

# Wavelength

## Big response to new staff newspaper

by the Editor, Norman Carroll

Welcome to Wavelength our new Group staff newspaper which we will be publishing six times a year.

The splendid response from the staff is reflected in the contents of this first edition.

## £50 to be won in Safety Poster contest

You do not have to be an artist to win yourself £50 in a Safety Poster Competition being sponsored by the Accident Prevention Committee of the British Shipping Federation—it is your ideas they want.

The poster competition is an endeavour to reduce the number of accidents on board ship, and at the same time encourage seafarers to take an interest in safety. It is open to all seafarers serving in ships sailing under the British flag.

Prize money totalling £100 and Certificates of Merit will be awarded for the best ideas for a safety poster. Posters which are of artistic merit will be eligible for entry in the Seafarers' Education Service Arts and Handicraft competition. The 20 best entries will be exhibited at the Royal Exchange, London, as part of the S.E.S. Arts and Handicraft Exhibition between April 10—22.

Closing date for entries is February 29 and entry forms may be obtained from any British Shipping Federation Office.

Today nearly 25,000 copies of the new publication are being delivered to our colleagues ashore and afloat all over the world. But, on welcoming the new, we realise that many of us are sad to see the passing of old individual Company magazines like B I News, About Ourselves, Trident Topics, Log Line and Crossed Flags. These sentiments are well understood; the magazines played an important role within individual companies. It is our hope that Wavelength will be as successful across the Group.

An important point to remember, too, is that the majority of companies within the Group did not have their own staff publication—until now. Wavelength is for everyone in the Group, and because it is about all of us it is bigger than any previous House publication and could grow even larger.

Wavelength will cover the personal activities of people within each Division and, equally important, it will provide an overall picture of interesting events at work and socially.

## Lifeboat aid from Himalaya

A lifeboat under the command of First Officer Mike Moulin, of the P & O liner Himalaya, went to the aid of a stricken yacht 105 miles off the coast of Nicaragua, during a violent storm recently.

The Himalaya en route from Australia to Britain was delayed two hours while carpenters and plumbers from the liner carried out repairs to the yacht, which was leaking badly and had a damaged rudder. A large quantity of food was also put on board the yacht.

It is encouraging that so many people have enthusiastically searched out news for this first edition and we are most grateful for their contributions. The success of Wavelength will depend on this excellent response continuing and developing. A ship is only as good as its crew and a newspaper is only as good as its contributors make it. We look forward to your continued interest and support.

## For sale?

Do you have a white elephant for sale? The chances are you haven't.

Perhaps, however, you have a car, a house, or some other item you wish to buy, sell or exchange. If so, Wavelength can probably link you with a purchaser.

In our second issue we are starting a sort of mini Leadenhall Street market completely free of charge. So send your advertisement to the editor and then keep your fingers crossed.



Robyn Dyer is an attractive Australian country lass who has given up the land for the sea. Auburn-haired Robyn, 24-year-old daughter of Mr. and Mrs. Ron Dyer of Bung Bong, a property near Melbourne, is discotheque hostess on board the big P & O liner Orsova. "I really love the life at sea," Robyn said. "I especially like meeting different people and visiting the many fascinating ports." Robyn took the job with P & O after nine months touring Britain and Europe. Before she left Australia she worked as a primary school teacher in Melbourne.

## Dan's racing tips set the Old Kent Road buzzing

The regulars at the Duke of Edinburgh public house off London's Old Kent Road are wondering when the next hot racing tip will be arriving in a news release from P & O's International Relations Division.

And when Dan Ralph, the commissionaire on the sixth floor of the P & O Building in Leadenhall Street walks in, he is always asked "What's the news from P & O today".

The reason is that last month P & O Pando Bloodstock Services flew two winners to France—Mill Reef which won the Prix de l'Arc de Triomphe, and the Queen's three-year-old filly Example which won the Prix de Royallieu at Longchamp. And all the regulars at the Duke of Edinburgh had backed them.

Dan, who distributes P & O news releases on the sixth floor and passes them on to the telex room for transmission abroad, had a copy of the Mill Reef release when he went for a pint at his local.

## Television

"We all decided to back it, and even my wife, Emiley, who doesn't bet but put a pound on it. We saw the race on television at home and Emiley nearly jumped through the ceiling with excitement."

A few days later, Dan produced another news release on Example being flown to France and the patrons of the Duke of Edinburgh were soon to celebrate another good win.

● Hoofnote—No one in the Information and Public Relations Department of the International Relations Division backed either horse.



Captain Cedric James Ducker, 38, Master of the P & O Bulk Shipping Division tanker Ardlui, 214,000 dwt, shows his wife the Royal Society of Arts Silver Medal awarded to him for his skill and seamanship when he went to the assistance of the tanker, British Architect, badly damaged by fire after being struck by lightning in the China Sea.

## CONTENTS

- 2 Bulk Shipping Division
- 3 Journey into the wilds of Alaska
- 4-6 European and Air Transport Division
- 7 Recollections of a visit to Buenos Aires
- 8-9 General Cargo Division
- 10 Australian Scrap-book
- 11 Weddings, births and engagements
- 12 General Holdings Division
- 13 John Leadenhall's Diary
- 14-17 Passenger Division
- 18 Post Bag
- 19 Central Staff Divisions
- 20 General

## Carry on moving!

"All we needed was a couple of camera crews and we could have produced a new 'Carry On' film", said Brian Redrup, senior man at the sharp end of Property Department's removal operation.

The spectacle of Redrup and his men fixing the goods lift at Beaufort House with a broom-handle at 11 o'clock at night in the midst of the General Cargo Division move would no doubt bring the house down.

Other scenes, like the one in which exasperated removal men cast aspersions on the virtue of a management secretary who kept changing her mind about the position of her desk, might well attract the attention of Mrs. Mary Whitehouse.

## Jugglers

Ever since the beginning of August, when the Bulk Shipping Division was formed, Property Department have been "on the move". Often, they have felt like jugglers, with too many balls in the air at any given time. But they point out in all modesty that, in spite of last minute changes of plan, the discovery of people still working in rooms supposed to be empty, and the erratic behaviour of lifts and electricity transformers, they have managed to keep to every deadline.

By early in the New Year, the game of Box and Cox between P & O Building, Beaufort House, Navigation House and Trident House will be drawing to a close, and Property Department can heave a sigh of relief. Over the five months, they will have moved a total of at least 1,000 people and their furniture and belongings—to say nothing of the shifting of managers' partitions. All this—plus the fact that some people had to be moved twice or even three times while their permanent offices were being made ready—adds up to a truly formidable achievement.

## Polly Elwes to open Flying Angel Fair

Television personality, Polly Elwes, is to open The Missions to Seamen's annual Flying Angel Fair, which this year is being held from 11.00 a.m. until 6.00 p.m. on 2 December at Kensington Town Hall.

Once again the organisers have gone to great lengths to cater for a wide range of tastes and among the many stalls

there will be one offering amazing bargains in books and another selling items for the garden.

There will also be a stall with household gadgets—surely a must for all housewives—and another mainly for men.

Last year the fair raised £2,132 and this year the fair

committee are hoping to make an even bigger profit.

Chairman of the 1971 committee is Mrs. C. A. W. Dawes. Vice-Chairman is Mrs. F. I. Geddes and other members include Mrs. R. B. Adams, Mrs. H. T. Beazley, Mrs. S. G. Fowler, Lady Geddes, Mrs. A. G. Hatchett, Mrs. R. F. A. Hosking, Mrs. A. B. Marshall, Mrs. J. G. Maccoby, Mrs. H. F.

Spanton, Lady Trinder and Mrs. W. A. Watts. A past committee member and still a constant supporter is Mrs. J. MacNaughton Sidey.

Lady Currie, Lady Harmer and Lady Geddes—who has raised £93 towards this year's food market stall—are former Chairmen and until recently Mrs. Kenneth Campbell was a Vice-Chairman.

## BULK SHIPPING DIVISION



Mr. and Mrs. Marshall talking to Andy Walker (left) and Gerry Kiernan.

# 'Getting to know you...'

The best way of getting to know someone a little better is over a glass of the 'ard stuff. And so a few weeks ago members of the Bulk Shipping Division, many of whom had

previously been employed in offices throughout the P & O Group, attended a cocktail party in the P & O Building's Group Exhibition Centre. Host was Chief Executive, Mr. Sandy Marshall and senior management from the six staff divisions were also present.

The cocktail party followed a teach-in for staff held in the Queens Room of the Baltic Exchange Chambers the previous week and a Press Conference the following day.



Euan Geddes and Jim Elson talking to May Spurling (centre) and Pam Stockton.



Watched by Albert Peters and Lark Newman, Mr. Marshall welcomes Erika Hollowell to the party.

## A feature from Bulk Shipping Division appears on page 7



Andrew Robb (right) meeting Les Hagger watched by Tim Twohig. On the right of the picture is Sid Fitzgerald.



Jim Bayley, Penny Alger, Roger Drummond, Rosemary Davies, Roger Holt, Pauline Manning, Trevor Fairhurst.

## Coast Guard awards for seven ships

The United States Coast Guard has awarded certificates to seven of our ships in recognition of their "outstanding regular participation in the automated merchant vessel report system".

They are Ardschiel, Orissa, Grafton, Eridge, Cotswold, Atherstone and Fernie.



Betty Fairclough taking her short with her—or was it a case of being taken short?

## A visit to remember —for everyone

An unusual and perhaps historic event happened recently when it proved possible for the wife of A. A. Coutinho, chief steward, to accompany her husband for the short voyage from Vishakhapatnam to Calcutta on board the tanker, Quiloa, which in May 1971, was engaged in Indian coastal distribution.

The visit was made possible by the company's wives on board policy for officers, and by the enthusiasm and determination she showed, once permission had been granted, in crossing India by train from Goa, and flying back from Calcutta both journeys of considerable length and difficulty.

The wardroom will remember her visit both for her charm and friendliness, and for the harvest of delicious ripe mangoes from the Coutinho's own garden, with which she burdened her overland journey.



Mr. and Mrs. Coutinho flanked by Captain Iain Denholm and Chief Engineer Officer Martin Smith at the formal "meet the wife" party in the wardroom.

A.S.J.

## retirements

We extend our best wishes to:

Charles Guy Fitch, a Managing Director of Hain-Nourse, who retired on 30 September because of ill health. Born in Dartmouth, Devon in 1911, Mr. Fitch was educated at Blundells School. He qualified as a chartered accountant in 1934 after which he served for 12 years with MacKinnon Mackenzie & Co. in Calcutta, Colombo and Karachi. In 1946 he returned to England, joined P & O, and five years later was appointed secretary of James Nourse. In 1961 he was elected to the company's Board. On the amalgamation of the Hain Steamship Company and James Nourse, Mr. Fitch was appointed a director of the newly formed company. During the war he rose to the rank of Lieutenant-Commander in the Royal Indian Navy.



Charles Fitch

Purser Alan Hale and deputy administrative purser Richard Harries of Arcadia were faced with a problem—how to spend their free time in port.

# OUR JOURNEY INTO THE ALASKAN WILDERNESS

The name of Alaska comes from an Aleut word meaning "The Great Land" and in physical terms it is a great land. It is by far the largest of the fifty states in the Union. The only state to vote against its admission when it applied for membership in 1959 was Texas, which until that time had enjoyed the distinction of being the biggest state, as if this in itself was a singular virtue. The Pacific coast of Alaska alone is sufficient to wrap around the whole of the "lower 48", the affectionately disparaging expression the locals use to describe the main body of the United States.

Of this enormous area of land the part we visited on our cruises is but a very small section. Known as the "panhandle", it stretches over five hundred miles south-eastward from the square shaped mass. It comprises a thirty-mile wide strip of mainland and the numerous off-shore islands which together make up the Alexander Archipelago. If you glance at a political map of North America it looks as if the panhandle should rightfully belong to Canada, but the United States will only part with it in exchange for Vancouver Island, so the colours on the map have remained as they are. In any case it would be very dull if all frontiers followed straight lines.

## Ports of call

The three ports of call on the cruises, Ketchikan, Juneau and Sitka, are small and can be thoroughly explored in an hour's leisurely walk. So the question arises, how best to spend your free time in port? Well, there's the Red Dog Saloon in Juneau, complete with swing-doors, inches deep sawdust on the floor, honky-tonk piano, moose and elk horns around the walls and the stuffed head and fore-quarters of an enormous brown bear eyeing you beadily over the barman's shoulder. It's fun but it's phoney. The pioneering days of the gold-rush at the turn of the century brought these bars into existence and now they remain principally for the tourist. No, the Red Dog was not the answer we were looking for.

"Why don't you fly over to one of the lakes around

Juneau, rent one of the Forest Service huts and we can pick you up again in the morning, or, if you prefer, last thing at night?" We were talking to one of the pilots of South-East Skyways, a local airline. We pored over the map together, picking out the many lakes in the area—Young, Turner, Hasselborg, Florence, to name a few. Taking the advice of the pilot we decided on Turner Lake, fifty miles east of Juneau across the Taku Inlet and just under half an hour's flying time away. We reserved a flight for our next call at Juneau, to leave at two in the afternoon and be collected again on their last run of the day before nightfall put a stop to flying.

"Better carry a sidearm", said the local agent when we told him of our plans. "You can never really trust the bears. The Blackies aren't so bad but the Brownies can be temperamental." He told us that brown bears can grow up to 1,000 lbs in weight and ten feet tall—on their hind legs that is, echoing the words of the barman in the Red Dog Saloon, although with true alcoholic licence his bears were even taller and weightier. The agent went on to tell us that they can move surprisingly fast and over a short distance run down a moose or a deer. Bear stories are multitudinous, as many and as varied as the proverbial shaggy dog, and everyone has their favourite.

## Beginners

As raw beginners in this wilderness land we played for safety and gratefully accepted the offer of a loan of his personal sidearm, a .38 six-shooter, complete with leather belt, holster and sawn-off

dum-dum bullets which would have made a nasty mess of the biggest bear that ever was. The gun itself was heavily ornamented and brought with it more than a whiff of frontier days.

There was an unpredictable element in these arrangements, and that was the weather. South-east Alaska has rather more than its fair share of rainfall, averaging 200 inches in a year, which is seven times that of London. However, we were fortunate and on our next arrival in Juneau it was fine and so soon

*'We realised there was not a living soul, human that is, within many miles...'*

after lunch we presented ourselves at the low building which houses the headquarters of the local airline. They possess nine planes, all of them floatplanes, or seaplanes as we call them in England. Already we had enough gear and equipment with us to have incurred an excess baggage charge on a conventional air-

line. To this we added an outboard motor and a 30.06 rifle with telescopic sight, both kindly loaned to us by the airways people.

The plane was a Beaver. Not so eager though, for it required coaxing and we went round and round in circles while the pilot warmed the engine. Then, satisfied that all was in order, we roared forward across the water and soared into the air. We flew down the Gastineau Channel and on into the Taku Inlet hugging the coast. Way ahead of us on the port side we could see the Taku Glacier, an enormous sheet of ice flowing down from the Juneau icefield and one of the few glaciers in the area which is steadily advancing.

We turned off to starboard, crossed a narrow neck of land and there below us was Turner Lake nestling between high, snow-capped mountains and still partially covered in ice. The mountains fell steeply to the water and were densely clad for two-thirds of their height with spruce and hemlock forest. The hut was at the far end of the lake where the ice was most prevalent. We came down effortlessly on the dark green water and slowly broke our way through the ice crust to the landing area by the hut.

When the plane took off again and disappeared from sight we realised that there not a living soul, human that is, within many miles of us. It was a sensation which was both exhilarating and disturbing. Exhilarating because of the utter peace and quiet of our rugged surroundings, but disturbing because we were entirely dependent on the return of the plane. A unique situation which it is well-nigh impossible to find in life at sea.

## Wooden

The hut was wooden and basic. Two shelves about three feet wide ran the length of it on one side. These were the bunks for the hardy folks who ventured to spend the night there. On the opposite side was another shelf obviously intended for laying out and preparing meals, with a cupboard full of the remains of pickle jars and other delicacies, above. Facing the door on the far wall was a wood-fired stove. In a dog-eared exercise book previous visitors had written their comments both cryptic and revealing. "The bear was round again last night, heard it prowling about outside." "The bugs kept me awake all night so got up at three in the morning." "Fished all day but not



Trigger happy Alan Hale and Richard Harries deep in the Alaskan wilderness.

a bite." "Went to the loo and was confronted by a bear when I came out."

## Dense

Apart from a small cleared area around the hut, walking was completely out of the question for the growth of trees and bushes was dense and the ground broken and rocky. We launched one of the dinghies provided by the Forestry Service, screwed on the outboard, used the up-ended oars to break our way through to clear water, attempted to start the motor and then discovered we had left the petrol under the seat in the Beaver. There was no alternative but for oars and muscle-power.

Three hours later, having inspected part of the lake, including a perfectly formed baby glacier, and having had great difficulty in making our way through the ice which had perversely re-formed behind us, we were back at the hut. The Forestry Service, to whom all credit, had left a goodly store of chopped wood at the side of the stove, and soon we had a blazing fire going with sausages and steaks cooking in the pan.

## Plane

We heard a plane in the distance and watched it fly low over the lake, then land and taxi towards the hut. It was our pilot who, discovering we had forgotten to off-load the petrol and realising our predicament, had diverted from a scheduled mail run to a remote hydro-electric scheme camp further north to bring it to us.

We ate our meal sitting on logs of wood at the side of the lake. The setting was idyllic, even the cooking was good but the mosquitoes endeavoured to upset our pleasure. They were persistent and thirsty for our blood. There is another biting insect which the Alaskans call a "no-see-em". Nobody can describe what it looks like because you never see it, just suffer the consequences. Whether they were there assisting the mosquitoes we don't know.

After our meal we launched the boat again and went off down the lake, this time under power. We inspected some spectacular waterfalls which suddenly captured our interest. Fed by the melting snows on the slopes above, they came tumbling down in a series of cascades. It was after ten and the long northern twilight was beginning to fall when we returned. There was now only one thing missing from our day, the one thing we had borrowed weapons to guard against, and that was the biggest carnivore of these parts, the bear. We decided that we couldn't return to the ship without a bear story of our own and that if we didn't see one before the plane came for us, we should have to invent one. As it happened, our inventive powers were not put to the test as a bear did indeed make an appearance.

## Sniffing

We were about to open the door of the hut, when we looked up and there about twenty yards away, standing on its hind legs sniffing the air in a curious fashion like a pointer with a scent, and looking straight at us, was a large, chestnut coloured bear. Whether he was a "blackie" or a "brownie" is arguable, for the shades vary from dark to light in both types, but in our story he was huge, fierce and quite definitely brown. He looked at us and we looked at him with our weapons at the ready for a few moments, and then he backed off and disappeared in the thick undergrowth.

## Flew back

Soon after eleven the plane landed again and in a pleasant state of euphoria we flew back to Juneau and the ship.

There are other lakes which can be visited, many of them; there are mountain trails both difficult and easy within reach of the towns and there are opportunities for fishing expeditions. For the venturesome and for the lover of the outdoors, it is indeed a Great Land.



Having dropped its two passengers the Beaver prepares for take-off.

## APPOINTMENTS

Arthur Whittaker has been transferred to Ferrymasters head office marketing staff as UK marketing co-ordinator. He will continue to be based at the company's marketing headquarters at Station House, Atrincham, Cheshire.



Arthur Whittaker

Ian L. Scott has been appointed to Pandair's Melbourne sales force. Aged 28, Ian is a member of the Customs Agents' Institute of Australia and, for 11 years, prior to joining Pandair, was wharf manager for Melbourne customs agents, H. Halford (Pty) Ltd. He replaces Mike Clary who has moved east to join Pandair's sales team in Sydney.



William Scott

at Kirkwall and then manager there. He returned to Aberdeen in 1961 as assistant general manager and became a director two months later. Married with four children—one of whom is an officer with Bibby Line—Herbert is a Fellow of the Chartered Institute of Transport, secretary of St. Fittick's Rotary Club, Aberdeen, and a member of the Curling Club of Aberdeen.

Eric M. Turner (43), secretary of the North of Scotland Orkney and Shetland Shipping Company, has been appointed assistant general manager. Eric, who joined the North of Scotland company about 15 years ago and lives in St. Macher Drive, Aberdeen, takes over the position from Herbert William Scott.

Herbert William Scott, a one time ship's purser, has taken over as director and general manager of the North of Scotland Orkney and Shetland Shipping Company. Herbert, of Deeside Gardens, Aberdeen, is believed to be one of the few shipping chiefs in the UK to have graduated from seagoing staff. Aged 55, he went to the North of Scotland company as a junior clerk from Aberdeen Academy. After 10 years in various jobs in the company's office he was appointed purser of the St. Ola and served in that capacity for another 10 years until becoming assistant manager

Harry Clark has joined Pandair as London import manager from Channelflow Freight Services Limited. He is 37.

Roger H. Giles has been appointed Pandair's assistant manager — operations. Brian F. Allum the company's assistant manager—administration and Brian Jones and David White, operations supervisors.

## Obituary

We record with deep regret the death of:

James Duff, a former Coast Lines assistant superintendent engineer, who died on 25 May aged 70. Mr. Duff began his sea career with Furness Withy with whom he served as a 4th, 3rd, 2nd and chief engineer. He joined the Belfast Steamship Company in 1929, transferred to the City of Cork Steam Packet Company in 1930, and moved to Coast Lines in 1935. As a chief engineer he acted in a supervisory capacity at the construction of the Pacific Coast,

Anglian Coast, Dorset Coast, Devon Coast and Antrim Coast. In 1937 he joined the British and Irish Steam Packet Company and worked again in a supervisory capacity at the fitting out of Kilkenny, Leinster and Munster. On the completion of this last vessel he was appointed her 2nd engineer. He then served as chief engineer in Innisfallen, supervising the ship's engine refit in Belfast. Mr. Duff later joined Kenmare and in 1946 was sent to Belfast to supervise the construction of Munster and Leinster. He retired in 1964.



## Pandair get-together

Chief Executives of Pandair Freight's top European agencies together with their hosts pictured before the start of a conference at Maidenhead's Esso Motel, not far from Pandair's Braywick House headquarters. The conference was called to discuss ways of achieving even closer co-operation following the decision made at IATA's Singapore annual round of talks. From left: A. Merayo (Fernando Roqué, Spain), A. Lindskog (Nordisk, Sweden), S. G. Chance (Pandair), J. Vahl (Deugro, Germany), C. L. Howard (Director, Pandair), L. Dolle (Merikito, Finland), L. Marques (STAR, Portugal), C. Stjernlof (AB Scansped, Sweden), Mrs. E. Haden (Pandair), D. Spice (Managing Director, Pandair), K. Philippens, A. de Wit (Philippens, Holland), H. Silander (AB Scansped Flight, Sweden), K. Mardal (Aircontact Cargo, Norway), S. Petersen (Th Erritzoe, Denmark), P. G. Kilpack (Pandair), C. Fouet (Mory, France), P. Ronsse (AMI, Belgium), E. A. M. Macrae (Pandair), J. Tanquerel (Mory, France).



Watched by some of the students, Mr. Dingwall presents Mr. O'Keefe with the specially painted lifebuoy.

## Students visit car ferry

A party of students from Liverpool Nautical Catering College visited the Belfast Steamship Company's passenger car ferry, Ulster Prince, at Princes Dock, Liverpool, to see the vessel's kitchens, dining room and self-service restaurant.

During the visit Jack Dingwall, Chief Catering Superintendent of the Coast Lines Group and a governor of the college, handed over a specially painted lifebuoy to K. F. O'Keefe, a lecturer at the college.

## Ulster Queen gives £60 to Scout Troop

When members of the 1st Kirby Scout Group visited the Belfast Steamship Company's, Ulster Queen, the troop was presented with £60 by one of the ship's officers, T. Hunter.

The money was donated by the Ulster Queen's officers and crew as a result of fund raising schemes organised by relief 2nd class chief steward George Mallon.

Mr. Mallon is chairman of the troop committee and since 1965 when he was serving in Ulster Monarch he has raised over £300 for the troop.

Mr. Hunter presented the Ulster Queen's donation to group scout leader, R. J. Gourley.



Members of the 1st Kirby Scout troop look on as Mr. Hunter makes the presentation to Mr. Gourley.

## retirements

We extend our best wishes to:

William A. Williams of Queenscourt Road, West Derby, Liverpool, who retired from Coast Lines after nearly half a century at sea. Mr. Williams first went to sea as a deck boy in 1923 with the Nelson Line. He got his first command just before the last war with Munro Brothers sailing from east coast ports to the south coast. When the com-



William Williams

pany closed down after the war Captain Williams was with the London Missionary Society's mission ship John Williams VI for two years before it went to the South Seas. Later he joined the Queen ship company, part of the Coast Lines Group, sailing from London to south coast ports, the Channel Islands and the Continent. When this service was curtailed he moved to Liverpool to serve in the group's services to Belfast.

Jack Wilson, who joined the Belfast Steamship Company's office at Princes Dock—Liverpool in June 1922. Jack later transferred to Royal Liver Building as a collector of cash and afterwards moved to the cash department where in May 1960 he was appointed chief cashier. He takes a great deal of interest in the Boy Scout movement and in particular the Red Cross from which he has earned full medals for Red Cross, home nursing and gas casualties. Consequently he became the first aid man for the office and could always be relied on whenever a "casualty" occurred. During the war he was a squad leader in the First Aid and Rescue Service.

Billy Williams, who spent all his career with the Belfast side of Coast Lines' business, joining the company in August 1920 as a messenger at West Princes Dock. He spent some time delivering advice notes before moving into the accounts section. Together with the rest of the section he was transferred to the accounts department in 1948. Billy joined the Terriers in 1938, was called up to serve in a searchlight battalion in August 1939 and returned to the office in November 1945. He has been a good supporter of the bowling club.

H. (Bert) Batho who joined Coast Lines at the Nelson Company office in 1923. Early on in his career he was associated with the Dublin & Cork service and subsequently took charge of the customs section of the Dundalk and Newry Steam Packet Company. When war broke he

transferred to the traffic department in Royal Liver Building and became responsible for the movement of pre-booked traffic via Preston to Ireland. During the war Bert served in the special constabulary—he was awarded a long service medal—and was also a firewatcher at East Princes Dock. He remembers St. Nicholas Church being bombed and also the Cunard Building and India building being gutted by fire. After the war he suggested to Sir Alfred Read that the Coast Lines' evacuation premises at Henley-on-Thames be converted into a rest hotel for staff returning from war service. Sir Alfred gave this his fullest consideration and out of this thought arose the present and much used caravan service. Bert's main interest outside the office has been as a reporter with a local newspaper.

Harry Govan who joined Coast Lines in July 1921. The last of the old Michael Murphy Company, he came from them into Coast Lines, Glasgow and North Trades. From there he transferred to the B & I accounts section. Harry joined the Terriers in 1938, was called up in August 1939 and served in the Orkneys with an anti-aircraft battery before being demobbed in November 1945. He has been a keen member of the bowling club.

Ted McCarthy—one of the pioneers of Britain's modern air freight industry—who retired on 6 November as Pandair's UK operations Manager—import. Ted's career is really a short history of the British air freight industry. It goes back to 1928, to Croydon Aerodrome and the small group of visionaries who saw the future of air cargo when the business was in its infancy. By 1938, he was with Anglo-Overseas Transport, the P & O Group company then operating at Croydon as Air Express. But a year later he was in uniform, commissioned into the Royal Air Force on the outbreak of war. From then until demobilisation in 1946, he served in North Africa and Western Europe. He went straight back to the air industry and until 1950 was import manager at London Airport, first for BOAC and, later, for Pan-American Airways. In 1950 he inaugurated the air freight and travel service of Anglo-Overseas Transport, being appointed a director in 1965. He also assisted with the formation of, and became a founder director of, the P & O Group's Fashion Forwarding Limited. For several years he was the delegate of the Institute of Freight Forwarders on the London Airport Committee and a representative for the same body following the formation of the London Airport Customs Consultative Committee. Since January this year, he has represented the IFF on the organisation controlling LACES—the London Airport Cargo EDP Scheme. A keen gardener and an expert contract bridge player, Mr. McCarthy lives in Egham. Successor Jim Murgatroyd—Pandair's UK operations manager—export—has taken over merged responsibilities for Pandair imports, exports and all UK operations with the newly-created title of UK operations manager.

## Anchorage Club's cocktail party



Mr. and Mrs. John Turner Liverpool, in the pleasant surroundings of the hotel lounge. During the evening Captain Reggie Holt (centre), George Mearns (right) in our picture below, immediate past chairman, presented the club with a ship's bell and stand. It was received on behalf of members by Captain Holt.



## Where are they now?

Where are the ships of yesteryear  
And the men who have gone from our ken;  
Where are the ships that looked like ships  
And the men who looked like men.

Do the "Green" Boats sail on in a nautical Heaven  
With spray creaming white from their bows;  
Do "Branch" Boats still coal in a ghostly Port Said;  
Like castles surrounded by dhows.

Does Themistocles voyage in some third dimension;  
Are there "Highland" Boats berthed in La Plata;  
And what of the gossip in Davy Jones Locker,  
Is Miss Carrege of the Kiosk still on the batter.

Doric, Calgaric, Laurentic, Britannic,  
"Beaver" boats, "Sam" boats—the old Rotorua,  
"Castle" boats, "Port" boats, the dear old Ceramic,  
"Blue Flue" steaming proudly to and from Singapore.

So many ships and so many shipmates,  
So many places and friends;  
So many memories, so many years;  
So many changes and trends.

All conjured up from the days that are gone,  
And from ancient discharges and payships;  
But we'd all sell our souls to go back and sign on,  
In one of those grand old White Star ships.

L. F. Sinclair.



Pandair Freight recently sent two of their branch supervisors via BOAC to New York to have a close look at the Pandair set-up in the United States. Our picture shows Peter Appleton, Pandair's sales representative in New York (left), and Henry Schneider, senior cargo officer BOAC, New York, escorting respectively Mrs. Claudine Goodfellow, Pandair branch supervisor at Teesside, and Mrs. Olive White, branch supervisor at Newcastle upon Tyne.



The Belfast Steamship Company's float making its way through the centre of Liverpool during the first Lord Mayor's Parade organised by the city's Junior Chamber of Commerce. Over 45 floats were entered by commercial, voluntary and service organisations, and the Belfast Steamship Company's entry was awarded second prize in its class.



## Some package deal

Pandair has all its air freight pretty well wrapped up. And no wonder when we take a closer look at some of the company's staff. This is Olwen Blacklock, Pandair Sales Co-ordinator's secretary, who is based in Maidenhead.



## Europe here we come

Cameramen filming Southern Television's documentary, "Europe—Tomorrow's Market", had a ready-made example of how two British companies—Colt International and the P & O Group—are tackling Common Market trading opportunities when they visited Colt's factory at Havant, Hants. For Colt International it was a chance to show off exports of heating and ventilation equipment bound for Belgium, and for P & O it was a model illustration of how the Group's door-to-door transport formula works. From Havant a semi-trailer of P & O's Ascania Unit Loaders transported a container load of exports to Tilbury, where it was hoisted aboard a container ship of P & O's European Unit Routes. On arrival at Antwerp, the container was hauled on the final leg to a Brussels destination by one of the heavy semi-trailers of Continex . . . also a P & O Group company!

# 'Murphy's War' makes a star out of old Ulster Prince

Early in 1970 the Dimitri de Grunwald International Film Consortium chartered the Epirotiki Line vessel *Odysseus* for a period of about three-and-a-half months in connection with a new all British film "Murphy's War" due to have its premiere in London on 13 January, 1971.

The new £2m. film starring Peter O'Toole and Sian Phillips is from the novel by Max Catto, screenplay is by Stirling Silliphant and concerns the story of a merchant seaman who hunts down the U-boat that torpedoed his ship and stages his own one man war against it.

The film unit flew to Port of Spain, Trinidad, to join *Odysseus* which had sailed from Piraeus for the Orinoco River, Venezuela, eighth longest river in the world.

The Orinoco is over 1,000 miles long and heavily infested with alligators, snakes and piranha fish and not an ideal place for a film production company.

*Odysseus* was used as a floating studio/hotel for a 100-strong cast and crew, accommodating the entire unit, housing equipment and changing the existing public rooms into offices.

The dining room became the editing department and projection theatre for a 35 mm. projector and other necessary equipment. The partitioned reading room was used for art, hairdressing, make-up, wardrobe and publicity departments.

Accountants, ledgers and adding machines were to be seen in the purser's office.

The production office, nerve centre of the unit, was housed in one of the ship's two bars. Refreshments being available during the evening in a larger lounge. The property department had its headquarters in a converted storage room.

Filming began on 23 February, 1970, and involved steaming up and down the



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*Odysseus on location.*

river with initial filming at Pedernales, a tiny outpost on the extreme north-west part of the Orinoco delta and later at Los Castillos, another small community about 100 miles upstream. The heat soared to over 150 degrees with the heat of the day and lighting equipment. Fortunately the ship was air conditioned and this brought the temperature down to 85 degrees aboard.

The unit was transported to each day's location by three launches as the ship was not actually docked. Certainly an unusual cruise for a Greek passenger ship that started her days in 1937 as the Leinster for the British and Irish Steam Packet Co. Ltd. Built by Harland & Wolff Ltd. of Belfast for the Liverpool-Dublin route, she was launched on 24 June of that year with accommodation for 425 first and 1,075 third class passengers. Due to a strike in Dublin preventing completion of her berth, she entered service between Liverpool and Belfast.

On 21 March, 1938, Leinster was transferred to her intended route. She was the first British cross-channel ship to provide ship to shore radio-telephone.

In 1946 she was transferred to the Belfast Steamship Company Liverpool-Belfast route and renamed *Ulster Prince*. The suffix 1 was added in 1966 to vacate the name for a new car ferry then being built. Her last sailing was on 5 October, 1966, when she was placed on the sales list.

Van Heyghen Freres of Ghent, Belgium, bought her for scrap and she sailed from Birkenhead on 8 April, 1967.

However, Epirotiki Lines George Potamianos Ltd. of Greece, bought the *Ulster Prince 1* for further service and subsequently she sailed to Greece without the suffix 1.

Conversion during the rest of 1967 followed, including the installation of air conditioning, a swimming pool and facilities for drive on/drive off for cars. Renamed *Adria* she entered service on 7 April, 1968, from Ancona, Italy, for a 15-day voyage to Greece and the Greek Islands.

*Adria* joined *Pegasus* at the end of the month for her regular summer service from Venice to Brindisi, Corfu, Piraeus, Crete, Cyprus and Haifa, Israel, offering a low priced service for passengers and cars.

During 1968 ownership was transferred to Epirotiki S.S. Co. Ltd., of Cyprus. Further alterations were carried out during the winter of 1968 for a new budget cruise service from Ancona to Piraeus, Kusadasi, Patmos, Rhodes, Myconos, Delos, Piraeus and returning to Ancona.

The service scheduled to commence on 14 June, 1969, *Adria* became *Odysseus* and offered facilities for one way or return passages for passengers with or without cars as well as a seven-day cruise voyage from Ancona or three-and-a-half-day cruise from Piraeus.

The twin screw diesel ship has a speed of 17 knots with accommodation for about 500 passengers in mainly single and double cabins one class. Her gross tonnage when originally built was 4,307.

In conclusion, I would like to thank London Screenplays for the photograph and information regarding "Murphy's War" and additional information on the film to Fred Hift Associates.

The above article first appeared in the *World Ship Society* magazine, *Marine News*.

## Awards for four Terrier men



Captain Anderson, Arthur Richards, R. T. Robinson, Captain Spence and Colonel Rennison of the Liverpool Shipwreck and Humane Society.

Three members of the Coast Lines' vessel *Terrier* were last month presented with Liverpool Shipwreck and Humane Society awards following their "courageous" but unsuccessful attempt to save the life of a Preston pilot. A fourth member was unable to attend the presentation ceremony, which took place on board another Coast Lines' vessel, *Ulster Queen*.

Captain James Spence, master of *Terrier*, Captain D. Anderson, relief master, Hugh Farren and Arthur Richards went to the aid of the pilot after he overbalanced and fell into the water while transferring from a foreign ship, *Bloemgrachd*, to his pilot's boat.

They managed to haul him out of the water aboard *Terrier* but despite attempts to revive him he died shortly afterwards.

The awards were presented by Roger T. Robinson, director Coast Lines (Services) Ltd. and manager, general shipping, of P & O Short Sea Shipping Limited, European and Air Transport Division.

# There were two places that the fourth-year apprentice could visit while in Argentina. He chose 'The Haunt'

## List of Characters:

The Chief of the Clan MacPherson.  
Willie Reid, an itinerant singer.  
A fourth-year Apprentice.  
Mozo.  
A Missionary.  
A Group of Gaucho Dancers.  
And the s.s. Acme Thunderer.

Place: Buenos Aires.

Date: Summer 1958.

The tale that follows is, with the exception of the name of the ship, true. I hasten to give credit for the name to the Captain in Trident who introduced to me the idea of using the splendid, resonant, compelling and peremptory name of the humble whistle for a ship. But, I repeat, subject to a certain haziness of detail, for it was 13 years ago, the rest is absolutely, swelpmo, true. From the day that the Thunderer sailed from B.A. in pouring rain, and short of 30 tons of cargo, I have never managed to dismiss outright the possibility of the occult, the supernatural, or just plain magic. It might have been coincidence, but who would dare define the point at which one becomes the other. But, even if it was, I am still not prepared to detract from the power of the Gods that the early Incas brought with them across the Andes from Peru. But let the tale speak for itself, and the gentle reader judge for himself.

## Hairy man

A note about the principal characters. Pherson MacPherson MacPherson was the Third, a huge good-natured hairy man, a professional Third if ever there was one, with the patience and sometimes exasperating timelessness of the Western Isles. Willie Reid had half his size and twice his volatility, dark jowled, pure Glasgow, who used to accompany himself on the guitar, mainly popular cowboy songs, with celluloid and adenoid twang superimposed on his inescapable Clydeside. He had the happy propensity for falling violently in lust with not just one, but several ladies in each and every port we visited, with a surprising lack of discrimination. It was Willie who claimed, with a face as straight as an officiating clergyman, that Pherson was the Chief of the Clan, and it didn't take long for the name to stick. The fourth-year Apprentice was me.

The Acme Thunderer, ah, there locked up in the pages of her log books could be found the framework of the sort of romance that would have delighted Conrad. She was old, and to be polite about it, scruffy, 10,000 deadweight in 5,000 gross, three-leg up-and-down job, the noisiest

# The day that the rains came down

clatterbang winches this side of the turn of the century, 10 knots and tumble home, painted in traditional British colours, black, buff and coal-dust. She was, in fact, a tramp.

And Buenos Aires in 1958. Steaks con dos huevos which have spoilt my taste for steak ever since; even the ship's cook used to join the rest of the lads in going ashore to the nearest canteen for lunch; vino tinto collapse; dark treacly coffee laced with dark treacly rum; ramshackle rattling rushing buses, overflowing with garlic-impregnated humanity, but incredibly cheap, about tuppence (old currency) for a trip to anywhere and beyond. Corrientes. 25 de Mayo. Overpowering fragrance of Frigorifico (Blue Star Country, that), vying with the garlic, the cheap perfume of the 10-peso notes and the smoke from the coal-burning braziers on the pavements—more steaks, prodded by pudgy fingers, zebra-barred from the precursor to the modern barbecue grill, but oh-so-delicious, sizzling hot and falling apart in the mouth. They were good days, and Willie fell in lust again.

We arrived from Newport with a cargo of good Welsh coal for the power station, and tied up in Darsena E for about 10 days. Discharge by

day only, everybody ashore at night. The Chief of the Clan MacPherson and Willie straight up to Corrientes, and the fourth-year apprentice to the Mission. I particularly wanted to see some gaucho dancing which I had been told closely resembled the original Castilian type, and sought advice from the Missionary about where to find it. After much voluble discussion with the girl who ran the shop in the Mission, the girl who served the tea in the Mission, and the girl who washed the dishes in the Mission (all incomprehensible to me), it seemed that there were two places in B.A. and one of them was not the sort of place that would be suitable for apprentices. The other was called La Querencia, (The Haunt) and was to be found on the Avenida de Mayo, that splendid boulevard running straight south from the imposing frontage of the pink-plastered Palacio del Presidente. (It was not the season for revoluciones and all was at peace.)

After some difficulty, I found La Querencia, set back from the street, with a narrow entrance hemmed in by a cafe-cum-bar on one side and an emporium on the other. No entry fee, but a cover charge which was automatically absorbed in the price of the first

drink bought. Beer was about 8s. for a large bottle. Very plush and opulent with a smallish raised stage and a continuous floor show of a revue type. Man, telling jokes in Spanish. Girl, dark hair, fiery, proud, open scorn in her eyes for the lecherous audience, walking slowly round the stage, across the stage and back, then, back to audience, hands on knees and booms-a-daisy to reveal that she was wearing nothing underneath her exquisite, knee-length dancing skirt, or at least no more than the briefest of G-strings. A roar of ole's from the floor, the guitars burst into sound and she spun into a real rose-in-teeth swirling classical cardinal-coloured castanet dance. Faster, Faster! Man, singing to his own guitar, the latest love songs from Madrid, tremendous virtuosity, encore, encore. Taking turns with these, were the six gaucho dancers, Isabella, Carmencita, Maria, Pedro, Alejandro and Juan. Full band accompanying: three guitars, drums, castanets, beans and a fiddle. Shoes like Dutch clogs to emphasise the skill of the tap-dancing—and it was skillful. Movement, colour, sound, they assailed all the senses, incredibly swift, incredibly precise and, in spite of what the kindly Missionary believed, and in common with the Spanish original, manifestly sexy, the more so for being fully clad.

## Next night

I went back the next night, and indeed every night thereafter for as long as the Thunderer stayed in B.A. On board I raved about it to the Chief of the Clan MacPherson and Willie. The Mozo (waiter), gradually came to know my face and impoverishment, for I would sit on one beer all night. I never failed to tip him, though, and he must have taken pity on me, for gradually he found me tables successively nearer the stage, and gradually he, and the bartender with whom he was in league, increased the quantity and variety of the free small eats that are the indispensable accompaniment of drinking in the Argentine. Nuts, small cubes of delicious cheese, little rolls of Parmatype ham impaled on a toothpick, and olives, of course, large luscious green and black olives with the stones not removed. Thank you, kindly Mozo.

## Determined

I was determined to get the MacPherson and Willie to visit La Querencia, and in the end, after about a week, in return for my agreeing to accompany them on a 24-hour round of the cafes and bars, (the night ones close at 0600, but the day ones open at 0559) we sat down in La Querencia, and since they had money, ordered Red Martinis from grinning, happy Mozo. That evening the dancers put on a completely different dance as well as their usual fire, fury and flurry. It was a sombre, powerful dance, with a heavy ritual rhythm and they were clad, not in the usual bright reds, yellows, blues and blacks of ceremonial gaucho dress, but in shawl-type robes, sweeping the stage with their dull herbal colours and fringes, all of them stooping all of the time, stamping in slow unison with slow circular movements of the arms. It started to speed up after a while, as the jungle rhythm increased, and became obviously more redolent of sex. The theme enacted of boy



'Booms-a-daisy'

meets girl, boy wants girl, boy chases girl and boy catches girl before, in the end, one girl was dragged off, the second, a little later carried off, and finally Juan and Isabella rushed off hand-in-hand, was fraught with ritual symbolism and left little to the imagination. The MacPherson said that it was sexier than the Windmill and he was in a better position to judge than I. (If the poor Missionary had known to what he was sending me, I am quite sure that he would have said that there were absolutely no places in B.A. suitable for fourth-year Apprentices. However, I managed to repay his unwitting kindness by taking home for him a small tape for playing at his sponsoring diocese of Solihull.) We asked Mozo what the dance was, for the Spanish was coming on quite well by then and he managed to make us understand that it was the ancient Inca Rain-makers dance. (Primerio, Caballeros y Señoritas danza, tarde mucha lluvia mañana.)

Mucha lluvia mañana. The next day it rained. Not perhaps much, a thunderstorm of about half an hour, but definitely, undeniably, palpably, lluvia. And it was the first rain which had fallen since we had arrived in the Argentine.

The Acme Thunderer duly finished discharge and we went up the Rio Paraña to Rosario to load grain. Holds were swept out, washed out to remove all traces of coal dust and dried out in the couple of days we took to go up the river. The cargo surveyor came down, and was not satisfied with the dryness. The permanent wooden dunnage was still seeping a little dampness from the seams. However, the surveyor had a cousin who sold quicklime, and he was sure that if we were to put that in flour bags and dump it up and down on the tanktops, that its hygroscopic qualities would draw any remaining dampness out of the wood. He still wasn't satisfied on the second day, so more quicklime was bought from his cousin and the third day—by now the dunnage was tinder dry—his satisfaction was ensured by a pequeno presente (case of whisky, perhaps and 2,000 cigarettes? I never knew, for apprentices aren't told the grim and sordid details of high commerce). The loading of bulk grain was quickly completed and we went back down the river to continue at Villa Constitucion, a terrifying place to enter for it entailed a 180 midstream, dredging the starboard anchor, all in a six-knot current. We burnt out the lining of the winlass brake and rivets were popping

out like machine-gun bullets. Then full ahead to stem the current with the result that when we entered the backwater we shot ahead and couldn't stop in time to prevent giving the jetty a thundering great clobber at about 3 knots. Luckily it was an old wooden jetty and suffered much worse than the Thunderer, and the whole incident was smoothed over (more whisky? more cigarettes?) and the pilot shrugged his expressive shoulders and said that it was always happening, not to worry. Then back to B.A. (Darsena C. this time) to top up with bagged grain which was stowed on top of the loose bulk to prevent shifting. This, of course, was much slower, involving winches and wharries, thefts and littered decks. Willie had his trousers stolen through his porthole one day and could be heard threatening to shoot the whole male Argentine nation, in language that left little doubt of his sincerity. Not the girls, though; his love-life was flourishing and arrangements were being made for a very special party five days away, to which most of the ship's officers had been invited. I was back each night at La Querencia, of course, where I was rapidly falling in love myself, but I couldn't make up my mind whether it was with Maria, Carmencita or Isabella.

Four days later, with Willie's party looming but 24 hours off, we had only 30 tons left to load, about four hours' work, including opening up and batten-tening down. Willie was getting worried (profanely). Suddenly the thought blinded me with its brilliance and I told Willie and the Chief of the Clan MacPherson that I would fix everything by asking Mozo to ask the Gauchos for the Rain-makers again. The MacPherson vowed that if I could accomplish that, he would pay for my drinks at La Querencia for as long as the Thunderer stayed in B.A. Nothing to lose anyway. So I did, and Mozo did, and they did.

## Grey sky

And the next day it did. Not a thundershower this time, but steady, day-long solid, uncompromising rain from a lowering grey sky and, joy of joys, not a wharrie in sight. Willie duly threw his party, the MacPherson faithfully opened his wallet, and off I trudged in the downpour to La Querencia, where I congratulated Mozo on the efficacy of the Gauchos, explained that we were but four dry hours from sailing and would they possibly consider, for drinks on the MacPherson's money, repeating the medicine? (Secretly starting to wonder if I would have the nerve to repeat on the next night.) Alejandro was all too pleased to arrange it, and for the last time I again witnessed that solemn, sombre and sexy ritual. It was, unfortunately, the last time, because, although the rain never let up until we were past Montevideo (where the Thunderer, never to be outdone, managed almost to get stuck in the soft South American mud—we were down to 2 knots at full ahead) at 4 p.m. the Old Man and Charterers' Agents agreed that the 30 tons were not worth the demurrage and we sailed without them. I still wonder what Mozo thought when, after a full day of rain, I failed to turn up.

Well, there you are. I promise you that it's true. Three and a half weeks on the Plate. Three dances. Three wet days. Make up your own mind.



'We sat down in La Querencia'

## 25 ships receive Marine Observer awards

Several P & O ships which last year sent meteorological logbooks to *The Marine Observer* have qualified for the journal's 1970 Excellent Award.

They and their captains, principal observing officers and radio officers are respectively:

Chindwara: P. M. Pitcairn, J. S. W. Dyson, D. P. Hammond.

Howra: C. R. S. Monk, G. J. Taylor, M. J. W. Higgins. Juwara: F. Bell, R. A. Gammie, A. Bickford.

Cumerland: C. P. Robinson, T. W. Carnduff, R. Comrie.

Devon: J. Reid, D. J. Goodwin, M. J. Ellis.

Dorset: C. A. Miller, K. Storey, S. J. N. Griffith.

Essex: J. F. Milner, D. J. Yeowell, R. N. J. Bush.

Hertford: A. B. Stalker, R. K. Blake, A. Rose.

Huntingdon: D. E. Moran, D. J. Walker, G. M. Turner.

Northumberland: R. G. Hollingdale, D. A. Fyson, D. J. Lendrum.

Gorjistan: J. E. B. Beil, K. H. Gear, R. Milner.

Karaghistan: T. D. Dumont, J. H. McMurren, I. M. Beattie.

Hurunui: S. G. Robinson, A. R. Davidson, C. J. Elliott.

Manapouri: J. D. Guyler, J. G. Martin, W. F. Shepherd.

Mataura: K. Barnett, B. R. Richardson, M. Moore.

Nottingham: A. Britain, C. Sherwood, C. G. Anderson.

Otaio: R. B. Hood, R. J. Fraser, A. J. McInnes.

Paparoa: A. Dorkins, R. A. Nixon, B. J. F. Adkin.

Piako: H. J. D. Sladen, D. A. Pidgeon, R. Ferries.

Pipiriki: R. M. Michael, J. Morrison, R. S. Cavie.

Rakaia: P. Lay, J. Parker, R. J. Parkinson.

Tekoa: T. F. J. Alderman, A. D. Evans, J. E. Hocking.

Westmorland: J. A. North, D. G. Beckett, M. J. Morrall.

Pando Point: I. M. Adie, R. C. Hart, G. R. Latham.

Pando Strait: B. S. C. Mordaunt, M. S. Burgoine, A. P. H. Stevenson.

The *Marine Observer* is a quarterly journal of maritime meteorology prepared by the Marine Division of the Meteorological Office.



Despite the sad event—plenty of smiles.

## A morning for mourning at KGV dock

A jolly "wake" was held by the staff of P & O Lines to mark the end of a 50-year association with the King George V Dock.

The "funeral" was held at the Customs House Dock where the mourners gathered round the centre-piece, which was a miniature coffin on black crepe paper with attendant black candles.

Captain Michael D'Aeth,

who has been in charge of operations at the King George V Dock for the company for the past 18 years, said, "This is a particularly sad occasion for us. We are very sorry to be leaving".

But as the evening wore on the staff forgot, at least temporarily, their sad loss and judging from the photograph on the left the occasion became a happy event.

## Indian cassab adds colour to routine painting job

Whilst Pando Cape was in Hong Kong recently, the ship was painted, and the chief

officer, I. Gibb, asked the Indian cassab (storekeeper) to keep a record of the paints used by the shore contractors.

With commendable efficiency, the cassab did as he was bid, and on completion of the job, presented the following list:

Black	50 gallon
Bot Tarpin	30 gallon
Gin Cruman	15 gallon
Silver	25 gallon
Red Let	5 gallon
Mus Culur	10 gallon
Ston Culur	5 gallon
Super Marin	
With	5 gallon

The chief officer particularly liked the Gin Cruman (a new cocktail?) and the Mus Culur, although he admits in all fairness, that if he had, in turn, been asked to make a tally in Sanskrit, he would have not produced anything like as accurate a transcription.

For those landlubbers still bewildered by the above, the translation reads as follows:

Black	50 gallons
Boot Topping	30 gallons
Zinc Chromate	15 gallons
Silver	25 gallons
Red Lead	5 gallons
Mast Colour	10 gallons
Stone Colour	5 gallons
Super Marine	
White	5 gallons

As Mr. Gibb admitted later, at least the incident added a little colour to what is otherwise a very routine matter!

## Moth mystery solved

A moth with a wing span of 4½ inches and a furry body 1½ inches long which landed on the bridge of Pando Strait was probably a common South American moth, says a report in *The Marine Observer*.

The multi-coloured moth lanced on Pando Strait last year when the vessel, under the command of Captain B. S. C. Mordaunt, was between Cristobal and Yokohama. It was seen by Third Officer I. C. Stutt and Junior Third Officer M. S. Burgoine.

They reported that the overall colour of the moth's back was mid-brown with a purple tinge and its underside was mainly light brown. The *Marine Observer* says that a report and sketches of the insect were sent to the Natural History Museum, which recalled the sighting of a similar moth on Volvatella in 1969. This had been identified as *Otosema Odorata* Linn, a large, common, South American moth of the family Noctuidae.



## RN Officer attached to Pando Cove

*Sub-Lieutenant Egerton (right) of the Royal Navy Engineering College at Plymouth, is one of a growing number of young royal naval officers who, as part of their training, are making voyages on ships of the P & O fleet. The purpose of the training voyages which last from between one and two weeks is to familiarise officers with the operation and organisation of a modern cargo vessel. Mr. Egerton is seen here on the bridge of Pando Cove being*

*briefed by the master, Captain G. K. Harrison, a commander in the Royal Naval Reserve. During the time Mr. Egerton was attached to Pando Cove all the ship's deck officers were members of the RNR, the chief officer being a lieutenant-commander, the 2nd officer a lieutenant, and the 3rd officer and junior 3rd officer sub-lieutenants. Mr. Egerton therefore not only found himself sailing with a full complement of RNR officers but also under the blue ensign.*

Weddings  
births  
and  
engage-  
ments  
appear  
on  
page 11

## US award for five ships

Five of our ships have been awarded certificates by the United States Coast Guard in recognition of their "outstanding regular participation in the automated merchant vessel report system". They are Strathbroira, Strathconon, Pando Cove, Dorset and Rakaia.

Captain G. McGowan attended a luncheon at the American Embassy in London to receive the certificates on behalf of the two Strath class vessels and Pando Cove.

## Percy James completes 50 years' service



Percy James

One of Cardiff's leading shipping personalities, Percy H. James, celebrated 50 years' service with Frank C. Strick & Co. (South Wales) Ltd. at a party for friends and colleagues on board the Strick Line vessel Baharistan in Cardiff Docks.

Mr. James joined the company in September 1921 and is now a director, and also a director of the sister company, Strick Gorchs & Co.

Mr. James was born in Cardiff and has spent all his working life in and around the district. During the last

war he was a member of the Port Emergency Committee and was deeply involved in the many decisions that were necessary to help keep open the country's life lines.

As a prominent member of the local shipping and docks fraternity, Mr. James has held office in a number of organisations. He is a member of the Cardiff Chamber of Commerce, the National Council of the Institute of Chartered Shipbrokers, and the Cardiff Pilotage Authority. For several years he was chairman of the South Wales Joint Ports Com-

mittee and he is also a Fellow of the Freight Forwarders Association, a member of the Institute of Transport and a member of London Baltic Exchange.

Apart from business, Mr. James has devoted much of his time to police court work and is chairman of Cardiff Magistrates, the Juvenile Court Panel of Magistrates, the South Wales and Severn Regional Group Consultative Committee for After Care Hostels. He is also a member of the South Wales Police Authority.

## Obituary

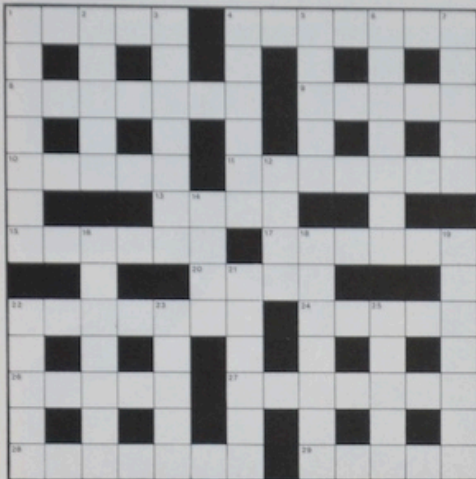
*We record with deep regret the death of:*

Captain E. J. R. North at his residence in Malta. Captain North joined P & O as a cadet in 1917 and served in Soudan, Cap Polonio, Palermo and Khiva before being appointed Fourth Officer in Peshawur in June 1922. He later served as Third Officer in Naldera and

Peshawur and as Second Officer in Macedonia, Comorin, Naldera and Rajputana. He was appointed acting First Officer in Strathaird in 1939, but following the outbreak of war was called up by the Royal Navy. After the war he joined the Singapore Pilotage Service and as a pilot became well known to many P & O Officers.

# Compile a crossword and win £5

A cheque for £5 will be sent to the senders of every crossword used. Avoid proper nouns, foreign words, abbreviations, two-letter words. Please include solution on separate sheet as well as filling in diagram.



ACROSS

1. Females
4. Repays
8. Exact
9. Smell
10. Company
11. Follows night
13. At that time
15. To degrade
17. Sad
20. Shrub
22. Passes
24. Deadly
26. To put into the ground
27. To go back
28. Oppressive Government
29. To divide

DOWN

1. Removed
2. Saying
3. Writings
4. To hint at
5. Hard wood
6. Shining
7. Kind of cloth
12. Small insects
14. In this place
16. Used for wall covering
18. Revive
19. Measure
21. Kind of eagle
22. To live
23. Hooter
25. All

Solution on page 16



Gift brings back memories of the 'thirties

When the new B.I. "M" Class ships were introduced to Australia, Captain L. W. D. Taylor, Regional Controller of the Department of Shipping & Transport in N.S.W., mentioned his special interest in Manora; he had served in the previous Manora as a B.I. cadet in 1930 when the ship was in the U.K./Calcutta trade. With the help of B.I. London, a photograph of Captain Taylor's old ship was obtained, and it was presented to him recently by Captain Bell of the present Manora during his stay in Sydney. Our photograph shows, (from left) Mr. C. H. Gerrard (B.I. Freight Superintendent), Captain Taylor, Captain Bell, Mr. Malcolm Longstaff (Sydney Correspondent for "B.I. News") and Mr. Peter Hole (B.I. Administrative Manager).

## 'Now we know what our dad gets up to!'

The working world of adults is a mystery place to little boys and when you are only six years old and dad sails away to distant lands like New Zealand it becomes even more incomprehensible—and the questions are endless.

But for Ross Stalker the mystery is now solved as he and his sister Nicola and their mother accompanied dad—Instructional Chief Officer G. C. Stalker—to New Zealand on board the cargo ship Otaio.

Apart from seeing where dad goes and what he does Ross had a wonderful time. His favourite job was helping to wash down the decks. Nicola enjoyed having lots of people to speak to, and won the egg and spoon race at the sports day—with the help of a devious lad named Sid who stuck her egg on with sticky tape!

Mother, having other people to help answer all those questions, was able to relax in the

sun. And to complete a memorable trip, the family bought "lots of souvenirs."

This is the letter Ross wrote to us:

Dear Sirs,

Thank-you very much for allowing mummy, Nicola and me to sail with daddy on the Otaio. We all enjoyed it.

Mummy liked sun bathing. Nicola liked having lots of people to speak to, and

my favourite job was helping the cadets to wash down the decks.

Sports day was great fun. Nicola won the egg and spoon race—Sid stuck her egg on with sticky tape.

We made many new friends in New Zealand and bought lots of souvenirs. Now we know where daddy goes and we can picture what he is doing.

Thank-you very much. Ross Stalker (aged 6).



Young Ross and his sister, Nicola, with mum and dad.

# Patonga officers go riding — and flying!



Some of the officers who took up riding while in New Zealand.

During Patonga's recent period on the New Zealand coast, several of the officers took an interest in horse riding and several outings were arranged, writes 2nd Officer P. Lockyer. These took the form of either organised rides lasting some three hours, or all or half-day treks for the more "experienced?" members of the group.

One cadet decided that flying might be easier and left his mount. However, when the force of gravity exerted itself he landed on soft ground and generally was none the worse for wear.

Patonga also boasts a flourishing football team which played three matches in Wellington (1 won, 2 lost) and a match in Christchurch (won).

There are also a group of dedicated golfers who can be seen heading in the general direction of golf courses at the slightest opportunity. Several of our golf enthusiasts managed to watch one day of the Canadian Open whilst the ship was in Montreal.

The suggestion was made that we should combine efforts and play our own version of polo, using golf clubs to hit a football, from horseback. However, no opportunity to experiment occurred.

A game of cricket was organised in Montreal, as a return match against a team that beat the ship the voyage before. This game resulted in a tie, both teams being all out for 110 runs.

The Snowy Mountains is a spectacular and fascinating region of south-eastern Australia.

It possesses many noteworthy features, in addition to the \$800,000,000 Snowy Mountains Hydro-Electric Scheme. These include Australia's largest national park, its highest peaks, its only glacial lakes (four of them) and its most extensive snow-fields.

Kiandra, in the heart of the region, is the birthplace of skiing as a sport.

The Mount Kosciusko National Park, with an area of 2,100 square miles, is the largest park in Australia. All the snow resorts of the Snowy Mountains region are situated within it.

#### Highest peak

Mount Kosciusko at 7,314 ft. is the highest peak in Australia. It was named by the Polish explorer Strzelecki in honour of Poland's national hero.

The Snowy Mountains, as the name implies, are snow-capped in the winter months.

The New South Wales snow-fields, on the slopes of Mount Kosciusko and adjoining mountains, provide excellent ski country for both novices and experienced skiers. Included among the facilities and amenities are chair-lifts, ski-tows and apres entertainment.

Expert ski instructors are available at the major snow centres to help beginners.

#### Ski season

The traditional ski season lasts for 13 weeks each year. It begins during the first week of June and continues to the first complete weekend in October.

The Snowy Mountains region is becoming a popular ski resort. Some parts often retain sufficient snow to make skiing possible until Christmas.

Attractions during the months of summer include trout fishing in the lakes and streams, boating, trail riding on horseback, picnicking, golf, swimming, bush-walking motor touring, chair-lift rides to the roof of Australia and photography.

There is splendid fishing in the lakes and streams.

#### National Park

Australian flora and fauna abound in the Kosciusko National Park. There are 81 indigenous wildflower species that can be seen in bloom between December and March. Patches of flowers can cover areas of up to four acres.

Some of the slow growing plants have started to grow again in the elevated areas since the cessation of stock grazing in the mountains some 10 years ago. The alpine flowers include orchids, buttercups, heath, alpine daisies, purple eye-bright, and everlasting.

The wildlife includes kangaroos, wombats and wallabies.

Summer pursuits at the resort of Thredbo include a bowling green, a horse kraal, walks in the mountains and a golf course.

#### Motels

Accommodation is available at a number of motels, hotels, lodges and cabins, which are heavily booked during the winter ski season.

Swimming in the summer months is popular in Lakes Jindabyne and Eucumbene. Water skiing, sailing and speed boat racing are possible on almost all of the lakes.

# No shortage of pastimes in the Snowy Mountains

The area is well sign posted, including stock-walks in the mountains.

Transport to and through the Snowy Mountains region is not difficult. Fast diesel-electric express trains make the 260 miles' journey south from Sydney to the Cooma railhead in a few hours.

The Sydney to Cooma air service makes it possible to reach the snow-line within two hours of leaving Sydney's Kingsford Smith Airport. There are flights over the Snowy Mountains Scheme from Cooma.

Air and rail travel is available from Melbourne, while Cooma is linked with the main-

land capital cities by good sealed roads.

50,000 people

According to the council's development officer, Mr. Cleave Maher, upwards of 50,000 people a year have passed through the centre since 1961.

#### 50,000 people

According to the council's development officer, Mr.

## Australian Scrapbook

land capital cities by good sealed roads.

#### Foothills

Cooma nestles in the foothills of the Snowy Mountains. It is an appropriate base for a fishing or boating holiday on Lake Eucumbene and is a comfortable day's drive from Sydney (364 miles) or Melbourne (393 miles).

Tourists going overland between the two cities may travel via the Snowy Mountains. Overseas cruise ships usually berth at Sydney before proceeding to Melbourne. Visitors can leave their ship in Sydney and rejoin at Melbourne after visiting the Snowy Mountains region.

Modern shops, a swimming pool, a high school, a music shell, a rest centre, service stations and roads have been constructed at Cooma. Hotels have been rebuilt and modern motels, caravan parks and camping areas have been established.

Climaxing the winter ski season is Cooma's Festival of the Snows held annually in October. Cooma has become a popular conference centre and facilities are available for conventions with up to 800 delegates.

Tourists are now coming to Cooma in greater numbers in the summer months, when previously they had not been attracted to the town.

#### Seven hotels

In 1958 Cooma had seven hotels and two motels, with

300 and 431 beds respectively. There are now 16 additional motels, providing a total of 1,500 beds.

Other towns providing sizeable accommodation are Jindabyne (363 beds), Adaminaby (144 beds) and Berridale (104 beds).

The 11 camping grounds in the mountains are popular in both summer and winter.

In 1961 the Cooma Municipal Council established a visitors' centre to provide a free tourist advisory service.

#### 50,000 people

According to the council's development officer, Mr.



A picnic group prepares for a barbecue lunch at the Kosciusko National Park in the Australian Alps.

something different for the sightseer.

The Kosciusko National Park possesses two fascinating series of limestone caves—one on the Yarrangobilly River, off the Snowy Mountains Highway between Tumut and Kiandra and the other at Cooleman, north-east of Yarrangobilly.

#### Caves

The Yarrangobilly Caves possess all forms of stalactites, stalagmites and glittering flowstone. Bathers can obtain mineral benefits from a thermal pool which remains at a constant 80 degrees throughout the year.

The caves are electrically lit and are open daily for inspection.

An excellent fishing spot is Old Adaminaby which stands on the shores of Lake Eucumbene overlooking the former site of Adaminaby township. It is also a starting point for launch cruises on the lake.

Jindabyne is the most recent town to be shifted as a result of activities associated with the Snowy Mountains Hydro-Electric Scheme. Originally sited on land drowned beneath the waters of Lake Jindabyne, it is now located on a hill fronting the shores of the lake, just below the snowline.

#### Popular event

The most popular event in Jindabyne is the annual rodeo held every Boxing Day (December 26). Another annual event is the Jindabyne Saga, a carnival held towards the end of January and planned to appeal to people of all ages. It features water-skiing, yachting, fishing competitions, steeplechase, gymkhana and children's sports.

The attractions of the Snowy Mountains region are all contained in a 1,250,000 acre inland State park about the size of the Netherlands.

#### Impression

Mount Kosciusko made a lasting impression on the Australian poet A. B. (Banjo) Paterson, who immortalised it in these lines from "The Man from the Snowy River":

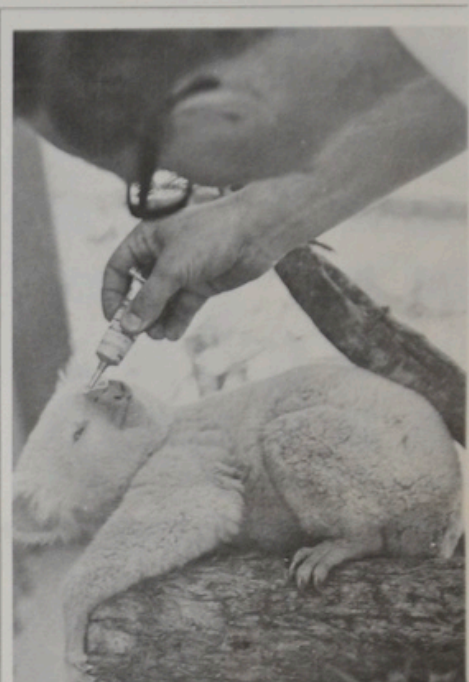
... where the pine-clad ridges raise

Their torn and rugged battlements on high,

Where the air is clear as crystal, and the white stars fairly blaze

At midnight in the cold and frosty sky.

(Story and pictures supplied by the Australian News and Information Bureau).



Gentle hands administer some oh so soothing ointment.

## Bear with a sore nose!

An albino koala, believed to be the only one in captivity, has been found in Queensland, Australia.

The koala, a male about three years old, has a pure white coat and pink eyes, nose, ears and claws.

A passing motorist saw the koala, apparently ill, sitting in the middle of a road near Toowoomba, 100 miles west of Brisbane, the State capital.

He picked it up and took it to the Lone Pine sanctuary at Fig Tree Pocket, an outer Brisbane suburb.

#### Treatment

Veterinary surgeons gave the koala immediate treatment for an upper respiratory infection and an application of unguent for a sun burnt nose.

The koala though displaying signs of an aggressive temperament in its new surroundings is gradually settling down and soon will be "introduced" to the other 100 conventionally coloured greyish-white koalas in the sanctuary.

If the association proves

compatible, the owners of the sanctuary Mr. Paul Robertson and his brother Pat, will start breeding the albino in an attempt to produce other white koalas.

Noted Australian naturalist Mr. David Fleay of West Burleigh on Queensland's Gold Coast, said he had seen no more than six albino koalas in the past 50 years.

He did not know of any other albino in captivity.

#### Poor eyesight

Albinos in almost any species of animals do not usually survive in the wild state because they have poor eyesight, lack a natural protective colouring and are extremely sensitive to light, especially sunlight.

Often they are ostracised by other members of their society.

An albino is the result of a recessive gene in a parent. By coincidence, Queensland's albino koala was found on the same day that the Queensland Government officially adopted the koala as the State's fauna emblem.



Mr. P. J. W. Tilby, Administrative Deputy Purser on Himalaya and Miss K. M. Scott, after their wedding at All Saints Parish Church, Milford-on-Sea on 24 April. The bride was formerly a WAP on Iberia and Himalaya.

## Weddings

Our congratulations to:

G. P. Shillinglaw, Company Secretary's Division, and Miss S. M. Oettle, who were married at the Alleyns Chapel of God's Gift, Dulwich, on 10 July.

Miss H. J. Bowen, Management Services Department, and R. F. Johnston, who were married at Bromley Registry Office on 5 June.

J. C. Vanderschans, Technical Services Division, and Miss J. L. Tompkins, who were married at the Little Thurrock Methodist Chapel, Grays, Essex, on 5 June.

R. B. Exley, 3rd Officer, Pando Cove and Miss Lynda J. Silk, who were married on 24 July at The Parish Church of Saint John the Baptist, Stanbridge, Bedfordshire.

Susan Chappell of Duncan Waller's Secretary's Department and Mr. A. Chapman, who were married at West Ham Parish Church E.15 on 13 November.

## Anniversaries

Our congratulations to:

Frederick C. Faulkner, a retired P & O chief butcher, and his wife, who celebrated their diamond wedding on 24 August. Frederick now lives at 90 Effingham Road, Lee, London, S.E.12.



Peter Brown and his wife, Raelene, with Captain and Mrs. Charles Swain.

## Peter weds in instalments

Juwara's 3rd Officer, Peter Brown and his bride Raelene Crooks, who were married on 6 September, had a wedding in instalments—ashore and afloat.

They had the first part of the ceremony in the Flying Angel Club in Fremantle, conducted by Padre W. J. D. Downs.

Then they drove to Juwara, berthed at B Shed, Victoria Quay, and went on with the second half of their wedding ceremony and a shipboard wedding breakfast.

The ship's master, Captain C. S. Swain, officiated in the second part of the ceremony.

The reason for the two-place wedding? Peter (25) and Raelene, a Victorian nursing sister, had always wanted to marry on board ship.

Religious protocol, however, decreed that part of the service be conducted ashore before a minister of religion.



Miss Rita Summerfield, of our Passenger Division's Continental Passage Department and Mr. Amos R. Pellicci, cutting the cake at the reception which followed their wedding at Coxhoe, County Durham on 29 May.

## Births

Our congratulations to:

First Officer M. J. F. Moulin, of Himalaya, and his wife, Maggie, on the birth of a son, Philip, on 30 January.

B. J. Broadbridge, Passenger Division, and his wife, Jean, on the adoption of a daughter, Claire Tracey, on 21 July (born 2 March).

Radio Officer D. J. Atkinson, Passenger Division, and his wife, June, on the birth of a son, James Edward, on 22 July. James weighed in at 8 lbs. 9 oz.

Michael Raggett of Duncan Waller's Purchasing Department and his wife, Lynette, on the birth of a daughter, Lisa Marie, on 23 September at Aldershot General Hospital.

Alexander W. Ross, of General Holdings Division, and his wife on the birth of a son, Matthew Neil, a brother for Stephanie and Duncan, on 6 October.

Norman Carroll, of International Relations Division, and his wife, Helena, on the birth of a son, Nicholas James, a brother for Steven and Jonathan.

## Honeymoon in Elba

Sheila Brinson, whom many will know as the manageress of Birt Potter & Hughes, was married on Saturday 11 October to David Henderson at Banstead Parish Church. David is a C.S.M. in the London Scottish.

The proceedings were enlivened by the fact that someone had forgotten to tell the organist that the couple would be met at the church door after the ceremony by Fife Major, playing—we think—"Henderson's Lament". Consequently there was a slight hiccup in the middle of the wedding march when the organist thought he heard alien noises in his organ's internals.

The honeymoon was spent in Elba.

●We are relieved to report that Sheila is still the manageress of Birt Potter & Hughes.

## Engagements

Our congratulations to:

Cadet Officer R. S. Holt, Passenger Division, on his engagement to Miss Pauline Biles.

Susan Benham of Duncan Waller's Furnishings Department and Roy Theobald on their engagement on 18 September.

D. J. Bush, Pay Section, Passenger Division Accounts Department, and Miss A. L. Beckley of Croydon on their engagement on 30 September.

## Summer brides



Kenneth Cochrane, Radio Officer, Passenger Division and Danna Borland after their wedding at the Church of the Epiphany, Belfast, on August 7. The bridegroom is the son of Mrs. M. J. Cochrane and the late Mr. J. D. Cochrane and the bride is the daughter of Mrs. M. Borland and the late Mr. William J. Borland, a former Chief Refrigerating Engineer with P & O Lines.



Roger Mabbott, Management Services Work Study Department, and Maureen McDougall after their wedding at St. Wilfrids Church, Bognor Regis, on 25 September. The couple met whilst serving aboard Himalaya, Roger as Third Officer and Maureen as a WAP.

## Happy events

This is our first selection of "happy events" and we would be delighted to publish more, so if you have just celebrated an engagement, a wedding, a birth or an anniversary, send the details to the Editor—and remember a photograph adds to any occasion.

Roger Wilson reports from Hong Kong

## Typhoon Rose leaves trail of disaster

As we go to print Hong Kong has passed through another typhoon season and will remember the visit of Typhoon "Rose" for many years to come.

Fortunately no Group ships were seriously affected by "Rose" but in one disastrous night she destroyed the Macau ferries, Fatsan and Macau, with some heavy loss of life.

A number of the company's flats sustained damage and the driveway to Mackinnon House dropped some 20 ft. The Queen Elizabeth, now called Seawise University, weathered the storm, but some 20 similar ships were not so lucky.

The Mackinnon's Godown at Tsuen Wan (very handy for the container port) is almost completed and will be open for business on 14 January.

We are in the peak of our tourist season at the moment and the numbers will be swelled when Oriana, Canberra and Chitral arrive in October. The building boom continues with hotels and office blocks sprouting everywhere in this tiny Crown Colony.

The tallest building in Asia (some 50 storeys) is already showing above ground on the Victoria water front next to the Star Ferry and our cross harbour tunnel is well on the way to completion.

Our "giant neighbour" is gradually opening up to tourists and who knows in the not too distant future we may be running overland tours to Canton, Peking and Shanghai for P & O passengers!

## Sheila and John are champs

Birt Potter & Hughes are astonished to be able to report that with the handicap of our luscious chartering assistant, Miss Sheila Brinson, she and John Hill have won the Maori Silver Rosebowl mixed doubles, beating Mr. & Mrs. Herman 7-5, 6-4.

The reason for our surprise is that Miss Brinson's forthcoming nuptials did not detract from her tennis.

## It's no push-over for Japan's commuters

"I notice my friends in the UK are speaking of Japan less as the land of Fujiyama and geisha girls and more as the place where pushers are employed to assist despatch of commuter trains!" writes James T. Brown, P & O Group Representative in Japan.

To reflect the true position and engender sympathy for the lot of office workers in Tokyo, most of whom commute from at least an hour's distance away, he sent us the following article:—

There's nothing like the good

old summertime to push up the pushers' percentages.

The pushers are men employed by the Japanese National Railways to stuff commuters into coaches.

In winter, says Hoyoichiro Watanabe, an assistant station master, he and his fellow pushers get 220 passengers into a car built for 140.

"People wear heavy overcoats", he explains. "In summer we can get about 300 passengers into the same coach."

Stuffing is an art. "You don't push too low

but just around the shoulder blades, which is the most effective point", says Watanabe, who helps interview college students seeking work as part-time pushers. Most of the pushers come from the railroad's regular staff. They lend a hand during rush hours.

Watanabe is 53 and a judoist, but he says nimble hands rather than strong arms are the pusher's best assets.

Passengers clinging precariously to fellow passengers at the edge of coaches usually have backs to the platform. Pushers have little trouble plac-

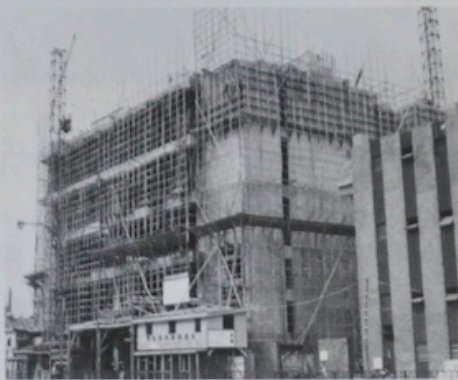
ing their hands on shoulder blades. "But sometimes a passenger ends up facing the platform", says Watanabe. "In such cases, especially if the passenger is a woman we apologise first, then follow instructions and shove her in."

"No one ever complains and sometimes they even thank us because they want to make the train and not be late for work."

But distorted faces pressed against doors sometimes mirror discomforts, especially during summer when coaches are like a sauna bath.



Driveway to Mackinnon House



Mackinnon's Godown

## Introducing P & O's Hong Kong agents

P & O's first connection with Hong Kong was in the 1840's when the Braganza and the Lady Mary Wood first called here. From that time until P & O maintained their own office in Hong Kong, headed by a P & O Superintendent, Mr. Thomas Sutherland—later to become Sir Thomas Sutherland and Chairman of the P & O—was the P & O Superintendent in 1865 when he took the initiative in founding the Hong Kong & Shanghai Bank.

On 1 April, 1919, the P & O appointed Mackinnon, Mackenzie & Co., Ltd. to represent their interests in Hong Kong and at the same time Mackinnons also took over the representation for B.I., E & A and Aparc Lines, all of whom had hitherto been represented by different agencies. Even today many Chinese in Hong Kong still refer to the P & O Agents as "Tit Hong" which is roughly translated as "Iron House", a reference to the fact that P & O built the first iron framed building in Hong Kong.

Today Mackinnons is in its

53rd year and apart from its traditional shipping agency activities, engages in the travel agency and tour operation fields, general trading, warehousing and crew recruitment. Mackinnons also has interests in a sightseeing coach company, wines and spirits agency, and in ship broking.

The staff of some 160 is headed by our Chairman, the Hon. G. M. B. Salmon, J.P., who, amongst many other duties, is a member of the Legislative Council of the Hong Kong Government and Chairman of the Hong Kong Chamber of Commerce. The remaining members of the management are: M. J. Connor, director; A. V. Cook, manager of the Shipping Department and the new Godown Company; R. Nicholls, manager of our General Trading Division and Roger Wilson, manager of our P & O Group Passenger Affairs, Mackinnons travel and P & O Group Public Relations. The agency is housed in the third P & O Building on the original site in the heart of the business district of Victoria. R.W.

## Jervis and Encounter qualify for Marine Observer Awards

Meteorological logbooks sent by OCL's Encounter Bay and Jervis Bay to *The Marine Observer* have qualified the ships for the journal's 1970 Excellent Award.

When the logbooks were compiled, Captain R. A. Wilson was Encounter Bay's master, J. R. Penson the principal observing officer and J. Bilton the ship's radio officer. Captain M. R. Ryan was master of Jervis Bay, C. J. Armstrong the principal observing officer and E. R. C. Lamb the vessel's radio officer.

*The Marine Observer* is a quarterly journal of maritime meteorology prepared by the marine division of the Meteorological Office.

## G. & S.W. tinsmith dies suddenly

Mr. Bob Wood, a tinsmith at R. & H. Green and Silley Weir's Royal Albert Dock branch, collapsed and later died as he was leaving church on Sunday, 24 October.

Mr. Wood joined the company in 1938. His father was a sheet metal worker at the same company branch back in 1919.

Mr. Wood leaves a widow and two married sons.

## retirements

At the end of the year, coincidental with the transfer of the P & O freight agency, we shall say a sad farewell to Y. T. Chow who retires having completed 44 years' service with Mackinnons Hong Kong.

Y.T. joined Mackinnons straight from school in January 1928 as a manifest clerk in the Freight Department. In those days Hong Kong exports were mainly China products, such as bamboo canes, strawmats, raw silk and cassia. P & O owned three lighters and one tug-boat which offered a free service for collecting cargo which arrived daily by ferry-boats from Canton, for onward shipment. Each home-ward vessel normally carried about 300 measurement tons of cargo from Hong Kong. In those days the P & O ships were Khyber, Morea, Khiva, Kashgar, Macedonia, Mantua and Naldera on the UK/Far East run and Alipore, Jeypore and Kidderpore on the Hong Kong/Persian Gulf service. B.I.-Aparc Line ships were Talma and Taira and E & A ships were Tando and Nankin.

In 1937 Y.T. was promoted to head clerk in the Freight Department and he remained in the Freight Department until Hong Kong fell to the Japanese just before Christmas in 1941. During the war he remained in Hong Kong and was on hand in 1945 when Hong Kong was liberated, and together with Mr. Foster, who was released from Stanley Prison camp, was amongst the few who took back the offices from the Japanese. Early in 1964 Y.T. was appointed Chinese Freight Manager.



Y. T. Chow

Throughout his many years with Mackinnons, Y.T. has seen many changes not only in the P & O Group but also in Hong Kong itself which today must rank one of the most dynamic places in the world.

Y.T. has made many many friends in Mackinnons and the P & O Group in the long years of service and we are sure they will join us in wishing him many happy years of retirement. His association with Mackinnons and the P & O Group may not be completely severed as in his retirement he will be giving valuable advice to his brother in the watch and jewellery business and his son and daughter in running their footwear business—and who knows but he will find some means to interest Mackinnons trading in these lines for export.



## Gold watch for Low Hock Soo

Low Hock Soo, who, as a member of the staff of Islay Kerr & Co., Singapore, served P & O for 33 years, being presented with a gold watch by John Mills, P & O Group Representative in Singapore, in recognition of his loyal service. Mr. Low, who is 52, joined Islay Kerr & Co. as a manifest clerk in 1938 and later became chief P & O freight clerk. Earlier this year, Islay Kerr ceased to be agents for the P & O Group of Companies in Singapore when the business was transferred to Mansfield & Co. Mr. Low moved over to Mansfield's but shortly afterwards ill health forced him to retire.

## APPOINTMENTS

In a further expansion of its European sales structure, Cathay Pacific has named John Whittle, formerly with Aer Lingus-Irish International Airlines in London as sales

manager for the U.K. In his new position, Mr. Whittle, who was sales superintendent in London for EI, will also be responsible for specific sales assignments on the Continent.

# John Beadenhall's Diary

## What happened after a bull saw red...

An incident in Southampton 100 years ago involving a P & O clerk and a bull was recalled in the *Southern Evening Echo* recently.

"On Thursday afternoon", said the report, "two foreign

bulls belonging to Mr. F. Spincer, butcher, East Street, were being driven out of the Docks, and on arriving at the gates one of them suddenly became unmanageable, rushed at a clerk in the employ of Peninsular and Oriental Company, knocked him down, and rolled him over, but fortunately he was not injured. The animal then commenced to show signs of what is termed madness—at least he was furious—and went off at a great pace followed by a number of men, whose hooting and yelling added to his fury. As a matter of course, the bull had a clear way, as everyone endeavoured to get out of his reach. The bull proceeded up St. Andrew's Road and into The Avenue, and from thence into some fields. He went through the pond in Bannister's Park, and got into the grounds of the Rev. Mr. Ellaby. All efforts to entice him from this place were unavailing, and he was allowed to remain there until Friday.



## Pensioner's artist wife prepares for London exhibition

One of our Group Pensioners, A. E. Hadley, tells me that his artist wife is holding another art exhibition, and that old colleagues and friends will be very welcome to attend. The exhibition will be at the Godwin Hall, Forest Gate Hotel, Godwin Road, Forest Gate, London, E7., on Monday 6 December from 7 p.m. to 10 p.m. Mr. Hadley promises an even better display than at the last exhibition which many of the staff enjoyed. On show this year will be many originals in oils. Mrs. Hadley studied art at local art schools including Sir John Cass, and also a special between course at Clare College, Cambridge University. Her work can be seen in many countries and she has created works on a large scale for the theatre and Oxfam. My photograph of Mr. and Mrs. Hadley shows them looking at one of her works.

## Fair organisers hope to raise £2,500

Hundreds of people will flock to Kensington Town Hall on 2 December to attend The Missions to Seamen's annual Flying Angel Fair. But how many, I wonder, will know about the fair's rather humble beginning.

Before the war The Missions to Seamen used to take part in an annual joint missionary sale organised by about 20 different missionaries. They were a great success. But when war broke out, so the sales came to a halt.

Then in 1950 The Missions to Seamen together with the Jerusalem and the East Mission and the Gibraltar Diocesan Association decided to restart the sales.

The first one was again a success and the following year

more charities took part. The net result to The Missions to Seamen, however, was only £60 and for the organiser of the Mission's stall, Mrs. H. Selby Ash, that wasn't good enough.

She suggested that the Missions to Seamen should go it alone and accordingly in 1954, under an ad hoc committee, they did so with a highly successful Treasure Island bazaar.

Last year the Flying Angel Fair raised £2,136 and it will be interesting to see if the profit from this year's event reaches the £2,500 mark. Certainly The Missions to Seamen could do with such an amount.

The Society's Regional Secretary, Commander C. H. A. Harper, tells me that there

are Missions to Seamen clubs and hostels in about 90 ports around the world.

These offer seamen, regardless of nationality, accommodation, meals, entertainment, opportunities for rest and recreation and above all a place where the Christian seaman can worship.



Four students from Leith Nautical College who set off from Nottingham on a sponsored canoeing expedition with the aim of reaching London within three days got only as far as Northampton. But happily their effort was not in vain for the 50 miles they covered brought in £20—including £5 from P & O—which they donated to the Mercantile Marine Widows' Fund.

## Guillotine operator gets 'the chop'

A guillotine operator in the Group Stationery and Printing Department couldn't believe

his luck when he received his new conditions of service following the reorganisation.

To begin with he had been appointed to a top position in Liverpool and when he read on he found he had been given a salary increase of over 125 per cent.

Alas, the guillotine operator's rapid promotion was short lived for in error, he had been sent someone else's conditions.

I suppose it could be said that he got promotion and the chop all in a day.

## New post

The Rev. Bob Precious, until recently chaplain of St. Thomas A'Becket Church and The Missions to Seamen in Hamburg, has written to tell me that he has now taken up a new post in South Africa.

His new address is The Missions to Seamen, 1 Alfred Street, Cape Town.



Only one Civic Trust award came to the City of London this year—the class B plaque for the joint P & O-Commercial Union office development in Leadenhall Street. The combined project, described by the Civic Trust's assessor, Mr. Neville Conder, as an "outstanding contribution to the surrounding scene", gained first prize out of a total entry of seven in its category, three of them from the City of London. Seen in my picture beneath the plaque—now sited midway between the buildings—are, from left, B. J. Mayes, Gollins Melvin Ward & Partners, the architects; Sir Colin Anderson, formerly of P & O; J. Dixon, P & O Group Manager Property, L. P. Brooks, City Planning and Architects; E. E. Wood, CU; E. G. Chandler, City Architect; A. G. Mackenzie, CU; Mr. F. I. Geddes, our chairman, and N. Conder, Hugh Casson & Neville Conder Ltd., Civic Trust Assessor.

## New deputy harbourmaster takes over

Wanganui Harbour Board's new deputy harbourmaster, 27-year-old Roger Mitchell, has had 11 years at sea—in Britain with Hain-Nourse; and a year in New Zealand with the Union Steam Ship Company as first mate.

His wife and children have been living in Wanganui for the past year while he was at sea with the Union Company. Now he is able to combine his family life with his interest in the sea and ships.



I wonder what England's Bobby Moore and his men would say if confronted with this rear-guard! Certainly a "wall" formed by these lassies wouldn't be easy to penetrate. The girls incidentally play for the Sydney Office Flo's eleven. My photograph was taken during their first match which they won 3-2.

## Festival manager is former Orient man

A former Orient Line manager, William R. Servaes, has been appointed General Manager of the Aldeburgh Festival and will take up his new post this month.

Aged 50, Mr. Servaes is at present business manager at a London firm of architects

and lives at The Old Rectory, Orford. He has five children.

Educated at Aldeburgh Lodge, Aldeburgh, he served in the Royal Navy. His father is Vice-Admiral R.M. Servaes.

On leaving the Navy he joined the Orient Line as a manager and stayed with the

company until 1960.

Although he plays no musical instrument, he became interested in the Aldeburgh Festival when he moved to Orford several years ago. His work will be mainly on the administrative side of the festival.

## Retired Kent vicar was at sea with BI

News has reached me of the retirement of the Rev. Sydney William Spencer after seven and a half years as vicar of Bapchild, Kent.

Older readers may remember that Mr. Spencer went to sea as a cadet with the British

India Steam Navigation Company in 1919 and eventually became a Master Mariner.

He went to the Far East where he served in the Chinese Maritime Customs and during the war served as a Commander in the Royal Indian Navy. He also became nautical examiner of Masters and Mates to the Indian Government.

In 1950 he went to Burma as a Government nautical surveyor and port officer. Four years later he returned to England and trained for the Ministry and, in 1955, was ordained at Coventry. He served as a curate at Kenilworth, Warwickshire, before taking his first living in Suffolk in 1958.

On his retirement he was presented with a silver ornament and a cheque, and Mrs. Spencer received perfume. They have now moved to a new home in Devon.

## Painting unveiled

A painting of a former P & O superintendent engineer, Andrew Lamb J.P., has been unveiled at the United Presbyterian Congregational Church in Brunswick Place, Southampton.

Mr. Lamb, I am told, donated the land for the church way back in 1853 and played a major part in creating the church for the Scottish people who lived in and around the city.

The painting is a good example of Victorian art and was paid for by Mr. Lamb's great grand-daughter, Mrs. Annette Jarolim.



Kenneth Flint

## Ken Flint's stones mount up

Purser Kenneth Flint of Orcades took up a new hobby not so long ago. Collecting stones!

With a name like that Kenneth must surely make a success of his pastime but for the moment he's playing it all rather cool.

"I've got stones from Mexico, South Africa, Japan and many other countries... but Australia is by far the best hunting ground for unusual specimens", he said.

Kenneth's new hobby certainly provides some surprises. For example he has discovered that Australia does not protect its precious stones such as opals.

"South Africa has about 98 per cent of all the world's Tiger's Eyes, and it has embargoed the export of the stones. Australia, on the other hand, has by far the vast majority of the world's opal reserves and it should do the same thing", he said.

Kenneth does not look for rare or valuable stones, but for unusual and colourful ones.

At the moment he is working on a mosaic from stones he has cut and polished himself.

## Forty mile line on radar explained

There were at least three possible explanations for a 40-mile long line which was seen on Arcadia's radar last year, says a report in *The Marine Observer*.

At the time Arcadia was between Los Angeles and Vancouver and her master, Captain E. Cowen, Junior 2nd Officer P. F. Johnson and Junior 4th Officer C. Mendoza said "visibility was very good, no special cloud formation or change in the sea was observed and there was no precipitation".

Says *The Marine Observer*, "Of at least three possible explanations for the line echo observed, the most likely would seem to be a sharp discontinuity in the atmosphere in the horizontal, sufficient to cause a so called clear-air return (or angel echo).

"The phenomenon was in all probability relatively short-lived and there is insufficient observational data to determine the exact cause.

# 'Why we chose the name Spirit of London'

Suggestions from both sides of the Atlantic poured into the P & O Building in London before it was finally decided to call our new cruise liner Spirit of London.

There were three main reasons for the choice, the Passenger Division's General Marketing Manager, J. G. Davis, told *Wavelength*.

"As the ship will operate in the American West Coast market we wanted a name that our American passengers would immediately link with Britain. The answer was London. As it was conclusively proved by market research that highest among Americans' affection for Britain is its capital city.

"Secondly we wanted a theme which we could develop as we build up our second tier passenger fleet of small, purpose built cruise liners. Again the answer was London.

"And thirdly," added Mr. Davis, "we are a British company so why pretend we are anything else?"

The ship's name was first revealed by Mr. Davis at a Press Conference in New York. During the conference Mr. Davis said the USA is the largest potential market for cruising in the world "and in our new cruise liner we are certain we can offer discriminating American passengers a fine cruising ship."

He went on: "Spirit of



James G. Davis (right) at the Press conference with George Turner, President of P & O Lines, North America.

London is the first of our second tier passenger fleet of small, purpose built cruise liners designed to retain P & O's world leadership in cruising right through the 1980s.

The 15,000-ton liner will carry about 750 passengers, all in single and double cabins with

toilet and bath or shower plus multi-channel radio and telephone.

She is expected to be delivered by next Autumn and will commence her first cruise on 18 November. All her cruises will be marketed in Britain and Australia as well as America on a fly-cruise basis.



## Helpers of the deaf and dumb visit Oriana

Committee members and helpers of an organisation for deaf and dumb people known collectively as the Fairbairn Homes were invited to lunch aboard Oriana on 14 August.

The get-together was the idea of Staff Captain Love and Welfare Leading Hand Williams.

Oriana adopted the organisation a few years ago but as nowadays the ship spends so little time in port it was difficult for her officers and crew to keep in regular contact. However, a spell in Southampton between cruises enabled the ship to put this right and accordingly representatives of

the organisation visited the ship and were presented with an Oriana lifebuoy.

Although meetings between members of the organisation and the homes are not all that frequent Oriana often sends

large cheques to the homes, the money having been collected by crew.

The lunch and presentation was an outward sign of the crew's continued interest in the homes.

## BEM for ex-plumber

Jack Lemon, who until his retirement was Iberia's plumber, was presented with the British Empire Medal at the Department of Trade and Industry headquarters on 9 June. He received the award

from the Secretary of Trade and Industry and President of the Board of Trade, the Rt. Hon. John Davies. Captain F. M. O'Connell represented P & O at the presentation.

## retirements

We extend our best wishes to:

Albert Edward Keeler who retired on 1 July. Mr. Keeler joined P & O's sea staff in January, 1925, and served as linen keeper and store keeper in Maloja, Ranchi, and Strathaird. He spent most of the war years as a store keeper in Strathaird and after the war, until 1949, was verandah café barman in Corfu. In April, 1950, he joined the Pursers Department (now the Hotel Services Department) as a clerk and on his retirement was section head (wine and victualling accounts). Mr. Keeler is married and lives at Chingford.

Richard George Hayfield who retired on 23 July. Mr. Hayfield joined P & O in 1929, was called up in 1939 and was attached to searchlights. Later he became a cook with the Army Catering Corps. He rejoined P & O in 1945 and from 1958 until 1968 was in charge of the Export Freight Department's despatch section. In 1968 he transferred to maintenance cost at Plaistow, and the following year joined the commissionaires' staff. Since 1969 he had been permanent bank messenger. Mr. Hayfield is married with four grown-up children and lives in Romford.

Alfred Walter Stoddart, senior night watchman on Orsova. Mr. Stoddart joined P & O in 1925 as an assistant steward in Ormond and later served in Oronsay (1926-1928), Orford (1928-40), Orcades (1940), Oronsay (1941-42), Otranto (1943-1965) and Orsova (1965 until his retirement). He was presented with a clock and barometer set by his shipmates. (See page 15.)

Ross Charles Temple, senior purser, who joined P & O in 1929. Mr. Temple made his first "big ship cruise" in Strathaird to Norfolk Island as the ship's assistant purser. After completing ten voyages in Narkunda he became acting purser in Moldavia, one of the guest ships at the Spithead Naval Review in 1937. When war broke out he was aboard Stratheden in the Bay of Biscay. Stratheden managed to pass safely through the Mediterranean and Suez to New Zealand—the last P & O passenger ship to do so until after the end of hostilities. Later he served in Ettrick when she was attached to combined operations exercises in Inveraray and when she carried US Rangers to North Africa. After completing this latter mission Ettrick was sunk on her way back to Britain and afterwards Mr. Temple served in Ranchi and Monowai before being attached to the Union Steam Ship Company's Aorangi. He was with this ship when she was used to carry US troops on Italian invasion operations. Towards the end of the war he was attached to the French troop ship Champollion, until the vessel's return to the Free French. In recent years Mr. Temple served in Arcadia, Himalaya, Oronsay, Chitral and Canberra.

Gwilyn Garfield Jones, who retired on 9 July, 1971. Mr. Jones was with Kenneth Foster's repairs and outfits department, before joining P & O's West End office in 1931. During the war he served in the Middle East, mostly in Palestine, and afterwards operated troop transports. In February, 1964, he was appointed berthing manager and in November, 1965, travel manager. He became assistant West End manager in March, 1970. Mr. Jones is married and lives in Sevenoaks, Kent.

Charles Cedric Coxon, who retired on 1 August. Mr. Coxon joined P & O in 1937 and two years later was assigned to Corfu. In 1942 he was appointed to the Ile de France and later served in Perim and Strathaird. In 1952 he transferred to the shore staff, joining the Engineers Department, and in 1960 he became technical assistant (refrigeration)—a position he held until his retirement. Mr. Coxon is married and lives in North West London.

John Henry Ray, who retired on 17 September. Mr. Ray began his service with P & O in December 1927 as a messenger in the West End office. Three years later he joined the Royal West Kent Regiment and was later transferred to the RASC as a driver. He spent most of his army service in the Far East and was a corporal when he was demobbed in March 1946. He returned to the West End office as a messenger after the war, and in January 1961 was promoted to head messenger. Mr. Ray is married with two sons and lives at Morden, Surrey.

Frank Percival Reynolds who retired on 31 August. Mr. Reynolds joined P & O in November, 1926, and first worked in the Marine Department at the Royal Albert Dock. He then spent some time in Cash and Baggage before transferring to the Pursers Department at Tilbury Dock. In 1932 he moved to the Accountants Department in the City office and at the beginning of the war went to Croxley Green. During the war he served in the RAF's Bomber Command and afterwards returned to the Accountants Department. In 1955 he transferred to the Chief Accounts Department and ten years later became the department's section leader. In 1970 he joined POTH. Mr. Reynolds is married and lives at Croxley Green but we understand he is to move to Norfolk where he will be living quite near Jock Simpson.

John Hugh Fenton Cooke, who retired on 17 September, having joined the Orient Line freight department in September 1924. Mr. Cooke was commissioned into the Royal Engineers during the war and after serving for some time in this country went out to the Middle East. He returned to the Orient Line in 1946 and in May 1960 was transferred to the P & O Department. A keen sportsman he has done excellent work for the athletic section of the Pandor Club. A married man he lives in Woking.



Sixteen-year-old Bellboy, Robin Warren of Canberra, with a model of the *Cutty Sark* which he made during his first voyage to sea earlier this year. It took him two months to complete after which he set to and built another one which he presented to Captain W. B. Vickers for display on board the ship.



Australian artist, Mrs. Dora McRae, displaying a portrait of Oronsay's 1st Refrigeration Engineer Officer, E. Peter Stuart, which she completed during a voyage to the UK. Need we say who else is in the picture!



Captain W. B. Vickers presenting Bosun Cliff Mitchell with a clock and barometer from his many friends on board *Canberra* on the occasion of his retirement. Cliff, who spent about 46 years at sea, joined P & O in 1946 and first served in *Paringa*.



As linesmen cast off *Arcadia's* bow lines in San Francisco, cyclists Paxton Beale (left) and Ken Crutchlow set off to race her to Ketchikan, Alaska. They arrived 126 hours later—12 hours ahead of *Arcadia*.



Baroness Spencer Churchill being welcomed by Captain E. Snowden to a cocktail party during *Chusan's* cruise to Malta, Venice, Kotor, Athens, Barcelona, Tangier and Vigo. Lady Churchill was accompanied on the cruise by her secretary, Miss N. E. Rougier-Chapman (right), whose father was for many years Port Health Doctor at Gravesend. As such he had the task of clearing inward P & O ships.

# News in pictures from the fleet



Bosun Cliff Mitchell (see picture on left) proudly displaying his retirement gifts to some of *Canberra's* officers and petty officers. Cliff's brother, Jack, known throughout the fleet as "Mitch" retired two years ago from *Himalaya*.



Oronsay's soccer team, the Yellow Perils, who beat an Orsova eleven in San Francisco 4-2 to retain the Himalaya Cup despite a lot of vocal support (below) from Orsova's many supporters.



Orsova nightwatchman, Fred Stoddart, who retired a few months ago, receiving a clock and barometer from Captain A. J. Field as he neared the end of his last voyage. Also in the picture is R. M. Lanning. Fred joined the Orient Line in 1925 and spent the last 14 years of his career in Orsova.



A few of the talented cast in *Canberra's* Olde Tyme Music-Hall show which until the start of the cruising season had been running for 18 months. From left: John Leck (assistant purser), Angela McLennan (woman assistant purser), John Diggins (first class entertainments officer), Peter Cook (assistant headwaiter) and Rosemary White (tourist class children's hostess).



Lord Thurloe, Governor-General of the Bahamas, being welcomed to a cocktail party aboard *Oriana* by Captain P. C. Reed. The party was held in honour of Mr. Tom Clunie, the retiring police commissioner of Nassau.



Staff Captain David Guthrie of *Orcades* giving some navigational advice to Southampton carnival queen Penelope Heal and Miss Jersey Battle of Flowers.



Captain F. B. Woolley of Orsova, presenting a silver water jug to Superintendent J. Hempstead, of the Royal Fijian Police. The presentation was made in Suva during Superintendent's final appearance on board a P & O ship as conductor of the police band. He retires this month.

## Engineers and waiters get own training centre

Eight engineers and about 40 assistant steward waiters have passed through the Group's new training centre at Southampton and are now at sea with the P & O Fleet.

The new training centre was opened in August by Mrs. P. E. Parry, wife of the then chairman of P & O Lines and now Chief Executive of the P & O Passenger Division.

The first floor accommodation comprises two lecture rooms, one of which can be converted into a restaurant, mock-ups of a galley and a cabin, and offices. The ground

floor is used as a storage area for the large number of household items and hotel equipment used on board ships.

Although P & O has always trained its own staff the new centre is the first to be designed and built specifically for engineers and waiters with no previous sea experience.

The assistant steward waiters—average age 22—have been learning such tasks as laying a table, presenting a menu and serving a meal, and attending lectures without the distractions encountered on board a ship under repair.



Mrs. Lucinda Parry, wife of chief executive, Mr. P. E. Parry, opening P & O's new Southampton training centre, Peninsular House. The centre was designed and built for engineers and waiters with no previous sea experience. Watching Mrs. Parry is her husband.

## Congratulations

... to Miss T. A. Conway, secretary to J. M. Church, Continental Area Manager, who celebrated her 21st birthday on 17 September.

... to J. M. Whitlock, technical stores officer, on obtaining his Ordinary National

Certificate in Electrical Engineering.

... to J. G. Davis on being elected an Ordinary Member of the Council of the Institute of Transport. Mr. Davis is now a Fellow of the Chartered Institute of Transport and Member of the Council.

## Obituary

We record with deep regret the deaths of:

A. W. J. Mabey, on 24 June, aged 60. Mr. Mabey joined P & O's maintenance staff in 1932, later transferred to the Maintenance Cost Department and retired in October, 1969.

W. H. P. Nimmo, on 19 June, aged 87. Mr. Nimmo joined P & O in 1907, became a Chief Engineer and retired in 1944.

S. M. Bailey, on 7 July, aged 70. Mr. Bailey served with P & O as a 1st Refrigerating Officer from 1926 to 1932 and from 1939 until his retirement in 1961.

A. Lambert, on 14 July, aged 89. Mr. Lambert was a fitting shop foreman with the Orient Line until his retirement in 1947.

F. W. Mutter, on 27 May, aged 68. Mr. Mutter spent 39 years with P & O, the last two as a winchman in Iberia, and retired in 1967.

W. H. Sims, on 1 June, aged 78. Mr. Sims spent 44 years with P & O as a boilermaker.

B. Willard, on 19 May, aged 73. Mr. Willard, a winchman, retired from P & O in 1958 after 43 years' service.

E. R. H. Parkinson, on 21 April, aged 84. Mr. Parkinson was a chief electrician with the Orient Line until his retirement in 1952.

E. E. Aldous, on 15 July, aged 84. Mr. Aldous joined P & O in 1901, later became cargo superintendent at the KGV Dock and retired in 1952.

Arthur John Sharland, on 27 July, aged 70. Mr. Sharland retired in 1966 after 18 years as a Chief Radio Officer with P & O.

Cyril Kinnaird, aged 65. Mr. Kinnaird joined the Orient Line in 1920 as a junior messenger, in 1957 was appointed house keeper at 14 Fenchurch Avenue, and retired in 1970.

## Crossword Solution

Across: 1, Dames. 4, Avenges. 8, Literal. 9, Odour. 10, Troop. 11, Daytime. 13, Then. 15, Depose. 17, Tragic. 20, Rose. 22, Elapses. 24, Fatal. 26, Inter. 27, Re-enter. 28, Tyranny. 29, Halve. Down: 1, Deleted. 2, Motto. 3, Scripts. 4, Allude. 5, Ebony. 6, Glowing. 7, Serge. 12, Ants. 14, Here. 16, Plaster. 18, Refresh. 19, Calorie. 21, Osprey. 22, Exist. 23, Siren. 25, Total.



Words of advice for a group of waiters.

## Farewell to Solent Pilot



Watched by Mrs. Grant, Captain Dunkley (right) makes the presentation.

## Never a dull moment says 85 year old cruise passenger

An 85-year-old passenger in Himalaya cruise 601 has written to J. G. Davis praising "everyone from the Captain to the lift boys" for their exceptional kindness.

Mrs. E. E. Press of Folkestone says there was never a dull moment and she hopes one day to be well enough to take a similar holiday.

In her letter Mrs. Press recalls a cruise she made in

the early thirties.

"I went in company of some friends... on the ss Moldavia and have the happiest memories of that cruise and three of us who were on that cruise met again on ss Himalaya."

She adds that they "were able to go over the marvellous times we had on that cruise which she believes cost 'something like £20'".

## Pilot

A Southampton pilot who handled Orient and P & O ships and later the combined fleet for 22 years has retired after 51 years at sea.

He is Captain George Grant, who started his career with Houlder Line of London and after gaining his Master Mariner's certificate served on the old Southern Railway's cross Channel service.

P & O bade farewell to Captain Grant and his wife at a lunch aboard Canberra during which marine-manager, Captain J. L. Dunkley, presented him with a watch.

## Oriana

Recalling his service to P & O, administration manager, Captain Jack Simms, said: "We think of him chiefly in connection with Oriana. The first time he piloted her she had to be clawed off the quay in a south-westerly gale. Later he was piloting Oriana when she caught fire in Southampton Water."

"We are still proud of what he did. The ship might have gone aground or suffered other calamities but instead she returned safely to port."

Captain and Mrs. Grant's only son, Peter, is Southern Ferries' passenger manager.



Liz (left), Robyn (centre) and Narelle.

## Three E & A girls return to dry land

Three charming young P & O women have returned to Sydney office after serving at sea with E & A.

Liz Davie, Robyn Dixon and Narelle Wilkin came ashore with many fond and happy memories of their tours of duty.

Liz returned to head office as secretary to our Marketing Manager after three and a half years in Aramac, Cathay and Chitral.

Robyn came back as secretary to the Assistant Passenger Manager and N.S.W. Sales

Promotion Manager after serving in Aramac and Cathay for three years, four months.

Narelle returned to dry land to take up duties as secretary to the Public Relations Manager after 14 months broken service on all three liners.

All three were unanimous in their favourite port—Hong Kong—"with its beautiful skyline, good shops and lovely weather".

Robyn said she spent a great deal of her time ashore in Japan shopping for crocodile-skin handbags.

## Brave New Worlds

Round the world, the big white ships

Carry folk on pleasure trips To Sydney, Hong Kong or L.A.

The warm sun shining all the way.

Soon a splash, the anchor drops

And once again the liner stops

And people flock to go ashore To walk, to barter and explore.

Verdant isles, mysterious towns,

Faces yellow, black and brown;

But everyone is smiling and glad

About the good times they have had.

But now it's time to leave once more

For another strange and sparkling shore.

The siren hoots, the people wave

At the passengers on the ship so brave.

Farewell America, farewell France,

I'll come again if I get the chance.

H. A. L. Franks

# Pensioners reunion luncheon

A record number of P & O Lines pensioners, including one who had flown over from Madeira, attended the annual reunion luncheon aboard Canberra in Southampton.

Ian King was the man who came over from Madeira but there were many others who were faced with a long return journey in order to meet up with their old friends.

It was wonderful to see them all again, particularly 84-year-old Rawalpindi survivor, Sid Butler, who seems to get younger with every year.

The vast majority of pensioners met up at Waterloo Station where they boarded a four coach special boat train for the 75-mile journey to Southampton. There they were met by four double decker buses which took them to the ship's side and to a welcome from Sir Donald Anderson in the Meridian Room.



Four pensioners deep in discussion as they wait to board the special train to Southampton.



Sir Donald Anderson welcomes L. Hedley-Prole.



B. W. Mills (left) and W. Girling (right), who are now in our Passenger Division, share a joke with J. Vogt.

It was, of course, Sir Donald's last appearance at a reunion as host. And in a speech he made mention of this, saying that next year he would be present—but as a pensioner!

Sir Donald also spoke about his earlier days in Bombay when, although he had had very little training, he had to do the most complicated work.

He compared this period of his career with P & O's current training policy which, he said, had helped the company to the very summit of its own particular sphere of industry.

Those present, who had been in the company at some time over the last 25 years, had seen a greater change in the shipping industry than any that had taken place in the preceding 200 years, said Sir Donald. The speed of change had been brought about by a greater awareness of the need to progress. P & O had first switched from being wholly concerned with conventional shipping into oil tankers, then bulk carriers and O.B.O.s, and so on up to the present time when gas carriers are on the minds of every shipping man.

Change did not end here, he said, for McKinsey had been called in to look at the Group as a whole. Their findings were now well known, he said, and in time the individual companies would lose their identities and be grouped into divisions covering all aspects of our operations.

On behalf of the pensioners, Mr. A. S. Bennett thanked Sir Donald and wished him a long and happy retirement.



T. H. Selby, L. Hedley-Prole, L. R. W. Hardway, Captain J. Simms, Captain R. E. S. Tucker, Captain W. T. C. Lethbridge, Captain E. V. Harris, Captain M. H. D'aeth, G. Burton and R. Moody.



Miss F. C. Nash (left) and Miss M. Norman relaxing as the train speeds through Hampshire.



A. H. Ford meets up with J. F. Barker and D. P. Oliver on their way home.



Miss C. E. Stratton (left) and Miss M. R. Hutton talking about old times.



Have you heard this one then? J. W. V. Roberts recalls a story while talking to F. A. Bond (right) and J. Barker-Benfield.



A group of pensioners in one of the buses which took them from Southampton station to Canberra.

## First ship under Sydney Harbour bridge

Dear Sir,

With reference to your photographs of the P & O ships passing beneath Sydney Harbour bridge during its construction (About Ourselves no. 36) perhaps you would be interested in the photograph of R.M.S. Orama, in which I served as quartermaster, passing beneath the bridge.

She was commanded by Sir Charles Matheson, D.S.O. We left Woolloomooloo at 0700



R.M.S. ORAMA  
As she passed the Bridge, 14/8/30

hrs. on 14 August, 1930 for Piedmont and became the first ship to pass beneath the bridge when both ends had met.

W. W. J. Virgin,

171, Firhill Road,  
Cattford,  
London, S.E.6.

## How three B.I. ships got their names

Dear Sir,

I am the branch manager of the State Trading Corporation and a former employee of Smith Mackenzie & Co., and Inchcape Group of Companies. I have a very long association, therefore, with B.I. In your July issue of *B.I. News*, which was received by me only a week ago, I noticed

on page 8, about the origination of the names of certain B.I. Ships. As far as my knowledge goes, I can perhaps explain about three of them—namely: Warawala, Mulbera, Arankola.

Warawala: This may be from the port of Verawal on the West Coast of India. The port is a few hundred miles South of Porbunder. The name of Verawal has been perhaps used in dialect terms and therefore "Warawala".

Mulbera: This again seems from the Province of Mulbar—South of India. Vocal pronunciation is changed to Mulbar and therefore "Mulbera".

Arankola: This may have derived from the name of a hill "Aranchala", "ch" used in vocal terms is "k" and hence "Arankola". This hill is a holy place and quite famous in South India where the great Indian Saint and Yogi Shri Raman Maharshi who died a decade ago, has an "Ashram", i.e. a hermitage.

Islanda: This is perhaps from just ordinary name, Island without any significance.

I hope my presumptions are nearly correct.

Sincerely yours,  
V. K. Vadgama.

Branch Manager,  
The State Trading Corporation.

## The day we took on board five fully grown elephants

Dear Sir,

Toward the end of 1915 I was 2nd/navigating officer of the s.s. Japan that had lately been taken-over by the B.I. from the Apar Line, along with the rest of their fleet.

In Penang on passage from Japan and China to Calcutta—on night loading duty—I was required to take on board five full grown elephants, bound for Rangoon. The largest of these was reputed to be a man-killer and he weighed about five tons.

Shipment was made by a shore crane and everything for their shipment was arranged by the shippers. My job was to insure that all gear on and about the fore deck was very securely fastened down.

The elephants were by no means amused at the indignity of being slung on board like bales of merchandise and protested loudly and violently. They did their level best to avoid slings being put round them and, once on board, to unship the housed ship's derricks among other things normally moveable on the fore deck. After a struggle all were got on board in pretty good order and firmly secured.

The chief officer (Mr. "Bully" West) a most efficient and conscientious no. 1, had instructed me on no account to sign the mates' receipt for the animals as he intended to do that himself.

Being curious to know his reason for this I, after he had signed it, contacted the tally-clerk concerned who showed me the receipt form that—in addition to the usual reading on such documents—over the chief officer's signature, in his handwriting was written:—

"Not responsible for any leakage — and — one elephant in dispute".

I never discovered the reason for this annotation and have since sometimes wondered what thought Bully had in mind for I had at least counted the creatures.

Yours sincerely,  
H. C. Granger-Brown.

19, Portland Villas,  
Hove,  
Sussex.

## Coast Lines—and the P&O Group

Dear Sirs,

It was with great interest that I read in the newspapers of your bid for and eventual takeover of the Coast Lines Group and your subsequent changes in directors, not that my financial position enables me to purchase shares of any company or that I am connected in any way with shipping companies. I was, however, sorry to read that P & O's main interest was in taking over the freight and road haulage organisation built up by the Coast Lines group of companies.

For close on 30 years I travelled across the Irish Sea to Ireland prior to residing here, most journeys being via Liverpool/Belfast. So from being a youngster I became interested in ships, docks, harbours and especially Coast Lines passenger fleet, having travelled on their steamers in the 1920's and subsequently the motor vessels and steamers on into the 1950's, up to about the time air services hit passenger traffic and few car ferry vessels operated.

Ill health now prevents me travelling across the Irish Sea or even paying a visit to Belfast to see the present day car ferries. However, I still follow with interest newspaper reports, the Coast Lines travel brochures and have since 1946 been a regular reader of a monthly magazine *Sea Breezes*.

As a hobby I have made a few waterline models to scale of approx. 1:450. and now have models (none too good) of Ulster Prince (1930), Ulster Prince (1946), (ex Leinster) (1937) and the present day Ulster Prince (1967).

I have also a link with P & O. During the war I travelled as a soldier in a convoy from Glasgow to Bombay on the Strathaird, sailing at the end of March 1944. After the war on return from S.E.A.C. I again boarded the Strathaird at Bombay in December 1945, arriving at Southampton at the end of December 1945.

I was indeed fortunate to travel both ways in a P & O liner designed for service in hot climates. It certainly was

not first class luxury travel but some of the public rooms on board the Strathaird still remained and were indeed very pleasant. I was sorry to read in *Sea Breezes* that the Strathaird had retired to ship breakers.

Yours sincerely,  
George Kenneth Kenyon.

2, Kilmonaghan,  
Jerrettspass,  
Newry,  
Co. Down.

## Ode to Oronsay

Dear Sir,

On this South American cruise in Oronsay I am reminded of the voyage I made in Orsova just 50 years ago.

This was the old Orsova, a two-funnelled coal-burning predecessor of today's namesake.

Sea travel, of course was very different then, no air-conditioning or other modern amenities.

The walls would be streaming with condensation in places like the Red Sea and the coaling of the ship at Port Said was always a hot and dusty business.

Ships have so improved that I have been moved to jot down the following "Ode to Oronsay" for which I must ask your pardon.

The sun, the sky, the deep blue sea,  
A freshening breeze exhilarates me,  
Oronsay lifting on the gentle swell,  
Could Life a finer story tell?

Foam-crested rollers, the ship's purring power,  
Bearing us landward each passing hour,  
Memory will treasure these halycon days,  
In rapture so rare true ecstasy lays.

Cruise 623  
Atlantic Ocean F. J. Kirkham

## Off to Portugal? Take a calendar

Dear Editor,

In the port notices available to passengers inboard ships putting-in at this island and the mainland of Portugal, it might be pointed out that to carry a calendar could be useful as so many thoroughfares are given historical dates.

There are "Avenidas" and "Ruas" named 31 de Janeiro, 1 de Maio, 28 de Maio, 5 de Junho, 24 de Julho, 5 de Outubro and 1 de Dezembro. Others that may be cited are 5 de Febrero and 16 de Septiembre in Mexico.

May be thought odd, though it is factual.

Douglas D. Castell.

Funchal,  
Madeira.

Most of the dated street names in Latin countries refer to some stirring national event, usually a battle. In England we call a spade a spade and instead of June 1815 we have Waterloo Road, London; instead of 21st October, 1805, Trafalgar Square and so on.

In South America, new streets are often given names of famous people in a particular activity. For example, you might have Ruchmaninov Street corner of Tchaikovsky Street as your address.

The most unromantic way of naming streets is by numbers. I mean, what kind of a kick can you get out of living on 59th corner of 38th? Even if you can remember it.

Editor

## Tairea and Japan

Dear Sir,

As Captain J. W. Cole wrote in the September issue of the *B.I. News*, there are several places in Japan named Taira, but I would be very surprised to find one called Tairea. Furthermore, if there was a place name with the latter as a "romanised" form, it would not be pronounced like that of the B.I. vessel of such proud memory—at least not like the accepted pronunciation.

Hatimura as Captain Cole also says, has a vaguely Japanese sound, mainly because of the termination "mura" (meaning "village"). The first part of the name, however, could only appear in a system of romanisation occasionally adopted by the Japanese Government but avoided as far as possible by Europeans and now largely discarded. (Although linguistically more scientific it was comically misleading—the famous mountain, for instance, appeared as Huzi not Fuji!) In the system used in most British and American texts and, despite some inconsistencies, in Admiralty charts, the letters "t" and "i" do not occur in the sequence "ti" followed by "i".

Yours sincerely,  
D. L. M. Macfarlane.

Hill Path,  
Pilgrims Way,  
Guildford.



"It's all right, Jefferson, the stuff's in her handbag... Jefferson... JEFFERSON!"

Disaster hits Computer Bureau's mini cruise—but the beer's good!

# The night the disc jockey missed the boat



John Croucher and Chris Long get with it as the evening wears on.

Management Services' Computer Bureau organised a "mini cruise" a few weeks ago on the mv Abercorn owned by Thames Motor Launches.

Disaster struck before the trip started as the disc jockey hired for the occasion, together with his gear, went AWOL. Some guests suggested that J. C. Croucher, the computer manager should sing an aria instead. But it was generally accepted by all on board that Radio Luxembourg, over the tannoy, provided far better entertainment even bearing in mind that dancing to adverts is difficult!

The Abercorn can hardly be described as competition for the P & O cruises but 150 MSD staff and guests turned out together with personnel from Passenger Division and Pandair. Passenger Division staff were obviously carrying out a little industrial espionage to evaluate the service!

At 19.15 the Abercorn left Charing Cross pier and proceeded up stream (to the Computer staff that meant the boats sharp end pointed in the general direction of Battersea power station!) and the party got under way.

As the riverboat steamed up the river the lilting voice of Miss Dumagne could be heard saying "Come on the Blues!" as Chelsea happened to be playing Plymouth Argyle a mere two miles away.

## Food

The food was devoured before the Abercorn left the jetty and as a result it was proposed by senior management—who could possibly refuse computer users such as Pandair?—that we stop for fish and chips at 9.00 p.m. The owner of the local "chippy" was rather surprised when around 20 people rushed in and the first round was placed for 40 portions!—obviously no sign of "Mal de Thames" on our trip!

The only rolling of the boat was caused by our system analyst/party organiser Derek Long rushing around like all good entertainment officers do.

At 11.00 p.m. the Abercorn moored at Charing Cross looking rather tired and weary but visibly lighter in the water.

For those who can possibly face the ordeal again, with a discotheque of course, a similar trip is planned for next summer.

Footnote: We intend leaving large cruises to Passenger Division.



Enjoying a break from dancing. Seated round the table (from left) are Jill Cuffley, Margaret Wallis, Ted Dixon, Mrs. Morris, Mr. Morris, George Barber, Malcolm Churchill and Malcolm's girl friend. Two guests are on the right.



Jim Elson and Frank Heenan tuck into some fish and chips.



Jeff Allen with some friends.



D. Cornall (MSD), Carol Mathews (O & M), R. Cornall (Accounts) and some of the guests.



Mr. and Mrs. Steve Fabes (right) with Roy Stew, Hedda Johnston and Roy's two guests.

## Laurie Kimpton settles down

A new settler in Victoria, Australia, is Laurie Kimpton, who until his retirement was responsible for setting up and maintaining the Group Exhibition Centre in the P & O Building in Leadenhall Street. Together with his wife and

daughter, Laurie has taken up residence in the Dandenongs and from his windows has a very fine view over the countryside and Port Phillip Bay.

## Congratulations

... to S. R. Howell, Company Secretary's Division, on being elected a Member of the Chartered Institute of Transport (MCIT) and on passing the final part two examination of the Chartered Institute of Secretaries held last June.

of Shipwrights for the most outstanding results in the Naval Architecture Examinations of the Higher National Certificate for 1971. The prize is worth £110.

... to J. C. Vanderschans, Technical Services Division, on being awarded the first prize of The Worshipful Company

... to G. C. Arnold, electronics inspector, Technical Services Division, on being elected a Fellow of the Society of Electronic and Radio Technicians and becoming a Registered Technician Engineer.

## Obituary

We record with deep regret the death of:

Mr. Robert A. Baum, in the Royal Free Hospital, London, on 14 August, aged 25.

Bob—as he was known to all his friends—spent five years with P & O as an executive in the Group Public Relations Division, now part of the International Relations Division. During this time he became a well-known figure in Fleet Street and was particularly well-known among travel

writers and travel correspondents. Before joining P & O, Bob served his apprenticeship as a journalist on his local newspaper, The Southend Standard. He was a keen sportsman, being particularly interested in rugby and cricket and was at one time a member of the Pandor Club committee. Peter Thomas and Tony Bennett of our International Relations Division attended the funeral and other mourners included Mr. Jimmy Savile.

# Chairman talks about new package deal

P & O Group Chairman Mr. Ford Geddes has re-emphasised that the Company would develop in a "positive way" any approach by a majority of the staff for a representative organisation to talk collectively to management.

Speaking to the fourth Executive Development Programme Course at Bournemouth on Thursday, 11 November, he also gave Group executives his views on other aspects of the recently announced employment package.

The following is an extract of his remarks:—

"I expect you will be looking for some comment from me about the recent trade union activity affecting the company. A statement expressing my views was issued by Mr. Frank Thomasson to all members of the staff early in November. It recorded various approaches, including that by Mr. Clive Jenkins. There is not a great deal to add to that, except to say something of the background and build-up over the past seven months.

"You will remember that we announced the reorganisation last April: with the best will in the world we could not tell everyone whether or not they would have a job before June; despite really extraordinary efforts by those directly involved, and this means principally the Personnel staff, we could not decide on the conditions of service and get these, and individual details of pay, out before September. Thus there was an over-long period of uncertainty and worry. Then when the conditions of service came out it was inevitable that whatever

the gains, some people would find they had lost something. The only way to have avoided this would have been to apply all benefits in all companies to everyone. This would have been a financially disastrous course.

## House Loans

"Now there are two matters that I know have caused a lot of concern. One was house purchase loans. Here the subsidy element was already very large and was rising rapidly. Because house purchase loans benefit a section of the staff only we felt it right gradually to put the rate of interest onto a commercial basis and concentrate on benefits that would apply more evenly across the board. Looking to the future, the main point was to ensure that house purchase loans are always available to those who need them.

"We quickly realised from comments made that the phasing out period first announced should be made easier and this we have done and we also intend to look at individual cases of hardship. This was a spontaneous reaction by the Board; whatever anyone may say to the contrary.

"The other point is that a number of people have found that their salary is either at the top of, or above, the salary scale for their job and so they have to stand still for a period. I regret this very much indeed. The fact is, however, that we have compared our salary practice, job level with job level, with those of some 100 other companies large and small, who have called in Hay/MSL. Our salaries lie well into

the upper half, and in many cases, well into the upper quarter of the charts of all these salary levels. If you have not been involved in Hay/MSL evaluations you must take my word for it that these are valid comparisons, for I have been involved in some of the evaluations. Now it may be that some individual job descriptions and some evaluations will want changing—they will all be worked through during the coming year. If change is indicated it will be done, but I would not expect the number to be large in relation to the total.

## Environment

"When one adds to all this the fact that individual company environments are being lost and many people are having to work in new surroundings with new colleagues and in larger units, it is hardly surprising that a number of staff should either have felt the need for help or advice or should have responded to advances from outside the company.

"In a situation such as we face at present it is easy, and understandable, to concentrate on lost benefits. Don't let us forget the gains, some of which are quite substantial and so expensive: long term sickness benefit—a very humane and worthwhile benefit; increased luncheon vouchers; the opportunity for everyone to qualify for a longer holiday; the new Group Pension Scheme with retirement at 63; and a number of other smaller ones. Of course, the net loss or gain will vary for different people and for people from different



Mr. Ford Geddes chats with a member of the 4th Executive Development Programme course at Bournemouth.

companies. However, the long term benefit of common conditions and common salary scales to individuals is considerable. For those who want to get on the opportunities are far wider now than they were in any of the individual companies. It may be that looking back we might have done some things differently and mainly this would, I think, have meant working to a less tight time scale. Thus we could possibly have reduced some of the problems and been able to

give better explanations, by taking rather longer over some of the steps. If we had done so we would on the other hand have extended the period of uncertainty considerably. In such a massive reorganisation there was no perfect way.

"There is no doubt about the company's policy: if a majority of the staff want some organisation—their own or from outside—to talk collectively to management, we are very happy to develop this in a positive way."

# Ardshiel caterers celebrate feast

The three crew members in the catering department, Messrs. L. A. Rodrigues, A. J. M. Dias and C. Pereira, celebrated their Patron feast of "Our Lady of Mount Mary" on board s.s. Ardshiel on Sunday, 12th September.

Mr. Rodrigues, Ardshiel bar man, was the organiser of this feast and it was organised well. These three members belong to the same district of Chinchim—Goa. They missed this feast very much. And so to think of this day and their families they celebrated their feast on board, inviting all the 49 members of the ship's company to celebrate their feast in stewards' mess at 8.30 p.m.

At 8 p.m. the Goanese said their litany which came to an end after 8.20 p.m. and soon after a big rush started getting into the Mess wishing all the stewards, "Boas Festas" and "Happy Feast". All were made comfortable giving them drinks and plenty to eat.

Glasses in hands, Mr. Dias raised the toast and thanked everyone. Then jolly good Captain P. C. T. Shepherd got up from his seat and made a short speech and thanked all the stewards. And thereafter 49 voices echoed together "Viva" and "Good Health".

Wilson D'Costa.

# Ardvar's master prepares for a quiet retirement

Nothing exciting ever happens to Ardvar's master, Captain Joseph Christie. Or so he would have you believe.

Absolutely nothing... except being torpedoed during the war, rescued, sunk again within days by the Vichy French Navy, being sent to Timbuctoo of all places as a prisoner of war, running the U-boat gauntlet on Atlantic

convoys and steaming across a million and a quarter miles of ocean in a near 30-year career at sea!

Now on his last round trip on a Chevron charter between Kharg Island and Rotterdam, he is looking forward to retirement in his native Stonehaven.

Sitting alongside his wife, Bella—she is making the final 11,000 mile trip with him—Captain Christie reminisced about how he joined Ben Line on the outbreak of war. In May 1941, while on a voyage to Britain, his ship was torpedoed 470-odd miles south-west of Freetown, Sierra Leone. With crewmates, he took to the lifeboats and, after spending a day on a landfall course, was picked up and taken to Freetown by the English Trader.

"I noticed three French warships lying at anchor. They were on their way to join the Free French Navy in Britain."

## Convoy

Days later, he left in a convoy for Britain but his ship could not maintain the agreed 7½ knot speed.

The ship was ordered back to Freetown, but on the way was challenged by a Vichy French coastal minesweeper which ordered them to Conakry in Guinea.

"We refused and he replied by opening fire. He put a couple of shells into us and we took to the lifeboats."

Once more he was picked up and, whether he liked it or not, taken to Conakry. Then came a long journey up the Niger river by barge. Two more days of walking and he was in Timbuctoo.

Eight months later he was moved to a place called Can-Can where he lived out his 18-month imprisonment on a diet of couscous and rice until liberation after the defeat of the German, Italian and Vichy French forces in Africa.

By this time the Anglo-Free French forces were in Senegal. "I was the first officer over the border into Sierra Leone. It was a most beautiful sight to come out of the bush and see a convoy of army lorries with dispatch riders lined up waiting for us." Captain Christie has some unforgettable memories of the entertainment he and his fellow prisoners received.

Next came a return to Freetown, but because of the war effort UK-bound ships were few and far between. Eventually, he boarded the Empire Keats and set sail for home... via Trinidad and New York!

He spent two years ashore before returning to sea on Atlantic convoys.

Since 1948, when he joined the James Nourse cargo ships plying between India and the West Indies, he has kept a methodical record of every sea mile he has logged—1,093,747. He also knows the names of each officer he has sailed with since taking up his first command in 1956.

By 1963 Captain Christie—already a tanker master—was with Trident Tankers, since when he has commanded most of the tankers that now form the fleet of P & O Bulk Shipping Division.

"In December 1960, when I joined the 36,000 dwt British Destiny, she was considered a super tanker. Look at us today, 10 years later. We have tankers of 370,000 dwt and still they're growing."

Of the many lessons he has learned at sea he says the most important to him are that a man can always survive if he learns how to look after himself, is willing to put his hand to anything and steers clear of panic by keeping a level head.

As Captain Christie said. Nothing exciting ever happens to him...

# Heythrop crew fight ship fire

Courage, steadiness and professional excellence were shown by 37-year-old Captain Alec Mathews and five of his Officers when they returned to fight the fire which broke out on 9 November on board the P & O OBO Heythrop, said Mr. A. B. Marshall, Chief Executive of the Bulk Shipping Division. "His actions, and those of his Officers, have my greatest admiration, and were in the best tradition of the British merchant service," he said.

## Explosion

Only hours before reboarding his ship, Captain Mathews had ordered his 17 Officers, five of their wives—including his own—and 39 crew to abandon the 73,800 dwt Heythrop when she caught fire after an explosion in number 11 tank while about 160 miles south east of East London, South Africa.

Once they were all safely on board the Liberian-

registered Showa Venture, which answered the Heythrop's distress call, he made a successful attempt to reboard his ship with Chief Officer, Michael Leonard-Williams; Second Officer A. H. McLeod; Chief Engineer, James S. Yorkston; Second Engineer, B. Davis and Fourth Engineer, C. T. Lacey.

## Under control

The six men managed to bring the Heythrop's fire-fighting equipment into play and brought the blaze under control.

Later, Heythrop was taken in tow by the West German tug Arctic to Port Elizabeth where the other survivors were landed by the Showa Venture.

Accompanying their husbands on the voyage from the east coast of the U.S.A. to the Persian Gulf were Mrs. D. M. Mathews, the Captain's wife, Mrs. M. Leonard-Williams, Mrs. Frances McLeod, Mrs. Maureen Wright and Mrs. Margaret Curriwan.



A cheery wave and smiles from crew and wives after their rescue.