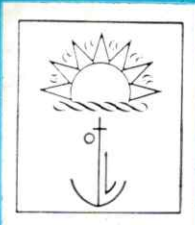
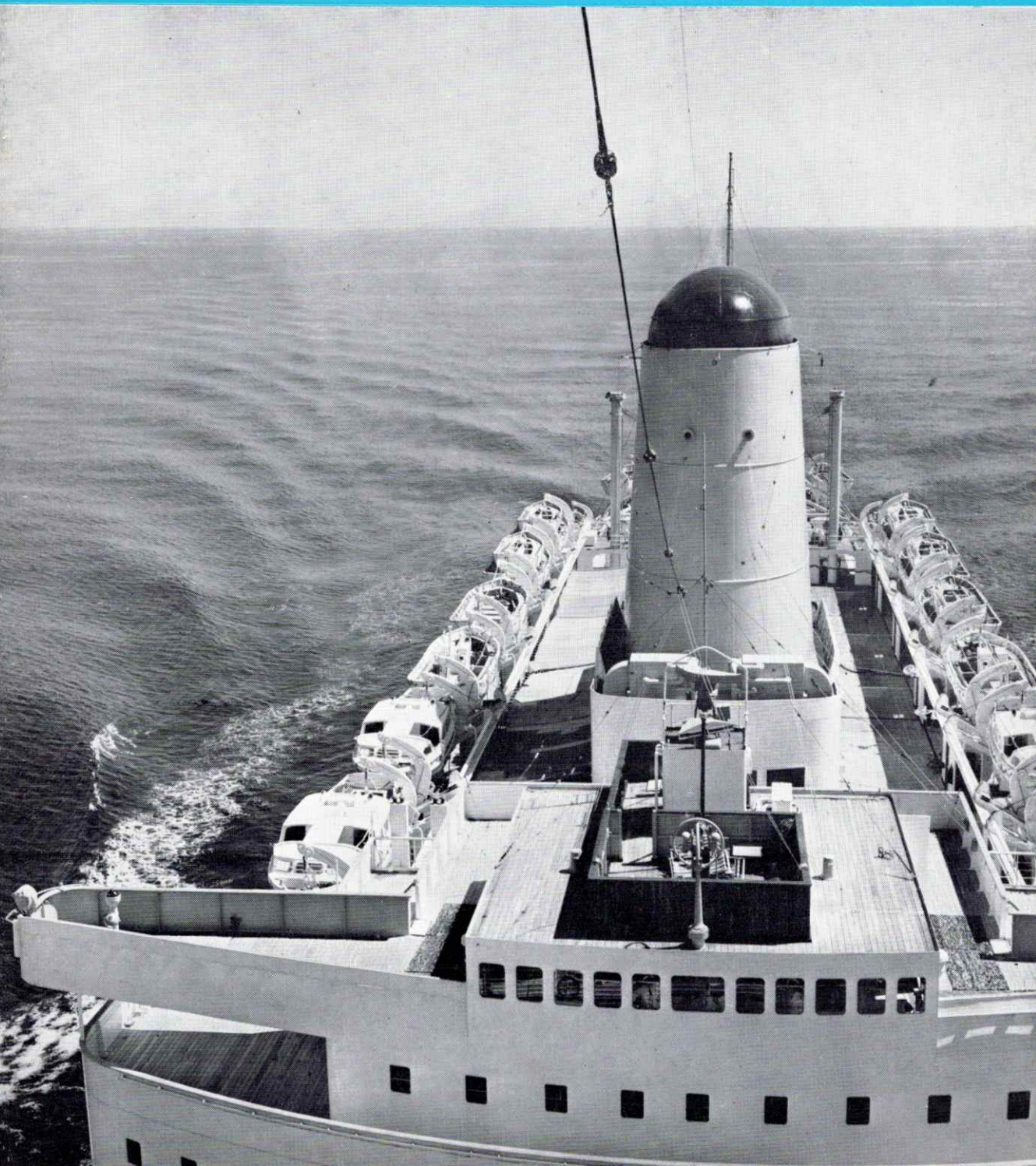
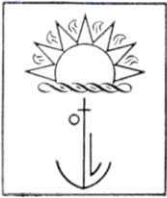


No. 11 SUMMER 1963



About Ourselves





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No. 11. SUMMER, 1963

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122 LEADENHALL STREET LONDON, E.C.3 TELEPHONE: AVENUE 8000
EDITOR: B. D. O. JONES DESIGN: D. J. MORGAN



The Pandor Club dance was a great success attracting over 1,000 guests. It was held at the Orchid Ballroom in Purley.



"Farewell to the Orion"

SHIP NEWS

"ORION" SAYS FAREWELL

The first "Designer's" Liner

Designers and interior decorators all the world over will mark with interest the disappearance of this ship now due to go out of service.

With a record of nearly two and a quarter million miles of successful sailing behind her, the *Orion* moored at Tilbury for the last time on Wednesday, 15th May; she is now in Hamburg on four months' charter as an hotel ship for the International Horticultural Exhibition.

Orion may be considered a landmark in British ship-building history. Up to 1934, when she was launched, passenger liners were still built with an interior in pseudo-Victorian style. *Orion* was the first design-built craft and foreshadowed in her day such vessels as the *Oriana* and *Canberra*, today's triumphs of design-building.

Her originator was Brian O'Rorke, who was afterwards responsible for the interior design of all Orient Line ships and part of *Oriana*.

Built for the Orient Line by Vickers-Armstrongs,

Barrow-in-Furness at a cost of £1,000,000, she was launched in 1934 by the Duke of Gloucester—who was 12,000 miles away in Brisbane, Australia. He pulled a lever which transmitted an electrical impulse which in turn released the launching mechanism—the first time in history a ship had been launched by remote control.

She went into service on the U.K./Australia run. During the years prior to the war, she also became well-known to thousands of British holidaymakers who cruised in her to the Mediterranean.

In 1939, *Orion* was requisitioned by the Government and served as a troop transport until 1946. During this time, her wanderings were world-wide; she covered over 380,000 miles and carried more than 175,000 troops, civilians and prisoners-of-war. And her catering staff provided more than 12,000,000 meals! Among her notable voyages were those to the North African landings in 1942 to which she carried 5,300 troops, and her trips across the Atlantic ferrying U.S. forces to England when she carried 7,000 troops each voyage.

Although she emerged from the war unscathed, *Orion* had several "narrow scrapes". At Algiers, during the African landings, she came under heavy air attack and on her next voyage to North Africa was attacked again on both her outward and homeward passages. In November, 1943, while on the way to Port Said, *Orion* survived two massed attacks, the first by 30 planes using glider bombs and the second in which 12 dive bombers made four near misses.

After the war, *Orion* underwent a major refit and returned to the Company's Australia run. Since 1961, she has been employed as a migrant ship and has carried thousands of "New Australians" to a new life "down under".

At the end of her career, *Orion* could boast some remarkable statistics. Since she first went into service,

she has steamed in both war and peace time an estimated 2,190,534 miles and carried 407,335 passengers. When Captain E. V. Harris signalled "Finished with Engines" those engines will have completed no fewer than 656,698,630 revolutions in 28 years.

★



"CHUSAN"

An illustration in the *Belfast Telegraph* recently featured Mr. S. McCambley, Tourist Class second steward, Mr. Caughley, First Electrician and Mr. W. J. Borland, first Refrigerating Engineer. All three are Ulstermen. (Photo: courtesy Thompson Newspapers.)

★



Captain F. V. Harris with the guests at the "Orion" Farewell Luncheon at Sydney in April.



This photograph shows (l. to r.) George Turner, vice-president, Marketing, Captain J. L. Dunkley, chef Ron South and Louis Vinci, president of the Italian-American Chamber of Commerce. They are seen admiring the chefs' skill.

'IBERIA'

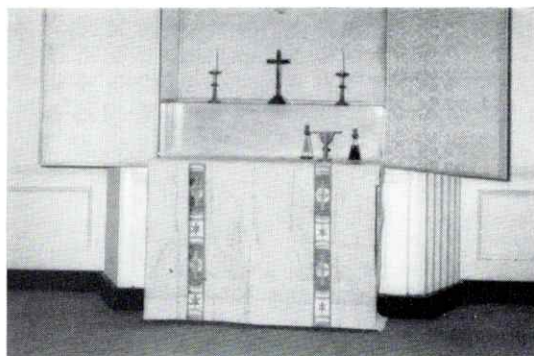
And the Italian-American Chamber of Commerce

When the *Iberia* docked at San Francisco in March last, 150 members of the Italian-American Chamber of Commerce were entertained at a cocktail buffet in the Observation Lounge.

Officers of the ship as well as officials at the San Francisco office of the company welcomed the local chamber, which represents an important segment of the San Francisco community.

The red-checked table cloths on the buffet tables were laden with Italian antipastos—prociutto and melon, pizza, sausage and anchovy sauce and other tempting Italian delicacies. A strolling violinist and an accordionist added to the atmosphere.

The San Francisco office prepared an attractive leaflet telling the guests about the *Iberia* and the company's service to Naples.



"IBERIA". We learn that this ship has been presented with an Altar Cloth by Miss Bernie-Rhind, a former passenger. Our illustration shows how appropriate and fitting it looks.



Australian voyages give the opportunity on occasion of some unusual fishing and here we show a 280 lbs. Eagle Ray, or Devil Fish caught by F. N. Miller, Utility Steward, during the ship's stay in Adelaide. Its display on deck in "Iberia" occasioned great interest for the passengers.



Our photograph shows Capt. J. L. Dunkley receiving a cheque for \$75 from Captain P. Sargent, Dock Superintendent at Tilbury, as a donation to the ship's welfare fund from the Italo-American Chamber of Commerce in acknowledgment of the courtesy shown to its members in San Francisco.





"CHITRAL"

Captain G. Randall sends us this picture of a magnificent beast acquired by the Sports Committee of his Chinese crew, for their well-known Lunar Dance. A performance was given on deck one afternoon and was greatly enjoyed not only by the children, but by adult passengers as well.



"CANBERRA"

Whilst this ship was undergoing repairs in Belfast her crew were able to perfect their drills. Here Asian seamen are seen undergoing boat practice. (Photo: courtesy of Belfast Evening Telegraph.)

"ORIANA"

During this ship's visit to Japan she was honoured by a visit from H.I.H. Princess Chichibu who is seen here whilst being conducted to a cocktail party in the ship's Ballroom by Commodore Edgecombe and Mr. Barrow.



Pictured with Lord Rowllan at the reception held to mark the beginning of the Scottish section of the Australian Young Farmers' tour.



"ORCADES"—5,237 Migrants in a month.

Carrying 999 migrants, the liner *Orcades* sailed from Tilbury for Australia on Monday, May 20th. She embarked a further 400 migrants at Piraeus.

During the period April 26th/May 24th, the Company has carried 5,237 people to a new life "down under"; this is out of a total of 9,186 migrants who will have left Britain by air or sea.

Largest family on board *Orcades* were Mr. and Mrs. Ronald Balsdon and their eight children. The Balsdons have left their home at Churchill Avenue, Clevedon, Somerset, to settle in Melbourne.



RUGBY UNION MATCH

"Orsova" v. Sydney Office

On Tuesday afternoon, 21st May, in beautiful sunshine (the first for ages) a team from Sydney Office took to the field against a team from s.s. *Orsova*.

From the outset the team from *Orsova* had much more weight and so had the advantage in the packs. S. Scorgie opened the score for *Orsova* with a penalty goal and this was followed by a try for Sydney Office by L. Freedwell. Just before half-time A. Blackstock scored a try for *Orsova* to make the score, *Orsova* 6, Sydney Office 3.

After oranges were taken Sydney Office started off well, but were unable to make the line. As time moved on Sydney Office were unable to hold *Orsova*, who had tries scored by S. Scorgie, G. Thomas and J. Cook, the final score being *Orsova* 15, Sydney Office 3. E. Stockdale, Sydney Office, chased the little whistle all afternoon and kept good control of the game.

After the game both teams retired to the nearest hostelry for a post-mortem and to wash down the mud. The afternoon proved most enjoyable to all players and the handful of spectators.

Anyone who has the idea of challenging Sydney Office to a game is advised that the final score is no indication of our ability to play Rugby Union.

The team from "Orsova".



AUSTRALIAN YOUNG FARMERS IN EDINBURGH

by W. Crawford, G.S.N.Co. Ltd., Glasgow.

The Annual Luncheon to celebrate the commencement of the Scottish Tour of the six Australian young farmers, winners of the P & O 'Canberra' Award for 1963, was held at the North British Hotel, Edinburgh, on 29th May. These young people could not have had better weather for their first day in Scotland, as the capital city was bathed in sunshine and looking its very best.

Mr. J. G. Davis, who so ably chaired the Luncheon, has three times in the past four years brought similar weather with him and Edinburgh can now look forward to a good day when he makes his appearance.

The occasion was particularly happy for Miss Fay Taylor, the only girl member of the young farmers, as she was celebrating her 21st birthday. She was presented with a souvenir by Mr. Davis on behalf of the P & O Company and also a further gift by the Scottish Association of Young Farmers' Clubs, Miss A. M. Y. Miller (their Chairman) making the presentation. Miss Taylor made a near successful attempt to deal with the candles on her cake in one go.

Guests prominent in Government Departments, Agriculture, Industry, the Scottish Association of Young Farmers' Clubs and the Agents of the P & O Company in Glasgow and Edinburgh, together with the young Australian farmers were welcomed in a delightful discourse by the Chairman. It was particularly pleasing to have on this occasion the company of Lord Rowllan, a former Chief Scout who recently returned from Australia on the *Himalaya* on completing his tenure of Office as Governor of Tasmania, and also that mighty Scot, Sheriff Harald Leslie, Sheriff of Caithness, Sutherland, Orkney and Zetland.

It was also nice to have Captain Lincoln of *Soudan* with us, which vessel sailed from Grangemouth later that evening. This is the first occasion on which a P & O Commander has been in a position to attend the function.

The Australian farmers were obviously delighted at having the opportunity of visiting Scotland and this was emphasised in the reply to the Chairman by young John Lienert of South Australia. Mr. K. D'Alby, Docks Manager, Grangemouth, had a very happy time with this young man, as they were both born in Adelaide.

It was indeed a very great pleasure to meet these handsome young folks from 'Down Under' and to share with them the excellent hospitality of the P & O Company—a truly memorable and highly successful day.

1962 ACCOUNTS

When the 1961 accounts were reviewed last year the results were described as the worst experienced by the Group for many years, and because of these poor results and the gloomy outlook the deferred dividend paid to stockholders for 1961 was reduced from 11 per cent to 6 per cent.

When, therefore, on the declaration of the interim dividend in October 1962 it was announced that the Board had decided to restore part of the cut and pay a total deferred dividend of 10 per cent for the year, the first impression may have been that the tide had turned and that for P & O the slump was ending. Any such thoughts, however, were quickly dispelled by the Board's statement on dividend policy which accompanied the dividend declaration and intimated that the results of 1962 would be worse than even the poor results of 1961. In the event this forecast proved to be true, and there was a loss before tax for the year of £62,000 compared with a profit of £579,000 in 1961.

It may seem strange that the Board should decide to restore part of the dividend cut in the face of worse results, but the reasons for both the cut and the restoration lie in the circumstances of the time. When the dividend was cut the Board could see the Group results deteriorating; Group commitments for new tonnage were substantial, and there was little evidence that the cash flow from the business to meet them would be maintained.

When the dividend was increased Group results were still bad but the capital commitments for new tonnage were tapering off and the cash flow had been maintained. In these circumstances the Board thought it right to tell stockholders that they intended restoring the dividend to near its old level, and that they would continue to pay such a dividend, out of reserves if necessary, so long as the cash flow was maintained.

Taxation is once again an important feature of the year's accounts, and after allowing for a net tax recovery of £2,602,000 a profit of £2,540,000 for the year is produced, compared with £764,000 last year.

The following statement shows the details of the results of the two years:—

	1962		1961	
	£	£	£	£
OPERATING PROFIT		16,014,000		14,549,000
Less: Depreciation	15,695,000		14,282,000	
Interest	1,259,000		1,233,000	
		<u>16,954,000</u>		<u>15,515,000</u>
		— 940,000		— 966,000
Investment Income		878,000		1,138,000
Net surplus on the sale of Government securities		—		407,000
		<u>— 62,000</u>		<u>579,000</u>
GROUP DEFICIT/SURPLUS FOR THE YEAR BEFORE TAXATION				
Taxation recoverable		2,602,000		185,000
		<u>£2,540,000</u>		<u>£764,000</u>
GROUP NET PROFIT FOR THE YEAR AFTER TAXATION ...				

TAXATION

In the normal course of events a company expects to have to pay away something over half of its profits in taxation, and yet in the past two years the P & O group has had tax recoveries. Now why should this be? Without going into a lot of complicated explanations about our system of taxation it can be said that fundamentally the explanation lies in the granting of investment

allowances. The investment allowance is a deduction from profits equal to 40% of whatever is spent on building new ships, and the allowance for which companies in the P & O Group have qualified in the last two or three years has been very substantial.

Normally the investment allowances are deducted from the profits which would otherwise be liable to taxation, and in that way the amount of tax which has

to be paid is reduced. In years when profits are not being earned and, therefore no taxation is in any event being paid, the allowances can nevertheless still be of help. They can either be carried forward and deducted from the profits of later years if and when they arise, or in certain circumstances they can be used at once to obtain a refund of taxation and that is what has happened in the case of certain companies in the P & O Group.

When considering the taxation recovery figure it must be remembered that this is shown net after deducting the tax which has still to be paid by certain companies within the Group. Several of our companies operate abroad and are liable to pay foreign taxes, and in fact in 1962 have paid away almost £500,000. It is only on the results of the U.K. companies that we have been able to effect tax recoveries.

The Group tax recovery this year is a very large figure and it is likely that next year we shall be able to make a further recovery, although it is not expected to be so large. In order to put these recoveries in perspective, however, it must be remembered that since the war the Group paid away £33,000,000 in taxation.

OPERATING PROFIT

No one accepts as satisfactory a situation in which the Group shows a profit only by including taxation recoveries, but the picture shown by the accounts is not one of unrelieved gloom. The Group Operating Profit showed an increase of £1,500,000 over 1961. The major part of this increase stemmed from the operations of Group Tankers which continue to show a profitable return, but progress was made in most sections of the Group's activities, particularly in the passenger trades where both revenue and numbers of passengers carried increased. During the year increases in freight rates and passenger fares were obtained, but in many cases these improvements only offset continuing increases in expenditure.

The increase in operating profits is no ground for complacency, however, as it was almost wholly offset by the higher charge for depreciation on Group ships. Most of this was in respect of *Canberra* and *Oriana* which were in service for the whole of 1962, and the remainder was in respect of new ships delivered during the year. While it is clear that we still have a long way to go, it is nevertheless a fact that in the fifth year of a major shipping slump the P & O Group was able to meet its large depreciation charge of over £15,000,000.

THE P & O COMPANY

So far, we have considered the Group as a whole, but in the accounts you will see a note which shows that although the Group profit after tax amounted to £2,540,000, the amount dealt with in the P & O Company's accounts is considerably higher at £5,900,000. This apparently rather strange situation in which the P & O Company's own profit exceeds the Group profit, has arisen because the P & O Company's profit included special dividends drawn from subsidiary companies in order to obtain the special tax recoveries. Although the figure of £5,900,000 includes the trading results of the year, it does not represent the profit of the P & O Company for the year, because these dividends received from subsidiaries were very largely paid out of their reserves accumulated in previous years. T. P. DALY.

1963

STAFF CONFERENCE

Senior Merchant Navy Officers

Mr. A. E. Lambert, Chief Engineer was among those who attended this Conference under the auspices of the Hon. Company of Master Mariners on their H.Q. Ship *Wellington* a few weeks ago. Mr. Lambert found the Conference, consisting of about forty senior officers, mainly Captains and Chief Engineers, a most interesting one, particularly in the opportunity it gave for the exchange of ideas.

His report states that it provided an opportunity of hearing eminent speakers from the shipping and industrial worlds who gave, in all, ten lectures on the following subjects—

- (i) Leadership
- (ii) Welfare and Responsibility
- (iii) Challenge of Good Human Relations
- (iv) Accidents
- (v) National Union of Seamen, Past, Present and Future
- (vi) Problem of Discipline
- (vii) Writing a Good Report
- (viii) Today's and Tomorrow's Problems for British Shipping
- (ix) Speaking to Good Purpose
- (x) Training of Juniors

We were divided, he said, into five groups of eight persons, each group aided by an adviser. After each lecture, discussions in groups were held, followed by group conclusions and questions to the speaker.

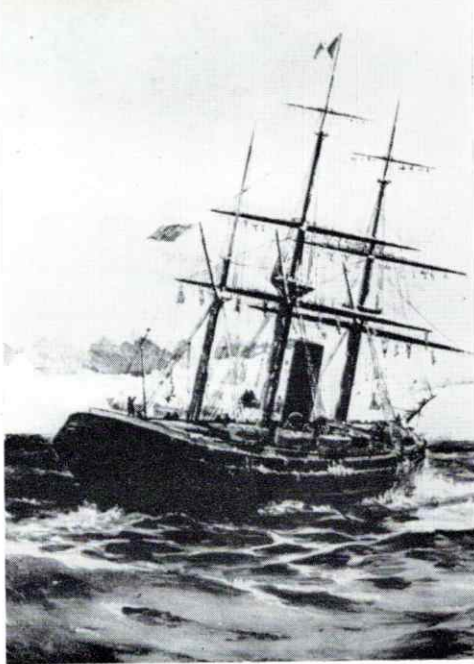
On the whole it proved most interesting and informative, and gave a deeper insight into certain aspects of industry about which, normally, little is heard by sea-going personnel. It brought them up-to-date also on the inevitable changes that confront the shipping industry today.

Noteworthy points raised included the following—

(a) The Seamen's Union lecturer mentioned the intention to introduce shop stewards into ships which provided a topic for animated discussion and met with complete disapproval.

(b) Many helpful suggestions in the human relations field for the furtherance of better understanding between seniors and juniors, mainly that the example set by the senior officer has a greater influence on the junior than any other media.

(c) The Lecture on discipline was hardly applicable as most of the problems discussed and examples given, would not normally arise aboard ship. Here someone with a good knowledge of ship's discipline would have been more helpful in trying to solve this complex problem.



ONE HUNDRED YEARS AGO

From The Times, March 19th 1863

LOSS OF THE 'COLOMBO' 1863

Yesterday, Mr. Selfe, Police Magistrate, and Captain Harris and Captain Baker, nautical assessors, attended at the Greenwich Police Court to express the opinion arrived at respecting an enquiry conducted by them on Thursday and Friday last, by direction of the Board of Trade, into the circumstances attending the loss of the P & O Steam Navigation Company's screw mail steamer *Colombo*, commanded by Captain Farquhar, on the island of Minicoy, in the Arabian Sea, on the 19th November last. The court was unanimous in its opinion. The principal point for its consideration was the cause of the vessel being wrecked on the island, which is 32 miles northwards of the supposed position of the ship at the time she struck at 6.20 in the morning, and within seven or eight minutes when land was first sighted. Agreeing with the allowance made for natural currents by Captain Farquhar on leaving Point de Galle on the afternoon of the 17th November, the court was of the opinion that such extraordinary deviation as 32 miles to the northward of the supposed position of the vessel could only be ascribed to the influence of an unusually strong current. It had since been ascertained in this country, from a pamphlet published by Professor Ferguson, of the Indian Navy, and in charge of the Observatory at Bombay, that a cyclone, or rotary storm, was prevailing to the north-west of Minicoy, and to it was to be attributed this extraordinary current, which no amount of precaution could have guarded against. This severe cyclone, which had been traced in its source and limits by Professor Ferguson, seemed to have commenced in the Arabian Sea, travelling at a rate of

seven miles in a N.N.E. direction, and would have passed on the 19th November (the day of the wreck) about 104 miles to the westward of Minicoy. From the loss of *Colombo* it was known that no cyclone had actually prevailed at that island although, after the ship struck, the wind which had previously been E.S.E. to S.E., shifted to S.S.W., blowing a fresh gale, thus confirming Professor Ferguson's calculations, derived from the Logbooks of 27 vessels which had been more or less within the influence of the cyclone, that it had passed to the westward of Minicoy and was then travelling to the northward and eastward. Professor Ferguson, in his pamphlet, made this remark—"I am very much afraid that the remarkable swell that preceded and followed this cyclone was, in some measure, connected with the loss of the P & O steamer *Colombo* on Minicoy Island, at daylight on the 19th November". In returning to Captain Farquhar his certificate, the court expressed the opinion that the engineer in charge at the time of the wreck, had been neglectful in not throwing off his expansion gear on receiving the order, just previous to the ship striking, to "astern full speed", by which two or three minutes of precious time were lost, although it did not appear in evidence that the wreck would have been avoided had the order been instantly obeyed. The Court also expressed its approbation of the conduct of Captain Farquhar, and of his officers and crew, in saving the lives of the whole of the passengers, and recovering the mails and cargo on board.

The interest taken in weather conditions so long ago is somewhat surprising as is the fact that the logs of 27 vessels were available in evidence.—Ed.



A HISTORY OF UNIFORMS

by C. B. THOMPSON

A History of P & O Uniforms has not, so far as we know, been written before so that this article is all the more welcome. We are grateful to Chief Officer C. B. Thompson for his research. (Editor.)

The wearing of a Uniform in the Merchant Service by more than a small number of Officers and Ratings is a comparatively recent innovation and even today, in many of the smaller companies, it is not uncommon for the Master to wear a pair of grey flannel trousers with an old sports jacket, whilst his Officers are often similarly attired.

That a shipping company should have required its Masters and Officers to wear a Uniform as far back as 1845, and probably even earlier, was unusual in the extreme but such was indeed the case in the P & O Company which has had a Uniform from its early days.

In the Royal Navy the Officers' Uniform was established in 1748 but prior to that date the dress worn by Naval Officers had been very varied. In Tudor times green and white were apparently the most favoured colours, but Queen Elizabeth I ordered that the six principal Masters should wear livery suits of scarlet, and thereafter red seems to have been much in favour. Other colours were common too and "red faced with blue" and "blue faced with red" were popular, most of the uniforms at sea being modelled on the military uniforms of the time. In 1748 King George II chose blue and white for his Naval Officers and Regulations were

then laid down for Officers' Uniforms which were in due course to become very ornate with all their gold trimmings. However, with the passage of time and simplification in civilian clothes, the Naval Officers' dress has become more practical for wear on board ship, and even Full Dress as worn today by Flag Officers, whilst being impressive, is not ornate.

During the early part of the last Century Uniforms were rarely to be seen in merchant ships, even in those of the larger companies. This is borne out by a letter to the Editor of the Nautical Magazine dated February 1842 which "regrets the lack of uniforms worn by Brocklebank, Wigham and Green and other



An early photograph taken on board the "SULTAN" in 1866. The famous P & O Superintendent Engineer, Mr. LAMB is wearing the tall white hat.

leading Companies," and an earlier letter in the same magazine dated March 1841 suggests that "every Master should wear a smart uniform and the Mates and Apprentices should wear plainer ones."

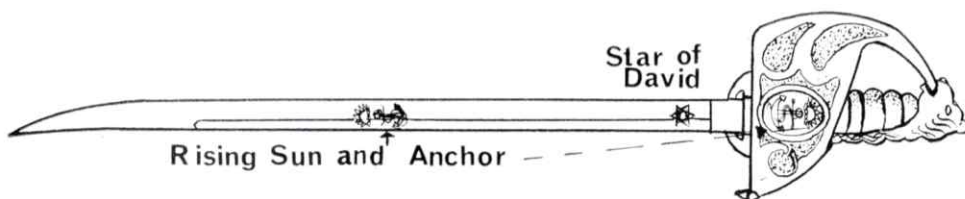
Records of uniforms worn by officers of this Company in the first few years after its foundation as the Peninsular Steam Navigation Company in 1837 are rare indeed, and it is a little difficult to trace their early development. It is often said that the P & O uniform was based on that of the Honourable East India Company, but little evidence has been found to support this and it seems much more probable that it was influenced by the uniforms of the Royal Navy with which it has always had much in common.

Many of the early Captains had come from the King's Navy (although several had also come from the Honourable East India Company) and of five ships submitted in 1837 for the mail contract to Spain, three were commanded by ex-Naval Officers. In the early days of the Mail Service there were always close ties between the "Contract Steamers" and the "Admiralty Packets," and in each of the Company's steamers carrying mail there was an Admiralty

Agent who was usually a Naval Officer on half pay. Further Naval influence was undoubtedly provided from within, for in the original "Court of Directors" (as the "Board" was then known) there were two Captains of the Royal Navy.

Indeed in 1846 the Admiralty showed its concern over the similarity of the two uniforms and, on approaching the Company, the P & O Directors agreed "To make arrangements to prevent their officers for the future from wearing epaulettes and a dress resembling in other respects that of Naval Officers."* Vice Admiral Sir Thomas Cochrane, Commander-in-Chief, Hong Kong, had written to the Admiralty on 24th November 1845 pointing out this similarity and in January 1846 Captain Alexander Ellice, who was in charge of the Packet-Service at Southampton from 1843-1846 had reported to the Admiralty that P & O Officers were wearing a uniform bearing "two epaulettes with crown and

* Letter in the Public Records Office dated 6th February 1846 from the Admiralty to the C. in C. Hong Kong.



rising sun and close resemblance to the Royal Naval Uniform.”†

Thereafter one assumes that epaulettes were no longer worn by P & O Officers, but it seems probable that the present shoulder straps worn by Deck Officers and Pursers owe their origin to these epaulettes worn earlier.

For a period from 1795 to 1832, and in some cases later, the epaulettes on a Naval Officer's uniform were secured by means of a button close to the neck and a small strap across the shoulder. This strap, occasionally made of blue cloth but more generally of quarter inch or half inch gold lace, was known as the "Binder" and was sewn to the coat by its ends only, allowing the epaulette to be passed beneath it.

In 1846 the Royal Navy introduced the use of one epaulette for the Mate, to be worn on the right shoulder only, and this may well have inspired the P & O Directors to think in similar terms, for the gold binders alone, without the epaulettes, would serve as distinguishing marks for the Master and Mate. It seems reasonable to assume that this could be the origin of the P & O marks of distinction worn by the Commander and Chief Officer until 1947 and to a lesser extent still worn today with modifications and it is interesting to note too that to this day Gieves Limited still refer to our distinctive marks as "P & O Binders."

Swords appear to have figured for a time as part of the P & O Officers' full dress uniform and many stories, both amusing and fanciful, are told about them. However, no evidence has been found to substantiate the stories but a little is known about the swords which follow the Naval pattern very closely. They probably ceased to be worn about the middle of the last century but the exact date is not known.

One old P & O sword has recently been traced to the Master Mariners Club in Southampton and it had once belonged to a Chief Engineer who served during the middle of the last century in the days when the famous Andrew Lamb was Superintendent Engineer. It was made by a well known firm of cutlers, Firmin & Sons, and it is identical in almost every respect to a Naval sword except that the Crown over the Anchor on the hilt and on the blade is replaced by a P & O Rising Sun. If one assumes, as

is not unreasonable, that the alterations in the general construction of P & O swords probably followed those of the Naval swords, then this particular sword can be dated somewhere between 1847 and 1856.

We have only a vague knowledge of the Company's Uniform during the middle of the last century and it has been impossible to obtain a clear picture of it. One old photograph taken on board P & O s.s. *Sultan* in 1866 shows the uniform worn by Chief Engineers at the time, and it appears to consist of a Frock Coat (similar to that introduced into the Royal Navy in 1847) without any rank markings, and a cap with a broad gold band around it, having a Rising Sun badge above. It appears that the Rising Sun was adopted quite early in the Company's history as its symbol, and as a badge it was worn in exactly the same way as was the plain crown on Naval Officers' caps between 1846 and 1856.

Another old photograph, in the possession of Estrine & Co., our Agents in Marseilles, believed to be of a P & O Third Officer in 1864, shows him wearing a single breasted coat with a thin stripe around his cuff and a broad gold band but without a badge on his cap. A similar broad gold band had been worn by Naval Officers until 1856 when it was replaced by the black mohair band. It seems possible that a Company's uniform as such was only worn by Senior Officers and that quite probably there was no real



Third Officer in 1864

† Letter in the Public Records Office dated 26th January 1846 from Captain Ellice to the Admiralty.

provision for Junior Officers until some years later, and in any event much was presumably left to Captains to decide what should be worn, with further interpretations by the officers themselves. Indeed until as recently as 1924 there was no provision for Third Officer or below to wear rank distinction, although a cap badge had been authorised for them

for many years.

When the Company first produced detailed Uniform Regulations is not known but the oldest copy of Regulations now in their possession is dated 1869 and its contents is here recorded in full, as it offers a basis from which to discuss the development of the P & O Uniform.

REGULATIONS

FOR THE

UNIFORM REQUIRED TO BE WORN BY COMMANDERS, OFFICERS, AND ENGINEERS
IN THE SERVICE OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION
COMPANY WHEN ON DUTY ON BOARD SHIP AND IN HARBOUR.

Coat (A).

Navy blue cloth, double-breasted frock, lappels to button across, eight buttons in each row, fall-down collar, round cuffs, three buttons in the fold of each skirt.

Distinctive Marks.

COMMANDER.—Strap of half-inch gold lace on each shoulder; three buttons across cuffs.

CHIEF OFFICER.—Strap on right shoulder only; three buttons across cuffs.

SECOND OFFICER.—No strap on shoulder; three buttons across cuffs.

THIRD, FOURTH, AND FIFTH OFFICERS.—No shoulder strap or buttons on cuffs.

SURGEON.—Strap on left shoulder, black velvet cuffs, not less than three inches deep, with three buttons across.

PURSER.—Buttons on breast to be arranged in pairs; strap on left shoulder; black velvet cuffs, not less than three inches deep, with three buttons across.

CLERK-IN-CHARGE.—Same as Purser, but with no strap on shoulder.

PURSER'S CLERK.—Same as Clerk-in-Charge, but with no buttons on cuffs.

ENGINEERS.—Same as Coat (A).

Cap.

COMMANDER.—Blue cloth, shape as per Navy pattern; black mohair band, oak-leaf pattern, one-and-a-half-inch wide; gold anchor on band, and Company's badge above; half-inch plain gold embroidery round outside edge of peak.

CHIEF, 2nd, 3rd, 4th, and 5th OFFICERS.—Same as Commander, but without embroidery on peak.

SURGEON, PURSER, CLERK-IN-CHARGE and PURSER'S CLERK.—Same as Officers, but without the anchor on the band.

ENGINEERS.—Same shape; gold lace band, one-and-a-quarter-inch wide; Company's badge above (no anchor).

Vest.

Single-breasted, blue cloth, or white jean with eight small buttons.

Trousers.

Navy blue cloth, or duck, according to climate.

Cravat.

Black Silk.

The Company's Superintendents will see that the above regulations are strictly observed at muster and while in harbour, and the Commanders will report to them any infraction of the same while at sea.

NOTES.—Blue Jackets, double-breasted, may be worn when convenient for duty, having the Distinctive Marks placed on the shoulders and cuffs the same as on the Coats. In hot weather the Cap may be worn with a white linen cover, or a round Hat of white straw, linen or felt, with black ribbon band one-inch wide, may be worn.

Officers under the rank of those entitled to Mess in the Saloon are to wear Uniform when on passage in the Company's Steamers.

* * The approved patterns of Shoulder Strap, Cap, Band, Peak Embroidery, Company's Badge, Anchor and Buttons (three sizes for Coat, Jacket and Vest respectively), may be seen at the Company's Offices, London, Southampton, Bombay, Calcutta, Point de Galle, Hong Kong and Shanghai.

In following this development the reader must bear in mind that there are probably many omissions in this record as it is based on documents, letters, circulars, etc., which have so far come to light and there may have been regulations issued about which we now have no knowledge. Unfortunately, not all the alternations in uniform over the years were promulgated as amendments to the Uniform Regulations, and some appeared as Circulars, or more recently as Fleet Orders. It was often several years, therefore, before the Uniform Regulations included these alterations, so that today we sometimes get a wrong impression of the actual date of an alteration.

The Frock Coat (referred to in the Regulations as "Coat A") was similar to that worn in the Royal Navy, but the retention of the rank markings on the shoulder shows a marked departure from the naval custom as naval officers had started wearing cuff lace as far back as 1847. Clearly the P & O uniform was now becoming quite individual and although always retaining certain points in common with that of the Navy it was now established as an entirely separate uniform of which its Officers were duly proud.

One should note that in these Regulations there is no mention of any braid for Engineers, but they could of course be clearly distinguished from other Officers in that they alone now wore the gold band around their caps.

The Pursers, like their counterparts in the Navy until sixteen years previously, wore buttons grouped in pairs, and only the Navigating Officers wore the Anchor under the Company's badge of the Rising Sun.

Regulations published in 1875 were identical but by 1881 reference to Purser's Clerk and Clerk-in-Charge had disappeared. The 1894 Regulations revealed no further changes but in August 1898 the Regulations which then appeared made provision for the Chief Engineer to wear three stripes of $\frac{3}{4}$ -inch gold lace on each cuff and for the Second Engineer to wear two such stripes. It also mentioned Junior Engineers for the first time, permitting them to wear short double breasted jacket for full dress in lieu of the frock coat.

As in the Royal Navy until about the turn of the Century, although details of the uniform to be worn were not clearly laid down, it appears that the Regulations were certainly not strictly adhered to, and old photographs of groups of Officers on board ship around this period show many variations in dress. Many types of jackets, caps, collars and ties were to be seen, and in such small details as the cap badge too, there was little uniformity. (See photograph of Captain Fraser and Officers in s.s. Mongolia) There could have been no clear instructions on how the Deck Officers were to wear their anchor below

Captain Fraser and his officers on the "MONGOLIA" in the early 1900's



the Rising Sun with the result that some Officers wore it vertically, some angled with the ring to the right, others to the left, whilst others still wore no cap badge at all. Presumably the anchor was quite separate from the sun in those days.

Beards were popular around this period and most officers sported at least a moustache, quite unlike the present custom by which a moustache alone is not considered correct with uniform.

The following circular from the Directors to all Commanders on Uniform dated 18th July 1879 seems to indicate their concern over the many irregularities.

CIRCULAR No. 68. OFFICERS UNIFORM

"It has come to the knowledge of the Directors that on board some of the Company's steamers the Commanders are by no means sufficiently careful to insist on their Officers complying with the Company's Regulations in the matter of Uniform, and the various eccentricities of costume, such as Military White Jackets and Ulster Great Coats, are to be seen on board some of the steamers.

"I am therefore requested to call your particular attention to this point which the Directors consider one of very great importance and to inform you that you are required to see the Company's Regulations as to Uniform strictly adhered to when Officers are engaged in ship's duty.

"In warm weather the Directors would make no objection to white jackets and trousers being used instead of the cloth uniform; but in this case the jackets must be made on the Uniform pattern, and fitted with the Company's buttons."

Signed A. M. BETHUNE, Secretary.

No mention has yet been made of the Uniform worn by Ratings in the Company's Service, for little indeed is known of their early dress. Probably there were few regulations at first, as with ratings in the Royal Navy before 1857, but some provisions were probably made for stewards and others who came into close touch with passengers to be suitably dressed.

In the early years of the Company's history all the crews were European, but as the ships extended their voyages further East so there was a tendency to employ local labour, first Maltese, then Indian and Chinese, each bringing with them their own colourful dress. William Howard Russell, a well known correspondent of "The Times" in his day, wrote in his "Indian Diary" of a Voyage to Calcutta in the P & O ships *Valetta* and *Nubia* in 1859. In it he mentions that the Native Crews were mustered each Sunday before Divine Service "The Mussulman Crew and the Chinese boatmen and Steersmen all in holiday

dress and fine robes." This custom of Sunday Muster for all the Crew was observed in P & O ships for many years and it was only in 1920 that it was abolished. The 1900 Edition of "The P & O Pocket Book" describes this Muster and refers to the "Lascars and Firemen in their clean white coats with gorgeous turbans and multi-coloured Kummerbunds, and the Seedie Boys in their display of elaborately embroidered silk waistcoats."

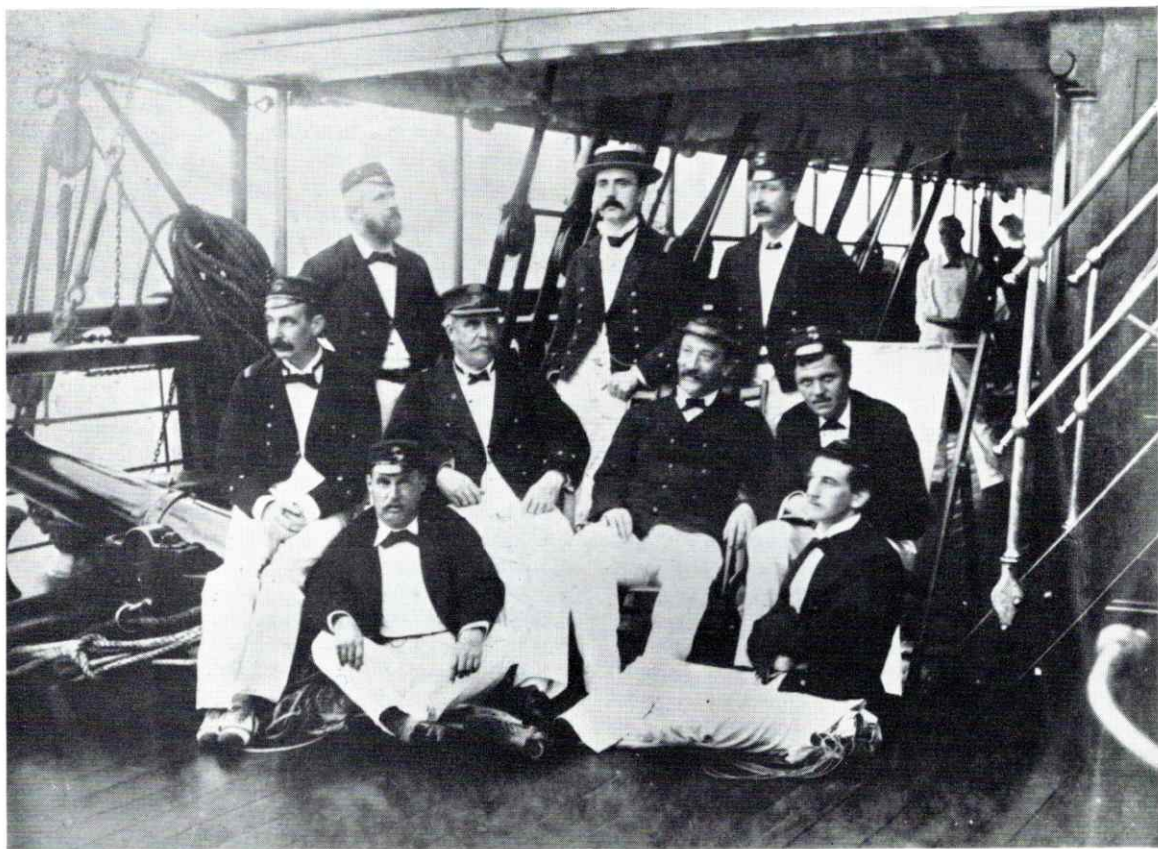
A Sketch in the "Illustrated London News" of 1872 shows a Quartermaster in a blue uniform, not unlike that worn today, and a young native member of the Deck Crew wearing a white smock with a Kummerbund around his waist and a white head-band. Similar sketches in the "Graphic" in 1882 of P & O Seamen show Europeans dressed like Naval Ratings and Asians wearing a similar dress to that described above, so that there can be no doubt that at least during the latter part of the last Century the Company was strict as to its requirements for ratings as well as officers.

In the "Memorandum for the guidance of Purser and Stewards-in-Charge" dated 1900 are to be found details for Purser's Department Officers and some of the Ratings. The Steward-in-Charge and the Head Waiter wore a double-breasted tunic with five gilt buttons in each row and a quarter-inch gold stripe around the cuff. Their caps were unusual in that they had a gold cord in addition to the black mohair band and Company's badge. Second Saloon Stewards, Barmen and Storekeepers wore a single-breasted tunic bound with three-quarter inch black braid, whilst Stewards and Waiters wore a single-breasted jacket with horn buttons over a vest. All wore black silk ties.

In this memorandum a new rank of Assistant Purser is mentioned and he apparently was to wear the same as that worn by the Purser except that he did not have either shoulder strap or the cuff buttons.

So far very little provision in the Regulations had been made for hot climates but in the "Synopsis of General Orders (1901) is mentioned that White D.B. jackets were to be worn in warm weather instead of the blue ones. It stated too that "White tunics may also be used in warm weather when coal or cargo is being worked, and at terminal ports, but over a shirt unless the Officer is engaged in hot or dirty work." Further concessions to the climate are made by permitting blue cloth "Watch" Coats, Navy pattern (British Warm) in cold weather.

The cost of Uniforms in those days was very different from that of today and the following extract from a Price List of Uniforms for the P & O S.N. Co. about the turn of the Century makes interesting reading. These prices are for uniforms supplied by S. W. Silver & Co. who appear to have been associated with the P & O since its inception.



Officers of "CARTHAGE" in 1885.

Blue Cloth Uniform Frock Coat,			
Vest and Trousers	...	90/- & 126/-	
Blue Cloth Uniform Mess Jacket	...	45/- & 55/-	
Cotton Drill Tunics	...	12/6 & 15/6	
Cotton Drill Trousers	...	8/6 & 10/6	
Blue Cloth Caps	...	4/6 & 6/6	
Cap badges. Suns.	1st size 3/-		
	2nd size 3/9		
<i>(note two sizes of suns)</i>			
Anchors	...	3/-	

For a time there appeared to be very few changes and the book of Regulations issued in 1913 appears to be identical regarding Uniform with that of 1898. In a list of "Outfits" required by Junior Officers and Surgeons on entering the P & O Service" dated 1st November 1913 is stated that "For 4th and 5th Officers and Surgeons of Cargo ships the Frock Coat is optional." In June 1914 however an amendment was issued which altered the Frock Coat, reducing the number of buttons in each row from eight to six and those in the fold of the skirt from three to

two. From this date the Pursers ceased to have their buttons arranged in pairs.

Another interesting change, also in 1914, was the introduction of colours to denote Departments, Blue for Navigating Officers, White for Pursers, and Red for Surgeons, to be worn beneath the stripes of those Officers who wore shoulder straps. There was however, no mention of a colour for Engineers who were distinctive in any event by having their braid on the cuff.

The use of a colour in this manner had been introduced in the Royal Navy for the Civil Branches in 1863 and the Navigators then wore pale blue velvet, but this branch dropped its colour in 1867 although the others continued until 1955. It seems reasonable therefore, that P & O should have chosen blue for their Navigating Officers and the retention of a colour by them to this day is unique in the Merchant Service, and a point of considerable pride amongst its Officers.

To be continued in our next issue.

OCEAN TRAVEL

This development in sea travel comes from the P.R.O. of the Ocean Travel Development.

Has O.T.D. come into your life yet ?

They crackle over the telephone wires, they come up in committee reports. O.T.D. Sometimes they're mentioned in a letter, sometimes overheard as chatting directors emerge from the smoke-filled board-room. These three initials — O.T.D. Occasionally, you see them mentioned in the Press; they've been heard on television. O.T.D. If you're a secretary, typist or office cleaner, perhaps you've noticed them scrawled on the edge of a blotter or elaborately decorated into a conference doodle.

What on earth do they mean? Is O.T.D. a secret society? A British version of the Mafia? An insidious, but powerful syndicate planning the downfall of the Government? Something — or someone — from Outer Space? Or is it a new pep pill for tired shipping directors?

No, O.T.D. is none of these things — yet its activities may affect you, and it is definitely worth further investigation. The initials stand for Ocean Travel Development, which in a way explains the work it does. And if you think the title covers a multitude of jobs, you're right.

Its story is fairly recent. It goes back to 1958, when, to be honest, British passenger shipping was suffering a rough passage amid turbulent economic waters. During the previous ten years, the airlines had gained a new popularity and were providing between them a rivalry which yearly looked less like a challenge and more like a threat. The major British shipping companies decided to get together around a table and discuss the possibility of promoting their mutual interests in sea travel through a joint body.

Despite individual rivalries between them, these companies did, in fact, take this courageous step and that is how O.T.D. was born. It was agreed from the start that, after a short period during which domestic snags and teething troubles could be ironed out, the organisation should open its membership to shipping lines of any nationality. Today, there are 41 Member Lines including those from such foreign countries as Norway, Sweden, Germany, Holland, France, Canada, Italy and Greece.

Clearly, the travel agent had to be made sea-conscious and one of the first hurdles was the creation of a standardised sea-bookings form which would be acceptable to all lines. This, it was known, would make the agent's work easier in dealing with sea-travel clients. The new form, O.T.1 — for steamship accommodation — was shortly

followed by form O.T.2, which standardised accountancy procedure. This meant that the travel agent no longer had to cope with a bewildering variety of forms from different companies in different shapes, sizes and colours.

Natural successors were forms O.T.11 and O.T.12 which made their appearance in 1961. They were passenger declaration forms for the West Indies and Far Eastern services, respectively, produced by O.T.D. for Member Lines who in turn issued them for standardised use in the travel agencies.

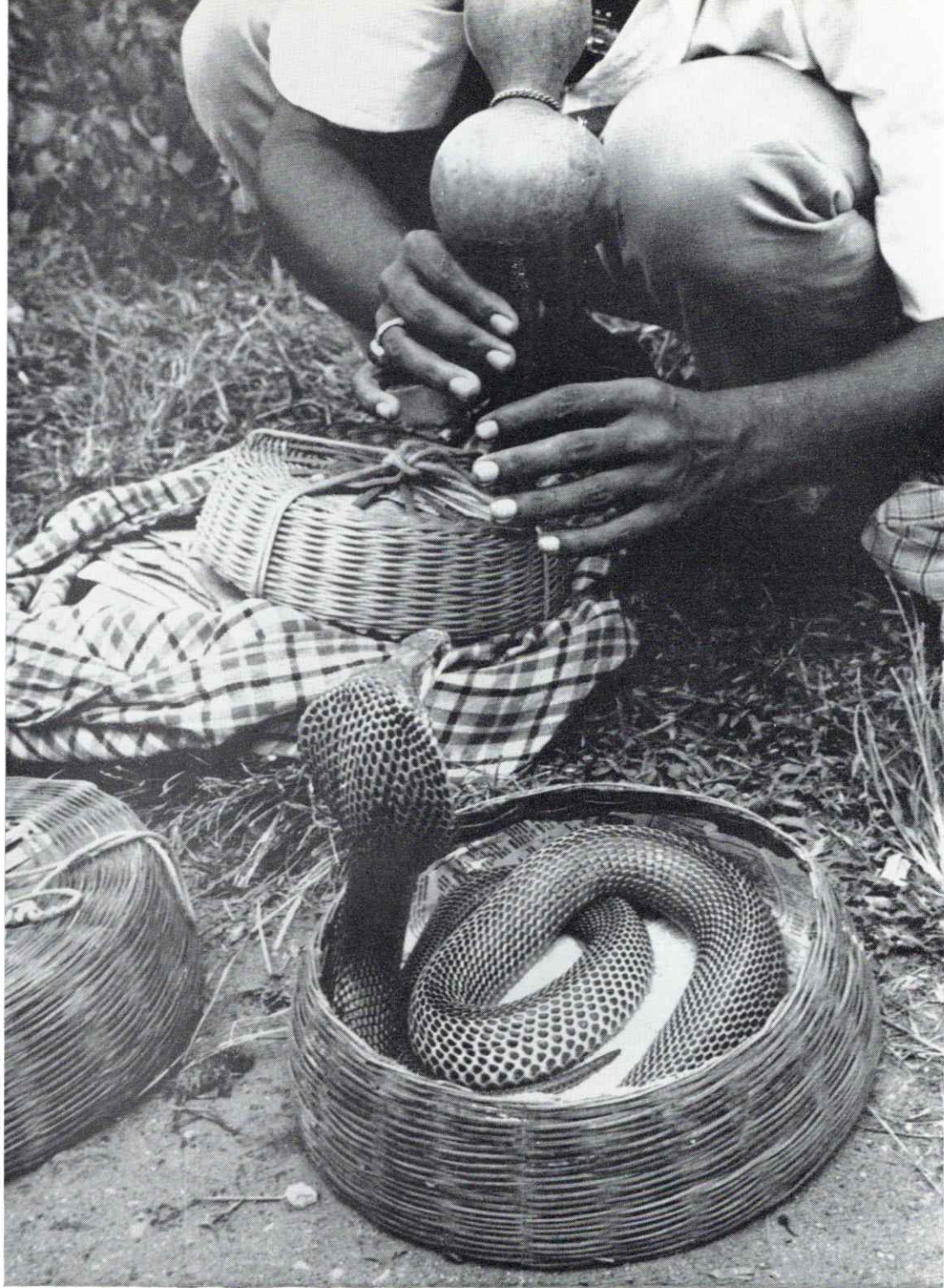
But the travel agent was not the be-all and end-all of O.T.D.'s work. He sold the accommodation — but the public had first to be persuaded to go by sea. They had to be told that sea travel was not only pleasant but *good* for them. Not surprisingly, in 1960, a Public Relations Officer was appointed and work in this apparently limitless field went ahead in earnest.

In national journals, in weekly newspapers, in the daily and evening Press, features on the pleasures of life aboard ship were soon appearing, illustrated by photographs provided by various shipping companies. Model ship exhibitions, promotional displays, slogan competitions and various other campaigns ensued, all of them boosting the idea of travel by sea.

Television, radio, and press advertising were among the different types of media employed to bring the joys and benefits of life afloat home to the public. The publicity and public relations departments of the individual shipping lines, of course, continued to carry out their work on behalf of their own companies. The work of O.T.D. acted as a booster to their efforts and continues to do so. It in no way replaced them and it was never intended that it should.

Sometimes, the results of these searches are not used immediately, but are placed in a growing store of facts and figures in the Public Relations library. Journalists up and down the country know that O.T.D. is a collecting house of information and frequently ring up or write in to build up their articles or check their stories when these are connected with passenger shipping.

O.T.D. also serves as a meeting point for all concerned with the promotion of ocean travel and therefore acts as a test bench for new ideas. Every Member Line has a representative who is constantly in touch with O.T.D. Periodically, there are committee or council meetings at which ideas are raised and the matters thrashed out to the benefit of all concerned. Every now and then, the Public Relations Officers and Publicity Managers of each line gather for discussion of new methods of approaching the public and new ways of working together.



First Prize: "Devil's L.P." by Ingo Schwartze, Pastrycook of "Orcades"

*Third Prize:
"Red Sea Dolphin"
by Capt. J. L. Dunkley.*

PHOTOGRAPHIC COMPETITION 1963 RESULTS



Second Prize: "Number Unobtainable" by H. F. Theobald, Claims Dept.





"Venetian Dawn"
T. M. Buckler of Pay Department
wins first prize with this attractive study

Radio Officer D. W. Sims wins
third prize for "Happy Landings"



COLOUR SECTION

*“Perim” in Montreal wins
second prize for Cadet A. C. Hussy*



COMMENDED

PHOTOGRAPHS

Commended: "Victoriana", by J. W. Henshall of San Francisco Office.





Commended: "m.v. Metropole" by D. J. Oddy of Freight Dept.

Commended: "Watch the Ladybird" by D. W. J. Pedder of Pursers' Dept.





THE REBUILDING OF '122' *The taller building will be that of the Commercial Union Company, ours is the smaller one on the left. The Church of St. Andrew Undershaft is seen at the foot of the picture, at the corner of Leadenhall Street and St. Mary Axe.*

OUR NEW BUILDING

After prolonged—but by no means unparalleled—negotiations with the various Planning Authorities, it is now possible to give some approximate description of the layout proposed in the redevelopment of the large area of land owned partly by the P & O and partly by the Commercial Union, upon which each plans to erect a building.

The present buildings on the site belonging to the P & O group lie in an irregular fringe fronting Leadenhall Street, St. Mary Axe and Great St. Helen's. The area owned by C.U. is much greater and includes the two Shell buildings abutting Crosby Square and the miscellaneous property with frontages on to St. Mary Axe and Great St. Helen's. If C.U. were to have developed their land alone, two things would have happened. First, in order to comply with the rules relating to angles of light and areas of occupation, they would have been forced, by the presence of our existing buildings, to cover their whole site with medium height buildings; not, incidentally, a particularly attractive solution from the town planning point of view and not capable either of providing them with the impressive sort of headquarters building they should have. Secondly, by doing this, they would have depreciated the P & O site, which is incapable, by itself, of being profitably developed, owing to the incidence of the above building rules on such an irregular area. It became perfectly clear that it would suit both P & O and C.U. to develop the total joint site in conjunction, in such a way as to gain for each a superior end-product. At the same time this seemed certain to achieve a better solution from the wider architectural and town planning points of view.

The solution, in short, was to swap parts of the two sites so as to provide for the P & O Group a site of the same area as it occupies at present, but of a shape capable of being profitably developed; and to provide for the C.U. a site which would not only give them the advantage of an uninterrupted view from Leadenhall Street, but also provide enough scope to enable them to build one really striking

H.Q. building without having to cover the whole area with medium height ones. The resultant design is shown in the illustration. This shows, for the P & O, a three-storey block more or less covering an area equivalent to that which it now owns, with a medium sized tower rising from it. This new site has the same frontage as is now occupied by the New Zealand Shipping Company and some of the P & O frontage to the east of it, but the new site goes much further back and is, in essence, a tidy rectangle. It would be hoped to occupy the lower ground floor of the three-storey block (or podium as it is called in current architectural language) and six or so storeys of the tower, and to let the rest.

The Commercial Union will have an exceedingly high tower block. It will be noticed that there would be a large amount of open space around these two buildings and that this would flow through into Crosby Square (which would lose one of its present sides with the disappearance of the North Shell building); the open space would also reach up to the Church of Great St. Helen's and open up a good stretch of St. Mary Axe. This open space would for the most part be free of traffic which would pass by a new service road from St. Mary Axe behind the two projected buildings. In keeping with the latest notions of planning in the City, the roof of the podium of the P & O building would be open to the public as a walk-way to be joined eventually, if necessary, by a system of bridges across streets to others, as the neighbouring sites are similarly developed.

It is impossible to forecast with any accuracy the time that will be taken to complete this important scheme. Even demolition has yet to be arranged and this could not start until the completion of formalities concerned with the closure of public roadways and footpaths on the site.

One firm of architects is handling the whole scheme, Messrs. Collins, Melvin, Ward & Partners, whose Castrol Building in Marylebone Road has received praise from the architectural press.

COMMAND PERFORMANCE



When a Captain takes an outing as a passenger behind,
Though he does no actual shouting, let's pretend to read his mind,
Guess his running commentary — habit of command at heart:

“Wide around that promontory! Are these ‘islands’ on the chart?”

“Close the choke before she strangles! Can't she take a higher gear?

“Ought to take some danger angles — nearside kerb looks far *too* near!

“Mind her bows, they're thin as cardboard! Careful with the deep-sea-lead!

“Give her just a spoke to starboard! Ring the Chief for ‘Full-Ahead!’”

“Spray the windscreen! Park the wipers! Ships were never fast as this!

“Sixty knots along the by-pass! This is living! This is bliss!

“How these cargo-lorries thunder! There's one stranded — what a mess!

“Have they called for tugs, I wonder? ‘Sparks’ can send an S.O.S.”

“Slow her gently on the throttle! Not much sea-room on the land!

“Open up the starboard scuttle ready for a signal-hand!

“Scan the radar-driving mirror, road-hog coming up astern!

“Now the other bank is clearer! Stand-by for a starboard turn!”

“Wait until that car has passed her! Alter course before she slows!
“Watch your steering, quartermaster! Ease her! Steady as she goes!
“Homeward-bound, and getting rougher, broken by the frost no doubt.
“Passengers must never suffer! Get the stabilisers out!”

“Now we've left the Diesel-barrage — worse than sea-fog in the town!

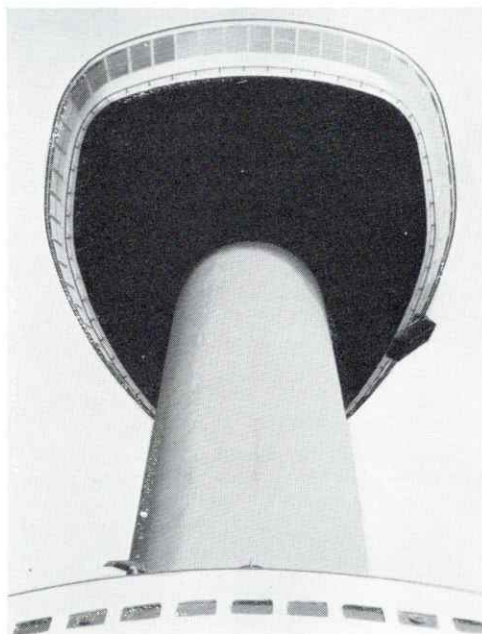
“Berth her in her home-port garage! Finished engines! Pipe 'em down!

“Sun has sunk below the yard-arm! Splice the main-brace! Cheerio . . .

“Sunrise, and he's back to stardom — ‘Rising Sun’ and P & O!”

J. H. GOUGH WILSON.

What is it and Where ?



A photo taken by J. W. Overell of the Australian Line.

Letters to the Editor

'The world is a small place'

Dear Sir,

One has often heard the expression 'The World is a small place.' The following may be a good illustration of this platitude.

In 1919, I was an Assistant Engineer on the ex N.D.L. liner *Bremen*, which the Company were operating for the Ministry of Transport.

We were on a voyage from Liverpool to New Zealand, our passengers consisting mostly of returning Servicemen and a few emigrants. We had a Liverpool crew, and after leaving the Cape, quite a number of them had been left behind. We were especially short of coal trimmers, and to help the situation Captain A. Collyer (later of the *Egypt*) invited volunteers from the passengers at 10/- a day. Several came forward, among them a young civilian, nineteen years of age. No-one ever looked less like a coal trimmer than he did. What attracted my notice about him was that he wore glasses, a most unusual characteristic for a trimmer. Most of the volunteers soon lost their enthusiasm and gave up after a few days, but a few stoical characters stuck it until our arrival at Wellington, including our young friend with the glasses. His name was Francis Chichester.

The next time we met was twelve years later in very different circumstances. In the meantime, Francis Chichester had become famous as an aviator. He had flown solo from England to Sydney, only the second flyer to do so, and he was the first to fly solo from New Zealand to Australia across the Tasman Sea. It was while he was attempting to fly his Gipsy Moth from New Zealand to England via the Northern route and unfortunately crashed in Japan, that led to our second meeting. He was badly injured, and his aircraft a write-off, so after coming out of hospital he completed his journey to England by sea, joining the s.s. *Kalyan* at Kobe. I was also a passenger on the *Kalyan* on that occasion, returning home after having been to Yokohama with the *Nankin* when she was transferred to the E. & A. Steamship Company of Sydney. Although Francis had acquired a beard since I last saw him, we soon established each other's identities, and became more or less friendly during the trip to London. When we said 'Good-Bye' I remarked that this was our second meeting, there would sure to be a third, and indeed there was, but we had to wait for more than thirty years before this materialised.

A few weeks ago, Francis Chichester gave a lecture at the Royal Southern Yacht Club at Hamble, and I got myself an invitation to attend.

His subject was 'Navigation' concerned principally with his flying exploits and his two record breaking lone crossings of the Atlantic from Plymouth to New York, which he endeavoured to accomplish in thirty days. His two magnificent efforts failed, but at sixty-two years of age, this remarkable man is contemplating a third attempt, he is determined to fulfil his ambition. I sincerely hope his effort is crowned with success.

At the end of his talk, I introduced myself to him, he remembered me, and we had a most interesting chat.

So here we have a situation where two people over a span of forty-four years, meet on three different occasions, in different parts of the world many thousands of miles apart.

Perhaps after all, the world is a small place.

S. F. PARKER,
Chief Engineer (retired).

'Sea Staff Service'

39 Murray Avenue,
Bromley,
Kent.

7th March 1963.

Dear Sir,

I, and I am sure many wives of serving seamen of the P & O & Orient Company, when receiving their monthly allotment card, with the message printed on the back with reference to the help that can be obtained from the Sea Staff Service, if the need arose, must have like me, wondered how this worked out in practice. I now know what a wonderful service this is.

On February 24th 1962, my husband was taken seriously ill, on board *Oronsay*, where Mr. Fitt and the medical staff worked wonders to save his life, before he was landed into Fremantle Hospital and later transferred to Perth Hospital. The kindness of Captain Askin, Mr. Connolly and Sea Staff Services was wonderful throughout these anxious weeks. When my Husband returned to this country in *Oriana*, we knew he would no longer be able to work, everyone was so kind and sympathetic and made things as easy as possible for me.

During my husband's long stay in Bromley Hospital,

I would occasionally telephone Mr. Connolly with news of my husband, and he never failed to write him a letter, which did much for his morale, this in spite of the fact that he would never be able to return to the Company. My husband was able to telephone Mr. Connolly to thank him for his kindness and wish all Sea Staff Service a "Happy Christmas" and was extremely touched that Mr. Connolly sounded so delighted to hear from him.

My Husband passed away quite suddenly on January 7th and again on my telephoning Mr. Connolly I have received great sympathy from everyone there, perhaps it would help other relatives if an appreciation of this wonderful service could at some time be printed in the Journal "About Ourselves".

Yours sincerely,

GLADYS D. HALLS.

'P & O in Sail'

11 Taddington Road,
Eastbourne.
18th April, 1963.

Dear Sir,

In "Letters to the Editor" in Issue No. 10 Winter 1962/3 your correspondent F. J. Mortleman thinks *Candia* in 1915 was the last P & O ship to set sails.

In 1921 I was serving in *Syria*, and between Colombo and Aden, while the ship was rolling heavily in a strong monsoon, Captain C. M. Redhead set staysails, which had a steadying effect. The canvas must have been old, for in a few days they were ripped to shreds, and presumably were never renewed.

Yours faithfully,

J. H. GOUGH WILSON.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Visitors from Overseas

VISITORS:

B. L. FRANCIS from Passage Department, Sydney, arrived 4th April, now in West End, returns home in August.

S. G. RICHARDS, Assistant Passenger Manager, Perth, arrived 31st May.

O. ETTY from Freight Department, Melbourne, arrived 7th June.

ON LEAVE:

S. A. C. HUTTON from Sydney arrived 15th May, returns in August.

R. A. BLISS from Aden arrived in March, returns in September.

L. D. CARR from Hong Kong arrived in June.

Passenger Booking Course for the Purser's Staff

from J. Ewan, Deputy Purser

Between May 7th and 9th, the Company conducted a "Passenger Booking Course" for Deputy and Assistant Pursers. This was the third course of its kind, and the consensus of opinion from the 32 Purser Officers who have so far attended these courses is that the syllabus covers a much wider field than the title suggests, and they have gained a valuable insight into those aspects of passenger booking and handling which are not readily seen from on board.

The course included lectures on (a) Rate-fixing (R. L. Evans) (b) The Fare Schedule, with practical calculation on specimen fares (J. G. McGregor) (c) Programming ships (G. E. Lifford) (d) Co-ordination between Area Allotment Centres (I. K. King) (e) Reservations and Berthing (N. J. Rolph) (f) Documentation and I.B.M. Mechanisation (H. M. Flint) (g) Baggage Handling (H. Chetcuti).

There were also several question periods, under the patient chairmanship of Captain Stratford, who was supported on his exposed purserial flanks by G. P. Puckle, Asst. Supt. Purser and B. P. Sykes, West End Staff Manager. Question Time was always a lively forum, sparked off by Captain Stratford who bravely invited questions on any subject, not necessarily arising out of the lectures given, and had, for his pains, to bat back some searching deliveries on the subject of pay and promotion prospects in a diminishing passenger fleet.

The lectures were thoughtfully given in a room in Warwick House, situated within the purlieu of "The Two Chairmen".

There were only eight of us on this latest course, and the relaxed atmosphere and informality projected by the lecturers encouraged a friendly exchange of ideas and experience.

One got to know the faces behind the letters, and I have no doubt in my own mind that courses like this are invaluable in cementing good relations between sea and shore staff, perhaps finally eliminating the "them" and "us" attitude, and the antique shipboard conception of an alien force machinating in the Kremlin.

I commend this course to all ranks of Pursers—How many Pursers can book a round world ticket with four journey breaks and several grade changes? After this course it will be child's play, and the fringe benefits of a pink one in the annexe and a few days in 'Town' really clinch the deal!



Grand Parade, Royal Easter Show—Sydney.

From Abroad

P & O-Orient Lines of Australia Pty. Ltd.

Dear Mr. Editor,

In Sydney our Autumn always brings the Annual Royal Agricultural Show, which lasts 10 days around the Easter week-end. This year's was noteworthy because during that period, when all the Country folk, who are able, flock to town to exhibit their magnificent thoroughbreds of all descriptions, and to see the City lights, we had well over a million attendances at the huge Show-ground. It demonstrates the never flagging popularity of the Show when one remembers that Sydney's population is $2\frac{1}{2}$ million and that of the whole of New South Wales just on 4,000,000.

The Show is considered to be one of the world's finest of its kind. As well as a Grand Parade of world-class

pedigree sheep, cattle, horses, dogs, etc., worth more than £1,000,000, there are such interesting and unusual competitions as wood-chopping, shearing and sheep dog trials, as well as ring events like Polo, Show Jumping and Trotting.

Needless to say, models of P & O-Orient ships were prominently shown in many displays.

You'll be pleased to know that on the night of 8th April *Orion* was given a great send-off from Sydney as befitted the veteran so popular with sea-going Australians. The old vessel made a fine picture as she proudly steamed down the Harbour to the chorus of Cock-a-doodle-doo's, given only on important occasions by all the ships and ferry boats present.

Throughout Australia, 25th April is a Public Holiday. This year was the 48th anniversary of the landing of the combined Australian New Zealand Army Corps of about 30,000 on Gallipoli to do battle with the Turks in 1915.

It is practically our National day, and to celebrate it a custom has grown which we think must be unique in the

world. During the forenoon veterans (men and women) who have served overseas in the Armed Forces during the wars, meet and have a short informal march through cheering crowds in every city, town and village in Australia. As they pass the local "Cenotaph" homage is paid to the fallen by the marchers, then after a short religious service they foregather in clubs and pubs for the annual get-togethers over beer and sandwiches, etc.

All wear civilian clothes with medals or miniatures. Ex-officers and men march shoulder to shoulder in the ranks and regimental banners are proudly carried.

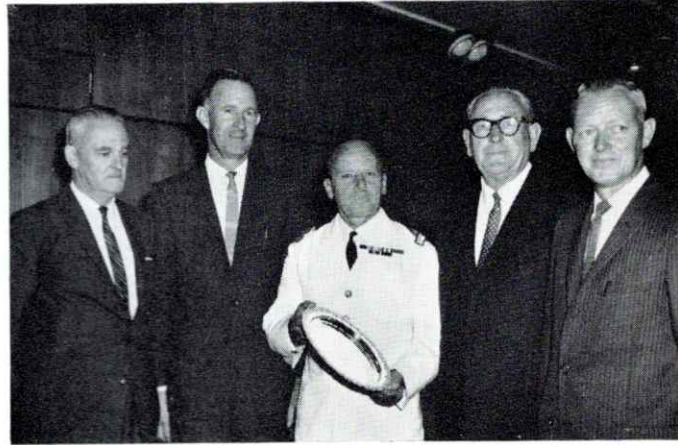
In Sydney this year many of our Staff were among the 28,000 veterans (in this city alone) who turned out in spite of the threatening weather and, encouraged by no less than 64 bands, they marched 16 abreast through a cheering crowd of 70,000.

Although the parade swings along fairly smartly (too fast for a few 90-year-old Boer War light-horsemen) it took the column two hours and 20 minutes to pass the Cenotaph!

Each year the marchers get fewer, the bye-gone battles bloodier and the stories wilder; but while this young nation keeps up the A.N.Z.A.C. spirit, we hope we will remain a worthy chip off the old (U.K.) block.

Yours sincerely,

PENINSULAR, SYDNEY.



ADELAIDE—The P & O-Orient Lines Butter trophy was presented on board the HIMALAYA on 14th March, 1963. Captain Howard is here shown with, left to right, Mr. H. J. R. Hooper, (Elder Smith & Co. Ltd.), Mr. R. A. Gibson, (R. J. Finlayson Ltd.) Mr. D. Allen, (Adelaide Milk Supply Co-operative Ltd.), Mr. R. E. Laracy of S.A. Farmers' Co-op. Union Ltd.



A photo finish in the P & O Cup

HONG KONG

The P & O Cup was run on 8th March and was won, in a photo-finish by Native Prince, owned by Mr. Y. K. Chang, trained by Mr. G. Sofronoff and ridden by Mr. H. K. Hung. Mr. Chand was also the winning owner of the P & O Cup, 1961, with the same horse.

P & O-Orient Lines Inc. North America

IBM COMPUTER INSTALLATION

Confirmation of space travel to agents in any part of the country will be possible within two minutes when IBM electronic computer equipment is installed at the San Francisco office in June.

Dr. Robert Nielsen, who is directing the computer programming, reports that P & O-Orient Lines is pioneering the use of this equipment for reservation control. For the past year, three staff members have been working out the reservation and documentation instructions for "Charlie Brown", the nickname given the 1401 computer.

The first full dress rehearsal of "Charlie Brown" will take place in preparation for the *Orcades* sailing from the west coast in August. The present manual operation will be used simultaneously with the new computer system. When it is demonstrated that "Charlie Brown" can take over, the familiar berthing books will be on their way to becoming a thing of the past.

PERSONNEL ITEMS

The promotion of the *Canberra's* arrival in New York last August won P & O-Orient Lines Inc. and Infoplan, public relations counsel for the company, the Silver Anvil Award in the annual competition sponsored by the Public Relations Society of America. Warren S. Titus, president, and Alec Lowman, sales manager for the Eastern region, participated in the award presentation ceremony in New York on May 16.

A new maritime group, the Magellan Club, was organized in San Francisco this spring. Sponsored by the local offices of 27 steamship companies, the purpose of the club is to keep its members informed about each other's routes and services in order to offer sea travellers a wide choice of itinerary. Pieter Kelder, Interline manager, has been appointed chairman of the board of directors of the new group. A. L. Palmer, manager—tour development, is Kelder's alternate and Myra Ayres, personnel supervisor, is the club secretary. The first meeting of the Magellan Club was scheduled for June 18, when representatives of four member companies were to discuss world sea interchange at the local level.

George M. Turner, vice-president—marketing, was elected first vice president of the Pacific Area Travel Association at the annual convention held in Djakarta in March. Turner conducts the monthly board meetings in San Francisco on behalf of John Bates, Sydney, the association's president.

Tak Okumura, Japanese sales representative, travelled from San Francisco to Japan when the *Oriana* made her maiden voyage to the Orient in April. He acted as interpreter and liaison between the ship's staff and nearly 400 Japanese passengers. During the voyage, Okumura was kept busy helping passengers with documentation forms, translating the ship's daily entertainment programme into Japanese and discussing menus with the special chefs on board.

Ian MacLean, Vancouver branch manager, has been appointed chairman of the entertainment committee of the Vancouver chapter of the SKAL Club for the 1963-64 season. SKAL is a business and social organization for men in the travel industry.

Rita Magnus, secretary to Warren S. Titus, has been appointed chairman of the Publicity Committee for 1963 for the Executives' Secretaries, Inc. of Northern California. The national convention of the organization was held in San Francisco in May and Rita was in charge of publicity for the event which brought 800 delegates from 20 states.

Ray Primmer, manager—San Francisco territory, and Vincent Vaughan, assistant branch manager, Los Angeles, represented the company at the western regional convention of the American Society of Travel Agents in Santa Barbara, California in June.



P & O-Orient Lines mounted a major sales effort concentrated on the three Pacific coast states and British Columbia in February and March. Staff in the Los Angeles and Vancouver offices, augmented by officials from San Francisco, called on every travel agent on the west coast to deliver a special Vacation Voyage sales kit. The packets contained all the materials agents need to sell P & O-Orient Lines service: reprints of the company's newspaper and magazine ads, Vacation Voyage folders, Sunshine Cruise folder, photographs of display materials and props, sailing schedules and a descriptive list of the company's films. In Vancouver, Don Palmer, assistant manager of the Vancouver office, shows Mr. and Mrs. Harry Trueman, Trueman Travel Service, a sample of the company's kit. At right is K. L. Chamberlain, operations manager at the San Francisco office.



The charter of the scoutship "Ranger"

The *Arcadia* was the scene of a ceremony at which the charter of the scout ship *Ranger* was formally presented to Victor Eckland, public relations director for P & O-Orient Lines, Inc. The presentation by Charles Elbering, Fleet Commissioner for the San Francisco Council of Sea Scouts, was made in "grateful recognition" of the company's sponsorship of the troop's activities for 1963. At the ceremony were Staff Captain Mortleman-Lewis, Scout fleet commissioner, Commodore of the Marin County Sea Scout Committee and other scout officials.

The four year sea scout programme is designed to give boys 14 to 18 years old a thorough background in the history of the sea, an opportunity to learn to operate sailing cutters and a chance to tour cargo, freighter and passenger vessels, when in port.

P & O-Orient Lines is the only steamship company in the San Francisco Bay Area which sponsors a sea scout group. This is the second year of sponsorship.

The *Ranger*, operated by a troop of 35 boys, is a 30-foot whale boat, berthed at Aquatic Park in San Francisco. When the boys are not "At sea", they hold meetings on a "land ship"—a room fitted like the deck of a ship. In this room, the two house flags of P & O-Orient Lines fly.





When the "Arcadia" and "Oronsay" were in San Francisco, Pieter Kelder, Interline manager, and Velma Gay, sales representative conducted two seminars for airlines personnel. After a talk about the company's routes and services, a slide film was shown and then the airlines people had a chance to tour a P & O-Orient ship. Studying a deck plan aboard the "Oronsay" are (l. to r.) Richard Lowe, Qantas; Andy Whelan, TWA, Kelder, Lyn Helling, Air France; and Ray Zabarte, Japan Airlines.



ORONSAY'S PORT EVERGLADES CALL

To mark the new link established between the people of British Columbia and Florida, reception and presentation ceremonies were held aboard the *Oronsay* on May 6 in Vancouver.

Branch Manager Ian MacLean presided at the ceremonies and introduced each participant to Captain Sydney Ayles. The following tokens were accepted by the Captain for presentation to appropriate officials in Florida. The Honourable Earle C. Westwood, British Columbia Minister of Recreation and Conservation, presented a totem pole on behalf of Premier W. A. C. Bennett, together with the Premier's letter, for the Governor of Florida. The Acting Mayor of Vancouver presented three City of Vancouver bronze platters, with accompanying letters, to the mayors of Miami, Fort Lauderdale and Hollywood, Florida. Captain B. D. L. Johnson, Vancouver Port Manager, presented a Captain Vancouver bronze plaque for the Broward County Port Authority. Greetings from Chamber of Commerce and Convention Bureau officials were extended to their counterparts in Florida. At the conclusion of the ceremonies, luncheon was served to the participants in *Oronsay's* Grill.

Fort Lauderdale, Hollywood and Miami also showed their enthusiasm for the new service.

The day before arrival, two Miami radio stations broadcast greetings to the ship and her passengers. At the dock, Seminole Indians in tribal costume made up part of the reception committee. The mooring was enlivened with music furnished by a local high school band. Cups of Florida orange juice were served, compliments of the Florida Development Board, to disembarking passengers. Fifty passengers were invited by Hollywood residents to be entertained in their homes and Captain Ayles was made an honorary citizen of the State of Florida.

While the port authorities and city and state officials planned a cordial welcome, P & O-Orient Lines' staff planned and co-ordinated the promotion. Ships models, pennants, posters and other display materials were sent to Florida for displays in store windows throughout the area. Richard Evans, sales manager, Victor Eckland, public relations director, and K. L. Chamberlain, operations manager, arrived at Port Everglades a week before the *Oronsay's* call to complete plans for a civic luncheon on board, press entertainment, and to be on hand to witness the festive arrival.

We Hear That . . .

SAVE THE CHILDREN FUND. This fund which aids children in distress, at home or abroad, regardless of race, creed and colour, has resulted in the raising of £212,229 8s. 3d. (or 50,909,799 pennies) for the financial year ending 31st March, 1963. Our readers are reminded that collections are made by Miss D. Omer in the Export Freight Dept. Mrs. R. Green in Accounts and Miss C. Lake in Pursers; further reference can be made to the Staff Department.



Chris Barber (foreground) and his Jazz Band boarding "Iberia" at Tilbury on Friday, 17th May, 1963.



CADET NEWS

'A' LEVELS AT SEA

We are very pleased to report that Cadet D. J. Tomkiss has become the first P & O Cadet to pass an "A" Level Examination at sea. During his time in *s.t.s. Malwa*, Tomkiss sat for Pure and Applied Mathematics at Advanced Level, and we have since been informed that he was successful.

G.C.E. Examinations can be taken at sea, under the supervision of the Captain, providing that the subjects do not call for records of practical studies such as Physics or Chemistry, or for Oral Examinations, such as Languages.

The Company are only too pleased for Cadets to sit for G.C.E. Examinations at sea, providing that the extra studies involved do not cause any deterioration of their vocational work.

SECOND MATES

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers: M. Elliott, A. F. Griffiths, G. G. Lee, L. J. Morrow.

NEW CADETS

We welcome the new Cadets who joined the Company in April this year: M. S. Dagnall, Southampton University; R. C. Ellison, H.M.S. 'Worcester'; R. J. Green, Pangbourne; R. W. J. Hallmark, H.M.S. 'Conway'; B. Johnson, Southampton University; C. V. C. Larkin, H.M.S. 'Conway'; P. A. Messinger, H.M.S. 'Worcester'; D. T. Wilson, and J. W. Woodhead, Southampton University.

RUGBY FOOTBALL

Pandor v. H.M.S. 'Conway'

4th April, 1963.

Pandor 14 points, H.M.S. 'Conway' 13 points.

We welcomed our visitors from North Wales with a sunny spring day and a dry, but yielding pitch at Richmond.

'Conway' were our guests aboard *Cathay* for their short stay in London, and had already three

victories over the Pandor Mariners to their credit. For this match, however, a Pandor team was selected from the Sea and the Office, and from the kick-off it looked to be a good combination. After about ten minutes, MacDonald picked up a loose ball near the line, and we were three points in front. Our pleasure was short lived, and by half-time 'Conway' had stormed to an almost run-away 13-3 lead.

The gap was quickly reduced in the second half, when Fourth Officer Lee broke through, and touched down by the post. MacDonald failed to convert, but then ten minutes later, Cadet Hunt touched down between the posts, and this time it was five points.

The score remained at 11-13, until seconds from the final whistle, when Lee chased a ball from the loose to touch down first, making the score 14-13.

A most enjoyable game, and we look forward to meeting 'Conway' again next season.



Mr. N. M. Watt of the Agency Traffic Department in the West End has completed a model of "Canberra" which, as you will see from this illustration, is remarkably life-like. Taken on a local canal only the reflection of trees in the water gives away the fact that it is just a model. We congratulate him on the success of his efforts.



Personal News

APPOINTMENTS AND CHANGES

These appointments were made on the 1st April last—

P & O-ORIENT MANAGEMENT, LTD.,

Mr. R. M. THWAITES, Deputy Chairman and Managing Director.
Mr. K. R. ANDERSON, Director.
Captain R. E. COWELL, C.B.E., R.D., R.N.R., Director.
Mr. W. STOCKWELL, Director.

P & O-ORIENT LINES PASSENGER SERVICES, LTD.

Mr. R. M. THWAITES, Deputy Chairman.
Mr. P. E. PARRY, Managing Director.
Mr. W. A. MACKENZIE, Director.

SECRETARY

The Board have appointed Mr. L. J. A. COLLINS to be Secretary of the P & O S.N. Company with effect from 1st May, 1963. He is assisted by Mr. R. Schofield, who was transferred to the Secretary's Office and will continue to carry out the duties presently undertaken by him, under the supervision of the Secretary.

From the same date the Secretary's Department was re-named Correspondence Department and the head of that Department is now responsible to Mr. D. R. PETERS.



The wedding of Mr. W. Dempster and Miss C. M. Ogier

BIRTHDAY HONOURS

The award of a Knighthood in the Queen's Birthday Honours List to Mr. ANDREW CRICHTON, one of our Managing Directors, gave universal pleasure in the world of shipping. The citation read as follows—

"Knights—Andrew James Maitland—Makgill—Crichton, Chairman, employers side, National Joint Council for the Port Transport Industry; Chairman National Association of Port Employers." He has had one of the most difficult of tasks in trying to keep the peace in the labour relations field, a task that has meant countless hours of negotiation between employers and dock labour representatives. May he look forward to a peaceful time!

Mr. W. A. DYTER, Chief Steward of *Oriana* received the M.B.E. and Mr. W. E. FRIEND, formerly Carpenter of *Canberra*, the B.E.M.; the latter's retirement is noted elsewhere. A fitting reward in each case to a lifetime of service.



The wedding of Mr. G. Whillance and Miss E. North



WEDDINGS

Our best wishes go to—

Mr. G. WHILLANCE, 2nd Officer, on his marriage with Miss E. NORTH, on April 27th, at Thorp Arch (All Saints' Church) near Leeds.

Miss R. HOOPER on her marriage with Mr. D. GREEN on March 16th at St. Mary's Church, Prittlewell.

Mr. WILLIAM DEMPSTER, Supy. 2nd Engineer, *Himalaya*, on his marriage with Miss CHARLOTTE M. OGIER, Senior Telephonist on the same ship, in Guernsey, 4th February, 1963. Representing the Engineers from that ship were Mr. PETER WILLIAMS, Best Man, with Mr. GORDON HAMILTON and Mr. JOHN ENGLETON, Ushers.

Mr. JOHN DUDLEY BASSETT, Third Engineer of *Canberra*, on his marriage with Miss MARGARET LOUISE COTSEY, formerly of Gray, Dawes, Westray & Co. Ltd., at St. Michael's Church, Gidea Park on 27th April, 1963.

Mr. J. E. MARSHALL, of Passenger Dept., formerly Aden Office, on his marriage with Miss E. COLLINGRIDGE, at Chelsea Old Church on 30th March, 1963.

Miss F. REEVE, of the Accounts Dept. on her marriage with Mr. T. MILLSOM, at St. Mary Magdalene Church, Peckham, London, on 25th May.

Miss BETTY COOPER, Accounts Dept., on her marriage with Mr. C. FRY, at West Ham Parish Church, on 1st June, 1963.

Mr. P. J. CLARKE, Chief Officer, *Soudan* on his marriage with Miss ANNE THOMPSON, formerly Nursing Sister *Canberra* at St. Andrew's Church, West Monkseaton, on 8th December, 1963.



ENGAGEMENTS

We congratulate—

Miss MAUREEN RADFORD, of Correspondence Dept., on her engagement to Mr. RONALD BRENNAN, of Dartford, Kent.

Miss PAULINE COOK, of the Stationery and Printing Dept. on her engagement to Mr. JOHN MORRISON, formerly also of that Department.

Mr. F. CASTLETON, of Accounts Department, on his engagement to Miss M. L. BELL, of Erith, Kent.

Miss JANET PAYNE, of Passenger Dept., West End Office on her engagement to Mr. R. B. ATKINS, of King's Lynn, Norfolk.

Mr. J. W. WELCH, 4th Officer of *Ballarat*, on his engagement to Miss CORINNA MENDELSSOHN, of Oxford.

Mr. J. W. FISHER, 3rd Officer of *Sunda*, on his engagement to Miss ANN GREEN of Blackheath.



BIRTHS

Our congratulations to—

RICHARD and BARBARA ESDALE (West End) on the birth of a son, SIMON RICHARD, on 10th April, 1963.

DAVID and JACQUELINE CRESSWELL (West End) on the birth of a daughter, SUSAN ELIZABETH, on 23rd April, 1963.

JOHN K. LAMB, 4th Engineer and his wife, on the birth



Farewell presentation to Mr. E. C. Neville, by Captain E. G. Riddelsdell on board "Oriana"

of a daughter, SUSAN CHRISTINE, on 21st January, last.

Mrs. B. WHITEHEAD, formerly of Accounts Department, on the birth of a daughter, CAROLE LESLEY on 12th May, 1963.

PHILIP and ELIZABETH HEARLE (West End Office) on the birth of a daughter, LYND SAY ANNE, on 30th April, 1963.

PATRICIA MARY (nee Challinor) formerly of West End Office and ROGER SCHOFIELD, Secretary's Office, a son, RICHARD EDWARD, on 8th June 1963.



The wedding of Miss R. Hooper and Mr. D. Green

RETIREMENTS

Lord Bruce of Melbourne, P.C., C.H., M.C.

LORD BRUCE did not seek election to the Board of Directors at the Annual General Meeting in March and accordingly retired from the Board. He will be eighty this year and has been a Director for seventeen years. He went from Melbourne Grammar School to Cambridge where, in 1904, he gained a rowing blue. In the first World War he was twice wounded and won the M.C. and Croix de Guerre. He was Prime Minister of Australia from 1923-29 and High Commissioner in London, 1933-45.



T. H. F. Holden

Mr. T. H. F. HOLDEN has retired from the Melbourne Office after a long association with our ships. "Hughie" has been a familiar sight there since 1923. Many ship personnel will well remember his unfailing courtesy and willingness to help through the years.

R. Engelbrecht

On Thursday, 7th March, a small Luncheon Party was held in m.v. *Somali* at Royal Albert Docks to mark the retirement of Mr. Engelbrecht of General Steam Transport Co., Rotterdam. Mr. Engelbrecht was accompanied by his wife—they were making a round voyage to the Far East in *Somali*—and others present were the Marine Superintendent, Superintendent Engineer, Deputy Dock Superintendents and Assistant Superintendent Engineer of the P & O.

Prior to the Luncheon the Marine Superintendent presented to Mr. Engelbrecht a book of Traveller's

Cheques which had been subscribed to by Captains, Chief Engineers and Senior Officers of the P & O Fleet and also the Shore Superintendents.

In reply Mr. Engelbrecht expressed his deep appreciation for the gift made to him, also the Management's generosity in enabling himself and his wife to make the forthcoming voyage in *Somali*. He would always value the friendships made in the course of serving P & O vessels and he hoped when he and his wife were back in Rotterdam they would continue to see their old friends when P & O ships called at the port.



We wish many years of Happy Retirement to:—

Mr. L. R. HARDWAY, A.C.I.S. retired on 31st May after being with the P & O Company since 1917. He served for many years on the Superintendent's Staff at Royal Albert, King George V Dock and at Tilbury, where he was the Superintendent's Clerk until 1938. Then he came to Head Office to assist the head of the Fuel Department whom he ultimately succeeded. At an informal lunch on board *Cathay*, Capt. E. J. Spurling presented Mr. Hardway with a cheque from the sea and shore staffs.

Mr. W. W. DYER, Engineers' Department, Tilbury, who decided to retire on July 1st, owing to ill-health. He joined the P & O in 1942 as a boilermaker and served at sea until March, 1952, when he joined the Tilbury Dock staff.

Mr. C. YATES, a Crew Accountant on the Orient Sea Staff who retired on pension on 11th February last.

Mr. E. J. JONES, Orient Line Leading-hand who retired on pension on 18th January last.

F. J. LOVERIDGE, Shore Gunner at Hong Kong, retired on 17th May. He had been with the Company since September, 1928.



OBITUARY

We regret to record the deaths of:—

Mr. R. CROOME RANDALL, head of the City Passenger Department died suddenly on May 10th. Taken ill in Bishopsgate he died on the way to hospital. He joined the Orient Line in 1919 and had served almost entirely in the Passenger Department. He was 59 years old. His sudden death was a great shock not only to old Orient friends but to many P & O men who had come to like him and to appreciate his helpfulness.

Mr. F. J. ABBOTT. We are extremely sorry to have to report the death of Frederick John Abbott who, one hundred years of age, was our oldest pensioner. A report on his hundredth birthday appeared in our Autumn 1962 issue (No. 9). He was truly a link with the past for he joined the P & O in 1881 when he would have served with colleagues who must have been members of the staff in 1840; perhaps some had even been members of the old Peninsular Company before that!



Mr. R. Croome Randall

Mr. EDWARD WALKER, for many years our Agent at Singapore, died on March 25th, at the age of 87. Born in 1875, he joined on 1st May, 1894 and retired in 1932.

Mr. G. HAGOPIAN, 1900-1945. Born in 1880 he joined P & O in October, 1900 and when he retired was No. 3 in the Purser's Cash Dept. He died on 11th March last.

Mr. GEORGE SMITH ROSS (1927-56) who retired through ill-health on 29th February, 1956 when Chief Engineer of *Karmala* after nearly thirty years' service died in March last.

Mr. J. K. WHITE, formerly of the Orient Line died on March 9th. Born in 1883, he joined in 1899 and served in the Outward Freight Dept.; he retired in August, 1948 and had been in charge of that department.

Mr. WILLIS CLARE, formerly Chief Steward who died in April. Born 1875 he joined P & O in 1901 and when he retired on pension in 1932 held the position of Chief Steward-in-Charge.

Miss DOROTHY FRANCIS died on 25th March, was once a P & O stewardess. She retired in 1961 through ill-health and was a member of a family that gave long service to the Company. Her last ship was *Chusan*.

We regret to hear of the death of Mrs. Hamilton, wife of Mr. W. E. HAMILTON, Area Passenger Superintendent at Hong Kong, on April 10th. Our sincere condolences on his great loss.

In our last issue we reported the death of Mr. DUNCAN MACPHERSON, once of the Passage Dept. The London-Scottish Regimental Gazette published recently a letter from an old comrade who served alongside him in France in the 1914-18 war. Duncan attended all reunion dinners that he could and representatives of this famous regiment attended his funeral, where he was evidently a much loved figure.

Mr. J. BARKER, who died on 18th March had been retired on pension since February, 1940.

LATE ITEMS

CLAIMS DEPARTMENT

Mr. W. J. Plant has accepted the new appointment of Technical Adviser to the Claims Department and Mr. Hammond has been appointed Head of Claims Department with effect from the 14th June.

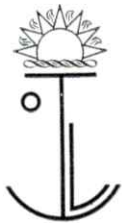
The field of work in which Mr. Plant will now operate continues to be very similar to that in which he has been employed, but Mr. Hammond has now assumed full executive responsibility for the work of the Claims Department.



"ORION". When the "*Orion*" passed through Bombay for the last time on the 26th April, the Naval Band played her away. There were invited Admiral Karmarkar, Flag Officer, Bombay, Captain Chatterjee, Acting Harbour Master, and other Officers from the Port Trust to say goodbye to the Captain.

"CHUSAN" WALTZ. Mr. B. C. Moth, General Manager of *Reditune Limited*, presents Mr. J. G. Davis with a mounted coloured photograph of the original score (185?) of the "*Chusan Waltz*," on the day of the ship's departure from the U.K. on her maiden voyage to Australia. (6th June, 1963.)





PANDOR CLUB

GOLF

Three meetings have been held since the issue of the last news bulletin, on April 26th against the Inchcape Golfing Society at Sundridge Park, on May 2nd at Purley Downs for the Pandor Club annual day and the London Shipowners' Spring Meeting at Walton Heath on May 8th.

The match with Inchcape Golfing Society was won by 7 matches to 3, the morning four ball by 3-2 and the afternoon greensome by 4-1.

Our most successful pairs were A. S. Wathen and M. Churchill who won 3 and 2 in the morning and 2 and 1 in the afternoon and V. A. R. Lawrence and J. G. Crawford who had big victories by 8 and 6, and 7 and 6.

The other results were: J. K. McGrath and H. Fleet lost by 4 and 3. In the afternoon our old friend Dick Newley stood in for Bert Fleet and was in fine form assisting McGrath to a 6 and 5 victory.

H. S. Connolly and L. E. Kimpton won 5 and 4 in the morning but lost by one hole in the afternoon, while P. C. Cooper and A. B. Davy who lost their first game 3 and 1 reversed the decision in the afternoon with a 2 and 1 win.



The Second Annual Pandor Club day at Purley Downs attracted twenty entries. This could easily have been thirty but for holiday and business commitments.

Once again we were lucky with the weather, especially as it had rained continuously on the previous day. Fortunately Purley Downs is a quick drying course and although the fairways and greens were slow in the morning, they had speeded up by the afternoon. There were a number of useful scores both in the Stableford Singles and in the Greensome Foursomes.

The Singles winner was J. G. Crawford with 34 points and J. G. Davis and H. K. Bray second with 33 points. Other leading scores were V. A. R. Lawrence 32, A. S. Wathen 31 and J. K. McGrath 30.

Messrs. Crawford and Wathen formed a powerful partnership in the afternoon and scored 34 points, followed by J. K. McGrath and L. Holland, 32 and A. J. Bott and L. E. Kimpton, and Mrs. Fleet and J. F. Rayment, both pairs with 31 points.

A sweepstake among the members resulted in Mr. Crawford who is to be congratulated on his fine sustained effort, collecting six golf balls for his prowess, Mr. Davis and Mr. Wathen 2 each and Mr. McGrath and Mr. Holland 1 each.

With one or two honourable exceptions, our golfers may not be great individually but collectively they would be more than a match for anyone in the world. The best net score by any player during the day at each of the 18 holes produced a total of 53-22 strokes below bogey. Arnold Palmer and Jack Nicklaus would gladly settle for a score twelve strokes worse than this any day.

FOOTBALL

P & O GROUP FOOTBALL CUP

1.	2.	Final
General Steam	4	} G.S.N. 6
Maori	2	
British India	0	
Green & Silley W.	5	} Green & S.W. 2
Gray Dawes, West	1	} Escombes 0
Escombes McGrath	6	
Pandor	2	
Duncan Wallet	4	} Dun. Wallet 0

The first year of the above competition was an outstanding success. It can be seen from the results that the eventual winners were General Steam, who reached the final by beating the favourites, Green and Silley Weir. Escombes should be congratulated on reaching the final with a number of convincing victories; it was unfortunate that they should lose their poise in the match that really mattered.

All the matches were well contested and despite the fairly high scores, I understand that no game was a "push over".

The final was played on the Silley Weir sports ground at Wanstead, to which club we are indebted for helping to make the evening a success. Medals were presented to the teams by J. G. Davis.

P.A.B.

DRAMATIC SOCIETY

"HOLIDAY FOR SIMON"

Reports from the Dramatic Society front during rehearsal time indicated that they were facing difficulties rather more fearsome than usual in getting "Holiday for Simon" under way.

Enemy infiltration and 5th Column activity, it was reported, had seriously impaired the efficiency of the standing army; heavy and unexpected shelling then ensued in the form of one of the leading ladies deciding she must flee the country and take up residence in America.



Jacqui
Hoadley

Jennifer
Bussy

Jacky
Spencer Nigel
Farnham



Nigel
Farnham

Jennifer
Bussy

Dennis
Griffin

Tony
Robinson Jacqui
Hoadley



Jennifer
Bussy

Tony
Robinson Jacky
Spencer

Reinforcement troops were found however and rushed to the front, some of them with only days to spare and eventually the situation was saved and on Wednesday, 8th May the curtain went up at the Chanticleer Theatre.

I think all who helped with this production, either on stage or behind the scenes, can take credit for tackling a most difficult subject, and producing an enjoyable evening for us with a genuine holiday atmosphere about it and a continental one at that.

In any play members of the cast must, of course, expect to be asked to portray a character completely unlike their own, and in "Holiday for Simon" this feature was particularly marked. To Nigel Farnham (who in the last production had to put on several years and become a middle-aged father) fell the task of shedding a few years and portraying a 6th Form schoolboy. Dennis Griffin, known to us all as a Canvasser quoting freight rates and loading times from memory, was a schoolmaster to his finger tips quoting Latin and Greek Classics. This was Jacky Spencer's first time on the stage they told us. She not only put up a performance sufficiently polished to make this difficult to believe, but also portrayed what must be terribly difficult — a French maid with accent and mannerism not overdone. Tony Robinson delighted us. He was a Russian; he was a painter; he had nothing to do and lived on somebody else's expense account, but life was a terrible burden to him and full of troubles and he did not know why. Jennifer Bussy and Jacqui Hoadley played two women of widely different characteristics and were dressed to delight the eye, and I suppose the greatest responsibility fell on these two. Jacqui Hoadley was notable I think for playing the most difficult sequences most competently and to Jennifer Bussy the Society must be particularly grateful — not only for coming back to help after she had resigned from the Company, but also for learning the part in about three weeks.

Readers who did not go to this show — and there must be many of them — will still be wondering just what the story was about. As the Producer said in the programme note "It is neither a comedy nor a heavy drama; it is a holiday interlude which affects temporarily and in widely different ways the lives of six people."

It could be said that it is the story of two love affairs and a piece of ineffectual flirting by our Russian friend, but this would do less than justice to the many diverting situations and conversations which arose, many of them as nothing more than flimsy support to an equally light and faintly defined main theme.

Altogether a play that depended very much upon atmosphere and this the Producer, Stage Manager and Cast succeeded in giving us; an absorbing and enjoyable evening.

Visiting everybody backstage afterwards I was not a little surprised at the peculiar and indeed primitive arrangements for the cast and I think a special bouquet is due to the ladies for showing such a Spartan approach when called upon to change several times against the clock in such surroundings.

Having enjoyed this play as I have so many of the previous productions, I was disturbed to read Peter Sherwood's warning that Pandor Dramatic Society is in danger of collapsing for want of general support, particularly of people willing to serve as Committee Officials. It is to be hoped his appeal will not go unanswered.

FROM THE DEPARTMENTS

MARINE DEPARTMENT—Appointments

Congratulations to the following Deck and Engineer Officers who have obtained Ministry of Transport Certificates since our last issue.

FIRST MATE'S CERTIFICATE

Third Officers R. H. N. WILKIN, M. J. CARTER, C. J. UPJOHN; M. R. COPLAND, R. M. EATON.

Fourth Officers J. D. CLARK, M. de B. BENNETT, G. R. HALL.

The Company's Cadets V. R. CHURCH, L. J. MORROW, A. F. GRIFFITHS and G. G. LEE have obtained their Second Mate's Certificate and joined as Fourth Officers.

FIRST CLASS STEAM CERTIFICATE

Second Engineers C. A. G. CHANDLER, W. CONNOLLY, D. W. O'CONNOR, K. CARTER.

SECOND CLASS STEAM CERTIFICATE

Third Engineer G. W. MARSH.

Fourth Engineers V. BUCHANAN, D. CLIFFORD.

Assistant Engineer W. CAMPBELL.

FIRST CLASS MOTOR CERTIFICATE

Second Engineer C. M. GOODWIN.

SECOND CLASS MOTOR CERTIFICATE

Fourth Engineer A. M. RUSHTON.

FIRST CLASS STEAM ENDORSEMENT

Second Engineer D. MCGLASHAN.

ACCOUNTS

Mr. E. COPE from West End Accounts to City Accounts on 8th April, 1963.

Mr. D. MATANLE from City Accounts to Pensions Department on 29th April, 1963.

Mr. F. LONDON resigned 31st May, 1963.

Mr. E. BARCLAY transferred to Marine Dept. 6th May, 1963.

FUEL DEPARTMENT

The retirement of Mr. L. R. HARDWAY, noted elsewhere under "Retirements" has made advisable the re-organisation of this Department. It will now be administered as follows—

Passenger ships, except *Cathay* and *Chitral*—Mr. G. E. LIFFORD.

Cathay, *Chitral* and Far East Line ships—Far East Line Manager.

Australian cargo ships, including refrigerated vessels—Australian Line Manager.

IMPORT FREIGHT

We learn that Mr. BRIAN RAWLINGS, of this Department, with his partner, Miss CAROL WALFORD, entered for the National Madison Championship at the Lyceum Ballroom in London. They were successful in winning third prize of £50, plus shoes and a dress for the lady. As first and second places were won by Scots does that make Mr. RAWLINGS and Miss WALFORD the English Champions?

ELECTRONICS

Certificates—Congratulations to Mr. D. I. McLEAN, Junior Radio Officer and Mr. B. G. TREHANE, Junior Radio Officer, on obtaining their M.O.T. Radar Maintenance Certificates.

Promotion—Congratulations to Mr. N. M. BAGENT, Junior Radio Officer, on his promotion to the rank of Acting Radio Officer.

PUBLIC RELATIONS OFFICE

Miss P. M. OSBORN was transferred from Pursers' Department to the Public Relations Department in March. She took the place of Mrs. PENNY SAMPLE (Aldington) who resigned to devote more time to house and home.

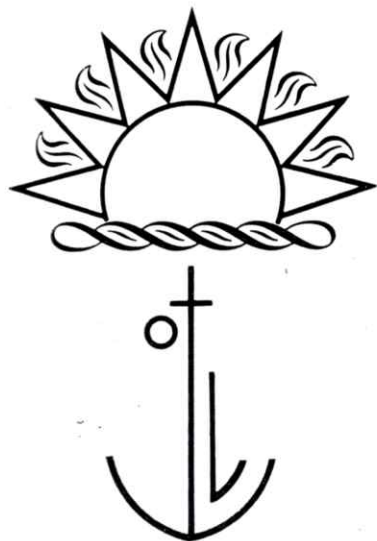
Mrs. MAUREEN BARRIE, secretary to Mr. DAVIS, resigned in March for family reasons.

Miss J. E. FARADAY of this department announces her engagement to DAVID KIMBER.

OBITUARIES

We learn as we go to press of the death of Mr. CONALTY once an Orient Crew Cook who retired on pension 29th October, 1955.

Mr. FREDERICK WILLIAM FOSTER late partner of MacKinnon, MacKenzie & Co. in Hong Kong and Shanghai died on 7th June. He joined P&O in 1908 and was known throughout the East as 'George'; he spent most of the war in a Japanese internment camp in Hong Kong.



About Ourselves

STAFF JOURNAL

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