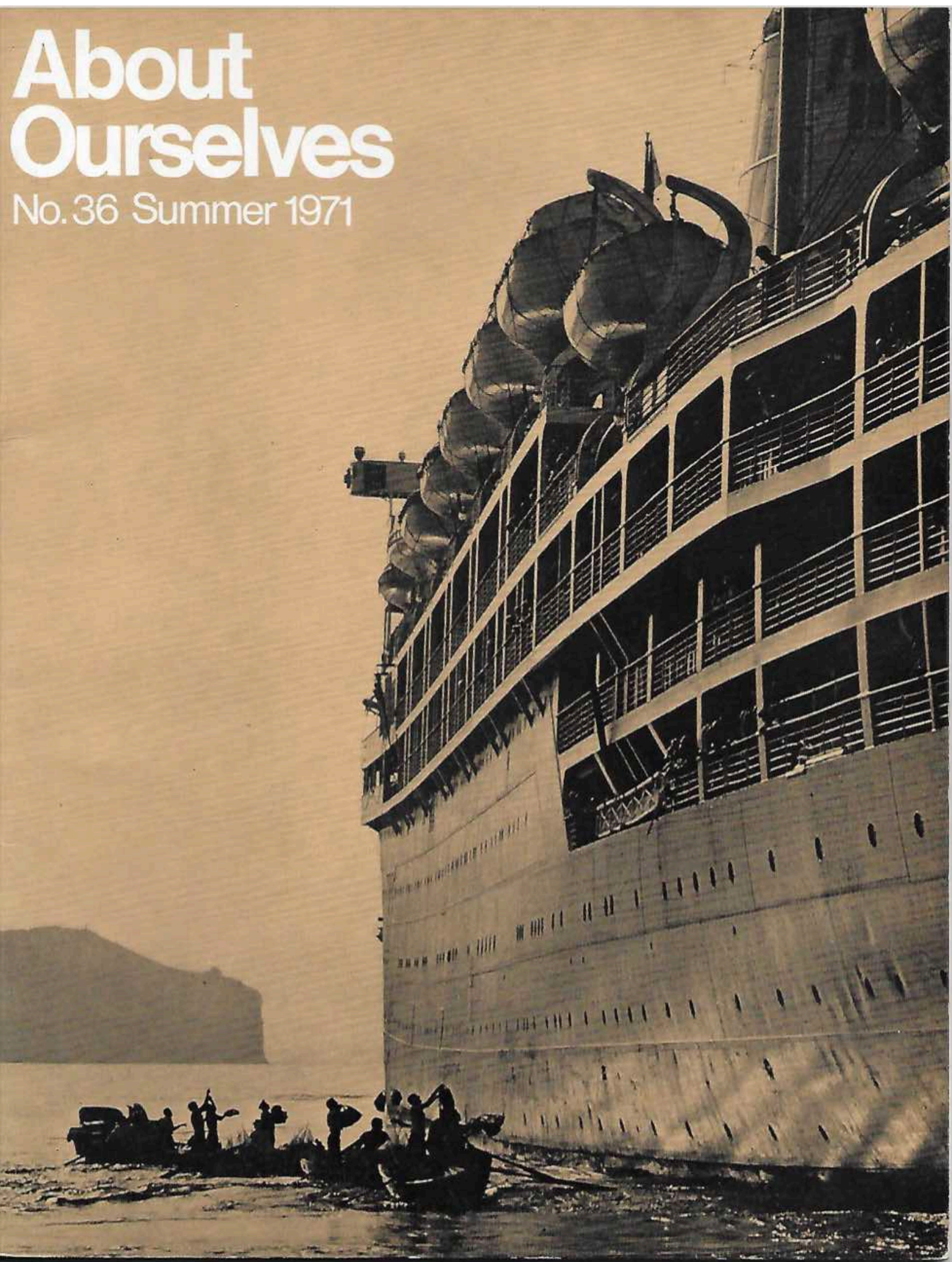


About Ourselves

No. 36 Summer 1971



WHERE CAPTAINS MEET No 1



CAPTAIN M A TRENFIELD

Captain Maurice Arthur Trenfield was born August 1912 in Bath, Somerset, and was educated at HMS Worcester. He joined the P & O in 1929 and since his appointment as Captain has commanded BENDIGO, CANBERRA, HIMALAYA, ORSOVA and PATONGA. On 30 May 1970 he was appointed Commodore of the Company's fleet. Captain Trenfield is married and lives at St. Ives, New South Wales.

About Ourselves

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No. 36 SUMMER 1971

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Cover (Outside): Native traders alongside *ARCADIA* at Funchal, Madeira.

From the Chairman

of P & O Lines



Since last I wrote in "About Ourselves" we have had an event of major importance, the announcement of the reorganisation of the Group following the investigation carried out by McKinseys.

The changes affecting P & O Lines are logical and to a large extent are merely taking further and faster the greater emphasis on passenger shipping which containerisation had already introduced. The Group as a whole and the individual operating divisions will benefit from being organised along specialist lines, which will enable them to concentrate all their efforts upon a particular side of our business.

All of us will have to face changes of some sort as a result of the reorganisation, and change is not always a comfortable experience, but we must all recognise that the ability to change is an essential ingredient of survival in an age when everything is changing around us. There have been dramatic examples of companies who have not shown this will and ability to change and who have withered and even died as a result.

Such changes are always necessary but the need for them becomes even greater at a time such as this, when profit margins are under pressure, although I must make it clear that the timing is fortuitous as the McKinsey study was commissioned before the pressure became evident. Our current situation is not the result of any reduction in the popularity of the services we offer but, as Sir Donald Anderson pointed out in his address to stockholders at the last Annual General Meeting, of the unprecedented rise in costs which we in common with other shipowners have recently had to face.

We have had no alternative but to increase the prices we charge our customers. In the case of our passenger ships this has meant raising many of our fares against a background within the tourist industry of some holiday prices, based on the principle of volume sales, being increased at a much slower rate. Although whether such operators can afford to keep their prices at this level remains to be seen.

However, we shall only retain and expand our share of our markets by proving to our customers that the investment they make in sea travel is as worthwhile as we know it to be ourselves. Potential passengers have lots of other alternatives and we have to convince them that a holiday with us, whether cruise or line voyage, is the right way to spend their money.

It is problems like these that present us with our challenge, both now and in the future. However, I can tell you that we are looking to the future with confidence that we are capable of meeting these and any other problems that may lie ahead. I say this because I know we have the team, both ashore and afloat, which will enable us to do so.

A handwritten signature in black ink, appearing to read "M. E. P. Lane". The signature is written in a cursive, slightly slanted style.

COMPANY NEWS

LINES APPOINTMENTS

As most will know initial appointments have been announced, via news and information bulletins, of the senior appointments under the Group's re-organisation plans. We would, however, like to congratulate the following on their appointments, which are scheduled to take effect on 1 October.

PASSENGER DIVISION

Mr P E Parry Chief Executive
Mr J G Davis Marketing Manager
Mr W Kerr Hotel Services/Sea Staff Manager
Mr W A Mackenzie Scheduling Manager
Mr M T Poiney Financial Controller
Mr H F Spanton Fleet Manager
Mr A M Stirling Development Manager
Mr G J Tuke Technical Manager

GENERAL CARGO DIVISION

Mr J E Playfair UK/Far East Trade Manager

SPECIAL SHIPPING DIVISION

Mr K R Anderson Investment Manager

SOUTH AFRICAN ADVISER RETIRES

Our Company announced in January that Mr A H Morris would be retiring from his job as P & O Lines' Adviser in South Africa.



A. H. Morris

After his retirement as one of our Directors in October 1968, Mr Morris went to live in Hermanus which is situated near Cape Town, and since that time had acted as an adviser in the development of P & O Lines' passenger activities there.

At the time Mr P E Parry said that this was a final retirement for Albert Morris and his old friends in the travel industry would be wondering if it really was true. He went on to say that Mr Morris had done a great job for us during the last two years in South Africa, but both he and the Company felt he had now earned full retirement. We wish him happiness and good health in the years to come.

950 WOMEN ARRIVE IN UK ABOARD HIMALAYA

Nine hundred and fifty women members of the World Discovery Tour, organised by the Australian Women's Weekly magazine, discovered that they out-numbered the men by almost three to one on board *Himalaya*, which carried them to Great Britain from Australia.

Captain E Snowden said that out of the 1,400 passengers aboard nearly a thousand were women. The five month round-the-world tour began when *Himalaya* sailed from Sydney on 8 February. The ship then called at Guam, Brisbane, Yokohama, Honolulu, San Francisco, Los Angeles, Acapulco, Balboa, Cristobal, Port Everglades and Madeira.

From Southampton, members of the tour visited various countries on the Continent before rejoining *Himalaya* in May for the voyage back to Australia.

EASTERN LINER SERVICES LIMITED

P & O Lines, B.I., Cunard-Brocklebank, Union-Castle and Gellatly, Hankey & Co. Ltd., announced the formation of a new Company named Eastern Liner Services Ltd, to undertake the UK brokerage of all outward cargo on behalf of the BI/Union-Castle Joint Service to East Africa and the P & O/BI—Cunard-Brocklebank Joint Service to Red Sea, India, Pakistan and Ceylon. Eastern Liner Services commenced its activities on 29 March.

The merger of these brokerage organisations simplify arrangements for shippers by enabling them to effect all their bookings from East Coast UK ports to East Africa, Red Sea, India, Pakistan and Ceylon with one organisation, as compared to the former situation where more than one Broker was, at times, involved with the same ship.

AMENDED ITINERARY FOR IBERIA

Iberia, scheduled to sail from Southampton for Australia on 23 February, omitted her call at Rotterdam on 24 February and instead sailed direct to Las Palmas.

The vessel underwent routine repairs in Rotterdam in early February and had to be diverted there because Southampton could not handle her due to an industrial dispute in a ship repair yard. She returned to Southampton for final cleaning up on Saturday, 20 February and sailed as programmed.

One of the problems in the office was how to let all our passengers know. Owing to the postal strike, the passengers due to join the ship in Southampton were advised of the change through national press advertising.

P & O LINES "GOES PUBLIC"

Special displays, fashion showings and pop band concerts added to the carnival cruise atmosphere in New Zealand's summer sunshine when a "Meet The People" promotion was launched by us in Wellington.

The promotion was held as a special follow-up

to a national competition that had a cruise for two as its first prize. Wellington's Cuba Street was chosen as a stage area for the presentations. A pop group, "The Other Band", additional entertainers on many of the P & O Pacific cruises, was hired to give concerts during lunch hours on three days and during the Friday late night shopping period.

Over five thousand entry forms were handed out in the three days, the bulk of them to shoppers who might never have thought to enquire about cruise travel in the ordinary way. "Going Public" thus had considerable impact on the average Man in the Street!

LARGEST-EVER ONE WEEK CRUISING PROGRAMME

This year we are offering more one week cruising holidays than ever before.

Six 6 to 8 day cruises designed to appeal particularly to holidaymakers who have already booked a resort holiday, but want something different for a second holiday, have been catered for. It was expected that they would also be of special interest to the busy executive who cannot afford to take more than one week off at a time, and also to holidaymakers who have never cruised before, but would like to sample a cruise holiday.

The first cruise in the programme was undertaken by *Himalaya*, which left Southampton on Saturday 1 May and called at ports in three of the most interesting of the continental countries—Norway, Denmark and Holland. First call was Oslo which lies in a magnificent setting of fjords and wooded islands. Second was Copenhagen where passengers could go on an excursion to Hamlet's castle at Elsinore or just soak up the Danish atmosphere by walking in the Tivoli Gardens. The last call was at Amsterdam, the beautiful canal city now acknowledged to be the most "swinging" city in Europe.

Another interesting one week cruise is in *Orcades* leaving Southampton on Sunday, 13 June and calling at Lisbon and Ceuta.

There are four other one week cruises in *Canberra*, *Oriana* and *Iberia* calling at Vigo, Lisbon, Madeira, Palma, Bergen and Copenhagen.

VEHICLE APPOINTMENTS SCHEME FOR IMPORTS

We were the first shipping company in the Far East trade to introduce a vehicle appointments scheme to speed up the loading of vital exports and was also first to introduce a similar scheme for imports, in conjunction with the Port of London Authority.

The vehicle appointments scheme reduce costly delays to importers' transport by enabling loading appointments to be made for lorries collecting import shipments from P & O cargo liners arriving in the Royal Docks.

The first P & O Lines cargo ships to unload under the scheme were the *Strathardle* and *Pando Cove* which unloaded cargo in April.

OUR PASSENGER SALES MANAGER LUNCHEONS WITH LORD MAYOR

The Chairman of the City of London Travel Club our own Mr Len Stuckley, P & O Lines UK Passenger Sales Manager entertained the Lord Mayor, Sheriff and other dignitaries of the City of London to luncheon in the Livery Hall, Guildhall on Tuesday 6 April.

It is the first time in the history of the Club that they have been given the distinction of entertaining the Lord Mayor at Livery Hall.

In the Hall filled absolutely to capacity Mr Stuckley stated, in his welcoming speech, that the Lord Mayor's theme of communications could not be more apt for 1971 and that the members would like to think that they themselves held a special responsibility in responding to his call. Last year seven million visitors came to Britain and the ease and safety with which they travelled here, the comfort and pleasure they enjoyed while they stayed, all added up to a major share of the image of Britain which they took home with them to their different countries. He went on to say that the Club's future prosperity and progress must surely lie in increasing the strong bonds of communication between themselves and others.

OFFER TO HELP FELLOW CRUISE LINES

The Company have offered to help fellow cruise lines hit by a wave of organisational difficulties resulting in the cancellation of thousands of cruise holidays.

Our Marketing Director, Mr J G Davis said "We sympathise with our cruising colleagues in their plight. We want to help them in a practical manner by assisting the thousands of would-be cruise passengers who must now be feeling bitterly disappointed. With thirty-five cruises in seven liners with fares from £55, we can cater for these thwarted holidaymakers looking for an alternative holiday."

ON CRUISING

Our ships, they are a mighty fleet,
A place where friends and people meet
The sky above; the sea below;
The beautiful places where these ships go
CHUSAN, ORONSAY and CANBERRA
too,
They're all at the ready waiting for you.
So don't delay, book today
A fabulous time is on its way.
Shining gangways, polished decks,
Where's the place we're going next?
Afternoon tea, ah! that's for me,
Oh what a life, this luxury!
A P & O cruise I do adore;
This is my first, but there'll be more,
Dancing and singing, midnight 'till dawn,
It is as though I've just been born.
Oh what a life with the sun and the sea
Why don't you come and cruise with me?

Miss G. Guyatt



The Right Honourable Lord Mayor Sir Peter Studd with Mr L F Stuckley (right) who is the Passenger Sales Manager of our Company and Chairman of the City of London Travel Club.

P & O LINES PROMOTE SHORT SEA VOYAGES

Las Palmas, Teneriffe, Gibraltar and Naples are among the colourful destinations awaiting passengers this year in our short sea voyage programme. Prices range from £33 Tourist Class to £51 First Class.

And to highlight the wide variety of voyages on offer, on either cruises or line voyages, we are now sending out a special promotional leaflet to travel agents throughout Britain.

Many people, even those travelling the comparatively short distances to Mediterranean ports or the Canaries prefer to go at least one way by sea. However, in these days when passenger liners cruise for most of the time, opportunities are fewer and further between. With this new programme of "short trips in big ships" we hope to answer a real need.



Readers of the last edition of "About Ourselves" will recall that Sylvia Cook and John Fairfax, who are at present rowing across the Pacific, travelled to Francisco in CHUSAN prior to their starting the voyage. Here we see John getting into shape before starting his ordeal.

John and Sylvia were star attractions for press, television and radio reporters when they arrived in San Francisco.

Here they are taking a training row dwarfed by ORONSAY beside the Golden Gate bridge at San Francisco.

A SLOW BOAT TO SYDNEY—LATEST DEVELOPMENTS

Before Sylvia Cook and John Fairfax commenced their rowing boat crossing of the Pacific we found out what they were taking with them. For instance some fifty gallons of water are being carried in their thirty five foot boat, Britannia II, together with equipment to convert another fifty gallons of sea water for drinking purposes. This, by their calculations, will be enough to last the first hundred days and after that they will catch rain water. They have thirteen hundred pounds of food aboard which is supplemented by fish caught by John who is an expert spear fisherman and enjoys shark meat.

Apart from the Atlantic crossing John has had no formal rowing experience as such. Sylvia, however, rowed for some ten years for the St George's Ladies Rowing Club at Barnes, a place known to those who watch the University Boat Race each year. We hear that she is doing some of the rowing but her main tasks are cooking and keeping the tiny craft "ship shape".

HANDWRITING EXPERT TO ENTERTAIN CRUISE PASSENGERS

A man who had read from their handwriting the characters of such personalities as Peter Sellers, Tom Jones, James Robertson Justice and The Beatles entertained passengers on one of our cruise liners in May.

Fraser White, who has become an internationally acknowledged expert on graphology since he began its study as a schoolboy, made his first cruise in the *Himalaya* which sailed from Southampton on 1 May.

Born in Edinburgh, Fraser White has had hundreds of testimonials to the accuracy of his analyses. The police, lawyers and industrial com-

panies have all consulted him; he has also appeared on radio and television both here and in the USA.

AUSTRALIAN AWARD WINNERS ARRIVE IN BRITAIN

Six Australian young farmers arrived in Southampton on Tuesday 6 April in *Arcadia* to begin a five month study tour of the UK as winners of the annual P & O "Canberra" Award Scheme. Their British counterparts sailed for Australia in *Oriana* on 15 April.

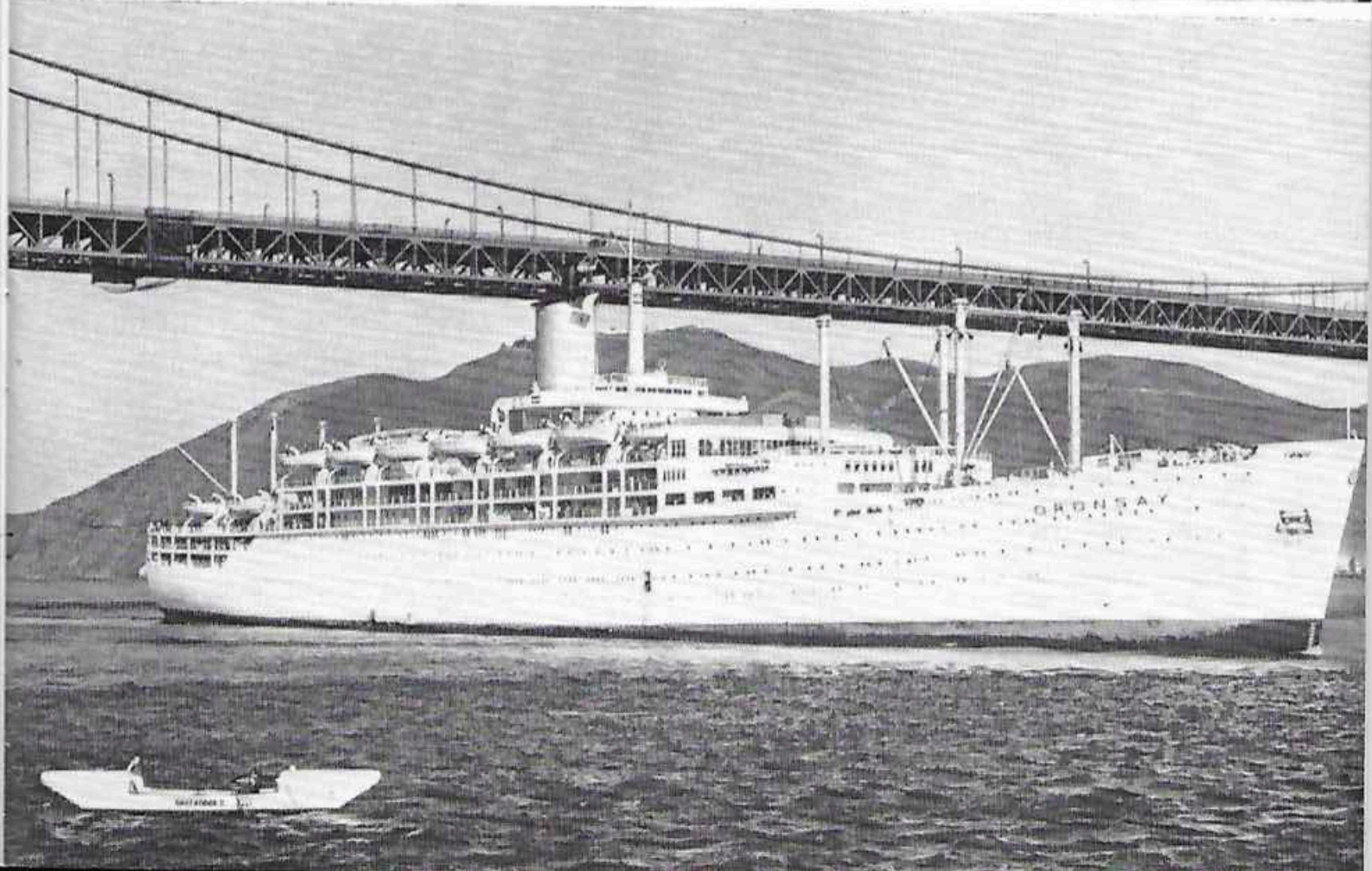
The five boys and a girl who comprise this year's party, were selected against strong competition as the top representatives of the young farmer and rural youth movement of each Australian State.

At a Mansion House reception on 14 April, they were officially welcomed to Britain by London's Lord Mayor, Sir Peter Studd, and also by Sir Donald Anderson, Chairman of the P & O Group who sponsor the scheme.

Nearly a hundred visits and functions are included in the tour which takes in the Royal Farms at Windsor and the Royal Agricultural Shows at Stoneleigh and Edinburgh. Also included is a period of ten weeks spent as the guests of a British farming family.

Before returning to Australia in September, the five young men will become Yeomen members of the Worshipful Company of Farmers, and will be sponsored for the Freedom of the City of London. The Company's rules exclude women from membership.

At the end of the tour the six will sit for the P & O "Canberra" scholarship worth \$A2,500 (£1,166). The winner will be able to attend an Australian University or Technical College, or to take a cash grant to spend on an approved agricultural project.



GROUP NEWS

P & O GROUP RE-ORGANISATION

The P & O S N Co announced in London on 23 March, plans for re-organising the Group's operating and management structure.

The move, involving more than 150 companies, is aimed at providing a stronger basis for future growth and profitability, particularly in the Group's new fields of activity. The announcement follows a six month review by P & O and McKinsey & Co, management consultants. The basis of the re-organisation will be the creation of five new operating divisions under which will be grouped the Company's existing business interests. These are listed below.

- 1) Bulk Shipping: Chief Executive:
A. B. Marshall

Will be concerned with all bulk shipping activities, other than tramps, and relationships with the bulk carriage consortia in which P & O is involved.

- 2) General Cargo Shipping: Chief Executive:
R B Adams

Will cover all deep sea cargo liner and tramp activities.

- 3) Passenger Shipping: Chief Executive:
P E Parry

This division will cover passenger liner and cruising services presently provided by P & O Lines and E & A, and the educational cruises of BI.

- 4) Special Shipping: Chief Executive:
H T Beazley

Will take in the Group's other shipping and associated activities, both in the UK and overseas, the major responsibility being its investments in OCL.

- 5) European and Air Transport: Chief Executive:
Lord Geddes

All European through transport activities, freight forwarding by sea and air, short sea shipping and ferry services will be catered for.

In addition to the five business divisions, there will be five central staff divisions. These will provide services to the Board and to the operating divisions and they comprise Finance, headed by Mr J Mitchell and International Affairs, headed by Mr T F Bird, both of whom are directors of The P & O S N Co. Technical Services will be headed by Mr D W Kerr and Personnel Services by Mr F H Thomasson, both of whom are at present senior P & O Group executives. The Head of the Planning Division is to be appointed.

A timetable for the changes is being prepared. It is hoped that the Group will be operating in its new guise towards the end of the year. Many changes will take place gradually before then, some will not take place until much later.

The new divisions, large commercial and ship management enterprises, will offer wider and more demanding jobs than previously existed in individual Group companies.

10 FEBRUARY 1971

At a meeting of the Board of the P & O S N Co held on 10 February, the Directors resolved to pay a dividend of 2½% on the Preferred Stock for the half year ended 31 March, 1971. On the Deferred Stock a second interim dividend of 7.5% in lieu of a final dividend making a total of 12% for the year ended 30 September 1970. The dividends for the year absorb £6,212,081 as compared with £5,176,734 in 1969.

P & O GROUP ANNOUNCE 260,900 dwt TANKER BUILDING WITH MITSUBISHI

An agreement with Mitsubishi Heavy Industries Limited of Japan has been signed in respect of a 260,900 dwt tanker. This new ship is the biggest ever to join the Group Fleet.

Programmed for delivery in the summer of 1974, the new tanker will enter service on charter to the BP Tanker Company.

Powered by a steam turbine, the vessel will have a service speed of fifteen knots and a draught of sixty seven feet. She will have a stem to stern length of 1105 feet and a beam of 176 feet.

The combined tonnage of the P & O Group's tanker fleet now totals 1¼ million dwt, comprising 19 vessels.

NEW COMPUTER WILL SQUEEZE FOUR WEEKS' WORK INTO THREE

An IBM 360 model 40 computer has been installed in Beaufort House to replace the smaller IBM 360 model 30, which had been in service for three years.

During peak periods the model 30 worked 600 hours every month, processing applications for Group companies. These included accounting and information systems for several shipping and freight forwarding companies, passenger reservations and documentation systems, stock accounting and recording, as well as various statistical analyses.

The new computer carries out the work of the

360 model 30 in 525 hours, and with larger disc devices which were installed last April the time taker is reduced to 450 hours.

The Computer Bureau forms part of the P & O Management Services Division, the Director of which is Mr. Jim Elson. Mr. Elson took up his post last September, since when the bureau has been streamlined and two top appointments have been made, Mr. John Croucher taking over as Data Processing Manager and Mr. John Shaw, formerly Chief Operator, being appointed Operation Support Controller.

RATIONALISATION OF SINGAPORE AGENCY ARRANGEMENTS

As part of a programme being adopted by the P & O S N Co in preparation for the introduction of container shipping services to the Far East by OCL, Mansfield & Co Pte Ltd took over from Islay Kerr & Co (Pte) Ltd as agents for the P & O Group of Companies in Singapore from 1 April.

Islay Kerr & Co was originally established in Penang in 1923 and set up an office in Singapore soon after the war where they have been agents for P & O Lines and B.I. since 1945. Both companies will maintain their present sailing pattern for both cargo and passenger ships into and out of Singapore.

STOCK INCENTIVE SCHEME INTRODUCED

The P & O Group announce their intention to establish a Stock Incentive Scheme for their key employees. The principle of the scheme is to provide a direct involvement in the Company's equity capital thus producing an additional incentive to contribute to the future earnings of the Group. Participation will be confined to those whose position enables them to make a significant contribution to the Group results.

The participant will have the benefit of an interest-free loan with which new stock in the Company can be purchased at current market value, and dividends declared on the stock will be applied after tax in reducing the loan.

The stock will be held by trustees as security for the loan but the participant will effectively own the stock and will reap any benefit or suffer any misfortune alongside the general body of stockholders.

He will not be free to sell his stock until he has repaid the whole of his loan which he may not do until he has served a further ten years, been made redundant or reached normal retirement.

Not more than £2,000,000 deferred stock of P & O—3.8% of the present issued capital—may be subscribed for under the Scheme. It is estimated that some £800,000 will be allocated initially.

NEW COLLECTIVE CALL SIGN FOR GROUP SHIPS

Ships belonging to the P & O Group, over 240

of them, can now radio each other for aid anywhere in the world thanks to the fleet's new collective call sign—GTZU.

Until it came into use, the many shipping companies within the Group kept in touch with each other solely by using individual call signs.

Introduction of the unified call means that from now on P & O ships will be able to call for aid from any fleet vessel within a radius of one thousand miles in cases of emergency, need or when seeking advice.

In turn, the Group's London headquarters now has an even swifter method of passing important information to its fleet instead of the former routine of using company call signs only.

AGREEMENT ON SALE UNION SS CO REACHED

The P & O S N Co announced in London on 4 February that, subject to the consent of the New Zealand Government, agreement had been reached for the sale of the whole of the ordinary share capital of Union S S Co of New Zealand Ltd to Thomas Nationwide Transport Ltd a quoted company registered in Australia.

The intended transaction with TNT will in no way affect P & O's other trading interests in New Zealand or Australia.

In arriving at its decision to accept an offer for its interest in U S S, the parent company had regard to the changing nature of the cargo liner trades operated by Union, the reassessment of its business which shipping may be required to make in the interests of New Zealand's overseas trade and the Company's progressive development of various forms of unitisation.

It is considered that the necessary restructuring could best be accomplished if ultimate control of the Company lay in its general area of operation.

ROTTERDAM'S COMPUTER TERMINAL USED BY GROUP'S CONTAINER OPERATOR

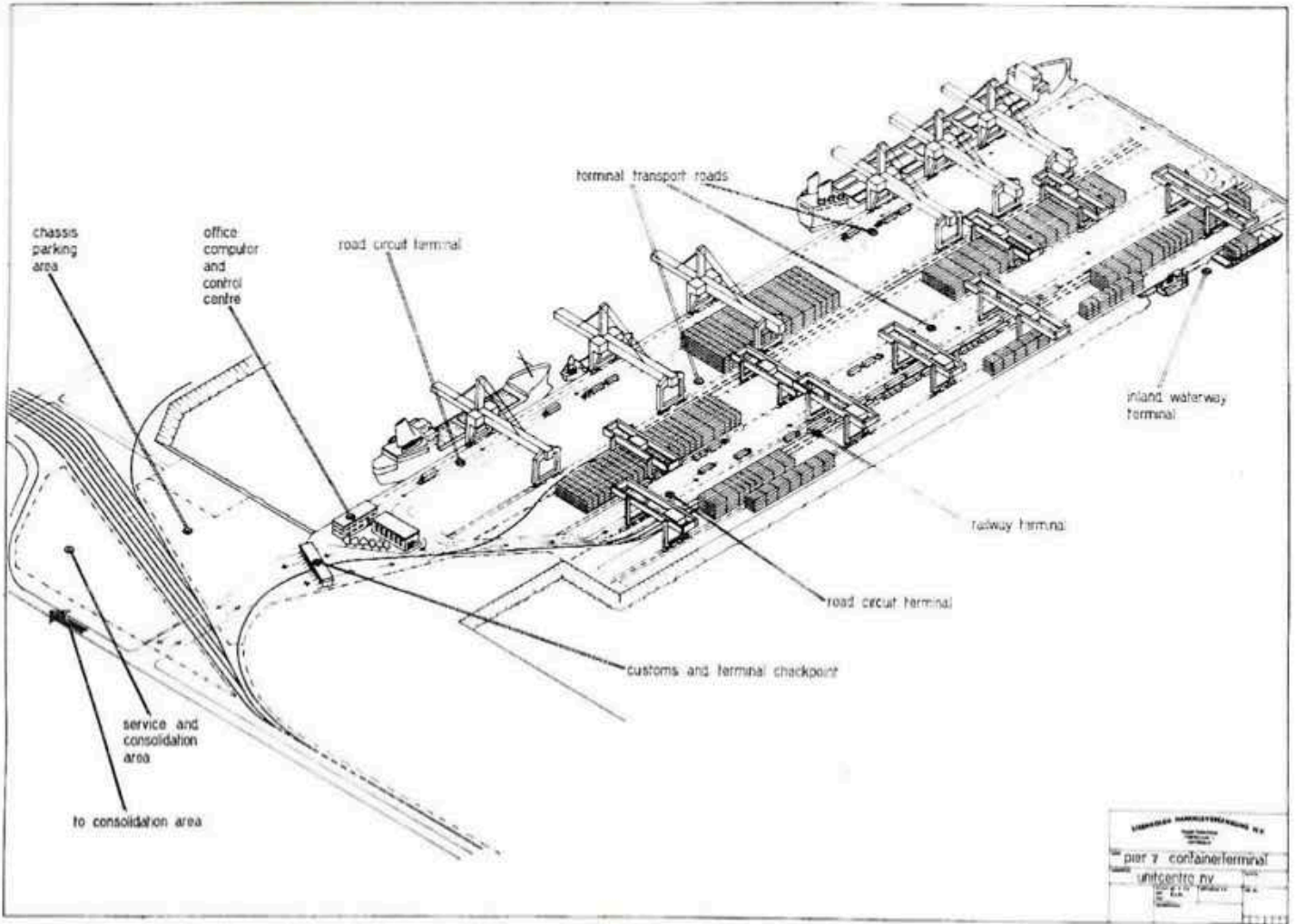
European Unit Routes' Rotterdam operations were transferred from the present terminal at Heyplaatsweg to the newly developed container terminal at Waalhaven Pier 7 on 1 February. EUR was the first container shipping line to operate regular services from the pier.

The terminal is equipped with high capacity gantry cranes together with feeder gantries supported by the latest container handling equipment and methods.

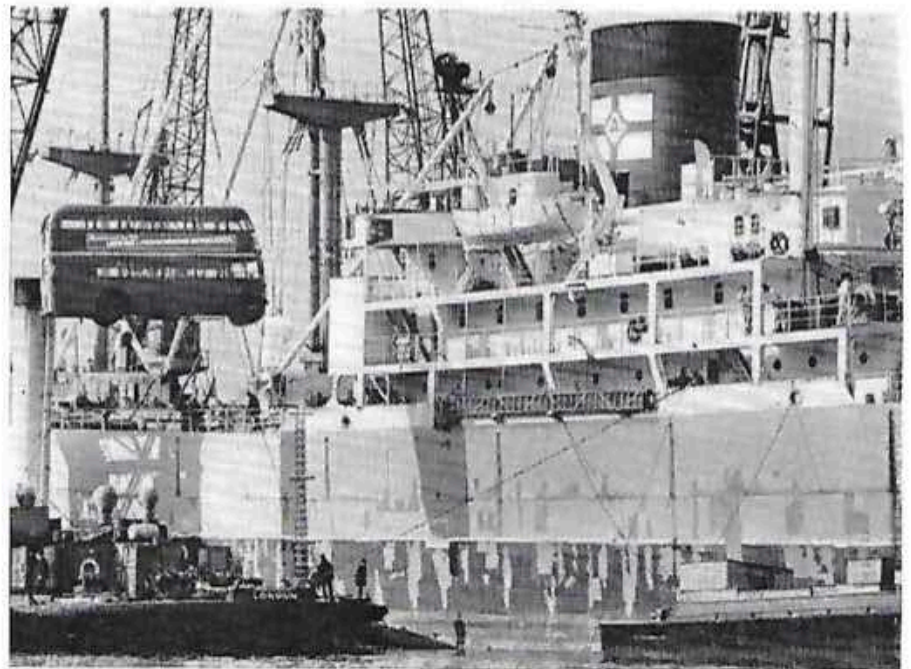
In a few years time this development will be among the first fully computerised terminals in Europe, giving push-button efficiency to container shipping.

The Directors of EUR and Pier 7 are confident that the experience gained during the terminal's three year development will be of tremendous advantage to European Unit Routes' shippers using their Tilbury/Rotterdam services.

An Artist's impression of European Unit Routes new terminal at Waalhaven Pier 7.



A London bus being hoisted aboard the Avenue Shipping Company's ANTRIM. The vehicle will soon be taking poor people for outings in the unfamiliar setting of Wellington New Zealand. The idea of buying the bus came from the Wellington South Lions Club who will also use the vehicle for fund raising campaigns.



NEW O & M MANAGER

Newly-appointed Manager of the P & O Group's Organisation and Methods Department is Mr Douglas Ramsay, who took over at the end of April on the retirement of Mr Stanley Caulfield-Kerney, the Group's O & M Manager for the past nine years.

During Mr Ramsay's five years with the Group's Management Services Division, it controls the O & M Department, he was concerned with systems development of the passenger reservations computer project as well as a number of O & M assignments throughout Group companies. Before joining the P & O Group Mr Ramsay spent two and a half years with the BBC's Organisation, Methods and Grading Department, undertaking job evaluation and O & M services in London and the Scottish Region.

His earlier career as a foreign service member of Cable and Wireless Ltd took him to Brazil and Portugal. His last overseas tour, during thirteen years with the company, was as O & M Officer to the Brazilian area.

P & O IN DUTCH LINK UP

A joint application for a licence to recover marine aggregates has been made to the UK Government by the P & O Group and Van Hattum en Blankevoort NV, one of the Netherlands leading construction, dredging and civil engineering Groups.

Following an initial seismographic survey, test drilling over a period of several months has revealed the probability of satisfactory deposits of aggregate material.

For obvious commercial reasons the Group are not prepared to divulge the position of the operations area until a licence has been obtained and a full financial evaluation has been completed. Should the decision then be taken to proceed it would seem unlikely that sales could begin for some time; the water depth and distance from land at which the aggregates lie is such that development resources would need to be substantial.

A market survey which has been underway since drilling started is to continue. The most likely destinations for the aggregates are Britain and North West Europe.

LAUNCH OF MULBERA

We hear that our friends in BI have launched the last of their four "M" class general purpose cargo vessels, built for the service from Australia to Iranian and Arabian Ports. *Mulbera* was launched in April at the Neptune Yard of Swan Hunter Shipbuilders, Newcastle-upon-Tyne.

EUR's CARIBOU STARS ON TV

A documentary programme entitled "Magellan" was shown once a fortnight from 11 March to 2 June on the Belgian television network (BRT). This is the first series of programmes, each lasting fifty minutes, aimed at the Flemish speaking peoples living in the

north of that country.

At the start of each programme *Caribou* is highlighted leaving Antwerp's container terminal, symbolising the start of a long sea voyage. This is appropriate as the documentary sets out to explain the reasons why the explorer Magellan sailed round the world. Around this central theme the producers have introduced a general knowledge quiz and a birds eye view of the countries Magellan visited as seen by present day observers.

The second series of programmes will commence on 22 September and continues until the end of the year.

TWO HUNDRED JOBS SAVED

The Group's London ship repairers and engineers R & H Green and Silley Weir Ltd are to take over Harland and Wolff's King George V dock works.

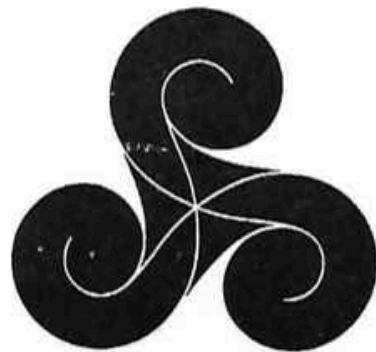
Two hundred Harland and Wolff employees, including a number of senior managers, will be transferred to the staff of Green and Silley Weir at the end of June, the date on which Harland and Wolff have already announced they will cease operations at their North Woolwich and Tilbury works. Included in the deal is a floating dry dock with a lifting capacity of 975 tons. Berthed within the Royal Docks system, the dock is primarily used for the economic repair of small craft.

SEALINE SERVICES FORMED

Our parent company is branching out into marketing a wide variety of marine services with the formation of Sealine Services by the Group's ships' suppliers, Duncan Wallet.

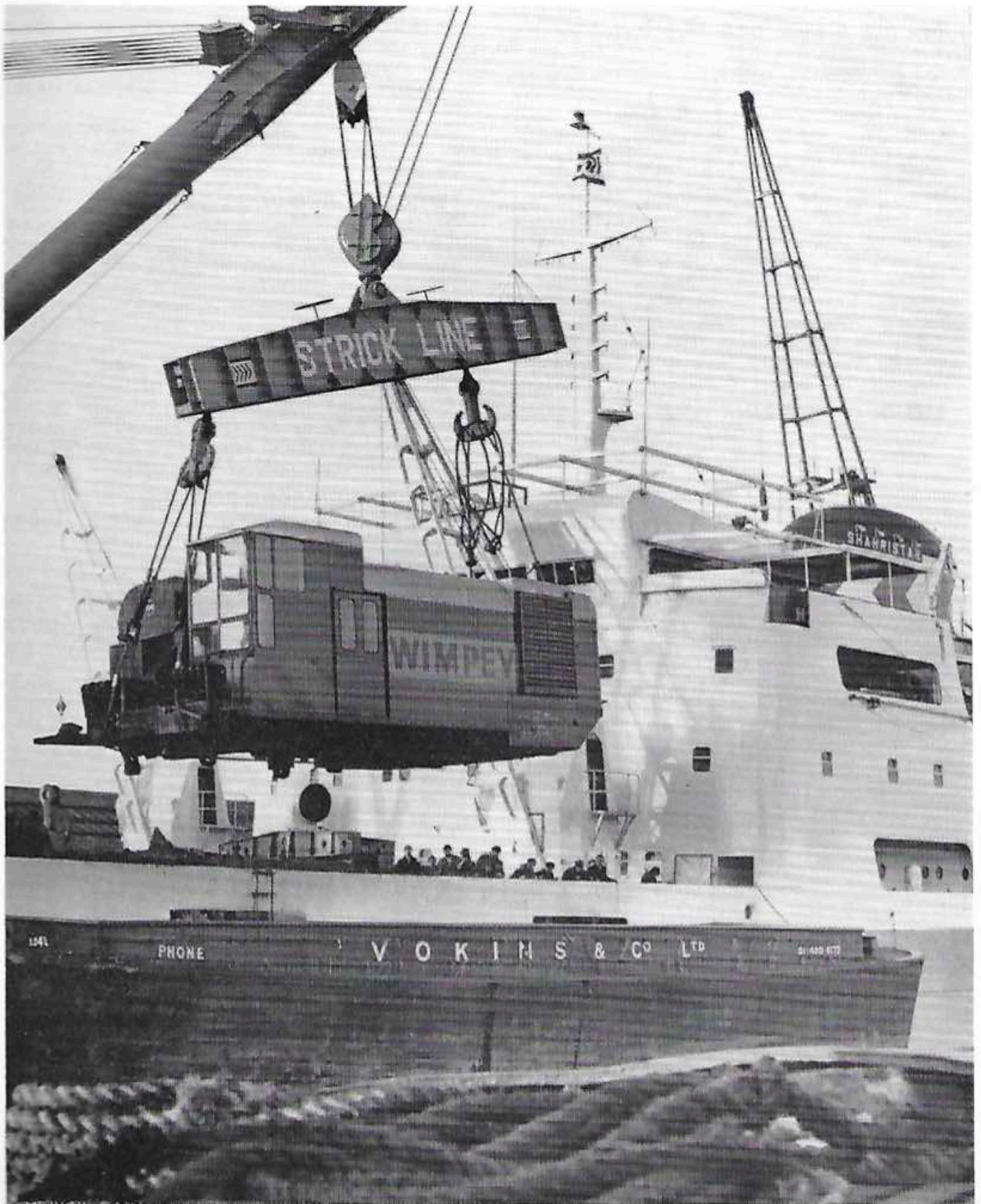
Sealine is already supplying its cost cutting products and specialist services, covering every possible marine need, to some of the largest fleets in the world.

From now on Sealine will seek a wider market for its services to UK and principal European ports and also introduce own-label goods for specific needs. Customer services available include comprehensive storings of deck and engine requirements and stewards' supplies, interior design and the manufacture of furniture and soft furnishings for accommodation ranging from luxury staterooms to crew quarters.



Sealine's symbol

A dragline shovel cab being lifted, by ship's gear, aboard SHAHRISTAN of Strick Line. This piece was shipped to Bahrain where it will be used in opencast mining in connection with the Bahrain Smelter Project.





SHIP NEWS

IBERIA — Dilkusha Orphanage Visit

Although this item of news reached us a long time after the event took place (owing to the postal strike) it was felt that a mention must be made about the children's party which was held aboard *Iberia* on 23 December.

The ship's sports and social club representatives together with assistance from the female staff entertained the children of the Dilkusha Orphanage, Suva. They came on board the ship in the afternoon, being taken first to the cinema for a cartoon show. Then games followed in the Flamenco Room, this side of proceedings being arranged by Miss Rosemary Kell, Children's Hostess. There was a grand performance by Peter



IBERIA—There's no need to ask these children from the Dilkusha Orphanage if they are enjoying themselves—the happy faces give the game away.

Metcalf, Entertainment Officer with his clown act, and just before tea Father Christmas arrived to give presents to the children, Jack Castle acted as Santa Claus.

At the end of the party the children sang some Fijian carols.

IBERIA — Captures Football Trophy

Iberia now holds the *Oriana* Football Trophy after

beating *Himalaya* 4 goals to 1. Played at the Five Dock pitch in Sydney. *Himalaya* scored first, but B. Caville made sure of his team's victory by cracking in three of Iberia's four goals. After a six month voyage, the team marked up a very satisfactory score winning eleven matches, drawing one and losing two.

ORIANA — Caribbean Carnival Cruise

This year *Oriana* has been a Carnival ship, being in position for both the Curacao and the Panama City Carnivals.

Some of our passengers were a little wary of venturing into the crowds that throng the streets at these hectic times but the Agents assured the ship that no harm could come to them. So, with a



IBERIA's football team, back row: P Tyrell, B Caville, T Scannell, R Blackman, B Trickett, K Miller, Front row: R Brown, R Newlands, J Shaw, C Owens, P Sinfield and B Stephenson.

hint about holding tight to hubby and no hand-bags the passengers were urged to go and enjoy the spectacle . . . and they did.

In *ORIANA NEWS* the ship had inserted a special "Carnival Guide". Apart from giving details of the Carnivals themselves the guide went to some lengths to explain the historical background which surrounds these festivals. How many of our



The Curacao Carnival in full swing. These beauty queens still manage to smile at the crowd as they move through the simmering streets where there is little shade to be had. The stamina of the dancers amazed the passengers from ORIANA who watched the procession.

readers know, for instance, that the carnivals of the West Indies as also that of New Orleans, originate from European Christian traditions, although they never existed in England whilst she was subject to Anglo-Saxon rule.

In former times the period of Lent was strictly adhered to and prior to these forty days of mourning, which started with Ash Wednesday, there were three days of feasting and merry-making in order to have a last fling and use up all the foods that were to be forbidden during Lent. The words Mardi Gras, in fact, mean Fat Tuesday. In England it is called Shrove or Pancake Tuesday (Pancakes were made in order to use up all the rich goodies). When the Europeans ventured across the Atlantic they brought their religious habits with them; these were, in time, mixed with the vivacity and movement of the local peoples to produce a three day Fiesta unrivalled in the world.

And Fiesta it was. Beauty Queens galore, huge masks, dancers bobbing, steel drums throbbing and excited chatter . . . all in eighty five degrees with little shade to be had. The stamina of the parade contestants amazed the passengers. It was an exhausting procedure to watch let alone participate in.

ARCADIA — The Strolling Players Disband

At a party to commemorate the disbanding of the "Arcadia Strolling Players" it was suggested that the officers should join the Equity Union because of the number of shows they have appeared in over the last few months. Under the direction of Bill Allison the Entertainments Officer, they have produced four different showings of the Victorian Music Hall, the Christmas Spectacular 'Cinderella', and a Tramps and Swaggers Show. Apart from this a troupe of Can Can Dancers, Russian Dancers and Flappers have made appearances during the various theme nights held on board. Individual cabarets have also been produced, but their final and most colourful production was the '71 Officers Revue Show 'Man the Laff Boats'.

It is a credit to the talent and the ingenuity of people like Lyn Hymus, Jill Talbot, Morag McVean, Julia Hynd, Mark Walters, Jim Kennedy, Bob Venner, David Christie, Bill Donkin, Ted Miller, Tony Chadwick and others that these productions have been such a smash success with passengers.

ORONSAY — Retains Cup

Having beaten *Himalaya* for her football trophy last voyage in Honolulu, *Oronsay* once again proved her supremacy when challenged in Sydney.

With a masterful display *Oronsay* disposed of *Himalaya's* spirited challenge by 3 goals to 1. Despite having had little or no practice during the voyage *Oronsay*, who had a magnificent following of both passengers and ship's company, never really looked like losing although both teams played excellent football in a temperature of 94 degrees.

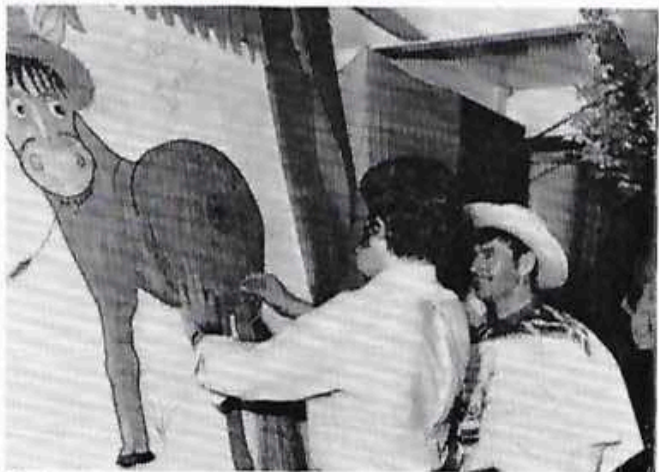
CANBERRA — Country Fair Raises £105 for Charity

The Leading Hands and Crew Club joined forces and produced a "Country Fair" which was much enjoyed by the whole Ship's Company. Both recreation rooms were used and also the well deck around the crew's swimming pool. Pin the tail on the donkey, Hoop-la, Lucky Dip, Steady hand contest, drive a nail in a block of wood and many other competitions raised the large sum of £105 for the Treloar Boys School at Alton. Readers will recall that this is *Canberra's* "adopted school".

The Fun Fair opened at 10 o'clock in the evening and finished long after midnight. It was visited by the Programme Team who were travelling on board. Mr W. A. Mackenzie, Wally Kane, Keith Fox, Colin Gorton and Miss Joyce Gino from San Francisco all had an enjoyable time.



The cast who took part in the Tramps and Swaggers Show which was performed by officers, aboard ARCADIA, recently.



Contestants have a go at pinning the tail on the donkey at CANBERRA's Country Fair.



CANBERRA—At a recent gathering of the International Order of Military Wine Tasters aboard **CANBERRA**, Philip E Haring editor of Wines and Vines Magazine, presents Staff Captain Lefevre with a \$150 cheque for the ship's welfare fund. Others shown are (from Left), Captain Vickers, **CANBERRA**'s master and Ted Gaffey, the Australian Trade Commissioner in San Francisco who provided the wines for the function.



HIMALAYA—During a recent visit to Wagga Wagga in New South Wales Mr M J Miles, **HIMALAYA**'s Purser attended a function hosted by Hore & Davies Travel Service, the local P & O Lines booking agents. At the function, Mr Miles met passengers booked to travel in **HIMALAYA** on the 1971 Women's Weekly Tour referred to in the Company News section of this magazine. The Purser is shown second from right with Mr Bob Davies of Hore & Davies far right and a group of passengers. Photo Wagga Wagga Advertiser



ARCADIA—P & O Lines' Sales rep, Betty Basham, points to an authentic chunk of glacier ice flown in for a travel agents' function in the Lookout Bar of the Alaska cruise ship, during a recent visit to San Francisco. Others shown are (from Left), Glenn Soulliere, Michael Julian, First Officer, Dick Healey, Sally DeBarry and John Nielsen. The purpose of the event was to publicise P & O Lines four, 14-day summer cruises to Alaska this May, June and July.



ORCADES—The vessels amateur dramatic society, where membership is limited to passengers travelling in the ship, recently performed a melodrama "Because She Was So Pure". The scenery was constructed and painted by the art class, whilst costumes were created by the sewing circle.



Commodore M A Trenfield being presented with a photograph of the Port of Seattle by the Port Authority during **ORONSAY** call there in March.

FROM ABROAD

WELLINGTON

SHE CAUGHT A CRUISE

A "Catch a Cruise Competition" was run in conjunction with a radio quiz called "Bluebird Call Line" compered by the leading radio personality Selwyn Toogood, brought in over 12,000 entries. The contest continued for twelve weeks over twenty two national commercial stations until the lucky winner was announced.

She was Mrs Sandra Ralph of Trentham, near the capital city of Wellington, who with her husband, travelled as first class passengers on *Orsova* on a Tropical Isles cruise which left on 19 March for Sydney, Suva, Pago Pago and Nuku'alofa. What a prize, and what a successful promotion!

Mrs Sandra Ralph receives her prize from Mr H J Peebles, Sales and Marketing Manager (P & O Services) New Zealand.
Photo by courtesy NZBC



HONG KONG LATEST NEWS

Roger Wilson writes:

"The year of the Pig" is now well under way in Hong Kong and at the time of writing we have survived our annual "budget". No real surprises except that once again our erstwhile financial secretary has budgeted for a whopping surplus and he has abolished TV licences. Last year the surplus amounted to some 500 million Hong Kong dollars!

"Mackinnon's Godown at Tsuen Wan is now well under construction and the busy business district in Central is daily reverberating to the pile driving as the colossal fifty storey office complex gets well under way, opposite the "Mandarin" Hotel, on the waterfront. The cross-harbour tunnel is almost half way to completion and new hotels and apartment blocks are sprouting like mushrooms. At the end of March we had a busy time with *Canberra*, *Chusan* and *Chitral* all in port together and between them they were carrying some 400 passengers on home leave, retirement or just on holiday from Hong Kong.

"We again hosted the P & O Lines annual freight meeting in February and have also had a welcome share of Group visitors".



Hong Kong—In February Hong Kong again hosted the Annual P & O Lines Far East Freight Meeting. Seated from left Mr A C L Heywood (Singapore), Mr G M B Salmon (Hong Kong), Mr J E Playfair (London), Mr A V K Murray (Japan), Mr W K Corneck (Taiwan). Standing from left Mr X Pertierra (Manila), Mr F B Gardner (Hong Kong), Mr A S G Lambert (Hong Kong), Mr M J Connor (Hong Kong), Mr Matsui (Japan), Mr G Pegg (Japan), Mr Mizuno (Japan).



TOKYO—Mr J E Playfair on his first visit to Japan in the early part of the new year attended a cocktail party for P & O freight supporters held at the Palace Hotel, Tokyo on 8 February. From left: Mr W B Rae-Smith CBE, Mr J E Playfair, Mr S Kobayashi, Mr S Satch, Mr E Nasu, Mr A V K Murray and Mr Y Mizuno.

SAN FRANCISCO FORM POSH SEAFARERS CLUB

Shortly after the beginning of the new year P & O Lines North America started sending invitations to 20,000 past passengers to join the newly formed POSH Seafarers Club. When all acceptances are in, the company will have an invaluable direct mail record from passenger-provided information, of how much and what kind of sea travel North American passengers are most likely to buy in the future.

Those who elect to join will be sent a certificate designating their rank in the club. The rank will

be determined by the number of days each past passenger has travelled with P & O Lines. Those with up to one month of sea time will be designated Honorary Commanders; those with one month to 100 days, Honorary Captains, and those with over 100 days at sea with P & O Honorary Commodores.

POSH members also will receive two special baggage tags, a permanent identification card which will permit them to visit any P & O Lines ship at any North American port, and a special newsletter.

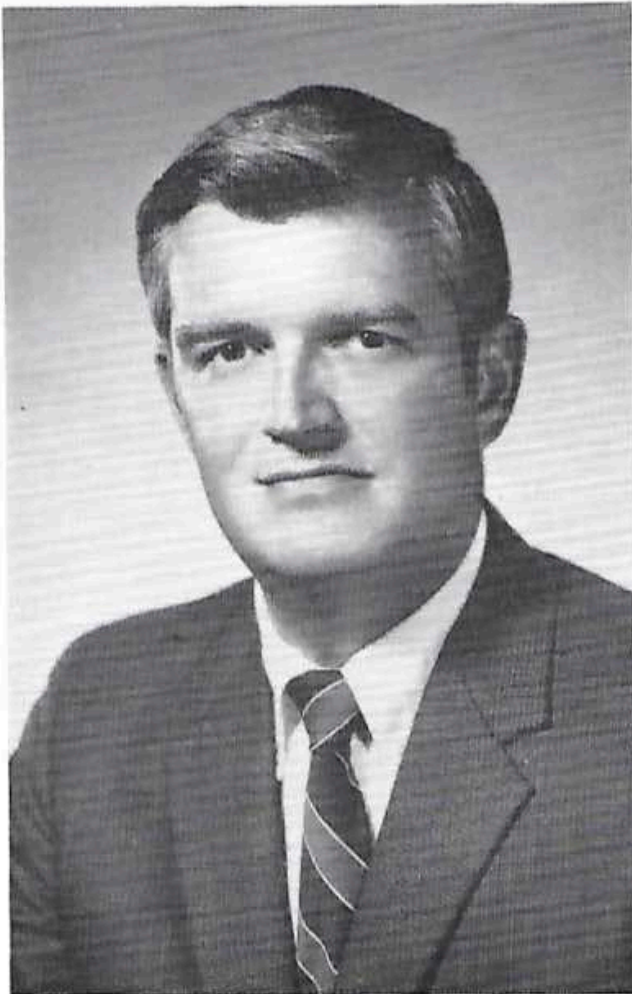
Lee Hasselrode, direct mail supervisor in San Francisco has been appointed secretary of the club.

SAN FRANCISCO

GENERAL SALES MANAGER APPOINTED

R Duncan Beardsley has been appointed North American General Sales Manager. He succeeds Richard W. Evans who has been named assistant to the President.

Mr Beardsley joined P & O Lines North America last August as marketing co-ordinator after having served with one of our North American advertising agencies for two and a half years.



R Duncan Beardsley.



W Jakeman. We hear from SAN FRANCISCO that Bill Jakeman has been appointed P & O Supervisor of Sales Promotions. He was previously the company's Planning Co-ordinator.



MAZATLAN—During ORIANA's first call at Mazatlan on December 29 during her sold-out North American Christmas cruise, Captain R J H Cutler was presented with a plaque by C Ricardo Urquijo Monterde, mayor of the Mexican resort town.

SAN FRANCISCO

DISTRICT SALES APPOINTMENT

Kenneth Grimes, who joined P & O North America in 1956 and has worked in the Chicago and Miami offices, has been appointed a San Francisco district sales representative. His most recent duties were as senior agency sales agent in San Francisco.

We Hear That

FORMER DIRECTOR HONOURED

. . . Mr Charles Lambert who retired last October after almost fifty years with our Company, of which he was a Director, received the OBE from the Queen on 2 March. Mr Lambert is now living in the West Country at Ferndown, Dorset.

Mr C E Lambert together with his wife and daughter outside Buckingham Palace.





Richard Esdale, third from left, meets fellow travel representatives at the mini-workshop, which was held in the Australian Tourist Commission's Old Bond Street Bureau, last March.

SALES PROMOTION MANAGER ATTENDS MINI-WORKSHOP

Richard Esdale (Sales Promotions Manager) attended a "mini-workshop" held in the Australian Tourist Commission's Old Bond Street Bureau last March.

Arranged for tour operators, agents and airline representatives interested in the Pacific area, this venture was a follow up to the Australian Tourist Commissions full scale Australian workshop held last November.

ATC's UK Manager stated that the trade in London is vitally interested in the tourist boom developing in Australia and the Pacific. And their servicing counterparts in Australia are interested in meeting them. In co-operation with international and domestic airlines, they have already taken nearly sixty British agents on educational visits to Australia in the last twelve months to see the facilities available and destination attractions for themselves.

THE PRINT BUYER WHO SINGS

R. D. Sladden of the Stationery and Printing Department took part in a BBC radio broadcast from the Royal Festival Hall, on 6 April. David is the Hon Secretary of the Thurrock Choral Society who had been invited to sing at the "Challenging Brass" concert.

A tenor, David has been singing with this and other choirs longer than he cares to remember beginning his association with them as a choir-boy. This was his umpteenth broadcast.

Many of our readers in the Antipodes will have heard the Thurrock Choral Society's broadcasts especially that recorded during last years Promenade Concert from the Royal Albert Hall.

FARMER IAN'S GAIN FOLLOWED BY LOSS

Ian Bruce gained one wife and lost one appendix as a result of his tour of Australia as a 1970 young farmer exchangee.

Ian who hails from Hintlesham, near Ipswich, was one of six British young farmers whose return



Ian Bruce and his wife Rosemary.

passage to Australia was provided by our company, but Ian is the first exchangee to return with a bride. He first met his wife to be, Rosemary a shorthand typist from Sydney, in 1968 when she was on a working holiday. They met again when Ian arrived in Sydney and became engaged four months later, they married in Sydney on 14 November, three days before sailing for Southampton.

Their honeymoon was unexpectedly interrupted when Ian was taken ill with appendicitis. He was admitted to a Durban hospital for an operation and rejoined the ship the next day.

THANK YOU

Pat King would like to extend deep felt thanks to all the seagoing staff who contributed most generously to his cheque presented to him on his recent retirement. He concludes by extending to everyone in the Company his good wishes for the future.

Readers will recall that Pat King recently retired as the Company's Port Relieving Commanding Officer.

TEACH IN BY PURSER TRAINING OFFICER

Mr. E. L. French arrived at Southampton in February as a passenger in *Iberia* the ship of which he was formerly the Purser. He is spend-



Mr E L French gives some school children decimalisation instruction prior to the currency changeover.

ing two years ashore as Purser Training Officer and the introduction of decimalisation was the reason for his voyage in the liner.

He flew out to Las Palmas to join *Iberia* on the voyage to Southampton and gave lectures to passengers and crew members about the monetary switch over. Cards giving advice on cheque writing and a conversion guide were issued and he also showed films and slides about the new system. Mr French said most of the Australian

and New Zealand passengers thought the change-over time in Britain was far too long.

In reply, he pointed out that although Australia was larger, Britain was far more densely populated and time was needed to alter all the cash registers.

Australians and New Zealanders, he added, also thought Britain had done the wrong thing in keeping the £1 unit. They would have preferred Britain to use the 10/- unit.



A recent photograph of Eve Boswell with her fiancé and manager Mr R Draysey.

SINGING STAR SURPRISE

. . . famous singer Eve Boswell arrived back in this country recently aboard *Canberra*. She was accompanied by her fiancé and manager Mr R. Draysey. Eve had travelled out alone to Durban aboard *Iberia* last August her fiancé flying in a little time later. On each voyage she entertained passengers with the songs made famous by her a few years ago. It must have brought back happy memories to many of those aboard!

GOOD MORNING

SUNDAY FEB 21
1971

THERE WILL BE NO CLOCK ALTERATION TONIGHT — DUE TO THE FACT THAT ALL THE CLOCKS HAVE STOPPED

- Thought for Today:** "They went to sea in a Sieve . . ." Anon
Captain Terry, his Officers and Crew, wish you all a Merry Christmas
- CHURCH SERVICE** The stand-by Druid will conduct an Intercombobulation Service at Stonehenge (Engine Room). All should attend, at 0400 hours.
- KEEP FIT CLASS** Mr McGregor will be taking a Keep Fit Class at 0500 hours in the Chain Locker. Will be played at intervals throughout the morning by courtesy of James Blackburn Meaney, from a selection of the latest hits.
- LIGHT MUSIC**
- BUFFET LUNCH** It is hoped to serve a cold conglomeration in the Plate House immediately after First Sitting.
- BALLOON RACE** This will be held on the Monkey Island at 1430 hours. The first person to blow their balloon from the Monkey Island to the Foc'sle Head will be awarded an Alpine Horn engraved with the ship's crest. Applications should be submitted of the Engine Room Bhandary during the Church Service or alternatively to any of the ship's Musicians.
- MEETING**
- LANDFALL DANCE** In the Engine Room to the Eric Blackledge Five.
- SHORE EXCURSIONS** A tour of the Fawley Oil Refinery will depart shortly after arrival. All animal lovers will be interested that an excursion, by glass bottomed boat, to feed the ponies has been arranged. Applications to the Surgeon. By kind permission of Lord Montague of Beaulieu, tea will be served on his lawns—ladies are advised to wear trousers.
- NOTICES**
- Asian Crew Change** By lifeboat, off Worthing. We regret any disruption in the normal service.
- Pay Department** We would like to advise you that there is no truth in the rumour that supernumeraries get paid off with five new pennies.
- Immigration, Customs and Medical Inspection** Officials will board by helicopter off the Nab Tower and require to see all those passengers disembarking at Shanklin, Sandown and Ventnor. All passengers should ensure that they have been vaccinated with anti-strike serum, as Britain is considered to be a strike infested area.
- Baggage** Cases should be placed outside cabins by 1530 this afternoon labelled BOMBAY and securely sackclothed and roped.
- Boat Train Tickets** Tickets for the special boat train to Mucking-in-the-Marsh will be on sale at an exhorbitant price from the Brureaury.

FROM THE NAVIGATOR

The ship's position at Noon yesterday was desperate; no steam and facing in the wrong direction. The day's run was three times round the Hook of Holland at an average speed of fifty clogs. Temperature on the Bridge: Rising, pressure high (girls in bikinis on Bridge visit).

Weather Forecast for Timbuctoo, Acapulco and Alaska—to be promulgated when Radio Office fire is put out.

General Information: Due to repairs on the Dover Strait route, we expect to be delayed several hours. At approximately 1400 today we expect to make our landfall off either Dublin or Falmouth. The ship's whistle will be sounded at intervals—whenever the pilot leans against the button.

PS Will the Officer who left his sox in "A Window in Amsterdam" please contact me through the Bureau, as I am wearing them.

IBERIA—Readers will have gathered from an earlier mention in this magazine that IBERIA had a "little bother" in February. However, humour prevailed and this newsheet was produced privately by members of the crew on their return to home waters from Rotterdam.

PERSONAL NEWS

APPOINTMENTS

We congratulate the following members of P & O Lines on their appointments which have been announced following the Group reorganisation:

PASSENGER DIVISION

PARRY, P. E., Chief Executive
DAVIS, J. G., Marketing
KERR, W., Hotel Services / Sea Staff
MACKENZIE, W. A., Scheduling
POINEY, M. T., Financial
STIRLING, A. M., Development
TUKE, G. J., Technical

GENERAL CARGO DIVISION

PLAYFAIR, J. E., as UK/Far East Trade Manager.

SPECIAL SHIPPING DIVISION

ANDERSON, K. R., as Investment Manager.

We congratulate:

GRAHAM P, First Radio Officer on being transferred to permanent shore staff as Assistant Electronics Inspector.

CERTIFICATES

We congratulate the following Officers on having passed the Board of Trade examinations: Master's—Second Officers D A Carr, W J C Clarke, M Reed, R M Smith.

First Mate's—Third Officers S J Alban, M S Burgoine, M R Clowes, M H Davidson, P R Simmonds, P Toghill, K M Vlasto.

Diploma in Marine Electronics—First Radio Officer R V Cahill—Radio Officers—R H K Hewlett, P S Richardson.

First Class PMG Certificate—

Radio Officers A Dunn, B J Williams—Junior Radio Officers R E Bolinger, A Burke.

Radar Maintenance Certificate—Junior Radio Officer S Lovick. We congratulate the following Officers who have gained Certificates of Competency since the last issue of *About Ourselves*: Second Class Steam Certificate—Third Engineer Officers B K Butterworth, B R Flower-Ellis, J Brady, F McGurran.

Motor Endorsement to First Class Steam Certificate—Second Engineer Officer P Juniper.

T4 Marine Electrical Technicians Certificate—First Electrical Officers R. Calvert, I Hutchinson.

We congratulate the following Shore Staff: M J Cuff Accounts Department on having passed Part I of the Association of Certified Corporate Accountants Examinations.

ENGAGEMENTS

We congratulate:

BREWERTON (Miss) E, Group Accounting Division on her engagement to J. STEVENS on 23 December 1970.

FAGG (Miss) H M, Continental Passenger Department on her engagement to I HARLEY on 20 April 1971.

GRIFFIN (Miss) C A, Secretary to K R Anderson on her engagement to M CALVERT on 21 March 1971.

HAGGER (Miss) A, Hotel Services Organisation on her engagement to J O'SULLIVAN General Shipping Division on 6 February 1971.

HARKNETT (Miss) C A, Hotel Services Organisation on her engagement to D HILL on 19 February 1971.

MARRIAGES

We congratulate:

BRAITHWAITE A C, Hotel Services Organisation on his marriage to Miss S JACKSON at All Saints, Barkingside on 29 May 1971.

CHIPPERFIELD B V, Junior Second Officer ex *Orcades* on his marriage to Miss J M GRIFFIN, JWAP ex *Orcades* on 22 May 1971.

HASTINGS (Miss) M L, Hotel Services Organisation on her marriage to L A NIXON at All Saints, Poplar on 5 June 1971.

LONG (Miss) H I, Hotel Services Organisation on her marriage to J WELLBELOVE at St Luke's, Charlton on 12 June 1971.

STOETER (Miss) G, Freight Clerk on her marriage to P McMASTER at Hornchurch Register Office on 27 February 1971.

VERA D, Los Angeles sales representative on his marriage to Miss P ROWSE, a former San Francisco employee, on 6 February 1971 in Carmel, California.

BIRTHS

We congratulate:

BAKER (Mrs) P A; and her husband Ron on the birth of a son Julian Dominic on 3 March 1971. Pat is the former secretary of Mr J E Playfair.

BURWOOD (Mrs) C; former Punch Card Room Supervisor on the birth of a son on 22 March 1971.

FRAZIER C; Management Services Division and his wife Gill on the birth of a son Scott Richard on 16 January 1971, a brother for Ian Andrew.

PURCELL J C, Accounts Department and his wife Joan on the birth of a daughter Natasha Mary on 13 December 1970.

WARMINGTON D F, Marketing Unit and his wife Nell (nee Broekman ex WAP) on the birth of a son Pieter Frederick on 16 April 1971.

WILDERSPIN P J; Passenger Reservation Sales Supervisor and his wife Margaret on the birth of a daughter, Annabel Emma Elisabeth on 15 March, a sister for Simon Peter Harrison.

RETIREMENTS

BULL W M; joined Coy 26 as a Clerk in Accounts Department. In 1963 he became Assistant Budget Control Officer. He retired on 31 March 1971 due to ill health.

BURFOOT A L; joined Coy 28 as Linenkeeper, served on *Ranchi*, *Chusan* and *Orsova*. Retired on 1 March 1971.

FLEET LIST

(as at 15th March 1971)

	CANNANORE 6,845 tons	PANDO CAPE 5,800 tons	PANDO COVE 9,236 tons	PANDO GULF 8,753 tons	PATONGA 10,071 tons
Captain	Cooke, C.B.	Bonner, J.W.	Mortleman-Lewis, E.A.W., R.D., R.N.R.	Firth, N.N.	Savage, G.J.
Chief Officer	Campbell, C.R.P.	Fitzwalter, J.S.	Lloyd, C.M.R.	Jones, C.M.	Perry, D.J.
Acting Chief Officer	Woollard, I.	Godderidge, C.T.	Robertson, K.P.B.	Douglas, W.M.	Lockyer, P.
Second Officer	Footman-Williams, P.	Hornett, P.C.	Renshaw, G.W.	Fowler, M.R.J.	Byrne, K.P.
Third Officer	Child, J.A.	Rees, R.H.	Larcombe, B.	Richardson, R.S.	Taylor, D.R.
Junior Third Officer	Frew, A.S.	Turpie, T.I.	Robson, D.E.S.	Towers, E.W.	Cowell, M.C.
Fourth Officer					
Radio Officer					
Acting Radio Officer					
Junior Radio Officer					
Trainee Radio Officer					
Chief Steward	Tanner, M.	Tracey, J.T.	McAllister, W.J.	O'Brien, P.	Pattendon, F.P.
Carpenter	Owens, K.E.	Brookhank, L.	Kent, T.	Baker, D.N.	Ivey, C.
Cadets		Purvis, T.J.	Walters, I.H.	Dilks, P.O.P.	Perry, H.W.
		Weaver, G.W.	Bowles, S.W.	Billing, J.P.A.	Farqhar, R.S.
		Lloyd, D.J.	Firth, P.A.	McLarry, R.J.	McWilliam, R.S.
					Fletcher, L.J.
Chief Engineer Officer	Paton, D.F.	Lambert, A.E.	Hudson, R.F.	Godbold, W.	Bannister, A.
Second Engineer Officer	Lonsdale, B.	Lipcombe, A.C.	Nash, I.	Goodwin, C.M.	Weaver, D.F.
Ass. Second Eng. Officer					
Third Engineer Officer	Sugdon, R.	Riley, H.D.	Murdin, R.P.	Selwood, J.A.	
Ass. Third Eng. Officer					Hunt, R.E.
Act. Third Eng. Officer					
J. Third Eng. Officer					
Ass. J. Third Eng. Officer					
Act. J. Third Eng. Officer					
Fourth Engineer Officer	Rogers, W.	Stephens, I.F.	Watters, I.G.	Burton, M.C.	Johnson, L.R.
Assistant Eng. Officers	Hollick, C.B.	Chriswick, J.	Campbell, E.A.	Burchell, A.E.I.	Hayward, S.P.
	Boyd, M.K.	Briggs, P.K.	Jones, S.A.	Davis, B.R.	Hale, A.J.
	Smith, M.J.	Garside, R.G.A.	Bell, W.	Apps, V.P.	Bell, R.J.
	Hicks, J.A.	Towers, J.	Nelthorpe, L.	Garnett, A.M.	Godfrey, J.
First Elect. Officer					
Act. First Elect. Officer	Machin, N.T.	Young, J.W.	Jones, M.J.	Ellis, R.	Corrall, L.A.
Electrical Officer					Firth, B.
Sy Elect. Officer					
First Ref. Eng. Officer					
Second Ref. Eng. Officer					
Act. Second Ref. Eng. Officer					
Engineer Cadets		Young, R.P.			
		Walentowicz, P.J.			
		Elliot, M.R.			

	PANDO HEAD 8,925 tons	PANDO POINT 8,753 tons	PANDO SOUND 8,777 tons	PANDO STRAIT 9,235 tons
Captain	Scott-Masson, D.J.	Bullock-Webster, R.	Barrett, G.C.	Hansing, D.A.
Chief Officer	Hayward, P.E.	Jamison, S.S.	Mavity, B.G.	Nash, B.G.
Acting Chief Officer				
Second Officer	Dick, W.F.	Derrick, M.J.	Beavington, M.	Hall-Thompson, M.H.
Third Officer	Simmonds, P.R.	Alban, S.J.	Durrell, H.E.P.	Stutt, I.C.
Junior Third Officer	Acland, I.A.D.	Campbell, C.F.	Bass, R.P.	Pichford, P.W.
Fourth Officer				
Radio Officer	Atkinson, D.J.	Mitchell, I.J.	Wheeldon, S.R.	Taylor, M.
Acting Radio Officer				
Junior Radio Officer				
Trainee Radio Officer				
Chief Steward	Stitt, D.	Prescott, R.E.	Gliddon, R.G.	Morris, A.R.
Carpenter	Sutton, A.J.	Brock, D.J.	Evans, J.P.	Cramp, B.C.
Cadets	Blondel, M.P.	Cooper, G.K.		Hill, S.I.
	Stott, P.N.			Blatch, C.
	Shore, W.R.			Thorntwaite, P.
	Donne, J.H.			
Chief Engineer Officer	Morrow, N.S.G.	Nightingale, P.	Bayliss, N.H.	Craig, A.W.
Second Engineer Officer	Goodman, A.	Turner, D.G.	Noesby, J.	Spice, J.
Ass. Second Eng. Officer				
Third Engineer Officer	Harper, C.	Butterworth, B.J.	Day, D.	Niccol, J.G.
Add Third Eng. Officer				Flower-Ellis, B.R.
Act. Third Eng. Officer			Lewis, B.J.O.	
J. Third Eng. Officer				
Ass. J. Third Eng. Officer				
Act. J. Third Eng. Officer				
Fourth Engineer Officer	Green, M.	Hodges, K.	Hinchcliffe, M.	Hewison, A.
Assistant Eng. Officers	Tuck, G.P.	Williams, N.G.	Wooding, C.	
	Whitehead, J.	Bond, M.J.	Forscutt, P.J.	Appleyard, D.
	Robinson, K.K.	Goodfellow, R.B.	Todd, S.V.J.	Keir, P.J.
	Brooks, D.	Muir, J.	Smith, P.G.	Martin, R.
First Elect. Officer				
Act. First Elect. Officer				
Electrical Officer	Struthers, A.	McMullen, J.	Bowles, P.	Kirk, J.R.
First Ref. Eng. Officer				
Second Ref. Eng. Officer				
Engineer Cadets	Alcock, K.A.	Tame, R.B.	Claridge, T.	
	Bouckley, A.A.	Sharman, G.J.	Mark, I.M.	
	Smith, J.			

FLEET LIST

(as at 15th March 1971)

	CANBERRA 44,807 tons	ORIANA 41,910 tons	ARCADIA 29,871 tons	IBERIA 29,779 tons	ORSOVA 29,091 tons	ORONSAY 28,136 tons	ORCADES 28,472 tons	HIMALAYA 28,047 tons	CHUSAN 24,318 tons
Captain	Vickers, W.B. R.D., R.N.R.	Cutler, R.J.H.	Cowen, E.	Wacher, J.F. R.D., R.N.R.	Field, A.J.	Trenfield, M.A.	Nowell, R.B.	Snowden, E.	Prowse, M.R.
Staff Captain	Lefevre, J.A.	Love, P.W.	Cookman, R.D.	Hannah, D.H.	Lincoln, T.A.M.	Thom, G.B.	Crichton, J.A.P.	Howe, G.E.	Chester, J.M.
Chief Officer	Merrick, A.E.	Guthrie, D.C.	Clark, J.G.	Chapman, J.L.	Dormon, D.A.	Goddard, C.H.	Hughes, D.T.	Harris, G.E.	McCarthy, T.J.
Navigator	Smyle, C.R.	Watkins, T.P.							
First Officer	Hodges, A.P.	Cavaghan, M.S.	Julian, M.H.	Church, V.R.	Broome, P.J.C.	Wilson, J.R.	Hicks, M.F.	Wilkin, R.H.N.	Jackson, R.I.
Second Officer	Scorgie, J.S.	Carveth, R.J.	Laurie, M.A.C.	Carr, D.A.	Burton, G.A.	Dickens, G.T.	Knight, R.D.	Messenger, P.A.	Mullins, D.E.
Junior Second Officer	Reeves, U.F.	Gold, M.J.	Johnson, P.F.	Woodhead, J.W.	Minter, B.	Abbey, C.T.	Coldham, R.	Turrall, D.E.	Priestley, R.P.
Third Officer	Godfrey, R.M.N.	Poyntz, R.G.J.	Chadwick, A.	Cooper, P.J.	Blencowe, B.A.	Browne, J.R.H.	Lampe, A.H.	Greenhalgh, J.J.	Wright, P.B.
Junior Third Officer									
Fourth Officer	Fennelov, R.D.	Bell, J.M.	Christie, D.L.	Champion, M.R.	Bird, K.R.	Joyce, J.L.	Breese, M.T.	Reynolds, S.J.	Barber, M.T.
Cadet Officer	Morton, P. Cooke, N.A.	Mendoza, C.P.	Mole, P.J.	Mole, P.J.	Steeves, P.M.	Palliser, J.C.	Littleton, J.E.	Green, J.H.	Hampson, P.A.G.
Chief Radio Officer	Hawkins, R.J.	Dowie, D.	Rainey, W.J.	Cowley, G.D.	Baker, F.D.S.	French, J.B.	Keeling, W.	Berry, R.H.C.	Jameson, C.
A/Chief Radio Officer	Chapman, R.J.E.	Gillmon, D.H.	Sloan, J.F.	McLaren, N.O.S.	Rogers, D.A.	Gawley, J.C.E.	Chapman, K.M.	Chapman, G.A.	Murphy, H.F.
First Radio Officer	Beck, T.A.	Drummond, D.B.	Smith, H.K.	Watson, J.D.	Steward, C.P.	Steward, B.I.		Gaston, B.A.	Price, M.R.
Second Radio Officer	Pitt, D.J.	Tetley, L.					Raymond, T.L.		
A/2nd Radio Officer	Wood, K.T.	Hicks, D.E.	Jones, H.A.	Burke, A.	Robson, I.	Selman, A.J.	Bell, R.G.	Saunderson, R.W.	Hird, S.
Junior Second Radio Officer									
Third Radio Officer	White, M.A.K.	Ruscoe, A.C.	Tait, C.J.M.	Phelan, G.J.	Hilliard, D.A.	Rice, D.A.	Ryan, R.V.	Cope, R.G.	Gibson, N.R.
Junior Third Radio Officer	Lawrence, A.J.S.	Sylvestre, L.M.	Venner, R.M.	Mitchell, J.M.H.	Henry, R.C.	Diamond, P.S.	Buchanan, P.L.	Fleming, S.W.	Wheatley, P.R.
Fourth Radio Officer	Parsons, K.	Durkin, B.P.	Marwood, R.P.	Falkus, G.K.J.	Rostron, R.K.M.	Evans, J.C.W.	Williams, W.G.	Charlwood, G.J.	Buxton, R.A.
Junior Fourth Radio Officer	Watson, S.W.	Levinisky, R.J.	Ross, A.N.	Hogan, P.	Liddell, L.	Douthwaite, C.M.	Charpe, V.	Dawson, M.	Rathbone, S.
Surgeon	Purdy, D.W.	Lawless, R.A.	John, E.M.	Farmer, M.	Jamieson, O.	Tolhurst, D.	Doggan, K.	Newsholme, M.A.	Munsey, H.
Assistant Surgeon	Berrick, E.	Woodward, J.	Chard, L.G.	Watson, A.	Bray, F.	Jones, C.R.	Chessell, R.	Pappin, G.	Slater, A.E.
Nursing Sisters	Jenkins, L.D.	Edwards, M.	Bealing, K.	Elliot, J.	Doree, R.A.	Longstaff, A.	Oppler, F.	Mackay, J.	Doree, C.R.
	Gayton, H.	Richards, W.	Carpenter, W.J.	Wain, W.G.	Springe, I. D.	Warriner, A.	Gray, R.	Mitchell, B.	Clean, T.P.
Carpenter	Richmond, T.	Scott, R.							
Plumber	Mitchell, C.G.	O'Sullivan, J.J.							
Boatswain									
Chief Engineer Officer	Smith, D.H.	Mazonowicz, T.M.	Maunder, R.	McLeod, J.M.	Brown, R.D.	Twining, E.W.	Thompson, T.W.	Constable, G.D.	Purdy, R.
First Engineer Officer	Newby, C.T.	Dempster, W.A.	Graham, A.	Crowe, S.G.	Fitzgerald, P.	Connolly, G.	Beauchop, C.T.M.	Dobbie, J.J.	Pound, N.
Second Engineer Officer	Brogden, M.	Tait, M.	Robinson, R.D.	Ashton, D.T.	Buxton, E.	Englefield, J.	Heslop, J.D.	Walker, D.J.	Sanderson, G.R.
Junior Second Engineer Officer	James, R.H.	Hibbert, E.R.							
	Raine, J.								
	Harvey, A.T.								
Third Engineer Officer	Weatherstone, J.C.	Tatton, P.A.	Fairley, I.G.	Bloomer, D.S.	Brown, G.J.	Kelly, R.	Waters, R.K.	Mills, R.G.	Hewison, J.W.
Junior Third Engineer Officer	Clark, A.J.	Orwin, B.	Wright, C.	Munroe, J.L.	Pitten, G.A.	Clay, M.J.	Taylor, K.W.	Marshall, E.A.	Crowder, D.A.
	Adair, I.R.F.		Walker, G.	Officer, T.A.J.	Collinson, M.K.	Sharpe, R.F.	Evison, K.C.	Salby, D.L.	Guilford, R.B.
	Robinson, P.R.J.	Betts, B.J.	Bartlett, R.A.F.	Hayward, M.V.	Hail, C.C.	Matthews, P.W.	Jones, D.L.	White, I.R.	Gold, B.I.
Fourth Engineer Officer	Kendall, F.	Gardiner, D.M.	Wilcox, D.W.	Rea, J.	Lawes, G.W.	Stathan, R.A.	Tweddle, R.M.	James, A.	Pepperall, R.A.
Additional Fourth Engineer Officer	McQueen, T.J.	Ballam, P.E.							
Junior Fourth Engineer Officer	Ward, R.M.								
	Fox, A.P.								
	Daniel, S.T.								
	Ballard, A.R.								
Assistant Engineer Officer	Harwood N.	Collins, D.	Cook, P.A.	Eastman, A.J.	Knight, C.G.	Gulliford, K.	Ellerton, J.	Dinsdale, M.	Murchison, R.A.
	Griffiths, P.S.	Donatt-Pratt, N.	Watson, B.	Hillman, G.A.	Shaw, P.R.	Blakely, S.	Armstrong, I.F.	Lindon, B.	Price, R.D.
	Cotton, T.A.	Sinclair, G.R.	Miller, E.J.	Barrett, W.	Parrott, M.	Anthony, P.	Cutter, A.	Ray, M.G.	Haverscroft, C.
	Bird, J.H.	Villiers, R.P.	Major, R.J.	Burrell, J.	Shuttleworth, P.	White, M.A.	Clarke, P.J.C.	Barton, F.	Bartholomew, C.
	Morley, J.L.	Perry, B.D.	Kelvin, B.	Smith, C.	Hugh, M.G.	Corns, L.	Edwards, T.	Edwards, T.	Palmer, J.W.
		Nicholls, G.A.	Hemming, T.F.	Heron, N.	Dobson, F.B.	Heron, N.	Gayler, W.R.	Palmer, J.W.	Jessop, R.A.F.
		Duncan, M.J.	Addison, K.	Parker, D.A.	McNicholas, M.	Mitchell, P.	White, D.P.	Wagstaff, J.M.	
		Blake, A.J.				Smith, M.E.	Kerr, G.D.		
						Chamberlain, M.U.			
Cadet Engineer Officers	Hearson, R.C.	Gibbs, M.	Thornton, R.M.	Downie, M.	Tatum, M.C.	Prouse, R.J.	Ashforth, M.C.	Higgins, A.G.	Peek, M.C.
	Lewis, G.M.	Green, N.B.	Britton, E.A.						

FLEET LIST

(as at 15th March 1971)

	STRATHARDLE <i>12,539 tons</i>	STRATHBRORA <i>12,540 tons</i>	STRATHCONON <i>12,539 tons</i>
Captain	Kingswood, L.C.	Blois, D.P.	Harrison, D.J.
Chief Officer	Pearce, R.J.S.	Bradley, D.	Townsend, S.W.
Acting Chief Officer			
Second Officer	Pennell, P.M.	Mathew, R.C.	Reed, M.
Third Officer	Rowe, N.A.J.	Davidson, M.H.	Willis, D.H.
Junior Third Officer			
Fourth Officer	Jarvis, P. St. J.	Jackson, S.A.	Keane, D.N.
Radio Officer	Kennington, R.M.	Barradell, R.H.	Cochrane, J.K.
Acting Radio Officer			
Junior Radio Officer			
Trainee Radio Officer			
Chief Steward	Sweby, L.M.	Dellow, K.E.	Jarvis, A.W.
Carpenter			
Cadets			
	Fowler, M.E.	Langmead, C.F.	Read, R.C.
	Garrett, D.F.	Berwick, R.W.	
	Regan, R.	Graves, M.H.	
	Carlton, N.C.		
Chief Engineer Officer	Case, E.	Berry, R.	Ditchfield
Second Engineer Officer	Juniper, P.	Baird, N.A.	Burn, R.G.
Acc. Second Eng. Officer			
Third Engineer Officer	Mills, A.W.	Bartle, R.	
Ass. Third Engineer Officer			
Act. Third Engineer Officer			Love, B.R.
J. Third Engineer Officer		Smith, D.C.	
Ass. J. Third Eng. Officer			
Act. J. Third Eng. Officer	McConachie, W.		Bownass, A.
Fourth Engineer Officer	Crocker, R.	Fullager, J.T.	Hill, J.M.
Ass. Eng. Officer	Brown, G.R.		Orr, J.W.
	Hargroves, D.W.		
First Elect. Officer		Hutchinson, I.	Calvert, R.
Act. First Elect. Officer			
Electrical Officer	Stevenson, J.		
Sy Elect. Officer	Palmer, R.K.		
First Ref. Eng. Officer			
Second Ref. Eng. Officer			
Engineer Cadets	Linacre, R.J.	Hardy, R.	Stirrat, D.
	Hill, T.	Smith, J.M.	Wormald, G.
			Ransom, W.B.A.
			Luckhurst, M.N.

P & O RADIO OFFICERS IN TRIDENT TANKERS

Ardlui, Parkinson, M.; *Ardshiel*, Astley, C.; *Ardtarag*, Rice, C.; *Ardvar*, Stevenson, A.P.H.; *Bustris*, Lownsbrough, R.G.; *Eridge*, Swanson, A.B. (Actg); *Garonne*, Williams, B.J.; *Grafton*, Thornton, S.E. (Actg); *Heythrop*, McNeil, R.; *Irfon*, Wilson, M.E.; *Maloja*, Hovden, B.T. (Actg); *Malwa*, Pollock, R.M. (Actg); *Mantua*, Bradley, J. (Actg); *Megna*, Nicoll, J.E. (Actg); *Opawa*, Macaskill, N.; *Orama*, Houghton, J.C. (Actg); *Oryssa*, Wignall, R.A.; *Ottawa*, O'Connor, K.L.; *Quiloa*, Simpson, A.J. (Actg); *Talamba*, Allen, M.F.

P & O RADIO OFFICERS IN PANOCEAN VESSELS

Post Runner, Bewley, R.W.

BUTCHER H A; joined P & O Branch Service in 1931 as 3rd Steward. In '35 transferred to Main Line *Corfu*. Promoted to Chief Steward on *Shillong* and *Carthage*. Due to ill health transferred to Passenger Department in 1951. Retired on 30 April 1971.

CAULFIELD-KERNEY S F; Group Organisation and Methods Manager, P & O S N Co, Retired 30 April 1971.

CHAPMAN W C; joined Coy 58 as Baggage Steward, served on *Corfu*, *Himalaya* and *Chusan*. Retired 1 April 1971.

CONNOLLY H S; Joined Orient Line in 52 as Liaison Officer. Joined P & O at amalgamation in 1960 in Sea Staff Service and became Head of that Department in 1968. Retired 31 March 1971.

COWEN Captain E C; joined Coy as a Fourth Officer in 35. In December 56 was promoted Captain, his commands include *Coromandel*, *Himalaya* and *Iberia*. Retires 30 June 1971.

ELTHAM A J; joined Coy 35 and served as Chief Baker on *Otranto*, *Oronsay* and *Orcades*. Retired 1 February 1971.

LAKIN J B; joined Coy 33 as Assistant Engineer on *Viceroy of India*, and was appointed Chief Engineer in '54. He has since served on many of the Company's vessels including *Himalaya*, *Cannanore*, *Chitral* and *Pando Cove*. Retired 10 March 1971.

LAWRENCE C E; joined Coy 58 and worked in Property Department until his retirement on 16 January 1971.

LEMON J S, BEM; joined Coy 40 and served as Plumber on *Ranchi*, *Himalaya* and *Iberia*. Retired on 21 January 1971 due to ill-health.

McLAREN A G; joined Coy 42 and served as First Electrical Officer. Retired 31 January 1971.

PALMER E W; joined Coy in 36 as a Clerk in Superintendent Pursers Department at Tilbury. In 1944 joined Pay Department where he was responsible for salaries of shore staff. Retired 15 April 1971 due to ill-health.

DEATHS

BENGE C R; joined Coy 14 and served in the Pursers Department until his retirement in 1962. Died 11 February 1971.

CHAMBERLAIN, A. E., joined Coy 26 in the Orient Line as a Barkeeper, retired February 1963, and died 11 March 1971.

COLQUHOUN, F. L., joined Coy

26 and rose to the rank of Purser, transferred to Passenger Department in 1938 and retired at the age of 60 in 1961, he died 11 March 1971.

McLENNAN, G. J., joined Coy 07, and retired March 1946. Died on 10 April 1971.

WOOTTON, F. H., joined Coy 07, and retired January 1950. Died on 7 April 1971.



Mr B J Elson presents Mr S F Caulfield-Kerney with a teasmade on the occasion of his retirement on 30 April.



Mr A J Eltham with his retirement gift amongst his friends aboard ORCADES.

Captain E C Cowen brought ARCADIA into Southampton in April to end a memorable career with the Company. He retires in June. To welcome him home this banner was displayed from 105 berth.



The appearance of the West End Passenger Office has changed very little in over fifty years of P & O occupation and is still amongst the best appointed offices in London.

Only since the second world war have ladies taken over most of the interviewing and now they are about to go into uniform!

The Office gives a more complete service to clients than ever before and it may not be long before the selling of other Group Companies' passenger business is undertaken at 14 Cockspur Street.

Who's Who

West End Office



1 D. B. Dyer



2 G. D. B. Gaymer



3 Miss S. M. Munro



7 Miss E. Longhurst



8 Mrs C. Biggs



9 N. Curtis

1 D. B. Dyer

West End Manager. Joined Stationery Department as a junior in 1937. In Passenger Department since 1946. Formerly Continental Sales Manager and started Co-ordinators Office in Johannesburg.

2 G. D. B. Gaymer

Interviewing and Booking Clerk. Joined Company in October 1930 and has always been in the Passenger Department, except for army service, during the war years.

3 Miss S. M. Munro

Interviewing and Booking Clerk. One of our attractive ladies dealing with passengers. Joined Company in October 1951 as filing clerk.

4 W. H. Bowe

Interviewing and Booking Clerk. Joined Company in July 1948 as clerk in the Cash and Baggage Department, Tilbury, later transferring to the Cargo Superintendent's Office, King George V Dock. During this time he met approximately four hundred homeward passenger ships. Transferred to Passenger Department in January 1962.

5 Mrs C. A. Ceaser

Interviewing and Booking Clerk. Another of our attractive ladies dealing with passengers. Joined Company in September 1963 as filing clerk.

6 Miss R. J. McLEOD

Secretary to Travel Adviser and Baggage Supervisor. Joined Company in March 1970.

7 Miss E. Longhurst

In charge of forwarding passengers' mail and arranging visits to ships. Joined Company in February 1954 and until August 1959 was a typist with the Shore Excursions Department.

8 Mrs C. Biggs

Enquiry Counter Clerk. Deals with the numerous enquiries. Joined Company in August 1965 as filing clerk.

9 N. Curtis

Assistant Cashier, West End. Joined Company in December 1935 as clerk in the City Passage Department.

10 C. Clarke

Commissionaire-Postal Duties. Joined Company in October 1953 as Messenger in West End Office.

11 S. McGill

Assistant to Baggage Foreman. Joined Company in March 1948 and has served all his time in the West End Baggage Department.

12 G. J. Russell

Assistant to Baggage Supervisor. Joined Company in September 1957 as clerk in the Cash and Baggage Department, Tilbury. He transferred later to the Cargo Superintendent's Office prior to joining the Passenger Department in November 1969 on the closing of Tilbury Office.



4 W. H. Bowe



5 Mrs C. A. Ceaser



6 Miss R. J. McLeod



10 C. Clarke



11 S. McGill

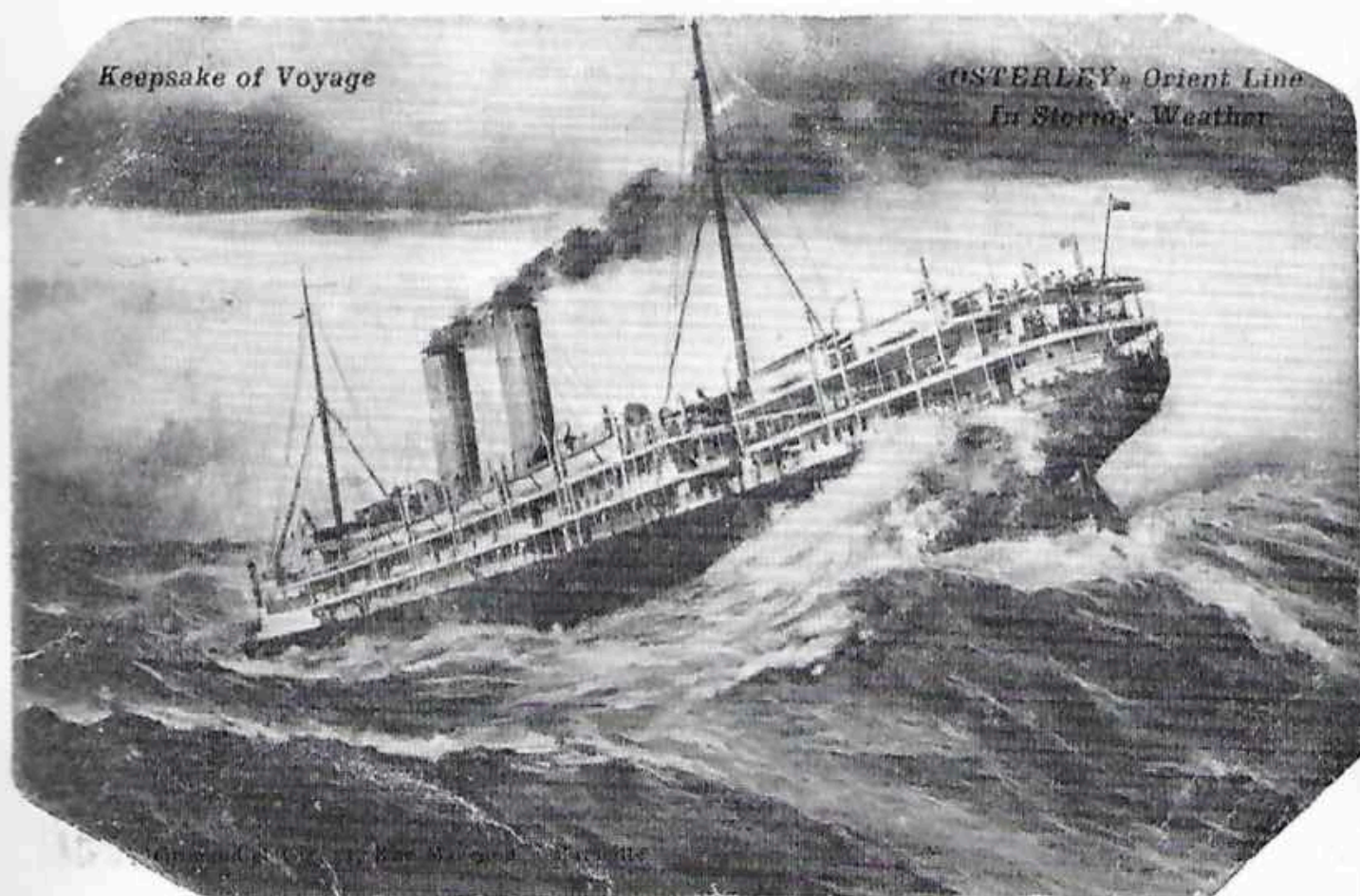


12 G. J. Russell

MAGAZINE SUPPLEMENT

OSTERLEY IN STORMY WEATHER

This reproduction of a postcard printed in
Marseilles in the second decade of this century
is entitled "Keepsake of Voyage".
In these days of stabilisers and comfort at sea,
passengers would not wish to be reminded
of such an experience as this!



1971 is a year of change for our coins. In the past there have been other years of change. There have also been greater causes for confusion partly because there was sometimes a larger number of denominations in use. 1551 and 1662 are both dates representing historic landmarks in our coinage. Until the price became prohibitive I collected coins struck between these dates and some of those struck at the London Tower Mint are illustrated here.

ENGLISH SILVER COINS

By Michael Hughes

I was about twelve and it was not long after the end of the last war. We had a Polish Refugee staying with us and one day she brought out a purse with a very wide mesh net. One could clearly see the contents—two coins of enormous size. Madame Lenczycka, once of Vienna, had walked round Europe with these two coins. She asked if I or my brother collected. I was sufficiently honest to say that I hadn't but would start there and then! Later my grandmother gave me a bag of old pieces and I seemed to be started. I sold all of them on a trade-in basis for £5 and started to specialise. It was not until I started my apprenticeship that I bought the first of the coins illustrated here. I lived in "digs" in Portsmouth at £2 6s 0d a week and was paid less than £5. The Crown (M) was kept for me by a London dealer whilst I saved my money—the cost was £15. Somehow I did this with a china "piggy-bank".

In the Sixteenth and Seventeenth Centuries coins occupied a more significant place than they do today. There were no banknotes and no cheques and most coins were hammered by hand. Although they were of surprisingly accurate weight they were seldom round. Clipping the coins was common. It was therefore necessary to weigh the coins to determine their true worth since weight was closely related to intrinsic value. At least that was the theory. . . .

1551 was part of a great reform which was not completed until Elizabeth I's reign. Edward VI inherited both throne and financial chaos which has only been surpassed in the great depression earlier this present century. So impoverished was Henry VIII that silver coins were debased to contain only about a third of the previous silver content. The facing bust of Henry VIII sometimes became worn at the nose and suggested, correctly, that the owner enjoyed an overlarge wine account.

There were several new denominations struck in silver in 1551. These included the half-crown (A) and the "fine silver" shilling (B). Base coins continued to be struck at the same time. Very few coins were dated in this period and instead each had a "privy mark". This mark was usually changed every year or so. You may also see a

letter "Z" in the legend of Edward VI's coins; this was an abbreviation for "and". I was bright yellow with jaundice in Birkenhead Hospital when this shilling reached me. Apart from this one piece all the others were bought with wages as a seafarer.

Mary, who married Philip of Spain, adopted a continental custom and for the only time in England, coins had two busts facing each other under a common crown. Rather hopefully the shilling (C) proclaims them King and Queen of England, France and Naples, Prince and Princess of Spain. The small dot between the two heads is an impression of the compass point left in the die when the flan circle was marked off.

Elizabeth I's reign saw the first attempt to introduce machinery into the Mint. A Frenchman called Mestrell came over from Paris with screw-presses, the shilling (D) resulted. For the first time in England it was possible to produce a truly circular coin. After a little while the traditional Mint workers became so jealous that Mestrell was dismissed being later hanged for forgery! Coins continued to be made in the old way such as the half-crown (E). I bought this one on the proceeds of a fifteen month voyage on a very old tanker. James I was a vain man He first gave orders relating to his portrait only two days after his accession. There were six busts used on the shillings and the last of these is shown (F). The biblical legend refers to the joining of the Scottish and English Crowns and translates "What God hath joined together let no man put assunder". (Matt XIX, 6.) The half-crown (G) is the earliest type of coin produced in the reign of Charles I. It is exceptionally beautiful and there were a lot of complaints about the way it was sold to an anonymous collector, your humble writer, and then advertised internationally with "sold" written after the description of the coin.

In the Seventeenth Century silver was mined at Aberystwyth in Wales and for a time this was sent to London. These coins may be identified by the Prince of Wales feathers over the shield as in the shilling (H). Later a Mint was established at Aberystwyth. A second attempt to introduce machinery into the Mint was made about this time.

Another Frenchman named Briot struck coins briefly and (I) and (J) portray a half-crown and sixpence made by him. His half-crowns are usually bent due to the rolling process used. These milled coins derive their name from the use of a water mill to supply the power. It was not until later that coins were made with a "milled edge". Sometimes the dies were "crossed" to produce a "mule". This resulted in a coin whose two sides were intended, originally, for two different coins. (K) is a mule where one die was intended for the hammered issue whilst the reverse was a die for use with machinery. The second mentioned has been altered and on the reverse privy mark you may be able to see the original anchor used by Briot behind it. This particular mule is very rare. However, unlike postage stamps, these oddities do not command such high prices. You might be interested to know that this coin was spotted as a "bargain" by a schoolboy and sold to a dealer at a profit of about 500%. Briot's "modern" machinery enjoyed only limited success and Briot was given a pension after he had worked for both sides in the Civil War. One of the causes of the Civil War was the imposition of the tax called Ship Money. The alleged object was to raise money for construction of ships and the manning of the Navy. It is possible that the shilling (L) was made from silver raised in this way. This coin, which was struck as a proof, caused quite a lot of excitement in the British Museum. They were very impressed with this one and had nothing to compare with it for condition. It comes from the most famous private collection of English coins ever sold. Parliament could hardly use the King's portrait after they had cut his head off and the coins of the Commonwealth were very plain as the crown (M) shows. Examination of the illustration shows why people remarked that God and the Commonwealth were on opposite sides. Presumably the Rump Parliament, as it was known, was not very pleased. They must have been even less so when the bottom of the shields became worn. The coins then became known as "Breeches Money".

(N) is a silver halfpenny found during a leave in a Chester junk shop. Both of these Commonwealth coins are hammered; most of the current coins were, although a lot of patterns were made by Blondeau. There seems an inexhaustible supply of Frenchmen! Machinery was installed permanently in 1662. One of the last hammered coins is the sixpence (O) of Charles II made in the first two years of his reign. After 1662 all coins were made by machinery although the old hammered coins continued in use for several years. They were later withdrawn at face value. The public was not slow to have a last "field day" at clipping and the resultant loss has been said to be the cause of the Window Tax. Even today

some old houses can be seen with windows blocked to evade or reduce payment. I eventually found that it was impossible to go on buying coins at ever increasing cost. The magpie instinct is strong in some of us and I must admit I have got it badly so I looked around for a cheaper hobby and one day bought a china jug for 52/6 and that was the beginning of another story which worked out to be equally expensive.

A	Edward VI half-crown, privy mark Y, (1551).
B	Edward VI fine silver shilling, privy mark TUN, (1551-1553).
C	Phillip and Mary shilling, no privy mark, full titles.
D	Elizabeth I milled shilling, large module, privy mark Star (1560-66/7). decorated dress.
E	Elizabeth I half-crown, privy mark 1 (1601).
F	James I, shilling, third coinage sixth bust, privy mark Trefoil (1614).
G	Charles I, half-crown, group 1, privy mark Iis (1625) rare.
H	Charles I, shilling, group D fourth bust, privy mark Bell (1634-5), no inner circles, with plumes.
I	Charles I, half-crown milled half-crown, Nicholas Briot's second issue privy mark Anchor and B (16-9).
J	Charles I, milled sixpence, Nicholas Briot's first issue privy mark Daisy and B (1631-32).
K	Charles I, hammered shilling, group D bust with privy mark Triangle (1639-40) muled with Briot's reverse triangle over anchor. Very rare.
L	Charles I, hammered shilling struck as proof, group E bust privy mark TUN (1636-8)
M	Commonwealth, crown, privy mark SUN, (1653).
N	Commonwealth, halfpenny.
O	Charles II, hammered sixpence, privy mark Crown (1660-2) no mark of value or inner circles.



A



B



C OBVERSE



C REVERSE



D



E



F OBVERSE



F REVERSE



G



H



I



J



K OBVERSE



K REVERSE



L



M OBVERSE



M REVERSE



N



O

John Batterbee each year begins a marathon search around the country to find at least 400 cabaret artistes to provide the entertainment needed to brighten the days and evenings of P & O Lines' passengers at sea.

THAT'S P&O SHOWBIZ

Mr Batterbee, formerly an Entertainments Officer on several of the Company's ships, has an office and three assistants Hugh Slavin, Desri Peet and Lynda Paxton, in P & O Building. But out of his 240 working days last year 89 evenings, not to mention the numerous weekends, were spent touring night clubs and theatres throughout Britain searching for talent.

Space does not permit the inclusion of photographs and pen portraits of all the performers who will be appearing on our ships this summer. Famous names such as Davy Kaye, Cabaret Artiste, who has appeared in practically every theatre in England as well as on television and starring in films such as "The Pot Carriers" and "Those Magnificent Men in Their Flying Machines"; and Ray Merrell, recording artiste, song-writer, impressionist, comedian who is also in cabaret. The husband and wife modern magic act with the accent on humour performed by Bill McComb and his wife Anne; and Derek Mann and Jo Stewart, another husband and wife act, are also featured.

Norrie Paramor who created a new dimension in record production and introduced such names as Cliff Richard, The Shadows, Judy Garland and Frank Ifield will also be entertaining. Norrie has been consistently featured on TV either conducting his orchestra or the Big Ben Banjo Band with which he appeared on the original series of the "Black and White Minstrel Show".

Groups who will feature are the Freelanders, the Newcomers and the Settlers.

John says it can be difficult at times finding just the right type of entertainer. This is why he doesn't hold auditions but prefers to see the artiste actually working, and sits with the rest of the customers and notes the reaction.

If he thinks an act is promising then he goes backstage to have a chat with the artiste, because even though an entertainer puts on a good act, this does not necessarily mean that he will be suitable for shipboard cabaret. Much more is required. He or she, will need to be able to mix with the passengers, be a gregarious type in fact.

Good comedians are the most difficult to find. Even a famous name is likely to fall flat on his face because he is not adaptable. When a comedian appears on television his act is usually from a script, and it will be that one performance that is all important. But on board ship he will appear before the same, captive audience two or three times in a week. Therefore he needs extra material to keep his act going.



THE SETTLERS

Celebrating their eighth anniversary this year are Britain's leading 'pop-folk' group. The Settlers have combined creativeness of true professionals with a sense of humour, an expert presentation and an awareness of the constant need for something new. Cindy Kent, Mike Jones, John Fylfe and Geoffrey Srodzinski make up the quartet.

PEN PORTRAITS OF SOME OF OUR STARS



Ruth Silvestre

Has just completed a highly successful season as leading lady in America's most popular musical "Man of La Mancha". Ruth sings a range of songs from Pop to Opera and in Italian, Spanish, French, Austrian and Hungarian too.



Toreno

Considered to be one of the world's leading illusionists, Toreno recently appeared on the Ken Dodd Show. He speaks many languages and is therefore ideal for the continental cruises on which he will travel.



George Chisholm

Needs little introduction and readers will recall his many appearances in "The Black and White Minstrel Show" some five years ago. At present he is free-lancing between solo TV dates, BBC "Late Night Extra" and recording dates.



Leoni Page

Can be heard regularly on BBC radio and has featured in the "Sam Costa Show", "Those Were the Days", and "Strings By Starlight". She features in cabaret in most of London's top hotels and has appeared in the John Pertwee Show at Nairobi. Leoni has cruised with us on a number of occasions.



Anne Shelton

Will be remembered by many who served in the Forces during the war for in 1942 she signed a recording contract with Decca and started touring Army, Air Force and Navy camps all over the country. The BBC was quick to recognise her popularity and soon gave her a special programme titled "Calling Malta". The show ran for five years and was the only link with Malta during the siege of the island. Her record of "Lilli Marlene" became a world hit and sold in the millions. Anne is now recording on the Vista Records of Hollywood under the direction of a very famous conductor, Tutti Camarata.



ALEXANDER BUTTERFIELD

Alexander Butterfield

Born in India Alexander Butterfield is known as a singer of soft gentle songs. He is also a very competent entertainer having rubbed shoulders with Dean Martin, Joey Bishop, Frank Sinatra and Sammy Davis during his stay in Las Vegas where he appeared in cabaret.

MAGAZINE SUPPLEMENT



THE LAMPLIGHTER'S SHADOWS

By O. L. Buggé

A visitation by three lively grandsons precipitates our usually placid ménage a deux into an eruption of noise and commotion as they gambol about in an exuberance of high spirits. When taut nerves demand some surcease an invitation to read to them a story brings comparative tranquility in its train. If by chance I omit a sentence from an oft-repeated tale, although they cannot read, I am peremptorily interrupted and told that "that was not what you said last time". After reading to them the story of Cinderella and extracts from Cautionary Tales they departed for bed. Polished of face and redolent of peppermint-flavoured toothpaste in aromatic conflict with lifebuoy soap and talcum powder, and

b'ond hair neatly brushed, I fell to wondering how different was their childhood in this sophisticated age from mine, or for that matter from that of their parents whose early years were spent amid the tensions and disruptions of world war II and its attendant black-out and rationing. What did they know, for instance of the friendly lamplighter who as dusk fell (with his pole, a lighted taper at its top) lit the street gas lamp outside our house causing the shadows of the tree to dance and weave a changing pattern across the ceiling and wall as I lay drowsily in my bed. Long before I was awake in the morning my lamplighter friend had extinguished the lights

under his care and had departed to his home. Sometimes I would see him up a ladder cleaning the panes of the lamps or replacing a mantle. Those gas lamps gave such a pleasing gentle illumination. Today it is all so impersonal and remote. The local Electricity Board, by means of an unseen time switch, automatically turns on a harsh bluish or amber glare from the top of an ugly concrete standard to shed a distorting light upon the crowded pavements and raucous traffic. When maintenance is necessary three or four men in a lorry fitted with an elaborate type of fork lift attend to the sodium lights. No cheery exchange of greeting here, no friendliness, no romance. I doubt whether the grandsons ever give the street lights a thought.

Other friends of my childhood who have changed their ways or have passed into limbo come to mind. There was the milkman, a well-built man with a blue striped apron and a cap, and a pencil behind his ear. At the sound of his yodelled "Milko-O" Louie, our maid, would open the back door armed with a couple of jugs into which he would pour the amount of milk asked for from a huge steel pail by means of a pint or half-pint ladle. He would replenish his pail from the brass churn set in the middle of his hand-cart on which were festooned variously sized metal milkcans to be left on the doorstep as required. Today there is no cheery "Milk-O" and the brief exchange of pleasantries; only a mysterious entity who deposits on the doorstep the requisite number of white, blue or gold-topped bottles of milk.

Another caller was the greengrocer. He would appear carrying a huge basket in which were displayed an assortment of his choicest fruit and vegetables according to season, and would eagerly take down in his book any orders he received. The baker too was a regular visitor to our back door. From his two-wheeled hand-cart he would offer us loaves of all shapes and sizes, fresh and warm from the oven, which later we would have for tea with jam or treacle. A trader of a lower social strata — a sort of distant cousin of the baker's—was the muffin man with clanging bell and strident voice, a tray of muffins and crumpets balanced upon his head. In the damp chill dusk of an autumn evening we would sample his wares toasted in front of a glowing kitchen fire.

The butcher was not so evident as my mother preferred to call on him to place her order. He was lean of body and lean of face wearing his straw hat at a slight angle. At his waist hung a steel on which he would sharpen his knives with speed and skill born of long practice. The floor of his shop was sawdusted and about him an array of carcasses suspended by hooks from the ceiling. On the heavy wooden table before him were the implements of his trade—long sharp knives, saws and a cleaver or two, and I would gaze spellbound as he deftly performed

operations on those carcasses which I am sure would do credit to any surgeon. Rabbits, their internal organs exposed by means of a wooden skewer, were also to be seen as well as chickens and ducks. A notice informed his customers that his meat was stored in the Cold Chamber during hot weather. Later on the meat ordered would be delivered to our house by a spotty faced pomaded errand-boy on a bicycle.

Our coal was delivered by the ton, beautiful shiny lumps—no nutty slack in those days—which the coalmen and his mate, their thin frames bent under the weight of the bags, would shoot with a roar and a cloud of choking dust down the coal hole into the cellar beneath the house. They usually wore a protective leather headpiece which extended over their shoulders and back. Their coal cart was a massive vehicle fitted with a raised forepart and huge wheels; it was drawn by a sturdy deep chested shire horse, the epitome of what is known as horsepower.

The coalman's horse was a very different animal from the neat high-stepping colt or filly which drew the doctor's brougham when he called. Our doctor was a cheerful stoutish man, I remember with twinkling blue eyes behind his gold-rimmed spectacles. He wore a top hat and grey morning coat when he did his rounds. His coachman had a whip which occasionally he would crack over the horse's head when he drove off. The horse and cart, brougham, gig and hansom cab have gone. The horse tram which took me to school has vanished also although I can see it still on a dull rainy morning, the driver wrapped in oilskins, the reins in his big horny hands and the steaming flanks of the horse before him. The motor bus took its place with its open top deck. When it rained the conductor would cover the seats with tarpaulins, but more often than not a departing passenger thoughtlessly would leave his seat uncovered so that his luckless successor would inherit a wet place. Another form of public transport was the electric tram, its power derived from a centre plough or overhead cable, a clumsy juggernaut which made its clamorous, whining way through the streets from early morning to late at night. The bus is still with us but a more sophisticated variant fitted with a diesel engine, electric lighting and covered top. The humble penny took one a long way in those days.

It was quite usual to see a horse-drawn brewer's dray unloading casks and crates of beer outside a public house. The burly brewer's men with practiced ease would manhandle a barrel of beer, a rope and hook about it, down into the cellar from which would be wafted a cold and clammy odour of stale beer.

With my brother I would visit the local market where on the various stalls would be displayed all sorts of articles for sale ranging from fish, meat and poultry to confectionery, clothes and books. It was exciting on an autumn night to

wander from stall to stall and watch the faces of the surging crowd caught in the light from the hissing naphtha flares which, in those days, served as illumination. A bearded man, a bowler hat on his head, would be selling slabs of Sturtleworth's chocolate, bullseyes and toffee, liquorice all sorts and acid drops in a hoarse voice which seemingly never ceased its loquacious flow. At another stall, with many a quip and wally to the crowd about him, a stockily-built man aided by a pale tired looking woman, presumably his wife, disposed of lengths of gaily coloured cloth, ribbons and elastic, second-hand coats, blouses and skirts. A man sold horsemeat—"Pussy's Butcher"—for cats and dogs at so much a skewerful on the next stall. The dull light from his naphtha lamp flickered over the dark pieces of meat suspended from hooks and ginned on his long sharp knife as, with a flourish, he cut up pieces of meat. He was comparatively silent as he went about his business thus giving it a hint of the macabre.

Beyond the colourful greengrocery stalls with their piles of fruit and vegetables, at the centre of a silent expectant knot of people, stood a man selling patent medicines guaranteed, he assured us, to cure asthma and corns, that recurrent stomache ache as well as acne, spots before the eyes and ulcers, coughs and bronchitis. The halt and the lame, he repeatedly asserted, could go on their way rejoicing after partaking of his wonderful elixir, made from a secret formula of a fakir in the holy city of Benares. Only he had this mystic formula and its healing properties were limitless.

Quietly, to one side, was the stall of the second-hand bookseller. To the equally quiet throng of bibliophiles who dipped into his store of literature, spent legacies for the most part of long-dead authors and poets, he would reiterate in a mournful and monotonous voice "Any book a shilling. Take your pick—all one price—one shilling each". One wondered how he made his living. Browsing through those books and magazines—complete volumes of Shakespeare, Dickens and Scott, learned treatises on theology, mathematics and the more obscure realms of science and medicine, as well as Victorian novels one mused on what kind of home had once provided their bookshelves. On the fly-leaf one might read "To dearest Willie, on his 12th birthday, from his loving Aunt Harriet" and speculate on who was "dearest Willie" and where he lived and what sort of an aunt was the loving Harriet. In another book would be a different inscription: "English prize awarded to Lionel Carter, Form III Ravenscroft School, J. Hargreaves, Headmaster—July 1902". Doubtless by now Lionel Carter, school and headmaster are no more, leaving only the book to bear mute evidence that they ever existed.

To go to London was a great adventure, especially if we went by train. I would usually ask to

see the engine and would look in awed silence at the hissing giant, steam rising lazily here and there. I would peep apprehensively into the cab to behold a maze of levers and pipes, and when a good-natured fireman opened the furnace door, a vision of blinding leaping flame. An unexpected release of the safety valve or a sudden shriek on the whistle, by a grinning driver as he wiped his grimy hands on a wad of cotton waste, would make me jump.

In London all was bustle and movement. I was fascinated by the Bank of England, an impressive looking building, with solemn-faced men in top hats and an air of importance going in and out. The Royal Exchange and the Mansion House, their associations with Dick Whittington, caught my fancy and I looked in vain for the streets that were paved with gold. In later years I was to know the City better with its alleys, lanes and little-known courtyards, in turn to be swept away by war and bombs, and later the demolition men preparatory to the erection of monoliths in unfeeling steel, stone and concrete. Now they stand, devoid of romance, amid the storied past save for a tenuous link in the form of a name perhaps, or an occasional blue plaque, which proclaims to the passer-by that on this site there once lived an Elizabethan merchant prince, or a poet; where once stood an ancient church or school, or the hall of a company of merchants trading to the distant Indies.

One day on a rare visit to a theatre I came up Cockspur Street for the first time. I suppose it was a portent of the years to follow when I glimpsed those beautiful ship models displayed in the windows of the various shipping companies then in exclusive occupation of that dignified throughfare, long before a steak house, with a touch of the plebian, had intruded into their select circle. In the fullness of time I passed along Cockspur Street with a very different purpose in view, namely to join the West End Office, where I was to concern myself with the Sahibs and Memsahibs of Empire and the no less important hoi polloi in their travels abroad. Inevitably my youth and inexperience sometimes bore sterile fruit and a hardened traveller, who knew more about ships than I did, would ask to "see someone in authority". However, I was able to admire at close range the models of *Narkunda* and *Mooltan*. It must have been that early interest in ships which, in combination with other factors, helped to shape my career.

Now the shadows of yesteryear lengthen ineluctably making the darker corners of memory vague and elusive. One tries to recapture those impressions of earlier decades but time's eroding hand places events out of perspective. Even so, while appreciating the joys of the present, it is sometimes pleasing to indulge in a nostalgic glance backwards to the days that are sped, a fable that only veterans can share.

EASING THE OFFICE PHONE PROBLEM

There are few things more infuriating than being cut off in the middle of a telephone call. It makes even the calmest of people boil with rage and thump their phones in fury.

Every year more than 1,000—major long distance cables are knocked out of action by people totally uninvolved with the Post Office. These cables, carrying anything up to 40,000 telephone conversations an hour are crushed, ripped, spiked, flooded and sliced in a terrifying trail of damage which costs the Post Office £250,000 a year to put right.

Now the Post Office has launched a major campaign to cut down on these breakdowns and other faults on its 100,000 miles of long distance underground cable. A new telephone service—completely free—has been set up so that damage can be dealt with quickly.

Roadmenders who strike a telephone cable, or members of the public spotting a likely source of trouble, are being urged to dial the operator immediately, and ask for Freefone 111. This number will put them in touch with one of 94 damage control centres the Post Office has established throughout the country. All people are being asked to do is report the location of the damage.

THE HAUNTED 54th BY SIMPLE SPYMAN

Following the interesting story of the loss of the s.s. *Waratah* in a previous issue of "About Ourselves", the writer felt the ensuing anecdote might be of passing interest to readers, especially the more mature, as it is about one of our former vessels built in 1923, the s.s. *Mongolia*.

Serving the Company for several years I began my career aboard this vessel. During my period of service in her, I frequently heard the story that "B" Deck Cabin No. 54 was haunted.

In due course I was appointed to another of the Company's vessels and I never saw the *Mongolia* again.

On joining my new ship I was delighted to find an old shipmate from the *Mongolia* and we soon resumed our friendship. During the course of a desultory conversation, with this friend, we had the bright idea that our respective mother's might enjoy a seven days' cruise to Norway on our old ship.

On our return home we discussed this project more fully with other members of our families. Eventually the scheme happily fructified and I was despatched to Cockspur Street to effect the dual booking.

On returning home after my second voyage, I naturally enquired whether my mother had enjoyed her cruise. She assured me they had both had a wonderful time. Later and after lengthy descriptions of all that had passed my mother suddenly asked me a question, "Is there anything queer or unusual about the ship?" I was rather startled and not being able to recall anything untoward, I asked for more details. My mother replied that they had not had much sleep during the cruise being kept awake by abnormal noises, these sometimes being heard during daylight hours as well. On occasions there would be a persistent knocking and sometimes a ghostly sigh.

This was reported and enquiries made, but nothing came of it and the voyage ended in the normal way. I then enquired which cabin they had been allotted and it was No. 54. It was then my memory returned. My friend's mother assured me at a later date that she, too, had heard exactly the same phenomena.

Shortly after this *Mongolia* was sold and renamed *Rimutaka*, later still she became the *Nassau*, being finally broken up in Saki, Japan, in January 1965, after 42 years continuous service.

MAGAZINE SUPPLEMENT

A visit, during the long Post Office dispute took "About Ourselves" to Sleepy Hollow. The reason—to visit Maurice Bunting who runs a General Store and Sub-Post Office there.

THE RETIRED SCENE

Maurice H. Bunting

Bunting country. A view looking over to Chantonberry Ring taken from Sullington Warren, an area of heathland lying above the village of Storrington, Sussex.



Sleepy Hollow is the romantic name given to Heath Common, Storrington, Sussex. But during the first world war, such a title could never have been given to the locality, as German prisoners of war were held here, and one of their tasks was to fell the many pine trees, that grew in the area, and send them away to the nation's coal mines to be used as pit props.

In the 1920's a young girl, believing in the Sermon on the Mount gave her wealth away in the form of land, feeling that the basic necessities of life should be freely owned by the people. The land was taken up by settlers who lived a simple life close to nature: spinning, weaving, tending goats and growing food. Trees grew again and people from all over the world came to visit this sanctuary.

The country round about is superb, the South Downs form a distant backcloth offering views of Chantonberry and Cissberry Rings. Beyond them, but unseen, the sea. Nearby Warren Hill and Sullington Warren, both owned by the National Trust, are local beauty spots. Storrington itself is famous for its pack of beagles established nearly fifty years ago. The cry of the horn would certainly wake one from the bed; the call of the hills and the music of the hounds would prove irresistible!

Maurice Bunting had a distinguished career with

the Company which began in February 1933 in the Orient Line, in the fifties he became the General Manager for the United States and Canada of the then Orient Pacific Lines. After the merger he became an Assistant Manager of P & O Passenger Services Ltd.

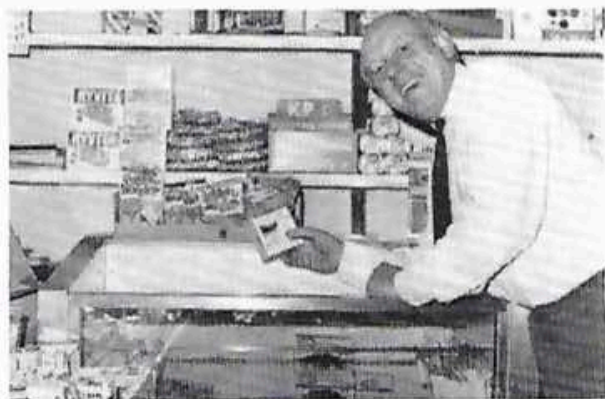
Shortly after retirement he moved from his Surrey home across the border into Sussex and took over his present business, the turnover increasing yearly. He says a lot of the credit must go to his wife Bettie, who helps him both in the shop and behind the scenes outside "Office Hours". One of her hobbies, although spare time is hard to come by, is painting in oils.

Bettie and Maurice have two sons, Gordon, who is studying at Lancaster University and Richard, a pupil at Steyning Grammar School, just about to take his "A" levels. To complete the scene there is Hamish a two year old bassett hound who, with his bell like music, would do credit to the harrier pack mentioned earlier; and Hank the cat.

It was rather strange, looking back, that having visited a post office during the dispute, no mention was made of this; perhaps it was the peace and tranquility of Sleepy Hollow and that unforgettable view of the South Downs, from the back garden, that made us forget worldly troubles!



Mr and Mrs Maurice Bunting and their bassett hound Hamish pose for the camera in their back garden from which, on a clear day, a fine view across the Arun valley to the South Downs can be obtained.



This is not an advertising commercial but a photograph showing a very different Maurice Bunting from the one we knew in the office a few years ago.

Bettie and Maurice outside "their shop" at Heath Common.



After taking a stretch off the land for some forty
years, or as some would say "swallowing the anchor", I
had an urge to return to the sea before
I became too old and able enough to walk up a gangway. Having
got wind that the Canberra was making
a short cruise covering Christmas and the New Year, I decided that was it.

NOW AND THEN

by Ashley W. Randall

My decision was made on the spur of the moment and somewhat late to obtain the accommodation I would have liked, as the ship was fully booked. However, my companion and I succeeded in being berthed in two single cabins opposite each other on "B" deck.

We arrived at Southampton overnight and parked our baggage in the shed. I mention this as an example of the excellent organisation, as when we boarded the ship next morning, there it all was, outside our respective cabin doors. I also was pleased with the sensible arrangement that the dock charges were included in the passage money, which in the days of old caused much acrimony among passengers who had to pay them on the dock side before embarking.

The cabins were an object lesson in compactness. The dressing table with a chair, which slid under one part of it, could be used as a knee hole desk. It was fitted with a tier of drawers. Underneath the bunk there were more drawers giving ample room for clothes which any person would require for a long, or short, voyage.

There was also a wardrobe and over the bunk, there was a reading lamp, a switch to control the air-conditioning system, a telephone and a radio. On entering the cabin, there was an electric switch at the door which flooded the cabin with fluorescent lighting which could also be controlled by the bedside.

The great luxury was to be able to step out of the cabin to the bathroom cum toilet attached, and after a trial period of adjusting the taps, having a beautiful shower. The water was invariable scalding hot! The memories of the past were recalled each morning the bedroom steward brought in tea, biscuits and fruit, which in the old days was termed chota hazri.

The seating arrangements in the saloon intrigued me. There were tables for two, four, and six so arranged that they did not seem to take up more room than in the old days when there were tables for twelve, six on each side. I was also most interested in the hot presses in the saloon.

There were some live wires among the staff. The way the Head Waiter and his assistants pounded up and down that saloon aroused my admiration. There was not much they missed, not that there was anything to complain about. No waiter had more than six passengers to serve.

I watched a young steward polishing a tumbler with a serviette and every now and then hold it to the light to see if the glass sparkled, and another polishing the cutlery with care. Small details perhaps, but it conveyed a lot to me. It showed that both those lads were well contented with their jobs and therefore took great interest in their work.

As I booked to have meals at the second sitting, I was wondering how this dual service would work. It was some surprise to me that the passengers were so considerate in turning up promptly and leaving just as promptly when finished, and there was no overlapping.

The Captain gave cocktail parties to all the passengers, and shook hands with the lot, which would have put any ordinary man's arm in a sling, and I noticed that, although the officers were encouraged to entertain the passengers, they did not make themselves conspicuous.

I was also invited to a cocktail party given by the Purser, and I was impressed by his spacious and pleasant quarters, high up on the Captains deck, where it should be, away from the hurly burly down below, where, after a busy day he could look forward to some peace and quietude.

At this point in the story I should explain that I joined the *Caledonia* as Assistant Purser to the late Walter Satterley in 1907. I had several shocks. The first was that my cabin was in the engine room casing. It had a fanlight that opened high up on the boat deck and that was where I had to work as well. The Purser's cabin, which was also his office was on the deck below. Another shock was that I was not allowed to speak to passengers, but if spoken to, reply with civility and politeness.

If by any chance I did find myself on deck, and forgot myself and spoke to passengers I would probably turn round to find the Captain's two eyes boring holes in me, or sent for on the bridge, and reminded what the company's regulations were. This discipline over the years was so instilled in me, that when invited to the Purser's cocktail party on the *Canberra*, I felt quite uncomfortable for him.

There were very few single berth cabins, and those were on the top deck, the remainder contained two or three berths, and in the second saloon even four berths. It was always a puzzle to me, how all the passengers settled in amicably, as there was very little room for furniture which was only sparsely provided. The main item was a weird arrangement like a coffin standing on end, on the top it had a bracket to hold a glass bottle for drinking water, and two tumblers, a hole to pour water into a tank which was faced by a looking glass and underneath this, a basin could be let down, exposing a tap.

There was no other furniture except a camp stool. Passengers kept whatever they wanted to use during the voyage in their cabin trunks stowed under the bunks. The camp stool was a menace, everyone had one, and those used by the engineers would become impregnated with oil and finding their way into passengers cabins, many ladies' fine gowns were ruined until someone had the idea of painting one leg white, showing they were for engineers use only.

There was no provision for ventilation in the cabins, or any means for heating. For cabins with a port hole there was a cumbersome iron contraption which was strapped to the deck head, when not in use, called a windshoot. In calm weather this was pushed out of the porthole but a wary eye had to be kept on it especially during the night. Many a passenger has been given a rude awakening by being hit by a force of water sufficient to wash them out of their bunks.

Passengers could have a fan by payment of £1 which was put on board at Port Said. If passengers ordering a fan afterwards refused to pay, the Purser did.

There were no bedside lights and for some reason the switch for the cabin lights was on the bulkhead opposite the door. At night traversing the cabin had to be done with care, should a cabin trunk be in the path.

In the saloon when the ship got east of Suez a system of punkahs were fitted pulled by Lascars. Later on an electric arm was fitted to replace the Lascars, followed by large electric fans.

The dining room, smoking room and music room were heated by steam pipes covered by a brass grill, and in cold weather they were the only places that passengers could keep warm.

The service in the saloon was quite good, as now, a waiter very seldom had more than six people to wait on, and taking into consideration the cramped quarters in which the tradesmen work the food and cooking was above average. The breakfast and luncheon menus were long and varied. Dinner was always one of seven courses the menu always being printed in French.

The dinner was run in a very quaint manner. After soup had been served the Head Waiter would walk round, and if he thought everyone had finished, he would beat a gong, and as one man the stewards would pounce on the empty plates and then come surging in with the fish, and that procedure would go on right through the seven courses.

There is one last thing I should mention which I sensed again as soon as I stepped on board and which I have never felt on any ship of another Line on which I have travelled. It is hard to define what it is; passengers in my time would comment upon it, it might be described as an atmosphere of discipline and orderliness. On the other hand it may be that, although I feel it is something more, it is a mystique the P & O have, and I hope the Company will always keep it.



MV NIGARISTAN

STRICK LINE LIMITED

For nearly eighty years the vessels of Strick Line Limited have been providing a shipping service, in conjunction with the Ellerman & Bucknall Steamship Co Ltd to the countries of the Middle East.

The company's founder Mr Frank Clarke Strick was born in Swansea in 1849 and became a ship-broker and coal exporter at that port. In 1885, he moved to London and set up a similar business under the style of Frank C Strick & Co Ltd. Mr Strick became a shipowner, when he purchased two vessels and commenced operating them in the coal trade between South Wales and Northern France. Within a short time, thanks to strong personal connections with friends in France, he obtained a contract to carry coal to Mediterranean ports returning with iron ore from North Africa. Not always having sufficient ships of his own he often chartered additional tonnage.

From trading in the Mediterranean, it seemed a natural step to look eastwards and in 1892 Frank Strick despatched a vessel, the *Alphonse Parran* of 1876 grt, with coal and some general cargo calling at Red Sea ports en route to ports in the Gulf. It was this voyage which laid the foundation of what is now known as Strick Line and to develop trade, Mr Strick formed the Anglo-Arabian and Persian Steamship Co Ltd in 1892 and for the first time ordered ships for the Gulf Trade. In 1893, the first steamer of 5,000 dwt was built by A Stephen & Sons, Glasgow named *Arabistan* and was followed by *Turkistan* in 1894. The port of registry for both vessels was Swansea, Frank Strick's home port and this practice of registering ships at this port continued for many years.

So far as it is known, it was at this time that the company commenced using the distinctive chevron symbol for their house flag and funnel marking and using names which all end in "istan". These names are of Farsi (Persian) origin, "istan" meaning "land of" in the Farsi language and the ships are named after localities in Iran and neighbouring countries.

Due to the expanding coal and iron ore trade with the Mediterranean area, a new company was formed in 1896 to look after this business and was named the Anglo-Algerian Steamship Co (1896) Ltd. The first ships were built for this Company by William Gray & Co West Hartlepool (who built the majority of Strick ships until 1926) and were named *Baluchistan*, *Luristan* and *Afghanistan*, each of about 4250 dwt.

By the beginning of the century, Mr Strick had fifteen ships sailing under his flag and had offices in London, Swansea, Cardiff, Newport and Manchester. The latter office was opened around 1895 in order to secure the lucrative piece goods trade from the Manchester area, providing useful cargo for the Company until well into the 1930's, when the trade gradually gave way to growing quantities of general cargo. Strick vessels not only traded between U.K. and the Gulf, Northern France and the Mediterranean, but were also to be found at Red Sea ports, Bombay, Karachi and often loading cotton in the U.S.A. for Europe.

In 1905, the Anglo-Arabian Company was absorbed by the Anglo-Algerian Steamship Co (1896) Ltd and by 1909 the entire fleet of ships was required for the Gulf Trade. Mr Strick therefore formed a new company with his French colleagues called La Tunisienne Steam Navigation Co Ltd to take care of the Mediterranean side of the business.

The association with the Ellerman Group commenced in 1903 when an agreement was signed between Bucknall Brothers, on behalf of Bucknall Steamship Lines Limited (later to become the Ellerman & Bucknall Steamship Company Limited), and F C Strick & Co Ltd on behalf of the Anglo-Arabian and Persian Steamship Co Ltd. This was the first agreement between Strick and Ellerman whereby both companies, who had been engaged in competition in the Gulf Trade for some years, put an end to this state of affairs and agreed to regulate the trade.

An important milestone in the development of the Gulf and one that was to bring prosperity in the future to both the people of the Middle East and to those trading to the area, came in 1901 when William Knox D'Arcy—an Australian, obtained a concession from the Shah of Persia to explore for oil. He commenced drilling in 1903 and first struck oil in commercial quantities at Masjid-e-Suleiman in May 1908. During this period ships of the Anglo-Algerian SS Co carried large quantities of equipment, stores and personnel to the Gulf for the D'Arcy Exploration unit and together with the Strick Agents in the area, had been of great assistance to the oil drilling teams. In 1909 the Anglo-Persian Oil Co Ltd now called British Petroleum Co Ltd was formed and took over the concession from D'Arcy. With these developments in mind Mr Strick was prompted to open his own offices in the Gulf and in January 1911, he entered into partnership with Lloyd Scott & Co Ltd and formed Strick, Scott & Co Ltd with offices at Basrah, Mohammerah (Khorramshahr), Ahwez and Baghdad. Within a few months, the oil company appointed Strick, Scott as their managing agents and Mr Charles Greenway, later Sir Charles Greenway, Managing Director of the Anglo-Persian Oil Company, became a director of both Strick, Scott and Co and the Anglo-Algerian Steamship Company.

This association between Strick, Scott and the oil company continued until the early 1920's, by which time the oil business had grown considerably and the oil company decided to establish their own office in Abadan and dispense with agents. Most of the Strick, Scott staff who had been engaged in oil company work, transferred to the Anglo-Persian Oil Company and all the oil company managers at Abadan until 1940 were ex-Strick, Scott men.

In those early days, the Anglo-Algerian Company had a reputation for building, buying and selling

ships very rapidly, some even being sold before delivery from the builders. However, shortly before the first world war the fleets of Strick companies numbered sixteen vessels.

After twenty years of operating to the Gulf, Mr Strick agreed to a change of company name and on 1 January 1913, the Anglo-Algerian Steamship Co (1896) Ltd, became Strick Line Limited. During the 1914-1918 war, Strick Line vessels continued a reduced service to the Persian Gulf, as most, if not all, were requisitioned by the Government at one time or another. Losses due to enemy action were heavy a total of nine ships being sunk.

With hostilities at an end and the cost of building new ships greatly increased, Frank Strick negotiated with the first Earl of Inchcape, Chairman of the P & O S N Co, the sale of the remaining Strick Line fleet and business, and the company went into voluntary liquidation. The Gulf trade continued and was operated under the joint management of Frank C Strick & Co Ltd and Gray Dawes & Co. At first the ships were owned by newly formed single ship companies such as Serbistan Steamship Co Ltd or Turkistan Steamship Co Ltd but later, Strick Line (1923) Ltd was formed to own and operate the fleet. At the same time, Strick Line vessels ceased to be registered at Swansea and henceforward all Strick Line vessels have been registered in London.

By 1928 and in spite of his approach to the age of eighty, Mr Strick wished to reacquire an interest in the Gulf trade and the company which bore his name. Through a company he had formed in 1920 called the London, Paris & Marseilles Steamship Co Ltd he was able to negotiate with P & O S N Co the purchase of a 49% minority interest in Strick Line (1923) Ltd and The Shahristan Steamship Co Ltd, the last of the single ship companies. The P & O S N Co retained the 51% majority of the shares and the ownership of the shares in the two companies remains the same to this day, the minority shareholder now being known as London & Paris Steamship & Investment Co Ltd. During the period up to the second world war, the companies in which Frank Strick had interests continued to expand, thanks to the continued development of Persian and Iraqi Oil. Like everyone else, however, the depression years greatly affected the prosperity of the fleets and many Strick vessels were laid up during this period. During 1937, new building recommenced and by September 1939, the Strick Line fleet comprised thirteen vessels.

The majority of these ships had been built by John Readhead & Sons Limited, South Shields, who have constructed practically all the Strick Line vessels from 1926 to the present day.

A very special loss was sustained by the company in 1943 when Mr Strick died in his ninety fourth year, after taking an active part in opera-

ting the company until the outbreak of the second world war.

During the war years, 1939-45, the company built eight vessels and in addition Frank C Strick & Co Ltd managed at one time or another a further twelve ships for H.M. Government. Of these thirty three vessels ten were lost to enemy action. With the war over, the company decided to amend its name and in 1946 it became simply Strick Line Limited, as it still is today. The following year, with shipbuilding restrictions being relaxed, Stricks commenced their postwar building programme.

During the next twelve years the Company took delivery of fifteen new vessels and also purchased a second-hand vessel from the Ministry of War Transport.

In 1951 Mr Frederick J Hallett was appointed Chairman of Frank C Strick & Co Ltd and in 1954 Chairman of Strick Line Limited. Mr. Hallett had served the company from 1910 and was respected by everyone with whom he came into contact, both in business and in his private life. A major event occurred in 1951, when the Iranian Government suddenly cancelled the oil concessions and nationalised the Anglo-Iranian Oil Company Limited. This event considerably affected the Strick Line trade to Iran as all shipments of stores and materials to the former oil company ceased for two years, until in 1953, an international consortium was formed to operate the exploration and production of oil for the Iranian Government. In the meantime, however, the State of Kuwait had started to exploit oil resources and embarked on a wide ranging development programme, which meant a substantial increase in trade between the UK and Kuwait. As further oil reserves were found and developed in various other parts of the Gulf, so the Strick & Ellerman Service increased its share of the trade, carrying to the countries in the area, all types of cargo from constructional material to consumer goods.

In October 1956, as a result of Egypt nationalising the Suez Canal and the landing of British and French forces in the area, the Canal was blocked by sunken vessels. Although no company ships were trapped in the waterway, a number had to retrace their voyages and make the long diversion around the Cape of Good Hope. This situation, however, was shortlived and the Canal was reopened to shipping in February 1957.

At the end of the 1950's, the Strick Line fleet consisted of twenty-five vessels of varying ages and it was about this time that the Company began to feel the effects of increased competition combined with a reduction in the trade from the UK due to the developing countries around the Gulf purchasing their requirements from world wide sources. Notwithstanding these events the Company continued to maintain its policy of operating a fleet of modern, up to date vessels,

and commenced to dispose of the old motorships and some of the steamers which were proving uneconomical and over the next four years twelve ships were sold. Some of these vessels were replaced with new, fast modern ships and this practice has continued to the present day.

Throughout their history, Strick Line have always equipped some ships with facilities for the lifting of heavy equipment and in the early days, this was usually about 50 tons. These special facilities were very necessary, as heavy lift port cranes were not available at most ports in the area.

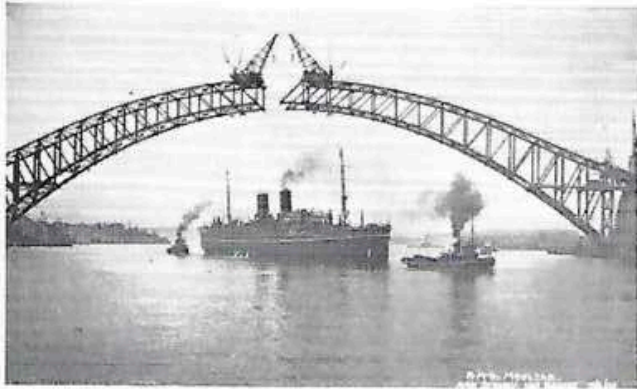
At Christmas 1962, the Chairman Mr F J Hallett suddenly died, after serving the Company for over fifty years. In his place was appointed the present Chairman, Mr W A Watts, who like his predecessor, has served the Company all his working life.

During the 1960's, with technological developments producing larger and heavier pieces of machinery and equipment, lifting capacities had to be further increased and in 1965 the vessels *Shahristan* and *Floristan*, both of 12,417 dwt were delivered, these being the first company ships fitted with a Stulcken heavy lift derrick of 180 tons capacity. These vessels were also constructed with the midship superstructure placed further aft, so as to provide long decks for heavy and awkward cargoes. A third ship of this class *Tabaristan* was built in 1969 and fitted with a Stulcken derrick with a capacity of 150 tons.

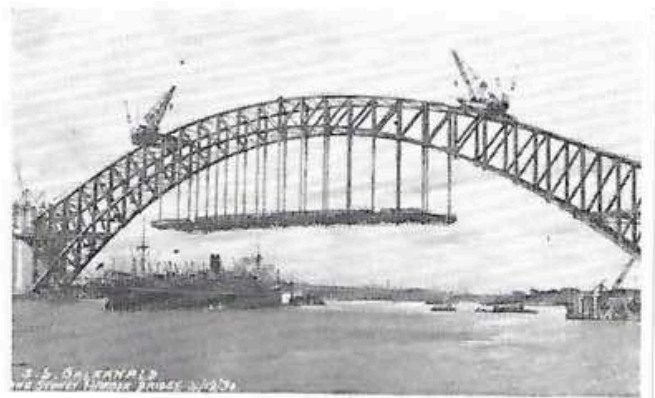
Once more complications arose for the Strick & Ellerman Service in 1967 with the outbreak of the Arab-Israeli "Six Day" war and the second closure of the vital Suez Canal. Again the company were fortunate that no vessels were in transit through the canal at the time, although quite a number were approaching both entrances and had to be diverted back through the Mediterranean or the Red Sea. One vessel, a former *Nigaristan*, was in the last convoy southbound through the canal before it was closed and was thus lucky to escape being trapped in the Great Bitter Lake. Although the company have adapted their service to routing via the Cape, they nevertheless look forward to the day when the Suez Canal will be open again to the merchant fleets of the world. Frank C Strick & Co Ltd, Managers of the Strick & Ellerman Service, are now in their eighty sixth year of business and Strick Line ships have been sailing from the UK to the Gulf for nearly eighty years. Strick Line currently owns eighteen cargo liners amounting to 208,783 dwt, including their newest vessel the 14,083 dwt. *Nigaristan* which joined the fleet in October 1970, she is their first vessel without any conventional cargo derricks, and relies on cranes for all cargo operations. These fast, modern, air conditioned cargo liners are among the most up to date and technically advanced ships to sail the seas.

FIRST... DOWN UNDER

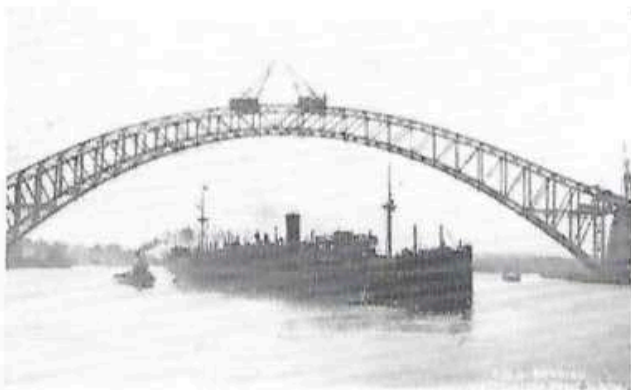
Six photographs showing P & O Liners passing beneath Sydney Harbour Bridge during the course of its construction.



Mooltan 7 August 1930



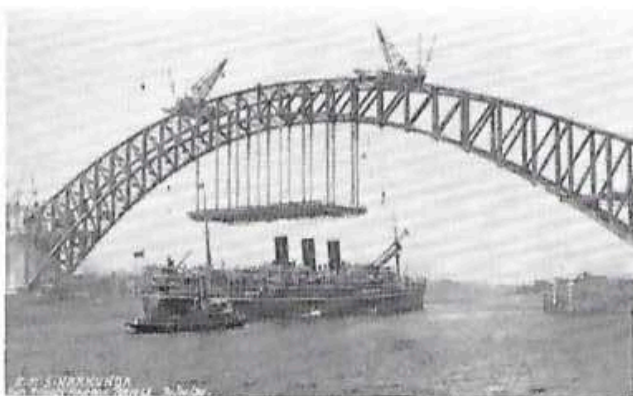
Balranald 4 December 1930



Bendigo 30 August 1930



Barrabool, 1931



Narkunda 30 October 1930



Baradine, 1931

We are all collectors. To some it may be the overriding passion of an otherwise mundane life; to others a small but interesting facet of a busy and full existence.

THE CONFESSIONS OF A COLLECTOR

By KABISI

Within these pages recently, we read of the hobby of collecting Victorian card cases, and even more strangely, but a greater time ago, we learned of a Captain who collected haircuts! The latter wrote most wittily of his "collection", and must now in retirement (and assuming he has sufficient hair left to follow up his hobby) think back to those earlier and exotic experiences in the barber's chair in Genoa or Hong Kong.

I confess, to justify my title, to having been a collector from as early as I can remember beginning as usual with engine numbers, stamps and coins. Whilst I still desultorily maintain an interest in the latter, silver and gold coins that come to hand seldom leave my possession again, (pride of place goes to a Queen Elizabeth I shilling dated 1562) my interests now lie in two directions, namely "ports visited" and "concert halls".

How, do you say, can one collect ports or concert halls? I suppose the literal answer to that is, one cannot. It is, however, possible to list or place them in memory, according to ones personal taste and enjoyment.

It has been my good fortune since adopting the sea life as a career to further both of these interests to great advantage and whilst my port list grew apace in the early years, it has now slowed to the extent where an addition of two ports a year, is an event to be chronicled with enthusiasm. The trouble is, of course, that in a collection such as this one cannot "swap", and Sydney, visited and revisited no matter how many times, counts only for one name on the list! Still, with names such as Dairen, Manchuria, Ketchikan, Alaska, Chalna, Rarotonga and Narvik already there, with accompanying memories, pleasant and interesting, I consider the collection ranks quite well.

It is, however, about my other collection that I wish to elaborate.

Naturally to indulge a hobby of this type one has to like concert music, indeed the two go hand in hand. Without one, it would be hardly worthwhile pursuing the other! It also goes without saying that to find the time to attend an evening concert away from a ship, on voyage, is sometimes rather difficult. Another obstruction is that the Concert season is a limited one, and in parts foreign particularly, the scope for hosting an International or even a resident local orchestra puts great strain on limited financial resources with the result that concerts are few and far between. A combination of circumstances thereby makes it difficult to further the collection. One may have four hours off duty at a blank period in the Concert programme, and yet be very busy loading Diplomatic Mail at a time when there is a Concert hall full of musicians scraping and blowing away to the limits of their endurance.

Despite these unhappy reflections it has been possible for me during the years to attend a number of fascinating performances as widely divergent as a recent concert, at the Hollywood Bowl, of "From Bach to the Blues", to a full dress evening at the Theatre di San Carlo in Naples to hear and see "Aida". Despite an unfortunate lack of elephants in the latter performance it was entirely memorable and the expectant atmosphere before the curtains rose was unique in its intensity.

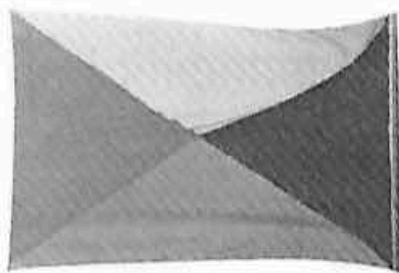
Of course, when home on leave, one can indulge the hobby to the extent of the dictates of the family budget. Living relatively close to London it has been possible to visit, at one time or another practically all the concert halls in this all-embracing area, from the Fairfield Halls, Croydon, to the Watford Town Hall; and from Wigmore to Albert, not forgetting the magnificent complex on South Bank. All have given great pleasure in times past and with the building of a new theatre block in Bromley, I will have another on my doorstep, as it were.

Holland has provided me with no less than four concert halls for my collection and each was particularly memorable, not only for the buildings, but for the music and events that occurred. In the Rivièrhal, Blijdorp, I was to hear the famous Berlin Philharmonic for the first time, and in the Kuurhaus, Scheveningen, after Vladimir Ashkenazy had played a particularly exciting piano concerto, as the audience stood to applaud the back tier of seats (in which I had been seated) collapsed. Literally, as well as figuratively, he brought the house down! If you thought Scheveningen difficult to pronounce try Concertgebouw (with the Dutch "g" or "ch"!) at which, in Amsterdam, I attended another concert one cold winter's evening. The music soon warmed and uplifted my spirits, and I remember that with particular pleasure.

Rotterdam has only recently opened a splendid new concert hall, the Doelen, where for the first time at the end of last year I was able to attend a solo performance by the brilliant young pianist Mischa Dichter.

But wherever I hear music, whether it be under the stars on a still, balmy night on the banks of the Torrens river at the Adelaide Music bowl, or at the Purcell Room on the banks of another river far away, I get enjoyment from it.

I have yet to mention two of the unfulfilled pleasures that I hope are in store. Glyndebourne, with its gardens, has still to be achieved, and probably the one in which I have an almost proprietary interest, the Sydney Opera House. I have watched the latter grow since I was a Junior Officer, as it climbed from its foundations near Circular Quay. Who knows, before I retire, I may even have the pleasure of adding that to my collection!



THE ORIGIN OF OUR HOUSE FLAG

In 1832, Messrs Wilcox and Anderson, the Company's forbears, rendered certain services to the Queen of Portugal. The first association of this firm with Portugal was of earlier date, as their vessels had for some years previously been regularly plying between Falmouth, Lisbon, Cadiz and Gibraltar. It was from these early connections with the Iberian Peninsula that the house-flag was evolved.

The luff or inner side of the Portuguese Royal Flag was blue; the outer half being white; superimposed in the centre of the flag were the Portuguese Royal Arms. From this flag was derived the blue and white triangular upper quarterings of our house-flag, the red and yellow of the flag of Spain furnishing, by adoption, the colours which fill the lower quarterings.

The earliest representations of the flag show some divergence from the form in which it is known to-day. In contemporary pictures of the "ROYAL TAR" (308 tons, built 1832), "JUPITER" (610 tons, built 1835), "BRAGANZA" (688 tons built 1836), the flag is shown as a pennant, with the yellow quartering at the top, flown by the two earlier vessels at the fore and by the last named at the main.

The modern trend of the younger generation of bridge players in many instances, is to take an approved and generally accepted bridge system and introduce their own ideas into the system. Time and time again this distorts the original system and all too often leads the aforesaid younger generation into bad or indifferent contracts. Also too many books are introduced on new bidding systems and conventions.

The most intriguing side of bridge is undoubtedly defence and this has been very much neglected by the lack of publication of books on the subject.

Victor Mollo has now brought out a really excellent book entitled "BRIDGE: CASE FOR THE DEFENCE". It sets out in progressive order 150 examples of the way different defence situations should be handled. This is done in the form of a question and answer, commencing at No. 1 with a fairly easy example and gradually building up to a difficult situation at No. 150. Thoroughly fascinating and interesting.

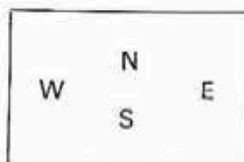
Here is No. 63. This will show the format and general idea of the questions and answers.

CONTRACT BRIDGE

by Harry Ingram

S. J 9 8
H. 9 2
D. Q J 10 9 8 7
C. K 10

S. K Q 3
H. K Q 10 6
D. A K
C. 8 4 3 2



South opens one no trump (16-18) which North raises to three no trumps. West who showed commendable restraint in passing throughout, leads King of hearts which holds the first trick, East playing the 5 and the declarer the four. Which card should West lead at trick two?

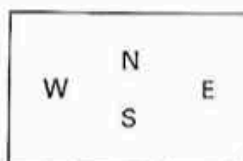
ANSWER

Three of spades. It is apparent to West that East cannot have a single point. He may, however, just have the S. 10 and that should be enough to beat the contract as declarer has no reason to go up with the Jack. The 10 would drive out the Ace for two tricks in the suit for West.

The hand could be:—

S. J 9 8
H. 9 2
D. Q J 10 9 8 7
C. K 10

S. K Q 3
H. K Q 10 6
D. A K
C. 8 4 3 2



S. 10 5 4
H. 8 7 5 3
D. 5 3
C. 9 7 6 5

S. A 7 6 2
H. A J 4
D. 6 4 2
C. A Q J

WHERE CAPTAINS MEET No 2



CAPTAIN E C COWEN

Captain Edmund Cowen was born on 30 June 1911 in London. He was educated at Southgate Secondary School and HMS Worcester and became a P & O Cadet in March 1929. In December 1956 he was promoted Captain, his commands including COROMANDEL, MANTUA, BARADINE, HIMALAYA and IBERIA. He is a bachelor and lives at Woking, Surrey.

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