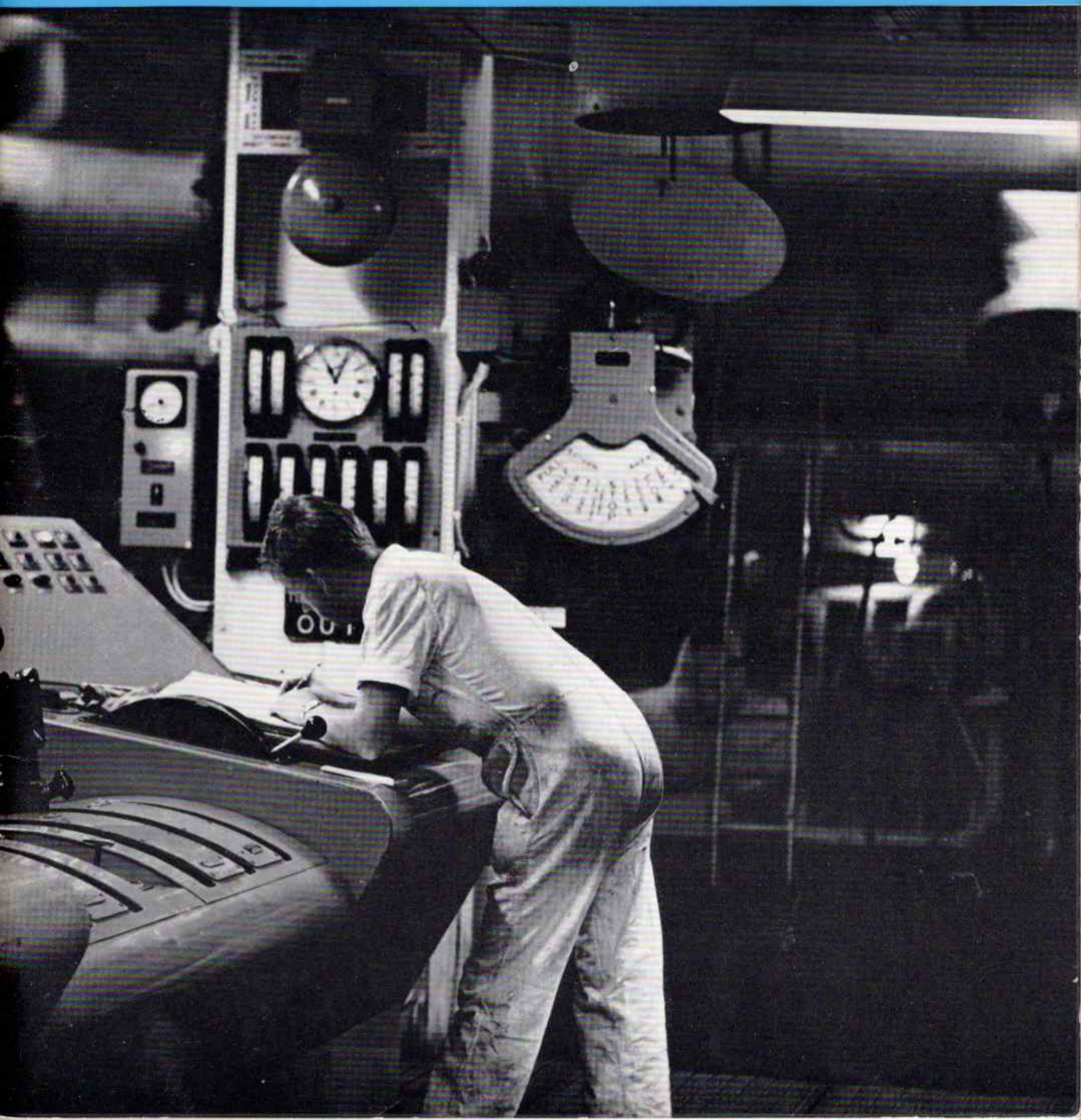




About Ourselves

No 18
July - 1965

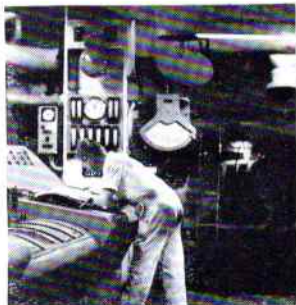


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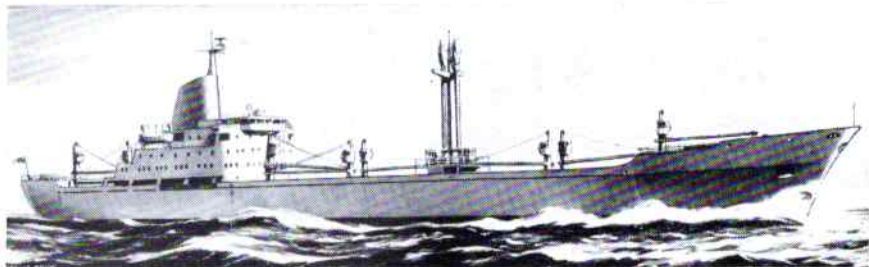
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This cover is a tribute to engineer officers and men on all our ships.

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An artist's impression of one of the three 14,000 ton closed shelter deck cargo ships ordered from Mitsui.

EDITORIAL

THE NEW FAR EASTERN CARGO SHIPS

The article below was published in the *Daily Mail*, 26th June, coinciding with our official Press statement announcing that we had placed orders in Japan for three new cargo ships. It was one of many Press reports covering the story.

We knew that certain elements would be critical of us for not using U.K. yards. It was important that we stated our case clearly and firmly.

This particular feature resulted from six weeks of discussions between our own Management and Staff and reporter Gilbert Lewthwaite of the *Daily Mail's* 'Newsight' column.

During the weeks preceding the announcement Lewthwaite assembled the facts, gradually building his story. The news that the ships were to be built by Mitsui reached him at the Press Conference held by the Chairman in our boardroom at midday, Friday, 25th June. The day before, we had corrected facts in the article which had been prepared by Lewthwaite on the assumption that the orders would be placed in a British yard. The information about Mitsui was, of course, strictly confidential until the time of the Press Conference.

'Buy and Be Damned', as a newspaperman sees it, is not a unique story; merely a good feature. By now reporter Lewthwaite has turned his attentions to other sectors of public interest—perhaps he is in Vietnam or Greece reporting on a recent Coup d'Etat!

However, for us the point was made. Through close co-operation and mutual confidence with a newspaperman the story we had to tell reached the public in the right way and at the right time.

Daily  **Mail**

Newsight

BUY AND BE DAMNED!

Behind the P & O Decision a Tense Inevitability . . .

It was no easy decision for P & O - Orient Lines to buy Japanese. They knew they would be unpopular before they decided to order three fast cargo ships from Mitsui of Tamano.

Their predicament was worsened this week when Ted Hill, president of the Confederation of Shipbuilding and Engineering Unions, attacked British shipowners who buy abroad.

But it was inevitable that the order should go East.

Mitsui were not only the cheapest (under £7 million) but they promised quickest delivery and agreed to a heavy penalty clause for late production.

When the decision was made on Wednesday at P & O's Petticoat Lane headquarters, the atmosphere in the executive suites was tense. If the order went to Japan an 'anti-British' label was waiting for the Company, who have already ordered four ships there.

After two hours' debate commercial conviction over-ruled political misgivings; Sir Donald Anderson, the chairman, came out of the meeting determined not to be apologetic.

His mood was backed by a mixture of economic and patriotic reasonings. P & O's function is to capture and carry as much world trade as possible. In the highly competitive world of freight shipping patriotism cannot compete with cheap rates.

The man who buys the cheapest ships can charge the lowest rates and attract the most cargo.

Britain's shipowners contribute £250 million yearly to our balance of payments. P & O's share: £22 million.

Costing

In shipping, the capital cost of the ship accounts for 50 per cent of total operating costs on which freight charges are based. As ships have an average 20-year life, 5 per cent of capital cost has to be recouped from the customer yearly.

Allowing for a modest 5 per cent profit on that investment it means that the charges rise to 10 per cent

yearly. If a tender is given, for patriotic reasons, to a yard charging £100,000 more it means annual freight income has to rise by £10,000.

This was the sort of argument that brought a unanimous vote from the board to buy from Mitsui.

Mr. Takashi Furuno, Mitsui's London manager, already expectant, was waiting at P & O's office for the decision. He immediately phoned his managing director, Mr. I. Yamashita, busy selling more ships in Copenhagen.

Sir Donald Anderson saw the Chancellor, Mr. James Callaghan, to explain the reasons for the choice. Mr. Callaghan's only reaction: 'Thank you for letting me know.'

There was nothing he could do about it anyway. P & O are paying cash. Sir Donald's call was a matter of courtesy.

But P & O, knowing they would have to convince the public of their reasons, turned up company records to show that against the seven ships (worth £16.5 million) P & O have now ordered from Japan, 25 (worth £26.5 million) are being built in Britain.

Until last year, when P & O ordered their first Japanese ship, a 38,000-ton bulk carrier from Hitachi, they had spent £250 million in Britain replacing their fleet since the war.

Slow

Apart from the handicap of their prices, British shipyards tend to be slow in delivery.

P & O invited 15 British yards to tender to build the three ships. Invitations also went out to 23 foreign yards: six German, four Swedish, four Dutch, four Japanese, two Norwegian, two Danish, one Belgian.

Heading the list were the builders of other P & O ships, Mitsui among them. They are currently building for P & O a 63,000-ton bulk carrier worth £3 million.

America was ruled out because P & O did not want to pay in dollars and previous experience showed U.S. yards expensive.

The 38 yards were asked when they could deliver. P & O wanted the ships ready by the end of 1967 at the latest.

Twenty-one yards were able to promise delivery in time. They were asked to quote. Only 14 did (eight British, three Japanese, one German, one Belgian, one Swedish). All the tenders were well under £10 million.

The other seven, like most shipbuilders, probably had thumbs in other pies which were ready before P & O's was even in the oven.

The tenders arrived at P & O on 7th May. They were analysed by the naval architects and engineers for assistant manager Mr. Michael Penney, who presented a short list to Mr. Ronald Thwaites and Mr. Ford Geddes, two of the managing directors.

Five British, the Belgian, German and Swedish tenders were ruled out because of price or delivery.

In assessing foreign competition the cost of sending experts abroad to oversee the building was included. It will cost P & O at least £15,000 to oversee their latest order in Japan.

The short-list came down to three British and three Japanese shipyards. The Japanese yards were all cheaper than the British. Two were ruled out, one because it insisted on payment in dollars, the other

because it could not guarantee delivery on time.

Unanimous

After further evaluation a final short-list of one British and one Japanese yard was presented to Wednesday's board meeting. The choice of Mitsui was unanimous.

Work will start in August 1966 and delivery is expected in February, March and June 1967.

The process of investigation and elimination started at a board meeting on 23rd September, 1963. It was decided to refresh the ageing Far East Fleet of 11 ships (built 1949-56).

Sir Andrew Crichton, managing director responsible for the company's freight services, wanted ships of 21 knots plus and of about 14,000 tons gross able to maintain a 90-day round voyage to Japan.

Sir Donald Anderson called for figures to appreciate the economics of such ships on the run.

Captain John Wacher, 40, and Chief Engineer Bernard Hill, 37, two of P & O's experienced sea staff, were called in to help in the enormous task of evaluating the best hull and engine design.

In the next 32 months they examined dozens of ships in European ports, many of them owned by P & O's competitors.

They also visited the works of Rolls-Royce, Elliott-Automation, A.E.I., English Electric and Japanese shipyards at Kobe (Mitsubishi, Kawasaki), Osaka (Hitachi), Tamano (Mitsui), Nagasaki (Mitsubishi) and Tokyo.

Simple principles

While Wacher and Hill were fact-finding, naval architect David McKee in London started on the design of the ships. It was based on two simple principles: fast transit, fast cargo handling (the quicker a ship is loaded and unloaded, the more profitable it is).

Currents, monsoons and hull fouling (tropical waters are bad for seaweed and barnacles) had to be considered.

McKee worked closely with draughtsman Gilbert Donnelly. There was uncertainty about the speed of the ships. The economic optimum speed for the voyages was still being worked out. The ratio of time at sea and time in port had a bearing on this.

The ship's design was a rough outline. It turned out to be too long and too narrow, but it enabled McKee to incorporate the latest technical ideas. He then prepared a shorter, broader design.

Hatch layout was one important consideration. Seasonal cargoes (Christmas goods from Japan and Hong Kong, the early summer pineapple season and the spring market of tinned fish from the Bering Sea, tinned oranges from Japan) were another.

The new ships' probable operational programme was worked out to a fine detail, such as whether palm oil from Malaysia would continue to be moved in bulk or shipped in small amounts.

P & O are in business as shippers. They earn foreign currency for Britain. It is not their function to subsidise British shipyards for reasons of patriotism.

If they have to invest some of that money overseas to keep the freight market they are simply doing their job as they see it.

Ship News





'SOUDAN'—*First Japanese racing car arrives*

The first Japanese production car—the 1500 c.c. Bellett—to compete in international competitions this year was discharged from the 9,080-ton *Soudan* at number 2 berth, King George V Dock, on Monday, 15th March. The Bellett, manufactured by the Isuzu Company, will race in England under the 'Nippon' racing colours.



'HIMALAYA'—*Special decorations*

Head Waiter F. Boast and the special decorations for Oriental Night in *Himalaya's* Drake Restaurant during the Cherry Blossom Cruise from Australia.

'ORCADES'—*W.A.P.s' U.N.*
 When *Orcades* sailed for Australia in April, there were four women assistant pursers aboard who form their own little 'United Nations'. Each hails from a different country. All smiles aboard the liner at Tilbury are Elly Van Der Es, from Rotterdam, Holland; Claire Stacey, of the Isle of Wight, Patricia Mitchell from Sydney, Australia; and Mhairi Forbes, from Aberdeenshire, Scotland. 'We all get on very happily together,' they say. Their smiles bear that out.





'CANBERRA'—Young Farmers

This year's P & O Canberra Award Winners with Commodore J. L. Dunkley on their way to the U.K. on *Canberra* in March. They are, left to right, Mr. Bruce Gowrie Smith (N.S.W.), Miss Helen Buckland (Victoria), Miss Kathy McKie (Queensland), Mr. Donald Johnston (Tasmania), Miss Rhonda Nenke (W.A.), and Mr. Robert Farrow (S.A.).



'CANBERRA'—Young Farmers, the Other Way

A farewell wave from six British Young Farmers who sailed from Southampton on Friday, 9th April, in the 45,000 ton P & O - Orient liner *Canberra* on a six-month tour of Australia sponsored by the National Federation of Young Farmers' Clubs.

The Party's return passage is provided free of charge by the Company. Six Australian Young Farmers are currently touring the U.K. under the P & O - Orient Lines 'Canberra' Award Scheme.

Picture shows (left to right): Miss Elizabeth Hamilton, 21, of Downpatrick, Co. Down, Mr. C. B. (Bruce) Fettes, 23, of Fochabers, Morayshire, Miss A. A. (Nan) Hogarth, 22, of Ardrossan, Ayrshire, Mr. D. J. (David) Jones, 23, of Westbury, Wilts., Miss M. M. (Monica) Elkington, 22, of Lois Weedon, Northants, Mr. D. W. H. (Hugh) Richards, 22, of Llanelly, Carmarthen.

'ORONSAY'—New Cinema

After this year's cruising season the Grill Room will be converted into a permanent Cinema, as has already been done on *Orcades*.

'CANBERRA'—Celebrating

Commodore J. L. Dunkley asked Mr. J. Cox, *Canberra's* Chef, to his table for a drink during the St. Patrick's Night celebrations.



'ARCADIA'—Presentation

Miss Molly Anderson, Stewardess, *Arcadia*, (third from left), with Lady Currie, Purser F. P. Pateman (left) and Chief Steward A. W. Boreham, after Lady Currie had presented her with a Food Mixer and cheque on behalf of the ship's company to mark her retirement at the end of the voyage after 31 years with the Company. (cf. 'Letters to the Editor' for Miss Anderson's 'Thank You'.)

'ORCADES'—Two Easters

With 176 Greek passengers on board in her April sailing U.K./Australia, *Orcades* celebrated Easter twice—the Greek Orthodox Easter falling a week after that of other Christian denominations.

The first Easter was marked by Good Friday and Easter Sunday Services conducted by Captain R. J. Brittain and the Roman Catholic new settlers' Chaplain, the Rev. Father F. C. Alexander of Melbourne. Hot Cross Buns were provided by the ship's Baker, and after a Children's Service, each child was presented with a chocolate Easter Egg. A further surprise for the children was at breakfast on Easter Sunday, when coloured Easter Eggs were on the menu.

A week later, the Greek Orthodox Easter was celebrated, the Chef providing a special menu for the second Good Friday and coloured eggs for the traditional breaking of the Lenten fast at midnight on the eve of Easter Day.

'ARCADIA'—Aground in Suez Canal

Arcadia ran aground in the Suez Canal shortly after leaving Port Said on the morning of 24th April. She was eased off with the aid of tugs and returned to Port Said for examination by divers.

No damage was done so she sailed in the night convoy. Among her passengers were the King and Queen of Malaysia, complete with their entourage.

'CANBERRA'—"Look at Life"

A film in the 'Look at Life' series was shot on *Canberra* and a Trident Tanker. Entitled "Women at Sea" it is about the duties of sea-going female staff on board our ships. The film has had a run in the West End and was also on general release to 1,200 Rank cinemas throughout the U.K. in March and April.

'ORIANA'—Successful Football Season

Oriana's Football XI continues to do well, although on 2nd January they were at last beaten 5-4 by Brown & Co. Sports Club, Colombo. On the return voyage, however, they had their revenge, winning 14-2!

Other results during the voyage were:

v <i>M.V. Riederstein</i> , at Sydney	won 5-1
v Eastern Suburbs Leagues Club, at Sydney	won 12-7
v Cable & Wireless Vessel <i>Mercury</i> , at Suva	won 7-0
v Fiji Tobacco Company, at Suva	won 9-0
v Picton Rangers, at Picton	won 5-1
v <i>Cap Vilano</i> , at Sydney	won 5-0
v Eastern Suburbs League Club, at Sydney	won 8-7

During the same voyage *Oriana* Cricket XI were beaten by Picton, 158 runs to 105.

'ADEN'—Football Experiment

On her last voyage to Australia *Aden* took a complete set of football equipment as an experiment.

As can be seen from the table below, she won eight of the 12 games played during her Australian coastal



The 'Aden' football XI. Back row (left to right): C. M. Fox (Cdt), D. B. Drummond (R/O), J. O. Jenkinson (S/3/Eng), G. Jackson (A/B), R. de Revies (Fireman), C. Clarke (Fireman), D. Leeding (A/B); Front Row (left to right): V. Roe (A/S), G. E. Brookes (2/Elec, Reserve), M. J. Kirk (1/Elec), R. A. Corbett (A/Eng), and D. Carruthers (Carpenter).

"football season", and we wonder how other ships will fare when the team gets into practice.

Games played	Won	Drawn	Lost	GOALS	
				For	Against
12	8	Nil	4	57	32

What an experiment!

'ARCADIA'—Football Victors

Arcadia beat *Himalaya* 13-1 at football at Farmers' Park, Singapore on Saturday, 8th May. In the first 10 minutes *Arcadia* swept into a three-goal lead on a very waterlogged pitch. By half-time, the score had reached the rugby proportion of eight-nil.

However, *Himalaya* showed more spirit in the second half, only letting in five goals and also managing to score one for themselves. The final score, therefore, was 13-1 and a very enjoyable, if uneven, match was enjoyed by all.

'ORCADES'—'Frog and Cook'

Purser E. L. French of *Orcades* modestly disclaims the credit we gave him in the last issue for starting up the 'Frog and Cook'. He writes 'Whilst Chief Officer R. D. Cookman and I were closely associated with the inauguration of this highly successful evening, we do not claim it as our brainchild. It was, in fact, that of Miss Etain Geoghegan, former Hostess, who persuaded Staff Captain G. C. Barrett to allow her to turn 'B' Deck aft into an 'Old English Pub'.

'The Chief Officer and I naturally gave her every assistance to make a success of this endeavour, and after the first evening it was Staff Captain Barrett who christened our local 'Frog and Cook'. It is not open every evening as reported by your correspondent, but on an average of once a week throughout the voyage.'



'CANBERRA'—*All Hands*

The *Sun* newspaper visited *Canberra* at Southampton during her last turn-round and took a photograph of the entire Crew of the ship.

'ARCADIA'—*Mercy Mission for Steward*

Arcadia, which left Sydney on 13th February, for the United Kingdom via Hong Kong, The Straits and Suez, stopped off Cairns at 10.00 p.m. on Monday, 15th February to land a 19-year-old steward, James Moran,

suffering from a suspected ruptured kidney, into a Cairns hospital.

This has been a long standing complaint of Moran's. He was being repatriated to the United Kingdom for health reasons, and was transferred from *Iberia*, on which he was serving, to *Arcadia* while both ships were in Sydney.

A launch was sent from Cairns to the rendezvous with *Arcadia* to bring the sick steward into the port.



'ORCADES'—*No Escape*

Woman senior assistant purser Claire Stacey has discovered that there is no escaping the income tax authorities . . . even when they change the ownership of one of our ships.

A tax demand addressed to her c/o s.s. *Orcaades*, Orkney Isles Steamship Company, 4 Pyre Road, Kirkwall, Orkney, finally caught up with her at Naples, when she was homeward bound from Australia in *Orcaades*.

'Unfortunately it was definitely for me,' said Miss Stacey. 'I owe them some money so I shall have to pay, but at least I've had a good chuckle over it.'

'CHUSAN'—*En Route*

Mr. John Freeman, with Capt. R. E. J. Fox on the bridge of *Chusan* in March, on the way to India to take up his appointment as British High Commissioner.



'CANBERRA'—Ship's Choir

Organised by Miss E. A. Gothard, Children's Hostess, the *Canberra* Ship's Company Choir have entertained passengers and also sang at the March prizegiving to the crew.

'CATHAY'—Cup for Passengers

Captain W. H. C. Wood-Roe (right) and Chief Officer P. W. Love admire a cup presented to *Cathay* by Mr. J. Edwin Birch of Wolverhampton. Mr. Birch and his wife recently completed a round voyage to Hong Kong in the ship.

'I was particularly impressed with the atmosphere on board engendered undoubtedly by the Captain and Officers,' Mr. Birch commented. 'My wife and I decided, with the approval of the Officers, to present a cup to the ship for competition between round voyagers and other passengers.'



'CANBERRA'—Prizegiving

Left Cinema operators Wong Wing Choi and Wong Tsan being presented with their prizes in the Goanese Messroom on 25th March by Commodore J. L. Dunkley for winning *Canberra's* Table Tennis Doubles.

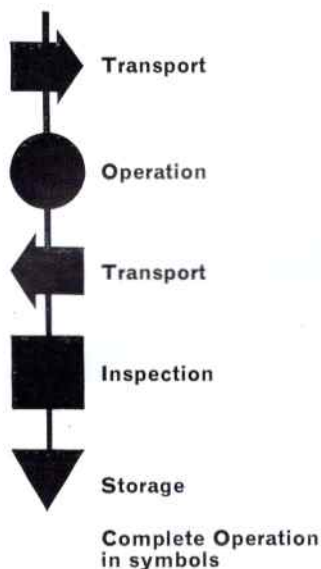
Centre Chief Pantryman William Dennis, one of the winners in the Goan ratings' Currom Doubles Championship.

Right Looking happy after receiving their prizes are Bedroom Stewards Dave Stringer and Harry Salter, runners up in the Darts Doubles Championship for the third year running.

Incidental Intelligence

Leyton Orient Football Club is so named because its original team was composed of crew members of Orient Line ships.

WORK STUDY



A Work Study team is now on board *Orsova* to study the work of the Purser's Department. The team comprises:

J. G. Harrington Assistant Superintendent Purser (in charge)
P. A. Hollister Purser
R. A. Williams Deputy Purser
M. F. T. Perch Chief Steward
F. H. Klass Inspecting Chef

Before setting out on their enquiries they attended special courses on Work Study run by outside organisations.

This Article is intended to describe what Work Study is about.

"I like work: it fascinates me.
I can sit and look at it for hours.
I love to keep it by me:
The idea of getting rid of it nearly
breaks my heart."

Jerome K. Jerome "Three Men in a Boat"

Thus one can sum up the first thoughts of many of us on hearing the phrase 'Work Study'. However, like most things, there is more to this subject than first appears.

Work Study has been accepted in industry ashore for a long time. To many people, however, it still conjures up visions of foxy men with rulers and stop-watches spying on the working man, trying to catch him out and proving that 90 per cent of his working day is spent preparing for his tea break, drinking tea and getting ready for work again. This is the old 'Time and Motion Study' which was introduced in Great Britain between the wars and has been exaggerated and confused by jargon ever since.

Freed from all mumbo-jumbo, Work Study is really little more than applied common-sense. It involves a critical examination of what we do to see if we are as efficient as we can be. It means getting rid of any idea that a system must be right just because it has been done that way for a long time. The only justification must be that it is the best way still.

The introduction of the Work Study team into *Orsova* does not mean we think that the organisation of the hotel services on board that ship or any other are hopelessly incompetent and that we expect sweeping changes as a result of our investigations. If no changes prove necessary this will be fine.

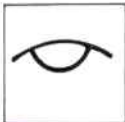
What we—as any big organisation in a competitive world—have got to do is to make sure that we are as good as we can be, and put matters right if we are not. We can only find out by looking at what we do on board in detail. This is really all that is meant by Work Study—a term used to describe systems for getting at all the relevant facts of a job. Armed with these facts—as opposed to opinions, of which there are always only too many—one is in a better position to see what improvements are desirable and possible.

Work Study is divided into two main fields:

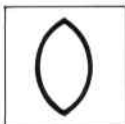
Work Measurement covers the industrial world of



Transport loaded



Release load



Examine or test



Transport empty



stop-watches, rate fixing, etc., as parodied in the Peter Sellers film 'I'm All Right Jack'.

Method Study, which concerns us most, is concerned with the ways of doing work, and the development of easier and more effective methods. From the world of entertainment again, an example may be seen in 'The Pajama Game', which begins with a Method Man's efforts to devise ways of making the pyjama trousers catch up the tops on the production line (or was it the other way round?).

Snap observations

The first step in the study of any job is to record the present facts. An obvious way to do this might be for an observer to attach himself to a man at work, and follow him around all day with a notebook. This has several disadvantages, not the least being that no one likes having someone 'breathing down his neck' all day. The odds are that he will not work normally under such conditions, and, if he is doing a job that many men do, one man cannot be representative of many.

This situation is therefore studied by a technique called Activity Sampling, which is similar to that used by Opinion Polls and TV popularity ratings. Widespread snap observations are made at irregular intervals over a fairly long period, and the results pooled. The results produced by this method are accurate to a known degree and the system has the advantage that no man need feel that he is under personal observation, for the results are collated and are not used to reflect the work of any individual. From the information thus obtained, charts are made, and statistics calculated.

The next step is to analyse these results, to point out the good and bad features of a job, and to measure the worth of a service or product against the effort and time it takes. It might well be that the study proves no more than that we are already doing as well as we might. This alone would be useful knowledge.

If certain activities are shown to be ineffective or wasteful, the next step is to consider the alternatives. These may be to reshape a particular service, re-allocate man-power to get the job done more effectively, re-position machinery or services, or to install new ones.

There are no conditions of secrecy in the investigations. No one is hidden in the Fan Room, peering through the keyhole with a stop-watch. Method Study is conducted openly, and in consultation with those whose jobs are being studied. Discretion must, of course, be observed to ensure that the studies do not intrude upon passengers' comfort and enjoyment of the voyage. Passengers are told what is going on, which is that we simply want to know a little more 'about ourselves'.

CANNIBALS AFLOAT

Extract from a recent ship's stationery indent:—

<i>Purser</i>	Consumed last voyage	One
	Remains	NIL
	Required next voyage	One

REQUESTS

Eighty pairs of trousers?

One of the stranger requests to be received by City Office recently was from a gentleman who asked for a coat hanger from *Orsova*. He explained he was one of the only three coat hanger collectors in the world, and when cruising in *Orsova* a 'most extraordinary regulation' had prevented him from taking or buying one of the ship's coat hangers. And, being a gentleman collector, he never stole hangers; they had to be legitimately bought or given him as a present.

Always happy to oblige, City Office specially ordered a coat hanger which was then sent to him.

Alas! a few days later the gentleman telephoned the office in indignant mood. An inferior coat hanger! he exclaimed. He could not possibly add it to his collection. He was appalled to think that the Company was degrading itself to the extent of asking passengers to hang their coats on pieces of 'firewood'.

With unflappable efficiency City Office once again obliged. *Orsova's* Captain was notified. He was asked to select one of the ship's best coat hangers and send it to Head Office. The hanger was polished up, the words 'ORIENT LINE' and 'S.S. ORSOVA', as well as the P & O and Orient company flags were painted on. The finished article was then carefully packed and sent to the gentleman.

That was a few days ago. Now, apart from the occasional tremor of timorous trepidation when the telephone rings, City Office carries on, as always, unflappable and unflapped.

But at the back of one's mind there remains the silent question: what does the gentleman *do* with his coat hangers? He says he has been collecting for 40 years, so on the modest assumption of two additions to the collection per year, he will now have 80 coat hangers at home. Does he frame them? Or put them in show-cases? Or in coat hanger albums? Or perhaps does he actually *need* that many?

The Saga of the Bull Board

The following letter arrived at City Office last December from the Dowager Lady Wynford:—

'Seventeen',
Tivoli Road,
Cheltenham,
Glos.

Dear Sirs,

My object in writing is to ask you if you still have the Bull Board game going on your ships to India etc. I shall

never forget the jolly voyages on the P & O from Bombay to England and back during my childhood and girlhood.

My father was on Government Railways then and we were born in India, came home for our education etc. To travel 2nd Class P & O was the height of enjoyment, as, with many young subalterns, ICS and young men from interesting jobs all over India we had a lively time (strictly chaperoned of course!).

Besides the deck games, dances, fancy dress dances, etc., there were concert groups. In an old autograph book I have many different voyages marked 'P & O to Bombay'—and the signature of all those I got to know.

When we lived in Merrow (near Guildford) we had as a next door neighbour a member of your firm, a Mr. McLeod, I think.

I was telling him how I wished I could get a Bull Board for the family and how rubbishy the ones in ordinary shops and department stores were.

He very nobly said to leave it to him, and eventually to my great joy a lovely real large heavy P & O Bull Board and sandbags arrived and this proved the greatest acquisition. I moved this Bull Board about with me (the boys had scribbled record scores on it), but when I moved to Jersey I decided to give it to the Conservative Association to make money at Fêtes, etc., and I *have regretted this ever since*.

Now I live in Cheltenham I have made a very practical and easy paved shrub garden, with a trellis of roses, jasmine and honeysuckle and we have the tiniest lawn. But above all things *I wish I had my Bull Board still!*

Would it be possible to buy such a thing from your Company? If this would be impossible, could you get me the canvas top and sandbags (eight) only? I have a tame carpenter here, who, if he had the measurements (slightly higher at the back) would make it up for me—but I would far prefer a real P & O one.

Yours faithfully,

Marguerite Wynford.

A new Bull Board was specially made by the Company's suppliers and sent to Lady Wynford, whose pleasure at receiving it can be seen from her letter below.

Dear Sirs,

The Bull Board arrived this morning. I hasten to write to tell you and thank you straight away. It is all that I expected, solid and so well made and it was most *beautifully* packed! When British Railways arrived with it, I looked for a second package with the sandbags, and there they were, fixed in the back with plaster board nailed over them. The Board was in a crate and a huge piece of plaster board covered this also.

I had had some anxiety as the delivery note received yesterday said *1 Bull Board and quoits!* and I feared it was a new method of playing the game which I did not like the idea of, as it would be noisier for one thing. My capable 'daily', good with tools, soon opened it up, and there were eight sandbags all right. I happened to have a cousin by marriage here for coffee and she was as excited as I was.

I have said no one is to be told *how* I procured such a treasure as I could not have you bothered again!

Yours faithfully,

Marguerite Wynford.

Himalaya entering Apra Harbour, Guam.

S.S. HIMALAYA DAY



by Linda Elton, W.J.A.P., *HIMALAYA*

History was made at 7.55 a.m., Tuesday, 30th March, 1965, at the United States Navy berth in Inner Apra Harbour, Guam, West Pacific. At that moment *Himalaya* made fast alongside the wharf, the first large passenger liner ever to do so.

Guam's Governor and Legislative Assembly had passed a special Resolution declaring the day 'S.S. HIMALAYA DAY'. The local population responded warmly, lining the quay with banners and leis (garlands) of frangipani.



*The Governor of Guam,
Sr. Manuel L. Guerrero.*

The sun blazed down, and everyone seemed to be enjoying the happy holiday atmosphere. It was with a glowing feeling of pride that we looked for the first time at what we felt was 'our' island.

After the usual immigration formalities the passengers swarmed ashore and clambered into a fleet of buses loaned for the day by local schools. Some went off on their own, exploring the shops and countryside at random, but the majority joined the specially organised tours, returning later in the day laden with coconut palm leaf hats, pottery, lengths of cloth and sunburnt noses.

Friendliness

On board ship the day really began at 12.30 p.m., with the arrival of an impressive selection of distinguished

guests, including the Governor of Guam, Sr. Manuel L. Guerrero, Captain N. D. Hodson, Chief of Staff to the Admiral, Col. W. L. McDowell, Deputy Commander, U.S. 3rd Air Division, Mgr. A. Leon Guerrero, Catholic Priest of Guam, and Mr. Donald W. Duck, Manager of Getz Bros. & Co., our Guam Agents.

Lunch was preceded by a short welcoming speech by Captain P. G. Lawrence, during which he thanked the visitors on behalf of the ship and passengers for the warm reception and genuine friendliness we had experienced on the island. Hostess Jean Goater and I then presented an Australian aboriginal bark painting to the Governor, who in his turn presented a pottery dish to Captain Lawrence.

Then came lunch, a delicious cold buffet, during which we had a chance to get to know our guests.



Captain P. G. Lawrence welcomes the visitors on board, while W.J.A.P. L. Elton (left) and Hostess J. Goater hold an aboriginal bark painting for presenting to the Governor. Staff Captain A. H. W. Dallas looks on (centre).



Captain Lawrence and the Governor share a joke with W.J.A.P. Linda Elton at the presentation.

There was a delightful atmosphere, and the singing of Assistant Barkeeper Battinello in his native Italian inspired quite a few of us to get up and dance.

After the meal as many of us as possible scrambled ashore. We passed through a delightful bark hut on the quay on our way to the waiting cars, which took us off to our various destinations on the island.

Governor's Guests

Captain A. H. W. Dallas, Staff Captain, and I were specially honoured by being driven round the island in the Governor's car. We visited the city of Agana, where the Governor invited us into his office. This was a large lfil-wood panelled room, looking out onto a very attractive tropical garden and a simply designed

white stone church. Here we signed the visitors' book and were photographed with the Governor standing next to the Guam flag.

The Governor then arranged for one of his drivers to take us up the hill to his residence which overlooks a coral reef bay and the city of Agana itself. The interior of the house was very tastefully furnished, with enormous windows through which to admire the view. Once again there was the rich darkness of the local lfil panelling, and ornamentation with a Japanese flavour.

Guam is really a beautiful place, well worth a visit. One feels that from the tourist point of view it has tremendous potential. During the spring, when we were there, it was very dry, but still densely covered with tropical vegetation. The roads are wide and well capable of handling the 25,000 cars owned by the 70,000 population, all of whom are employed by the U.S. Government. They either live in attractive little villages, in military quarters on the naval base or at the air station.

Paradise

Nature has already provided the island with a paradise for underwater fishing and deer hunting enthusiasts. There are also good restaurants and night clubs, and despite sharks and barracudas there are many recommended beaches for keen swimmers.

During our guided tour in the Governor's car we saw quite a bit of the island, including several of the famous Latte Stones—the remains of a miniature Stonehenge. But alas, our short visit came to a close all too soon. At 5.15 we sailed out of harbour, taking with us a lot of happy memories and the hope that this first visit will by no means be the last.

ROUND PEG IN A SQUARE HOLE

BY ERNEST E. CADMAN, HEAD OFFICE MESSENGER, FORMERLY B.R.S.

Pounding the beat as a new messenger presented me with many new problems, having previously spent a very enjoyable and interesting life at sea as a Bedroom Steward. But after a month or so I began to get acclimatised to the routine of finding my way round the various departments and learning the names of numerous members of the staff.

It was just at this time that a postal strike developed. This proved a little embarrassing, because, although Cockney born, I have to admit I did not know my London. I was rather bewildered when handed a stack of letters and told to 'deliver 'em!'

After what seemed like ages searching the city for the destination of the letters and having several ups and downs with hardened rival old time messengers, I eventually delivered the last of my consignment and dragged my aching feet back to the office.

How did I come to be doing this? My globetrotting days came to an end in 1960 when I decided to come ashore. I discussed this with Mr W. Girling of the Crew Department, and he offered me a job in the Luncheon

Room at 122. This was work I had been used to, and I was able to fit in well with two of my old colleagues, Messrs. Hutton and Smith.

Still Young

But 18 months later the staff in the Luncheon Room was reduced. I was sent for by Mr. C. J. Davidson, the Superintendent Purser, who suggested that I might like to retire. But not being a retiring type and still feeling young at heart, I enquired about the possibility of joining the Messenger Service Staff. So here I am.

Looking back, I suppose on occasions I wanted to return to sea. But whenever I felt disheartened through lack of experience of my job, I always received the little encouragement that helped to boost my confidence. Eventually I got the hang of things, and the thought of returning to sea is now the last thing in my mind.

After spending the last of my working years happily employed in the Company's Messenger Service, I can confidently contradict the old proverb by saying a 'Round' Peg can fit in a Square Hole.

CADET NEWS

O.N.D. NAUTICAL SCIENCE

In March this year it was announced that a diploma course in Nautical Science is to be instituted as an alternative to the existing shore course for Navigating Cadets. This will be Phase I of a scheme of studies and training leading to an Ordinary National Diploma in Nautical Science.

The O.N.D. course is designed to provide more advanced academic training and will comprise a minimum of six months' study in a nautical college, followed by a period of training at sea and a further six months' study in residence at a nautical college. The syllabus is likely to include Mathematics and Physics, both of which will be taken to approximately G.C.E. 'A' level standards, also Navigation, Ship Knowledge, Seamanship and Communications. General Studies are also likely to play an important part. These may include lectures and discussions on current affairs, the shipping industry, including its national and international organisations, Merchant Navy personnel relations, marine geography, including climatology, oceanography and economic geography, and possibly an appropriate language.

Future Cadets joining the Company with the first part of the O.N.D. will perform the same basic training as present Cadets but they will follow a separate O.N.D. Correspondence Course and will be placed in the O.N.D. stream of the Mid Apprenticeship Release Course at the University of Southampton School of Navigation.

Successful Cadets will gain exemption from English, Mathematics and Principles of Navigation papers in the Second Mates' Examination, and certain subjects in the examination for First Mate. But perhaps of greater interest is the fact that this may be the stepping stone to a higher nautical qualification of degree standard.

CADETS' RECORD BOOK

The Cadet Record Book has now been in use for six months in a temporary form, and we must now consider the final draft. Many suggestions have been received from Captains, Officers and Cadets for the improvement of the Book, and we hope that in its final form it will be of great assistance to our training scheme.

NEW CADETS

We welcome the following Cadets who joined the Company in April this year:—

S. J. Alban, *H.M.S. Conway*; C. J. N. Curran, King Edward VII; B. A. Cushing, *H.M.S. Worcester*; J. A. Leeson, *H.M.S. Conway*; P. L. Morris, Southampton

University; P. R. Simmonds, Southampton University; B. R. Smith, Southampton University; J. R. Thomas, Reardon Smith; P. G. Wilson, *H.M.S. Worcester*.

SECOND MATES' EXAMINATION

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers:—

M. S. Frost, R. S. Hall, J. M. G. Temple, D. Webster, W. M. Douglas, D.W. Syrett.

INSIGNIA

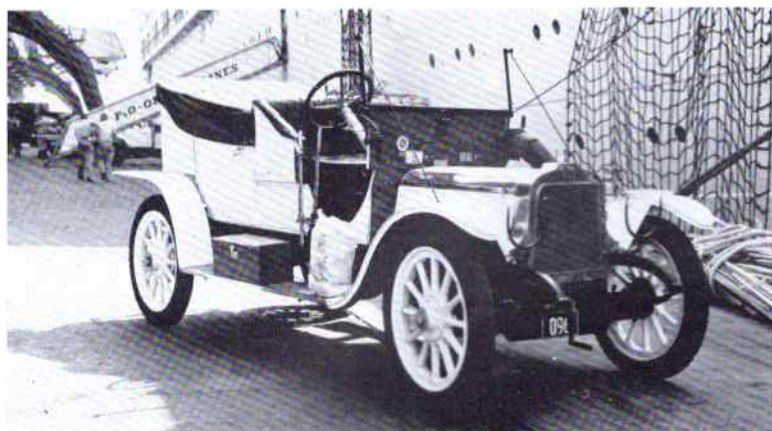
Many will have noticed that the Cadet Insignia in the last *About Ourselves* was placed upside down. We wish to refute all rumours that the Company is to move its training headquarters to Australia or that the Editor practises yoga during working hours, and to apologise for the aberration.

THE CRUISING SEASON HAS BEGUN



"Hello, hello, hello! I'm your new, jolly, fun-loving cruise director, Captain!—or shall I call you Skip?—"

from *Shipbuilding & Shipping Record*—April 15th, 1965.

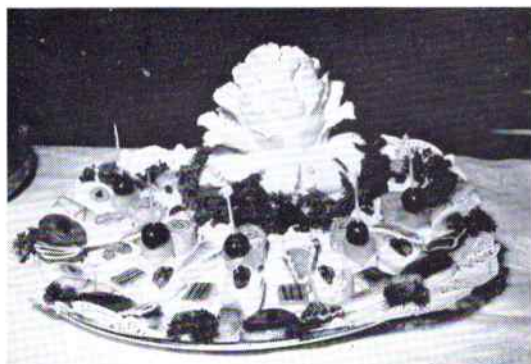


VINTAGE CARS

A vintage car waiting to be loaded on Iberia in Sydney for shipment to Auckland. It was one of several going over the ship to take part in a rally covering both the North and South Islands of New Zealand.

From Abroad

He also left a word of comfort for Sydney's gourmands by assuring them that irrespective of what dieticians may say, canapes were not fattening. After all, there was only a mere mouthful in each one.



The prize-winning dish of canapes.

'NON-FATTENING' CANAPES WIN 1ST PRIZE

Mr. Brian Cooper, Larder Cook on *Canberra*, won first prize in the section for 'a dish of cocktail canapes for not more than eight persons' at the 1965 Australian Catering Exposition at Sydney with the delicious assortment above.

It was one of two entries from the ship. The other was a gâteau measuring 'not more than 12 in. in any direction' by Pastrycook P. A. Goater. That won third prize in its section.

Neither Mr. Cooper nor Mr. Goater could attend the prize-giving at the Chevron Hilton Hotel, Sydney, as *Canberra* sailed on that very day. A member of Sydney office stood in for them, but it is understood that both will be formally presented with their prizes at *Canberra's* next call.

Before leaving, Mr. Cooper was interviewed by the Press. He explained that he preferred to work on a ship rather than on land as expensive materials were less limited.

'RANGOON' PRESENTATION

A small gathering was held in the Board Room of P & O-Orient Lines, Sydney, on Wednesday, 28th April, during which the Chairman, Mr. Neville D. Pixley, was presented with a framed painting of the P & O vessel *Rangoon*. This painting, which now hangs in the Board Room, was given to the Company by Miss I. T. Stennett, whose father was serving in the ship as Second Officer at the time it hit a submerged rock at the entrance to Point de Galle, Ceylon, and foundered in 1871.

Miss Stennett, who is aged 92, has had a close association with the Company for many years because, apart from the fact that her father was a serving officer, she herself has travelled on numerous occasions in various passenger ships of the fleet.

As a memento of the occasion, Mr. Pixley handed Miss Stennett a copy of *These Splendid Ships*, a history of the Company published in London.



Miss I. T. Stennett presenting Mr. N. D. Pixley with a framed painting of *Rangoon*.

TRAVEL AGENTS' SEMINAR IN OSAKA

A seminar for Japanese travel agents was held at the New Osaka Hotel, Osaka, on February 10th. Thirty-three agents attended, representing 17 leading travel agencies in Kyoto, Kobe and Osaka. Osaka was selected as the most suitable venue because of its being half-way between Kyoto and Kobe.

The seminar was addressed by Mr. Y. Komatsu, Assistant Passenger Manager, Mackinnon, Mackenzie & Co. of Japan Ltd., Tokyo, Mrs. F. Kense, Assistant, Passage Dept., Kobe Office, and guest speakers Prof. T. Katsumoto of Kansai-Gakuin University, and Mr. K. Mitoma, Staff Correspondent at the Osaka Head Office of the *Mainichi Daily News*. Both guest speakers had travelled on P & O - Orient ships, and they gave first-hand accounts of their experiences.

Osaka Seminar



SUTHERLAND PORTRAIT PRESENTED

The Company presented a portrait of Sir Thomas Sutherland to the Hong Kong and Shanghai Bank at their Centenary Celebrations on March 1st. Sir Thomas, a former Chairman and Managing Director of the P & O, was one of the founders of the Bank.

The presentation was made by Mr. G. M. B. Salmon, Managing Director, Mackinnon, Mackenzie & Co. of Hong Kong Ltd. on behalf of the P & O. Mr. J. A. H. Saunders, Chairman of the Bank, warmly thanked the Company for its gift. Later at the main dinner party in the evening and during a television interview he spoke at length of the part Sir Thomas played in the Bank's foundation and of the P & O's early connections with it.

Mr. G. M. B. Salmon (left) and Mr. J. A. H. Saunders with Sir Thomas Sutherland's portrait.



Mr. S. McRitchie (right) thanks Mr. R. C. W. Wilkinson (left) for the carving. Mr. P. M. Hedley Prole, Passenger Manager, G.S.N., Hamburg, and Mr. Araque look on.

PHILIPPINE EVENING, HAMBURG

A 'Philippine Evening' dinner dance was held at the Cosmopolitan Club, Hamburg, on February 27th. P & O - Orient Lines co-operated with the Philippine Consulate General and the Club to arrange this.

Principal guests were the Acting Head of the Philippine Consulate General, Mr. Araque, and his wife. Many of Hamburg's leading business and social personalities attended, including Herr Dr. Jess, Chief of Protocol of the Hamburg Provincial Government.

Philippine food was served for dinner, a Philippine band provided light music, and afterwards there were three displays of Philippine National Dancing.

During the evening Mr. R. C. W. Wilkinson, Manager in Hamburg for G.S.N. Co., P & O's local agents, presented an inscribed Philippine wooden carving to Mr. S. McRitchie, Chairman of the Cosmopolitan Club, to mark the occasion.



Mrs. G. M. B. Salmon presenting the P & O Cup to Mrs. Tai Fook Sing, wife of the winning owner. Mr. Tai Fook Sing looks on.

P & O CUP RACE—HONG KONG

The winning horse in the 1965 P & O Cup Race, held on 24th February, was 'Wiseman' ridden by Cheng Tai-Chee. 'Wiseman' is owned by Mr. Tai Fook Sing and trained by Mr. E. K. Tokmakoff. The cup was presented to the winning owner by Mrs. G. M. B. Salmon, wife of the Managing Director of Mackinnon, Mackenzie & Co. of Hong Kong Limited.

The P & O Cup Lunch commemorating the race was held on *Chitral* on 29th March. Sir David Trench, Governor of the Colony, was one of 60 guests attending. He is the first Governor ever to do so.

Other guests included the winning owner, jockey and trainer, the race stewards, representatives of Royal Navy units stationed in Hong Kong, and prominent members of the business community.

Sir David Trench, Governor of Hong Kong, talking to Captain R. B. Nowell at the P & O Cup Lunch on Chitral. Also in the picture are Mr. R. E. Lowther, Chief Officer, Mr. J. H. Buy, Purser, and Mr. R. B. Barrow, retiring Senior of Mackinnon, Mackenzie & Co. of Japan Ltd.



Captain B. S. C. Mordaunt presenting a photograph of Ballarat to one of the boys from Barker College.

SOUVENIR PICTURE FOR SHIP ADOPTERS

Captain B. S. C. Mordaunt of *Ballarat* and his Officers recently entertained a party of boys from Barker College while the ship was in Sydney. Since 1959, Barker College and *Ballarat* have been linked by 'ship adoption' and on this occasion Captain Mordaunt took the opportunity to hand to a member of the party a framed photograph of the ship.

EDUCATIONAL VOYAGES

Shipboard classes in world affairs, social, political and geographic, will be offered this summer aboard *Orsova* sailing from the West Coast of America to Europe by way of the Orient and Suez.

Announcement of the round-world study tour was made by P & O-Orient Lines, co-operating with Carpentours, organiser of the 1965 sea/air study programme.

Dr. Sidney Ekblaw, chairman of the departments of Geography and Geology at the University of Missouri, will instruct the fully accredited courses aboard ship. Dr. Ekblaw, also president of the National Council for Geographic Education, has successfully conducted two previous study tours aboard P & O-Orient liners.

The 65-day tour leaves San Francisco June 24 on *Orsova*. En route to Barcelona, where the group will disembark, *Orsova* will visit 11 ports.

Two hours of each day while the ship is at sea will be devoted to instruction, and the classwork will be completed by the time *Orsova* reaches Egypt.

Field work will start at Barcelona and continue in Monserrat, Carcassonne, Paris, Brussels, Cologne, Copenhagen, Amsterdam and London. After touring London, the group will return to the United States by T.W.A. jet.



NEW P & O BUILDING, HONG KONG

The new Hong Kong building was officially opened on January 19th by Mr. R. M. Thwaites, Managing Director. It is on the same site as its predecessor, although it is much bigger in height and capacity. As can be seen from the accompanying photographs, it now tops the Catholic Centre which used to dwarf the previous P & O Building.

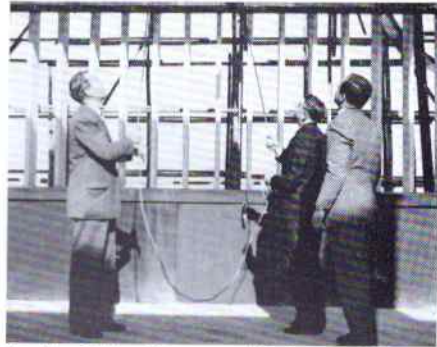
The most prominent feature is the huge blue and white 'P & O' sign at the top. It can easily be seen across the harbour, and when illuminated at night it becomes one of the highlights of the Hong Kong skyline.

The main entrance is from Des Voeux Road opening straight on to Mackinnon's Travel Department. Japan Air Lines have their offices on the ground floor on the Connaught Road side. The building has a basement and 18 storeys, and a total floor area of 145,000 sq. feet.

Demolition of the old building started in December, 1962. Once down to ground level it proved to be a longer and harder task than expected to clear the immensely strong foundations and timber piles of 40 years ago.

The new building was designed by Messrs. Palmer and Turner, Architects, and built by the Paul Y Construction Company.

New P & O Building (left), Hong Kong. It is the fourth the Company has had in the Crown Colony. The first, known as 'Teet Hong' or the 'Iron House', was built in 1849.



The Flag Raising Ceremony, 14th January, 1965. Mr. G. M. B. Salmon (left), and Capt. R. Bullock-Webster of 'Sunda' haul up the P & O flag. Mr. John Dawes, Assistant Manager, Mackinnon Mackenzie, looks on.



Mr. R. M. Thwaites speaking at the official opening of the P & O Building. With him on the platform are Messrs. I. J. Campbell, Senior Partner, Palmer & Turner, H. A. J. Saunders, Chairman, Hong Kong and Shanghai Bank, G. M. B. Salmon, Managing Director, Mackinnon Mackenzie & Co. of Hong Kong Ltd., and Paul Y Tso, Managing Director, Paul Y Construction Company.



Former P & O Building, with the Catholic Centre towering over it.



Mr. P. E. Parry with a new model of Iberia used in promotional activities for travel agents in America. It is one of several models made of plastic and lit from within. With Mr. Parry are Mr. Warren S. Titus (left), President, P & O - Orient Lines Inc., and Mr. George M. Turner, Vice-President.

ANNUAL SALES MEETING

The annual sales meeting for P & O - Orient Lines North American operations was held in San Francisco in March. Mr. P. E. Parry, Managing Director, P & O - Orient Lines Passenger Services, Ltd., dropped in to attend the meetings en route from Sydney to London.

'POSH' WINS U.S. JOURNALISTIC PRIZES

Posh, the Company's quarterly external magazine in the U.S.A., was singled out last month for top honours in the annual contest sponsored by the Southern Industrial Editors' Association. It was named 'Publication of the Year' and in addition received four other awards: first place for highest journalistic standards, presented by the University of Southern California School of Journalism; best light feature (for an essay on curry), presented by Southern California Edison Company; second place for best magazine photograph (tugboat captain at the wheel), presented by General Telephone Company; and an Award of Excellence for outstanding accomplishment in the field of editing. Mr. Ernie Beyl of Infoplan, public relations consultants, is editor of *Posh*.

(Well done, Posh. Hearty congratulations. But beware entering European competitions. We are eligible to enter those too!—Ed.)

NORTH AMERICAN CHANGES

Mr. Kenneth Chamberlain, for the past five years Operations Manager for P & O - Orient Lines at the North American headquarters in San Francisco, transferred to Vancouver at the end of April. He will serve as the Company's Manager for Canada there. Mr. W. C. Kane, planning director, will replace Mr. Chamberlain at the San Francisco office.

SAVINGS/LOAN CLUB FOR N. AMERICAN EMPLOYEES

The North American staff of P & O - Orient Lines has organised an employee credit union. The federally insured credit union is defined as a group of people who agree to save and pool their money together to make loans to each other at low interest, made possible by volunteer employee administration and minimal overheads.

The federal charter was granted in January. At a general meeting of employees held on January 15th, officers were elected to serve for a year's term. Elected were: Messrs. William Moser, president, Conley Baker, vice-president, Robert Mann, treasurer, Miss Judy Lee, secretary, and Mr. Frank Perrin. These officers make up the board of directors and establish policy. Also elected was a three-member Credit Committee which approves (or disapproves) loans. A Supervisory Committee, appointed by the board, is responsible for auditing the credit union books.

Since the capital must come from members' savings, the payroll department has been authorised to withhold savings at the member's request. A registration fee of 25 cents entitles any employee of the North American office to membership and to buy shares at \$5 each as a savings incentive.



Mr. D. W. Law tries the water from one of the heaters. Looking on are (left to right): Messrs. P. S. Mehra, Superintendent, Seafarers' Club, K. Parthasarthy, Chairman, Seafarers' Club, B. D. V. Ramaswamy Naidu, Director, Binny & Co. Ltd., C. Varadarajan, Shipping Dept. Manager, Binny & Co. Ltd., and Vice-Chairman, Seafarers' Club.

WATER HEATERS FOR MADRAS SEAFARERS' CLUB

Four water heaters were presented by the Company to the Seafarers' Club, Madras, recently. The presentation was made by Mr. D. W. Law, Chairman, Binny & Co. Ltd., P & O agents in Madras. When thanking the Company, Mr. K. Parthasarthy, Chairman of the Club, expressed the hope that other shipping companies would follow the P & O's example in supporting the club.



Children's Art

An exhibition of paintings by children aged 6 to 12 years displayed in the window of P & O-Orient Lines Inc., San Francisco, during March, 1965. The paintings were obtained from the International Child Art Centre in San Francisco where children's work from 50 countries is exhibited.

SAN FRANCISCO TRAINING WORKSHOP

For three and a half days in February, the 14 managers on the North American staff assembled in San Francisco for a training workshop, conducted by the Business Administration Extension Service of the University of California. Dr. Samuel Trull, former professor at UC and now a management consultant, discussed the attributes of successful leaders and communication within the Company.



Just before receiving their certificates of completion of the seminar are (l to r) Messrs. A. L. Palmer, manager, tour and interline sales; W. C. Kane, planning director; Richard Evans, sales manager; Alec Lowman, district sales manager, New York; Joseph Stephenson, chief accountant; John Sanderson, traffic manager; Richard Kendall, district sales manager, Miami; Kenneth Chamberlain, operations manager; Dr. Samuel Trull, instructor; Messrs. Conley Baker, personnel manager; David Hodgson, branch manager, Los Angeles; Vincent Vaughan, assistant branch manager, Los Angeles; Donald Palmer, assistant branch manager, Vancouver; O. H. Olsen, district sales manager, Toronto; Kenneth Burchard, district sales manager, Seattle; Bruce White, district sales manager, Chicago; and Ian Maclean, branch manager, Vancouver.

APPEALS

HOME FOR SEAFARERS' WIDOWS AND RETIRED STEWARDESSES

The Royal Alfred Merchant Seamen's Society, which celebrates its centenary in May, has launched a Centenary Appeal to provide a home for widows of merchant seafarers and for retired stewardesses. Several ships' crews are organising special collections this year in response to the Appeal, and the shipping companies themselves have already made generous donations.

The Society does much valuable work for merchant seamen and their widows and dependants in need. It already has a modern and well-equipped home at Belvedere, Erith, Kent, housing some 150 elderly seafarers. About half of the residents occupy centrally-heated individual cabin quarters on three decks.

A recently-completed extension on the ground floor provides a wing for those not fit enough for cabin accommodation, yet not sufficiently ill for the Hospital Wing, the occupants of which receive nursing care and attention.

Although the home at Belvedere forms an important part of the Society's work, it is, in fact, but one of several channels of help. From the Society's Head Office in London (122/6, Balham High Road, S.W.12) are administered various funds giving financial assistance to retired seamen and their dependants.



£40,000 CHAPEL FOR 'H.M.S. CONWAY'

Having recently completed additions to its buildings, H.M.S. Conway is now going to build a new chapel at an estimated cost of £40,000. Since shipping companies contributed handsomely to the New Conway (as new buildings are known) it is hoped that Old Conways, parents and friends will provide most of the finance for this.

A chapel, by providing for both regular services and other religious activities, can play a valuable part in the life of a school and in the development and experience of the boys. The one planned for the New Conway is designed as a non-denominational place of worship available to boys of differing Christian traditions.

The site is being given free by Lord Anglesey, providing the School raises the money for the building.

Representatives of the appeal are on several of the Company's ships. Donations may be given to them or sent direct to H.M.S. Conway Appeal Office, Llanfairpwll, Anglesey.



The Year's Results, Accounts 1964

An explanation for the lay reader, specially written by the Chief Accountant, Mr. T. P. Daly

It is unfortunate that the results of the Group's activities are always published so long after the end of the financial year. They have by then inevitably lost the sparkle of topicality, and our concern is more for the present and the future than for the past. However, unless we occasionally pause to look back we may not only fail to see the mistakes which should be avoided in the future, but also to appreciate the results which our past efforts have earned.

The results of the Group for the year ended September 1964 were good, the best since 1958 in fact, but, as the Board emphasised, they were still not good enough.

But how did the Group fare, and what did we do with our profit for the year?

The Accounts section of the Report may appear to be rather dull and dry—mainly in order to comply with an Act of Parliament—and although it contains a great deal of information about the P & O Group, I must admit that to anyone whose daily working life is not involved with accounts and accounting, it can be heavy going.

I have therefore tried to set out our results in an informal style, comparing them with the previous year's results. I hope that the figures may thus become clearer.

P & O Group Profit and Loss Account

	1964 £'000	1963 £'000
The difference between our passenger and freight earnings and the cost of running our ships, together with the net earnings of non-shipowning companies was	24,400	21,255
We received dividends and interest on our investments of	+ 1,295	+ 945
so our trading surplus was	25,695	22,200
But out of this we:		
paid interest on money we had borrowed of ...	1,028	1,071
provided money for special survey repairs to our ships and other expenses of	1,831	1,601
had to set aside for the wear and tear on our ships to help build replacements	15,535	15,321
All this amounted to	— 18,394	— 17,993
which left us with	7,301	4,207
The Government took 3s. 1d. of each £1 for taxes (last year we got some back)... ..	— 1,135	+ 1,622
leaving a total of	£6,166	£5,829
Of this we kept in the business	3,025	3,352
and paid to Stockholders who have £211,000,000 invested in the Group	3,141	2,477
	£6,166	£5,829

These results (all the figures have been extracted from pages 18 and 19 of the Report) reflect not only the activities of P & O-Orient Lines but of the whole Group, consisting of 16 major shipowning companies operating not only cargo and passenger liners, but also tramps and tankers, and many other smaller companies carrying on a wide range of business activities. The Group's interests are world wide extending to the Mediterranean, the Persian Gulf, India and the Far East, as well as Australia, New Zealand, Africa and North America.

This statement will, I hope, show a little more clearly how we fared. After paying all our expenses out of our earnings we were left with £7,301,000, and after paying taxes of £1,135,000 we were left with £6,166,000. Roughly half of this was paid to our stockholders and the other half we ploughed back into the Company to help its growth.

Low Return

By recent P & O standards these results are good, but the important fact is that they are not good enough. We all know that two years ago we made a loss, last year a profit of £4,201,000 and with £7,300,000 under our belt this year, it may be thought that we ought to express just a little satisfaction. Indeed we do, but this does not mean, as the Board has stressed, that we can be self-satisfied.

At the bottom of the table it shows that our stockholders have the large sum of £211,000,000 invested in our Group. If we invested this sum in some way to earn interest at no more than 3½ per cent., the total interest would amount to £7,300,000, the amount of our profit. You will appreciate therefore that in relation to the money invested in our Group—we call it capital employed—our profit for the year is not remarkably good.

When it is realised that the average earnings of U.K. companies, whose shares, like ours, are quoted on the Stock Exchange, amount to approximately 13½ per cent. on their capital employed, you will begin to see that with our return of only 3½ per cent. on capital employed, we still have quite a long way to go.

An encouraging aspect of this year's report is that it clearly demonstrates our unwillingness to accept such a low return on our capital employed, and shows the way in which we are striving to improve it. The P & O Group is expanding its activities, but this does not mean that we are branching out into boots or shoes or some business quite foreign to us. We are expanding within the business we think we know best—shipping.

New Family

One of the financial magazines put this to its readers in a descriptive (but accurate) way when it said, 'Slowly, almost imperceptibly to those close to the scene, P & O, the world's biggest shipping group, is changing its shape; the old lady's vital statistics have been slimmed and with an almost kittenish twitch of her voluminous skirt, she proudly reveals a new family at her heels.'

And what is this new family? Five years ago the Group owned 361 ships of 2,342,000 g.r.t. whilst today it has only 299 ships but the tonnage at 2,232,000 g.r.t. is only slightly reduced. We have scrapped the old less economic ships and have replaced them with fewer but larger ships.

In addition we have branched out into different types of ships. The original building programme with which we entered the tanker market has been completed, and we are just completing our second building programme of large tankers. These are new ships in every sense to the P & O Group. In the Report we even had to increase the size of our picture page to show one! Together with Anglo Norness we have entered the bulk carrier market and are building four bulk carriers of 38,000 d.w.t. and four of 63,000 d.w.t., and we are unlikely to stop there.

On pages six and seven of the Report are listed the four major investments we have made during the year, all to varying degrees illustrating our policy of expansion in order to improve our results. Apart from our association with Anglo Norness, we have acquired an interest in the South India Shipping Corporation who are also building bulk carriers. We have entered the fishing industry by taking a 50 per cent. share interest in Ranger Fishing Co. Ltd. and in Australia the Group has acquired an interest (though not a majority interest) in a road transport company, Mayne Nickless Ltd.

Other Group activities which, although not mentioned in the Report, are being actively developed are those connected with school cruising and the roll on/roll off type of vessels in the short sea trades. Since the end of the year, as you will know, we have embarked on a venture to build ships to service the oil rigs drilling for offshore oil.

The Group quite definitely is not standing still. We are searching for new outlets to which we can apply our century-earned knowledge and skills, and which we hope will enable us to increase profitability.

But entry into new forms of shipping does not, however, mean that we are neglecting our traditional trades which still remain the mainstay of our business. These are being actively developed—we announced quite recently our intention to build three new fast cargo ships for the Far East—although with a different pattern and scale of trading. The Review of the Year, which begins on page eight of the Report, gives many details of these traditional services, and also of a subject of general interest to the shipping industry, ports and port congestion.

TAXING PROBLEMS

'Thank you for explaining my income tax liabilities. You have done it so clearly that I almost understand it.'

—from a letter to an Inspector of Taxes.



The Giant in his castle.

Mother scolds Jack for selling the family donkey for five magic beans.

Junior Rating Harry Flintoft crosses the Sphinx's bows—on a camel.

'Himalayan' Junior Ratings Active

The Junior Ratings Club on *Himalaya* continues to thrive. The script of a pantomime 'Jack and the Beanstalk', performed by Junior Ratings for the Ship's Company, has now reached us. So also has an account of a free tour of Cairo by Jr. Rating Harry Flintoft, who was selected as being 'most worthy' of it.

A silver collection taken after the pantomime realised £65. This sum was added to an earlier collection for one of the Junior Ratings who broke his leg whilst playing football against *Arcadia* in Sydney.

The script, written by Head Waiter Frank Boast and Waiter David Barras, included many topical and ship-board references. For example, when the dishevelled Giant awakes to find Jack stealing his bag of gold, he roars 'Fe, fi, fo, fum, I smell the blood of a P & O bum!'

'Crikey, a Chinese Beattle!' is Jack's horrified reaction.

'Get out of my castle, or I'll eat you alive,' the Giant growls. 'Mr. Schubert* will roast you in oil, and I'll tear you limb from limb.'

'I'll see the Welfare Leading Hand about you!' screams Jack, fleeing towards the beanstalk.

'I'll eat the two of you!' rages the Giant, his appetite now whetted. Bellowing 'How did you get up here anyway, have you got a chit?' he follows Jack out of the window and down the beanstalk.

As with all good pantomimes, there was a happy ending. Jack arrived at the bottom of the beanstalk first, chopped it down and left the Giant to crash down to an untimely end.

The stars were A/S Richard Barton (Jack), Asst. B.R.S. Bruce Pocock (Jack's mother), and Jr. Rating A. Willox (Giant), ably supported by Jr. Ratings Jock Davidson, Harry Flintoft, Eddie Tranter, Phillip Baker, Richard Hainey and Richard Potts.

Entertainment interludes were provided by singing guest artist Trevor Helmer, B.R.S., and a ballet troupe composed of Jr. Ratings A. Willox, A. Ribbons, P. Baker and B. Rowlands. The 'Trio Romano' provided music. And even if the play was not quite Shakespeare, the photographs are—by Jr. Rating A. Shakespeare.

**Himalaya's* Chef.

Visit to Cairo

Jr. Rating Harry Flintoft's visit to Cairo began at 6.20 a.m., 26th January, when he boarded the launch taking him and a handful of passengers and crew from *Himalaya* to Port Tewfik. He was taken by car to the Cairo Hilton Hotel for morning tea.

'My first impression on entering Cairo,' wrote Harry afterwards, 'was surprise at the Army installations that surrounded the city.' He also commented on all 'the poverty there was for such a reasonably modern city.'

'After tea the car driver, who was our guide for the day, drove us to the pyramids at Giza,' he continued. 'These pyramids were built as memorials to ancient Kings of Egypt.'

'The size of these pyramids amazed me since at the time of building there was no machinery to assist them and everything was done by hand—which was no mean task, considering that the stone blocks used were about 4 feet square. Approximately 200 yards from the pyramids lay the great Sphinx.'

'We had a few light-hearted moments at the pyramids, with passengers and crew all enjoying camel and horse rides. We then returned to Cairo where we paid a visit to the Museum, where we saw many interesting relics of ancient Egypt.'

'After lunch at the Hilton Hotel we toured Cairo and stopped to visit the Bazaar where we saw the merchants selling their goods in the same way as they have done for centuries.'

'We left Cairo at 4.30 p.m. and headed for Port Said. On the way we were stopped several times for police checks.'

'On arrival at Port Said at 8.30 p.m. we had dinner, and afterwards we were entertained by a magician and belly dancer which was very good.'

'This passed the time until we rejoined the ship at 10.30 p.m. And so finished a most enjoyable and interesting day.'

FLEET LIST

(as at 24th May, 1965)

	Aden 9,943 tons	Ballarat 8,792 tons	Balranald 8,513 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons
CAPTAIN	Woolley, F. B., R.N.R.	Mordaunt, B. S. C.	Prowse, M. R.	Cooke, C. B.	Hopkins, T.	Kingswood, L. C.
CHIEF OFFICER	Chapman, J. L.	Jackson, P. B.	Guthrie, D. C.	Hannah, D. H.	Thom, G. B.	Black, P. I.
SECOND OFFICER	Ferguson, P. T.	Sutton, T. (Actg.)	Lumb, P. D.	Perry, D. J.	Underwood, T. D.	Hellvar, F. C. P.
THIRD OFFICER	Williams, W.	Tinsley, A. R.	Spencer, S. W. H.	Senior, P. T.	Upjohn, C. J.	Cawthorn, P. C.
FOURTH OFFICER	Williamson, O. D. H.	Knight, R. D.	Morrison, D. N. R.	Griffiths, C. K.	Hinchley, I. R.	Bovill, M. A.
RADIO OFFICER			Ridley, M. J.	Trehane, B. G.	Blyth, J. I.	
JUNIOR RADIO OFFICER	Rayson-Hill, D. G.	Nancarrow, D. J.				Hall, H. V.
CHIEF STEWARD	Willacy, J. G.	Morris, A. R.	Waters, P. E.	Holden, R. R.	Thomas, P. J. M.	Gliddon, R. G.
CARPENTER	Hillward, R.	Troon, R. J.			Stewart, W.	
BOATSWAIN	Lucibello, T.					
CADETS	Ellison, R. C. Ogilvie, A. E. Leeson, J. A.	Robertson, K. B. P. Cooper, P. J. Durell, H. E. Norris, K. G. V.	Beavington, M. Myton, R. Woollard, I. Rankin, C. J.	Johnson, P. F. Ogden, R. P. Bland, W. E. Cushing, B. A.	Skinner, M. E. Simmonds, P. R. Foskett, R. T. Smith, B. R.	Fairgrieve, J. B. Woodhead, J. W. Carter, P. W. T. Colthup, J. A.
CHIEF ENGINEER OFFICER	Paton, D. F.	Crowe, D. P. C.	Twining, D. W.	Bayliss, N. H.	Sadler, J.	Harrison, A.
SECOND ENGINEER OFFICER	Beard, I. F.	Berry, R.	Burn, R. G.	Crowe, S. G.	Graham, A.	Broadway, P.
THIRD ENGINEER OFFICER	McCarthy, J. J.	Ross, D. B.		Chard, J. T. (Actg.)	Sanderson, R.	
JUNIOR THIRD ENGINEER OFFICER	Haycock, T. C.	Bird, K. G. (Actg.)	Pitt, D. S. Woodford, D. S. (Actg.)	Parnaby, W. T.	Thompson, D. P.	Bedford, T. D.
FOURTH ENGINEER OFFICER	Taylor, R. W.	McGeehan, P.	Wilson, D. J.	Liddell, R. H. S.	Williams, S. J.	Edge, D.
ASSISTANT ENGINEER OFFICER	Cunningham, B. G. Caton, W. F. Day, D.	Hicks, J. E. Tucker, P. J. Huffadine, B. W. Mansfield, E.	Hancock, R. Drennan, T. W. H. Talbot, M. G. Jackman, R. J.	Heppleston, A. Williams, P. Clare, P. Edwards, R. P.	Gurnett, K. S. Fuller, J. V. Jarvis, H. Milam, F.	Kelly, T. J. Southin, R. A. Tarbit, A. R. Mangan, M.
FIRST ELECTRICAL OFFICER	Lewis, D. J.	Grant, D. W.	Hope, I. T.	Blackett, K.	Wyles, B.	Brooks, R. (Actg.)
SECOND ELECTRICAL OFFICER	McKee, W. J. (Actg.)	Diamond, P. G.	Davidson, K. J.	Allen, I. J.		
FIRST REFRIG. ENGINEER OFFICER	Rust, W.					
SECOND REFRIG. ENGINEER OFFICER	Forbes, A.					

	Comorin 9,236 tons	Coromandel 7,065 tons	Karmala 7,673 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons
CAPTAIN	Waghorn, W. H.	Adie, I. M.	Underwood, R. F.	Savage, G. J.	Haggas, M. H.	Rose, E. R.
CHIEF OFFICER	Hansing, D. A.	Merrick, A. E.	Kennard, P.	Coull, I. A.	Ellingham, R.	Harrison, D. J.
SECOND OFFICER	Hayward, E. L.	Bingham, M. G.	Hicks, M. F.	Perry, J. W.	Lyon, R. G.	Booth, J. H.
THIRD OFFICER	Purchase, C.	Cornelius, B. A.	Hodges, A. P.	Newson, W. W. Spread, R. J.	Wesson, H. A.	Hunt, P. N.
JUNIOR THIRD OFFICER						
FOURTH OFFICER	Napier, M. R. L.	Wilson, J. R.	Duckworth, B. H.		Woodhead, P. D.	Wells, P. G.
RADIO OFFICER	Chapman, R. J. E.	Graham, P.		Groves, F. H.	Clark, P. D. A.	Thompsett, P. J. (Actg.)
JUNIOR RADIO OFFICER			Stewart, W.			
CHIEF STEWARD	Gourley, P.	McAllister, W. J.	Barber, R. H. S.	Curtis, C. A.	Thompson, J. R. S.	Rendle, G. M.
CARPENTER	Holden, R.			Packer, G. J.	Langdon, M.	Ivey, C. W.
CADETS	Booth, D. J. Grove, G. R. W. Patterson, D. M. Carr, M. P.	Rowe, N. A. F. Thomas, J. R. Johnson, J. M.		Laurie, M. A. C. Howe, O. J. Browne, R. S. Martin, N.	McGilchrist, A. Collinson, R. J. B. Reeves, J. E. Blencoe, D. A.	Priestley, R. P. Lampe, N. H. Banks, J. C. Alban, S. J.
CHIEF ENGINEER OFFICER	Nightingale, P.	Lakin, J. B.	Morrow, N. S. G.	Southcott, H. E.	Lambert, A. E.	Godbold, W. C.
SECOND ENGINEER OFFICER	Kelly, J.	Grady, P.	Biggs, R. L.	Baldry, W. C.	Galvin, J. H.	Franks, J.
THIRD ENGINEER OFFICER	Fairley, I. J.	Corless, G. W.	Juniper, P. F.	Baxter, K. G.	Johnstone, W. M.	Shepherd, J.
JUNIOR THIRD ENGINEER OFFICER	Auld, J. A. (Actg.)			Arnold, G. C.	Goodwin, C. M.	
FOURTH ENGINEER OFFICER	Nash, J. W.	Thorne, R. J.	Cunningham, A. B.	Haddon, C. D.	Smith, C. J.	
ASSISTANT ENGINEER OFFICER	Hoooley, D. C. Kington, R. M. Collier, J. Gray, R. J.	Riley, D. R. Jolly, H. S. Ritchie, L. List, D. N.	Watkins, S. J. Martin, W. F. Harrison, D. J.	Hunt, A. C. May, J. A. Lines, J. Beech, W. E.	Green, J. McCambridge, J. Goodman, A. J. Brown, M.	Scott, J. C. Wade, T. C. H. Cheyne, D. M. Leadbitter, E. G.
FIRST ELECTRICAL OFFICER	Ellis, R.	Daniel, D.	Crawley, M. T.	Cumming, J.	Hewitt, H. K.	Burrige, R. (Actg.)
SECOND ELECTRICAL OFFICER	Porter, P. W.		Shaw, D. E.	Pegler, J. T.	Blake, B. E.	
FIRST REFRIG. ENGINEER OFFICER	Moor, F. H. G.			Lamerton, J. H.	Sumner, R. R.	
SECOND REFRIG. ENG. OFFICER				Jensen, F. (Actg.)	Haines, D. P.	

FLEET LIST

(as at 24th May, 1965)

	Canberra 45,000 tons	Oriana 41,923 tons	Arcadia 29,664 tons	Iberia 29,614 tons	Orsova 28,790 tons	Oronsay 27,631 tons	Orcades 28,164 tons	Himalaya 27,955 tons	Chusan 24,261 tons	
CAPTAIN	Dunkley, J. L., O.B.E., R.D., R.N.R. Commodore,	Riddelsdell, E. G. H., R.D., R.N.R.	Green, J. D'O., R.D., R.N.R.	Cowen, E.	Eade, W., R.D., R.N.R.	Ayles, S., R.D., R.N.R.	Brittain, R. J.	Lawrence, P. G., R.D., R.N.R.	Fox, R. E. J., R.D., R.N.R.	
STAFF CAPTAIN	McGowan, G., R.N.R.	Champneys, M. (Actg.)	Snowden, E.	Hobbs, E. M.	Cookman, R. D. (Actg.)	Field, A. J.	Barrett, G. C.	Dallas, A. H. W.	Chester, J. M.	
CHIEF OFFICER	Scott-Masson, D. J.	Whitehead, G. B.	Lincoln, T. A. M.	Howe, G. E.	Robinson, E. A.	Harrison, G. K.	Gaffney, D. B.	Hancock, J. E.	Crichton, J. A. P.	
NAVIGATOR	Barrett, A. D.	Rushan, M. D.								
FIRST OFFICER	Bradley, D.	Collett, N. I.	Davies, J. N. H.	Townsend, S. W. (Actg.)	Pearce, R. J. (Actg.)	Robinson, G. B.	Bates, D. V.	Foot, A. J. F.	Woollen, J. M.	
SECOND OFFICER	Wright, P. J.	Gibb, I.	Johns, A. C.	Smylie, C. R.	Prideaux, A.	Parson, P. H. A.	Free, C. F. I.	Jones, C. M.	Fitzwalter, J. S.	
JUNIOR SECOND OFFICER	Falkner, A. H.	Speed, A. J.	Smart, D. C. (Actg.)	Short, C. R.	Meredith, J. E. W.	Broome, P. C. J.	Furlong, M. P. C.	Cutmore, P. R. D.	Fisher, J. W.	
THIRD OFFICER	Corrigan, N. F.	Griffiths, A. F.	Adamson, N. M.	Welch, J. W.	Curtis, P. D.	Scanlan, M. J.	Quinn-Young, P. J.	Hanbidge, J. M.	Hartwell, F. A. C. P.	
JUNIOR THIRD OFFICER			Evans, P. B.							
FOURTH OFFICER	Haberley, J. S.	Chipperfield, B. V.	Webster, D.	Eveleigh, P. M.	Thompson, W. J.	Morrow, L. J.	Messinger, N. R.	Riches, R. De B.	Moore, R. M.	
JUNIOR FOURTH OFFICER	Mathew, R. C.	Andrews, R. G.		Hall, R. S.	Temple, J. M. G.	Douglas, W. H. Bradbury, C. R. C.	Densham, C. H. C.	Swann, J. F.	Reed, M.	
CADETS		Green, R. G.					Clarke, P. S.			
CHIEF RADIO OFFICER	Hawkins, R. J.	Dowie, D.	Geraghty, P. M.	Portess, F. H.	Burch, H. R.	Harrop, F.	Crompton, R. C.	Martin, T. H.	Sharland, A. J.	
FIRST RADIO OFFICER	Meaney, J. F.	Baker, F. D. S.	Keeling, W.	Jones, K. B. (Actg.)	Berry, H. C.	French, J. B.	Cowley, G. D. Gibson, K.	Morrison, J. M.	Sims, D. W. (Actg.)	
SECOND RADIO OFFICER			Mathew, R.	Crane, P. J.			Chadwick, G.	Harding, G. R.		
JR. SECOND RADIO OFFICER	Broughton, M. L. Murphy, H. F.									
THIRD RADIO OFFICER	Bagent, N. M.		Peacock, P. A.	Soper, P. R.			Enrico, P. C. A.	Ruscoe, A. C.		
JR. THIRD RADIO OFFICER	McDermot, J.		Thorn, R. J.	Raven, T. L.			Stone, T. J.	Nicholson, C. J.		
FOURTH RADIO OFFICER	Macey, I. D.									
JR. FOURTH RADIO OFFICER	Rice, J. D.									
SURGEON	Wilson, R. S.	Murphy, T. F. B.	Chillingworth, T. H.	Leivers, M. W.	Farrall, J. F.	Hollinrake, J. B.	Duff, G. C.	Halley, R. M.	Barrett, C. A.	
ASSISTANT SURGEON	Foster, W. D. A.	Jones, R. G. M.	Apthorpe, T. F.	Varney, J. M.	Waite, D. W.	Clark, I. N.	Fosbery, D. G. W.	Cripps, D.	Rae, J. C.	
NURSING SISTERS	Courtney, J. P. Walker, A. J. Midgley, A. M.	Langford-Jones, V. M. Silkstone, S. M. Harper, D. M.	Bissell, P. L. Harris, K. M.	Kenny, N. Burbage, J. M.	Carey, F. G. Delpy, P. J.	Stone, S. M. Clair, J. P.	Tindal, F. M. Southern, C. M.	Tindal, F. M. Southern, C. M.	Loane, C. A. Pritchard, A.	Swales, R. J. Roscoe, G. E.
CARPENTER	Wighton, L. J.	Benzmann, R.	Chard, L. G.	Pratt, A. J.	Chessell, R. E.	White, G.	Hockmuth, M.	Watson, A.	Richards, W.	
PLUMBER	Richmond, T.	Rawlings, F.	Doree, C. R.	Lemon, J.	Follett, A.	O'Neill, P.	Oppler, F.	Thompson, S.	Head, B.	
BOATSWAIN	Rennards, J.	Kite, J.	O'Sullivan, J.	Keyl, H. M.	Crean, T. P.	Philip, W.	Marston, C.	Mitchell, J. R.	Wain, W.	
ASSISTANT BOATSWAIN	Mitchell, C.									
CHIEF ENGINEER OFFICER	Stewart, I. H.	Foggin, G.	Maunder, R. J.	Honess, H. L.	Stuart, A., Commodore	Foggin, G.	Paterson, M. D.	Skakle, J. A.	Purdy, R.	
FIRST ENGINEER OFFICER	Bownass, A. W.	McLeod, J. M.	Stewart, R.	Errington, K. B.	Ayton, A.	Newby, C. T.	Jeffries, D. C.	Good, E. McD.	Bannister, A.	
SECOND ENGINEER OFFICER	Dobie, J. J.	Pullen, M. J.			Brown, B.					
JR. SECOND ENGINEER OFFICER	Slater, B. J. Chandler, C. A. G. Moesby, J.	King, D. M.	Hamilton, G.	Connolly, W. D.	Carlisle, J. W.	Addison, J.	Debney, B.	Love, B. R.	McGlashan, D.	
THIRD ENGINEER OFFICER	Weatherstone, J. C.	Daubney, M. C.	Cross, K. J.	Hancock, D. A.	Jenkins, K. M.	Campbell, I. H.	Riley, R. P. H.	Munro, B. C.	Munro, B. C.	
JR. THIRD ENGINEER OFFICER	Weaver, D. F. Brogden, M. L. Marsh, G. W.	Gray, G. B.	Murray, K. D.	Furbank, P. J.	Hedley, P. I.	Wilkie, T. McG.	Mathias, H.	Ramsey, S.	Clifford, D.	
FOURTH ENGINEER OFFICER		Turner, M. C.	Radbourne, D.	Fowler, C. R.	Englefield, J. E.	Richardson, W. A.		Woodgate, G. E.	Barratt, J. R.	
JR. FOURTH ENGINEER OFFICER	Turner, D. G. Hornby, J. A. Randall, A. Marshall, R. Tatton, P. A. (Actg.) Tait, I. H. (Actg.)	Robinson, R. D. Chapman, C. J.	Walton, N. S. (Actg.) Williams, H. (Actg.) Waller, N. E. Hurford, F. C. Haddon, R. E. Mitchell, G. Underdown, R.	Bartlett, C. Francis, L. A.	Dobbie, R. E.	Henderson, H. D. Bradshaw, M. G.	Stephen, W. F. Anderson, J. Gough, R. J.	Lowe, A. R. Woods, M.	Kirchin, D. A. Wilding, C. A.	

FLEET LIST

(as at 24th May, 1965)

	Cathay 13,790 tons	Chitral 13,790 tons		Salsette 8,202 tons	Somali 9,080 tons	Soudan 9,080 tons	Sunda 9,235 tons	Surat 8,925 tons
CAPTAIN	Wood-Roe, W. H. C., R.D., R.N.R.	Nowell, R. B., R.D., R.N.R.	CAPTAIN	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Wacher, J. F., R.N.R.	Reed, P. C.	Bullock-Webster, R.	Blois, D. P.
CHIEF OFFICER	Love, P. W.	Beaumont, J. M. S.	CHIEF OFFICER	Fox, P. N.	Bayliss, I. C.	Bonner, J. W.	Goddard, C. H.	Clark, J. G.
SECOND OFFICER	Dornom, D. A.	Miller, D. B.	SECOND OFFICER	Mavity, B. G.	Christey, A. H. D.	Pegg, G. J.	Swetnam, D. M.	Campbell, C. R.
JUNIOR SECOND OFFICER	Tavender, P.	Wilkin, R. H. N.	THIRD OFFICER	Lloyd, C. M. R.	Scorgie, L. S. (Actg.)	Hall, G. R.	Cook, I. B.	Church, V. R.
THIRD OFFICER	Bennett, M. de B.	Cavaghap, M. S.	FOURTH OFFICER	Chinery, C. G.	Reed, M. P.	Mullins, D. E.	Godderidge, C. T.	Carveth, R. N.
FOURTH OFFICER	Harley, P. F.	Frost, M. S.	RADIO OFFICER	Chapman, G. A.	Johnson, P. A.	Sloan, S. F.	Alton, G. C.	Jolly, M. P.
CADETS	Wainman, T. R. M. Cooper, D. B.	Larkin, C. V. C. Pennell, P. M.	JUNIOR RADIO OFFICER	Greenaway, B. S.	Holness, E. S.	McQuillan, C. A.	Brown, L. C.	Dellow, K. E.
FIRST RADIO OFFICER	Gawley, J. C. E. (Actg.)	Williams, H.	CHIEF STEWARD	Jones, C. R.	Davies, J.	Abbott, R. A.	Wyke, A. J.	Jones, M.
SECOND RADIO OFFICER	Twomey, T. P.	Cahill, R. V.	CARPENTER	Kempston, M. I.	Craddock, D. A.	Hallmark, R. W.	Lockyer, P.	Dagnall, M. S.
THIRD RADIO OFFICER	Larkin, H.	Beck, T. A.	CADETS	Pilsworth, D. G.	Browne, J. R. H.	Horwood, D. R.	Tadman, J. R. P.	Boswell, R. J.
SURGEON	Hall, T. B.	Seivers, P. F.		Reed, J. M.	Johnson, B.	Holt, R. C.	Dick, W. F.	Simpson, A. R.
NURSING SISTER	Carwardine, E. A.	Spurrell, R.		Woodard, L. J.	Morris, P. L.	Wilson, D. G.	Osborne, H. B.	Curran, C. J. M.
CARPENTER	Brockbank, J.	Pike, J. F.						
PLUMBER	Morris, A.	Bulley, A. V.						
BOATSWAIN	Martin, F.	Mackay, J.						

CHIEF ENGINEER OFFICER	Constable, G. D.	Stubbs, J. M.	CHIEF ENGINEER OFFICER	Peach, A. J. V.	Evans, M. P.	Westgarth, J. P.	Criag, A. W.	Clarke, A. D.
SECOND ENGINEER OFFICER	Van Schalkwyk, W.	Lyons, R. H.	SECOND ENGINEER OFFICER	Walker, H. M.	Screech, J. D.	Hudson, R. E.	Ryan, P. J.	Hall, V.
JR. SECOND ENGINEER OFFICER	Lord, P. S.	More, J.	THIRD ENGINEER OFFICER	Lindsay, J. (Actg.)	Lang, J. D. F.	Whatley, I. G.	Fleming, W.	McVay, J.
THIRD ENGINEER OFFICER	Benton, B. J.	Fitzgerald, P. Middleton, D. J.	JR. THIRD ENGINEER OFFICER	Kirton, P. A.	Kirton, P. A.	Pickett, D. L.	Rust, J. A.	Darling, K.
JR. THIRD ENGINEER OFFICER	Baird, N. A.	Smith, J. A.	FOURTH ENGINEER OFFICER	Hughes, P. G.	Shapley, R. M. (Actg.)	Birse, A. K.	Ball, D.	Clark, T.
FOURTH ENGINEER OFFICER	Downs, M. W.		JR. FOURTH ENGINEER OFFICER		Poole, B. R.	Storey, J. H.		
ASSISTANT ENGINEER OFFICER	Harper, H. J. Maisey, P. D. Redwood, T.	Byrne, J. Snow, R. A. Onions, R. J.	ASSISTANT ENGINEER OFFICER	McFall, N. Goddard, M. J. Holden, C. T. Briggs, D. R.	Marshall, C. F. N. Coupe, S. M. Revill, M. J. H.	Cole, B. M. Hanman, P. M. Taylor, M. Rose, D. B.	Dabell, J. R. McGlashan, A. S. Petrie, W. Lloyd, R. O.	Ferguson, A. Atkins, J. W. Lloyd, R. Atkinson, R. E.
FIRST ELECT. OFFICER	Milne, G.	Dibsdall, M.						
SECOND ELECT. OFFICER	Reid, J. E.	Fitchie, J.						
ASST. ELECT. OFFICER	Calvert, R. Edwards, A. S.	Robinson, D. T. H.	FIRST ELECTRICAL OFFICER	Ripken, R. A.	Hughes, H.	Pitman, I. G.	Hand, W. A.	Potts, R. M.
FIRST REFRIG. ENG. OFFICER	Fricke, D. A.	Benton, F. H.	SECOND ELECTRICAL OFFICER				Hamilton, J. C.	Plevey, B.
SECOND REFRIG. ENG. OFFICER	Homersham, B. W.	Green, J. V.	REFRIG. ENGINEER OFFICER		Herbert, S. T.	Reynolds, J. M.	Turner, T. E.	Williams, F. H.
THIRD REFRIG. ENG. OFFICER	Baker, J. H. G.							

PURSER	Barnett, W. H.	Arkieson, A. P.	P & O RADIO OFFICERS IN TRIDENT TANKERS:					
SR. ASSISTANT PURSER	Parker, J. R.	Harries, R. M.	<i>Basiris</i> : Pearson, M.; <i>Ellenga</i> : Chapman, K. M.; <i>Ellora</i> : Day, D. F. (Actg.); <i>Erne</i> : Bedaton, J. P.; <i>Garonne</i> :					
CHILDREN'S HOSTESS	Pinhey, P. M.	North, D. M.	Hall, A. J. (Jr.); <i>Maloja</i> : Footman, D. J. (Jr.); <i>Malwa</i> : Pitt, D. J. (Jr.); <i>Mantua</i> : Plant, T. (Jr.); <i>Megna</i> :					
CHIEF STEWARD	Rees, W. H.	Lingham, C. E.	Price, A. G. (Jr.); <i>Opawa</i> : Cubitt, T. H.; <i>Orama</i> : Griggs, A. C. (Jr.); <i>Orissa</i> : Smith, R. H., Malcolm, D. E. (Jr.); <i>Ottawa</i> : Anderson, F. E., Moffat, D. S. (Jr.); <i>Queda</i> : Fraser, D. S.; <i>Quiloo</i> : Bewley, R. W. (Jr.);					
CHEF	Cornwell, H.	Rogers, D. J.	<i>Talamba</i> : Clark, T. R. (Actg.).					

Company News

BULK CARRIER JOINS FLEET

Atherstone, the first of four bulk carriers ordered by the P & O, is now operating under long-term charter. Owned by P & O S.N. Co., she is managed by Hain Nourse Management Ltd.

She was built in Japan by the Hitachi Shipbuilding & Engineering Co. Ltd. Her launching was on 9th January, and she was delivered in April.

The other three bulk carriers are being built in Britain, two on the Tees by Furness, and one on the Clyde by Fairfield. To be named *Buchleuh*, *Coltswold* and *Duhallow*, they will be delivered on 21st August, 30th November and 31st December respectively.

Mr. R. M. Thwaites, Managing Director, specially flew over to Japan with Mrs. Thwaites who, performed the launching.

Atherstone is 39,277 dwt., 675 feet 10½ inches long, and 89 feet 10½ inches in width. She is powered by a B & W 784/VT2BF/180 diesel and her service speed is 15 knots. Her total cargo capacity is 2,040,617 cubic feet, of which 230,164 cubic feet is in the saddle tanks and the rest in her holds.

NO MORE £10 MIGRANTS

The contract for Australian Government-sponsored £10 migrants to be carried by P & O - Orient Lines ships has not been renewed. It is understood the Australians will be using Greek carriers who can offer them more advantageous rates.

The Company issued the following statement on 4th May:—

'The present contract between the Australian Government and P & O - Orient Lines for the carriage of assisted British migrants will expire on 30th June next. Following recent discussions between the Australian Government and representatives of the Company an arrangement has been concluded whereby P & O - Orient may offer berths on an *ad hoc* basis for the period 1st July, 1965, to 30th June, 1966.'



Mrs. R. M. Thwaites launches *Atherstone* (above).



Mr. R. M. Thwaites (left of centre) joins in traditional Shinto ceremonies at the launching.



Orissa during her trials.

TRIDENT—LITHGOW BOW EXCEEDS EXPECTATIONS

The new Trident-Lithgow ram bow fitted on *Orissa* has proved even more successful than expected. Already other companies are following suit, and at least one new tanker has been held up during building to have her conventional bow replaced by a Trident-Lithgow one.

Performance during her trials was twice as good as expected when in ballast, and in the loaded condition, where no improvement was expected, the actual improvement has been up to 7 per cent, resulting in considerable savings of fuel costs.

In loaded condition, the percentage improvement ranged from 4.8 per cent at 15 knots to 7 per cent at 17 knots. In ballast her improvement was 11.3 per cent at 16 knots, 15.6 per cent at 17 knots, and 12.7 per cent at 18 knots. It is understood that these latter figures have since been improved on.

Orissa, whose launching was featured in *About Ourselves* No. 16, will normally operate in ballast at 17 knots. Assuming the yearly ballast voyages to amount to 165 days, the saving in fuel costs would be £8,250. The saving when loaded and running at 16½ knots would be about £3,920 (also reckoning 165 days), giving a total saving for the year of £12,170.

CRUISING SEASON GETS UNDER WAY

The U.K.'s largest cruising programme got under way on 21st May when the 30,000-ton P & O - Orient liner *Iberia* sailed from London with 1,200 passengers for a 13-day cruise to Palma, Elba, Naples, and Casablanca. Between then and November the Company is running 24 cruises with a total capacity of more than 34,000 passengers. There are over 40 different ports of call in the programme, from the Black Sea to the West Indies. The cruises range from seven to 23 days and fares from £42 to £483 per person.

This year, the Company has arranged the biggest programme of ship-board entertainments ever provided for cruise passengers. These vary from leading jazz bands and cabaret artistes, to golf, dance, bridge and photographic instructors.

The special entertainers include such names as comedian Al Read—who sailed in the first cruise—

the Chris Barber jazz band, the Alex Welsh band, and the Migil 5.

Dance instructors will be on 11 of the cruises, bridge experts on seven, and golf or art lessons will be available on three. On most of the cruises, there will be a lecturer describing ports of call and places of interest.

P & O ORDER THREE FAST CARGO SHIPS FROM JAPAN

The P & O S.N. Co. have placed an order for three 14,000-ton cargo ships with the Mitsui Shipbuilding and Engineering Company of Japan. They will be built at the Tamano Yard.

The ships, for the Company's Far East Freight Service, will be delivered in February, March and June, 1967.

In March this year P & O invited 21 U.K., Continental and Japanese yards to tender for the ships.

The ships will have an operating speed of 21 knots and will incorporate highly refined cargo-handling equipment. They will have a length between perpendiculars of 525 feet, and a beam of 79 feet, and will be powered by a nine-cylinder Burmeister & Wain diesel engine developing a continuous service output of 18,900 b.h.p.

Commenting on this announcement, Sir Donald Anderson, Chairman of the P & O - S.N. Co., said in London on 25th June:—

'Tenders were called for from 21 yards in U.K. and abroad. Mitsui's offer combined the lowest price, the best delivery dates and the least risk that these dates will fall out of control, which is of major importance in phasing such ships into a regular liner service. It is commercially impossible to ignore any competent yard that can offer this combination of advantages.'

'The placing of these orders brings the total number of P & O ships building in Japan to seven against 25 building in the U.K.'

(cf. Editorial, p.424)

FIVE NEW NORTH AMERICAN OFFICES

On 1st July, P & O - Orient Lines opened their own Passenger Sales Offices in five North American cities where previously they had been represented by the Cunard Steam Ship Company. The cities are Chicago, New York, Miami, Seattle and Toronto.

The Company, whose ships first visited North America in 1954, set up its own offices in San Francisco, Los Angeles and Vancouver in 1959. The new offices will be engaged largely in servicing travel agents. For cabin bookings agents will be able, at the cost of a local call, to telephone direct to the reservation centres in San Francisco and Vancouver by means of a specially-developed system called 'Telpol' (telephone P & O - Orient Lines).

Five district sales managers have been appointed to head the new offices. They are: Mr. Alec Lowman, New York, Mr. Bruce White, Chicago, Mr. Richard Kendall, Miami, Mr. Kenneth Burchard, Seattle, and Mr. O. H. Olsen, Toronto.

Commenting on the move, Mr. P. E. Parry, Managing Director of P & O - Orient Lines Passenger Services Ltd., said 'Cunard have played an important part in

developing our sales in North America. They acted as our General Passenger Agents throughout the whole of Canada and the United States until we opened our first offices in 1959. The arrangement under which we take over our own passenger sales in the remaining areas throughout North America where Cunard have represented us is one which suits both companies. The changeover takes effect from 1st August.'

OFF-SEASON FARES REDUCED

Tourist Class off-season fares from the U.K. to Australia between 13th January and 31st May next year are to be reduced by up to £86. They will apply to 10 sailings, from the departure of the 30,000-ton *Arcadia* in January to that of the 45,000-ton *Canberra* in May. During this period, the Company will have 12,500 Tourist Class berths on offer of which more than 11,600 will now carry a price-tag of less than £200.

Reductions, based on a single ticket to Sydney, vary from £5 on the previous £185 for a berth in a four-berth cabin, to the maximum of £86 per person on the previous £416 for the verandah cabins in the all-tourist class 28,000-ton *Himalaya*. The new fare per person for a typical two-berth cabin will be £190—a reduction of £30.

By returning from Australia during the 1st August/31st December off-season, fares for the two-way journey in a double cabin could now be as low as £279 per person.



Mr. John Mitchell.

JOHN MITCHELL, C.A.

Mr. John Mitchell was elected a Director of the P & O S.N. Company on 28th April. He was formerly General Manager.

Born in 1913 at Lossiemouth, Scotland, he was educated at Elgin Academy, Morayshire, and Aberdeen University. He joined Dickie, Pirie and Company, Chartered Accounts in Aberdeen, as an apprentice in 1931. In 1937, when he qualified as a Chartered Accountant, he joined the staff of Deloitte Plender Griffiths & Company.

In August, 1939, Mr. Mitchell was called up to his Territorial Regiment and was later commissioned. He served during the war at 21st Army Group Headquarters and saw service in Normandy and later Germany. On demobilisation, he joined the P & O Company as Assistant Accountant in December, 1945,

being promoted sub-head of the Accountant's Department in January, 1948. He became Chief Accountant in April, 1952, and was appointed General Manager in May, 1960.

Mr. Mitchell is a Director of the Eastern and Australian Steamship Co. Ltd., the P & O Fund (Insurance) Ltd., the P & O Research & Development Co. Ltd., the P & O Pilgrim Valve Ltd., Trident Tankers Ltd., Ranger Fishing Co. Ltd., P & O Transport Services Ltd. and the Trident Ltd. He is also a member of the Board of Management of the Royal Alfred Merchant Seamen's Society, and a Trustee of the Asiatic Marine Staff Pension Fund.

Mr. Mitchell is married and has one son. His home is in East Sheen, London.



Left to right: Messrs. C. S. Guernsey, P & O - Orient Export Freight Manager; L. F. Walton, Joint Managing Director, Morison, Pollexfen & Blair Ltd., Northampton shipping agents; R. A. King, British Timken; D. O. Michel, Pres., Northampton & County Chamber of Commerce; T. F. Riley, Pianoforte Supplies; H. C. Wilde, Joint Managing Director, M.P.B.; B. E. J. Springall, local Manager, M.P.B., and K. Reynolds, Director P & O - Orient Management Ltd.

FREIGHT CANVASSING

Parties for shippers and importers are held frequently in the Provinces and on the Continent to keep them in direct personal touch with P & O personnel.

The picture (above) was taken at a cocktail party at Northampton on 25th May. Some 35 important shipping executives were invited with their wives. During the party the film 'A Great Ship' was shown. It was well received, creating a great deal of interest particularly amongst the ladies who before the evening was over began prodding their husbands with the cruising literature which had been distributed.

ONCE UPON A TIME . . . IN A.D. 413

(. . . or Delainage in Mazamet)

Story and pictures by Roy Hall (Roy Hall recently left his position in the Far Eastern Line, London, to join the Freight Department, Sydney).

Mazamet: a town of 20,000 in the Languedoc Province of France, and the final destination of £2 million worth of imported sheepskins. We help to carry them from Australia and are intent on increasing our share of the trade. The introduction of our new Australian Freight schedule gives Marseilles (the port servicing Mazamet) a three-weekly homeward service. To mark the occasion, a reception was held in Mazamet for our French importers. The accompanying picture story tells something of the reception and the town's delainage industry. (For delainage please read fellmongering.)

And apropos our story title, Mazamet was founded in the year A.D. 413



Top right

The skins are soaked for 48 hours in warm water, cleaned, combed, wrung-out and then the wool scraped off by hand. This picture shows a 'puller' combing the wet fleece from the skin.

Second right

Work in the usines is not confined to men. The woman on the right is a grandmother. She has worked in the Mazamet delainage industry for more than 30 years. Attempts to mechanise the scraping process have met with little success.

Third right

A giant washing machine cleans the wool after it has been removed from the skins. Here it is seen reaching the end of its journey after passing through five or six cleansing tanks.

Bottom right

Reception: (background left to right) Mr. J. G. Davis (London Management), and Mr. M. S. Robinson (Joint Import Freight Manager, London) with the new manager in Mazamet of our Paris agents M. P. Cros, and M. E. Gau, his predecessor, who has been with Hernu Peron, for 35 years. Mr. Davis took the opportunity of presenting M. Gau with a silver cigarette box as a retirement gift. Facing the camera in the foreground are (left) M. J. Girodon (Hernu Peron, Paris) and M. M. Brenier-Estrine (Estrine and Co. Marseilles)—both P & O General Agents. On the extreme right is the Mayor of Mazamet.



Letters to the editor

Excuses Galore

Mackinnon, Mackenzie & Co.
of Pakistan Ltd.,
Karachi.

Dear Sir,

In edition No. 16 of *About Ourselves* on page 382 under 'Officers', you have issued a challenge as to whether any Department in Head Office can match the variety of excuses covering late arrivals. The Crew Department of Karachi Agency are strictly not eligible to compete, but being connected with the recruiting of engine room crews for the Company's passenger and cargo ships, it is hoped that you will permit a relaxation of the rules and allow this entry, which gives the text of telegrams received from ratings, who refuse call notices to report to the Agency for appointment to their next ship:—

1. Fell off bicycle, damaged badly.
2. Wife died, arranging new marriage.
3. House under construction, not willing for duty for six months.
4. Seriously ill, unable reach.
5. Wife on point of death, do not call six months.
6. Brother seriously ill.
7. Received telegram my marriage arrangement unable to reach.
8. Detained due Court case suddenly.
9. House fallen down.
10. Marriage of my brother.
11. Telegram received unable reach.
12. House under repairing, cannot come.
13. Operation unable to reach.
14. Elections arranged, must vote.
15. Everyone seriously ill.

Favourites are 3, 4 and 5 followed by 8 and 9, and only two instances were received in respect of 2, while for 1 an endeavour is still being made to ascertain whether the damage refers to the rating or the bicycle. Item 14, fortunately, comes around every four years only.

In addition, it should be mentioned that these replies are seasonal and are dependent on the date on which the Muslim holidays of 'Eid-ul-Fitr' and 'Eid-ul-Azha' fall. It is observed from the Crew Department report that Mr. R. H. Coe has taken over all Asian ratings and no doubt, on reading this letter, he will appreciate the rare selection available to West Pakistan crews and will condone Karachi Agents, when they have been unable to despatch reliefs or full crews when required to do so.

It should be mentioned that the foregoing excuses are not copyright and are available for use, with or without acknowledgement, by future late-comers or persons wishing to extend their holidays.

Yours faithfully,

A. Faruque
(Karachi Agent)

Thank you all

9 Buchanan Street,
Blackpool.

Dear Sir,

On the occasion of my retirement from *Arcadia*, after 31 years at sea, I was most graciously presented by Lady Currie, on behalf of the Captain, Officers and members of the ship's crew, with a Sunbeam electric mixer and a most generous cheque.

I would like to use *About Ourselves* as a means of conveying my heart-felt thanks to all my shipmates for their kindness, and to Lady Currie for complimenting the occasion with her presence.

Yours faithfully,

M. Anderson
(Stewardess)



'Begging' Letters

65 Lower Gravel Road,
Bromley Common,
Bromley,
Kent.

Dear Sir,

Perhaps somebody could shed some light on why business letters, particularly within the P & O Group and similar Companies, still use clapped out expressions such as '... attach hereto ...', '... herein ...', '... for your information ...', 'We acknowledge receipt of ...', etc.

With new business methods being introduced every day, these Victorian type letters prosper. Such phrases as 'We acknowledge receipt of ...', could be changed to 'Thank you for ...' and 'Attached hereto for your information is ...' could become 'I attach ...' (a saving of four words). They are quite meaningless and unnecessary.

There is no excuse for 'We beg to advise ...', 'We have to advise ...', 'We have the pleasure to hand you ...', etc., these are superfluous and hackneyed expressions, showing a singular lack of imagination on the part of the writer.

Letters beginning as the one set out below must surely make progressive individuals wince:—

'We acknowledge receipt of your letter of 25th inst., in which you stated ...'

No one can deny that a more concise reply would be:—
'Thank you for your letter of 25th April, 1965 ...'

If my correspondent referred in great detail to my previous letter I should feel insulted. Even a filing system of the crudest type should give enough information on any subject; but one's memory would probably be stimulated by the heading on the letter. Or perhaps word has been passed around that I suffer from amnesia.

This wastage of unnecessary words costs money! It wastes the time of the dictator, it wastes the time of the typist and often wastes valuable paper. I shall, therefore, waste no more, and on this note rest my case.

Yours faithfully,
E. S. Woodger
(Conference Department)



Calcutta-Hong Kong Service

'Slainte-Vohr',
6 Preston Parade,
Seasalter,
Whitstable,
Kent.

Dear Sir,

I am sending to you a few notes, extracted from the Company's records, which may be of interest to you and if suitable could be used in *About Ourselves* to fill an odd gap.

Since my retirement in 1958, I have been engaged in collating a year by year synopsis (in book form) of all the Company's Mail Services with all the various corrections—so far I have completed from 1846-1874. At the same time I have been able to make a detailed voyage by voyage history of all the Company's steamers (1846-74).

If at any time you think I could help you with any of the various questions which arrive on your desk (covering the period 1846-1874) I shall be only too pleased to do so.

Yours faithfully,
John C. Ablewhite
(Captain, ret. 1958)

In answer to Mr. E. K. Haviland's question (*About Ourselves* No. 17) about the suspension of the Calcutta-Hong Kong Service, Captain Ablewhite writes:—

Calcutta-Hong Kong Service

Calcutta-Penang-Singapore-Hong Kong and eastern Delta ports Whampoa, Cumsingnoo.

Commenced 11th May, 1851 by *Erin*

5 sailings	1851
12 "	1852 (monthly)
10 "	1853
15 "	1854
11 "	1855
7 "	1856
1 "	1857

Have no information as to why this service (Opium Mail) was suspended. The Company commenced a fortnightly mail service from Bombay-Hong Kong and Hong Kong-Shanghai in 1857 which would require extra ships.

Plus ça change

'In conclusion I beg to draw attention to the time allowed for the *Orient* in port as being much too short to enable a thorough overhaul of the machinery being made.'

Extract from letter of Superintending Engineer, dated 1880, after Maiden Voyage of s.s. *Orient*.

Christmas Pud and Sausages

3 Rathbone Street,
London, W.1.

Dear Sir,

What is that flaming Xmas pudding doing resting on that string of sausages? I noticed it first on the back cover of issue 16 of *About Ourselves*, and now, in issue 17, it appears in full glory on the title page, with an anemic version on the front cover. New editor, new badge?

If, as I assume, it is an attempt to modernise the P & O 'rising sun' it has failed miserably. It is worse than old-fashioned—it is 'pop art'.

The previous badge—the P & O sun surmounting the Orient anchor—was unwieldy and 'bitty' and obviously had to go—as will eventually the 'P & O—Orient Lines' mouthful. (The title of the sports and social club 'Pandor' is, however, a superb amalgam in my opinion.)

Yours faithfully,
D. W. J. Pedder
(Cruising Department)



Sinking of 'Maloja'

Highfields,
Halberton,
Tiverton,
Devon.

Dear Sir,

I was surprised to read in your last issue that there was any mystery about the *Maloja* sinking. Anyone on board her at the time could only think of it as a large mine. The explosion was terrific, very different from a torpedo—and I had experience of that in *Medina* and *Salsette*, which were definitely torpedoed.

I wish one of the divers would find his way along the Spar Deck, Port Side, as far as the 1st Class Galley. Two doors back was the Chef's bathroom. I was having a shave and wash there, and for safety's sake had put my watch and chain, ring, a few golden sovereigns and a parcel of Black Opel in my waistcoat should I have to leave ship in a hurry. And when that bang came it was hanging up, and all I wanted was my lifebelt and to get out on deck.

I was one of the lucky ones that got away from starboard side. There must be a few of us left who would think, like me, only a mine could have made such a hole in her stern. She was gone in about 20 minutes.

Yours faithfully,
T. L. Tucker
(ex-Chef)

'The Haven',
21, Oakwood Avenue,
New Milton,
Hants.

Dear Sir,

I noted the reference to the *Maloja*, of 1911, on page 387 of the current Staff Journal. I was Super Second Officer on her at the time, and I was talking of ships one day with a Captain Bolton, who has since died, who

had been in the B.I. and later a pilot at Rangoon, when the story of the *Maloja* cropped up.

'I have a souvenir for you, if you would care to have it,' he told me.

'Thank you very much,' I replied, 'What is it?'

It was one of the *Maloja*'s boats' compasses.

He had been No. 1 in a patrol vessel in the Straits of Dover (the *City of Belfast*, an Irish cross-Channel vessel in peace time) when the *Maloja* was mined. They came upon her abandoned boats after she had been sunk and had hoisted as many as possible on board.

All the port side boats went down with the ship and three out of eight on the starboard side were out of action, the two after ones were destroyed in the explosion and No. 5 broke away at the forward fall and was never disconnected at the after one—that left five only after the sinking.

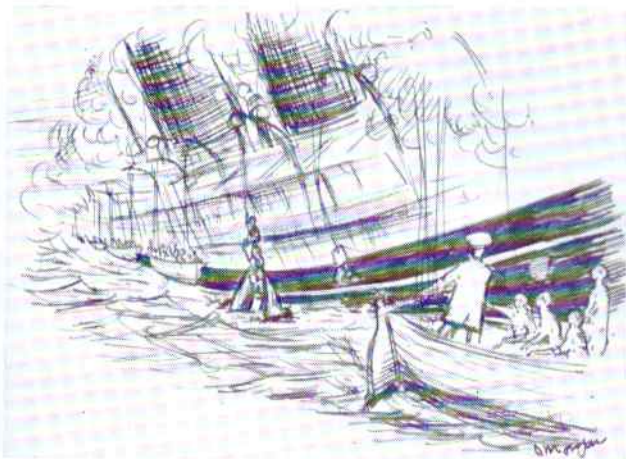
The Second Officer, Pocock, was in charge of No. 1 and I was in charge of No. 3. The others, presumably, had Quartermasters in charge. Everyone in No. 5 were thrown into the water and some drowned.

Later the *City of Belfast* was stationed at Gibraltar where she was de-mobbed after the war and Captain Bolton, amongst others, took souvenirs from these boats which had been retained on board. He took the compass and anchor of one boat which, as only five got away, may, of course, have been mine!

You will note that there are one or two minor errors in the article in the current Staff Journal. *Maloja* sailed from Tilbury Dock on 26th February, anchored for the night at the mouth of the Thames and sank near Dover, Sunday, 27th February, 1916.

Yours faithfully,
W. R. S. Harris
(ex-Second Officer)

(There is a detailed account of the sinking of *Maloja* by Mr. Harris in the April, 1959, issue of *Sea Breezes*. This should be available at or obtainable through most public libraries.—Ed.)



Maloja sinking—from a sketch by Second Officer Harris.



WORDS IN THEIR MOUTHS



'Look! A cargo ship!'



'Freeward' over the Atlantic

Crynfryn,
Penuwich,
Tregenon,
Cards.

Dear Sir,

I am the 'M.N.' referred to in the article 'The Voyage of the *Freeward*' by R. P. and M.N. I would like to say that all the credit for the article must go to R.P. and A.N. Other, presumably, for I don't recall having submitted any of the material used!

I would therefore like to dissociate my name completely from having anything to do with the article in the last number of *About Ourselves*.

I do not disagree with any of the facts in the article, except for passing 'a 600-foot bulk carrier hove to'. But perhaps I was asleep. None of the material I submitted was used, and I just consider that too much has been made of the existing facts. The article would read very well in a women's magazine, but its style and inflection are hardly right for a magazine whose readers have an intimate knowledge of the sea and its vagaries.

My own feeling is that R.P. could hardly be guilty of the blatant journalese in the article, and if something submitted by a contributor is not considered good enough it should be scrapped and not 'doctored' by an Editorial Surgeon.

Yours faithfully,
M. J. M. Newberry
(4th Officer)



Mr. and Mrs. H. Ashdown, with their 10s. cheque.

Refund after 52 years

London-born Hubert Ashdown, now on a visit here from Australia, has been refunded part of his fare—on a voyage he made 52 years ago.

Mr. Ashdown, who is 74, was a railway booking clerk working at Gravesend, when he decided to emigrate to Australia. In October 1912, he sailed from Tilbury in the Orient liner *Orama*. He paid £17 for his passage to Sydney.

But when the ship called at Fremantle, he went ashore and got himself a job, also with the railway. He went back to the ship to collect his baggage and ended his voyage.

After retirement as stationmaster of Perth, W.A., and senior stationmaster in Western Australia, he thought he would like to visit his old friends and once again go round the haunts of his youth.

Sailing back on *Orcades* he jokingly mentioned that the Company still owed him a refund on the unused part of his £17 ticket to Sydney.

As a result he received an invitation from Head Office that he ought to call there during his stay in London. Sure enough, there was Mr. J. G. Davis, Assistant Manager, to present him with a cheque for 10s., the amount outstanding.

Mr. and Mrs. Ashdown, who have three children and nine grandchildren, will be celebrating their Golden Wedding in London on 5th September before sailing home on *Canberra* via Panama on 15th September.

Conditions

The original ticket, which Mr. Ashdown kept as a memento, sets out the terms and conditions of the voyage, including the responsibility of the Master to supply each adult passenger with 'four quarts of water daily, exclusive of what is necessary for cooking in'.

It also lists the weekly ration of provisions, which included 2 lb. 4 oz. of beef or pork; 4 oz. of butter; 2 lb. of potatoes; 2 lb. 8 oz. of bread or biscuits and 2 oz. of tea.

N.B.

Next of Kin—A new list of officers' and leading hands' next of kin wishing to receive **About Ourselves** is being compiled. The current list will cease to exist after this issue.

All officers and leading hands on the sea staff are entitled to have one copy sent to their next of kin. Any of them wishing to take advantage of this facility should write to the Editor, 'About Ourselves', P & O - Orient Lines, Beaufort House, Gravel Lane, London, E.1., stating their own name and rank, and the name and address of the next of kin who should receive the magazine. **They should do this even if their next of kin are already receiving it.**

This facility does not apply to next of kin of shore staff or of sea staff who have transferred to shore, retired or resigned from the Company. They may, however, receive copies of the magazine at an annual subscription of 14s. 0d.

Subscriptions—Former members of the Company, both shore and sea staff, may wish to continue receiving **About Ourselves**. They may also subscribe at an annual rate of 14s. 0d., which covers four issues. Cheques and postal orders should be made out to P & O S.N. Co. and sent to the Editor. **This does not apply to Pensioners, who receive their copies free.**



Exhibit at Royal Exchange. The P & O exhibit was one of the most popular ones at the exhibition arranged by Ocean Travel Development at the Royal Exchange, London, in May. Encouraging 'sunshine cruising' it had a contemporary solar design, with photographs of shipboard scenes, and an illuminated model of Canberra.

PANDOR CLUB



Swimming ace John Gordon

Swimming Club

One of the stalwarts of the club, Mr. J. S. Gordon (Passage Department) put in very fast times in the 110 yds. and 220 yds. backstroke in last year's International Trials. As a result he was selected to swim the backstroke leg for the Great Britain Medley Relay Team against Russia. He also swam in the Individual Backstroke Race for Great Britain against Holland.

Apart from swimming for Pandor, he is a member of the Otter Swimming Club and is Middlesex and Southern County-inter-County backstroke champion and record holder.

Lawn Tennis Club

Lawn Tennis has got off to a good start with regular practice/training sessions on Wednesday evenings. Due to the lack of experienced members it has been decided not to enter any league or competition this year, although a week-end knock-out competition is planned for members sometime during the summer.

Netball win, Football lose v Escombes



Top right: Joan Ellis, Captain of the Pandor Netball Team, receives the Strathallan Cup from Mr. P. E. Parry after Pandor had defeated Escombe, McGrath in the annual match played at Kidbrooke on 1st April. The score was Pandor—19, Escombe, McGrath—15. This is the third time the match was played, and Pandor has won it twice, Escombe, McGrath once.

Centre right: C. Crispin, Pandor (left), and K. Dickinson (Escombe, McGrath) go for the ball during the Annual Challenge Match played at Kidbrooke on 1st April. K. Robinson (Pandor) looks on. Escombes won 1—0.



Left: The Pandor football team. They are, left to right (standing): M. Cuff, K. Robinson, K. Waite, J. Perry (Capt.), A. Ross, E. Cope; (kneeling): S. Howell, C. Crispin, R. Bowen (goalkeeper), M. Clarke, and R. Coulter.



**Colour
more
popular**

In Gatton Park

Lineal beauty

Myra



PANDOR PHOTOGRAPHIC SOCIETY (1963/64) COMPETITION

Good support was given to the competition this year, with 29 members entering 71 transparencies and prints in the Colour section, and 11 members entering 31 prints in the Black and White section. Mr. B. W. Chapman of the City Photo Centre, who judged the competition for us, was particularly impressed with the standard of the colour transparencies.

First prize in the Colour section went to Miss E. Grimes for her unusual shot, 'Airborne', taken whilst in a plane. The colour effect has to be seen to be believed, and whilst when reproduced in black and white it is still a very good photograph, it does of necessity lose some of its impact.

In line with the general trend these days the Black and White section was not as popular, although many of the entries were also of a high standard. First prize goes to Mr. G. A. Oddy for his landscape shot entitled 'In Gatton Park'.

Mr. P. E. Parry, the Club's Chairman, presented the cups and prizes.

The complete list of winners is as follows:—

COLOUR SECTION

- (1) 'Airborne' Miss E. Grimes
Budget Section
- (2) 'Winter's Icy Grip' D. J. Mead
Accounts Dept. (W/E)
- (3) 'Sunlight on the Stubble' R. P. Hall
Far Eastern Line

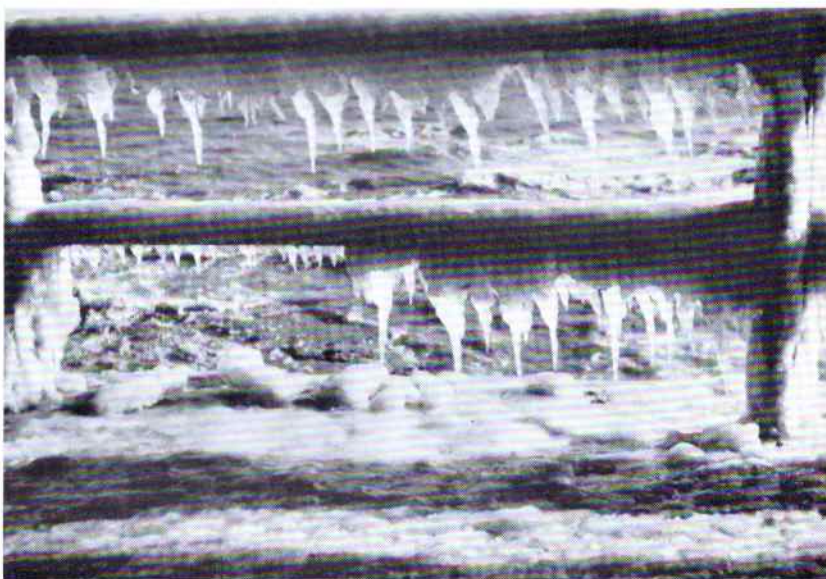
BLACK AND WHITE SECTION

- (1) 'In Gatton Park' G. A. Oddy
Export Freight Dept.
- (2) 'Lineal Beauty' L. J. Dimmock
Cruise Ticket Issuing (W/E)
- (3) 'Myra' F. B. Gardner
Export Freight Dept.

This competition is not to be confused with the About Ourselves Photographic Competition, which closed on 1st June. Winning pictures will be published in the next (September) issue.



Airborne



Winter's Icy Grip

Sunlight on the Stubble





"Anything the matter?" asks groom Michael Daly (centre). The gloomy group consists of (left to right): father Nigel Farnham, nanny Margaret Butt, bride Andrea Barker, bridesmaid Jane Lester and prospective step-father (or so he thought!) Anthony Hodge.

Spicy Comedy by Pandor

Fools rush in

Pandor Dramatic Society's Spring Production

All roads led to King George's Hall at Y.M.C.A. Headquarters on two evenings in April, where Pandor Dramatic Society put on their Spring production. With complete disregard for his own safety the Society's Chairman had agreed to another comedy by Kenneth Horne, *Fools Rush In*.

Cast and backstage helpers relax during a break in the Dress Rehearsal. Picture shows, left to right (seated): Anthony Hodge, Nigel Farnham, Jane Lester, Ann Dunnnett; (standing): Roger Pittam, Gina Marsh, Angela Davis, Carol Plumb, Julie Oxborrow, Andrea Barker (in white, almost hidden), Margaret Butt and Michael Daly.



On both evenings 'house nearly full' notices were displayed outside and, after three verses of the National Anthem, the curtain went up. Immediately one of the prettiest girls in the office was there on stage in the blackest undies and whitest flesh imaginable. Alas, she was soon off again, never to reappear—at least not in that particular costume. However, it was a promising beginning.

Things started to happen and continued to happen at a great pace. One gathered it was wedding day and everything seemed to be more or less under control, except for one small item; they had mislaid the bride. Terribly careless, but all was well in the end. She was found in the conservatory of all places, in full regalia but far from ready to plunge into matrimony.

The story, far from unfolding, knitted itself into a seemingly unmanageable goulash, made even more spicy by the cast's smooth acting and high-speed, spot-on dialogue.

The pace was terrific as we were swept from marriage to marriage and Act to Act.

In the end, having taken us on a theatrical big dipper flashing from straight farce to moments of drama, we finished the evening on a happy note with the right wives married to the right husbands, and the delectable young maiden in black undies remaining a delectable young maiden.

En route to our happy ending there was much laughter and enjoyment, and all who went to the show are indebted to the hard work and skill of the actors:

Jane Lester	Gina Marsh
Margaret Butt	Ann Dunnnett
Andrea Barker	Anthony Hodge
Nigel Farnham	Michael Daly

It was nice to see newcomers Gina Marsh, Anthony Hodge and Michael Daly, and equally pleasant to meet again some familiar figures from previous productions.

Next Production

1st and 2nd December

'The Merry Wives of Windsor'—on ice.
(subject to confirmation)

Pensioners' Reunion

Some 270 retired members of the sea and shore staffs attended the annual Pensioners' Reunion Luncheon on *Iberia* on Thursday, 20th May. On arrival they were greeted by Sir Donald Anderson and Captain E. Cowen.

After lunch Sir Donald made a short speech telling them how the Company was doing, and what was planned for the future. 'We have had a better year than last,' he said, explaining that the improvement came mostly from the passenger side, which had made 'a jolly good showing' in the Pacific.

Higher wage bills this year would offset the improvement, which could only be maintained by a further increase in efficiency and by a higher volume of passengers and cargo. 'It needs a good deal of hard work and thought to improve on what we have been doing in the past.'

A work study team was now at sea for this very purpose. Its aim was to streamline work on board ship, to cut out what was unnecessary and to do more efficiently what was necessary.

Surveying other events of interest, Sir Donald reported on the new building that the Company was doing all over the world. The Hong Kong building was now up; Sydney was already open; and London was 'not quite a hole in the ground'. In the U.S.A. five new offices had been opened where beforehand we had been represented by Cunard.

Tenders were coming in for the new 21 knot diesel cargo ships that the Company was having built for the Far Eastern services. These showed that the Japanese were not running away with it, and there would be competition from this country.

Looking at the Group Companies, New Zealand Shipping had gone into the roll-on/roll-off car ferry business. So also had General Steam with their subsidiary, North Sea Ferries. The first of the Hain



The Chairman, Sir Donald Anderson, speaking after lunch. Seated are Messrs. J. W. B. Towler and L. S. Young. A



Messrs. J. T. Alderton, J. Webster, D. C. Campbell, R. M. Thwaites. B



Messrs. G. R. Blair, J. A. Watt, First Officer S. W. Townsend, Mr. O. H. Powley. C

PENSIONERS' REUNION (CONT'D.)

Nourse bulk carriers, *Atherstone*, was on the way to pick up cargo in Chile. Off-Shore Services was a going concern, having already secured some good contracts.

Sir Donald emphasised the constant need to expand and grow. Although we would get a higher return on our money in most other businesses, shipping was what we knew best. 'We are saying that if there is any form of shipping that looks a good bet, we will have a go. We make mistakes, but we have a chance to grow.'

Finishing on a note of caution, Sir Donald said that the bigger burden of taxation that the Government expected us to pay would make life extremely hard for us. 'All Governments appear to be unappreciative of shipping.' This was not through malice, but ignorance. 'They do not seem to have the slightest idea of what the British mercantile marine is worth or does.'

On behalf of the pensioners Mr. S. G. Hitch thanked the Chairman for his lively speech, and for arranging another successful reunion.



Top
(standing): Messrs. D. P. Oliver,
L. E. O. Hermes, Miss C. E. Stratton;
(seated): Misses J. E. Chappell,
J. E. Pratt, V. M. V. White. D

Top centre
Capts. R. W. Roberts, P. Sargent,
Mr. A. S. Hart, Capt. N. W. Smith.
Messrs. T. L. Tucker, J. H. Gough Wilson. E

Bottom centre
Messrs. B. G. Connolly, T. L. Tucker,
E. Duvoisin, H. Osbourn, W. Girling,
C. O. Chappell. F

Bottom
Capts. J. P. McArthur, A. E. Clay,
G. A. Wild, E. Cowen and
Surgeon M. W. Leivers. G



Messrs. F. A. Bond, W. T. Stephens, J. S. Belcher,
W. F. Law Johnson. I



Capt. R. W. Roberts, Messrs. L. S. Young,
D. R. Peters. M



Mr. H. M. Flint, Sir Austin Anderson, Sir Donald
Anderson, Mr. A. H. Morris. K



Messrs. C. G. R. Fleming, J. Harley, H. N. Hollis. N



Messrs. J. Powell, A. H. Potts, W. J. Nice, F. G. Sweet. L



The Chairman, Capt. E. Cowen, Mr. C. W. Fitzgerald. O

Own Copies

Readers wishing to have copies of these photographs may do so at 2s. 6d. per picture, post free. Requests should quote the *letter* of the photograph(s) wanted, stating name and address to which it (they) should be sent and enclosing payment in full. Cheques and postal orders should be made out to the P & O S.N. Co., and sent together with the order to the Editor.

Sir Austin Anderson, Capt. N. W. Smith, Mr. F. I. Geddes. P



We Hear That . . .



Aden Diorama—A diorama of Aden harbour is one of the latest additions to the exhibition at the Commonwealth Institute, Kensington. It was installed in March, and includes Canberra at anchor. The exhibition is a permanent one, and open to the public. It has a large collection of dioramas, pictures, models and displays about all Commonwealth territories.

NAVY GIVES ORGAN TO CEYLON CHURCH

The Navy recently presented an organ to the Church of St. Nicholas at Trincomalee, Ceylon, which was badly damaged by a cyclone in December.

The organ—which was shipped in *Cathay* to the British High Commissioner in Ceylon, Sir Michael Walker—replaced the one in the Church which was damaged beyond repair.

A naval spokesman in London explained that the Navy had decided to make the gift in commemoration of the close association which has existed for the past 150 years between the British Navy and Ceylon.

In the last war British servicemen, particularly sailors based at Trincomalee, worshipped at the Anglican Church of St. Nicholas—named after the patron saint of sailors.

Although Britain closed the Trincomalee naval dockyard in 1958, prior to the cyclone, it was being used regularly by Christians on the island.

THE 'ORIENT' REMEMBERED

Mrs. Evelyn Fry, who has lived in Australia most of her life, was taking a look around the liner bringing her on a visit to England, the 28,000-ton *Orcades*, when she spotted a big picture on a stairway. 'Goodness!' she said to her husband Harry, 'that's the ship that took me out to Australia.'

The picture brought back vivid memories of the six-week voyage over 55 years ago in the 5,386-ton *Orient*, in those days one of the most advanced ships afloat.

The *Orient*, built in 1879, was the first steamship designed with refrigeration especially for the Australian trade, and the first to be equipped with electric light. She was probably the first steamship in the world with a promenade deck.

When Mrs. Fry, then a schoolgirl, sailed from Tilbury in July, 1909, the *Orient* was making her last voyage to Australia before being turned into a cattleboat.

On her latest voyage, Mrs. Fry, 63, travelled in the modern, air-conditioned *Orcades*. 'You can't really compare the two ships,' she said, 'this one is very comfortable, there's plenty of space, and entertainment is provided for the passengers all the time.'

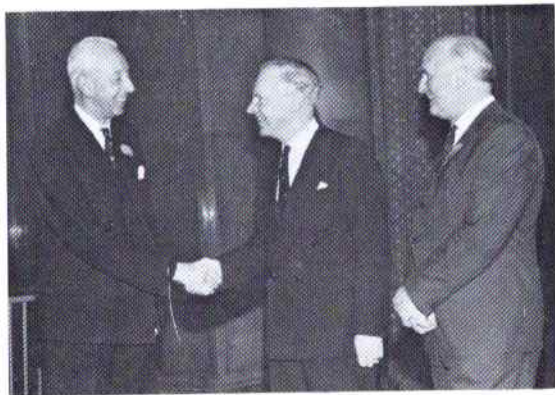
'The migrants of today couldn't imagine what it was like on my first voyage. In those days it was an adventure going out to Australia. There was nobody to help you when you got there; you had to be prepared to make your own way.'

ORIANA—CAREERS' DAY

A Careers' Day arranged by the Crew and Training Departments was held on board *Oriana* on the 11th March at Southampton. Thirty-three youth employment officers, head masters, and careers masters, from Hampshire and the nearby areas attended, and senior members of the Shipping Federation and the National Union of Seamen were also present.

Lectures were given about the Company's ships and services, the recruiting scheme and our requirements for Boy Ratings, and about the system of entry to the Company and to Trident Tankers for Officer Cadets.

Information was given about the programmes carried out at sea for Boy Ratings, and a film showing activities on board was shown. The day ended with a panel of the Company's staff and a representative of the Shipping Federation answering questions.



Promoting Australian Fruits in U.K. Joint Import Freight Manager, M. S. Robinson (left), is greeted by the Australian High Commissioner, Mr. A. R. Downer, at a reception in February for the promotion of Australian canned fruit in this country. On the right is Mr. K. Cook, the Senior Trade Commissioner at Australia House.

*'Take me to your leader,'
says the Queen from Outer Space.*

Visitors from outer space

By D. W. Sims
1st Radio Officer, Himalaya



Over 1,000 passengers gazed towards the heavens—mouths agape in awe-stricken wonder—as the first visitor from Outer Space ever to land on the deck of a British liner made her dramatic entry into the realm of earthly mortals.

The favoured ship was the P & O-Orient liner *Himalaya*. The setting, mid-Arabian Sea.

As all eyes focused on the dimly-lit figure in the heights above 'Monkey Island', it soon became apparent that the visitor was none other than the Queen of Outer Space herself.

Bearing a remarkable resemblance to Hostess Goater, and showing a not unshapely morsel of leg, the Queen slowly floated into full view of her now ecstatic public.

Aided by a 2 $\frac{3}{4}$ -in. wire rope (guaranteed by the Chief Officer and the Ministry of Transport surveyor to carry a load of several tons) and guided by two enthusiastic quartermasters, the Queen from Outer Space slowly descended over the heads of the crowd to a dais on the Sports Deck where a welcoming committee presented her with a bouquet of withered palm leaves and coconut.

The Queen, having imbibed the spirit of 'Fun Fayre' night, which had wafted up to great heights from the Sports Deck, was in cracking form during her first speech in English. She loquaciously gave greetings from her King and her subjects in Outer Space, warned all young girls to carry a coconut to defend themselves against warring tribes and hoped that all visitors to the *Himalayan* 'Fun Fayre' would really enjoy themselves on this grand occasion.

It was fortunate that, only two days earlier in Bombay, Mr. St. John-Smythe ('Sinjun-Smith' for the benefit of overseas readers not too familiar with the irregularities of the English language) had flown specially from the Queensland Broadcasting Corporation's headquarters at Barcardine to record the occasion.

With his intricate array of portable tape recorders and microphones, St. John-Smythe roamed the Boat Deck—suitably attired in dark glasses, tropical suit and interviewer-type trilby—speaking to passengers from Australia and recording their impressions of this special event.

At noon next day, to the accompaniment of whistles and morse associated with long-distance radio, passengers were able to hear their interviews played back over the ship's Tannoy system.

One passenger later remarked that it seemed more than coincidental that the First Radio Officer also had an Australian accent.

Have rocks— Will travel

It is customary when leaving the country—either temporarily or permanently—for people to travel with their luggage as light as possible. But when a Southend family left for Australia in September one of their portmanteaux contained 200 lbs. of . . . Rocks!

But they were very special rocks which Mr. Frank Clark, his wife, Rene, and their two sons, Mark (6) and Julian (4), transported half way round the world.

Frank was born at Shoebury and was a student at the Municipal College before serving for nine years in the Royal Marines. Since his marriage he has lived at Queen's Road, Southend, and Heycroft Avenue, Hockley, where he was captain of the local cricket team. His mother, Mrs. Mavis Clark, and his brother, Paddy, still live at Manor Road, Thundersley.

Frank's wife, Rene, has been well known in Southend for many years in the world of entertainment, having appeared at shows and concerts since the age of four, specialising in a singing and dancing routine. Her

mother, Mrs. Kate Beth, and her two taxi-driving brothers, Bill and Harry, live at Whitegate Road, Southend.

The story of the 'rocks' began when Frank, in his job with the P & O shipping line offices in London, met an Australian officer. He had applied to the British, French and Egyptian Governments for help in transferring some rocks from the Western Desert—where many Australians gave their lives in the last war—back to Australia. All to no avail.

Then he met Frank! By devious means, an Army officer friend of Frank's in Gibraltar, whose unit was on exercises in Egypt, managed to get a few rocks and they eventually arrived back in London to be picked up by Frank.

Then came the job of transporting them to Australia—which was coincidental as Frank and his family were emigrating to that country. There was a bit of a barney over the packing however; Frank wanted his rocks and Rene wanted the room for something else. Frank won!

And when the *Orcades* called at Fremantle, Frank was met by the Press, radio and television boys and given a V.I.P. welcome. The same thing happened when he landed at Sydney. He was met by Lieut.-Col. Murray, Commanding Officer of the Sydney University Regiment, to whom he handed the rocks which formed part of the Tobruk fortifications and which were marked with such famous names as 'Salient 1', 'El Adem', and 'El Duda'.

The rocks will be cemented into the wall of the Regiment's new officers' mess at the new depot in City Road, Sydney.

And Frank? He is now well settled in Sydney with the China Navigation Company; while Rene is hoping that next time they move it will be . . . without rocks!

Happy ending note: And now, after only a few months, there is to be a happy reunion. Bill Beth, in the Merchant Navy for many years before he took to taxis, is back again on the boats. His destination? Australia! And Sydney will be painted red when he meets up with Frank, Rene and their two boys early in the New Year.

(Reproduced by permission of *Southend-on-Sea and County Pictorial*.)



The Clarks—without rocks.



Flapjack goes down for her first taste of salt water after travelling more than 130,000 miles at sea.

LONG TIME NO SAIL

FLAPJACK—a 14-ft. dinghy, which went sailing on the Yarra River last month—is no ordinary vessel.

Her owner, Mr. Phillip Jackson, 33, Chief Officer of *Ballarat*, who built her, will tell you this in no uncertain terms.

'*Flapjack* is unique.'

'It has already logged more than 130,000 miles and called at more than a dozen ports in the U.K., Far East, Australia, America and Canada, without entering the water,' he said.

Chief Officer Jackson said that he began building *Flapjack* more than a year ago, when he was on *Perim*.

'I used all sorts of Australian timber, and thousands of hours of my own time, especially at weekends, to build her.

'When I transferred to the *Ballarat*, I brought *Flapjack* with me, and I finished the job in April,' he said.

He said that he decided not to sail the dinghy in any waters except in Australia, because every bit of timber which went into the boat was Australian.

At the end of November, after waiting seven months, his opportunity came.

Ballarat was berthed at 27 South Wharf, work for the day was done, and a mild south-easterly was blowing.

Flapjack was lowered over the side by a ship's derrick, the sails were unfurled and master and boat were soon sailing on the Yarra.

(Article and picture reproduced from *Waterfront*, Australia.)

Personal News



Mr. and Mrs. W. W. Newson. All the deck officers of *Patonga* (of which Mr. Newson is Third Officer) attended the wedding, including Capt. G. J. Savage.

HONOURS

We congratulate:—

SIR DONALD F. ANDERSON, Chairman, on his appointment as Honorary Brother of Hull Trinity House. Currently there are only seven honorary brethren, who include the Duke of Windsor and Prince Philip, Duke of Edinburgh. In the almost 400 years since the first honorary brother was appointed, only 125 persons have been bestowed with the honour.

MR. F. I. GEDDES, Managing Director, on his election as Chairman of the Shipping Federation as from 1st September, 1965.

MR. J. S. GORDON, Reservations Section, Passage Dept., on being selected to swim for England against Hungary in Budapest on 2nd July (cf. p. 455).

MARRIAGES

We congratulate:—

MISS SALLY ATTWELL, Secretary to Supt. Purser, on her marriage to Mr. Peter Crabb at Southend-on-Sea, Essex, 8 May 65.

MR. R. A. BLIGH, Chartering Dept., on his marriage to Miss Nina Tinsley at Sutton, 13 Mar 65.

MR. J. A. CUSACK, ex-Assistant Steward, *Arcadia*, on his marriage to Miss Marian Kearney of Limerick, Ireland, on a recent date.

MR. J. J. CUSACK, Third Steward, *Orsova*, on his marriage to Miss Colette McCormack of Dublin, on a recent date.

MR. D. P. CUSACK, ex-Tourist Class Waiter, *Orcades*, on his marriage to Miss Ann Powell of Dorset, on a recent date.

MR. C. F. L. G. EVANS, Fourth Officer, *Orsova*, on his marriage to Miss M. E. Scott-Moffat in London, 23 Apr 65.

MR. A. C. JOHNS, Second Officer, *Arcadia*, on his marriage to MISS HILDA JACKSON, ex-Children's Hostess, *Himalaya*, in London, 22 Feb 65.

MR. W. W. NEWSON, Third Officer, *Patonga*, on his marriage to Miss Ann Hartland at Stoke Poges, Bucks., 12 Dec 64.

MR. A. E. TILLEY, ex-Asst. Purser, *Chusan*, and MISS J. RICHARDSON, ex-Nursing Sister, *Chusan*, on their marriage at Aldershot, Hants., 27 Mar 65.

ENGAGEMENTS

We congratulate:—

MR. T. E. CASEY, Nightwatchman, *Chitra*, and formerly Chief Crew Messman in several 'O' ships, on his engagement to Mrs. Shirley Pritchard.

MR. A. R. DEAR, ex-Third Officer, *Arcadia*, and MISS C. DELLOW, ex-W.J.A.P., *Arcadia*, on their engagement.

MR. D. OWEN, Pass. Rates & Conference, on his engagement to Miss J. V. Stevens of Neasden.

MISS P. M. PINHEY, Children's Hostess, *Cathay*, on her engagement to MR. 'JOCK' STIRLING, Manager, Harrison & Crosfield (Malaysia) Ltd., Port Swettenham Agents.

MISS C. J. STARKEY, Passage Dept., on her engagement to Mr. M. E. Joyce of Kidbrooke, London.

MISS S. E. WILSON, W.A.P., *Oronsay*, on her engagement to MR. T. A. JONES, ex-Supy. First Ref. Eng., *Oronsay*, of Newport, IoW.

BIRTHS

We congratulate:—

MR. W. DEMPSTER, Second Eng. Officer, *Somali*, and his wife Charlotte (nee OGIER, ex-Senior Telephonist, *Himalaya*), on the birth of a son, Peter Michael, 28 Apr 65.

MR. J. D. HAMILTON, Chief Accountant's Dept., and his wife, Wendy, on the birth of a son, Ian Alexander, 30 Mar 65.

MR. W. MASON, Stationery Stores, West End, and his wife, Margaret, on the birth of a son, Adam Roy, brother for Fiona Gay, 16 Jun 65.

MR. J. MURPHY, Advertising Dept., and his wife Jean (nee FITZGERALD, ex-Passage Dept.), on the birth of a son, Timothy Richard, 14 Mar 65.

MRS. GLENDA SEWELL (nee LOVE, ex-Passage Dept.), and Lt-

Com. W. E. A. Sewell, on the birth of a son, Jeremy David Nicholas, 19 May 65.

MR. P. J. STRICKLAND, Sales Rep., and his wife Belinda (nee MALET, ex-Passage Dept.) on the birth of a son, Richard James, brother for Jenny and Nichola, 13 Mar 65.



Mr. and Mrs. P. J. Strickland with (l to r) Nicola, Jenny and Richard.

MR. J. W. WELCH, Third Officer, *Iberia*, and his wife, Corinna, on the birth of a daughter, Sarah Frances, 5 Jun 65.

21ST BIRTHDAYS

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

A. W. BOBBETT, Export Freight, 20th April

MISS S. J. K. GILLET, Passage, 30th May

MISS G. M. GRIMLEY, Passage, 28th June

P. W. HENDERSON, Advertising, 16th May

MRS. G. M. MARSH, West End Accounts, 28th April

MISS J. A. PARKINSON, Passage, 16th June

D. C. UMFREVILLE, Cargo Superintendent's Dept., Tilbury, 25th April

MISS G. M. WHALE, Import Freight, 30th June

MISCELLANEOUS

MR. B. DELANY, Musician, *Orcades*, won third prize in the Short Stories section of the College of the Sea 1964 Competitions. We regret having omitted this when mentioning the other winners in our last issue under the heading 'Artists at Sea'.

MR. D. M. SEARLE's retirement in September 1964 was recorded in these columns, and some readers will have been mystified to note that he is still in his office and very much at work.

Although he has officially reached retirement age, the Management asked him to stay on for an indefinite period in his capacity as Electrical Superintendent in the Engineers' Department. Happily, therefore, we can defer the date on which we have to say goodbye to him.

RESIGNATIONS

We record the resignations of the following and wish them every success in the future:—

CARLTON, MRS. M. R., Management Secretary, joined Coy. 9 Sep 63, to accompany her husband whose business took him to the West of England.

CRAWFORD, D. S., Chief Engineer, joined Coy. 15 May 50, last ship *Orcades*, to become owner of an hotel.

HALL, R. P. Senior Clerk, Far Eastern Line, joined Coy. 1 Nov 24, to work at the Sydney office of P & O Orient Lines of Australia Pty., Ltd.

RETIREMENTS

ANDERSON, Mrs. M., Cabin Stewardess born, 5 Mar 05, joined Coy. 5 Oct 34, ships include *Strathaird*, *Chusan*, *Arcadia*, ret. 22 Mar 65.

ASTON, C. W., Executive Director, born 17 Mar 01, joined Coy. 1 Apr 39 as Chief Accountant, ret. 31 Mar 65.

BRADLEY, R. H., Nightwatchman, Tilbury, born 2 Sep 97, joined Coy. 29 June 20 as B.R.S., ships include *Himalaya*, *Strathaird*, *Iberia*, transferred shore staff 28 Nov 60, ret. 31 May 65.

CHAMBERLAIN, A. B., Second Cook, born 16 Feb 04, joined Coy. 19 Aug 27, ships include *Orsova*, *Orontes*, *Otranto*, ret. 10 Aug 64.

CHAPMAN, E., Public Room Steward, born 1899, joined Coy. 20 Jan 20, ships include *Otranto*, *Orion*, *Orsova*, ret. 12 Feb 65.

CORBETT, Dr. I. J., Medical Superintendent, born 5 Mar 96, joined

Coy. 19 Mar 24, served as Dock Surgeon, transferred shore staff 1939, ret. 31 Mar 61, returned to assist successor until 31 Mar 65.

COWELL, Capt. R. E., R.D., A.D.C., R.N.R., Director, born 5 Jan 02, joined Coy. 29 Sep 21, ships include *Palermo*, *Karmala*, *Strathmore*, transferred to shore staff 1 Jan 53 becoming Marine Supt., ret. 30 Apr 65. A.D.C. to H.M. the Queen since 9 Dec 53.

GABRIELSON, T., A.B., born 1894, joined Coy. Jan. 28, ships include *Orford*, *Orion*, *Orcades*, ret. 14 Sep 64.

HART, A. S., Officers Dept., born 3 Apr 03, joined F. Green & Co. 28 Oct 18, ships include *Ormonde*, *Orontes*, *Orsova*, transferred to shore staff 3 Sep 51 becoming Supt. Purser (Orient), till 1960, ret. 31 May 65.



Capt. A. McGowan, Staff Captain, *Oriana*, presents Mr. A. Mann, Baggage Master, with a cheque for £110 on his retirement, having reached the age of 70. The cheque was the outcome of a collection amongst Mr. Mann's shipmates.

MANN, A., Baggage Master, born 1895, joined Coy. 1924, ships include *Orford*, *Ormonde*, *Oriana*, ret. 17 Apr 65.

McLAREN, H. B., Public Room Barman, born 30 Jul 04, joined Coy. 13 Jul 34, ships include *Strathmore*, *Canton*, *Iberia*, ret. 10 Mar 65.

MONK, J. A., Cargo Supt.'s Dept., K.G.V., born 11 May 00, joined Coy. 1 Jan 25, ret. 11 May 65.

PLANT, W. J., Claims Dept., born 8 Feb 11, joined Coy. 9 Feb 26, ret. 30 Apr 65.

RAFFINO, J. D., Chief Steward, born 2 Feb 07, joined Coy. 8 Feb 24, ships include *Carthage*, *Strathnaver*, *Comorin*, ret. 26 Feb 65.

RAINBOW, Miss E. W., S.R.N., S.C.M., Children's Stewardess, born 29 Dec 07, joined Coy. 14 Apr 38, ships include *Strathnaver*, *Canton*, *Arcadia*, ret. 12 Feb 65.

THOMPSON, W. G., Printer, born 2 Nov 04, joined Coy. 15 Nov 26, ships include *Orvieto*, *Empire Doon*, *Orsova*, ret. 18 Feb 65.

WILLIAMSON, Capt. H. V., R.D., R.N.R., born 23 Nov 06, joined Coy. 12 Jul 28, ships include *Khiva*, *Dongola*, *Iberia*, ret. (ill health) 1 Dec 64.

TRANSFERS

SAUNDERS, Dr. R. McG., Surgeon, transferred to shore staff (Medical Dept.) 28 Mar 65. Joined Coy. 16 Sept 57, last ship *Chitral*.

DEATHS

BANISTER, W., Purser, born 26 Dec 15, joined Coy. Mar 38, ships include *Empire Orwell*, *Otranto*, *Oriana*, ret. (ill health) 30 Sep 64, died 9 Apr 65. Leaves widow.

BEDWELL, Capt. L. A., born 9 May 77, joined Coy. 2 Aug 98, ships include *Valetta*, old *Perim*, *Khyber*, ret. 26 May 31, died 21 Apr 65. Leaves son.

COLLARD, G. S. B., Officers Dept., born 27 Feb 06, joined Coy. 1 Mar 26 as deck officer; transferred to Pursers Dept., 11 Mar 32, becoming Purser. Ships include *Chitral*, *Kidderpore*, *Comorin*, transferred to shore staff 18 Feb 46, served Passage Dept., then Officers Dept., ret. 30 Jun 63 (ill health), died 20 Jun 65. Leaves son and daughter.

GROGAN, E. F. de L., Import Freight Dept., born 19 Jan 14, joined Coy. 13 Dec 48, served Export and



The Chinese crew bid Dr. R. McG. Saunders farewell in traditional style at the end of his last voyage on Chitral.

He did not retire, however, as reported in our last issue, but has now become a Medical Officer in the City Office.

Import Freight Depts., died 22 Mar 65. Leaves widow, daughter and son.

HAYES, F. W., Chief Engineer, born 13 Dec 91, joined Coy. 10 Sep 14, ships include *Medina*, *Corfu*, *Strathnaver*, ret. 7 Oct 1953, died 30 Apr 65. Leaves widow and daughter.

LOW, F. G. E., Chief Clerk, Pursers Dept., born 22 Jan 01, joined Coy. Apr 1917, served Import Freight Dept., died 1 Apr 65. Leaves widow and daughter.

PHILLIPS, W. R. C., Second Chef, born 1 Mar 04, joined Coy. 25 May 27, ships include *Strathmore*, *Mooltan*, *Strathallan*, ret. 29 Jun 56, died 21 Apr 65.

PITTARD, R. H., Head of Freight Dept., Tilbury, born 20 Apr 82, joined Coy. Oct 98 as clerk, Tilbury Dock staff, ret. 1 Dec 40, died 7 Apr 65. Leaves widow and three daughters.

SHAYSHUTT, H. G., Pursers Dept., K.G.V., born 10 Jun 00, joined Coy. Dec. 1914, ret. 30 Jul 60, died 29 May 65. Leaves sister.

WILLIS, A. M., Passenger Administration Manager, born 19 Jan 12, joined Coy. 8 Feb 28, served Steamers Accounts, Passenger Depts., becoming Assistant Secretary (Orient) and Dep. Passenger

Manager, died 25 Apr 65. Leaves widow and son.

WORT, E. H., Boatswain, born 1 Nov 84, joined Coy. 26 Aug 07, ships include *Ranpura*, *Dongola*, *Strathaird*, ret. 26 Jun 54, died 29 Apr 65. Leaves widow.

N.B.

FINAL COPY DATE

All items for inclusion in the next issue must reach the Editor by Monday, 23rd August. Material received after that date will be held over for the following number

OBITUARIES

E. F. de L. Grogan

A great shock to the Company occurred on the 22nd March this year when Ernest de Landre Grogan, the Import Freight Department's transshipment expert, died suddenly at home. He was amongst the most conscientious members of the staff and a tireless worker for the Pandor Horticultural Society.

Each Autumn he used to work a minor miracle in the bulk ordering and distributing of bulbs for Pandor members and he will have left his mark, no doubt, in many gardens this Spring.

F. G. E. Low

The Company sustained another severe blow when Freddie Low, Chief Clerk of Pursers' Department, died suddenly in service on the 1st April.

Freddie had been with the Company since April 1917 and was universally liked—there must be countless people both afloat and ashore to whom he has extended a helping hand over the years.

A. M. Willis

'Mike' Willis, Passenger Administration Manager, died in hospital on Sunday, 25th April, after a short illness.

The Company thereby sustained a very heavy blow. Mike was a great force in all passenger matters ever since he joined the Orient Line back in 1928. He had a great capacity for work and for organising complex operations, but, quite apart from this, it was his friendly interest in everybody—passengers and staff alike—which was outstanding in his make-up. His memory for names and faces was phenomenal.

APPRECIATIONS

C. W. Aston

Charles Whitmore Aston retired on 31st March as Executive Director responsible for all matters connected with finance.

Born in 1901, he was educated at King Edward's School, Birmingham. After his articles, during which he achieved the distinction of securing second place in his Final Examination, he joined Deloitte, Plender, Griffiths and Co., the leading City Accountants. Here in 1932 he first came into contact with the P & O in connection with the Company's audit.

In 1939 the then Chairman invited him to take up the appointment of Chief Accountant with the P & O, a position he held until 1950 when he became a General Manager. He was appointed a Director on 1st May, 1960.

G. R. Blair

George R. Blair, the Chief Cashier, retired on the 31st March after 42 years' service, a little early owing to ill health.

At a farewell party on the day of his retirement Mr. L. E. O. Hermes, Head of Pay Department, presented him with a cheque on behalf of his colleagues and paid tribute to his outstanding qualities.

George spent from 1925 to 1954 in the Pay Department, except for four years Naval War Service. He then transferred to the Cash Department, becoming Chief Cashier six years later. However, it is with the old Pursers' Cash Department—now called Pay Dept.—that most people will connect him.

Since he moved to Cash Department, George has lived in a world of astronomical cash figures. 'What's the matter George, are you down to your last five million?' was a frequent form of greeting from his colleagues.

George Blair was a keen all-round cricketer in his earlier years, playing in many P & O matches. He is a member of Sussex County Cricket Club and looks forward to watching some good cricket at Hove in the future.

R. H. Bradley

Another link with the past was broken at the end of April when Richard H. Bradley retired from the position of Watchman at Tilbury Dock Office.

He first joined the Sea Staff in 1920 and served continuously for 149 voyages, mostly as a bedroom steward. The number of important passengers that he looked after over the years would be impossible to list here. Then in November 1960 he transferred to the Shore Staff at Tilbury Dock.

Dr. I. J. Corbett

Dr. I. J. Corbett retired in the Spring of 1965, having first joined the Company in 1924.

There can be few people either on the Shore Staff in London, on any of the ships or indeed in many places abroad who do not know Dr. Corbett or know of him and the matchless work he has done in the Group.

After serving at sea as a surgeon he was, for many years, Medical Superintendent—one of the most demanding of positions. Nevertheless, he always had time for the individual and time to be sympathetic and helpful.

A. W. Glover

It must be unusual for any company to record the retirement of a man with 50 years' service. Two such men retiring within two months of each other must be rare indeed. Yet this is the case with the departure of Mr. A. W. Glover from the Engineers Department, Tilbury, at the end of February 1965 (the other is, Mr. S. G. Hitch of Accounts Department, as reported in the last issue).

Alexander Glover joined the Orient Line workshops at Tilbury in the summer of 1914 and, apart from a short period from January 1918 to November 1919 in the Army, he has had continuous service, mostly with Orient Line but since the merge in 1960 with the amalgamated company until February of 1965.

For most of his career he specialised in interviewing applicants for seagoing positions in the engine room and in keeping their records. There is no doubt that his loyalty and conscientious attitude will be sorely missed by his colleagues, particularly those at Tilbury Dock.

The Glover tradition will happily be carried on through his son, Mr. R. C. Glover, who is in the Cargo Superintendent's Department at Tilbury.

A. S. Hart

Arthur Seymour Hart retired in May 1965 after a long record of service which started in 1918 when he joined F. Green & Company, transferring to Anderson Green & Company the following year when the two firms merged. In 1924 he became 3rd Assistant Purser of *Ormonde* and subsequently served in many ships of the Orient Line Fleet, gaining the rank of Purser as soon as 1929.

During the last war he was serving in *Orama* when she was sunk off Narvik in mid-summer 1940, and from then until 1945 he was a prisoner of war in Germany.

In 1951 he became Superintendent Purser of the Orient Steam Navigation Company, and after the merge in 1960 took up a post first in the Superintendent Purser's Department and latterly in the Officers' Department dealing with the administration of all the officer ranks of the sea-going Purser's Department.

All in all, he worked for the Company for the astonishing period of 46 years seven months.

H. A. M. Jardine

Senior Chief Radio Officer H. A. M. Jardine finished his last voyage with the Company when *Canberra* arrived at Southampton in January, 1965. He is the first Senior Chief Radio Officer to have retired direct from sea service. The only previous Senior C.R.O., the late Mr. A. Macbeth, joined the shore staff before retiring.

'HAM' came over to P & O when direct employment started in 1954. He was then C.R.O. of *Strathaird*. His last appointment was to stand-by *Canberra* while she completed at Belfast and he has been in charge in that vessel ever since.

Before joining P & O staff he had served 37 years at sea with the Marconi Company, many of those being in P & O ships. He was the junior of the 'Hobbs/Jardine' partnership in *Naldera* for many years, at a time when those names were so well known in test cricket.

J. A. Monk

James A. 'Jim' Monk retired in May 1965 from the position of Senior-in-Charge of the Import Freight Section of the Cargo Superintendent's Department at King George V. Dock.

He joined the Company back in 1925 at the Tilbury Dock Office and he has specialised in freight matters ever since.

During the last war he was for five years in the Royal

Air Force, dealing with personnel movements and embarkations.

Many of us in the Company have reason to be grateful to him, not only for his unfailing good humour but also for his great knowledge of all freight operations at the docks.

P. Parish



Mr. P. Parish (right), Chief Radio Officer, *Orsova*, being presented with a barometer by the Bosun, T. Crean, on behalf of the *Orsova* Leading Hands and Ratings on his retirement. In the background are Capt. F. B. Woolley, Staff Captain, and Mr. W. Stewart, Master at Arms. Looking over Mr. Parish's right shoulder is Commodore Chief Engineer A. Stuart.

At another ceremony Mr. Parish was presented with a gold watch by Captain Craddock and the Officers of *Orsova*.

Mr. Parish joined the Marconi Company on the 24th March, 1919, and first served with the Orient Line in *Orford* in 1931; thereafter he served in *Carthage* and *Oronsay*, sunk by enemy action during the Second World War. In 1948 he joined *Orion* and soon after became Chief Radio Officer. He was Chief Radio Officer in the maiden voyage of *Orsova* and served in her, except for a brief period in *Orcades*, until his retirement in January.

H. A. J. Silley, C.B.E.

Mr. H. A. J. Silley, C.B.E., Chairman of R & H Green & Silley Weir Limited and a Director of Peninsular and Oriental Steam Navigation Company, has retired from the Board of both Companies on attaining the age of 65.

Born in 1899, Mr. Silley joined Green & Silley Weir at Blackwall Yard in the early 1920s, after a period at sea following service in the Royal Engineers during the First World War. He was appointed a Director of the Company in 1926 and succeeded his father as Chairman in 1941. He became a Director of P & O in April, 1955.

Mr. Silley was awarded the C.B.E. in the 1960 New Year's Honours.

In recognition of his services to Falmouth, he has been appointed Honorary Life President of Silley Cox & Co. Ltd., Falmouth.

Mr. Silley is succeeded as Chairman of Green & Silley Weir by his elder son, Mr. Richard J. Silley, a Director of the Company.

LEGITIMATE SERVANTS ONLY

'To intending passengers by the P & O Co's steamers from Yokohama.

'The rule allowing each first class passenger, travelling to China, one native servant free of charge, applies only to the bona fide body servant of the passenger, and not to any native he may desire to take with him.'—from advertisement in *Daily Japan Herald*, 19th February, 1867.

FROM THE DEPARTMENTS

MANAGEMENT

Mr. G. E. Lifford, Assistant to the Management of the Passenger Services Company, has taken up a new position within the Company. His responsibilities are largely concerned with analysing results of past and current voyages to see what lessons can be learnt for the improvement of future voyages. He is also responsible for co-ordinating efforts by all areas to promote traffic on voyage legs where the amount of vacant accommodation is causing concern, for supervising the bookings of large passenger groups and applications for charters, and for preparing estimates of forward passenger revenue.

The position which Mr. Lifford has vacated as Assistant to Mr. Mackenzie is being filled by Mr. G. Brown, formerly acting Traffic Supervisor in the West End. Mr. Brown's title is Passenger Programming Assistant.

CASH

Mr. C. C. Stalley has been appointed Head of Cash Department in succession to Mr. G. R. Blair with effect from 1st April, 1965.

ELECTRONICS

We congratulate:—

Junior Radio Officer A. C. Griggs on obtaining his First Class P.M.G. Certificate;

Junior Radio Officer T. Plant on obtaining his M.O.T. Radar Maintenance Certificate;

And also:—

Chief Radio Officer F. H. Portess on his promotion to Senior Chief Radio Officer;

First Radio Officer P. M. Geraghty on his promotion to Chief Radio Officer;

Second Radio Officer J. C. E. Gawley on his promotion to Acting First Radio Officer;

Acting Radio Officer M. J. Ridley on his promotion to Radio Officer;

Junior Radio Officer T. R. Clark on his promotion to Acting Radio Officer.

MARINE

In view of the integration of the P & O and Orient fleets and sea staff, it has been decided to re-define the responsibilities of the Marine Superintendents. Captain G. R. Peters is now Marine Superintendent (Administration), and Captain P. Sargent, Marine Superintendent (Maintenance).

Captain Peters is responsible for: Deck Department sea staff; Deck Department manning; Company's regulations; the maintenance of discipline and the conduct of formal enquiries; supervision of and advice on navigation.

Captain Sargent is responsible for: hull repairs and maintenance including Deck stores; the Dock offices at Tilbury and K.G.V.

If either Marine Superintendent is away, the other will assume overall responsibility.

Both Marine Superintendents are, within their respective spheres, in charge of all P & O and Orient ships.

The titles Marine Superintendent (P & O) and Marine Superintendent (O) no longer apply.

OFFICERS

Mr. H. D. Atkinson, formerly of Sea Staff Service has transferred to Officers' Department in succession to Mr. A. S. Hart.

We congratulate:—

Chief Officer J. A. Lefevre on his promotion to Captain, w.e.f. 1st May, 1965;

And also the following officers on their success in recent M.O.T. examinations:—

MASTER'S CERTIFICATE: Second Officer A. J. Speed;
FIRST MATE'S CERTIFICATE: Fourth Officer M. E. Edgerton;

SECOND MATE'S CERTIFICATE: Fourth Officers M. Reed, M. S. Frost, R. S. Hall, J. M. G. Temple, D. Webster, W. M. Douglas, D. W. Syrett;

And the following Engineer Officers on gaining Certificates of Competency:—

FIRST CLASS MOTOR ENDORSEMENT: Second Engineer D. M. King;

FIRST CLASS STEAM CERTIFICATE: Third Engineer B. Brown;

SECOND CLASS STEAM CERTIFICATE: Third Engineers G. C. Arnold, D. F. Weaver, and K. D. Murray.

PASSAGE

The following appointments have been made with effect from 1st June, 1965.

Mr. B. P. Sykes, Passenger Administration Manager, vice Mr. A. M. Willis;

Mr. N. J. Rolph, Assistant Passenger Traffic Manager, new appointment;

Mr. R. G. A. Blencowe, Berthing Manager, vice Mr. Rolph;

Mr. L. W. Wilton, Berthing Supervisor.

Mr. Sykes retains his present responsibilities for Staff and Training and assumes Mr. Willis' duties except the task of planning the introduction of the computer as it affects Passenger Department. This work is now the responsibility of Mr. Rolph who will, in addition, study the forward accommodation requirements and estimates of the London Area Allotment Centre.

Mr. Blencowe is assisted by two Berthing Supervisors: Mr. Wilton and Mr. T. R. Chilver.

PURSERS

Mr. P. J. Metcalfe has been appointed Chief Clerk of the Pursers' Department in succession to the late Mr. F. G. E. Low, w.e.f. 12th April, 1965.

About Ourselves

P & O S.N. Co

P & O—Orient Management Ltd

P & O—Orient Lines Passenger Services Ltd