

# About Ourselves

No.34 Winter 1970



# ORONSAY I



*The first ORONSAY was the third of a new class of twenty thousand tonners built in the early 1920's. Her sister ships being ORAMA and OTRANTO.*

Built by John Brown and Co and launched in August 1924 ORONSAY was a vessel of twenty thousand tons gross with a length of 637 ft 6 in and a breadth of 75 ft. She was a twin screw vessel being powered by Brown-Curtis single-reduction geared turbines.

When first commissioned she carried 600 first and 1200 third class passengers. By the end of her career this had been reduced to 501 first and 482 tourist class passengers.

In 1931 she "opened" the new entrance lock into Tilbury Docks (see About Ourselves No 30, December 1969, page 16).

As soon as War broke out ORONSAY was taken up as a Troop transport and began her war career with troop voyages from Australia and Canada.

On June 16, 1940, during the general evacuation of French ports and while embarking troops in St. Nazaire she came under very heavy air attack and had her chartroom, wheelhouse, navigational gear and all communication with the engine room destroyed. By a fine feat of seamanship the stricken vessel contrived to reach Plymouth with her troops.

For the next two years ORONSAY had more than her fair share of excitement. On 9 October, 1942, when steaming on her own for the West Coast of Africa she was struck by four torpedoes. She remained afloat for four hours. Her crew was later picked up by HM ships, and one boat, after twelve days, by a French sloop. The survivors in this boat were interned in French West Africa until repatriation as a result of the Allied African invasion.



# About Ourselves

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## CONTENTS

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|                                  |    |
|----------------------------------|----|
| Index                            | 1  |
| From the Chairman of P & O Lines | 2  |
| Company News                     | 3  |
| Group News                       | 6  |
| Ship News                        | 9  |
| We Hear That                     | 14 |
| Letters to the Editor            | 16 |
| From Abroad                      | 17 |
| Who's Who                        | 20 |
| Personal News                    | 22 |
| Appreciations                    | 24 |

## MAGAZINE SUPPLEMENT

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### CONTENTS

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|  |    |
|--|----|
| Cruising Blind   | 26 |
| Farmers Farewell   | 27 |
| Victorian Card Cases   | 28 |
| A Chaplains Introduction to the Sea                              | 31 |
| Our American Clientele   | 32 |
| Hakone   | 34 |
| Reluctant Warrior  | 36 |
| P & O On Safari  | 39 |
| Retired Scene  | 42 |
| History of Group Companies No. 5—The Hain Steamship Company Ltd. | 44 |
| A Night Out in Bristol   | 46 |
| Lloyds Register and Freeboard                                    | 47 |
| Contract Bridge  | 48 |

# From the Chairman

*of P & O Lines*



You are accustomed to reading Sir Donald's words in this introductory page to "About Ourselves". He has not laid down his pen but is, appropriately, writing for the Group as a whole in "Group News". This is the first opportunity I have had as Chairman of P & O Lines of speaking to you by way of our magazine and I welcome it.

Unfortunately, but understandably, it is not possible for me to make personal contact with each one of you. Gone are the days when our business lives were so patterned. During the last twenty-five years we have witnessed a revolution in communications—the essence of it has been speed. The effects of words and actions in one hemisphere today have an immediate impact in the other.

And with all of this we have accelerated the daily rate of our lives. Perhaps modern communications techniques have a certain negative aspect in this regard. How often nowadays with this quicker tempo do we hear the phrase—"I simply haven't the time . . ." All too often I would suggest. The dangers of this situation in a Company are obvious. The job can all too easily become an end in itself. We can forget that our business begins and ends with people—within the Company and outside it. To a large extent the degree of our success depends on the way in which we act and react not only to situations but to each other. It is these relationships which tend to be underrated in these days of electronic communications.

In a Company such as ours, spread world wide, maintaining contact among ourselves is difficult and the difficulty is understandable. However, because of this "separation" there is a greater need than normal for us to ensure as far as we can that we do not get out of touch.

If tradition serves as a guide, Christmas is a time for looking back. It is an attitude of which I am not particularly fond, unless the purpose is to recollect and remember lessons.

One cannot really let 1970 slide into the mists without some recollection. In recent years we have had the Suez Canal closed (twice), seamens strikes and dock strikes. But never have we had in the space of twelve months a major epidemic and a serious fire.

The spirit of those directly and indirectly concerned at sea and ashore during those periods of crisis was magnificent and my thanks are due to all.

1970 was, none the less, a year of progress. It saw the introduction of Continental and Alaskan cruising and the announcement of a major new South African cruising programme. All diversifications of our basic activity which hold real promise for the future.

The holiday market is growing more quickly than virtually any other business—at a steady 10% a year. As the largest cruise operator and, I like to think, the best in the business, P & O Lines is well placed to take advantage of the trend. 1971 will be a year of consolidation, of development of new markets, of preparation for the future. It will also be a year in which all of us will have to produce that "little bit extra" to ensure that we stay ahead.

To all of you, at home or abroad, at sea or on shore, I send you my best wishes for a very happy Christmas and New Year.

A handwritten signature in black ink, which appears to read "D. Cameron". The signature is written in a cursive, slightly stylized font.

## LATE SEASON/WINTER CRUISE PROGRAMME

P & O Lines offered this year a programme of ten late season and winter cruises.

These ranged from two Mediterranean cruises by *Arcadia* which left on 4 and 17 October and called at a variety of interesting ports such as Lisbon, Casablanca, Palma, Naples and Palermo, to a fifteen-day Christmas cruise in *Canberra*.

*Chusan* made three two-week cruises covering the Atlantic Islands, West Africa and the Mediterranean between 3 October and 18 December. She also made a three week Carribean cruise which left on 28 November for Teneriffe, Trinidad, St Vincent, Barbados and Madeira.

# Company News

## CHITRAL TRANSFERRED TO E & A

The 14,000 ton cargo/passenger liner *Chitral* was transferred to The Eastern & Australian Steamship Company Ltd on completion of her Mediterranean cruising programme on 5 September. She has been operating a series of Genoa based Mediterranean cruises since April this year, aimed at attracting both U.K. and Continental passengers.

*Chitral* is a cargo/passenger ship and her opera-

tion as an economic unit is dependent upon utilising her 10,000 ton cargo capacity.

We have therefore carefully examined the possibility of increasing her present passenger capacity of 226 but it was decided that the cost of doing so and of maintaining standards acceptable to the Company would prove insuperable barriers.

However, E & A, who operate passenger/cargo services between Australia and Japan, will be able to utilise *Chitral's* cargo and passenger capacity.

The 14,000 ton CHITRAL





Young Farmers in Belfast, Phyllis Holden, one of this year's Canberra Award Winners addresses guests at the Conway Hotel. From left to right, Mr J. A. Patton, President YFCU; Lady Dunleath; Councillor W. Christie, Deputy Lord Mayor of Belfast, and Mr J. G. Davis

### 36 CRUISES IN 1971 PROGRAMME

Seven of the Company's ten liners will offer a choice of 36 different cruises calling at over 50 different ports. All told, 47,500 berths will be on sale between April and December 1971.

A feature of the programme is the offer of special fare reductions for passengers between twelve and twenty who are travelling with both parents. In this scheme 15 per cent will be deducted from the first "teenage" fare, and 20 per cent from any others.

Fares in the programme start as low as £46 for a 6-day cruise to Lisbon and Ceuta.

There are five mini-cruises of six to eight days' duration spread throughout the programme, which includes four new ports of call at Antigua, Guadeloupe, Lanzarote and Tangier.

The group rebate scheme is available throughout the whole programme. This takes the form of a 10 per cent rebate and will be made to each "fare" travelling in a party of 15 or more with a free ticket for the 16th person or organiser.

The programme includes ten big ship cruises by *Canberra* and *Oriana* and eight one class Tourist cruises by *Orcades* and *Himalaya*. A four week cruise to South America and three West Indies cruises are also featured. The peak period in the programme is during July. There are nine cruises offering 12,500 berths in this month.

### ULSTER AND AUSTRALIAN YOUNG FARMERS EXCHANGE VISITS

While an Ulster Young Farmer was 12,000 miles away on an exchange visit to Australia, one of his club leaders was welcoming to Ulster six Young Farmers from Australia.

Lord Dunleath, Governor of the BBC in Northern Ireland and a vice-president of the Ballywalter Young Farmers' Club, welcomed the Australians to Ulster at a dinner held at the Conway Hotel, Belfast.

Other guests at the dinner included the Lord Mayor of Belfast, Alderman Joseph Cairns, and Ulster's



Mrs D. M. Ardley receives her ticket from Mr J. G. Davis, which enabled Mrs Ardley and her husband to travel on a CHUSAN cruise last November

Minister of Agriculture, the Rt Hon Phelim O'Neill and Mr J. G. Davis flew from London to be the principal host.

In addition to the "Canberra" Award Scholarship, P & O also help British Young Farmers to overcome the distance barrier by providing free return passages each year for six representatives of the British Young Farmers' organisations. John Goudy, from Newtownards Co Down, a member of Ballywalter YFC and a former club leader visited Australia.

He visited Victoria, where Ian Winton Smith, farmer and politician, a member of the first party of Canberra Award winners in 1959, has just been appointed Minister of Water Supply in the new State Government of Victoria. Aged thirty, he is Victoria's youngest Cabinet Minister for fifteen years.

### HALF MILLIONTH CRUISE PASSENGER

Mrs D M Ardley of Addlestone, Surrey, the winner of the Daily Sketch competition to select P & O's half millionth cruise passenger received her ticket in September.

Her husband shared the prize of a cruise for two in *Chusan* which sailed in November for Lisbon, Madeira, Tenerife, Las Palmas and Casablanca.

### GOLF—CANNED GOODS TRADE WIN MATCH

The annual golf match against the Canned Goods Trade took place at Bush Hill Park in September, and for the first time in four years the P & O were beaten 7½ matches/2½ matches.

### PLANNING UNIT MOVEMENTS

Mr M S R Heathcote accepted an appointment in the Foreign & Commonwealth Office in September, and as a result Mr N. J. Rolph, Senior Planning Executive, assumed responsibility for the work previously done by Mr Heathcote.

Liaison, however, between P & O Lines and Technical Services Division on specifications for conversions or new tonnage is now handled by Mr N. J. P. Mermagen, Assistant to Mr Tuke.

## CONTINENTAL PASSENGER REORGANISATION

We hear that this department has been reorganised. Mr J. M. Church continues as Continental Passenger Manager, Mr A. C. de Villeneuve has been appointed Continental Sales Manager with Mr H. Checuti as his assistant, whilst Mr R. J. Cooper becomes Continental Traffic Manager.

The Continental Reservations Section has been transferred from the UK Area to become part of the Continental Passenger Department. Mr L. R. Pearce, as Supervisor to this Section, has transferred together with Mr D. Cresswell, Mrs A. G. Love, and Miss R. Summerfield.

Mr R. J. Cooper, as Continental Traffic Manager, will be responsible for the Continental Reservations Section and will also retain his responsibility for the administration of the Continental Passenger Department.

## RADIO WENDY HOUSE

Seldom can there have been a more unusual broadcasting recording studio than a wendy house in a children's playroom aboard a cruising liner.

But this is what happened when a BBC team—producer Pamela Cox, commentator Brian Matthew and technician Harold Kutscherauer—cruised in *Canberra* to make a series of recordings featuring life aboard, excursions ashore, and the band of Ray Davies and the Button Down Brass.

The wendy house furniture in the playroom was moved aside, and into its place went recording equipment worth several thousand pounds. There the BBC team made several hours of recordings while the band played for passengers in the adjoining Island Room.

The result was three 45-minute programmes broadcast at peak listening time on Radio 2, under the title "Button Down the Hatches—the story of a cruise with music on board the P & O liner *Canberra*." But what was not revealed was that the programmes were recorded in "Studio Wendy House."

## NEW JOINT SERVICE TO THE EAST

On 1 November P & O/BI and Cunard Brocklebank inaugurated a joint service from the United Kingdom and North Continental ports to the Seychelles, Red Sea, Ceylon, the East Coast of India and East Pakistan.

Shippers were advised that there was no change in the procedures for booking cargo, nor in the documentary arrangements which remain unchanged.

## JACKIE GLEASON JOINS CANBERRA

Known to millions of viewers on both sides of the Atlantic, Jackie Gleason joined *Canberra* for the voyage from Southampton to the States on 6 September.

Mr Gleason, star of his own show from the Florida resort of Miami, was travelling to Port Everglades with his wife Beverly. It was something of an extended honeymoon as they were only married on 4 July at Ashford in Kent.

## YOUNGEST "YOUNG FARMER" WINS £1100 P & O SCHOLARSHIP

The 1970 P & O *Canberra* Scholarship has been won by 22-year-old Ken Stephenson, the youngest of the six Australian Young Farmers, who recently completed a five months' agricultural study tour of Britain. He is the first Queenslander to win the annual scholarship since 1964.

The result of the written and oral examinations for the scholarship was announced on board *Canberra* in Sydney on 15 October, when the six Australians arrived home.

Ken can either attend an Australian university or technical college, or can take a cash grant of the same amount to spend on an approved agricultural project on his farm.

## BOAC GO TO SEA

Allegro 70, BOAC-Canada's unique national marketing meeting held its first session recently on board *Canberra* in San Francisco. Sessions continued when the ship sailed for Vancouver.

Participating in the meetings were some 50 managers and representatives from BOAC offices throughout Canada, as well as observers from the airlines' headquarters in London. The sales seminar was under the supervision of Mr J. R. Gorman, BOAC-Canada Manager.

## JOINT PROMOTION WITH HORIZON HOLIDAYS

We have joined forces with Horizon Holidays to offer a 1971 *Seawing* programme of 22 holidays with fares from £70.

The flexibility of the *Seawing* holiday provides alternative combinations of one week ashore, at an interesting resort, in a choice of hotels specially selected by Horizon, combined with a week on board one of our liners, and a flight by BOAC or BUA. The programme commences on 7 May.

## OCEAN LINER HOLIDAYS 1971

100 different holidays ranging in duration from two weeks up to four months are now on sale in the P & O Ocean Liner Holiday programme for 1971.

Holidays include round-world voyages, trips to the USA and Canada, visits to Mexico and 35 Caribbean sunshine holidays to Bermuda, Bahamas, Jamaica and Barbados. The new OLH brochure, includes large sections on "Plan Your Own Trip" to South Africa, Australia, New Zealand and North America.



American Television comedian Jackie Gleason with his wife Beverly on board CANBERRA on their way home to Miami, Florida, in September.

# GROUP NEWS

## A NEW DEPUTY CHAIRMAN APPOINTED

On 12 October the appointment, effective from 1 January 1971, of Mr C. A. W. Dawes MC as Deputy Chairman of the P & O Group was announced.

Mr Dawes is at present a Director of the parent company and Chairman of the New Zealand and Federal Companies.

He was appointed to the P & O S N Board in 1966 and as Chairman of The New Zealand Shipping Company has been concerned, among other activities, with the Group's major refrigerated cargo interests and in particular with New Zealand. Mr Dawes is a member of Lloyds and sits on the Boards of a number of P & O Group companies. He is also a Director of the Australia and New Zealand Banking Group Ltd.

## INTERIM DIVIDEND ANNOUNCEMENT

At a meeting of the Board held on Wednesday 9 September, the Directors resolved to pay a dividend of 2.5 per cent actual on the Preferred Stock for the half year ending 30 September, 1970, and an interim dividend of 4.5 per cent on the Deferred Stock.

During the half year to 31 March 1970 Group costs increased more sharply than Group Revenues. Moreover abnormal incidents, such as the industrial dispute in New Zealand, which stopped all Union Steam Ship Company's services, the typhoid outbreak in *Oronsay*, and the recent dock strike in the UK, have affected the half year's, or will affect the year's results.

The profit for the half year before tax is £4,544,000 a reduction of £710,000 on that of last year. The year's result is expected to be of the same order of magnitude as last year's although somewhat lower.

The present Group capital investment programme is proceeding satisfactorily, and is being supplemented by further development of non-shipping activities. As a result, whilst profits must be expected to dip from time to time, the Board considers that over the foreseeable future their upward trend will continue as in recent years.

## MANAGEMENT SERVICES APPOINT NEW HEAD

Mr B. J. Elson was appointed Director of the Group's Management Services Division last September.

His overall responsibilities as head of this division are the supervision of the Group's computer bureau, work study and O & M departments.

Mr Elson joins the company from the British Aluminium Group of Companies, with which he has held a number of senior appointments in management services and line management during the past 19 years.



B. J. Elson.

## GROUP EXTENDS NORTH SEA SEARCH

Formation of a further oil and gas exploration group was announced in London in the early Autumn following the allocation of more licences by the Ministry of Technology.

Earlier this year the Group moved into oil and gas exploration by linking up with four international companies with rights to explore off the Scottish coast some 200 miles east of Aberdeen.

This latest announcement relates to sectors lying in the Moray Firth. A considerable work programme is envisaged but it is unlikely to begin before next year.

Our partners in this new search are North Australian Petroleum Co Ltd, Apco Oil (UK) Ltd, Creslenn (UK) Ltd, and Mesa (UK) Ltd.

## BI DEATH OF CHAIRMAN

The Company announced with deep regret the death on 15 October of K. M. Campbell CBE, Chairman of the BISN Co since 1962.

Mr Campbell joined Gray Dawes & Co Ltd in 1925 and four years later became a member of Mackinnon, Mackenzie at Calcutta.

After a distinguished war record, during which he was awarded the MBE (Military) for his part in the Arakan amphibious operations, he was posted to Rangoon as Resident Director of Mackinnon Mackenzie & Co (Burma) Ltd. After spells with that organisation in Bombay and Karachi he re-

turned to Calcutta and was appointed a Managing Director in 1954, the position from which he retired in 1956.

Appointed a Managing Director of BISN Co in 1957 and Chairman in 1962 he was also director of several companies within the P O Group, including the parent company and P & O Lines Ltd.

Mr Campbell was a member of the Council of the Chamber of Shipping of the UK and a Liveryman of the Worshipful Company of Shipwrights and awarded the CBE in the Queen's Birthday Honours List, 1970.

#### CRUISES 1971

The new BI colour brochure for 1971 gives details of forty four cruises to be undertaken by *Nevasa* and *Uganda* throughout the year. The school ships are famous for their educational cruises for school children, but it is less well-known that they also offer excellent accommodation and facilities for two hundred or more cabin passengers on each cruise.

During 1971 calls will be made at fifty eight ports, of which many will be visited on more than one occasion. The scope of this programme continues to expand and for the first time Black Sea ports are included in the itineraries.

Over 53,000 passengers, including 11,000 adults will be carried in this major cruising programme. More than sixty Local Education Authorities have made complete or partial block-bookings of the dormitory accommodation for 1971 and many hundreds of independent, grammar, comprehensive, secondary and junior schools have booked groups to travel. Many students will come from countries overseas, including over 2,000 Canadian boys and girls who will sail in company with British children.

#### MANORA

The *Manora* one of the four new general cargo vessels was delivered in September.

Launched at the Neptune yard of Swan Hunter Shipbuilders Ltd, Newcastle, by Mrs D. W. McKay wife of Mr D. W. McKay a Director of BISN Co Ltd on Monday 9 March, the *Manora* is scheduled to join the Company's service between Australia and Arabian/Iranian ports.

*Manora's* details resemble those of the *Merkara* reported on in the last edition of *About Ourselves* but mention should be made of the one hundred ton Stulcken Derrick with ten ton derricks hung off, serving Nos 2 & 3 holds.

*Manora* is designed for the carriage of break bulk cargo, pallets or containers, or any combination. For this purpose the tween deck heights are arranged so that lashed containers may be carried three high in the lower hold and/or two on the upper tween deck hatch cover. In addition, the weather deck hatch covers are strengthened to carry two tiers of containers. This means a maximum total capacity of approximately three hundred and forty containers 'under the hook'.

The design permits the addition of cellular guides at a later date if required. In addition, there is

approximately 30,000 cu ft of refrigerated space aft.

#### DUNCAN WALLET

##### BOARD APPOINTMENT

Mr P. J. Hammond was appointed to the Board of Duncan Wallet & Co Ltd.

His appointment strengthens the Management team prior to moving to their new integrated office, warehouse and distribution complex at Basingstoke. As a Director and Financial Controller, Mr Hammond is responsible for all financial aspects of Duncan Wallet's operations.

This firm supplies everything from food to custom built furniture to ships around the globe. Their new headquarters in Basingstoke will cover an area of ten acres.

Mr Hammond served as a Lieutenant in the Royal Marines from 1942-1946 before joining Duncan Wallet as an Assistant Accountant in 1953. In 1965 he was appointed Company Secretary and Financial Controller.

#### EUR

##### DUNKIRK SERVICE RESUMED

European Unit Routes Ltd resumed their Tilbury/Dunkirk Service on 1 September 1970. Initially, EUR will operate three sailings weekly in each direction between 43 Berth Tilbury and Freycinet 13, Dock 6, Dunkirk.

Since the suspension of this Service in November 1969 a great deal of progress has been made with the introduction of specialised container handling equipment in France.

The reasons for the lengthy suspension of the service were that whilst there have been many requests from the trade for resumption, and indications of good support, the Company wanted assurances from both sides of the Channel of a settled labour relationship.

As a further example of EUR's determination in stimulating Anglo/French trade, plans are in an advanced stage to commence trading between Southampton and Le Havre.

The new container terminal, Dunkirk, with the giant Caillard container crane, which will be used for EUR operations, in the foreground



## HN

### OBITUARY

Hain-Nourse regret to announce the death of their Superintendent Engineer, Alan Bartholomew, who died suddenly on 30 July 1970.

Mr Bartholomew, who was 58, joined the Asiatic Company as a Marine and Engineering Superintendent in 1945 after a sea-going career with Mogul Line, BP and Admiralty Salvage.

He joined Hain-Nourse as Engineer Superintendent on the merger of Hain-Nourse with Asiatic in 1964 and held this position until his death.

Mr Bartholomew supervised the building of the bulk carrier *Atherstone* 44,000 dwt and *Fernie* 74,422 dwt, in Japan which came into service with Hain-Nourse in 1965 and 1967 respectively.

## MHL

### £2½ MILLION CARGO SHIP ORDER

The Moss Hutchison Line Limited of Liverpool have placed a contract worth about £2½ million with Hall Russell and Company Limited, Aberdeen, for two fast cargo liners each of 3,850 dwt.

The ships will operate on Moss Hutchison cargo service between the UK and Eastern Mediterranean countries.

The specification includes a sophisticated system of cargo handling facilities comprising deck cranes, heavy derricks, press button operated hatch covers and hydraulically operated side loading doors. The ships will be able to carry varied general and perishable cargoes in break bulk or unitised stow.

Propulsion will be by Crossley Pielstisk main Engines of 5,670 BHP which will give a service speed of 15 knots.

## NZS

### NEW CHAIRMAN APPOINTED

On 12 October Mr H. T. Beazley was appointed Chairman of both The New Zealand Shipping Company and The Federal Steam Navigation Company, the position relinquished by C. A. W. Dawes as Deputy Chairman of P & O Group. The appointment is effective from 1 January, 1971.

Mr Beazley, a Director of the P & O S N Co with specific responsibility for the Group's Australian affairs, was appointed Deputy Chairman of NZS in 1966.

He is a Director of Overseas Containers Ltd, Container Fleets Ltd and Chairman of Dolphin Line Ltd, all of which are concerned with the Group's interest in the container field.

## TRIDENT

### APPOINT FLEET SERVICES MANAGER

Trident Tankers Limited appointed Mr William F. Hunt a General Manager to head its Fleet Services Division last September.

His appointment is the top management post forecast in April this year when a major reorganisation and restructuring of Trident's operations into three distinct fleets—tankers, liquid gas and oil-bulk-ore carriers was implemented.

Mr Hunt, joins the company after 15 years with

the Hong Kong Government Marine Department. Chief responsibilities are those of supervising the Personnel, Fleet Supplies and Work Study departments.

**NOTE:** Trident Tankers' Fleet management appointments, announced in April are Mr P. R. Mitchell (gas carriers), Mr P. J. Wallis (tankers) and Mr W. H. Halliday (OBO's).

## STOP PRESS

### 60 COMPANIES IN P & O GROUP LINK-UP

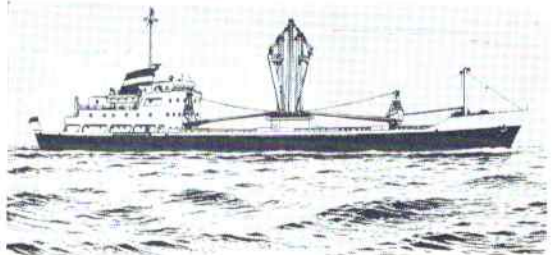
A new company, P & O Transport Holdings Ltd has been formed to co-ordinate and develop the activities of sixty existing non-shipowning companies within the Group, mainly in the field of freight transportation both nationally and internationally.

The Company will be concerned with five areas of activity—Air Freight, Road Haulage, Shipping and Forwarding, Warehousing, Distribution and Packaging, and Retail Travel.

The move follows a year-long study by the P & O Group Director, Lord Geddes, who becomes Chairman of this new company.

The Director and Chief Executive of the new Company will be Mr T. P. Daly FCA formerly a Director of the Groups Accounting Division.

An artist's impression of one of the two 3,850 dwt cargo liners which have been ordered by Moss Hutchison Line of Liverpool



Mr W. F. Hunt



# SHIP NEWS



**ORCADES**—receiving a nudge from the steam tug "Himma" as she leaves the Overseas Passenger Terminal, Sydney Cove, at the start of her 6-day cruise to Noumea in the early Autumn. The tug which is to be phased out during August 1970 brings to an end the era of the steam tug so far as the fleet of J. Fenwick & Co is concerned.

The **ORSOVA** berthed at the Overseas Passenger Terminal, Sydney Cove.



## HIMALAYA—

### 21st BIRTHDAY

On 5 August 1949 the first entry was recorded in *Himalaya's* deck log book. It was therefore appropriate that on 5 August 1970 the ship should have celebrated her 21st birthday. To honour the occasion a cake was made by the baker on board, P. Dawson and pastrycook A. Carr, being placed on view in the Everest Room.

We hear that passengers were treated to a piece of cake at dinner. In the evening a 21st Gala Ball was held in the Ballroom.

The passengers on cruise 520 made a collection to purchase a suitable plaque to be presented to the ship at some future date.



**HIMALAYA**—The 21st Birthday cake made by baker P. Dawson and pastrycook A. Carr.

## CHUSAN—

### HELP OFFERED TO STRANDED YACHT

Gale force winds ripped into a 21 strong fleet of small cruising yachts taking part in a round the Isle of Wight race from Cowes in the early Autumn.

A drama involving a yacht in the race began when Ventnor coastguards reported seeing red distress flares. At first light an RAF rescue helicopter from Thorney Island made a search, without success. Then the yacht, *Starspinner*, was located by *Chusan*. The ship stood by the yacht which had a broken rudder, until the arrival of Bembridge pilot cutter.

The cutter took her in tow but the tow rope was later taken over by the Bembridge lifeboat which took *Starspinner* into Bembridge.

## ORONSAY—

### PASSENGERS CATCH SHIP THANKS TO PANTYHOSE

Seven passengers from the *Oronsay*, three of which were girls, were saved by a pair of pantyhose in August.

The six Australians and an American hired a station wagon in Auckland to visit Rotorua and Tauranga.

Not long before darkness fell, they found that they were well over 100 miles from Auckland and the station wagon had a broken fan belt. *Oronsay* was due to sail at 11 pm.

Before long a substitute fanbelt was made from a pair of pantyhose. This enabled the vehicle to limp to a Katikati garage. Re-equipped with a new fanbelt, the vehicle got the passengers to their ship on time.

## CANBERRA—

### CAPTAIN COOKS CANNON REACHES PORT EVERGLADES



**CANBERRA**—Staff Captain J. A. Lefevre and W. G. Douglas, Australian Department of Shipping and Transport, inspecting the antique.

Two hundred years after its demise on the Great Barrier Reef, a cannon from the "Endeavour" traversed waters Captain Cook had never seen, aboard our 45,000 tonner.

One of six cannons unearthed from the Reef last year was carried across the Pacific and through the Panama Canal to Port Everglades, Florida. This was a gift from the Australian Government to the Philadelphia Academy of Natural Sciences for its work in locating the relics.

The cannons were dumped overboard when the Endeavour ran aground on the Reef.

## ORSOVA—

### SYDNEY FAREWELL WITH A DIFFERENCE

Captain E. V. Harris sailed from Sydney Cove in command of the *Orsova* to the strains of "Auld Lang Syne" on September 15. The Naval band from HMAS Penguin played the music in honour of Captain Harris who retires from the company shortly.

Prior to sailing Captain Harris was entertained to a farewell lunch by the Sydney directors of P & O Lines, Australia.

In recent years Captain Harris has commanded apart from *Orsova*, *Cathay*, now operated in the Far East by the E & A Company, and *Orcades*.



Captain Harris is seen waving from the bridge of ORSOVA as the band from HMAS Penguin in the foreground play "Auld Lang Syne".



The CHITRAL football XI photographed in Beirut:  
Back row from the left Barry Smith, Ronny Karlsson, Richard Bayley, Tony Radford, James Denton, "Tig" O'Sullivan, John Lewis, Walter Huber, John Ginty.  
Front Row: Tim Richardson, Keith Vigon, Oliver Grant, and Jeffrey Coe.

## CHITRAL — Farewell CHITral CHAT

Tony Duff, Baggage Steward/Writer concludes his chronicles with the accompanying notes:

On a crisp February day *Chitral*, the last P & O passenger ship to visit London's Royal Docks glided between the raised bascules of the road bridge at the eastern end of King George V Dock and commenced her final passage down the Thames. A small group of passengers surveyed the passing wintry scene. To them everything on board looked as bright as the array of spring flowers in the Public Rooms but beneath the surface, the ship's company were caught up in an air of apprehension. They were setting out to the new and unknown.

Thirteen fortnightly cruises from Genoa lay ahead to ports as far afield as Beirut and Teneriffe. The *Chitral* International Cruising Season 1970 was under way.

How many people realised just what the season would entail before that final disembarkation on 5 September? Would the Deck and Engine Departments have believed that they would be called to a total of 199 stand-bys to sail or berth the ship? At the outset did anyone think that *Chitral* would plough her way through 43,700 nautical miles of Mediterranean and Atlantic waters? During the 193 day period she made 94 calls at 27 ports. Each member of the 200 strong crew put in a basic of 1544 working hours throughout the season. Who, at the beginning, realised that the Bureau would be open for service to passengers for a total of 1634 hours?

In this time postage stamps of eleven countries were sold and thirteen different currencies used, in transactions with passengers of eighteen nationalities, speaking six languages. Tickets for 179 separate shore excursions were also sold; from a donkey ride up the thousands of steps at Santorini to a visit to the Casino du Liban with its spectacular entertainment, for Dinner.

One highlight of the season was the daily noon announcement in which the Navigator gave details of the ship's position and passing points of interest. This was translated by the Entertainments Officer into two or three languages. In consequence noon was long forgotten and interesting points long passed before this *highlight* was concluded.

The tempo of the season rapidly increased towards the end when cruises became heavily booked. Then, only nine days from the end, came the news that *Chitral* was to forsake the Mediterranean for Australian waters. Nobody noticed the end of what must have been a record-breaking season, a season of hard work under constant pressures, as they were too busy packing.

On September 7, after two days in Genoa, *Chitral* sailed for Hong Kong and a new lease of life with E & A.

A small group of shipmates standing on the jetty sadly witnessed her departure from Europe.

## CHUSAN — Flying Visit From Navy

A naval helicopter circled *Chusan* off Portland during the Nato Maritime Exercise "Northern Wedding" which ended last September.

In the helicopter at the time was a Naval Control of Shipping expert, who was winched on board *Chusan* to discuss with her Captain the procedure involved when naval control of shipping is introduced.

*Chusan* was one of seventy passenger and cargo ships, which had volunteered to take part in the exercise. Another thirty merchant ships had been specially chartered by Nato for the exercise, in which nearly two hundred ships and one hundred and fifty aircraft from eight nations took part.

A naval helicopter circling CHUSAN off the Dorset coast during the NATO exercise in September.





The cast of the ORCADES Minstrel show with John Kavan left and Bill Jamieson.

**ORCADES—  
FABULOUS BLACK AND WHITE ENTERTAINMENT**

One of the highlights of the last homeward voyage was the ORCADES MINSTREL SHOW put on by John Kavan, a singer travelling as a cabaret artist, and Bill Jamieson the entertainments officer. John produced and costumed the entire show—but credit must be given to Bill for his super blazer type jackets which are in fact pyjama tops. The actual show, which was performed in mime (Kavan got the cast singing to a record with lots of very intricate dance routines), was seen by 1,400 people aboard. In view of the demand the performance had to be put on three times. Readers will be surprised to learn that all the cast were passengers with the exception of John Kavan and Bill Jamieson. Another surprise—all but one of those passengers were women! These passengers rehearsed every day for three weeks even when the weather was really warm. The total cost of the show, including costumes, make-up, and drinks for the cast, only amounted to £20.

John Kavan, who is a baritone, was so pleased with the success of the show that he is seriously thinking of becoming an entertainments officer!

Another shot of the cast this time featuring the "Ladies".



**ORSOVA**—Readers of the last edition of ABOUT OURSELVES will recall that two copies of a book entitled "Where Great Adventures Start" were presented to Captain E. V. Harris, ORSOVA'S Master with a request that he present them to the Mayors of Fort Lauderdale and Hollywood. Our picture shows Captain Harris presenting the books to the Fort Lauderdale Mayor F. Peter Clements (left) and Hollywood Mayor John T. Wulff. These mementos commemorate the 350th anniversary of the sailing of the Mayflower.



**ARCADIA**—Captain E. Cowen hosted a reception and luncheon aboard ARCADIA when she visited Victoria BC for the first time in the Summer. Mr Patrick Frumento, President of the Victoria Visitors Bureau, presented the Captain with a replica of the Capital city's famous lamp standards, complete with hanging baskets of flowers.

**ARCADIA**—President G. M. Turner presented ARCADIA'S Purser, E. Pinches with a desk set on the occasion of his last visit to San Francisco before retirement. From right, are ARCADIA'S Captain E. Cowen and Mr G. Lifford. They are seen wearing specially designed baseball caps given earlier by Mr Turner when he made them honorary members of the P & O (North America) sales force.



# we hear that...

## POST FOR RNLI INSPECTOR

... a Royal National Lifeboat Institution official, Lt Cdr B. Miles was honoured at a ceremony in Aberdeen recently.

Lt Cdr Miles was with the P & O before he joined the Institution in 1964.

For the past three and half years he has been covering an area from Anstruther to Mallaig, and is shortly to become Inspector of Lifeboats for all Ireland.

He and his wife, Anne, were the guests of honour at a ceremony in the Caledonian Hotel, and were presented with a silver tray, decanter and glasses by Mr R. Irvin, chairman of the Aberdeen branch of the RNLI.

The gifts were presented by Mr Irvin on behalf of the branch officials committee, the Ladies' Lifeboat Guild and the Aberdeen Lifeboat crew for Mr Miles "outstanding service to the Institution".

## INTER-SHIPPING ATHLETICS CHAMPIONSHIPS

... since 1933 the London Shipping Athletic Association have held their Inter-Shipping Athletic Championships at the University of London Track at Motspur Park. This year, owing to the rising cost of putting on these Championships and a certain lack of enthusiasm amongst the Shipping Companies, the Committee of the LSAA arranged a curtailed programme of events at East London Stadium, in the late summer.

Pandor Club entered a small team which did relatively well, Kit Villiers competing in several events to try and pull in some extra points.

Pandor finally finished third in the overall championships which were won by a strong team from Glen Club. In the Ladies Championships we finished fourth, Glen Club also winning this section.

Our best performance was in the Men's Medley Relay, where we finished in second place, after having a terrific fight with the Glen Club team.

## TONGAN THANKS

... we have received from King Taufa'ahau Tupou IV's Private Secretary a letter saying that His Majesty wishes to convey to the Chairman his appreciation of the good wishes forwarded to him on the Island's Independence, and to say how much the cruise ships of the P & O are appreciated by the people of Tonga.

His Majesty wishes every success to our Company and would like to assure us of the goodwill and co-operation of Tonga in the days to come.

NOTE: Readers may like to turn to page 34 in the last edition of the magazine to read the article on the Tongan Independence Day Celebrations.

## THE VOICE THAT CHARMS

... Mrs Sheila Harris became "Miss Charm" at a Beauty Contest held at St Margaret's-at-Cliffe, Dover, in the late summer.

The competition was sponsored by Maddiesons Holiday Camps and as a result of her winning this heat at Dover, Sheila goes on to the Grand Final of the contest which takes place at the Littlestone Holiday Centre, New Romney, Kent, in the Autumn.



Sheila Harris

## WOMEN'S KEEP FIT CLASS

... the Women's Keep Fit Class was an idea of a few girls in the Passenger Department Typing Centre. At first it was felt it would not work but when there was so much interest, after a memo was circularised advertising the class, it was "All Systems Go" and it has really proved a success.

Thanks are due to Mrs Valerie Wridgway who has worked really hard as our Instructress. The class is bound to remain a success, and perhaps later on when it is fully equipped, a Keep Fit Display could be held one evening. Who will start a Men's Keep Fit Class? There may come a time when there will be no more Male P & O Paunches!



Members of the Women's Keep Fit Class being put through their paces under the watchful eye of instructress Mrs V. Wridgway

#### PANDOR CRICKET—SOUTHAMPTON

... the cricket section of the Southampton Branch of the Pandor Club played five matches during the season against local shipping companies and contractors out of which two were won and three lost.

Other matches were arranged against the sea staffs of *Canberra* and *Chusan*, but due to the national dock strike it was not found possible for these matches to be played.

The Southampton team have proved to be very enthusiastic and next year it is hoped to arrange a much fuller programme. New members would be especially welcome and those interested should ring Extension 22 at Briton Street.

#### THE LONDON INTER-SHIPING COMPANIES SWIMMING GALA

... for the fourth year in succession, Pandor ran away with the overall championship totalling over 130 points with the next club, Tendimus, managing only 80.

It was a rewarding evening for a supporter: frequently, one spotted our swimmer in a race leading by a narrow margin and being hard-pressed by another swimmer only to realise subsequently that the challenger was a Pandor Club representative too!

Time and again our magnificent performers achieved first and second places including the relay races which showed the whole essence of the team effort, which this certainly was.

Once again, it was a most enjoyable evening out: the Bar and the refreshment facilities at the Seymour Hall Baths were very well organised and in the interval between the races a most fascinat-

ing exhibition of Synchronised Swimming was given.

Next year, we hope to see many more Pandor supporters there, not only enjoying themselves but cheering on our gallant swimmers.

A few of the lady members of the swimming club showing off one of their trophies won at the recent swimming gala: from left Carolyne Reynolds, Penny Osborn, Pat Fry, Susan Heather and Daphne Miller



#### SPORTING TRIBUTE TO KEEN GOLFER

... Members of the Pandor Club Golf Section and some guests were present in the Pandor Club Room to join Mr J. G. Davis in wishing L. E. Kimpton all the best on his retirement. In his speech Mr Davis thanked him for all the hard work he had put in over the years and for the enjoyment he had given to P & O's golfers.

L. E. Kimpton being presented with golf equipment which included two copies of golf instructions for golfers of all ages





... that by competing against thirty other couples in the Gainsborough Glide Trophy Competition at Butlins Filey Camp in the Autumn, Stan and Joan Hammond walked off with a voucher worth fifty guineas. Here we see Stan and his wife receiving their trophy, and we would like to take this opportunity of offering our congratulations to them

#### CLIFF MORGAN AT PANDOR CLUB

... Rugby Union enthusiasts of P & O Lines and Group Companies had a rare treat on 9 September when the ex Cardiff Barbarian and Welsh International fly half, Cliff Morgan, paid a visit to the Club Room.

He brought with him a BBC "Rugby Special" film of the 1967 New Zealand All Blacks tour of the UK which showed, in his view, rugby played at its very best.

Following the film Cliff made the rest of the evening an open forum encouraging questions and general discussion from the audience. This developed into a very lively affair; mainly because he has a most infectious effervescent personality, with a considerable repertoire of stories, some true, some perhaps which have been twisted a little. He managed to include many amusing incidents that had occurred during his playing career.

This highly entertaining evening was brought to an end with his giving a practical demonstration of good passing technique and a "tongue in cheek" description of rugby for the benefit of the few ladies in the audience who had, perhaps, not fully understood all of what had gone before.

Cliff Morgan shares a joke with his audience during his appearance at the Pandor Club



## Letters to the Editor

Dear Sir

#### *The loss of the "Waratah"*

I have read the article in the Summer 1970 issue with great interest. Her owner William Lund was my maternal grandfather and the tug "Harry Escombe" which went to look for her was named after my great uncle, Prime Minister of Natal.

I well remember the awful anxiety which the old man and his two sons, with whom he was in partnership, went through. Incidentally they all lived to over ninety.

It was a tragic end to his shipowning. He was born a Dane and came to London as a young man with only a few pounds in his pocket. Subsequently he became a naturalised Englishman. After a few years in a shipping office he set up a sail loft. Then he started to own ships and had clippers in the China tea and Australian wool trades. With the opening of the Suez Canal he saw that sail was doomed and turned to steam and was the first to run steamers in the wool trade.

As regards the suggestion that the "Waratah's" superstructure was an innovation at that time, I would point out that it was no greater than that of the P & O "Egypt" class which was built at the end of the previous century.

Yours truly,

W. M. L. Escombe.

Dear Sir

I take this opportunity to write to you about P & O Co. I have worked for this Company since 1959. The way I have been helped by the entire P & O staff makes me wish to express my thanks and gratitude to all.

I worked with this Company as an Ordinary Seaman and to-day I am returning to India as a qualified Second Mate (F.G.). I could never have achieved this without the help of the P & O. I would like to thank all the officers concerned.

I have been treated very nicely and I can never forget the nice treatment I had from all the P & O staff. My special thanks should also go to Captain Smith, Principal, School of Navigation.

Yours faithfully,

A. V. Suryanarayan.

# FROM ABROAD

## SAN FRANCISCO

### ANNUAL MARKETING MEETING

The annual North American Marketing Meeting was held in the early Autumn. In addition to members of management from the San Francisco headquarters, sales managers and sales representatives from all the major cities in North America attended. Mr A. D. Winsor of our Marketing Unit and Mr J. Cooper of Sydney attended as observers. President G. M. Turner opened the sessions, before handing over the chair to Mr K. L. Chamberlain. Among items on the agenda were a review of marketing progress in the current year, projections for 1971, sales workshops, brainstorming sessions and seminars conducted by management consultant Joseph Lydon.



Those attending the annual marketing meeting in August were issued with special caps. A. D. Winsor is seen to the left of the second row.

## JOHANNESBURG

### TERMINATION OF GENERAL PASSENGER AGENCY

P & O Lines announced the termination of their general passenger agency arrangements for South Africa under which they have been represented jointly by King and Sons, Dunn and Co (Pty) Ltd and Musgrove and Watson (Pty) Ltd. Despite full co-operation between the three parties concerned, this has not proved to be a fully workable arrangement. Accordingly as from January 1 1971 the P & O Lines general passenger agency for South Africa will be handled solely by Musgrove and Watson, associates of Union Acceptances Limited, with whom P & O have recently formed P & O U.A.L. Shipping and Finance Ltd. King and Sons, Dunn and Company will continue to act as port agents for P & O ships calling at Durban.

## TOKYO

### GROUP REPRESENTATIVE IN JAPAN

Mr J. T. Brown until recently Chairman of Mackinnon, Mackenzie & Co (Japan) Ltd has been appointed to the newly created post of P & O Group representative in Japan.

From his office in the NYK Building, Marunouchi, Tokyo, which he opened on 1 October, Mr Brown maintains liaison between the P & O Group London Headquarters and Japanese Government Authorities, banks, steel mills, trading houses, and ship-builders.

He will be concerned with every sphere of the P & O Group's activities in Japan at a senior level and will advise on the overall business and political scene with particular reference to developments likely to effect the Group's interest. He will not be concerned with the day-to-day passenger and cargo business of Group subsidiaries represented by Swire Mackinnon, Tokyo.

Mr Brown was made a Director of Mackinnon, Mackenzie & Co in 1957 and the Company's Chairman and Executive Director in 1965.

## SAN FRANCISCO

### NEWS OF TWO PRESENTATIONS

P & O (North America), Ambassadors, Pat Feeney, presented a scale model of one of San Francisco's cable cars to the Deputy Mayor of Auckland A. O. Glasse, during her Down Under mission in July. Also present at the ceremony was Mr D. Young, South Pacific regional director for the United States Travel Service.

On her return to San Francisco Pat Feeney and Mary Hoksbergen hosted a party for some fifty people at their Telegraph Hill apartment.

Highlight of the evening was the premier showing of North America's new film on Alaskan cruising photographed aboard *Arcadia* during the third Alaskan cruise in July, and featuring many of her staff. The film, narrated by Bill Jakeman from an original script by North America's Public Relations Director Troy Garrison, is in colour with a musical background and runs for 27½ minutes.



P & O Australian Passenger Managers' Conference was held in Sydney recently to review and discuss marketing plans covering the remainder of 1970 and 1971. Photographed in front of a new display unit during the three day conference are from left to right—G. E. Lifford, Managing Director, London; K. F. Lewis, Australian Marketing Manager; A. Lowman, Branch Manager, P & O Los Angeles; A. Mackinnon, Marketing Executive, London.



TRAVEL TOURS NEW AIR CONDITIONED COACHES. Travel Tours Ltd is operated jointly by Mackinnons Hong Kong, Metro Cars Ltd and Hong Kong Tours & Travel Service Ltd. Chairman of the Company is G. M. B. Salmon, Managing Director, Mackinnons. The Company was formed in October last year and is now fully operational.

## SYDNEY—CHAIRMAN RETIRES

A farewell function was held in Sydney in September to bid farewell to Mr N. D. Pixley on the occasion of his retirement as Chairman of P & O Lines of Australia. Mr Pixley received a best wishes retirement card signed by over 200 members of Sydney office, a portable television set and two books on art and world treasures.

We all, here in London, wish Mr Pixley and his wife health and happiness for many years to come.



Pat Feeney presenting a model of one of San Francisco's Cable Cars to the Deputy Mayor of Auckland A. O. Glasse, with D. Young, centre, looking on.



**HOT OFF THE PRESSES.** The brochure "117 British Cruises To Everywhere, 1970-71", was distributed to agents all over North America by sales representatives during San Francisco's annual trade promotion which started in the Autumn.

Mr and Mrs N. D. Pixley receiving the television set from R. P. Sudlow, R. T. M. Rose, and F. M. Karrasch during the farewell celebrations held in Sydney recently.



The Fourth Annual P & O and Omega ten pin bowling tournament in progress. This is regarded as the most important tournament in the calendar of ten pin bowling in Hong Kong.



A Group photo taken after the ten pin bowling tournament, with G. M. B. Salmon, Managing Director, Mackinnons, sixth from left in the back row. On his right Mr Lambert Kwok of the South China Athletic Association, and next to him Roger Wilson, also of Mackinnon's. The taller girl immediately below the P & O sign is Miss Helen Ma, the winner of the ladies' singles title.

During their recent visit to North America, Sir Donald and Lady Anderson met the Vancouver staff at a reception. Shown here (from left) Sir Donald, Joyce Morgan, Ray Graves and Jim Peerless.





3,000 a day, 15,000 a week, 780,000 calls a year!  
These are the startling statistics of the incoming calls dealt with by our switchboard. Using a prototype PABX4 system the exchange is manned by a staff of twenty two. They operate the system until six o'clock each evening during the week, after which the resident clerk takes over. Which means, in effect, that we run a twenty four hour service.  
It is no use blaming the switchboard any more for losing a call, as under the present system once a call has been accepted there is no means of cutting the caller off!



**1 Mrs P. Stockton—Telephone Supervisor.** Joined the Company in 1968 having previously been Telephone Supervisor with J. Lyons & Co, the well-known caterers. Hobbies include reading, gardening and music.

**2 Mrs M. Wade—Assistant Supervisor.** Mrs Wade joined P & O in 1966 having transferred from a company within the Group. She was promoted to Senior Operator in March 1969, becoming Assistant Supervisor in April this year. Mrs Wade lives in Billericay, and her hobbies are motoring and cooking.

**3 Mrs E. Makepiece** Joined the old Orient Company in 1949 Mrs Makepiece spent many years in the West End Office both before and after the merger. Since her transfer from the West End she has been responsible for the inquiry position in the Telephone Exchange. Recently married she is better known to those within the Company as Miss Brett.

**4 Mrs M. Hollingdale** Joined the Company in 1961 and was one of the first permanent telephonists after the merger. Mrs Hollingdale has two grown up sons, one is shortly going to University to study for a Doctor's degree.

**5 Mrs L. Forge** Joined P & O in 1969 having had a very wide telephone experience with the London Telephone Service and the BBC telephones. She went to BI in 1968 as a relief telephonist, transferring later to P & O building. She is mainly responsible for handling BI telephone traffic with her colleague Mrs Birch.

**6 Miss B. Shiers** A fairly recent newcomer to the Telephone Exchange. She joined the Company after some years experience in the GPO. Her hobbies include swimming and reading.

**7 Mrs L. Hooker** Previously with Williams Deacon's Bank joining P & O in 1967. She was married to a member of the Williams Deacon's Bank staff this year. She spent her honeymoon cruising on ARCADIA.

**8 Mrs. J. Burch** Was a telephonist at Navigation House with BI for three years before joining the switchboard in P & O Building. She handles BI traffic with her colleague Mrs Forge. Her hobbies are dressmaking, swimming and knitting.

**9 Mrs L. Hastings** Another comparatively newcomer, having had seven years' experience as telephonist/receptionist prior to joining P & O in 1969. She has a most unusual interest in breeding and racing greyhounds.

**10 Mrs E. McMellor** Joined the Company in 1967 being formerly employed by Glen Line and the State Telephones in Jersey. Her hobbies are dressmaking and cooking.



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# PERSONAL NEWS

## APPOINTMENTS

We congratulate:  
MISS M. A. BARTLETT, Accounts Clerk, on her appointment to Supervisor of the Freight and General Section in Accounts Department.

P. GRAHAM, First Radio Officer, transferred to Shore Staff and was appointed Assistant Electronics Inspector 17 August 1970.

R. L. MARTIN, Second Radio Officer was appointed Assistant Electronics Inspector for a period of two years, 3 July 1970.

## CERTIFICATES

We congratulate the following officers on having passed the Board of Trade examinations: Masters-Second Officer M. A. C. Laurie First Mates—Third Officers P. J. Cooper, J. E. Reeves, M. E. Skipper, I. C. Stutt, D. E. Tural, P. G. Wilson.

Radar Maintenance—Chief Radio Officer, D. Dowie, First Radio Officer, D. H. Gillmon, Junior Radio Officers G. C. England, B. T. Hovden.

We congratulate the following Officers who have gained certificates of competency since the last issue of *About Ourselves*: First Class Steam Certificate—Second Engineers, A. C. Lipscombe, D. J. Walker, J. D. Heslop.

Second Class Steam Certificate—Third Engineer, I. R. F. Adair, We congratulate Engineer Cadets D. W. Frew and J. K. Willis on gaining H.N.D. cadetships.

We congratulate the following Shore Staff: D. R. BAKER for obtaining the *General Steam Award* for the best all-round performance in the final stage of the Institute of Transport examinations by a Graduate, or Student, employed by a firm of British shipowners or ship-managing agents.

G. P. SHILLINGLAW, Group Secretary's Office, on passing the Intermediate Examination of the Chartered Institute of Secretaries.

M. D. WYLIE, Staff Department, for obtaining the first part of the Higher National Certificate in Business Studies.

## 21st BIRTHDAYS

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

MISS G. A. ABURROW, Group Public Relations Division, 28 November 1970.

MISS J. C. ADAMS, Hotel Services Organisation, 1 December 1970.

MISS P. J. BAKER, Management Services Division, 2 October 1970.

MR. R. J. BETTS, Passenger Department, 27 July 1970.

MISS R. A. BRYDEN, Passenger Department, 25 September 1970.

MR. A. C. ENGLISH, Southampton Services, 3 October 1970.

MISS P. M. GUTTERIDGE, Freight Advertising Department, 12 September 1970.

MISS M. HASTINGS, Hotel Services Organisation, 22 September 1970.

MRS. S. P. HEATHER, Market Research and Statistics, 16 November 1970.

MR O. D. IGNATIUS, Group Accounting Division 9 November 1970.

MISS L. B. KIRKHAM, Secretary to M. D. PENNEY Container Fleets Limited, 23 November 1970.

MISS J. V. MORGAN, Group Accounting Division, 4 October 1970.

MISS S. SHERRINGTON, Passenger Department, 23 July 1970.

MR. G. P. SHILLINGLAW, Group Secretary's Office, 2 November 1970.

MISS E. SURPLICE, Management Services Division, 30 November 1970.

MISS M. F. WALLIS, Secretary to W. KERR, 27 October 1970.

MR. M. D. WYLIE, Staff Department, 10 November 1970.

## ENGAGEMENTS

We congratulate:  
MISS G. A. ABURROW, Group Public Relations Division on her engagement to MR. D. DICKSON on 27 September 1970.

MISS W. HARRIS, Passenger Department on her engagement to MR. S. BROWN on 15 June 1970.

MR. P. A. MESSINGER, 2nd Officer, *Himalaya* on his engagement to MISS S. MORRIS on 3 October 1970.

MISS L. NEWMAN, General Shipping Division on her engagement to MR. R. M. C. HARRISON, Cadet Purser *Himalaya* on 19 September 1970.

MR. L. TETLEY, Junior 2nd Radio Officer *Oriana* on his engagement to MISS P. M. RAN-DALL ex WAP *Oriana* on 8 August 1970.

## MARRIAGES

We congratulate:  
MR. G. CALDICOTT, Passenger Department on his marriage to MISS P. BEAVAN on 24 October 1970 at St. Bartholomews, Coventry.

MR. T. R. CLARK, ex Junior Second Radio Officer on his marriage to MISS E. L. BURGER on 9 July 1970 at the Sacred Heart Church, Wimbledon.



Mr and Mrs T. R. Clark cutting their CANBERRA wedding cake.

MISS C. COOKE, Passenger Department on her marriage to MR. J. R. BIGGS on 29 August 1970 at Kitto Methodist Church, New Cross.

MISS V. CORING, Passenger Department on her marriage to MR. A. POLLARD on 3 October 1970 at St. Georges, Forest Hill.

MISS S. DARVILL, Technical Services Division on her marriage to MR. K. WYMAN on 15 August, 1970 at Bexley Heath.

MISS S. DELIEU, Passenger Department on her marriage to MR. A. GROVES on 6 June 1970 at St. Edwards Church, Mottingham.

MISS J. P. HOUSON, Staff Department on her marriage to MR. P. J. MITCHENALL on 17 October 1970 at the Parish Church of St. Peter & St. Paul, Seal, near Sevenoaks, Kent.

MISS L. JOSEPH, Passenger Department on her marriage to MR. J. CANTLE at Upper Clapton Congregational Church.

MR. J. H. MORRISON, Chief Radio Officer *Himalaya* on his marriage to MISS K. G. RHODES on 24 June 1970 at Guildford.

MISS B. A. PALMER, Fleet Personnel Department on her marriage to MR. J. RAND on 22 August 1970 at Bishops Stortford Registry Office.

MR. R. F. PITTAM, Fleet Personnel Department on his marriage to MISS S. M. HUMBERSTONE an ex W.A.P. on 6 August 1970 at All Saints Church, Shirley Surrey.

MISS P. A. REID, Fleet Personnel Department on her marriage to MR. P. S. H. POLLIT Chief Officer on 5 September 1970 at Middlewich, Cheshire.

MR. R. WILLIAMS, Passenger Department on his marriage to MISS A. NICHOLAS on 3 October 1970 at St. Bartholomews, East Ham.

## BIRTHS

We congratulate:

MR. R. G. A. BLENCOWE, Passenger Berthing Manager and his wife Julia on the birth of a son Peter James, on 22 July 1970, a brother for Caroline Mary.

MR. J. WULF, and his wife Katrin (Knaup) formerly GSN Hamburg. P & O passenger agents, on the birth of a son Hans Markus on 25 July 1970.

## RETIREMENTS

BROWN, L. C., joined Coy 28 and served as Chief Steward in many of the Company's ships before retiring on 22 Aug 70.

COLLINGS, C. W. H., joined Coy 28 as a Ship's Plumber. He left the sea in 54 and joined Ship Maintenance Department in 68 where he remained until his retirement on 31 Jul 70.

CURTIS, C., joined Coy 50 and served as Chief Steward on *Chusan* prior to his retirement in Aug 70.

Mr C. Curtis, Chief Steward, receives his retirement present, a clock and barometer from Captain E. Snowden, CHUSAN.



GILLMAN, A. H., joined Coy 24 as an Assistant Steward, he was appointed Chief Steward in 45 and served on nearly all of the Company's passenger ships. He joined Shore Staff as Assistant Stocktaker in 55. He retired on 27 Jul 70.

KENNABY, A. F., joined Coy 26, serving in *Ranpura*, *Strathaird*, *Strathallan* and *Comorin*. In 53 he was appointed Shipwright Overseer at KGV later to become Ship Maintenance Inspector. He retired 31 Aug 70.

KEYL, H. M., joined Coy 36, serving as Boatswain on *Corfu*, *Empire Fowey* and *Chusan* be-



Captain E. Snowden, presents Boatswain H. Keyl with his retirement present.

fore retiring on 1 Sep 70.

KIMPTON, L. E., joined Coy 24 as a clerk in the Bills of Lading Department, Anderson Green, and in 25 he joined Advertising where he stayed until the merger. Prior to his retirement on 30 Sep 70 he was responsible for the P & O Archives.

LAMBERT, C. E., joined Coy 21 as a messenger and worked his way up to become a Director of P & O Orient Management in 60, retired on 9 Oct 70.

MISS F. C. NASH joined Coy 37, worked as shorthand typist Passenger Department. In 1960 was appointed Supervisor Typing Pool, West End. In 1965 she transferred to Market Research & Statistics, retired 30 October 1970.

O'CONNOR, F. A., joined Coy 38 and was Chief Butcher. He retired 13 Aug 70.

RIDDELSDELL, E. G. H. CAPTAIN, joined Coy 38 as Fourth Officer *Orontes*. Appointed Captain *Orcades* 61, and has since served on *Orsova*, *Oriana*, *Orcades* and *Canberra*. He retired on 29 Sep 70.

THOMAS, P. J. N., joined Coy 49 and served as Chief Steward until his retirement on 15 Jul 70 due to ill health.

TOWERS, C., joined Coy 38, and was one of Company's last official watchkeeping boiler-makers. He retired 25 Aug 70.

## DEATHS

BLUE, W. B. T., joined Coy 17 held the position of Chief Engineer, retired 31 Jul 58 and died 27 Jul 70.

COLLINS, W. H., joined Coy 49 held the position of First Barman *Canberra* died in Royal Marsden Hospital 20 Aug 70.

CORDER, W. N., joined Coy 33 as Barman and Waiter, transferred to shore staff in 60 where he worked as a Messenger until his retirement in 67. He died 8 Sep 70.

DENHOLM, G., joined Coy 19 and held the position of Naval Architect until his retirement in 56 died 31 May 70.

GARDNER, M. L., joined Coy 04 and worked in Stores Department until his retirement in 50. He died 1 Jun 70.

HAGGAS, M. H., CAPTAIN, joined Coy 45 as a cadet becoming a Fourth Officer two years later. Captain Haggas has commanded the Company's cargo vessels, *Coromandel, Karmala, Patonga, Perim, Samara and Surat*. He died after a long illness on 13 Jul 70.

JEANS, V., joined Coy 49 serving as a Yeoman of Mails and Boatswain on *Himalaya, Chusan, Iberia, Canton, Strathnaver and Corfu*. He retired in 67 and died on 21 Sep 70.

KEW, J. A., joined Coy 18 as an Assistant Engineer on *Nagoya*. He was promoted to Refrigerating Engineer on *Moldavia* in 36. Served on many of the Company's ships including *Chusan, Iberia and Himalaya*. He retired in 61 and died on 30 Jun 70.

McKECHNIE, A. G., joined Coy 19 as an Assistant Steward and served for over 34 years on most of the Orient vessels. He was eventually appointed Restaurant Head Steward and retired in 61. He died 15 Jul 70.

NEWMAN, S. A., joined Coy 20 and served as a Clerk in the Dock Office until his retirement in 46. He died 22 Sep 70.

SNOW, (MISS) E. D., joined Coy 20 in Passenger Department from where she transferred in 27 to Insurance Department, Anderson Green, where she worked until her retirement in 46. She died 22 Sep 70.

TADGELL, V., joined Coy in Melbourne in 21 and served with the Company for forty eight years prior to his retirement recently. He died suddenly at home on 17 Jul 70.

WALLACE, A. T., joined Coy 20 as an Assistant Steward and during his career served on most of the Orient vessels. He was made Letter Bureau Attendant, a post he held until his retirement in 61. He died on 17 Jul 70.

## APPRECIATIONS



C. E. Lambert

### C. E. LAMBERT

After almost fifty years with our Company Charles Lambert retired last October.

During his working career he became one of the best known figures in International freight liner shipping.

His long climb up the ladder of success began in the early summer of 1921, the year he joined P & O as a messenger. He spent ten years undertaking these duties before transferring to the manifest section of the Export Freight Department.

Later in 1934 he moved to the Bills of Lading Section and though called for military service on the outbreak of the Second World War, he was turned down on the grounds of poor eyesight. However, there was still an important job for him to do with all his knowledge of freight and shipping and in 1943, he was switched from P & O's Stocks and Shares Department to head the "Flying Squad"—a group of highly experienced men documenting the munitions, the food, the supplies, which were being shipped in and out of Britain's wartime ports. The war over, he joined the newly-formed Conference Department, and after undertaking a year's tour in the Far East was promoted to departmental head in 1956.

With the spring of 1962 came his appointment as a Director of the then P & O-Orient Lines. At this time he was given special responsibility for Conference matters. This is a field in which he has achieved a unique position.

Seven years later he took over the Freight Division, but by now Mr Lambert was either the Chairman or a member of numerous CENSA, FEFC and India-Pakistan Conference committees and working parties.

Retirement or not, he has been asked to stay at work in two of his official posts—as Vice-Chairman of the Far Eastern Freight Conference and as Chairman of the Shipowners' Panel of the Joint Standing Committee of the European National Shipowners' Associations. Through this Chairmanship he is one of the four officials of CENSA.

# FLEET LIST

(as at 15th October 1970)

|                                      | <b>CANNANORE</b><br>7,065 tons | <b>PANDO CAPE</b><br>8,972 tons | <b>PANDO COVE</b><br>9,236 tons          | <b>PANDO GULF</b><br>8,752 tons | <b>PATONGA</b><br>10,071 tons |
|--------------------------------------|--------------------------------|---------------------------------|--|---------------------------------|-------------------------------|
| <b>Captain</b>                       | Cooke, C.B.                    | Barrett, G.C.                   | Mortleman-Lewis,<br>E.A.W., R.D., R.N.R. | Firth, R.N.                     | Savage, G.J.                  |
| <b>Chief Officer</b>                 | Campbell, C.R.P.               | Fitzwalter, J.S.                | Meredith, J.E.W.                         |                                 | Perry, D.J.                   |
| <b>Acting Chief Officer</b>          |                                |                                 |  | Wilson, J.R.                    | Lockyer, P.                   |
| <b>Second Officer</b>                | Woollard, I.                   | Pennell, P.M.                   | Robertson, K.P.B.                        | Hall, R.S.                      | Carr, M.P.                    |
| <b>Third Officer</b>                 | Ross, R.J.                     | Toghill, P.L.                   | Renshaw, G.W.                            | Curran, C.J.N.                  | Vlasto, K.M.                  |
| <b>Junior Third Officer</b>          | Robinson, A.W.                 |                                 |  | Gilmour, I.F.                   |                               |
| <b>Fourth Officer</b>                |                                | Rees, R.H.                      | Larcombe, B.                             |                                 |                               |
| <b>Radio Officer</b>                 | Frew, A.S.                     | Turpie, T.I.                    |  |                                 |                               |
| <b>Acting Radio Officer</b>          |                                |                                 | Sampson, C.D.                            | Towers, E.W.                    | Hewlett, R.H.K.               |
| <b>Junior Radio Officer</b>          |                                |                                 |  |                                 |                               |
| <b>Trainee Radio Officer</b>         | Houghton, J.C.                 |                                 | Young, T.                                |                                 | Jeatt, D.E.R.                 |
| <b>Chief Steward</b>                 | Gliddon, R.G.                  | Prescott, R.E.                  | McAllister, W.J.                         | O'Brien, P.                     | Lawes, F.W.                   |
| <b>Carpenter</b>                     |                                | Brookhank, L.                   |  |                                 | Leggett, T.V.                 |
| <b>Cadets</b>                        |                                | Christie, D.L.                  | Kent, T.                                 |                                 |                               |
|                                      |                                | Glossop, S.                     | Walters, I.H.                            |                                 |                               |
|                                      |                                | Weaver, G.W.                    | Boles, S.W.                              |                                 |                               |
|                                      |                                | Lloyd, D.J.                     | Van Bronswijk                            |                                 |                               |
|                                      |                                | Richardson, R.S.                |  |                                 |                               |
| <b>Chief Engineer Officer</b>        | Paton, D.F.                    | Fisher, E.H.                    | Hudson, R.E.                             | Screech, J.D.                   | Bannister, A.                 |
| <b>Second Engineer Officer</b>       | Graham, G.R.                   | Newman, A.J.                    | Nash, I.                                 |                                 | Weaver, D.F.                  |
| <b>Ass. Second Eng. Officer</b>      |                                |                                 |  | Marshall, R.L.                  |                               |
| <b>Third Engineer Officer</b>        | Sugdon, R.                     |                                 |  | Brialey, F.T.                   |                               |
| <b>Ass. Third Eng. Officer</b>       |                                | Sullivan, G.J.                  | Hancock, R.                              | Field, K.J.                     | Radbourne, D.E.               |
| <b>Act. Third Eng. Officer</b>       |                                |                                 |  |                                 |                               |
| <b>J. Third Eng. Officer</b>         |                                |                                 |  |                                 |                               |
| <b>Ass. J. Third Eng. Officer</b>    |                                | Stephens, I.F.                  | Watters, I.G.                            |                                 | Lowrey, M.R.                  |
| <b>Act. J. Third Eng. Officer</b>    |                                | Hughes, D.W.                    | Campbell, E.A.                           | Rootes, D.                      | Ryan, J.B.                    |
| <b>Fourth Engineer Officer</b>       | Crocker, R.                    | Briggs, P.                      | Jones, S.A.                              | Caine, A.J.                     | Tuck, G.P.                    |
| <b>Assistant Eng. Officers</b>       | Bell, R.J.                     | Bird, J.H.                      | Saunders, D.P.                           | Denton, B.                      | Matthews, M.L.                |
|                                      | Sugden, J.                     | Robertson, E.J.                 | Nelthorpe, R.L.                          | Apps, V.P.                      | Stringer, R.                  |
|                                      | Hall, T.F.                     |                                 |  |                                 |                               |
|                                      | Rudd, D.R.                     |                                 |  |                                 |                               |
| <b>First Elect. Officer</b>          |                                |                                 |  |                                 |                               |
| <b>Act. First Elect. Officer</b>     |                                |                                 |  |                                 |                               |
| <b>Sy Elect. Officer</b>             | Machin, N.T.                   |                                 | Jones, M.J.                              |                                 |                               |
| <b>Electrical Officer</b>            |                                |                                 |  |                                 |                               |
| <b>First Ref. Eng. Officer</b>       |                                | Young, J.W.                     |  | Ellis, R.                       | Corrall, L.J.                 |
| <b>Second Ref. Eng. Officer</b>      |                                |                                 |  |                                 | Gurnett, K.S.                 |
| <b>Act. Second Ref. Eng. Officer</b> |                                |                                 |  |                                 |                               |
| <b>Engineer Cadets</b>               |                                |                                 |  |                                 | Stokes, D.K.                  |
|                                      |                                | Young, R.P.                     |  | Luckhurst, M.N.                 | De Boos, P.B.                 |
|                                      |                                | Walentowicz, P.J.               |  | Stirrat, D.                     | Hardy, R.                     |
|                                      |                                | Elliot, M.R.                    |  | Wormald, G.                     | Wilson, W.R.                  |
|                                      |                                |                                 |  |                                 | Smith, J.M.                   |

|                                   | <b>PANDO HEAD</b><br>8,935 tons | <b>PANDO POINT</b><br>8,753 tons | <b>PANDO SOUND</b><br>8,782 tons | <b>PANDO STRAIT</b><br>9,235 tons |
|-----------------------------------|---------------------------------|----------------------------------|----------------------------------|-----------------------------------|
| <b>Captain</b>                    | Bullock-Webster, R.             | Adie, I.M.                       | Underwood, R.F.                  | Mordaunt, B.S.C.                  |
| <b>Chief Officer</b>              | Falkner, A.H.                   | Jamison, S.S.                    | Smylie, C.R.                     | Tinsley, A.R.                     |
| <b>Acting Chief Officer</b>       |                                 |                                  |                                  |                                   |
| <b>Second Officer</b>             | Syrett, D.W.                    | Fatchen, M.J.                    | Beavington, M.                   | Reed, A.H.                        |
| <b>Third Officer</b>              | Wilson, A.R.A.                  | Combe, G.P.D.                    | Durell, H.E.P.                   | Stuti, I.C.                       |
| <b>Junior Third Officer</b>       |                                 |                                  |                                  | Burgoine, M.S.                    |
| <b>Fourth Officer</b>             | Mabbott, R.M.                   | Hart, R.C.                       | Bass, R.P.                       | Stevenson, A.P.H.                 |
| <b>Radio Officer</b>              |                                 |                                  |                                  |                                   |
| <b>Acting Radio Officer</b>       | Phelan, B.J.                    | Latham, G.R.                     | Wheeldon, S.R.                   |                                   |
| <b>Junior Radio Officer</b>       |                                 |                                  |                                  |                                   |
| <b>Trainee Radio Officer</b>      |                                 |                                  |                                  |                                   |
| <b>Chief Steward</b>              | Leaver, D.B.                    | Pattenden, F.J.                  | Waterman, A.J.                   | Kent, T.W.                        |
| <b>Carpenter</b>                  | Sutton, A.J.                    |                                  |                                  | Cramp, B.C.                       |
| <b>Cadets</b>                     |                                 | Conlon, G.I.                     | Brock, D.J.                      | Norton, P.H.                      |
|                                   |                                 | Davies, W.E.                     | Owens, K.E.                      | Hill, S.E.                        |
|                                   |                                 |                                  |                                  | Blatch, C.                        |
| <b>Chief Engineer Officer</b>     | Nightingale, P.                 | Godbold, W.C.                    | Bayliss, N.H.                    | Clarke, A.D.                      |
| <b>Second Engineer Officer</b>    | Turner, D.G.                    | Wilkie, T. McG.                  | Biggs, R.L.                      | Spice, J.                         |
| <b>Ass. Second Eng. Officer</b>   |                                 |                                  |                                  |                                   |
| <b>Third Engineer Officer</b>     |                                 | Brown, J.G.                      |                                  | Goodman, A.J.                     |
| <b>Ass. Third Eng. Officer</b>    |                                 |                                  |                                  |                                   |
| <b>Act. Third Eng. Officer</b>    | Jarvis, H.                      |                                  | Lewis, B.J.O.                    |                                   |
| <b>J. Third Eng. Officer</b>      |                                 |                                  |                                  |                                   |
| <b>Ass. J. Third Eng. Officer</b> |                                 | Hinchcliffe, M.                  | Kernan, R.G.                     | Hewison, A.                       |
| <b>Act. J. Third Eng. Officer</b> |                                 | Worsfold, K.                     | Wooding, C.                      | Thomas, D.P.                      |
| <b>Fourth Engineer Officer</b>    | Owen, M.G.                      | Williams, N.G.                   | Forscutt, P.J.                   | Appleyard, D.                     |
| <b>Assistant Eng. Officers</b>    | Bellamy, D.R.                   | Bond, M.J.                       | Todd, S.V.J.                     | McGraf, E.                        |
|                                   | Keir, J.                        | Goodfellow, R.B.                 | Smith, P.G.                      | Martin, R.                        |
|                                   | Imber, C.                       |                                  |                                  |                                   |
| <b>First Elect. Officer</b>       |                                 |                                  |                                  |                                   |
| <b>Act. First Elect. Officer</b>  |                                 |                                  |                                  |                                   |
| <b>Electrical Officer</b>         | Brooks, R.B.                    | Pepper, P.D.                     | Bowles, P.                       | Kirk, J.R.                        |
| <b>First Ref. Eng. Officer</b>    |                                 |                                  |                                  |                                   |
| <b>Second Ref. Eng. Officer</b>   |                                 |                                  |                                  |                                   |
| <b>Engineer Cadets</b>            |                                 | Sibbald, J.S.                    | Nimmo, R.D.                      | Linaere, R.J.                     |
|                                   |                                 | Killoran, A.O.                   | Hill, T.                         | Hill, T.                          |
|                                   |                                 | Nelson, P.J.A.                   |                                  |                                   |

# FLEET LIST

(as at 15th October 1970)

|   | <b>CANBERRA</b><br><i>45,000 tons</i> | <b>ORIANA</b><br><i>41,423 tons</i> | <b>ARCADIA</b><br><i>29,664 tons</i> | <b>IBERIA</b><br><i>29,614 tons</i> | <b>ORSOVA</b><br><i>28,614 tons</i> | <b>ORONSAY</b><br><i>27,631 tons</i> | <b>ORCADES</b><br><i>28,164 tons</i> | <b>HIMALAYA</b><br><i>27,955 tons</i> | <b>CHUSAN</b><br><i>24,261 tons</i> |
|---|---------------------------------------|-------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|--------------------------------------|--------------------------------------|---------------------------------------|-------------------------------------|
| <b>Captain</b>                            | Vickers, W.B.<br>R.D., R.N.R.         | Cutler, R.J.H.                      | Dallas, A.H.A.                       | Fox, R.E.J.<br>R.D., R.N.R.         | Field, A.J.                         | Trenfield, M.A.                      | Reed, P.C.                           | Snowden, E.                           | Prowse, M.R.                        |
| <b>Staff Captain</b>                      | Lefevre, J.A.                         | Cookman, R.D.                       | Thom G.B.                            | Lowther, R.E.                       | Lincoln, T.A.M.                     | Hancock, J.E.                        | Crichton, J.A.P.                     | Howe, G.E.                            | Chester, J.M.                       |
| <b>Chief Officer</b>                      | Merrick, A.E.                         | Hannah, D.H.                        | Clark, J.G.                          | Chapman, J.L.                       | Dornom, D.A.                        | Bradford, M.V.N.                     | Hughes, D.T.                         | Harris, G.E.                          | McCarthy, T.J.                      |
| <b>Navigator</b>                          | Lumb, P.D.                            | Watkins, T.P.                       |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>First Officer</b>                      | Hodges, A.P.                          | Hicks, M.F.                         | Nash, B.G.                           | Church, V.R.                        | Broome, P.J.C.                      | Moulin, M.J.F.                       | Kilner, J.B.                         | Wilkin, R.H.N.                        | Jackson, R.L.                       |
| <b>Second Officer</b>                     | Scorgie, L.S.                         | Morrow, L.J.                        | Laurie, M.A.C.                       | Noakes, J.J.                        | Burton, G.A.                        | Coles, R. S.L.A.                     | Moore, R.M.                          | Messenger, P.A.                       | Mullins, D.E.                       |
| <b>Junior Second Officer</b>              | Tyzack, R.D.                          | Gold, M.J.                          | Johnson, P.F.                        | Woodhead, J.W.                      | Minter, B.                          | Abbey, C.T.                          | Coldham, R.                          | Turrall, D.E.                         | Priestley, R.P.                     |
| <b>Third Officer</b>                      | Reeves, J.E.                          | Poyntz, R.G.J.                      | Johnson, J.M.                        | Warner, B.J.                        | Blencowe, D.A.                      | Acland, I.A.D.                       | Lampe, A.H.                          | Greenhalgh, J.J.                      | Exley, R.B.                         |
| <b>Junior Third Officer</b>               |                                       |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Fourth Officer</b>                     | Fennelow, R.D.                        | Fowler, M.R.J.                      | Christie, D.L.                       | Champion, M.R.                      | Bird, K.R.                          | Coombs, R.W.                         | Harris, J.C.                         |                                       | Barber, M.T.                        |
| <b>Cadet Officer</b>                      | Marden, J.T.                          | Bell, J.M.                          | Mendoza, C.P.                        | Mole, P.J.                          | Steeves, P.M.                       | Knight, C.D.                         | Holt, R.S.                           | Reynolds, S.J.                        | Hampson, P.A.G.                     |
| <b>Chief Radio Officer</b>                | Hawkins, R.J.                         |                                     | Morrison, J.H.                       | Cowley, G.D.                        | Williams, H.                        | French, J.B.                         | Keeling, W.                          | Berry, R.H.C.                         | Jameson, C.                         |
| <b>A/Chief Radio Officer</b>              | Chapman, R.J.E.                       | Dowie, D.                           |                                      |                                     |                                     |                                      | Chapman, K.M.                        |                                       |                                     |
| <b>First Radio Officer</b>                | Bagent, N.M.                          | Gillmon, D.H.                       | Sloan, J.F.                          | Twomey, T.P.                        | Cahill, R.V.                        | Gawley, J.C.E.                       |                                      | Chapman, G.A.                         | Murphy, H.F.                        |
| <b>Second Radio Officer</b>               |                                       | Drummond, D.B.                      | Smith, H.K.                          | McLaren, N.O.S.                     | Steward, C.P.                       | Steward, B.J.                        |                                      | Price, M.R.                           |                                     |
| <b>A/2nd Radio Officer</b>                |                                       |                                     |                                      |                                     |                                     |                                      | Raven, T.L.                          | Gaston, B.A.                          |                                     |
| <b>A.J. Second Radio Officer</b>          | Hall, H.V.                            | Tetley, L.                          | Jones, H.A.                          | Watson, J.D.                        | Robson, I.                          | Parkinson, M.                        |                                      |                                       |                                     |
| <b>Junior Second Radio Officer</b>        | Pitt, D.J.                            | Hicks, D.E.                         |                                      |                                     |                                     |                                      | Ryan, R.V.<br>Bell, R.G.             | Saunderson, R.W.                      | Hird, S.                            |
| <b>Junior Third Radio Officer</b>         | White, M.A.K.                         | Ruscoe, A.C.                        | Slade, J.M.D.                        | Scott, M.L.                         | Hilliard, D.A.                      | Hill, R.S.                           |                                      | Cope, R.G.                            |                                     |
| <b>Fourth Radio Officer</b>               | Lawrence, A.J.S.                      | Sylvestre, L.M.                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Junior Fourth Radio Officer</b>        | Spiden, I.                            | Durkin, P.P.                        | Venner, R.M.                         | Mitchell, J.M.H.                    | Henry, R.C.                         | Diamond, P.S.                        | Buchanan, P.L.                       | Fleming, S.W.                         | Gibson, N.R.                        |
| <b>Surgeon</b>                            | Watson, S.W.                          | Holroyd, J.D.L.                     | Seal, A.M.                           | Tanswell, A.K.                      | Lillystone, D.                      | Feltoe, V.H.                         | Williams, V.G.                       | Charlwood, G.J.                       | Wheatley, P.R.                      |
| <b>Assistant Surgeon</b>                  | Purdy, D.W.                           | Levinsky, R.J.                      | Ross, A.N.                           | Waddams, L.                         | Berrick, E.                         | Douthwaite, C.M.                     | Sharpe, B.                           | Dawson, M.                            | Lawless, R.A.                       |
| <b>Nursing Sisters</b>                    | Robertson, F.M.                       | Hogan, D.P.                         | John, F.M.                           | Farmer, M.                          | Thompson, H.M.                      | Tolhurst, D.                         | Liddell, L.                          | Newsholme, M.A.                       | Rathbone, S.                        |
|   | Jenkins, L.D.                         | Johnstone, A.M.                     |                                      |                                     |                                     |                                      |                                      |                                       | Munsey, H.                          |
|   | Last, M.                              |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Carpenter</b>                          | Gayton, H.                            | Jones M.                            | Chard, L.G.                          | Watson, A.                          | Bray, F.                            | Jones, C.R.                          | Chessell, R.                         | Pappin, G.                            | Slater, A.E.                        |
| <b>Plumber</b>                            | Richmond, T.                          | Rawlings, F.                        | Bealing, K.                          | Lemon, J.S.                         | Doree, R.A.                         | Longstaff, A.                        | Oppler, F.                           | MacKay, J.                            | Doree, C.R.                         |
| <b>Boatswain</b>                          | Mitchell, C.G.                        | Phillip, G.                         | O'Sullivan, J.L.                     | Wain, W.G.                          | Marston, C.                         | Warriner, A.                         | Gray, R.                             | Mitchell, B.                          | Crean, T.P.                         |
| <b>Cadets</b>                             |                                       |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Chief Engineer Officer</b>             | Smith, D.H.                           | Howell, J.O.                        | Maunder, R.                          | Westgarth, J.P.                     | Brown, R.D.                         | Twining, D.W.                        | Thompson, T.W.                       | Constable, G.D.                       | Bownass, A.                         |
| <b>First Engineer Officer</b>             | Newby, C.T.                           | Dempster, W.A.                      |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Second Engineer Officer</b>            | Bowen, J.D.                           | Tate, M.                            | Connolly, G.A.                       | Crowe, S.G.                         | Fitzgerald, P.                      | Drummond, W.                         | Beauchop, C.T.M.                     | Dobie, J.J.                           | Sanderson, R.                       |
| <b>Junior Second Engineer Officer</b>     | Brogden, M.                           | Rogers, W.S.                        | Lipscombe, A.C.                      | Ashton, D.C.                        | Buxton, E.                          | Englefield, J.                       | Heslop, J.D.                         | Walker, D.J.                          | Anderson, G.R.                      |
|   | Raine, J.                             |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
|   | Harvey, A.T.                          |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Third Engineer Officer</b>             | Yeoman, A.                            | Tatton, P.A.                        | Fairley, I.G.                        | Taylor, R.W.                        | Harrington, D.                      | Cook, J.C.                           | Waters, R.K.                         | Mills, R.G.                           |                                     |
| <b>Junior Third Engineer Officer</b>      | Clark, A.J.                           | Selwood, J.A.                       | Wright, C.                           | Bloomer, D.S.                       | Reilley, S.C.                       | Kelly, R.                            | Gregory, D.J.E.                      | Marshall, E.A.                        | Hewison, J.W.                       |
|   | Adair, I.R.F.                         |                                     |                                      |                                     |                                     |                                      |                                      |                                       | Crowder, D.A.                       |
|   | Robinson, P.R.J.                      | Betts, D.J.                         | Willcox, D.W.                        | Glessinger, G.A.                    | Collinson, M.K.                     | Harris, G.                           | Massey, W.T.                         | Selby, D.L.                           | Ballam, P.E.                        |
| <b>Fourth Engineer Officer</b>            |                                       | Betts, J.W.                         |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Additional Fourth Engineer Officer</b> | McQueen, C.J.                         | Gardiner, D.M.                      | Bartlett, R.A.F.                     | Officer, T.A.J.                     | Booton, B.                          | Sharpe, R.F.                         | Jones, D.L.                          | White, I.R.                           | McGurran, F.                        |
| <b>Junior Fourth Engineer Officer</b>     | Ward, R.M.                            | Wedd, S.                            | Haylett, S.W.                        | Rea, J.                             | Hunt, S.J.                          | Matthews, P.W.                       | Evison, K.C.                         | James, A.                             | Gold, B.T.                          |
|   | Fox, A.P.                             |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
|   | Darlow, R.J.                          |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
|   | Ballard, A.R.                         |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
|   | Friid, R.D.                           |                                     |                                      |                                     |                                     |                                      |                                      |                                       |                                     |
| <b>Assistant Engineer Officer</b>         | Emmons, B.J.                          | McCandles, W.H.                     | Jowitt, R.J.                         | Eastman, A.J.                       | Hall, C.C.                          | Blacely, S.                          | Tweedle, R.W.                        | Dinsdale, M.                          | Murchison, R.A.                     |
|   | Thow, J.A.                            | Walters, P.                         | Watson, B.                           | Hillman, G.A.                       | Lawes, G.W.                         | Anthony, P.                          | Armstrong, I.F.                      | Lindon, B.                            | Mulleneaux, R.                      |
|   | Griffiths, P.S.                       | Sinclair, G.R.                      | Hunsley, J.                          | Barrett, W.                         | Chriswick, J.                       | Turner, H.                           | Cutter, A.                           | Ray, M.G.                             | Haverscroft, C.                     |
|   | Cotton, T.A.                          | Villiers, R.P.                      | Miller, E.J.                         | Burrell, J.                         | Brady, J.                           | Corns, L.                            | Clarke, P.J.C.                       |                                       | Barton, F.                          |
|   | Corke, D.                             | Perry, B.D.                         | Major, R.J.                          | Smith, C.                           | Hagh, M.G.                          | Heron, N.                            | Edwards, T.                          |                                       | Peperall, R.                        |
|   | Morley, J.L.                          | Nicholls, G.A.                      |                                      | Farthy, P.F.                        | Dobson, E.B.                        | Statham, R.A.                        | Gayler, W.R.                         |                                       | Jessop, R.A.F.                      |
|   |                                       |                                     |                                      |                                     | Lawrence, E.B.                      | Smith, M.E.                          | Evans, K.                            |                                       | Graham, S.                          |
|   |                                       |                                     |                                      |                                     | Parrott, M.                         | Osborne, R.M.                        | Kerr, G.D.                           |                                       | Palmer, J.W.                        |
|   |                                       |                                     |                                      |                                     | McNicholas, M.                      | Mitchell, P.J.                       |                                      |                                       |                                     |



# FLEET LIST

(as at 15th October 1970)

|                             | STRATHARDLE        | STRATHBRORA                  | STRATHCONON        |
|-----------------------------|--------------------|------------------------------|--------------------|
|                             | <i>13,057 tons</i> | <i>12,539 tons</i>           | <i>12,529 tons</i> |
| Captain                     | Clifford, J.A.     | Kingswood, L.C. R.D., R.N.R. | Harrison, D.J.     |
| Chief Officer               | Pearce, R.J.S.     | Bradley, D.                  | Prideaux, A.       |
| Acting Chief Officer        |                    |                              |                    |
| Second Officer              | Lee, G.G.          | Mathew, R.C.                 | Tadman, J.R.P.     |
| Third Officer               | Rowe, N.A.F.       | Skipper, M.E.                | 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               |                    |                              |                    |
| Carpenter                   |                    |                              |                    |
| Cadets                      |                    |                              |                    |
|                             | Winkley, C.J.      | Dellow, K.E.                 | Jarvis, A.W.       |
|                             | Sweby, L.M.        |                              |                    |
|                             |                    | Purvis, T.J.                 | Kirtley, B.J.      |
|                             |                    | Barker-Simpson, J.F.         | Graves, M.H.       |
|                             |                    | Langmead, C.F.               | Bourne, J.G.       |
|                             |                    | McCurry, R.J.                | Shepherd, N.K.     |
|                             |                    | Borwick, R.W.                |                    |
|                             |                    | Ditchfield, R.R.             | King, D.M.         |
|                             |                    | Baird, N.                    | Burn, R.G.         |
|                             |                    |                              |                    |
|                             |                    | Bartle, R.                   | Nicol, S.          |
|                             |                    | Gough, A.W.                  |                    |
|                             |                    |                              |                    |
|                             |                    | Stansfield, S.               |                    |
|                             |                    |                              |                    |
|                             |                    |                              | Smith, D.C.        |
| Chief Engineer Officer      | Peach, A.          |                              | Hill, J.M.         |
| Second Engineer Officer     | James, R.          |                              | Orr, J.W.          |
| Acc. Second Eng. Officer    |                    |                              | Pitman, I.G.       |
| Third Engineer Officer      | Mills, A.W.        |                              |                    |
| Ass. Third Engineer Officer |                    |                              |                    |
| Act. Third Engineer Officer |                    |                              |                    |
| J. Third Engineer Officer   |                    |                              |                    |
| Ass. J. Third Eng. Officer  |                    |                              |                    |
| Act. J. Third Eng. Officer  | Juniper, P.F.      | Fullagar, J.T.               |                    |
| Fourth Engineer Officer     | Chester, P.H.      | Chamberlain, M.J.            |                    |
| Ass. Eng. Officer           | Brown, G.R.        | Peacock, D.C.                |                    |
| First Elect. Officer        |                    |                              |                    |
| Act. First Elect. Officer   |                    |                              |                    |
| Electrical Officer          | Stevenson, J.      |                              |                    |
| Sy Elect. Officer           |                    |                              |                    |
| First Ref. Eng. Officer     |                    |                              |                    |
| Second Ref. Eng. Officer    |                    |                              |                    |
| Engineer Cadets             |                    |                              |                    |
|                             | Bouckley, A.A.     | Miller, C.G.A.               | Claridge, T.D.     |
|                             | Smith, J.          |                              | Mark, I.J.         |
|                             | Alcock, K.A.       |                              | Sharman, G.J.      |
|                             |                    |                              | Tame, R.B.         |

## P & O RADIO OFFICERS IN TRIDENT TANKERS

*Ardlui*, Busby, A.; *Ardshiel*, Silo, C.S.; *Ardtaraig*, Richardson, P.S.; *Ardvar*, Haynes, J.E.; *Busris*, Bolger, M.O. (Actg.); *Ellenga*, Hobson, D. (Actg.); *Eridge*, England, G.C. (Actg.); *Garonne* Parkinson, R.A.H. (Actg.); *Grafton*, Blyth, J.I.; *Heythrop*, Geeson, A. (Actg.); *Maloja*, Hovden, B.T. (Actg.); *Malwa*, Cavill, M.V.; *Mantua*, Bradley, J. (Actg.); *Megna*, Moore, J.J. (Actg.); *Opawa*, Wilson, M.E. (Actg.); *Orama*, Swanson, A.B. (Actg.); *Orissa*, Soper, P.R.; Boyle, W.A. (Trainee); *Ottawa*, O'Connor, K.L.; *Quiloa*, Simpson, A.J. (Actg.); *Talamba*, Cowell, M.C.

## APPRECIATIONS (Continued)

### L. E. KIMPTON

After an introduction from R. H. Green of Green & Silley Weir, Lawrie joined Anderson Green & Co Ltd in September 1924 as a clerk in the Bills of Lading Department, later transferring to the Forwarding Department and to Advertising in February 1925 where he stayed until the merger.

During this time he became an expert on ports having produced notes on over 180 ports of call. In 1953 on his first cruise he decided to update the "Word Game" trying his puzzles out first in the Staff Newsletter (of which he was Editor 1952-60) and then passing them to the ships.

After the merger he continued in Advertising until September 1965 when he joined Public Relations and became responsible for the Archives.

Mr Kimpton was a very good cricketer, he played for Falmouth in the County League 1926-31, for Welcome Research Foundation 1924-39 and for the Orient Line 1932-57. In matches played for Orient he scored over 1,600 runs at an average of 33 (highest score 98 not out) and took 160 wickets at nine runs apiece.

He was a founder member of the Orient Athletic Club, won the Orient Swimming Championship Cup in 1925 and played Table Tennis and Chess for Orient.

He ran the Orient Golf Section until the merger and has since been Secretary of the Pandor Golf Section. Since 1961 he has done a valuable job as Secretary of the London Shipowner's Golf Society.

He selected an eight-day lever-striking clock in a Mahogany case of antique design as his present from the Management.

### FREDA NASH

*"With Clasp-Knife, Whistle and Lanyard"*

It used to be on Friday, that as a junior clerk visiting the typing pool one wondered what was different. Who were the strange ladies in uniform pounding away at their typewriters? Dare one speak to them or would one be arrested by the Policewoman? Perhaps it would be safer to approach the Guide Mistress even though she was armed with a knife. But underneath those uniform shirts beat hearts of gold and no one could have been kinder or more helpful than Freda Nash.

W.N.H.W.

### C. W. H. COLLINGS

"Charlie" Collings retired on 31 July after 42 years' service at sea and ashore.

He joined the Company 1928 as a Ship's Plumber, serving in *Rawalpindi*, *Naldera*, *Canton*, *Himalaya* and *Iberia*. He left Sea Staff December 1954 joining the Shore Staff as Plumbing Overseer in January 1955 and later transferred to the Ship Maintenance Department on its inception in February 1968.

Mr Collings was considerably involved in the design and supervision of *Canberra's* plumbing arrangements. It was therefore fitting that on this vessel the Superintendent Ship Maintenance presented a cheque, contributed to by Sea and Shore Staff colleagues.

At a pleasant ceremony at the Great Eastern Hotel on Friday, 31 July, Mr Tuke presented Mr Collings with a Silver Cigarette Box on behalf of the Management.

J.L.

As an additional present L. E. Kimpton received a gift cheque from his many friends in London and Southampton.



# MAGAZINE SUPPLEMENT

## CRUISING BLIND

BY C. H. STEMP

*Sight, hearing, touch and smell, lose the first and life is made a little complicated; however, it did not take much persuasion on the part of my wife for us to go on a holiday cruise to some of the islands in the West Indies.*

It was a bleak and wet morning in April when we arrived on the quayside at Southampton. "What is the sea like?" I asked. "A dirty green colour, and it looks cold," replied my wife. I could feel the cold salt air, and imagine small pieces of driftwood floating around the large P & O liner as she lay moored to the quay.

Once on board it felt warm and cosy. At this stage one is inclined to be tensed up, with people moving around in all directions, and as we went down to our cabin my mind was concentrating on the way we were going, and the number of steps to be negotiated. Our cabin was the next problem; having been given a general idea of the layout, it was up to me to find out things for myself by feeling around; a sharp bump on the forehead is a very good indication as to where the side of the top bunk is situated.

We went on deck as *Orsova* was about to sail. I heard music played by the Royal Marines' band; voices mingled with the sound of activity on the quay; a loud blast from the ship's siren and we drifted away.

It is lunch time, must be careful, I do not wish to hear my wife say, "Man overboard", when I inadvertently let a pea slip off my plate on to the tablecloth; should it be two or more, however, she will remark, "crew abandoning ship".

It always makes me wonder, how they manage to keep the smell of cooking away from other parts of the ship. While on the subject of mealtime aromas, I think the one I like best is that of the early morning grilled bacon and eggs, with that of hot coffee running it a good second.

Speaking generally, I suppose the smells most noticeable on ships are those of diesel oil and paint.

Before we reached Tenerife, our first port of call, I had made many friends and everybody was most kind and helpful. I soon got to recognise people by their voices. There were the three Irish girls with their delightful brogue, the married couple at our table from Bradford, the charming couple from

Wales, a couple of families from Glasgow and the gentleman from Chatham, who whenever he approached me would say "It's Chatham, old fellow".

By the third day the weather was getting steadily warmer. We were due to arrive at Tenerife at mid-day. After lunch we went ashore and were conducted to waiting coaches, which would take us on a pre-arranged tour. I noticed that in spite of the hot sun, the interior of our coach was cool as we drove slowly along the quay.

Docks small or large have a fascination for one, there seems to be a smell of oil, tar and timber about them. Then there is the sound made by motor lorries as they bump and rattle their way over the dock roads, whilst on the water the popping sound made by the motors of a variety of small craft can be heard, together with the cry of sea gulls as they fly around.

Of the three islands we visited in the Caribbean, each possesses its own particular character and charm, but the smell of tropical vegetation; pineapple groves, banana and sugar cane plantations, is common to them all. If I was asked to select one of the three—Trinidad, Martinique or Barbados, I should choose the latter—and from it pick out just two of my most cherished memories. The first would be sitting under the shade of the palm trees by the edge of the sea at Accra Beach on a perfectly glorious day, listening to the slight movement of the palm leaves, with the sea softly breaking on the beach. My second memory is back on board ship around 9.30 in the evening, when with some of our friends, my wife and I leaned over the deck rail on a lovely warm evening, and listened to the music coming up to us from the quayside played by the native steel band. At last the time came for us to turn away and as we walked into the lounge our nostrils were filled with the smell of cigarette and cigar smoke, the tinkle of glasses, and the low murmur of voices, and there the music of my second memory faded away.

# FARMERS FAREWELL

The 1970 P & O Canberra Award Winners began their homeward voyage to Australia on 6 September.

During the six months they had been in England they visited farms in North Wales, toured Scotland, later attending the Commonwealth Games, before flying to Belfast, and seeing a little of Ulster. In England they undertook an extremely comprehensive programme, which included a tour of the Royal Farms at Windsor.

It had to come to an end, but before they sailed we were very pleased to hear them say that they thought British Agriculture was extremely well organised and were impressed by the amount of research being carried out in these Islands.

Eddie Hann



Robert Hart



Ken Stephenson



Kevin Shadbolt



Phyllis Holden



Geoff Morgan



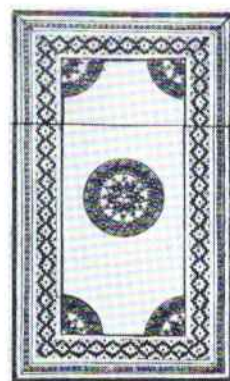
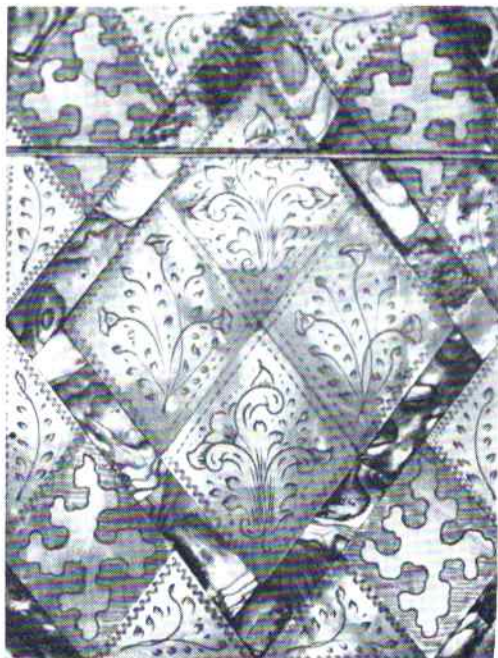
## VICTORIAN CARD CASES

BY T. C. HUGHES

"No" said the Editor "you cannot write about the clattering Christmas tree outside the P & O Building. Neither can you write about the Restoration of the British Empire".  
"Why not?" said I "that Christmas Tree . . ."  
"That's enough" he gasped hoarsley, "you'll get me fired. Write about something safe—like your hobby. Most people have hobbies". He ended on a note which implied that this statement only applied to normal citizens.



In fact, he hit the nail on the head. Like most people I do have a hobby, but it is pursued by a number of faceless and unreasonable people in this country. When one collects Victorian Card Cases as I do, one is surrounded by other collectors who are never seen but only leave traces, like dogs tracks on a wet beach, by which you may know them. How otherwise can it be that whenever I go into an Antique Shop and casually ask whether they happen to have any card cases the shopkeeper always says, "Oh, I did but I sold it ten minutes ago. Beautiful it was . . ." They then launch into a description of just the very one I have been chasing for years, a work of art at a price which is ridiculously cheap. Once again a faceless collector has struck. There is nothing to do except to bow out politely, inwardly raging and daubing the walls in imagination with "Revenge" in letters of blood. These little cases which arouse such stormy passion in an outwardly placid citizen, were made from the end of the 18th Century to the beginning of the 19th. They were meant for carrying one's calling cards and were designed to stop the cards from getting dog-eared and crumpled. Originally when a lady or gentleman called on somebody they knew or wished to know, they wrote their names on playing cards. The first cases were big enough to take playing cards. As a rough guide the older the case the larger it is.



They were made in all sorts of different materials, and the workmanship is quite outstanding. The most common medium is mother-of-pearl but ivory, leather, tortoiseshell, papier-mache, silver and gold, different woods and very often different combinations of these are used in the same case. Combinations of two materials are common, but it is when three or more are used that they really come alive for me.

As the nineteenth century wore on they came into more general use in this country, certainly amongst the middle and upper classes. To meet the demand they were made in China and the Colonies, Indian ones are common, fairly often made in sandal-wood with the cavoring figures of gods amidst complicated foliage.

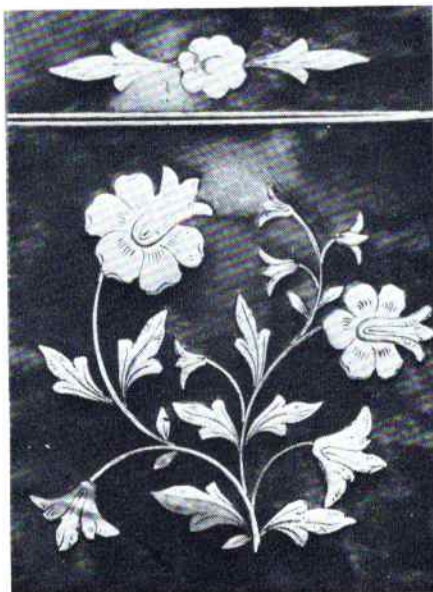
Those that were made in this country often had views on them, castles and cathedrals serving as superior "presents from Brighton". None of them were made on a mass production basis as we know it today. I have been told that some of the work was so fine that only children had fingers small enough to do it.

Half the fun is in finding them. At first I was discouraged by the number of times that one went into different shops only to be told that they had none. In point of fact this is only to be expected. Many are in museums, more in private collections, and they get fewer every year outside them. They bring memories too. Such-and-such a one was found in Rye on a gorgeous day when we picnicked and the children picked dozens of buttercups. Another came from a casual enquiry to an antique dealer, in a small village, who did not know its value and the whole family told him which put the price up about 200 per cent.

"What about the price then?" you mutter. "What about your princely P & O salary?" To be honest, they are not too expensive—or were not until a woman's magazine printed an article about them a year ago. They could be picked up from about thirty shillings to four pounds each for the more common ones. Now, of course, the prices are higher as more people know about them. It has not often come to a choice between buying a card case or eating but it has been a close-run thing sometimes. They have in common with most other antiques, gained tremendously in value too. This has not really placated my wife when the children go barefoot.

But always one makes mistakes. In Windsor last year I saw one which was really beautiful. Plain mother-of-pearl but with an inset hand-painted picture of a village, under glass, in the centre. The price was nine pounds. I could not afford it. I went for a walk and resolved to sell something before the cheque hit the bank. I rushed back. Too late. It had gone.

Today, in London, if it was available I suppose it would cost about twenty to twenty-five pounds. Since then I have never seen one like it. I keep looking. If anybody reading this article happens to know of one I should be most grateful if they could let me know. But not at twenty-five pounds.



*Thanks to the co-operation of the Assistant General Secretary of The Missions to Seamen and P & O, I was fortunate enough to have a voyage arranged on the "Cannanore". The intention of this being that newly appointed Chaplains to The Mission (of whom I was one), should see just how the seamen work, and how their time at sea is deployed.*

## A CHAPLAIN'S INTRODUCTION TO THE SEA

By Rev. G. G. Allen

The long journey up to Middlesbrough by train from Tilbury seemed to be rather pointless at the time, when I would be returning to the same place by sea, but this futility turned out to be most rewarding and worthwhile as time went by.

The first thing I learned about shipping, upon arrival at the shipping offices, was that times for arrival and departures of cargo ships were very flexible. The ship I was sailing on was due out first on Saturday, then Monday, then Tuesday morning and it finally departed on Tuesday evening, which gave the gentlemen who were watching the handling of cargo, many a grey hair and wrinkled brow. As the last hatches were battened down, and the cargo handlers left the ship, the tugs came over and attached themselves to the vessel fore and aft. The siren blew, instructions were given, and then, under the watchful eye of the Captain and officers on the bridge, we were led out of Teesport into deeper waters and the North Sea.

As the land slipped away aft, and we headed for open waters, a general air of business pervaded the ship, the engine being attended to, navigational charts closely watched, the log book written up, and the meals prepared, so that it became obvious that this was not a job where one could leave the work behind in an office at the end of the working day.

The weather was fair, with just an offshore breeze blowing, and it looked as though the trip would be just fine, although one could not help thinking of the rough, squally, cold weather of the winter and the really grim conditions which seamen would also have to work under.

It was interesting to be on the bridge and watch other ocean going vessels picked up on the radar screen, identifying towns and resorts on the coast as we continued southwards, and then to go down below to the engine room and chat with the crew. I was wearing a wrist watch which happened to be identical to one of the Indian Seamen's, and before I knew where I was, he was hustling me along to his cabin to compare his with mine. As this formed a groundwork for our conversation, it was not long before we were discussing his family, life in India, politics and religion.

At least it seemed that he was better off in his

life at sea than he would have been had he tried to find work in India.

The meals were excellent on board ship, yet apart from the point of view of nourishment, these times together provided a good opportunity for exchanging views and topics on important issues of the moment (the change of Government was in itself enough, yet had we known then there was an impending Dock Strike it would have been even more stimulating).

The Captain's great fund of sea stories heightened these occasions and one's geography must be past the "up to but not including" stage of any syllabus to keep pace with the mariner's knowledge of world affairs.

The next day we awoke to find that we were not as far on our course as we should have been, since during the night, a little engine trouble had developed which halted the ship for one hour and a half until the problem had been rectified—evidence again that the seaman cannot leave his work behind him.

This trouble, although only minor in importance, was damaging enough to put the ship behind schedule and miss the tide which would take her up river to the docks. While we anchored off Southend, I watched the crew being paid and this was registered by a signature, or a thumb-print, depending upon the intellectual ability of the receiver.

When, eventually, the tide had turned, we were able to set forth up the Thames, past Thameshaven, Shellhaven and Coryton towards Gravesend where the tugs came out to guide us into Tilbury Docks.

I watched the difficulties encountered in navigating such a large ship through lock gates, which seem to be set at an angle of forty-five degrees to the path of the vessel. As she progressed up river I had contemplated how fortunate such ports as Rotterdam are, and wonder whether a port at Foulness would alleviate many of our problems.

Once through the lock gates, it was merely a question of time and skilful manoeuvrability until we were tied up at the berth, where the next day loading of the general cargo on this ship would be continued—cargo which was destined for the East.

# OUR AMERICAN

When the company decided to extend its services to North America, with an administrative base in San Francisco, its foresight should have been admired. The full potential of patronage and financial success is still being realized. There must have been doubts from several quarters regarding the outcome of such a tremendous undertaking.

Who are the people being booked in our liners as a result of this venture? Do the staunch supporters of the traditional British company open their eyes in surprise, or even close them in disgust? It is true that many Americans had never heard of "P and O". Why should they? To some, the insignia stood for "Pennsylvania and Ohio" Railroad! However, gradually, a cobweb of agencies linked with the centres of San Francisco and Los Angeles, and with Vancouver in Canada, disseminated a vast advertising boost for the company, and now P & O is gaining an American following as staunch in its loyalty as its British counterpart.

Of course it is by word of mouth that the greatest number and most effective recommendations are made. Unfortunately, United States' law forbids non American vessels to carry passengers between their ports. Nevertheless, many Americans had their first taste of British service and courtesy on short voyages that left with them favourable impressions. When the time came to offer an extension of services around the world, and a series of cruises to the Caribbean and Alaska, once more there was considerable apprehension concerning the possible pitfalls, perhaps the total failure of the scheme. How would the British cope with the notorious American tourist? So little was known about the Americans "en masse". The prevailing idea seemed to be that they were particularly fussy and demanding as travellers. However, the fears provided the impetus for careful planning and valuable advice from the American agents, about catering, special amenities, and even music obtained. The challenge had been taken up.

In fact, when the cruisers started to pour on board, their reactions were both surprising and pleasing, and much was learned about "Our American Clientele". Some preferred to stick to "steaks and waffles", but the majority had booked with a view to getting a taste of the British way of life. How silly of us! Of course they had! Doesn't anyone want to sample the offerings of the country

they are visiting? Be that as it may, there were a few eyes opened by the first "en masse" Americans, because many of the apprehensions were swept away and arguments refuted.

The first major eye-opener was that, contrary to popular belief, the Americans WERE appreciative on the whole. Gone was the myth of the loud, bombastic, demanding "Yank", so despised by the stiff upper lipped Englishman. Instead, we found that most North Americans, Canadians included, were complimentary about nearly all facets of life on a British vessel. Adjustments had to be made to accommodate some of their national whims; but the short, sharp lessons learned were effective and long-standing—we hope!

Temporarily, some of the newcomers forgot that they were on a ship which cannot be organised to cater for every aspect of existence, twenty four hours a day—almost, but not quite! For example, there was the little old lady found wandering on the boat deck at midnight, looking for somewhere to buy a stamp! And not having heard of P & O Lines, some Americans thought the ship was just another recent acquisition of their indubitably efficient state. One enquiry was made as to whether the ship ever went back to England. The hierarchy of officers on board was a little too much for some of them to comprehend, and it was asked if Entertainment Officers eventually became Staff Captains! But these were errors that could have been made by passengers of any nationality who were ignorant of a ship's organisation.

More typically American were the discrepancies caused by language and terminology. The many different British accents were very confusing to them. One lady, when told not to visit the shop because it would be "choc-a-bloc", went off merrily, convinced that her adviser wanted a "chocolate block"! Another portly passenger announced that the ship's scales showed she weighed "12 stones and 5 pebbles". A "Mind The Step" warning also caused some amusement. One lady thought it meant "some new kind of dancing game"; and often people would actually trip over while trying to read the sign! They referred to all cabins as "state rooms" and the lack of showers in "state rooms on E-deck" was subject to some complaints. Naturally there were times when conversation could be completely misunderstood, and it could be most disconcerting to chat with passengers for several

# CLIENTELE

BY LYN HYMUS

minutes, only to realize at the end of it that they hadn't understood a word! P.A. broadcasts had to be slowed and repeated with regard to the "new" clientele, as it was proved that Americans rely far more on the spoken word for instructions. (One only has to visit "Disneyland" to realize how true that is!). So there were some frustrating moments before the ship's staff adjusted to the fact that "Good Morning" sheets were NOT the best means of churning out information.

It seemed that the Americans couldn't get used to British service either. So accustomed to paying for everything, and to tipping heavily for indifferent attention, they were constantly amazed and delighted with waiters and stewards who were merely polite in carrying out their duties. To NOT have to pay for morning coffee, or sandwiches at night, was unheard of in their country; and the prices of cocktails appeared utterly ridiculous! Their excessive tipping pleased the stewards, of course, and nurtured a reciprocal attitude of goodwill. Another venue for displaying the American's flamboyant regard for spending was the ship's shop which enjoyed an unprecedented number of customers. For many Americans, their first thought was to purchase the cheap "duty-free" goods, although they didn't quite understand what that meant, and the extremists believed the company was on an enormous "fiddle".

Although it is true of the bulk of people who have never cruised before, some of the ship's activities must have been more than perplexing to the Americans because it was a British orientated programme, in the main. A few functions were designed with Americans in mind; but things that Britons, Europeans, Australians and even South Africans would take for granted, the Americans found unusual—and vice versa. The official Captain's Cocktail Parties, an automatic feature of the cruise programmes, caused a lot of comment. It was referred to by most as "The Captain's Dinner" after American shipping lines' functions. Ladies were undecided as to what to wear as it didn't seem proper to don a long evening gown at 6.30 p.m. One gentleman approached an officer at the evening's activities *after* dinner, presented his invitation and asked if he were too late to get a drink!

The Daily Tote on the ship's run was obviously a novelty for them too. One fellow insisted on asking for "Totem tickets". Then there was the lady, late for a visit to the bridge, who excused herself by pointing out that although the party were to meet by the funnel, she couldn't find it! *We should have called it the "smoke-stack"!*

Food-wise, there seemed to be far less trouble than anticipated. It was discovered, as mentioned earlier, that many passengers wished to try traditional English dishes, rather than wrongly cooked steaks and hamburgers. Attempts were made to cater for the die-hard American eaters, and for some, the chefs did admirably well. Let's face it! There are Englishmen who would demand egg and chips in Basutoland, then complain that they were ghastly!

All in all, there were fewer problems in tapping the new market than are found often with the "done-it-all-before" Mediterranean cruising regulars. The Americans are enthusiastic and very appreciative. They LOVE dressing up, and as a consequence, gala and theme nights, so much a part of shipboard life, are great fun. They enjoy variety and change. They demand the best and are pleasantly surprised with the quality of their travel in our liners where prices are so reasonable compared to their own companies. So perhaps the challenge *is* being met. One lady offered the opinion that "the best part about Alaska is the cruise". Another, trying to find an adequate expression for the scenery and atmosphere simply stated that it was—"just DISNEYLAND!" You can't beat that for true American praise!

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## MAGAZINE SUPPLEMENT

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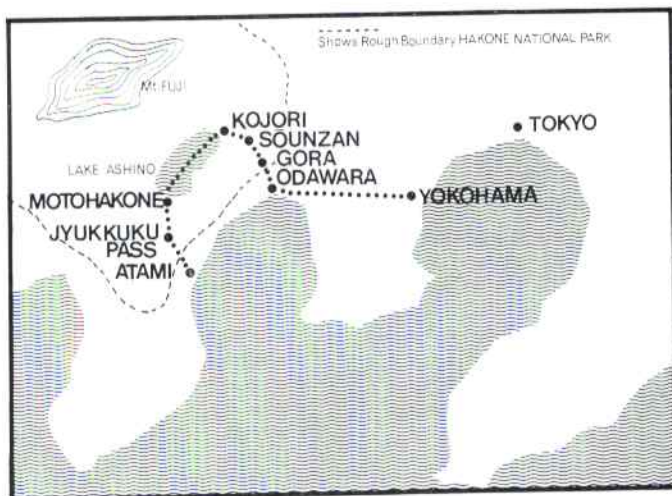
# HAKONE

## BY M. J. HOWARTH

Sketch map showing route taken

An area of great beauty, full of lakes, mountains and wooded countryside. It is one of Japan's National Parks upon which, incidentally, no building is allowed except by order of the head of the country. This then was to be our destination. Us, I might explain were the six cadets on m.v. *Strathbroira*. We were given a brief outline of our journey by the Chief Officer, who had made the journey, but I fear Hakone seemed a far way off as he explained what seemed to be a rather hair-raising journey of cable cars and vertical lifts, not to mention Bullet Trains.

Six bodies assembled at the head of the gangway at 0900 on the chosen day with pockets full of paper, pencils and yen. We bundled into our taxi and headed towards Shin Yokohama Station. With the birth of the Bullet Trains Japan found she needed a complete new railway system, all the stations being built some way outside the centre



of the city. Shin Yokohama was on the other side of Yokohama city and we gained a very varied picture of a big city from our taxi. Starting with dockland, passing through Chinatown, and then into the main centre. We travelled through large residential areas, through shanty towns, and arrived at a new area around the new station on the fast Tokaido Line. Buying our single tickets to Odawara proved simpler than we had dared think. The line has a frequent service and we did not have to wait long for the smart blue and grey bullet shaped train. We boarded it and then we got our first of many shocks that day. The train wasn't like any other we had seen, in fact it is possible to draw a parallel with the new Boeing 747 Jumbo Jet, except that the Jumbo Jet doesn't have telephone kiosks or banks on board. This train did! A mobile shop traversed the length of the train. When the carriages started to move we got surprise number two, or put it this way, we didn't notice movement until we looked through

the windows. There was no movement or vibration, in fact, the only sound was of one of the smart young hostesses explaining the length of the journey to the next station. So we sat back in our aircraft type seats and watched the scenery flash past. Twenty-two minutes and 49 miles later we disembarked at Odawara.

The next stage of our journey was to be by motor coach to Gora but found out we had 55 minutes until the departure of the next bus. So undeterred we set off to explore the shopping centre of the town. We walked down streets full of shops with wares displayed on the pavements (this seems to be the custom in Japan) and had coffee in a rather smart coffee house.

What followed was the most interesting bus journey I have taken in my life. It wasn't long before we were leaving the town behind and passing through the poorer areas and here there is a very strange contrast. There are old tumbledown (Japanese style) buildings and rickety fences guarding forgotten gardens whilst above them run Japan's new monorail trains. To our left, a complicated web of flyovers, and the mountainside had a road tacked on to its side looking just like an overgrown helter-skelter. Higher and higher climbed the bus, roads became narrower and narrower, the scenery grander and grander. Villages on stilts and in these no sign of western civilization save for our bus and a few other vehicles. As we zig-zagged on we were able to look into the valley below, steep sided, useless to farmer or builder, which would never be spoilt. In the occasional valley where rivers flowed strong, their power had been harnessed to give electricity. Our bus came to a halt at Gora, we got out, at once noticing the crispness and cleanliness of the air.

Gora was like a little Welsh or Swiss village where the buses draw up in the square and the funicular railway took over. We bought a ticket that would take us to Sounzan by railway and on to Kojori by cable car. After browsing through the small shops there, we boarded our lift. We looked skywards up the line and wondered if our traverse tables would be any good in working out the distance made good. The doors shut and the little car jolted upwards. It had several small stations on the way and one hotel had its own private halt.

From there we walked to the cable car station and were installed 'en masse' in our box on a wire which reminded me of Professor Heath Robinson's invention (all string and cardboard). As soon as we were airborne we realised why we had come. To look back was wonderful, to look up was frightening and to look down was thrilling. Below ant-sized creatures skated on ice, their coloured ski clothes an ever changing pattern as they moved. On we sped with cameras clicking and shouts of, "Sit down, you're rocking the boat" and "Wonder if Howarth will be seasick?"

We passed over the sulphur pits in the hollow of the mountain and it was just as well we saw them as everybody was looking at each other to know where the smell had come from. Yellow smoke belched from the workings. We alighted and made our way to a revolving platform where we could see lake Ashino, or Ashin-ko as they say in Japanese, with its little toylike boats making their way across leaving feathered wakes behind them. We joined another cable car and carried on towards the terminal of the cable at Kojori. We were now descending passing over acres of forest land. Japan is more thickly wooded than one tends to think and it was about such topics that we talked. The sun was shining, the lake sparkling, and everything would have been complete if Mount Fuji were visible to dominate the scene. As it was, however, it was hidden by a rather watery looking haze.

Lunch was a satisfying meal for some, but one of our number ended up buying a packet of biscuits which were quickly devoured as we went for a walk along the foreshore. Lake Ashino is one of the main focal points of the Hakone National Park. According to age-old Japanese legend it is the dwelling place of fearful sea monsters that have been trapped in there.

We later boarded a ferry bound for Motohakone. A pleasant voyage passing some picturesque pagodas and houses which were, without doubt, country houses of the very rich. From Motohakone we travelled by bus towards the famous Jykkoku Pass, famous because of its view of the surrounding countryside. We all eagerly climbed to the top by cable car, to get a view, but were all somewhat disappointed to find it was still rather misty.

Another interesting bus ride took us from here to Atami. It was all down hill again and we weaved our way down the mountainside. We passed a very famous Golf Club, one of the largest in Japan spreading itself on both sides of the road. Atami is a seaside resort but two things struck me. One was that all the sanitation pipes ran into the sea and secondly there was no beach. From Atami we caught a Bullet Train back to Shin Yokohama. We sunk back into the comfortable seats with pleasure.

It was only when we reached Shin Yokohama that we found that our adventures had not even begun! We had to get back to the ship by local train—in the rush hour! Believe me until you've seen a Japanese rush hour you haven't lived. We changed from train to train relying on Coca Cola illuminated signs for our navigation. "This looks like it," so six cadets get off the train. "No it isn't," says a voice, so six cadets get back on the train again. After having explored, unintentionally, the entire railway system of Yokohama we resigned ourselves to the fact that we were lost. We got out and caught a taxi back to the ship only to find we had got out at the right station after all.

# RELUCTANT WARRIOR

PART II MOVEMENT CONTROL by O. L. Buggé

I was given my first salute by a lissom, blue-eyed siren in the ATS. Being taken unawares, I nearly dropped my cane as I endeavoured to transfer it from my right hand to under my left arm in the manner prescribed, and to return the salute with the promptness the occasion demanded. I am not sure, but there may have been a fleeting twinkle in those blue eyes as we passed on our separate ways.

My posting was to No 3 MTSD at Ashchurch, near Tewkesbury, being billeted most comfortably in the Moffat Hotel there. Later I was transferred to Slough, where I had been able to rent a furnished house for my family. Here, it fell to my lot one day to take a troop for a route march. It also happened that I had arranged to take my wife to the cinema that evening, so it was agreed that should I be delayed, a brother officer with whom we had become friendly would escort her to the cinema and I would follow as soon as possible. The forced marches of history, of Harold from Stamford to Senlac and of Napoleon, will bear comparison with the one I imposed upon my luckless men in my endeavour to return in time. Never before has an integral part of the British Army marched so fast at the behest of a newly-fledged subaltern. They were hot, dusty and tired when, with only minutes to spare, I dismissed them on arrival at the Depot. Thus was I able to accomplish both the military and marital duties required of me that day.

I applied for transfer to Movement Control, a part of the QMG's department which is responsible for the movement of personnel and supplies in all fields. It is manned in general by those with some experience in transport, principally at docks and rail-heads; in fact, anything to do with getting the sinews of war in the shape of men or material to the place and at the time they are needed.

I was posted to Glasgow, to the Military Forwarding Office in Wellington Street. This is a small part of Movement Control dealing with special shipments, the wounded and the deceased. It was here, in the course of my duties, that I boarded *Strathaird*. It was very pleasant for me to set foot on a P & O ship once more and to greet old friends and have news of others. How different did the ship look in her drab grey with her accommodation adapted for the transport of troops and stores, and guns mounted on her decks. I could not help thinking of those other occasions when I had boarded her in all her pristine pride.

Other postings came my way, of varying duration, including a brief one to Newport in Wales, where I came across A. B. Hope shunting wagons of supplies, from ammunition to NAAFI tins of baked beans, in and out of the port to a diversity of destinations. In this he had assumed a graver responsibility than that of a decade earlier, when his chief preoccupation had been the well-being of those august sahibs and memsahibs of Empire who travelled across France in the P & O Express with its connotations of viceregal splendour and oriental adventure.

From Liverpool, where we had made the beginnings of a home in Aigburth Vale, I was suddenly sent to Southampton, to a hamlet on the Solent called Langley, to join a Captain and a couple of subalterns and a detachment of ORs in what was to be a small part of the D-day operations. As I went about our area I saw the unobtrusive build-up of men and supplies, later embarking a part of them, as they filtered into our sector, on to landing craft which then slipped away, fully laden, to their allotted places in the Armada for the cross-Channel dash. It was a momentous period, and I could not help feeling a little awed at the drama of it all. Knowing what we did, three or four of us by mutual consent went to church that Sunday evening before D-day, and silently offered up our hopes for victory.

After that brief communique on D-day morning, an air of relief was felt by all the knowledge that the invasion was now launched and the world was aware of our great enterprise. The follow-up continued; an endless stream of men with all the ancillary arms of modern warfare. Down those quiet country lanes they passed, here and there camping in a lay-by when a halt of some hours became necessary. This was usually the signal for a quick brew-up of tea and a cat-nap, as they waited for the order to move on again. The calm, unhurried way in which they set about their tasks was so very English, and seemed somehow to be an augury for success. With the American participation becoming more marked, there appeared on the scene the "Doughnut Dollies", the equivalent but a somewhat more exotic flowering of our WVS. They came to cheer their men-folk with coffee and hot dogs and apple pie, the while taking messages for Mom and Pop and Junior, and the girl they left behind on the back porch in Old Kentucky.

For administrative purposes, we were attached to a contingent of Signals, and as members of their Mess we shared in the parties both given and received in our neighbourhood. When one of my colleagues tentatively asked the RN if they could send along a few Wrens, he was rather startled when he was asked "How many lorry-loads would you like, old boy?" Hastily collecting his wits, he replied that a couple would do, and accordingly an ample supply of very personable Wrens arrived, suitably chaperoned by some of their officers, and a very pleasant evening was had by all.

Soon after my return to Liverpool I was sent on embarkation leave, reporting later to Halifax for assembly under the mystic serial RJARG en route for Bombay. I was glad to find among my brother officers one who was with me at Langley, and with whom I had become friendly. As the time of our departure drew near a crowd of us adjourned to the Cock Inn for a few stoups of ale, the last in England, thrusting into the background of our minds the bleak realisation of a long and arid odyssey before reaching another oasis. It was a dark, rainy autumn night when our special train left Halifax on its tortuous route to Glasgow, passing through stations most of which, so far as I could discern through the murk, were called "Gentlemen" and occasionally "Ladies" as well, a silent tribute to the art of misleading the enemy. It certainly misled us, and there was wild speculation at times as to precisely where we were.

On our arrival at Glasgow, I was happy to learn from our ESO that we were to precede in *Mooltan*, so I was at least on familiar ground with friends at court. Captain Lee was in command with Griffiths Purser, and Holmes, Troop Officer; also Mallet and Blyth. They and several others in due course received me with the usual P & O hospitality, for which I should like to record my warm thanks. I also met Moon of Mackinnons on board, who was likewise in Movement Control.

We proceeded in convoy, the days and nights slipping by with the same vessel's stern dead ahead of us—she was *Otranto*, I think—and others to port, starboard and hard on our wake. On board we were tightly packed, I was in a four-berth cabin converted from a two-berth, with the public rooms crammed to capacity during the day. It was a sad sight to see the stewards serving orange and lemon drinks to hard-bitten Majors and Colonels, for there was nothing stronger to be had. It was an object lesson in sublimation, fortitude and resignation.

Once more I went through the Suez Canal and down the Red Sea to sun-scorched Aden, where to my great disappointment I was not permitted to go ashore. The old familiar "Bulhar" came alongside, and I met briefly Baylis and other members of the staff. It was all so different from the last occasion, five years earlier, when I was homeward bound in *Corfu*. Although I did not know it at the time this was to be my last call there, and in shaking hands with Flood-Cooke, the pilot taking us out, he was once in the Company's service, I was giving a valediction to those tawny, beetling crags.

We arrived at Ballard Pier, Bombay, all looking rather jaundiced due to the daily intake of mepacrine as an anti-malarial measure, and after a few days at Kalyan transit camp, with Moon and some others I was posted to Bombay as an ESO Stores. Apart from dock work I sometimes had to visit ships out in the stream. This entailed a visit to our friends in the Navy, first to study a chart of the harbour to get some idea of the position of the ships and their bearing from the Signal Station,

and secondly to obtain some sort of craft in which to travel. This usually meant an open, flat-bottomed, cumbersome vessel specially designed, I am convinced, for the discomfort of any ESO. It had a tiny wheelhouse aft, and a noisome temperamental diesel engine which propelled it at a speed of about two knots and, due to the prevailing following wind, enveloped all on board in an atmosphere of noxious fumes from its exhaust. Here, in what little shade was to be had from the wheelhouse, I had perforce to sit while the torrid Indian sun beat down relentlessly from the burnished blue sky above. Sometimes the bearings taken did not compare with the actual position of a ship, so with my limited Hindustani and the secunny's equally limited English a lot of time was lost in reaching the common objective.

On board I would be greeted, perhaps, by a somewhat petulant Captain complaining that he had already been at the Explosives Anchorage for two days and would somebody please do something to get his dangerous cargo discharged so that he could berth alongside? Having promised to see to his request I was usually invited to partake of a very welcome cold beer before leaving for another vessel.

I came across one very charming Captain with a delightful West Country burr in his voice and a ready chuckle, a bluff, forthright, kindly man, but who would stand no nonsense from anyone. We became quite friendly during his stay in Bombay. Regrettably, I lost touch with him.

With Moon, I was invited to Christmas dinner with Mr and Mrs Bourne, the Senior Partner of Mackinnons, at Mont Blanc, their spacious home on Malabar Hill, and to stay the night. It was a very pleasant interlude, an echo of the matchless hospitality of yesteryear. All too soon we were back at the Docks, and the frenetic world about us.

I came across several old friends of Singapore days, and listened with understanding to the stories they had to tell of those last few days before it capitulated and their adventurous escapes. It set me wondering how I might have fared had not Chance sent me home on leave and so to encounter a different fortune.

By the time VE Day had arrived—we celebrated it with due frivolity—I was on Personnel duties at Ballard Pier. At berthing conferences it was reassuring to know that any dissatisfied customers, so to speak, would not receive much sympathy, and there was little point in "asking to see the Manager". It must be said, however, that in spite

of the competing bids by the three Services for the accommodation available in any particular ship, the result of our deliberations appeared to be satisfactory to all concerned. Among those whom I disembarked from *Johan Van Oldenbarneveldt* was my eldest brother, destined for STO duties at Port Swettenham in the forthcoming Malayan campaign. With my superior knowledge of webbing equipment, for once I had a distinct advantage over him. When his convoy sailed I was able to speed him on his way, his webbing girt about him in full functional order.

With VJ Day, my thoughts turned to demobilisation, I was Group 17 I think, and eventually I learned that I was among those detailed to travel home in *Strathaird* on 10 October. At my last berthing conference I was able to allot myself comfortable accommodation, this time in a two-berth cabin with a Major. Through that year in India I had seen a little more of the world and gained a little more experience than if I had remained in the UK.

We passed Aden at high noon, my last glimpse being of a few indistinct white shapes set against a brown craggy escarpment, and then up the Red Sea to Port Said. Standing on deck that evening, as we passed de Lessep's statue at the end of the breakwater, a thought came unbidden to my mind, a presentiment that never again would I see the East with its colour, warmth and fascination. So it proved, to my great disappointment, for it was the end of the old order as our generation knew it. Maybe the world is the sadder for its passing.

After a rough crossing of the Bay we arrived at Southampton on 27 October, and the next day departed by special train to Oxford and finally to Hereford where, in reverse of Sheerness, I was fitted out in civilian clothes, complete with Trilby hat which now I occasionally wear in the garden. I see that I have recorded the end of my travels with the words "First beer 12.40 am. Passed out (not as a result of the beer) as a civilian once more, 6.40 pm 29 October".

So the Army and I parted on amicable terms, my service to His Majesty having been concluded; accompanying the handshake was an appropriate cumshaw by way of benediction. In good order and condition, as the Bill of Lading has it, I returned to Cockspur Street, there to listen afresh to the pleas and complaints of those who travel, and from my coign to behold the kaleidoscope of life coming within my compass.

## **MAGAZINE SUPPLEMENT**

# P&O ON SAFARI

By John E. Hillier

Charged by rhino,  
charged by elephant and  
overcharged by East Africa—but, so far,  
a very successful trip.

We disembarked from *Oriana*, at Capetown, on 20 April 1970, to start the trip that Dave and myself had been planning for a year, while serving together in "Patonga". A very comprehensive journey covering not only the tourist traps of southern and eastern Africa; but also places so far off the beaten track that sometimes we haven't been able to find the road!

Thirteen hundred miles of magnificent tarmac connect Capetown with South-West Africa's newest game park, Etosha Pan, to bring the formerly remote area closer to the nation's passenger port but, although severely tempted to take this route, our pre-planned itinerary took us out into the desert that is characteristic of this part of Africa.

The Namib Desert, we had been warned in Capetown, is one of the harshest deserts in the world—and one of the richest. Stretching from the port of Walvis Bay in the north, to Alexander Bay in the south. A strip of about 15,000 square miles has been declared a prohibited area—for it contains South Africa's major alluvial diamond fields.

We were not looking for diamonds this time, but wanted to see some of the fascinating scenery and geological anomalies that serve to make a desert so fascinating. The Grand Canyon, in Colorado, is one of the greatest wonders of America. South Africa matches this with the Fish River Canyon—only fifty miles off the main road north of Keetmanshoop. Here, a relatively small river has, over thousands of years, cut an immense gorge through the sun-dry, harsh desert landscape.

The Fish River Canyon and the nearby radio-active hot springs at Ais-Ais (which we found mysteriously signposted, "Trespassers Will Be Prosecuted"), took us further and further off the beaten track, on our way north. We headed in the general direction of Walvis Bay through the remote, but surprisingly civilised, villages along our way which were the only places at which we could buy petrol and foodstuffs.

Desert all the way, the scenery changing from sparse scrub to miles of lifeless rock and sand where virtually nothing will live. The roads, on the whole, were good.

Walvis Bay, the first town we had seen for a long time, is the port for South West Africa and linked with a good road and rail service to Windhoek, the capital. For the tourist, there is nothing to see save the odd flamingo and the massive sandhills which fringe the rocky Namib Desert and form an attractive background to the port. We were pleased to find that petrol cost only 3/6 a gallon.

Nearby Swakopmund caters for the holidaymaker of the area, who wants to see water as a contrast to drought conditions.

Revelling again in the luxury of tarmac, we continued to Etosha Pan, in retrospect, the finest game park we have come across. Thousands of zebra, wildebeeste and springbok—and a sprinkling of lion, kudu, giraffe and elephant, make their homes on the shores of Etosha Pan—a dry lake in the very north of South West Africa.

It is possible to see all of these animals in other game parks, but to see them there in such numbers, congregating around and actually crossing the pan, is a sight not to be forgotten. A "plug", I feel, is due for the excellent accommodation and facilities offered by the rest camps in this park.

Further south, the Kalahari game park was a disappointment after Etosha, for we now saw more game outside the park than in it. However, Dave unearthed a nest of scorpions one evening, to provide some unintentional amusement as we tried to cook with one eye on the dinner and the other on the Kalahari sand!

And then to the "big smoke". Kimberly for the famous "Big Hole" and a very well laid out museum centred on the early diamond rush days there. Bloemfontein, where a gushingly enthusiastic woman in the tourist bureau physically dragged us both into her office and told us how beautiful the place was—and then to Johannesburg, where we used a hotel for the first time since leaving Capetown and were very well entertained by the Aussie P & O promotions co-ordinator, Bruce Francis.

Johannesburg really marked the end of the South African section of the journey and it was a change to be able to get our impressions of the country first hand, rather than from the usually biased foreign newspapers.

Over the border at Beit Bridge, having agreed with the Rhodesian immigration officials that they would not actually stamp our passports—but only a slip of paper—to facilitate our transit through the newly independent countries further north.

We met a country not visibly affected in any way by those outside influences, so long talked about. Petrol at 5s a gallon on a voucher basis available to us, as tourists, in limitless amount; shops stocking everything, and more, than we needed. Sanctions apart, a fantastic country.

Fort Victoria and nearby Zimbabwe Ruins were our first stop. Here, at Zimbabwe, is preserved what might be called the "Stonehenge of Africa". Past civilisations, whether indigenous or from abroad, no one quite knows, built a magnificent temple and dwellings out of dry rock.

To stand among these masterpieces in architecture, some built without support on the massive, sheer boulders common to the area, is a marvellous experience. For, as historians suppose, an intelligent civilisation prospered long before white men ever set foot in Africa. This scene is said to have influenced Ryder Haggard, in his novel "She", to create a city of the dead. Like Stonehenge no one, however learned, has the complete answer.

The Chimanimani Mountains, just over the Mozambique border, forms Rhodesia's boundaries further north towards Umtali. We spent a night overlooking Chimanimani from the little town of Melsetter, five thousand feet above sea level. Among the pine forests of this remote area we found a camping spot tucked away on a hillside where, as with typical Rhodesian hospitality, an African was immediately on hand to light up a fire under the "pipper" for hot water and to collect any wood we might need for cooking.

It might have been someone with a sense of humour who originally named Rhodesia's capital, "Salisbury". For, whilst the city in England expands awkwardly around a cathedral, I have yet to come across a better laid out city than Salisbury, Rhodesia.

To many people the mention of Malawi brings to mind a small country connected to Rhodesia, known in the past, as Nyasaland. The quickest way to drive there now is through Mozambique and across the Zambesi. The worst road we had, at that time, ever encountered. Once into Malawi, however, the roads are well maintained.

Great migration on the Serengefi Plain.



Malawi stretches along the shores of the third largest freshwater lake in Africa, Lake Malawi, to form a land which has in essence, everything a tourist might want, from the eight thousand foot plateaux of Mlange and Nyika to the sandy beaches of the lake.

For £28 or so, one of the two lake steamers, one built in 1899, will take you on a week's tour around the lake in a style of luxury you will never have experienced before! While deck passengers are treated to a fare of only a penny a mile.

Further north, the Malawians pride themselves in having a road leading down the sheer Livingstonia Escarpment. Each hairpin bend being enticingly numbered from 1 to 20. We irreverently drove up this in third gear on our way to the border with East Africa, much to the detriment of our tyres.

Pinned up in British High Commission Information Office in Blantyre is a notice informing all that two British travellers had recently been gaoled by the Tanzanian authorities for entering Tanzania by a route not recognised by that country.

Our route north of Malawi now takes us into Tanzania.

*(to be continued)*



Occasionally we got mixed up with the local Dhobi session.



**MAGAZINE  
SUPPLEMENT**



"Thought I'd keep chickens, until I discovered a friend had lost his bantams to prowling foxes after having taught the fowl to roost up trees, so what chance had I of keeping the B———S in a conventional run, Chum?"

A minor setback to a man who only a year ago was a "City Slicker" holding down a managerial position in the passenger department.

A transformation has taken place, Mr. Rolt is now a man of the land. He owns a delightful cottage in 1½ acres on the Wiltshire/Dorset border near

Shaftesbury.

Out of the wilderness, which surrounded his 150 year old property, he has carved out a most pleasant flower and vegetable garden.

Although the cottage and outbuildings were essentially sound there was much that needed doing, both inside and out, before Richard Rolt could sit back and say it was as he would like it.

Cows graze on his meadow which he loans to a farmer friend of his—the rent—enough manure to



# THE RETIRED SCENE

RICHARD D. ROLT

keep his roses in good order!

Apart from his obvious interest in maintaining the cottage and lands in "apple pie order" Richard hopes to embark on a new hobby in the very near future. This will bring him into contact with that small exclusive set of people who breed and show dogs. It is his intention to start breeding Shih Tzus and he has already constructed kennels as a first step in this emprise.

The surrounding countryside is associated with the

literature of Thomas Hardy. The famous author's Shaston (Shaftesbury) looks out over the lush Blackmoor Vale, which stretches from the Wiltshire border through Dorset to Yeovil, in Somerset.

Within the hour Richard Rolt can be beside the sea at Bournemouth or Weymouth or equally easily amongst the Mendip and Quantock ranges of Somerset.

But he really prefers the peace of his own cottage, and in its wonderful surroundings, one can understand why.

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- 1 The cottage as it was just over a year ago
- 2 High above the Blackmoor Vale, Richard Rolt pauses for a moment to view a local scene in Shaftesbury
- 3 Ford Cottage. Richard looks over his garden gate into the meadow
- 4 Richard has great hopes for the young Shih Tzus in his arms as he hopes to breed from this dog. A year ago the flower garden was a wilderness
- 5 Photographed with two of his dogs, Richard relaxes in the living room of his 150 year old cottage



M.V. TREWIDDEN

## HISTORY OF GROUP COMPANIES No. 5 THE HAIN STEAMSHIP COMPANY LTD

St. Ives was one of the many little ports around the coast of Britain which in the early days of the 19th century had a quite important overseas trade as well as a flourishing coasting trade, and one of these ownerships was connected with the Hain family.

The earliest data available seems to be an entry in an old local diary to the effect that on December 5, 1822, Edward Hain and Company brought into St. Ives some American timber picked up at sea and delivered it to the Collector of Customs. The first Edward Hain to come into the story which forms the subject of this article died in 1852. His son, the second Edward Hain, was likewise a master mariner, who, in 1832, seems to

have branched out into somewhat bigger things than his forebears by purchasing the schooner *Camilla*, a little vessel of about 100 tons, built at Plymouth in 1826. In 1833 he had her lengthened, increasing her tonnage to 135 tons register, or probably about 200 tons cargo capacity. He commanded her himself for 18 years and in 1850 he purchased the new schooner *Mystery*, built in that year by Hoad Bros., of Rye. This was the first of

several vessels which he acquired from these builders during the next 16 years.

He took command of the *Mystery* himself and the schooner *Camilla* was handed over to his son, the third Edward Hain, at the age of 23. In those days there was no examination for a master mariner, and when in 1856 a Certificate of Competency became obligatory, evidence was produced that he had commanded vessels for several years and he was accordingly granted a Certificate of Service as master No 40950.

In 1855 Edward Hain (senior) appears to have retired from seafaring and remained ashore to manage the little fleet which he was accumulating. Although the sailing ships were not finally all disposed of until 1889, the story of the Hain sailing ship era virtually ended in 1878, when the son of the third Edward Hain and the fourth of the name, after having been sent to London for experience in office work in a tea merchant's office, returned home to St. Ives with a taste for bigger things, fired with a zeal thereto which frightened his father.

The money assured, and a sufficient number of 64th shareholders promised, father and son journeyed to Newcastle to look into this steamship idea where after surveying the shipbuilding yards on the Tyne, they made a contract with John Readhead and Sons at South Shields for an iron steamer of some 1,800 deadweight tons capacity, at a price of £18,000.

Contracts followed each other at the rate of two a year and 1888 marked the advent of the first steel ship for the management—a vessel of 2,575 tons capacity at £8 per ton, which is an indication of the lower cost of steel as compared with iron. Further steel ships followed at prices down to £7 per ton.

In 1881 a partnership was entered into with Richard Andrews Foster, of Cardiff, and an office opened in that port which became during the coal-exporting age the repairing and outward loading centre of the fleet. Six years later a London office was opened, the partnership having been extended to embrace Robert Read, of St. Ives.

The Cornish origin of the concern was for many years reflected not only in its headquarters and ships' names, but in a fleet manned, officered and commanded in large part by Cornishmen. It was quite a common occurrence in those days for the night train from St. Ives and neighbouring stations en route to contain a pretty high percentage of the personnel, from the master downwards, of a Hain steamer which would be signing-on in Cardiff on the morrow to proceed outwards with coal to some Mediterranean port and homewards with grain from the Black Sea or Danube to the United Kingdom or Continent. Occasionally the ships would be fixed farther afield, from the Gulf of Mexico, Northern Range, USA or the River Plate, but until later times the main venue of their trading was the Mediterranean and Black Sea.

The new era following the incorporation of the

company in 1901 witnessed a broadening of the basis which had been so well and truly established. Illustrative of the moving spirit, the company's chairman, Mr Edward Hain, emerged from majority to Membership of Parliament for the St Ives Division and ultimately to active interest in the counsels of the industry in London, culminating with presidency of the Chamber of Shipping of the United Kingdom in 1910, in which year he was knighted. The fleet likewise progressed and from 1901 to Sir Edward Hain's death in 1917 a further 36 ships were built, the size increasing all the time to the biggest he saw of 8,000 deadweight tons. Their field of trading similarly spread to embrace all the main trampship markets of the world, including India, Burma, Australia, South Africa and Argentina.

His only son, a fifth Edward Hain and prospective successor, was killed in the Dardanelles campaign. In October 1917 Lord Inchcape, under whose chairmanship Sir Edward had served on the Government Blue Book Committee, made an approach to the board to ascertain if and on what terms the company was for sale. As a result of negotiations thus set on foot, the company's shares were purchased by the P & O Company of which Lord Inchcape was chairman.

In the years between the two world wars 43 ships were built or acquired, including, at the special request of the P & O Company but entirely in the ownership of the Hain Company four general-cargo 14-knot steamers to supplement the P & O Far Eastern trade. During that period the company got away from the rigid policy of building in only one yard and only steamers. Contracts were placed with a wide range of shipbuilders and in the years just prior to the Second World War five motorships were ordered.

At the outbreak of that war the fleet consisted of 24 ships, with three on order. The whole of the 24 ships which were in commission at the outbreak of hostilities, including the four general cargo ships, and two of the three ships on order were lost either through enemy action or as a direct result of sailing in convoy or under war-time conditions, in addition to which two further ships, built or acquired during the war, were lost, of which one was a 16-knot general cargo motor vessel, bringing the company's total casualties to 28 ships.

At the end of hostilities, due to that company's policy of building and acquiring ships to replace their heavy losses as the war progressed the position was that they were left with 12 vessels of 10,000 tons cargo capacity each and diesel-engined.

The Hain Steamship Company Ltd changed its name in October 1965 to Hain-Nourse Ltd., from which date it assumed the management of all ships previously owned or managed by The Hain Steamship Company Ltd, James Nourse Ltd, and the Asiatic Steam Navigation Company Ltd. The Fleet now represents the main tramp ship interests of the P & O Group.

# A NIGHT OUT IN BRISTOL

by Ashley W. Randall

When I rejoined the P & O after the 1914 war I was appointed Purser of SS *Morea* which was re-fitting in Avonmouth, and I was very pleased to discover that some old friends were to be my shipmates. One was the ship's surgeon, who has long since departed this world, and for the purpose of this anecdote, will be described as "Bill".

Avonmouth was then a pretty grim place, which did not offer much in the way of amenities, so Bill and I decided to spend an evening in Bristol, have dinner and visit the local Music Hall.

After the show, while we were making our way to the bus stop to return to Avonmouth (up to that point the evening had been very pleasant) a female passed us, who was the primary cause of all the trouble which followed. Bill was short-sighted, and while I sat on a bench, he went after her, as he thought she had given him the 'glad eye'. He returned very shortly afterwards having narrowly missed receiving a black one.

While he was absent, the bus we were making for had come and gone, and so with a lot of beer-laden dockers, we had to wait for the next, which was the last.

When the bus arrived, the driver and conductor announced that the bus had broken down, and there would be no more journeys that night. This was too much for the dockers, who were beginning to show signs of violence, and while the schemozzle was going on I missed Bill.

Now, I had had some experience with Bill in the past. It was always a marvel to me that he had reached his age all in one piece. He once stood up before a crowd of larrikins watching a test match at Sydney, and told them they should be ashamed of themselves for barracking the English cricketers. He was saved on that occasion by the fact that the crowd were stunned into silence, and before they could recover, he was led away by two kindly policemen.

Sure enough, true to form, there he was standing on the platform prepared to harangue those drunken dockers. He got as far as "can't you see that it is not the driver or conductor's fault the bus has broken down" when I slipped round the rear, hauled him off the bus by the coat tails, and got him away just in time. As we went sounds followed as if hell had broken loose. I know the bus suffered, as I could hear the noise of breaking glass, and by the sound of running footsteps, the driver and conductor must have been going for their lives, I never heard whether they were caught.

Fortunately, although it was very dark, it was a fine night, not too hot, so we commenced to walk. We had covered about a mile, when we were joined by a most unpleasant looking character, armed with a thick stick. We got very uneasy when he began to recount some of his war exploits. He gave the impression that he had almost swum through rivers of blood, and declared that he was so hardened to the sight of blood, that he would cut anyone's throat for ninepence.

I was still in a very weak condition, not being fully recovered from the effects of the war. Although Bill was stout of frame, if it came to a tussle and his glasses got knocked off, he would be probably fighting in the wrong direction. I was therefore turning over in my mind the best way to get rid of this man without any unpleasantness, when the problem was solved for me—he just silently disappeared, one moment he was walking between Bill and I, and the next he had gone leaving us staring at each other in blank astonishment.

We were going down hill at the time, and it took us a little while to realise that the commotion going on about 15 to 20 yards further down, had anything to do with our companion. We could hear men's voices calling each other "lousy so and so" and presently a man got on a bicycle and rode away. He was not a very polite man, because when he got to a safe distance he turned and cast aspersions on our parentage.

Meanwhile, our companion emerged looking very much the worse for wear, and in a more subdued spirit. He appeared to have lost all his martial ardour, so much so in fact, that he had to go into an adjoining field to relieve himself, and there happily we left him.

I always wish that I could have discovered who that cyclist was, although he had a very ungenerous opinion of us, he would probably be amazed if he knew that I looked upon him as someone sent from "on high" to relieve us from a very awkward predicament.

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**MAGAZINE  
SUPPLEMENT**

# Lloyds Register and Freeboard

by Edward Cowley

The human race has never been stupid where property is concerned. As soon as men of one nation started trading with like entrepreneurs across a stretch of water, it quickly dawned on them that if a ship is loaded with too much cargo she will tend to sink or capsize. This was a state of affairs not calculated to promote international trade or understanding—dangerous for the crew too!

Everyone agreed that something should be done about it. The Phoenicians, the Venetians and the Hanseatic Merchants all had systems of insurance against maritime hazards, and some of the Italian Republics regulated the depth beyond which a vessel should not be loaded.

Until fairly recent times there were no national or international statutory obligations for shipowners to place a safe loading mark on their ships. In fact, in the nineteenth century unscrupulous shipowners worked a thriving business buying up old 'coffin ships', insuring them heavily and sending them to sea with a full cargo; especially when the barometer showed signs of dipping on the low side.

It was these abuses and the plight of the unfortunate seamen involved which drove Samuel Plimsoll to agitate for the regulation of overladen ships.

In order to make sure that a ship is not left without a margin of safety when loaded, she must have a reserve of buoyancy in excess of her loaded displacement and a vessel's load line is the line on her side which indicates the level of water when she is loaded with cargo to this agreed safe limit. The height from the load line to the top of the ship's side is termed her 'Freeboard'. The disc and grid marks seen on the side of a ship indicate the maximum loading for different circumstances.

Although this load mark today goes by the name of the Plimsoll Mark, it might be fairly mentioned that Lloyd's was working on the problem when Samuel Plimsoll was a ten year old boy playing in the streets of Bristol.

In 1835 the Committee of Lloyd's proposed that a freeboard of three inches for every foot depth of hold should be used as the basis of safe loading of ships. This was known as 'Lloyd's Rule' and as a rough and ready rule of thumb was used for many years.

Forty years after, Lloyd's Register found themselves being sued for £1,000 by a shipowner over the question of safe loading. As a ship classification Society, Lloyd's Register decided then, as now, the conditions a classed ship must comply with before it was included in the Register Book. Around the 1870's some owners were operating passenger ships with awning decks when their routes ran over warm seas and many of these owners, in order to load more cargo, were permanently closing ports and scuppers which were designed to drain away water shipped in heavy seas.

"Not safe," said Lloyd's Register firmly and made a new condition that all awning deckers should have a safe load mark determined by the Committee and this should be painted on the side of the ship and entered in the Register Book and on the Classification Certificate.

An aggrieved owner refused to comply and had his ship removed from the Register. He sued on the grounds that his ships were observing the rules in force when his ships were first classed. The owner lost his case and the Judge upheld the right of a classification society to alter its rules when experience showed this to be necessary—and to apply the change retrospectively. The right of freedom of action was established with far-reaching beneficial consequences for the shipping industry.

Largely as a result of Plimsoll's agitation in Parliament (he was elected Member of Parliament for Derby in 1868) the Merchant Shipping Act of 1867 was passed and this gave the Board of Trade powers to detain overladen vessels. Lloyd's Register helped to provide guidelines to enable a decision to be taken about what constituted an overladen ship but it was not until 1882 that the Society was able to issue Tables of Freeboard suitable for every type of vessel. These laid the foundations for all subsequent work on load lines.

In 1890 the Merchant Shipping Act of that year resulted in the Board of Trade appointing Lloyd's Register to assign freeboards to all merchant vessels registered in the United Kingdom and Colonies of 80 tons and upwards thus making load lines compulsory.

It was not until 1930 that agreement was reached at an International Load Line Conference and this was superseded by the Load Line Convention of 1966. The International Conventions Department of Lloyd's Register deals largely with this convention and also with the 1960 Safety of Life at Sea Convention. At the moment the tonnage of a ship is measured under three main regulations; British, United States and Oslo Convention Regulations; and Lloyd's Register issues National Certificates for all three. However, in 1969 an International Conference on Tonnage Measurement was held with agreement on significant changes in methods of tonnage measurement which will be retrospective to some extent, and when this comes into force much new work will be thrown upon the Department.

# CONTRACT BRIDGE

by Harry Ingram

*This article takes the form of a quiz on how to bid the same hand in various circumstances.*

|  |              |              |              |             |
|--|--------------|--------------|--------------|-------------|
| North is the dealer at love all. You are South, holding: |              |              |              |             |
|  | S.           | 6 4          |              |             |
|  | H.           | A K J 10 9 7 |              |             |
|  | D.           | 10 7 5 2     |              |             |
|  | C.           | 8            |              |             |
| What do you say in each of the following circumstances?  |              |              |              |             |
|  | <i>North</i> | <i>East</i>  | <i>South</i> | <i>West</i> |
| A.   | 1 S          | No           | 2 H          | No          |
|  | 2 NT         | No           | ?            |             |
| B.   | 1 S          | 2 C          | 2 H          | No          |
|  | 2 NT         | No           | ?            |             |
| C.   | 1 C          | 1 S          | 2 H          | No          |
|  | 2 NT         | No           | ?            |             |
| D.   | 1 D          | No           | 1 H          | 2 C         |
|  | No           | No           | ?            |             |

## ANSWERS

- A. Four hearts. The two no trump bid shows a reasonably balanced hand with about 15-16 points. A jump to game is indicated.
- B. Again four hearts. This is very little different from A, and East's bid of clubs can be ignored. Game in hearts should not be difficult.
- C. Three hearts. South's bid of two hearts over East's one spade is forcing, and the two no trumps in this case may not be on such a good hand as A and B, but is made to keep the bidding low. For this reason a bid of three hearts only is advisable.
- D. Three hearts. Here South has a difficult decision as he has a good fit for partner's diamonds, but as his one heart bid could have been on a much weaker suit, it is probable that a rebid at the three level will induce partner to bid again. A bid of three diamonds would also make partner take an interest in a game contract, but whereas four hearts might be easy a five diamond contract might not.

If you have any interesting hands either play defence or bidding, please send them in to me, care of the Editor.

# ORONSAY 2



*Built in 1951 by Vickers Armstrongs (Shipbuilders)  
Ltd at Barrow-in-Furness ORONSAY takes her name  
from one of the Western Isles of Scotland.*

She is equipped to carry a total of 1,414 passengers being fully airconditioned and fitted with stabilisers to prevent rolling. The badge shown on the ship's bow and funnel casing is a Targe and Broadsword, the ancient weapons of the clansmen; they have been chosen as symbolic of the district from which ORONSAY takes her name. Her dimensions are 708 ft 8 in (overall length) and 93 ft 6 in (extreme breadth), and her gross tonnage is 28,116.

