Johansson, previously at the company's Sweden HQ in Gothenburg, will run the new office.

With expansion of roll-on and roll-off services operated to Helsingborg, the introduction of this new office is an important development in the expansion of Ferrymasters regional office network. The Helsingborg office is now one of more than 25 Ferrymasters offices and depots throughout the UK, Eire, Scandinavia and the Continent of Europe.



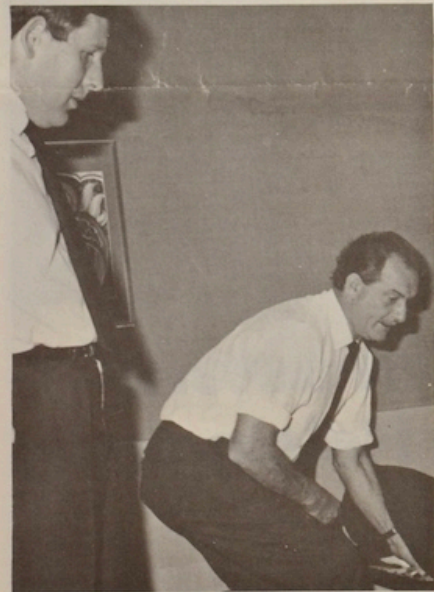


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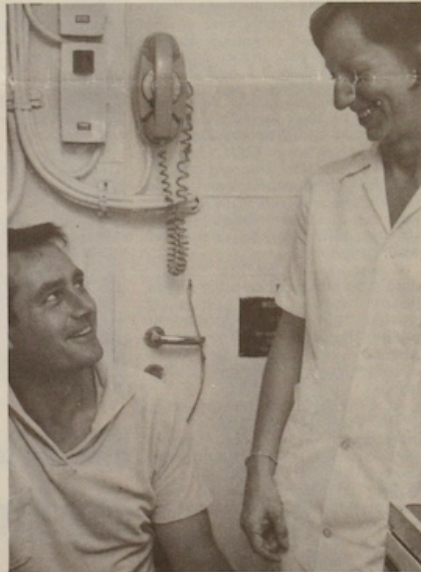
Heading for Southern Fe



Deputy Purser Wally Stewart checks over a table with Head Waiter Bill Davey and waiter Pepe Baranco.



Chief Purser Mike Staddon looks for himself, with steward Sid Watson, to make sure all is ready for the next occupants.



Meet Mr and Mrs Gresham - Bed Room Stewardess Sonia and A/B Robin. Only recently joined Eagle, they were previously serving together on bulk carriers.

Pirjo Fuller and Julie Parker check passengers and tickets in the Southampton reception hall.



We sailed smoothly across the Bay of Biscay making the leg from Finisterre to Ushant, with the sea smooth and blue and the sun doing justice to those passengers crowding the sun decks and swimming pool. A very distant contrast to the outward journey four days previously when a Force 5/6 gale whipped up the deep water of the bay and confined practically everyone to their bunks.

These two extremes somehow typify Eagle - for this 11,600 ton-car liner is both a ro-ro ferry - carrying cars, caravans and freight trucks and trailers - and a mini-cruise ship. Eagle, in fact, provides the only regular ferry and short cruise service linking Britain with Portugal (Lisbon), Southern Spain (Algeciras) and the African continent (Tangiers). In addition to accommodation for some 650 passengers there is space for 250 cars or a mixture of cars and trailers.

The public areas - like the very attractive Red Room lounge, the Aquila Restaurant, and the Panoramic Bar (the highest public place on Eagle) are comfortable enough for an ocean-going world cruise ship. Whether the passenger is of the "ferry" variety - filling in time before starting a motoring holiday in Portugal - or the mini-cruise holiday maker, they can be well-housed, well-fed and well-entertained.

Well-housed? There are over 200 cabins on Eagle - and all have their own shower, hand basin and toilet (a few have a bath as well as a shower). They are comfortable far beyond what is generally expected on short-sea crossing ferries - again more in keeping with larger cruise ships.

Well fed? There are two excellent restaurants - the Aquila, where you sit down and are waited upon with a wide variety of fare from an excellent menu and wine list, and the Garden Restaurant which is self service but lacks nothing in quality of food or surroundings - even if the latter are slightly more 'pop'. The Aquila is a more formal surrounding - purple upholstered chairs against the purple and grey carpet and old gold walls.

Eagle has never been a "black tie" ship but nevertheless one is conscious of subtle changes in dress for the evening meal. In fact, the whole atmosphere can be likened to a very good hotel on dry land. And as a bonus you have the view

from the big windows along each side of the restaurant.

Well entertained? It all depends, of course, on your mood and the time of day. After breakfast you may care for some fresh air and sun way up on the sports deck to give you an appetite for pre-lunch drinks in the Red Room Bar. Or there is the swimming pool, almost immediately outside the bar, with swimming and sun-bathing space as well as a clear view to both sides of the ship and astern. It is really surprising how much shipping there is to see as Captain Gordon Renshaw takes Eagle fairly close in to land once the Bay of Biscay is cleared.

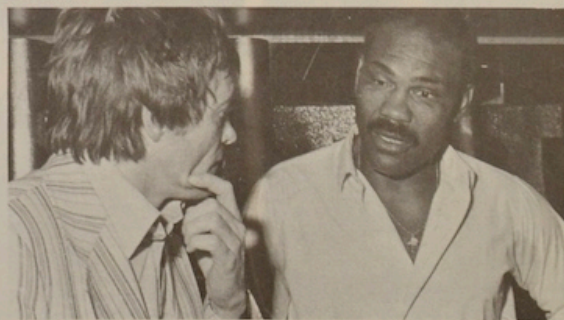
After lunch a quiet snooze in the sun, cool drinks and, then, afternoon tea takes you up to dinner time and a very friendly foregathering of gradually-tanning folk in the bar before dinner.

There is the background music of the electronic organ to soften the hum of conversation and tinkle of glasses in the Red Room bar - in all making a very pleasant atmosphere in which to spend an hour or two with one's friends - old or newly-made.

On the other hand there is the Panoramic Bar up on the Sun Deck with its lovely view out over the sea to port and starboard of the ship. This is a quiet place, comfortable and ideal for late-night enjoyment of the ship-board atmosphere.

Our journey was enlivened in no small way by the company of actor James Bolam of the "Likely Lads" television series - off for a month's holiday in the Algarve, and former heavyweight boxing champion Joe Bygraves - a frequent Eagle traveller - off to his villa in Spain from his poultry farming enterprise near London Airport. Just to balance the conversation we had a couple of old GSN pensioners - one of whom, George Bright, spends a great deal of his retirement travelling on ships, so much does he like the sea. To keep us all in order we had ex-GSN chairman Monty Mortelman and his wife, returning after a holiday in the UK to the

"Likely Lad" James Bolam and boxer-turned-farmer Joe Bygraves discussing the relative merits of television drama and professional boxing.



Busy time at the exchange Purser Glen Meehan and crew.



spread

The sun on Southern Ferries' Eagle

garve where they now live. Of course, there were one or two f-beat entertainments — such as emergency drill which for some reasons always manages to cause ch a lot of fun, despite its serious motives. Perhaps it is the sight of ghtly-larger-than-normal ladies — all respects enjoying the uninhibited life at sea — easing themselves into life jackets with each well-intentioned (and often wdy) advice from slightly-less-tlemanly-than-normal gentlemen ting on the sidelines.

by Michael Lustig

On our voyage we also had a practice emergency for the crew. Fire in the carpenter's shop" said the loudspeakers. So they swung at the starboard lifeboats and ran at fire hoses and surprised all the standst of passengers by starting p their engines first go! It all ooked highly efficient and very assuring.

With the kind of schedule that gle runs there is not much spare ime for anyone — deck, engine om or hotel staff. The navigating fficers have little time at sea etween entering and leaving ports f call — the schedule of Eagle eeds and gets a very high standar f seamanship and efficiency on oard in spite of all the pressures.

Eagle was built by Dubigeon-ormandie at Nantes, and entered ervice with Southern Ferries in 971. Her bridge has all the modern evice to aid ship handling — from adar and Decca navigator to bridge ontrol of engines, variable pitch ropellers and bow thrust units.

Down in the engine room Chief ngineer John Pover and his engine officers have plenty to contend ith, meeting the requirements of a assenger ship that is also a vehicle rry. Eagle has the distinction of eing the first ship to have Pielstick 2PC3V medium speed diesels as ain propulsion. "A very good engine indeed," commented Chief ngineer John Pover. He and his olleagues are, of course, proud of heir domain and their careful nterest in the well-being of Eagle's ain engines and auxiliary achinery is evident at all times.

The hotel department is under he charge of Chief Purser/Catering fficer Mike Staddon, and here

again there is precious little time to spare. With calls at three different nationality ports there is currency to be exchanged — although the Bank of Morocco send their own people aboard as no-one else is allowed to handle their exchange facilities.

The shopping arcade is a crowded area whenever the shops are open, and this is really the focal point of the ship — where the bureau, duty-free shops, bookstall and cash office are all located.

But in the background the cabin and catering staff are hard at it from very early in the morning until late at night.

Once breakfast is over there are bunks to be made up and rooms cleaned, as well as cleaning and maintenance of the cabin alleyways, and changing of towels and bed-linen between ports where ferry passengers embark and disembark. It's a busy day which starts early and can finish quite late — particularly if there is rough water about interfering with the ship's schedule.

Passengers, of course, need feeding and Eagle's well-equipped modern kitchens and experienced staff see that everyone is kept happy in that direction — again irrespective of weather conditions or time of day. Keeping everyone happy is one of the main concerns of Captain Gordon Renshaw, master of Eagle, who sees himself as part sea captain — part public relations man.

"I like to see everyone happy and enjoying themselves — whether they are just on a short crossing or having a cruise", he told me. "We try to keep everything right for them, particularly those coming on board after, say, a long car drive to the port. It's then — when they are tired, hot and hungry — that they see the things that are wrong. So we try to see that we look after them as well as possible."

There is no doubt that all aboard Eagle work hard to look after passengers — even if, sometimes, it is hard to know whether to tailor the service to the short-distance or the long-distance customer. And if, at times, all is not quite clearly defined, it is certainly not for any lack of trying by everyone concerned.



In the kiosk there is everything you could possibly want — all served by Annette Farrer.



Eagle service . . . As waiter Tommy Hanley takes the order, wine waiter Pat Murphy pours the nicely chilled wine.



They're happy because they'd just sorted out a gremlin — Chief Engineer John Pover, third from left, with Senior Engineer Steve Irving-Finn, Third Engineer Dave Parker and Third Electrician Mike Blackman. Almost hidden in the background is ex P & O engineer Eric Blackledge.

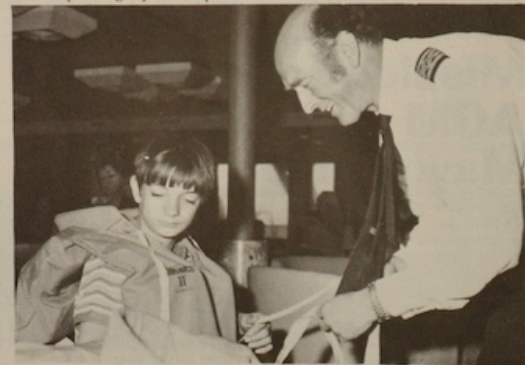
office . . . 1st Assistant



Coming right up! Left to right, Head Chef Denis Northover, and Chefs Ray Derrick and Graham Williams.



Expert advice on putting on a life jacket for a small passenger from Captain Gordon Renshaw.



LPG - a new bulk cargo

P & O's LPG fleet consists of four ships with a further two ships due for delivery in 1975 and this may be an opportune time to explain in general terms to people not involved with cryogenic liquids what LPG is, how it is produced, what it is used for and how it is shipped.

The transportation of LPG by sea is not a revolutionary concept. Small quantities of this type of cargo have been shipped for about 20 years, but only in the last 10 years has there been a requirement for substantial ocean movements.

The term Liquid Petroleum Gas (LPG) refers to a whole range of hydrocarbons which are gaseous at ambient temperature and normal atmospheric pressure, but which under certain conditions can be carried in liquid form. As far as we are concerned the hydrocarbons most usually referred to as LPG are Propane, Butane and Butadiene. In addition, a few gases - most notably Ammonia and Vinyl Chloride Monomer (VCM) - have similar physical characteristics which allow them to be carried in the liquid state.

Historically, LPG has been regarded as a "secondary" product of the oil refining industry and as such LPG may or may not be produced in the refining process depending on requirement. Only over the last few years has LPG been regarded as anything but waste. It is not surprising that this change of attitude has been brought about by the challenge of the world's energy crisis and the search for clean and efficient fuels.

Associated gas

When crude oil is extracted from the ground, a mixture of gases escape from the well and are collectively known as "associated gas". This gas contains propane and butane, which can be separated out and liquefied for shipment whilst the remainder may be further broken down into its components or returned to the ground to keep the oil field under pressure. Certainly the Middle East states have made it quite clear that it is unacceptable to them for associated gas to be flared off at the well head.

LPG may also be obtained from natural gas. Natural gas is predominately methane and is found in large quantities in most of the oil-producing states. Certain of the natural gas fields are rich in propane and butane and these gases can be separated out whilst the remainder is returned to the ground as storage against further requirement.

LPG is obtained in quantity in the Persian Gulf, Venezuela, North Africa, Australia and the US Gulf.

It is in greatest demand in Japan, South America, USA and to a lesser extent such places as Taiwan and the Philippines.

Propane is used largely as an efficient, non-pollutant energy source to meet seasonal domestic requirements in demand areas. It may be introduced into a pipeline network as in Japan, to supplement natural gas as in the USA, in bottled supply as in South America, or even as a taxi fuel in densely populated cities.

Butane is used in the energy field domestically and/or industrially, but it can also be used as a chemical feed stock in the synthetic rubber industry.

Reaction

Ammonia is produced as a result of a chemical reaction in which natural gas is a necessary reagent. As a result a number of ammonia plants have been constructed in areas rich in natural gas, but it is now becoming more difficult to channel this natural gas away from its use as a pure energy source. As a typical example, ammonia used to move out of the US Gulf in quite steady quantities, but this pattern has changed due to this need for natural gas with the possibility of ammonia being imported into the US Gulf area. Ammonia is used exclusively in the manufacture of fertilizers and the demand for ammonia in a hungry world must continue.

Carrying LPG

Theoretically there are two methods of reducing a gas to its liquid state. Assuming a constant volume, it is necessary to either keep the pressure constant and lower the temperature, or keep the temperature constant and raise the pressure. These methods introduce two possibilities for ship construction, although in practice it has been established that the high pressure method is not suitable for ships over 5,000 tons cargo deadweight.

Up until 1959 LPG was carried by sea in fully pressurized ships of the coaster size servicing a short haul requirement. During 1959 the first semi-refrigerated ships were pioneered in which the LPG was kept in the liquid state by means of insulation and a reliquefaction plant in conjunction with a

pressurized containment system. This method of carriage allowed much larger ships to be built, and was quickly followed by the construction of fully refrigerated LPG ships. At the present time fully refrigerated tonnage accounts for 80% by capacity of the world fleet, and this will move towards 90% in the near future.

In bulk terms LPG is moved in relatively small quantities. The largest LPG ship in operation is able to carry approximately 60,000 tons of propane, which is a far cry from the crude carriers of 500,000 tons deadweight. The largest cargo of LPG relates specifically to propane and butane as these gases are obtained in quantity. Since ammonia, butadiene and VCM are the products of chemical processes, these products tend to be less readily available and are moved in smaller quantities.

Group involvement

P & O became involved in LPG during 1968 when an in-depth study was made of the future transportation requirements for LPG. The result of that study was the placing of an order for two ships of 30,000 cbm - Gazana and Gambada. This order was followed in 1969 by an order for a 52,000 cbm ship, which was subsequently named Garmula. The ordering of this ship showed considerable foresight as it is believed this size will prove to be the backbone of the independent fleet traded world wide.

At the beginning of 1973 a smaller ship was purchased from German owners and renamed Gambhira. This ship has already proved to be ideal for certain restricted ports and for small movements of product and will prove to be a valuable member of the fleet. Gandara and Garneta, both 25,000 cbm ships, are to be delivered to BSD during 1975 and further LPG tonnage is being considered for the future.

In 1970 P & O acquired 30% of Mundogas, a gas trading company based in Bermuda. This involvement with gas trading has put P & O in an advantageous position with the benefit of the Mundogas requirement for tonnage and their knowledge of the market as charterers.

*Mr Holt is Commercial Manager, gas in Bulk Shipping Division.

by Roger Holt*

'A load of old rubbish' valued at over \$2,000

An original water-colour painting, over 100 years old, has been found in a heap of old rubbish at the P & O (Australia) Sydney office last month. Mr Rowland Sheldon, office facilities manager, discovered the painting in old, torn brown paper and covered with dust.

"I was sorting through old photographs brought from one of the storage depots when I noticed what I thought was quite a good painting, too good to be thrown out," Mr Sheldon said. "When I turned it over, it had the artist's name on the back, David Powell, and was dated 1846."

The water-colour is of Sydney Harbour looking from the northern foreshores towards Fort Denison and as Mr Sheldon said "It has lived a charmed life."

Mr Sheldon was so convinced that the painting was worthwhile, he sent it to a valuer who had it restored and cleaned. They immediately advised the company to have it insured for \$2,000 because paintings of Sydney during the 1860s are rare and of great historic value.

The painting also bears marks indicating that it hung for some time in the Orient Line building in London. It must have been sent

back to Australia just prior to World War II before the building was completely destroyed by bombs.



She's as pretty as a picture. Linda Harney, 3rd floor receptionist in Sydney office, holds the valuable Powell water colour.

Incidentally Linda who is only 17 years old, is an entrant in this year's Miss Australia Quest.

MD visits MM in Hong Kong



Mr A B Marshall, managing director of P & O and Mrs Marshall paid a visit to Hong Kong in June on their return journey home from Japan to attend the launching of a ship. A very tight schedule, including discussions with local ship-owners and bankers, and an extensive tour of all MM activities was culminated by a Chinese dinner hosted by Mr R J G Nicholls, managing director of Mackinnon, Mackenzie and Mrs Nicholls.

Top, Round the table at the Jade

Garden are Mr Marshall, Mr Chui (P & O group freight), Mrs Leung, Mr E Au (general manager, Godown), Mrs Marshall, Mr R J G Nicholls, Mrs Au, Mr B Leung (chief accountant, MM) and Mrs Nicholls.

Below, at Mackinnons Godown are, left to right, Mr K Tsang (operations manager, Godown), MM managing director Mr R J G Nicholls, Mr Marshall and Mr E Au (general manager, Godown).



Mr John D Bevis, who at the time of his retirement was a barman on Orion, died on 8 July aged 70. He was a resident at the Royal Alfred Seaman's Home, Belvedere.

Mr M F Mathieu, a former BI employee, died on 4 June. He had joined the BI in 1913 as superintendent in the cargo department at Calcutta, and retired in 1950.

Mr Alex Black, former GSN manager in the Short Sea Trades, died on 31 May. He retired early and went to live in New Zealand.

Mission to Seamen AGM on Canberra: Mayor 'piped aboard'

The Southampton Branch of the Missions to Seamen held their annual general meeting for 1974 on board Canberra on 19 July, and amongst the distinguished guests was the Mayor of Southampton (Cllr L F Goater) who was 'piped aboard' in traditional manner in his capacity as Admiral of the Port, and the Bishop of Southampton.

About 350 guests attended the meeting and heard the report of the Chaplain, Rev R S J Roberts. They were subsequently entertained to afternoon tea during which members of the "Watch Ashore" (ladies section of the Mission) were selling raffle tickets in aid of funds with a first prize of a P & O cruise later in the year.



Richard Atkins, (left) Chief Officer, and Geoff Smith, Fourth Engineer, both on Strathardle, decided to travel on leave the long way round - via the Trans-Siberian Railway. The journey began in Yokohama, ended in London and took 16 days. They went from Japan, through USSR, Poland, East Germany and Holland. Richard and Geoff recounted their journey to Wavelength, and here in their own words is the account of their experiences.



Geoff: I'm not sure when we decided to go on leave to the UK travelling via Russia instead of flying from the Gulf. At least, I can't remember the date, but the night we did decide to do it was when we were both on duty 'keeping ship' in Japan, alone except for a few bankrupt cadets. All together, it took about three trips to Japan to organise the journey, checking with the company at the same time that they could relieve us in Japan.

We decided to go on the ferry from Yokohama to Nakhodka near Vladivostok where we joined the train. We left Strathardle at Kobe the day before and travelled to Tokyo on the new Tokaido Line and then on to Yokohama.

Richard: At 0930 1 June, we boarded Felix Dzerzhinsky of the Russian Far Eastern Shipping Company. The ship was built in the 1950's, ran at 18 knots and carried some 324 passengers in reasonable quarters. Thousands of coloured paper streamers connected passengers with shore well-wishers and the ship's band played 'Blue Lights of Yokohama' as we sailed out to sea, passing GCD's Zira berthed nearby.

We ran into a Force 8 gale which made the ship roll excessively but served to keep the dining saloon comparatively empty. After a 52-hour crossing we arrived at Nakhodka (3 June), where the customs officials were particularly vigilant about currency and books.

Geoff: Back on Strathardle three days before, it had been a shattering experience to see Richard's 11 pieces of luggage piled on to the four I had. I thought then, 'How can two people with only four hands between them, carry 15 pieces of luggage all the way across Russia to England?' Our compartment on the train was on the small side with four sleeping berths, and we were sharing with two other chaps. It needed ingenuity to pack our luggage, but by the end of our journey, we were getting adept at utilising the

smallest amount of space to our advantage. Nobody else had a chance! In fact, after Moscow, we shared a compartment again with one of these chaps. He took one look at us (and our luggage), sat down on the bunk and almost burst into tears!

Richard: The following day, we arrived at Khabarovsk on the

Richard: Irkutsk was founded in the 17th century and is the main cultural centre of Siberia. The old wooden houses are painted in blue or green and there is a museum and theatre, and monuments mark out places where incidents had taken place during the Revolution.

One of the main assets of Irkutsk province is furs, in particular sable, ermine, fox and mink.

distance and a few wooden houses. It now changed to a more pastoral scene with more fir trees and the standard of buildings improved, although we noticed that water was still drawn from wells.

Geoff: Next stop was Moscow on 11 June, and we stayed there for three days, accommodated in a deluxe suite at the National Hotel.

rocket and its exhaust gases - standing some 400 ft high.

We also visited the state department store called GUM, this made up of perhaps 200 individual shops in three arcades on three levels. Good value were astrakhan, musquash and squirrel fur hats at prices ranging from £4 - £40. But it was impossible to buy colour film in Moscow and many other articles were very expensive. Fresh oranges were £1.80 per pound and only obtainable after queuing. Chocolate was 60p for a small bar and was generally eaten the Russian way - with champagne to promote a thirst. Milk was scarce even at the hotel and a packet of plain biscuits cost the equivalent of £1.

Richard Atkins and Geoff Smith travelled through Russia, Poland and East Germany before returning to the West and finally London on 16 June. Was the trip all worthwhile?

Richard: The trip proved an immensely interesting experience although, having done it, I would be reluctant to repeat it. The food was monotonous and expensive. Whilst the people we encountered were friendly, they appeared wary. They wanted to know our reasons for using the Railway, indeed their thirst for knowledge resulted in the disappearance of five bottles of Bulgarian red wine during one midday debate.

Geoff: It seemed to have passed quickly once we had reached our destination. We did have a good time, though. The people we met on the train were really friendly once we got talking to them. At first, they seemed a little reticent but once started there was no stopping them. They couldn't do enough for us. The only time I felt a little worried was when a Russian Air Force pilot decided that I was going to have a drink with him. The toast he gave was that he wished me good health and happiness, but if there was a war I had better look out! I drank with him. He was, after all, bigger than I was!

A never-to-be-forgotten (or repeated) experience: officers' 16-day journey on a train

Chinese-Manchurian border and changed trains. We soon discovered that eating on the Trans-Siberian Railway required much patience - an hour waiting for service was normal. The menu offered about three dozen dishes but, in reality, these consisted of only three - chicken soup served in a large tin bowl, beef steak (like a hamburger) and stewed fruit. This was washed down with *chai* or tea. Every hour or so, the train would stop at small stations and we would step down on to the tracks - there were no platforms - and buy hot potatoes, pickled cabbage, salt fish or garlic from peasant women at stalls on the station. Also for sale were small badges depicting Lenin.

The facilities on the train were rather archaic - only cold water provided in cramped closets. Each morning, we would find that a layer of grime had somehow penetrated the tightly jammed window and most things, including ourselves, soon became soiled.

Geoff: Our first overnight stay was at Irkutsk on 7 June. Irkutsk stands beside Lake Baikal and is an old town with many buildings made of wood. It was raining, but we took a bus tour and also walked around the city.

The 24-hour stopover soon passed but was well worthwhile. In addition to providing a break in the journey, it gave us an opportunity to get clean again.

Before Irkutsk, the scene from the train had consisted mainly of silver birch trees stretching into the

There was a large living room and large bedroom, the door of which was like something out of a stately home. The bathroom was no hen coop, either!

Richard: The furnishings were quite startling. Twelve-foot high gilt-framed mirrors surrounded by cheric figures, huge chandeliers, a piano, heavy ornate gilt trimmed walnut furniture and heavy drapes graced our rooms.

Geoff: We also had a balcony which looked towards the Red Square and the Kremlin which was unfortunately closed for renovation. We took a guided tour around the city and saw just about everything, including Kruschev's tomb, St Basil's Cathedral, the New Maiden Nunnery and innumerable statues. On the last day, we walked around by ourselves and saw the Great Bell of Ivan the Terrible and the giant cannon.

Richard: We also spent an interesting hour in the Space Pavilion where there were replicas of Sputniks and other space craft as well as the Soviet lunar vehicle and space clothing. Close to this was the Monument to Space Conquerors - made of bitumen in the form of a

The Trans-Siberian Railway

Stretching from the Western Soviet Union right across to its Pacific coast shores, the Trans-Siberian railway is the longest in the world - 4388 miles. It links the ice-free port of Vladivostok on the Pacific with Russia's industrial regions near Moscow, the Ural Mountains and Siberia. Building the railway precipitated the development of the vast coal and mineral resources of Siberia and the colonisation of its barren lands.

The railway was started in 1891 and finished in 1915. It crosses three large rivers, and the Transbaikal Mountain range at 5,000 ft. In between are vast tracts of nothing, baked in summer to a temperature of 37°C in July and frozen in winter to -47°C in January.

The railway was also a force in unifying the country after the Revolution and forging closer links with China. There is a through rail route from Peking to Moscow via the Changchun and Trans-Siberian railways.

At one time, the train had coaches with sitting rooms more luxuriously furnished than any in the West, a library, bathrooms and a gymnasium to improve the comfort of passengers on their eight-day journey.



← Moscow's Red Square
Geoff Smith beside their compartment →



Wavelength

Staff Newspaper of the P & O Group
Compiled by
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Post Bag

Dear Sir
Unless my memory is failing me the name of the ship on Page 2 of the May issue is Remuera passing through the Calebra Cut in the Panama Canal in 1914 or early 1915. The master was Capt H E Greenstreet, and she was one of the few vessels to transit the Canal before the official opening. She survived that war only to be sunk off Methil (on the East Coast) during the last war by a German aeroplane, about 1940/41, I think. She was built in 1911.

I was a clerk in the Inward Freight Dept during 1915 and onwards and have memories of escorting Capt Greenstreet to the Customs House in Lower Thames Street to report to his ship. He was partly lame and so we always went by taxi from 138 Leadenhall Street.

I have in front of me a photo taken of Rotorua in the Pedro Miguel lock, Panama Canal on 15 Sept 1916, and subsequently sunk by German submarine shortly after landing her passengers at Plymouth on 22 March 1917. By the time her passengers were at Paddington the vessel was at the bottom of the Channel where she still sits in an upright position according to divers who found her in the last war. Alas, she had no cargo which would have been salvaged in 1939. Her Captain was Isaac Ashton Sutcliffe. A third ship, Ruahine survived both world wars and just before she sailed from London to be broken up, the directors and senior staff had a farewell luncheon party on board. She was built in 1909 and sold 1949. Rotorua was built in 1910 and sunk by enemy action 1917.

H H J Bunker
Upminster

The picture of Remuera passing through the newly-opened Panama Canal raised a great deal of interest - and proves again that there are still plenty of sailor-men about who know and remember their old ships. Thank you to all those who wrote in, and we shall have another one for you soon.

Dear Sir,
The article in the July edition of Wavelength about the Arcadia's 21st birthday reminds me that the Company Directors kindly sent an invitation to Capt Geoffrey Stables and one to myself and wife to the launching of the Arcadia at Clydebank as Capt Stables and I were the only surviving officers of the first Arcadia.

That ship was built in 1889 and I joined it in 1914 as a junior engineer officer. We went to Shanghai but we only got as far as Bombay on the homeward voyage, for there the ship was sold for breaking up.

H Livingstone
Shaftesbury
Dorset.

Dear Sir,
Although I am not a member of the wonderful P & O staff family, I have through the courtesy of a friend, been privileged to read Wavelength during the past few months. It has provided me (a very small shareholder) with a most interesting and almost intimate view of what is, I am sure, a very happy company to work for.

There will be no doubt some members of the family who remember Rangitata. I have some colour transparencies of her last arrival at Wellington, NZ and also her departure from Wellington on her final voyage home. In addition, I have a few of the Dominion Monarch (also in colour) - the latter being a Shaw Savill ship, however.

Should any late member of crew of either ship, or your company for that matter, care to have them, then perhaps they would like to drop me a line here and I will send them on. I note there is also one slide of the signal from Ruahine to Rangitata wishing her good luck home etc.

I am sure these ships will be remembered with nostalgic pleasure by many of your "family," Mr Editor, hence the reason for this letter.

W A H Brampton
Nether Wallop
Nr Stockbridge, Hants.

Bon chance - Post Energie

Panoean and their French partners, the Worms Group of Paris, celebrated the christening and delivery of the first French-flag ocean-going parcel tanker, Post Energie on Wednesday 3 July.

In the picture are Mme G Piketty, the ship's lady sponsor, and her husband M Gerard Piketty on the naming platform with, to their right, Mr O L Larssen, managing director of Horten Verft, the shipbuilders.



Dear Sir,
I am sure that Captain Dallas' remarks about Commodore Forrest quoted in Michael Lustig's article in the July Wavelength will be echoed by all early Arcadians.

I joined her in John Brown's yard at Clydebank as First Officer and remained for over three years becoming Chief Officer and Staff Captain for the last year. Seven years later I returned in command for three years and finally spent my last year before retirement on her. My time on Arcadia was without doubt the happiest and most rewarding of my career and never more than when serving under Commodore Forrest.

It may be worthwhile to recall one of his most significant remarks made to his officers just before the maiden voyage: "Gentlemen, if we keep the crew happy there will be few worries from the passengers". This was followed up with organised picnic and swimming expeditions in the launches when the ship was alongside in cruising ports of which he personally took charge accompanied by several of his senior officers.

Of other boating excursions, who will forget the day all boats were sent away to do a circuit of the ship between Bombay and Aden. The operation was completed in 40 minutes and the passengers most impressed.

Afterwards when returning to Arcadia in command it was a great joy to find she was still the same happy ship and thanks to that wonderful start I am sure she will remain so.

Captain J D O Green
Edinburgh.

Dear Sir
I read with great interest the article on page 5 of the June issue of Wavelength. Lord Inchcape's remarks about organising lunches on an area basis in future years was most welcome news to me - a GSN pensioner (29 years in Leith and Edinburgh). Contacts with former colleagues from other outposts would mean a great deal. I was, of course, privileged to have business contacts with many P & O, BI and Hain people on the ships' agency and passenger side of our GSN activities.

Might I make a plea to the management to consider holding such a reunion on board, say, Uganda or Nevasa in Scottish waters. I would not be averse to making even a long journey to attend such a function.

Your newspaper is a good means of "keeping in touch". Thank you.
Elizabeth Reid
Edinburgh

Dear Sir,
With reference to the picture and article on the Centre Spread of Wavelength No. 22 about the New Zealand Shipping Company's Tongariro, she was not in fact sold to the Beaver Line, but chartered

by them to replace their Lake Winnipeg which had been sold.

Tongariro sailed on her first Beaver Line voyage from Liverpool to Quebec and Montreal on 6 August 1898.

In March 1899 she was joined by a sister ship, Ruapehu also on charter from NZS which replaced the Beaver Line ship Gallia, an ex-Cunarder which was sold to the Allen Line.

Ruapehu opened up the Beaver Line's St Lawrence River Service that year with a sailing from Liverpool on 15 March 1899. However, the Beaver Line was in serious financial difficulties and all services were withdrawn in the early summer. Tongariro and Ruapehu returned to NZS who, having no further use for them, sold them the same year to British India and they were renamed Zibenghla and Zayathla respectively.

G A Burton
1st Officer Arcadia

Dear Sir,
Under the heading of "P & O first day cover", one of the reasons given for the issue of the first day cover was the 150th anniversary of two of P & O's member companies, General Steam Navigation Company and Burns & Laird Lines Limited.

The very title Burns & Laird Lines Limited signifies the amalgamation, in 1922, of the shipping interests of two companies and, whilst I admit the shipping business of the Burns half of the company can be traced back to 1824, the Laird Line could claim, on very strong evidence, to be the oldest steamship company in the world having been originated in 1814, two years after the launch of Bell's Comet. The first steamer owned by the founder of the company was the Britannia, a small paddle wheel steam packet built, like all the vessels of her time, of wood.

I, therefore, contend that whilst the General Steam Navigation Company's claim to be the oldest ocean going steamship operator in the world may have a strong foundation, in this their 150th year of operation, I should like to wish them continued success from Burns & Laird Lines Limited, the "auld firm", in fact, 160 years' old and still going strong - or is it 52 years' young.

Colin G Campbell
Glasgow

Dear Sir
It was with much interest that I read the article headed "50 NOT OUT" in your May issue as I played in all the matches between a combined P & O and Gray Dawes XI, and the Board of Trade, subsequently named Ministry of Transport, which took place between 1927 and 1961. Regrettably the series came to an

Rural Youth award

Malcolm Longstaff (assistant product manager, P & O Australia) has been elected a Life Member of the Rural Youth Council of NSW in recognition of 12 years' service to the organisation.

The Council co-ordinates the operations of 300 Rural Youth clubs throughout NSW with a total membership of 6,000.

The award was presented at a ceremony in Sydney.

Through its sponsorship of the P & O Canberra Awards for young Australian farmers, the company became affiliated to the Council in 1962 and Malcolm has acted as P & O delegate for the entire period.

He served a two-year term as State President of the NSW Rural Youth Movement in 1968-70 and at other times held various offices, including Vice President, Trustee and Hon Secretary.

end following the retirement of Sir William Currie, the much loved and respected chairman of P & O.

These matches really belonged to him for, it was through his enthusiasm and kindness, that such generous hospitality was available to visitors of whom, I remember, about 120 used to be invited to lunch, and to the staff who were provided with strawberry teas and ice cream in the afternoon, followed by ample liquid refreshment in the evening.

Up to 1939 the matches took place on the old Gray Dawes ground at New Beckenham and after the war the Maori Club at Worcester Park were our hosts, except in 1952 when a return visit was made to New Beckenham.

The attractively-produced score cards of all the matches are among my treasured possessions and what a host of memories they hold, both of incidents and people. Among the latter are the umpire F J Abbott who was secretary of P & O when I joined the Company in 1925 and who caused consternation in the pensions department by living to 100! I see also that the present Lord Inchcape captained the team in 1951 but, as his side scored 238 for five declared, he was not required to bat at number 9.

It was during one of the matches in the 1930's that I saw Sir William Currie, that most gentle and kindly of men, come nearest to anger.

I was bowling, when a high-ranking and titled personage in the Board of Trade, but without the cricketing ability to match, came in to bat. Sir William came over to me from mid-off and indicated that, as I had bowled this fellow for a duck for three years running it would be advisable for me to give a full toss first ball to get him off the mark. I duly produced the full toss but, alas, it was straight and hit the middle stump with a dreadful crack.

As the furious and disconsolate batsman passed us on his way back to the pavilion he demanded from Sir William that I should be sent abroad for foreign service before the next year's match. By the look on Sir William's face and his stony silence it seemed, to my youthful mind, that instant dismissal was more likely.

Fortunately by lunch time the funny side had dawned on all concerned and I survived as a member of the P & O staff for another 40 years!

I hope that, as suggested, in Wavelength, a match can be arranged next year between a P & O Group XI and Ministry of Transport at Worcester Park. Even if the hospitality was not on the same scale as of yore perhaps some of the former players in both camps could be invited.

The heading of your article reminds me of my great good fortune in still being able to play after 50 years as a club cricketer.

K J Smart
Sevenoaks, Kent

Ferrymasters expand UK regional office Network

Two new UK offices have been opened by Ferrymasters at Belfast and Glasgow to add to their rapidly expanding network of services. The introduction of additional local offices and depots is an important move to bring services and road haulage equipment even closer to customers in the regions.

The new Belfast office, at Duncrue Street, has gone into operation to provide an improved service for shipments between Ireland and Continental/

Scandinavian destinations. The opening of the new office, which now also provides adjacent parking space for trailers and tractor units, means that Ferrymasters have full and independent control of their own marketing and operational services in this area.

In Glasgow, the Company has opened a new sales office and depot in Polmadie Avenue, next to the offices of Northern Ireland Trailers (Scotland) Limited.

Scotland's new field sales manager

A new field sales manager for Scotland has been appointed by Ferrymasters for the Glasgow office. He is Mr A G Lees, who has many years experience in freight traffic between Scotland and Ireland.

A 'Small' success story of co-operation

Not all the success stories involve large and valuable cargoes, and a recent movement handled by T Small and Co - a group company in E & AT Division - at Great Yarmouth illustrates what can be achieved by close co-operation between units within the group.

T Small act as agents for UK Scandinavian Express A/S who operate a ro-ro service between Ebsjerg and Great Yarmouth. Their customers Gulf Oil, operating in Denmark, not only had a shipment of tanks to move to Yarmouth but also a handling problem because of the size of these tanks - each 28ft long and 15ft in diameter and weighing 8 tons.

UK Scandinavian Express loaded the shipment on the top deck of their ship Roro Dania, using the container lifting equipment available in Ebsjerg. But at Yarmouth there is no comparable lifting gear and so some very special

planning and close co-operation were called for.

A 50-ton crane was obtained, special arrangements were made with Great Yarmouth dockers, a fleet of eleven 40-foot trailers from Eastern Roadways, part of the P & O Road Services, were made available and stood by at short notice.

Ten heavy lifts plus nine smaller packages - a total of 109 tons, 30,000 cubic feet, was discharged from Roro Dania, cleared through Customs and out of the terminal in 2hrs 17 minutes.

The vessel's normal cargo was discharged and loaded without hindrance and total turnaround completed in the usual four hours.

Comments Derek Swallow, managing director of T Small: "We do not claim any records but we see this job as an illustration of what can be done in "Small" ports and as a typical example of co-operation between different companies within the P & O group."

Double launch in Sunderland

When Mrs Patricia Brown, wife of P & O Board Director Denys Brown, launched Strathdare in Sunderland on July 4 (see Wavelength August), she simultaneously opened the new Sunderland Studio of BBC Radio Newcastle. In fact, the very first 'live' broadcast from the studios was a description of the launch from the shipyard. The combined event aroused a great deal of local interest, not least because Strathdare is the first of six SD14's to be built for P & O by Austin Pickersgill in Sunderland, but also because the opening of the studio was so closely linked to the region's major industry - shipbuilding.

From the launching platform, Mrs Brown said, "In launching this ship, I have great pleasure in declaring open the Sunderland Studio of BBC Radio Newcastle. I name this ship Strathdare. May God bless her and all who sail in her."

After the launching ceremony, Mr and Mrs Brown, their daughter, Iona and Mrs Brown's sister, Mrs Armistead, visited the studios where they heard the replay of the launch broadcast. They were greeted there by Mr Richard Kelly, station manager of Radio Newcastle and Mr Geoffrey Talbot, producer-in-chief of the Sunderland Studio.

The Sunderland studio provides news and comment programmes for and about the Sunderland and Wearside area. It is a 'satellite' studio of Radio Newcastle and, as such, is fully equipped for recording and broadcasting radio programmes.

The studio is situated near the centre of Sunderland in premises which were once a radio and television shop. The glass shop-front has been retained so that people can look right through into the broadcasting studio to see the station at work. The sound proofing and conversion took two years to complete and was only just ready in time for the opening.



Mrs Brown launched Strathdare then she was presented with a commemorative print at the studio by Richard Kelly of BBC Radio Newcastle.



Felixstowe IWSP scholarship awards

A former member of group work study department has won the annual scholarship offered by Felixstowe Dock & Railway Company in association with the Institute of Work Study to the leader of the best project work during the year in ports and shipping.

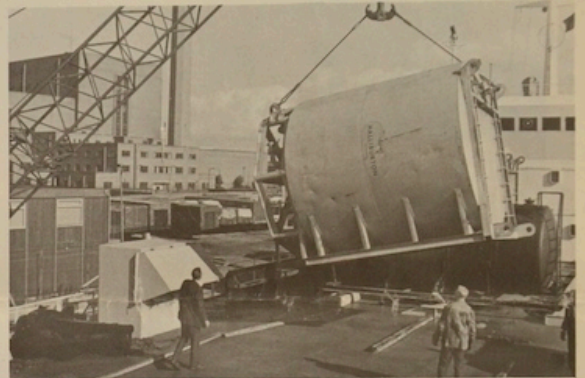
The winner, Paul Smith, was a "founder member" of the group work study department who left us at the end of January to start up his

own department in Tankfreight Ltd. His team comprised Frank Marsh (recently promoted to Senior Analyst following his exceptional work on Patonga) and Sri K P Roy a permanent officer of The National Union of Seamen of India (Calcutta).

The award winning work was a complete study of the GCD ship Kohinar, the results of which have now been successfully implemented with significant savings to the division.

In their assessments, adjudicators pay particular attention to "significance of work, selection and use of techniques, sensitivity to industrial relations and clarity of presentation." Particular note should be taken of the union's participation following a Work Study appreciation course which we conducted in Calcutta in 1972.

It is the first time that such a participative study has been conducted in shipping.



Photographic competition for seafarers

Big cash prizes are to be won in the photographic competition for deep sea divisions, sponsored by the Information and Public Relations Department. All photographs should depict P & O AT WORK. The panel of judges including some top names in professional photography will be chaired by Robin Sanders, Head of Information and Public Relations.

Black and white and colour prints and 35 mm colour transparencies will be judged in three classes.

Class 1. People at work with P & O employees at the focus of attention.

Class 2. The working environment showing everyday work on deck or inside, with or without human interest.

Class 3. Creative - an opportunity to show off your photographic and dark room skills to illustrate P & O at work.

Each class carries cash prizes. £100 for 1st, £75 for 2nd and £50 for 3rd.

Even if your photograph does not win a prize it may be good enough to be included in the company's photographic library, in which case you will be offered the current commercial rates for copyright - £15 for colour and £8 for black and white.

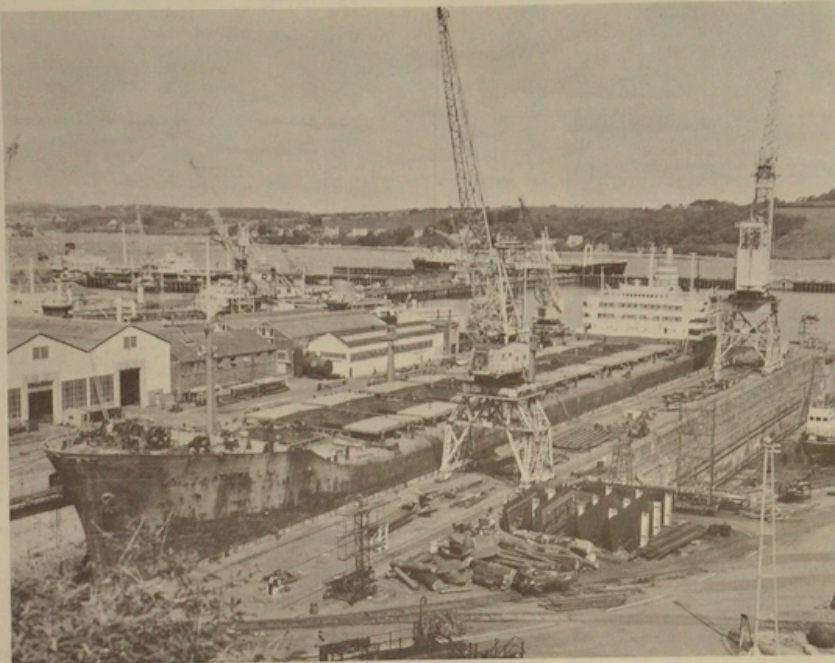
Photographs most likely to win prizes will be those of a similar standard to the pictures in the Group's Annual Report and Accounts 1973.

Entries should be sent to Photographic Librarian, Information and Public Relations, P & O Building, Leadenhall Street, London EC3V 4QL. Closing date for the competition is 1 November 1974.

Each entry should be clearly identified with the photographer's name, rank, ship or address and a description of the subject matter, and all unused photographs will be returned. No undeveloped films will be accepted.

Photographers in other divisions will have an opportunity to show their skills in later competitions.

Full up..... ... well, almost!



We are assured that this was not a specially-posed(?) picture of all four dry docks at Falmouth occupied simultaneously during July.

From right to left are - No 1 dock with the tug *Susie Howard* owned by Argon Investments, No 2 dock with *Athena*, a Greek OBO carrier belonging to Overseas Minerals, *Estrella*, belonging to Lunquist Rederierna, Finland, and a *Papadakis* tanker, *North Earl* in No 4 dock. At Queen's Wharf were *British Robin*, a BP tanker, and at King's Wharf was *Kryptos*, a Royal Dutch Shell tanker which was in for a filming assignment not for repair. Out of sight just around the corner at County Wharf was *Cardigræ 6th* - a small casualty. It has to be admitted that No 1 dock was hardly filled - but it was, at least, occupied!

Richard and Elisabeth hit the headlines



When *Taupo* docked at Avonmouth on 16 August, it was no routine affair for two members of the crew. Mr and Mrs Richard Banham, P & O's first married crew members, arrived home to a blaze of publicity. Journalists and photographers from the national newspapers were waiting on the quayside to question the newly-weds about their romance at sea. Stories and photographs of the couple appeared in most of the national papers.

Richard Banham, 1st Refrigeration Officer and Elisabeth (nee Rait), 1st Radio Officer, first met

on *Taupo* last October when Elisabeth joined the ship. During the next two trips from England to New Zealand, over some 48,000 miles of ocean, their romance blossomed. They were married at Elisabeth's home in Wellington, New Zealand and took a combined honeymoon and working trip back to England.

They are now both in Fleetwood, Lancashire - Elisabeth on a radar course and Richard on leave at his parents home. And then, back to work at sea - together again, of course.

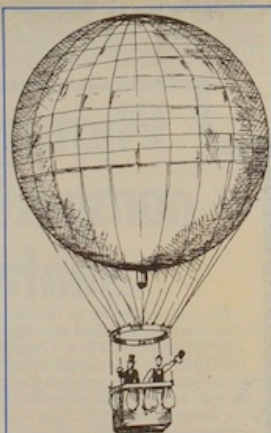
Meet lovely Jennie



The lovely Miss Jennie Higgins of Melbourne office is an entrant in the Miss Travel Industry section of the Miss Victoria Quest. The eventual winner of this quest will be a finalist in the Miss Australia Quest. Jennie, aged 23, brightens up Melbourne's accounts department and has Melbourne firmly supporting her all the way.

The Social Club advertising agents, Ogilvy and Mather and other members of 356 Collins Street are arranging all types of functions, even a cake stall in the office to help her raise funds for the Spastic Centre.

Before Jennie joined P & O she was a ladies' hairdresser. Best of luck from all of us, Jennie.



Of the 264 balloons entered in the Gala Day balloon race, only 31 were reported found - and it is easy to see which way the wind was blowing that day - for the first three prizewinners each had balloons picked up in the South-east.

First prize was won by S Bowers of Malvern Close, Mitcham, whose entry reached Ramsgate - a distance of 115km, and second and third prizes have both been won by R Gupta with balloons found at Canterbury (96km) and Littlestone (96km).

Miss Brenda Kingston, BSD administration, was married at St Margaret's Church, Barking, on 22 June, to Mr David Foster who works in his family's printing firm. The couple spent a honeymoon in Scotland.

As well as working in administration, Mrs Foster helps distribute mail to BSD ships.

Senior board and division appointment changes

In a number of changes in appointments at group board and divisional level Mr RB Adams is appointed deputy managing director to assist the managing director generally and deputise for him in his absence while continuing to have board responsibility for GCD, PD, E & AT, MSD and TSD.

Mr HT Beazley moves from head of General Cargo Division to become responsible at board level for personnel matters and industrial relations which he takes over from Mr Denys Brown who has been relieved of these responsibilities at his own request. Mr Beazley also becomes responsible for the group's investment in OCL with assistance from GCD and Finance Division.

Mr Brown's other responsibilities remain unchanged, and in addition he will be available for special duties including control of a

number of studies of importance to the group.

The title of group executive director previously held by Mr Adams and Mr Brown lapses and Mr Beazley becomes the senior executive director after the managing director and deputy managing director.

The new head of General Cargo Division is Mr Alan Hatchett formerly operations manager in GCD.

Mr R F Folley, who has been appointed as the new Operations Manager of GCD, has been with the group since 1939, when he started his career with the BI. Most of his experience has been in trade management, except for a few years at sea and his last appointment as General Cargo Division Development Manager.

Mr Hatchett



Mr Beazley



Mr Adams



Mr Brown



Mr Folley