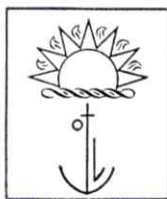


No 15 Summer 1964



ABOUT OURSELVES



About Ourselves

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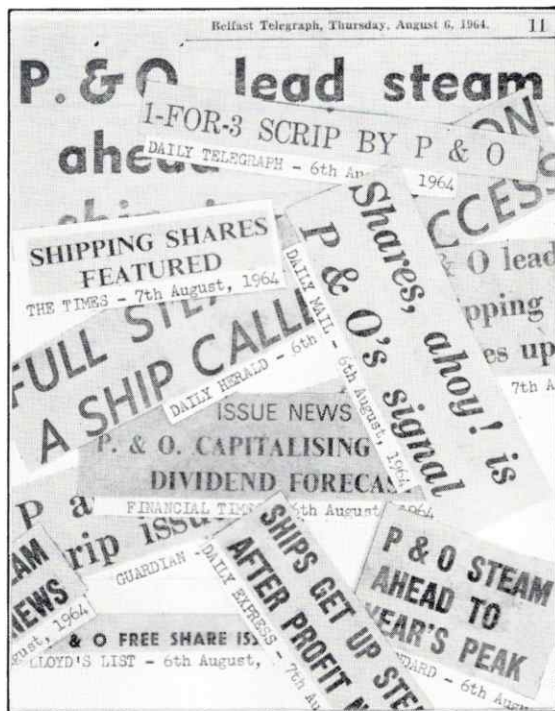
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COVER PICTURE: The cruising season is in (literally) full swing and in our cover picture one of ORSOVA's younger passengers on the playdeck and a nursery stewardess show our effort to cater for all tastes.



'Oriana' lying astern of 'Canberra' at Southampton.

Chairman's Page



ONE FOR THREE SCRIP ISSUE BY P & O

What on earth does all this mean? Why do we do it? Is the P & O Group now making good profits?

One is easily misled by the expression 'profit,' and more so when it is sometimes used to describe the profit before depreciation; sometimes the profit before tax; sometimes the profit nett after all charges, which is the sense in which I use it now. But in whatever sense it is used, the layman is apt to assume, first, that a big figure of profit must mean that a Company is doing well, and secondly that if Company A makes a bigger profit than Company B, Company A must be doing the better of the two. Neither of these two assumptions is sound.

Profits give no indication of profitability, until they are related to the amount of capital which has been employed in the business to earn them. A profit of £2 m. (by a Company employing £50 m. of capital)—it is not

better than a profit of £1 m. (by a Company employing £10 m. of Capital) as it is not half as good. The first Company is only making 4% on the capital it is using. The second Company is making 10%.

The average profit throughout British industry is about 15% (before tax, of course) on capital employed. On this average basis, P & O ought to be making about £25 m. per annum, and still be no better than average in British industry. Last year our comparable profit was in fact £4.2 m. This year we expect it to be up by about 50%—still a very long way short of the 'average' profit. And 'average' is never a very satisfactory thing to be!

But capital is also a misleading word, used in different senses. One reads of authorised capital, issued capital, share capital, loan capital, capital employed in the business, shareholders' funds, and so on. What is the difference between all these?

When a Company is first formed, the promoters consider first of all how much capital they may want in the foreseeable future, and then what they need (or can raise) immediately. They take authority to issue as much as they think they may some day want. This is the 'authorised' capital. But they do not need it all to begin with, and indeed may well not be able to raise much to start with. But what they do raise becomes the 'issued'

capital. This is in the first instance the amount actually subscribed by shareholders. At that moment, the issued capital and the share capital and the shareholders' funds and the capital employed in the business are exactly the same. Shareholders have paid, say, £100,000 as share capital for 100,000 shares of £1 each. The Company has received £100,000 in cash, all of which belongs to the shareholders.

The Directors now buy stock and a factory and machinery and begin to manufacture and to trade. In the first year the Company loses money. Its issued capital remains the same as it was—a statement of how many shares actually have been subscribed. But the capital in the business is now a smaller figure—because some of it has been lost. And so are the shareholders' funds reduced—to the same extent, because all the capital employed in the business belongs to the shareholders.

At a later stage the Company may borrow money. This increases the capital in the business, which now consists of loan capital as well as share capital, but it does not increase shareholders' funds because what is borrowed, the loan capital, does not belong to them, and when this happens shareholders' funds and capital employed are no longer the same figure.

But soon the Company begins to make a profit. It does not pay it all out in dividend. It seldom pays more than half out. Yet the other half is just as much the shareholders' property as the half that was paid out. It is profit *undistributed* to shareholders. The amount is shown in the accounts as 'reserve', or 'added to reserves,' or increase in 'carry forward.' And it increases the capital used in the business and the shareholders' funds alike. Reserves are not usually represented by deposits in the bank or gilt-edged investments; they are employed. They are employed in buying new machinery, in expanding production, or for any other purpose for which they are required. Now obviously if more capital is being used in the business, the profit of the business ought to increase. There is no point in ploughing profit back, rather than paying it out as dividend, unless that profit, which has become additional capital, is earning money just like the original capital. So as the capital employed in the business increases, the profits ought to increase too, or the shareholders will want to know the reason why.

Meanwhile the issued capital has remained the same. And after 20 years the issued capital may still be £100,000, while the shareholders' funds actually employed in the business have been increased out of retained profits to £500,000. On this £500,000 the business makes 10% profit, or £50,000. But on the issued capital, a profit of £50,000 is 50%, and it is on the issued capital that the dividend is declared and paid. The firm's customers think that a profit of 50% sounds like profiteering, and so do the Trade Unions. So the Board decides to 'capitalise' some part of the reserves, and issue new capital (or

'scrip') to shareholders. 'Reserves' (undistributed profits, remember) were standing at £400,000. £200,000 is now turned into shares and distributed, not in cash—just in the form of pieces of paper, paid-up shares.

The reserves now stand at £200,000, and the issued capital at £300,000. The same profit of £50,000 now becomes one of $16\frac{2}{3}\%$ on the issued capital, which sounds better (i.e. worse) than 50%. The shareholders have been given a bit of paper—representing so many shares. They are given nothing they did not own before. But whereas before the 'reserves' could at any time have been distributed as dividend, if enough cash had been available, that part of them which is now capitalised cannot be paid out as dividend. Otherwise shareholders are neither better nor worse off, unless the distribution of profit is increased; and whether it is or is not does not depend on the issue of new capital. The Company's real position is unaltered. No cash has been taken out of it. But a truer picture is now presented of the amount of shareholders' capital actually employed, although in this case still by no means a true one unless the issued capital were still further increased.

This, then, in very simplified form, with lots of refinements left out, is the P & O case. Our issued ordinary capital is £32 m. odd. But our shareholders' funds amount to £175 m. Thus, a very meagre percentage return on the shareholders' funds sounds like a large one, and because the dividend is expressed as a percentage of the entirely arbitrary figure of *issued capital*—not of the shareholders' funds or the capital used in the business—it too appears far greater than it is. So we decided to increase the issued capital by one-third through a capitalisation of reserves, which will still leave a disparity of more than 4:1 as between shareholders' funds and capital issued. To get a real idea of the profitability of the Company, therefore, the 10% rate of dividend has to be divided by more than 4, even after the increase in capital has taken place.

If you have followed this, you may have said that shareholders would be better off if we had no business at all, and if they owned £170 m. of money—not in ships but in cash or gilt-edged. This is true. They would be, if this were possible. And so it is our job to try to correct the position by making a greater profit on their money. And it is clear that we have plenty of room for improvement, and a long way to go before we can say that shipping is a profitable business. And if you doubt this, just consider the exact terms you could offer to the public if you wanted to issue shares for a *new* shipping business, assuming that you were no more efficient than we are already, and that your trades were no more profitable than ours are. (Shares of existing shipping companies may easily be a good investment in spite of all this. P & O shares have been a good investment. But that is a different story).

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'Canberra' alongside the new passenger terminal at Alexandria.

SHIP NEWS

CANBERRA—*First call at Alexandria*

I was in and out of Alexandria during the war many times but I knew that it would be a very different port twenty years later when the *Canberra* came to make her first call there in March of this year.

Considerable preparation was required for the reception of this, the largest ship ever to call, with her demands for depth of water and manoeuvring space, to say nothing of the needs of 1600 or more passengers.

The Agents and Port Authorities had all done their best to help. A good lane through the shipping anchored in the harbour had been made and doubtless we were not very popular with the half-dozen or so ships kept plying in the offing while we entered.

The new passenger Terminal is quite luxurious and very elegant and has a vast marble hall with Egyptian decoration, all rather well done I thought. There was a team of uniformed girls led by the wife of a local doctor. She was the principal hostess, a job which she was doing as a hobby. She conducted the Staff Captain and myself all around the terminal to see the lounges, shops, offices, etc. and in one V.I.P. lounge we were given coffee and made to feel important by being introduced to senior officials as His Excellency the Captain.

Back on board we had a party in the Crow's Nest when the Manager of the Maritime Transport Shipping Agency presented the ship with a plaque to commemorate the visit.

I was very pleased to see three Old Worcestersters of my time; Admiral Hammad, the Director-General of Ports and Lights and Under-Secretary of the Ministry of War, Captain Sidki, the local Manager of the Martrans Agency and Commander Hadi in charge of supplies.

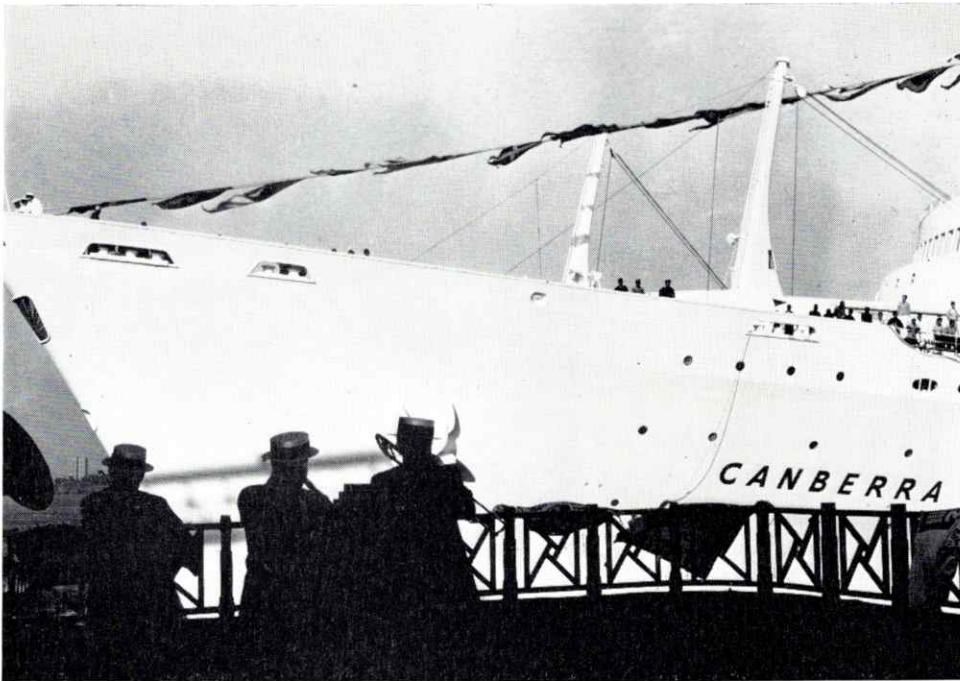
In the evening a party of us were invited to Admiral Hammad's home where, after a few drinks and exotic small eats, we dined at the exclusive Syrian Club. We finished up the evening at the Santa Lucia Nightclub in a rather typical continental atmosphere. Altogether it was a very satisfactory day.

On the following morning I had a quick tour around the city and found it had not changed greatly since the war years except for the expansion of flat building along the coast. Another change was that we could visit the royal palaces which, of course, were not open to the public in King Farouk's day and the Ras el Tin Palace is certainly well worth seeing. We looked over the Roman remains area but this is not very exciting for the non-specialist in such matters.

The harbour was very full of shipping, Russian and Polish predominating. On arrival we appeared to be the only British ship in the harbour and I was pleased that she was one we could be proud of as a good advertisement for Britain and the Company.

'CANBERRA'—in New York

A Dixieland jazz band plays on Pier 92 as 'Canberra' berths in New York with 1,752 British and Continental holidaymakers on board.



During 'Canberra's three day stay, her crew received from the 'Bounty'—the replica of Captain Bligh's ship—an invitation to visit the wooden barque which is moored alongside the World's Fair.

Pictured being welcomed on board by a girl from the Hawaiian exhibit at the Fair are, left to right:— Fourth Officer, Geoffrey Stokoe; Woman Assistant Purser, Carol Hewett and Tourist Quartermaster James Kelly. The gentleman in period costume is 'Bounty's' Quartermaster.



Later, on the pier, members of the band talked and joked with some of 'Canberra's' passengers.



'CHUSAN'—Football Trophy

There have been some enquiries about this trophy and its origin since we have printed results in these pages. The Marine Superintendent has now heard from the Staff Captain as follows:—

Dear Sir,

'Chusan' Football Trophy

This trophy consists of a figure set on a cup and base and was presented by Mr. D. H. Cherrington, 2nd Cook, on leaving this ship as retiring chairman of the Sports and Social Club in January, 1961. It was called the 'C' Trophy as a pun on the word 'sea' and was named for the initial letters of Challenger, Cherrington and *Chusan*, to be played for between 'C' ships on the China run, i.e., *Chusan*, *Canton*, *Carthage*, *Corfu*.

The trophy has been played for on six occasions, with results as under:—

<i>Chusan</i> 5	<i>Arcadia</i> 1
<i>Chusan</i> 9	<i>Iberia</i> 2
<i>Chusan</i> 8	<i>Iberia</i> 1
<i>Chusan</i> 5	<i>Iberia</i> 1
<i>Chusan</i> 6	<i>Iberia</i> 0
<i>Chusan</i> 3	<i>Oriana</i> 5

These results are recorded on the trophy with the exception of the last match, when it passed to *Oriana* in March, 1964.

When the challenge was received from *Oriana*, a meeting of the Club was called and Mr. Cherrington, who is at present 3rd Chef in this ship, agreed that the trophy should be at stake in any match against a ship of the combined fleet.

Yours faithfully,

L. KINGSWOOD, S/Capt.
for_Captain.

'IBERIA' at Barcelona, 7 July, 1964

On the occasion of her call at Barcelona our agents, MacAndrews & Co. Ltd. were able to arrange a football match between their staff and the *Iberia* team. A well fought game resulted in a victory for the ship by six goals to five.

'ORIANA'—Weather Reports

We congratulate this ship and, in particular, Chief Radio Officer Le Gear and 2nd Officer M. D. Rushan on gaining the award of the Canadian Department of Transport for the weather reports issued. The awards were made when *Oriana* visited Vancouver early in July this year.

'SINGAPORE' has been renamed 'COMORIN'

The P & O cargo ship *Singapore* has been renamed *Comorin*, and her black hull and superstructure changed to white.

On her last sailing from London on June 17th, *Comorin* has operated over the same route as *Cathay* and *Chitral*, providing a monthly mail service from London, Rotterdam and Southampton to Port Said, Aden, Penang,

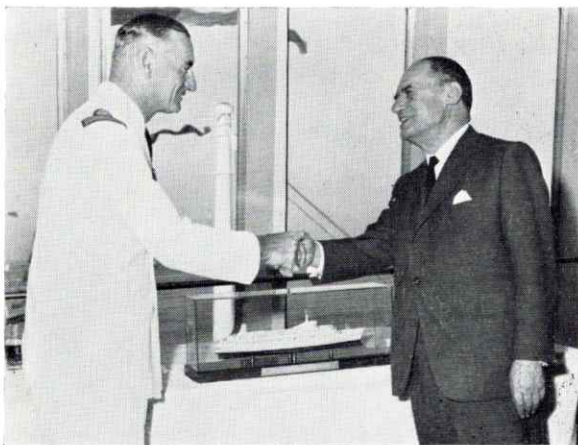
Port Swettenham, Singapore, Manila and Hong Kong. *Comorin* was built by John Brown and Company Limited, Clydebank, and entered service in 1951.

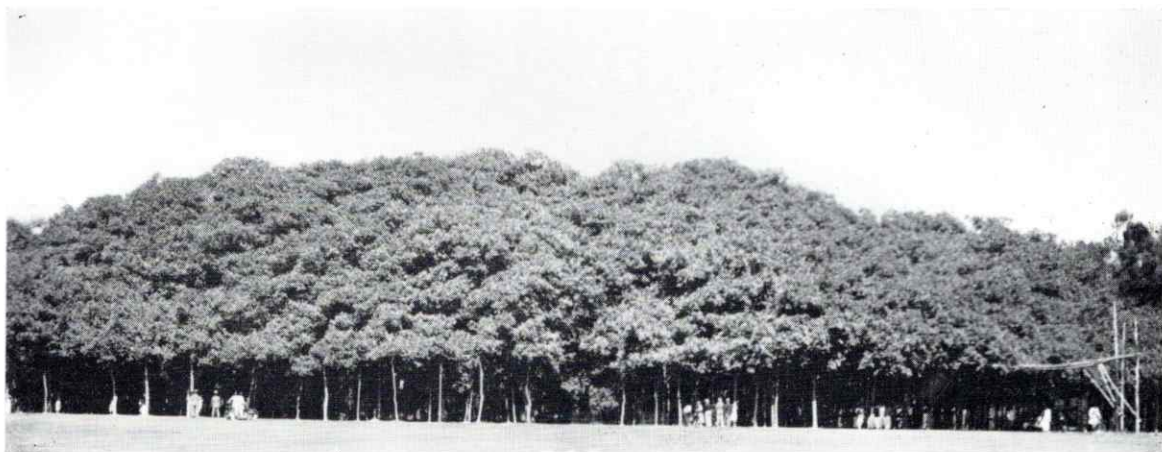


'Sydney Morning Herald' photo

Captain R. J. Brittain of *'Orsova'* shown with some of the pupils of Harbord Public School, near Sydney, when he presented to them a Union Jack as a gift from the *All Saints Primary School, Freshwater, Isle of Wight*. On his previous homeward voyage, Captain Brittain had taken an Australian flag to the English School to mark fifty years' association with the Harbord School (previously known as the Freshwater School).

On *'Canberra's'* first call at Lisbon on 17th July, 1964, a cocktail party was held in the Crow's Nest. The guests included General Franca Borges, Presidente da Camara Municipal and Sir Archibald Ross, the British Ambassador. A model of *'Canberra'* was presented to the Presidente by Commodore J. L. Dunkley.





The Banyan Tree of Calcutta

Captain E. J. SPURLING wrote this article when commanding the *Karmala* in 1956.—Ed.

I have heard quite a lot about the banyan tree (*Ficus benghalensis*) which is situated in the Calcutta Botanical Gardens and it had been on my list of 'Things to See' for sometime as it is reputed to be the largest in the world. On one voyage, in 1956, I was able to cross it off that list.

The Calcutta Agents arranged the necessary transport for Captain Armstrong of *Khyber*, Mr. Howard, my Chief Officer and myself to visit the gardens and see this amazing tree. To ensure that we did not get lost and that we did find the tree, Mr. Chatterjee from the Agency accompanied us, he proved a veritable mine of information and was able to give us a running commentary on the points of interest en route. Mr. Chatterjee also proved to be an able Shakespearean scholar and was able to quote apt passages under the banyan tree.

The Botanical Gardens which lie on the Howrah side of the River Hooghly were laid out in 1787 under the auspices of the Honourable East India Company and were the first of their kind in India. Captain Robert Kydd was responsible for their laying out, and he was in the Bengal Engineers and became the Garden's first Superintendent. There is a memorial to this gentleman in the form of a marble obelisk of Greek design and surmounted by an urn, it is situated at the head of an avenue of Cuban palms which runs down to the river bank.

The Gardens cover some 275 acres and have a river frontage of about a mile. Originally they were planted with the object of studying Indian flora, in time, however, trees and plants from all over the world were added and now there is an excellent collection of all varieties.

In the Gardens are many shaded avenues, sylvan retreats, ponds, lakes and green open spaces. Needless to say it is a favourite resort for the local inhabitants during week-ends and other holidays. There were few people around as the day we went was a week-day, consequently I had an excellent opportunity of taking photographs of several items of interest. There were, however, one or two parties to be seen, mostly school

children. One lady we met was the Head of a Government institution for refugees from Pakistan, she was giving her charges an outing, she proved to be very chatty and a most interesting person to talk to.

Our first stop was on the riverside opposite the Garden's Offices, these are situated on the site of the old Mogul fort of Muckwah Thanna, a fort which was built for the protection of the villages further up-stream, there is no trace of this now.

From the river we made for the banyan tree, at first sight it appears a mass of single trees, this is not so as all are joined somewhere or other, there are, however, a few single trees, these were once part of the main tree but the roots have decayed and left them standing alone. The roots of the banyan tree come down from the trunk and branches, embed themselves in the ground and finally look like trunks; some of the roots are horizontal above the ground with smaller roots dropping earthwards.

The banyan tree has a circumference of 1,170 feet and a height of 92 feet, it is about 185 years old and has no less than 851 roots. I did not measure the circumference or count the roots, I noted the information from a board under the tree. The original trunk has decayed, other parts are also decaying but attempts are being made to protect and preserve them. I should imagine that this tree would be a boy's paradise for tree climbing because of branches going in all directions, it being possible to cover quite a distance without having to descend; an ordinary tree would be tame indeed after this monster.

After spending a considerable amount of time under the banyan tree we made a brief visit to some of the hot houses, unfortunately no plants were in flower it being the wrong season. These hot houses consist of wire netting enclosures draped with creepers, the glass variety being unnecessary in this climate.

Having seen this famous banyan tree I can recommend it as one of the sights of Calcutta, it is fantastic and has to be seen to be believed.

From Abroad



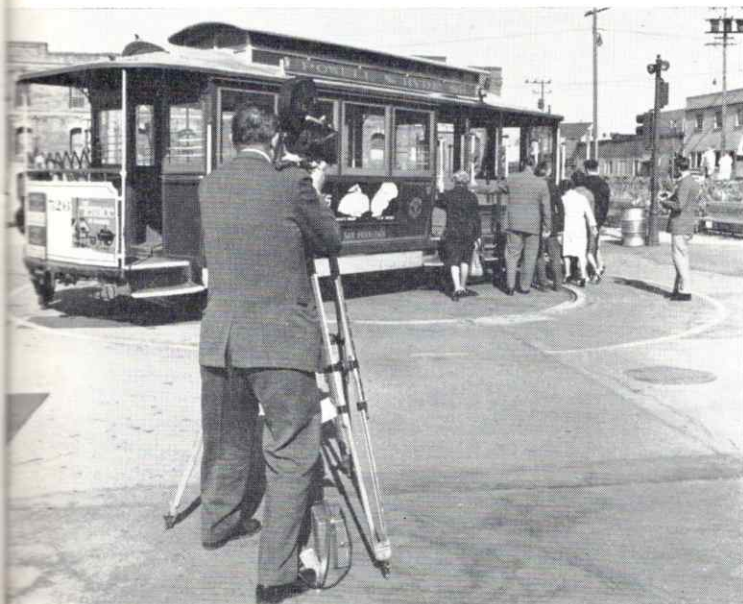
SYDNEY SHEEP SHOW MAY 1964—P & O-Orient Lines present an annual trophy for the Champion Pen of Merino Rams at the Sydney Sheep Show. This year the winner was Mrs. Pauline Falkiner, of 'Hadden Rig,' Warren, N.S.W., for the second time in succession. Mrs. Falkiner is pictured here with the prize-winning rams. Also shown is the P & O-Orient Lines Trophy which was a Fruit Set of Royal Worcester China with silver spoons.



During the shooting of a San Francisco sequence for the new Company film, 'Camberra' passengers enjoyed the treat of a fresh crab cocktail at Fisherman's Wharf.



P & O-Orient Lines, North America, held its third annual National Marketing Meeting in San Francisco in July. More than thirty persons attended the meeting from P & O-Orient offices throughout North America. Sally Edwards, Passenger Agent for Williams Diamond Company, Honolulu (far left), had the distinction of travelling the furthest to attend the three-day session. The group met to hear and discuss marketing plans for the 1965 P & O-Orient Lines programme. Among other topics discussed during the meetings were: 1965 sales aids, the philosophy of schedule planning, new conference regulations and projects, fleet news and shipboard services, the current interchange picture display and promotional material, tour and interline sales, direct mail activities, development of Japanese and Chinese markets, research indicating market conditions and concentration, 1965 advertising programme and publicity strategy for 1965.



'Canberra' passengers in San Francisco join in the happy chore of lending a hand at the cable car turntable, while a Hearst-Metrotone cameraman shoots the scene for the new Company film.



Launch of our Largest Tanker

The 87,290 dwt. ton tanker *Ottawa*—the largest yet built in the U.K.—was launched on June 10th, 1964, from the River Tyne shipyards of the Swan Hunter Group. She is the second tanker to be launched for Trident Tankers Limited, a P & O Group subsidiary and Britain's largest independent tanker operator.

Ottawa is one of four new tankers—the three others are each of 61,000 tons—ordered by the Company in November, 1962. She is expected to go into service in December this year, and will operate on a ten year time charter to Texaco (Panama) Inc. whose parent company markets petroleum products in the U.K. through Regent.

The ship was launched by Mrs. A. B. Marshall, wife of the Managing Director of Trident Tankers Limited.

Of the three other tankers, *Orama* was launched in February, 1964 from the Port Glasgow yard of Lithgows Limited and has entered service while her sister ship *Orissa* will be launched from the same yard later this year. *Opawa*, building at the Whiteinch yard of Barclay Curle Limited, also a member of the Swan Hunter Group, will be launched on July 13th and will enter service in November.

In due course, all the tankers operating under P & O Group flags will be transferred to Trident control. Including the four new ships, the fleet will then number 19, totalling 762,000 tons dwt.

STOCKING UP!

Comfort in bed is what matters
In this terrible climate of ours;
The blankets are worn into tatters
While waiting for sunshine and flowers.
The hosiers are right out of bedsocks
In all haberdashers' around,
So, as I rely on the said socks,
A substitute had to be found.

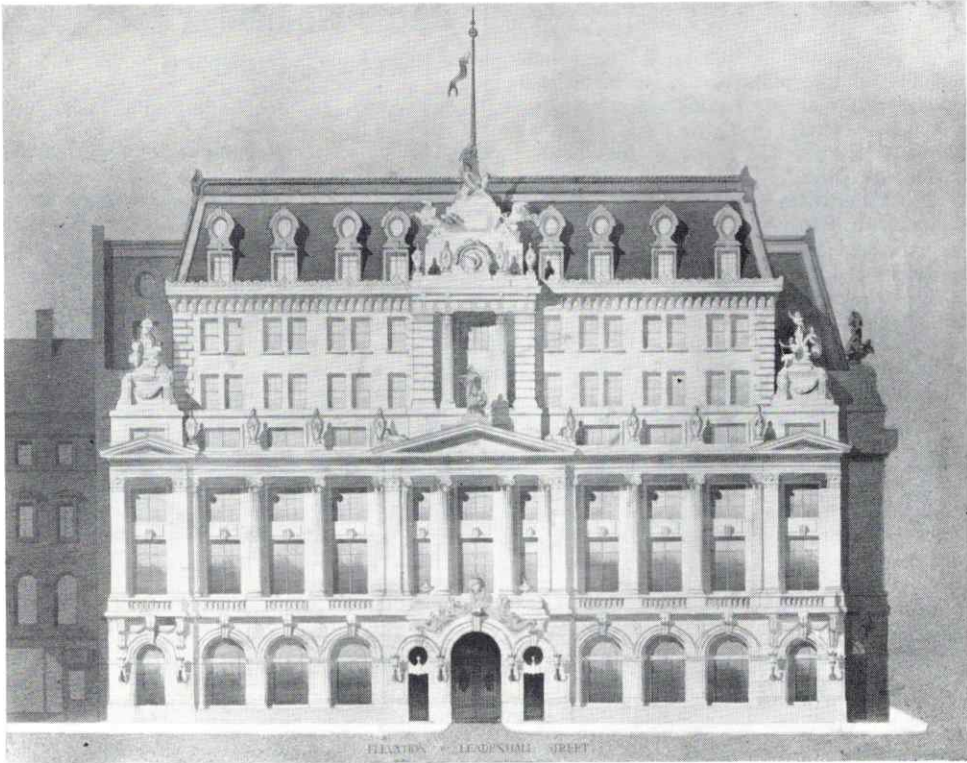
My cheeks go as crimson as beetroots
When I have to put on, every night,
Old stockings-for-wearing-in-sea-boots—
It's a really peculiar sight;
For, if I kick over the traces,
The stockings fall down to the floor,
So their tops I attach to my braces—
An idea never thought of before.



And then I must make the decision
To arrange where the braces belong—
To give them the *inner* position,
Or wear them *outside* the sarong.
At times, when the process is hastened,
The harness gets twisted about,
Resulting, perhaps, in a brace-end
That's *meant* to be 'in' getting 'out'.

The temp'ature hovers near freezing,
The windows are battered by sleet,
But, thanks to the wool and its greasing,
The frost never reaches the feet.
Though hailstones are falling like real eggs,
The toes are not cold any more,
For the bulky, discarded old 'sea-legs'
Have come to the rescue, ashore!

J. H. GOUGH WILSON



122 Where we might have been

The old offices are now demolished and our readers will have seen, reproduced in this journal, designs showing how the new buildings will appear in a year or two. Forty or more years ago new premises were planned on that site, incorporating the P & O Bank and above them, Gray, Dawes & Co. Here is what the re-built offices would have looked like had the plan been approved, probably in the early 1920s.

CANBERRA'S ADOPTED SCHOOL

When joining the *Canberra* in July last year, Captain Dunkley tells us, she had just been 'adopted' by the Lord Mayor Treloar College at Alton, Hants. This is a well known school for crippled boys, founded by Sir William Purdie Treloar, Bart. It was then primarily a hospital and the college in the hospital grounds was under the jurisdiction of the medical superintendent. It was designed to give boys courses in leatherwork, tailoring and boot-making after treatment in hospital. During the war, owing to shortage of leather, a radio servicing course was

substituted for leatherwork and remains today an important branch.

In 1947 the hospital passed to the control of the Ministry of Health and the college became separated from it under the charge of a Warden. In due course new premises were bought consisting of Froyle Place Estate, an Elizabethan mansion, once the home of the Jephson family, and was converted for school purposes. It was soon found to be too small and additions have been made in keeping with the original style, to cater for a total of 130 boys, between the ages of 11 and 19, who are given standard education as well as technical training. There are training courses in surgical and bespoke boot-making and repairing, tailoring, radio and television maintenance and repair, shorthand-typing and book-keeping, gardening and pig and poultry keeping. Examinations of the City and Guilds Institute and Faculty of Secretaries are taken as well as G.C.E. There is great keenness in sport and they take part in anything possible in their handicapped state. Water polo is the most popular and in that a high standard is reached. There is a remedial gymnasium as well as the swimming pool, ample playing fields, hobbies' room, art room, Scout hut, etc. Their skill at table tennis from a wheel chair is very considerable.

Our liaison aid with the school Captain Dunkley started with an exchange of letters giving general information about the ship and the school and soon built up into an assortment of general and private letters between a great variety of members of the ship's company and various boys at the school.

So in March, I paid a visit to the school which was very worthwhile — in fact it was a great eye-opener to me of the work being done there. The college at Upper Froyle is not far from Alton Station where the school car met my wife and me. On arrival at the school we were most impressed with the natural attractions of the site, overlooking a beautiful Hampshire valley with the lovely old village church almost in the garden of Jephson House. In the main entrance hall is a glass case containing the decorations of Sir William Treloar, including unusual and ornate Russian and German orders of the early years of this century.

The whole school is laid out admirably for its purpose and the boys get about in their wheel chairs at high speed. Catering as it does for boys of up to 19, the senior ones have considerable freedom and some have motor-tricycles for the high-road. The workshops and classrooms are well equipped and in one I had a chat with the Ship Adoption Club of about 40 boys. I had taken along a few souvenirs from last voyage and very great interest was shown by the club members who had a barrage of questions to put to me and only the luncheon bell brought an end to the session. We had lunch with the Warden in the dining hall which caters for all the boys and later we were taken around the kitchens and had cause to congratulate the cook on the meal she had served. I had wanted this opportunity to 'spy out the land' in order to arrange visits this summer and we propose to have two parties each about 20 strong to visit the ship and also to send a team with supporters to play the college at water polo. I am hoping that these visits will stimulate even more interest on both sides in this very worthwhile opening of a window on the world for these handicapped boys.

Dutch Women Assistant Pursers

Following the announcement that, starting in 1965, certain ships of the Fleet will call at Flushing to embark and disembark Continental passengers, it became apparent that we must employ Officers in these ships who are able to act as interpreters, and who can at the same time, help to ensure that the needs of these passengers are met.

It is anticipated that the larger proportion of these Continental passengers will be Dutch and German, and it seems probable that quite a number, particularly those travelling Tourist, will be unable to speak English. It has therefore been decided that the best method of providing this facility is to recruit Dutch girls who can speak both English and German, for service as Women Assistant Pursers.

Accordingly, General Steam Transport Co. in Rotterdam, were asked to submit to us a list of suitable applicants from which the following six girls have been selected.

Marian Rodenburg	...	Dutch	Nationality
Theodora Rogier	...	"	"
Eleanor Joan Mundler	...	British	Nationality
Elena Wilhelmina Van Der Es		Dutch	Nationality
Catharina Margarether Lever	"	"	"
Magdalene Apollonia Barnard	"	"	"

Accommodation has been reserved for them in London where they will arrive on Saturday, 5th September, with a five-day introduction course, after which they will be working in Head Office for several months before being appointed to ships.

It is the present intention for another six similar appointments to be made in September to enable us to appoint at least one Dutch speaking W.A.P. to each of the passenger ships with the exception of *Cathay* and *Chitral*.



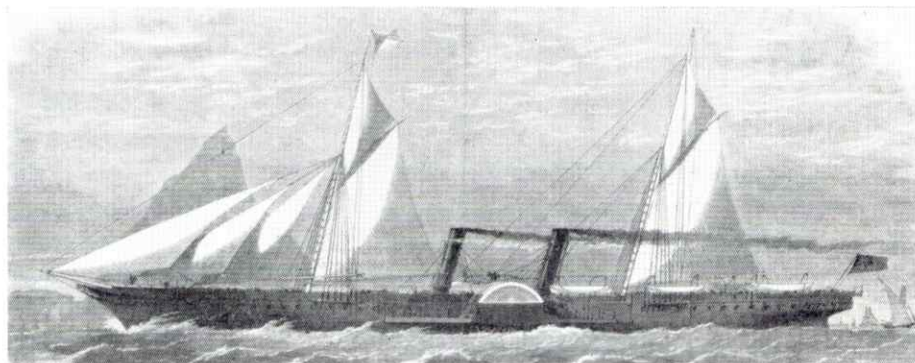
Calls at Los Angeles

It has been decided in view of the lack of a modern passenger berth at Long Beach and the deferment of development plans for a modern passenger terminal by the Long Beach Harbour Authorities, to discontinue calls at that port. In future we will call instead at the adjacent port of Los Angeles, utilising the new CMI terminal there, which is a modern passenger terminal used also by American President Lines.

The calls at the port of Los Angeles commenced with s.s. *Oronsay* on the 5th July, 1964, and all subsequent ships will use that port. Times of arrival and departure will be as already programmed for the Long Beach calls, except that some revision may be necessary for s.s. *Canberra* so that arrival and departure may coincide with tidal conditions.

ONE HUNDRED YEARS AGO

From the Hampshire Advertiser, December 3rd, 1864



TRIAL TRIP OF THE 'NYANZA'

The official trial of the P & O Company's new paddle-wheel steamer *Nyanza* named after the lake discovered by Messrs. Speke and Grant at the supposed source of the Nile, took place on Wednesday at the measured mile in Stokes Bay. This vessel was built by the Thames Ironworks and Shipbuilding Company, from designs by Mr. G. C. Mackrow, architect to the Company and her engines were constructed by Rennie of Blackfriars Road, London. The *Nyanza* is 310 feet long, 36 ft. in width and 30 ft. deep from top of keel to deck, her tonnage, (builders' measurement) being 1988; her displacement at the draught, on trial, of 17 ft. 9 ins. fore and aft was 2964 tons. She had on board 493 tons of coal, 46 of water, 75 of stores and 57 of kentledge, giving a total weight of 671 tons. Four runs were made at the measured mile and, in spite of a very strong wind (force 6) from the S.W. the following very satisfactory results were obtained:—

	Steam lb.	Vacuum lb.	Revs. lb.	Time	Speed
First run	26½	26½	25	4 m. 55 secs	12.202
2nd run	25	26	24½	4 m.	15.000
3rd run	25	26	24¼	5 m. 8 secs.	11.688
4th run	26	26	25	5 m. 25 secs.	15.126

The engines worked throughout the day in a most satisfactory manner not the slightest trouble being experienced from hot bearings, priming or any other cause. They are on the oscillating principle, cylinders 78½ ins. diameter, and stroke 7 ft., the proportions being considerably stronger than usual, in order to prevent liability to accident. The circulating water in the condensers is driven by centrifugal pumps, each of which is worked by an independent engine. The air pumps are worked by large eccentrics on a straight intermediate

shaft—a plan by which the crank in the centre of the intermediate shaft is rendered unnecessary and which has been adopted by Rennie in all the paddlewheel engines lately constructed by them. The boilers are on Mr. A. Lamb's patent flue principle, with his improved scroll superheaters. We understand that these are the largest oscillating paddle wheel engines, using surface condensation, which have ever yet been constructed on the Thames. The *Nyanza* has a spar deck with direct and commodious accommodation fore and aft between decks. She has berths for 143 first and 34 second class passengers, with large capacity for cargo and mails.

Along a numerous company on board on Wednesday's trial were Messrs Dinnan and Luke, Admiralty Surveyors, Messrs. Rubie and Murray, Board of Trade surveyors, Captain Hands, C.B. Admiralty superintendent of packets at Southampton, Mr. Peter Rolt and Lord Alan Churchill, representing the builders of the ship, Messrs. John and George Rennie, the constructors of her machinery; Mr. Olding, the Assistant Manager of the P & O; Mr. Lamb, the Company's resident engineer at Southampton; Capt. Engledue, superintendent at Southampton; Capt. Lovell, Capt. Jamieson, Capt. Curling, Doctor Alexander Beattie, &c. The *Nyanza* will leave on the 12th inst. with the Bombay mails.

She was our last paddle steamer, with three decks and two masts and was Schooner rigged with a round stern. Her overall length was 327 ft., breadth 36 ft. and she had two engines of 450 horse power.

Her maiden voyage was to Alexandria. In 1873 she was sold to the Union Line for £26,000 who lengthened her by 19 ft. and converted her to screw propulsion. She was sold again in 1880 to the Sultan of Zanzibar.

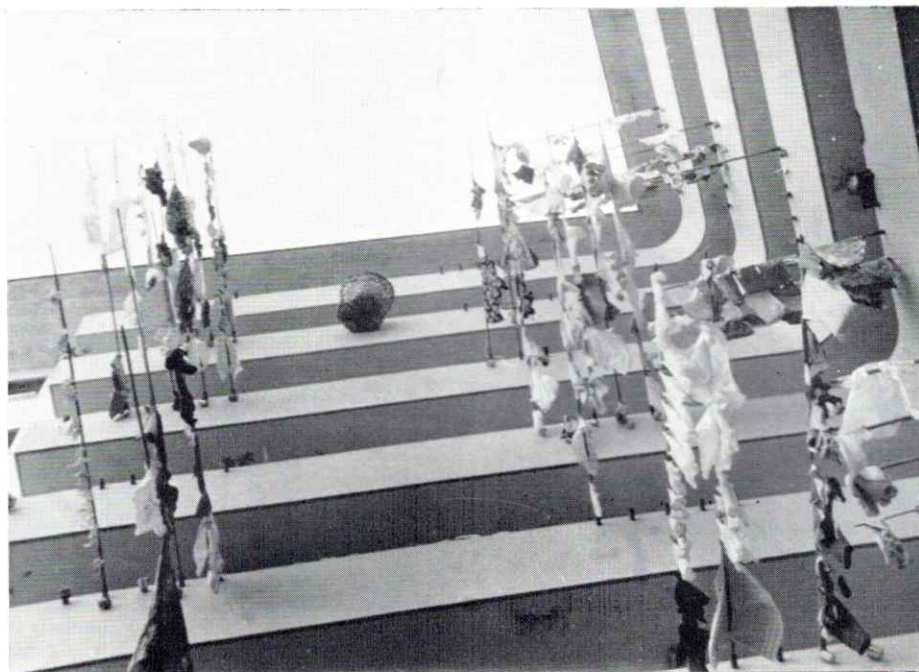
*In the black and white section
First Prize goes to Ingo Schwarze
for his photo 'I am in charge'
taken in Singapore.*



*Second Prize for 'Elizabeth' a
charming character study from
G. A. Oddy.*



Photographic Competition 1964 results

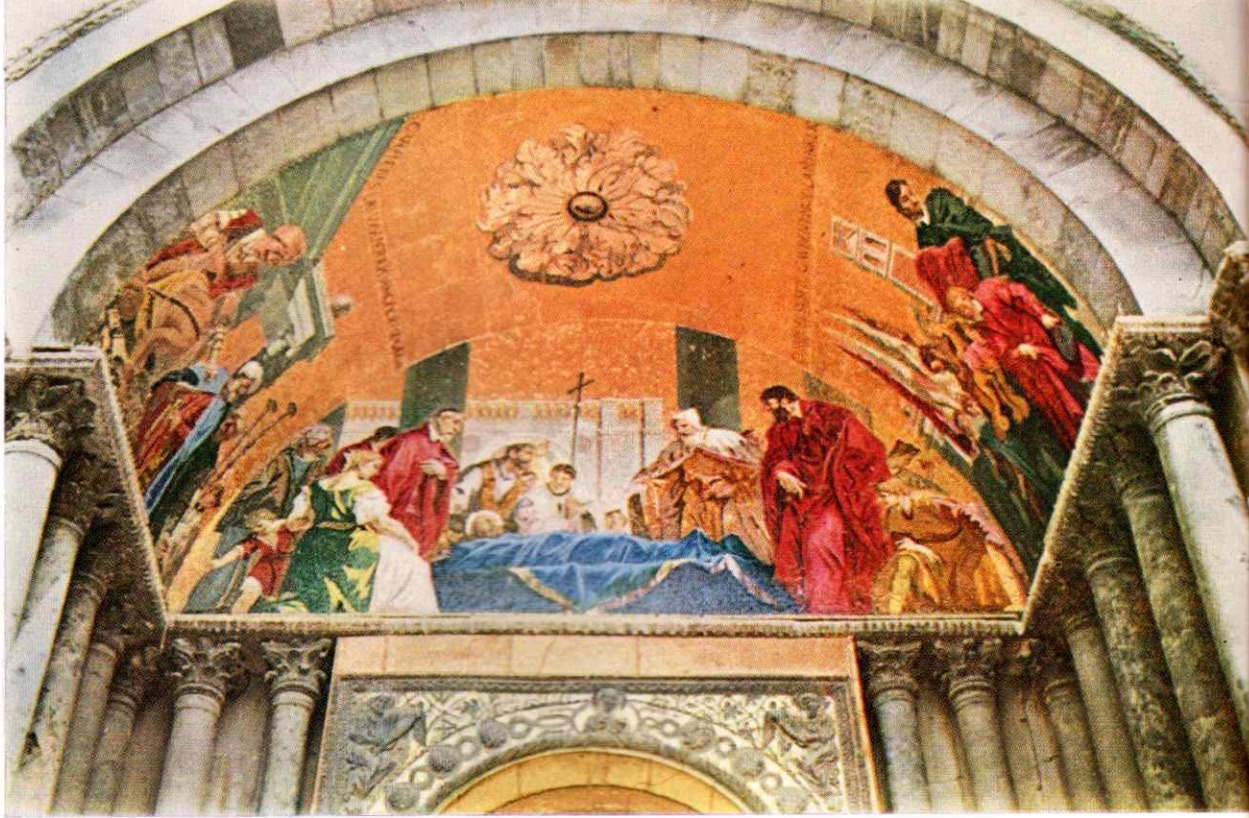


'Guess what'. This picture puzzle of Chinese washing wins third prize for J. Challinor of the 'Cathay'.

'Teddy'. Mr. C. R. Bengé earns a commendation for this picture.

F. B Gardiner's picture entitled 'My favourite sport' earns a commendation.





Second Prize: 'St. Mark's, Venice' by T. L. Buckler, Pay Department.

First Prize: 'Pilot on board' by H. K. Bray, Aden Office.



FLEET LIST

(as at 1st September, 1964)

	Aden 9,943 tons	Ballarat 8,792 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons	Coromandel 7,065 tons
CAPTAIN	Thompson, W. B.	Mordaunt, B. S. C.	Cooke, C. B.	Hopkins, T.	Reed, P. C.	Adie, I. M.
CHIEF OFFICER	Havward, P. E.	Chapman, J. L.	Hannah, D. H.	Guthrie, D. C.	Black, P. I.	Merrick, A. E.
SECOND OFFICER	Sutton, T.	Thomson, W. B.	Perry, D. J.	Christie, A. H.	Speed, A. J. (Actg.)	Bingham, M. G.
THIRD OFFICER	Rodger, D. A.	Blythe, M. F. H.	Senior, P. T.	Upjohn, C. J.	Corrigall, N. F.	Meredith, J. E. W.
FOURTH OFFICER	Julian, M. H.	Hurry, A. C. C.	Curtis, P. D.	Scorgie, L. S.	Smith, G. F.	Nicolson, D.
RADIO OFFICER			Trehane, B. G.	Croat, J. A.		
JUNIOR RADIO OFFICER	Drummond, D. B.	Day, D. F.			Brindley, R. C.	Morris, P. C.
CHIEF STEWARD	Willacy, J. G.	Morris, A. R.	Abbott, R. A.	Thomas, P. J. M.	Kent, T. W.	Barber, R. H. S.
CARPENTER	Carruthers, D.	Troon, R. J.		Stewart, W.		
BOATSWAIN	MacQuillin, R. C.					
CADETS	Messinger, P. A. Hallmark, R. W. J. Farrar, A. McK.	Robertson, K. B. P. Fairgrieve, J. B. Knight, C. H. C.	Clark, W. J. C. Burnell-Jones, C. E. Coldham, R. Rowe, N. A. F.	Dow, T. A. Tadman, J. Chadwick, A. C.	Myton, R. Perryman, M. T. Asquith, R. C.	Webster, D. Dick, W. F. James, R. A. Willis, D. H.

CHIEF ENGINEER OFFICER	Ferguson, A.	Shewan, G. E.	Thompson, T. W.	Sadler, J.	Lakin, J. B.	Fisher, E. H.
SECOND ENGINEER OFFICER	Bauchop, C. T. M.	Burn, R. G.	Lyons, R. H.	McCallion, R.	Graham, G. R.	Bowen, J. D.
THIRD ENGINEER OFFICER	Jenkinson, J. O.	Lamb, J. K.	Hibbert, D. R.	Cadzow, N.	Such, K. G.	King, D. M.
JUNIOR THIRD ENGINEER OFFICER	Self, C. J.	Dewar, D. R.	Willoughby, C. R.	Ross, D. B.		
FOURTH ENGINEER OFFICER	Woolston, T. T. A.	Bird, K. G. (Actg.)	Stevens, R.	Withnall, F. L. Kelly, J. J.	Beattie, T. Semple, G. V.	Thorne, R. J. Mills, A. W.
ASSISTANT ENGINEER OFFICER	Corbett, R. A. Evans, M. B. Robertson, J.	Hicks, J. E. Marshall, R. A. Nicholas, L. F. Mansfield, E.	Chambers, D. Williams, P. Clare, P. Edwards, R. P.	Wiltshire, J. E. Reynolds, J. Wright, L.	Conway, M. Tait, A. B. Long, G. S.	Petrie, W. Kenyon, P. A. Jolly, H. S.
FIRST ELECTRICAL OFFICER	Kirk, M. J. (Actg.)	Potts, R. M.	Blackett, K.	Davidson, A. C.	Davidson, K. J.	Daniel, D.
SECOND ELECTRICAL OFFICER	Brookes, G. E. J.	Diamond, P. G.	Burrige, R. J.	Page, E. (Actg.)		
FIRST REFRIG. ENGINEER OFFICER	Francey, T.					
SECOND REFRIG. ENGINEER OFFICER	Thomas, R. H.					

	Karmala 7,673 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons	Salsette 8,202 tons
CAPTAIN	Underwood, R. F.	Savage, G. J.	Haggas, M. H.	Rose, E. R.	Mortleman-Lewis, E. A. W., R.D., R.N.R.
CHIEF OFFICER	Pollitt, P. S. H. (Actg.)	Coull, T. A.	Ellingham, R.	Harrison, D. J.	Smith, D. L.
SECOND OFFICER	Nash, B. G. (Actg.)	Perry, J. W. (Actg.)	Lyon, R. G.	Hayward, E. L. (Actg.)	Watkins, T. P.
THIRD OFFICER	Spencer, S. W.	Newson, W. W.	Wesson, H. A.	Carter, M. J.	Tavender, P.
FOURTH OFFICER	Anderson, C. M. S.	Spread, R. J.	Plews, A. E.	Edgerton, M. E.	Nisbet, W. R.
RADIO OFFICER		Groves, F. H.	Bagent, N. M.	Thompson, P. J. (Actg.)	Ferguson, G. J.
JUNIOR RADIO OFFICER	Footman, D. J.				
CHIEF STEWARD	Smith, J. H.	Curtis, C. A.	Marshall, C. L.	Page, L. H.	Waters, P. E.
CARPENTER		Packer, G. J.	McNamara, C.	Ivey, C. W.	Jones, C. R.
CADETS	Duckworth, B. H. Carter, P. W.	Marshall, M. W. Edwards, S. B. Derrick, M. J. Horwood, D.	Syrett, D. W. Dick, W. J. F. Woodger, R. P.	Johnson, P. F. Parr, C. M. Branson, I. H. C. Lampe, N. H.	Parker, J. Collinson, R. J. B. Reeves, J. E.

CHIEF ENGINEER OFFICER	Evans, M. P.	Southcott, H. E.	Lambert, A. E.	Godbold, W. C.	Howell, J. O.
SECOND ENGINEER OFFICER	Biggs, R. L.	Baldry, W. C.	Grady, P.	Ditchfield, R. R.	Walker, H. M.
THIRD ENGINEER OFFICER	Adolph, P.	Dawkins, R. A.	Byers, P.	Wardle, W. J.	Nash, I.
JUNIOR THIRD ENGINEER OFFICER		Martin, D. A. R.	Johnstone, W. M.		
FOURTH ENGINEER OFFICER	Hazell, A. J.	Parnaby, W. T.	Murray, P. G.	Pickett, D. L.	Humphries, W.
ASSISTANT ENGINEER OFFICER	Heppleston, A. Wilson, A. H. Walsh, T. M.	Hunt, A. C. Haddon, C. D. Edge, D. Parker, P. J.	Green, J. McCambridge, J. Smith, C. J. Postlethwaite, B.	Leadbitter, E. Rankine, H. T. Scott, J. C. Cheyne, D. M.	McFall, N. Goddard, M. J. Holden, C. T. Birsa, A. K.
FIRST ELECTRICAL OFFICER	Cumming, J.	Gwynne, W. H. S.	Hewitt, H. K.	White, R. W. L.	Ripken, R. A.
SECOND ELECTRICAL OFFICER	Pearson, G. A. (Actg.)	Pegler, J. T.	Greene, G. T.		
FIRST REFRIG. ENGINEER OFFICER		Lamerton, J. H.	Sumner, R. R.		
SECOND REFRIG. ENG. OFFICER		Jenson, F. (Actg.)	Curtis, D. J. R.		

ASST. ENGINEER OFFICER	Hramble, A. J. Williams, T. E. Cook, W. A. S. Tait, I. H. Friend, E. J. Harris, T. J.	Bayne, C. J. Sheen, M. J. Wilson, R. J. Love, K. I. Kenworthy, E. A. Jones, J. C. Dobbs, D. A. Lewis, F. M.	Lewis, B. W. Waller, N. E. Hurford, F. C. Atkinson, R. E. Mitchell, G. Underdown, R.	Lee, G. P. Cogger, R. B. Morgan, D. G. Faulkner, T. Hempall, R. D. Stevens, M.	Crampton, M. R. Fittes, G. J. Skinner, M. Mathie, J. Norris, P. J. Griffiths, A. F. Lipscombe, A. C. Cox, R. J.	Brown, J. G. Dobbie, R. E. Cunningham, A. Bradshaw, M. G. Brown, W. G. Atherton, J. A.	Allan, C. R. Gough, R. J. Hedges, D. Anderson, G. R. Abrams, M. A. Anderson, J. G. Palmer, B. W.	Gauld, J. A. Hancock, R. Cowie, I. J. Waterman, M. E. Francis, L. A. Staddon, M. H.	Beale, J. J. Fitzgibbon, G. P. Rudland, D. H. Broad, J. C. McKenzie, B. A. Mulholland, C. D.	
FIRST ELECTRICAL OFFICER	Davidson, E.	Walker, J.	Whiteford, A. F. M.	McLaren, A. G.	Wiles, B.	Cresswell, E. W.	Reeve, N. E.	Hughes, H.	Dunford, R. J.	
JR. FIRST ELECTRICAL OFFICER	Gibb, C. F.	Hope, G. I.	Parkinson, J. L. (Actg.)	Johnstone, J. A.	Groves, B. C.	Goldsbrough, D.	Kendall, N.	Smyth, J.	Middleton K. E.	Wright, A. (Actg.)
SECOND ELECTRICAL OFFICER	Gibson, P. W.	Cairns, J.								
JR. SECOND ELECTRICAL OFFICER	James, R. M.	Turner, L. M.	Allen, I. J.	Webster, G. F.	Kett, B.	Corrall, L. J.	Robinson, R. D.	Glover, B.	Tismond, H. R.	
ASST. ELECTRICAL OFFICER	Laithwaite, A. G.	Clayton, G. C.	George, P. J.	Webster, M. J.	Porter, C.	Porter, C.	Askam, W. B.	Porter, T.	Bradley, P.	
	Jenkins, E. R.	Dowson, M. K.	Peacock, D. C.	Reid, J. E.	Cobb, L. D.	Chulk, C.	Mayson, C. J.	Ryan, P. W.	Plevy, B.	
		Matthews, B.	Haynes, K. G.	Gillard, A. W.		Plunkett, K. A.	Stevens, C. G.	Irving, H. W.	Blake, B. E.	
		Cheetham, J.								
		Steadman, H.				Doig, P. R.	Robertshaw, P. G.	Williams, G. M.		
VENTILATION OFFICER										
FIRST REFRIG. ENG. OFFICER	Rudland, L. A.		Cloughton, C. W.	Broughton, W. P.						
JR. FIRST REFRIG. ENG. OFFICER	Moor, F. H. G.	Curwen, D. S.	Long, P. J.	Harrison, M.	Hyde, R. J. (Actg.)	Jones, T. A.	Taylor, F. (Actg.)	Sumner, A. S.	McGuffie, E.	
SECOND REFRIG. ENG. OFFICER	Fox, J.		Lock, G. A.	Harvey, H. A. G.				Bushell, A. C. D.	Santi, G. J.	
			Grant, P.					Stead, A. K.	Green, J. V. (Actg.)	
JR. SECOND REFRIG. ENG. OFFICER	Stuart, W. P. (Actg.)		Burningham, T. J.	Modley, P. R. (Actg.)				Thomas, M. E.		
THIRD REFRIG. ENG. OFFICER	Clayton, P.	Morrigan, P.	Cunningham, C. A.	Tanner, D. J.	Addison, R. J.		Riches, M. J.	Smith, J. M.	Dale, D.	
JR. THIRD REFRIG. ENG. OFFICER	Coghill, J.		Bradley, S. J.					Weetman, K.		
FOURTH REFRIG. ENG. OFFICER		Lyne, G. J.			Hebdon, J.	Webber, M. C.	Holmes, P. J.			
FIFTH REFRIG. ENG. OFFICER		Wingham, T. A.					Clare, D. J.			
BOILER MAKER	Lloyd, D. P.	Battison, J. A.	Turner, P. L.	Ward, R. P.	Wellings, M. S.	Stringer, B. I.	Goodwin, J. W.	Guile, P.	Anscombe, K. J.	
WINCHMAN			Franklin, R. A.	Taylor, A. E.				Solley, D.	Ojala, A.	
			Cahill, T. E.	Monk, J. D.				Tucker, E.	Langley, W. T.	

PURSER	Temple, R. C.	Wyeth, L. C.	Pateman, F. P.	Brown, R. S.	Tonks, B. R.	Hare, C. T. R.	French, E. L.	Pullinger, D. A. M.	Hollister, P. A.	
TOURIST PURSER	Arkieson, A. P.	Mayhew, H. W.								
DEPUTY PURSER	Hodgeman, G. P.	Onslow, M. G.	MacRae, D.	McGregor, P.	Jennison, P. C.	Osborn, D. G.	Blurton, D. C.	Culmer, J. F.	Flint, K. J.	
SENIOR ASSISTANT PURSER		Brett, R. M.	Burleigh, D. G.		Griffiths, J. B.	Dalton, T.	Arnold, R. G. E.	Pollard, T. M.		
ASSISTANT PURSER	Holtom, C. D. R.	Buckley, C. G. M.	Jones, I. R.	Hughes, J. R.	Nicholls, T. H.	Heap, M. S.	Newman, B. J.	Brown, L. S.	Hubbs, C. D.	
	Irvine, D. C.	Warmington, D. F.	Pike, W. L.	Smith, J. G.	Michelson, R. E.	Locke, P.	Sutcliffe, M.	Henchoz, I. D.	Smart, M. F.	
	Webb, P. E.		Symonds, J.	Winney, A. J.	Long, S. R.	Meyrick, J. J.	Mulder, B. K.	Batt, P.	Dixon, I. J.	
	Sutcliffe, J. P. D.									
	Reynolds, B. P.									
	Pearce, D. S.									
JUNIOR ASSISTANT PURSER	Staddon, M. P.	Harris, J. G.	Brittain, P. W.	Brown, A. R.	Bennett, P.	Rutter, R.	Brown, R. J.	White, P. D.	Tilley, A. E. W.	
		Phelan, R. B.	Ritchie, J.	Hawkesworth, M.	Kimber, C. P.	Hustwitt, J. J.	Bonham, J. S.	Smith, G. J.		
				Rosser, M. A.	Nicholls, R. K.	Keating, J. D.	Simmonds, J. A.			
					Hemsley, W. A. M.					
WOMAN S. ASST. PURSER								Salmon, S. J.		
WOMAN ASST. PURSER	Hewett, C. A.	Traies, S. M.	Holmes, M. E.	MacPhee, J.	Yates, C.					
	Baxter, M. J.	Smith, A. L.		Gray, D. R.	Timothy, E.					Walley, R. A.
					Williams, S. V.					
WOMAN JR. ASST. PURSER	Roser, G. V.	Oppenheim, D. S.	Evans, J. G.	Thoms, C. V.	Dixon, R. A.	Wilson, S. E.	Hall, P. A.	Whitmore, A. R.	Shepherd, J. P. M.	
	Lake, C. M.	Orchard, J. C.	Anderson, J. E.			Norris, K. S.	Cufey, G.	Hartley, J. G.		
	Hall, E. A.	Durling, D. J.				Lomas, G. M.	Caldecourt, J. C.			
	Clare, H.	Croft, J. M.				Twine, G. A.	Mitchell, P. M.			
ENTERTAINMENT OFFICER <i>First Class</i>	Stafford, D. M.	Archibald, P. M.								
		Craigavon, Vis-count			Ross, A.					
ENTERTAINMENT „ <i>Tourist Class</i>	Thiele, L. N.	Westwood, K. C.			Hall, H.	Rice, R. C.	Bower, W. H.	Sheen, C. E.	Akeroyd, W. L.	
HOSTESS <i>First Class</i>	Bessant, J. M.	Chesterman, R. M.	Riley, J.		Pullen, G. W.	Moore, T. G.	Jukes, I. J.			
					Crone, E.	Peachey, M. D.	Richardson, J. B.	Goater, J. M.	Dawson, V. E.	
HOSTESS <i>Tourist Class</i>	Dewey, P. A.	Holmes, V. C.	Leahy, E. M.		Young, P. S.	Gaunt, P. A.	Thomas, P.	Dillon, N. A.	Munro, J.	
CHILDREN'S HOSTESS <i>First Class</i>	Cornish, M. F.	Rapson, M. E.	Robertson, S. C.	Herring, J. V.	Thomas, C. A. M.	Thomas, D. M.	Reeve, L.	Tasker, C. T.	Bover, A. T.	
CHILDREN'S HOSTESS <i>Tourist Class</i>	Gothard, E. A.	Hill, M. E.	North, D. M.	Davies, C. M.	Nolan, M.	Elliot, V. J.	Edwards, A. M. C.	Payne, J. V.		
CHIEF STEWARD	Perch, M. F.	Dyter, W. A.	Ladlow, L. K.	Martin, J. F.	Wilkinson, T.	Aspin, K. W.	Goffin, H. N.	Smith, A. L.	Maley, T. G.	
CHIEF STEWARD <i>Tourist Class</i>	Bickford, H. L.	Ockleford, R. A.								
CHEF	Cox, J.	Pearce, M. W.	Ruddock, G. L.	Mincham, G. A.	Delahay, C. A.	Liggett, J. R.	Baker, W. C.	Shubert, H.	Rogers, G. H.	

FLEET LIST

(as at 1st September, 1964)

	Cathay 13,790 tons	Chitral 13,790 tons		Comorin 9,236 tons	Somali 9,080 tons	Soudan 9,080 tons	Surat 8,925 tons	Sunda 9,235 tons
CAPTAIN	Wood-Roe, W. H. C., R. D., R.N.R.	West, D.	CAPTAIN	Waghorn, W. H.	Wacher, J.F., R.N.R.	Fox, R. E. J., R.D., R.N.R.	Cutler, R. J. H.	Bullock-Webster, R.
CHIEF OFFICER	Blois, D. P.	Lowther, R. E.	CHIEF OFFICER	Clark, P. J.	Love, P. W.	Bonner, J. W.	Blackburn, J. K.	Goddard, C. H.
SECOND OFFICER	Dornom, D. A.	Dymoke-White, J.	SECOND OFFICER	Pearce, R. J. S.	Buck, A. D.	Banks, D. G.	Paston, J. W.	MacLean, K. S.
JUNIOR SECOND OFFICER	Ironside, A. D.	Miller, D. B.	SY. SECOND OFFICER		Parson, P. H. A.			
THIRD OFFICER	Blackstock, A. M.	Pegg, G. J.	THIRD OFFICER	Mitchell, P. R.	Wilkin, R. H. N.	Wood, R. T.	Tinsley, A. R.	Jackson, R. L.
FOURTH OFFICER	Feasey, F. H.	Adams, D. A.	FOURTH OFFICER	Austin, P. S.	Williams, W.	Broome, V. A.	Church, V. R.	Godderidge, C. T.
			RADIO OFFICER	Chapman, R. J. E.	Price, M. R. (Actg.)		Fowler, M. J.	Alton, G. C.
CADETS			JUNIOR RADIO OFFICER		Peacock, P. A.	Lindley, W. J.		
FIRST RADIO OFFICER	Baker, J. G.	Hall, R. S.	CHIEF STEWARD	Raffino, J. D.	Gordon, G.	Browne, K. C. V.	Thompson, J. R. S.	Brown, L. C.
SECOND RADIO OFFICER	Clayton, E. R. J.	Young, R. G.	CARPENTER	Gibbon, T. B.	Langan, M. B.	Cramp, B.	Jones, M.	Wyke, A. J.
THIRD RADIO OFFICER	Hargreaves, W.	Jameson, C.	CADETS					
SURGEON	Twomey, T. P.	Cahill, R. V.		Clark, P. S.	Craddock, D. A.	Wainman, T. R. M.	Noakes, J. J.	Tomkiss, D. J.
NURSING SISTER	Larkin, H.	Hubbard, B. K.		Lockyer, P.	Pilsworth, D. G.	Cooper, D. B.	Johnston, C. J. C.	Howe, O. J.
CARPENTER	Meeson, B. M.	Saunders, R.		Hall-Thompson, M. H.	Colthop, J. A.	Montgomery, D. P.	Cooper, P. J.	Beavington, M.
PLUMBER	Carwardine, E. A.	Spurrell, R. E.		Fox, C. M.	Rankin, C. J.	Holt, R. C.	Ogilvie, A. E.	Woodhead, J. W.
BOATSWAIN	Brockbank, J.	Pike, J. F.						
	Morris, A.	Bulley, A. V.						
	Martin, F.	Mackay, J.						
CHIEF ENGINEER OFFICER	Purdy, R.	Gardner, A. W.	CHIEF ENGINEER OFFICER	Stubbs, J. M.	Marriott, M. M.	Westgarth, J. P.	Clarke, A. D.	Criag, A. W.
SECOND ENGINEER OFFICER	Robinson, L. H.	Robertson, C.	SY. CHIEF ENGINEER OFFICER		Hill, B. V.			
JR. SECOND ENGINEER OFFICER	Lord, P. S.	Corbett, B. D.	SECOND ENGINEER OFFICER	Whately, I. G.	Goodwin, C. M.	Hudson, R. E.	Errington, K. B.	Ryan, P. J.
THIRD ENGINEER OFFICER	Hoare, D. R.	Darling, K. Fitzgerald, P.	THIRD ENGINEER OFFICER	Norledge, T. K.	Lang, J. D. F.	King, D. O.	Baird, N. A.	Blades, J.
JR. THIRD ENGINEER OFFICER	Bell, L. M. S.		JR. THIRD ENGINEER OFFICER	More, J.	Jenkins, K. M.	Rushton, A. M.	Hesketh, A.	Fleming, W.
FOURTH ENGINEER OFFICER	Waring, M. P.	Smith, J. A.	FOURTH ENGINEER OFFICER	Mercer, J. R.	Baxter, W. J.	Nash, J. W.	Louis, P. S.	Scaife, B. M.
ASSISTANT ENGINEER OFFICER			JR. FOURTH ENGINEER OFFICER			Ludick, J.		
FIRST ELECT. OFFICER	Downs, M. W.	Thomson, D. G.	ASSISTANT ENGINEER OFFICER	Sutcliffe, D. F.	Williams, S. J.	Wilson, D. J.	Young, R. D.	Gurnett, K. S.
SECOND ELECT. OFFICER	Redwood, T. Callan, G.	Kingsland, R. J. Snow, R. A.		Baker, A. E.	Stanger, C. G.	Mangan, M.	Taylor R. W.	McGlashan, A. S.
ASST. ELECT. OFFICER	Milne G.	Caughey, W. G.		Porritt, J. R.	Poole, B. R.	Storey, J. H.	Clark, T.	Dabell, J. R.
FIRST REFRIG. ENG. OFFICER	Hughes, H. R.	Masterman, M. L. (Actg.)		Rennie, L. M.	Perren, W. J. D.	Taylor, M.	Barber, L. A.	Campbell, D. E.
SECOND REFRIG. ENG. OFFICER			FIRST ELECTRICAL OFFICER	Lewis, D. J. (Actg.)	Pace, J.	Rose, D. B.	Pitman, I. G.	Dibsdall, M. C.
THIRD REFRIG. ENG. OFFICER			SECOND ELECTRICAL OFFICER	Roberts, D. F.	Fitchie, J.		McKee, W. J.	Morgon, J. K.
			REFRIG. ENGINEER OFFICER	Woods, M. E.	Williams, F. H.		Reynolds, J. M.	Herbert, S. T.
								Hand, W. A.
								Cox, J. C.
								Knights, L.
PURSER	Porter, R. M. W.	Buy, J. H.	P & O RADIO OFFICERS IN TRIDENT TANKERS:					
SR. ASSISTANT PURSER	Parker, J. R.	Harries, R. M.	<i>Basiris:</i> C. W. Jones; <i>Ellora:</i> J. F. Sloan; <i>Erne:</i> D. G. T. Kerslake; <i>Foyle:</i> P. A. Johnson; <i>Garonne:</i> N. S. Smethurst; <i>Lincoln:</i> T. A. Beck; <i>Maloja:</i> R. D. Lancaster; <i>Malwa:</i> M. J. Ridley; <i>Mantua:</i> D. I. Maclean; <i>Orama:</i> R. H. Smith; <i>Queda:</i> F. E. Anderson; <i>Quiloa:</i> J. P. Bedaton; <i>Talamba:</i> K. W. Tregellas.					
CHILDREN'S HOSTESS	Robertson, E. J.	Kay, M. A.						
CHIEF STEWARD	Rees, W. H.	Standing, R. W.						
CHEF	Roberts, A.	Rogers, D. J.						

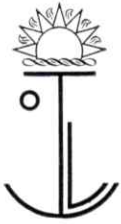


Third prize: 'Local landmark in Colombo' by A. Goodman, 3rd Engineer Officer.

Fourth Prize: 'Thank goodness we've got stabilisers' by L. E. Kimpton, Advertising Department.



K. Robinson, winner of the 200 yds receives the 'Orient' Cup.



PANDOR CLUB



ATHLETICS

LONDON SHIPPING ATHLETIC ASSOCIATION
SPORTS AT MOTSPUR PARK 18TH JUNE, 1964

Once again I am able to report a reasonably successful meeting with Pandor representatives winning six individual events. We also won the Ladies Lloyds List Team Trophy which considering our ladies' team only had four members is a really remarkable achievement. In the overall Kelso Cup, we were once again second to Maori.

We won the following events:—

- (1) Ladies 220 Yds.—Miss J. Leared, who was also 2nd in High Jump and 4th in Long Jump.
- (2) Ladies Discus.—Miss M. Bull, also 2nd in Long Jump and 3rd in High Jump.
- (3) P. Harmsworth won the Javelin.

Miss M. C. Bull winning her heat in the women's 100 yds. She finished in second place in the final.



- (4) K. Robinson won the 220 yards.
- (5) R. Nicholas won the 880 yds. (Novices), was 2nd in 220 yds. (Novices) and 3rd in Mile (Novices). Considering the wide range of distance, this was a creditable performance for a mere novice.
- (6) B. MacDonald, despite a recent illness, once again did well and besides winning the Long Jump, came 2nd in the High Jump, Hurdles and 100 yds. 3rd in Discus.

Other members of the team managed to score further points by coming in the first six of their various events.

We, unfortunately, met our match in the Tug-of-War but now have a better idea of what we can expect next year. The active interest and participation of several members of the Management in this event contributed a lot to the development of a real team spirit and if our training did nothing else, it made us all feel fitter.

B. MacDonald throwing the discus, came third in the final.





R. B. M. Nicholas receiving the 'New Zealand Cup' for the 880 yds novices from the President and his wife.

Subsequent to the above meeting several of our winning members have represented London Shipping at other matches, including the City Charities Athletic Meeting, where Misses J. Leared and M. Bull and Messrs. P. Harmsworth and B. MacDonald all managed to score valuable points for their team.

Miss M. Bull and Miss J. Leared were in the London Shipping A.A. team against Westminster Bank Ladies on the 8th July.

Miss Bull was 3rd in the 100 Yards, 3rd in the Long Jump with 15 ft. 3¼ ins., 3rd in the Discus with 63 ft 6½ ins. and was in the winning Relay team.

Miss Leared was 3rd in the 220 Yards, 3rd in the High Jump with 4 ft. 1 in. and 4th in the Discus with 58 ft. 5½ ins.

Westminster Bank Ladies won the match 42 points to 25 points.



PANDOR HORTICULTURAL SHOW

The 4th Annual Horticultural Show was held on the 20th July in the Lecture Room and Auditor's Room at Beaufort House. It was at the request of a number of members that a Summer Show be held early this year, but due to this being an 'in between' time in the gardens we did not get as many entries as we had hoped.

However, most of the exhibits were of exceptionally high standard, and the ladies certainly helped us with the domestic section by producing some delicious cakes and jams.

Whilst we did not reach the required number of entries to qualify for the prize offered by Messrs. McDougalls, they kindly sent us 15/-, and we decided to award 5/- to each of the winners using McDougalls Flour.

Cups were awarded to the following entrants gaining the highest aggregate marks:—

- | | |
|--------------------|--|
| Mr. E. Grogan: | Vegetable Section (Dobies seed voucher also awarded). |
| Mr. T. H. Selby: | } Flower Section (Additional Voucher awarded). |
| Mr. K. Veness: | |
| Mrs. T. H. Selby: | } Domestic Section (Additional Voucher awarded). |
| Mrs. W. E. Harris: | |
| Miss J. Marsden: | Floral Art (Parker's Bulb Voucher awarded). |
| Mr. E. Grogan: | Won the Amateur Gardening Bronze Medal for the overall marks and best entries of the show. |

The prize giving took place at 5.15 p.m. in the Auditor's Room and Mr. R. M. Thwaites kindly presented the cups and prizes.

A comprehensive list of the prize winners will be given in the Pandor Club News for August, 1964.

In closing I would like to take this opportunity of thanking the Committee Members and especially the Assistant Show Secretary, Miss M. Norman, for their help given during the past year. My appreciative thanks are also extended to all the Members of the Maintenance Staff who so willingly erected the trestle tables and prepared the rooms before and after the show.

K. VENESS,
Show Secretary.



PART-TIME ASSISTANCE

The extension of the Club's activities means that increasing demands are being made on the time of the Secretary of the Club and the Secretaries of the various Sections.

The suggestion has been made that there may be pensioners who, in order to keep in touch with the Company, may like to come up to the office from time to time and give a hand in such things as arranging matches, dealing with bulb and seed orders, helping with the organisation required for the Dramatic Society shows, etc.

If anybody would care to volunteer for work of this sort, the intention would be to pay their travelling and meal expenses.

Would those interested please get in touch with the Secretary of Pandor Club, Reg Dudman, Steamers Shops Department, Beaufort House.

CADET NEWS

RECORD BOOK

The departure of *Soudan* for the Far East on the 8th August marked the inauguration of the new system of Cadet training.

Soudan was the first ship to be entirely suitable for this system, as the Senior Cadet had recently completed his Mid Apprenticeship Release Course and was just commencing Phase III of his Cadetship, whilst the other three Cadets were still in Phase I.

In conjunction with the new training programme, the Company has prepared a new Record of Progress book which will eventually supersede the present book issued by the Merchant Navy Training Board. The new book is more ambitious in content than its predecessor and it is hoped that it will be of more practical value both to the Officers responsible for Cadet training and for the Cadets themselves. Very simply, it lists a series of duties and tasks which a Cadet is expected to tackle during Phases I and II of his training. These range from pure basic seamanship jobs to an understanding of the operation of all the main bridge equipment. When a Cadet has completed any particular task or duty, one of his ship's Officers will sign the Cadet's book to this effect. In this way, it is hoped that as Cadets move from ship to ship, Officers will be able to see at a glance what sort of progress the Cadet has made, and thus will be able to ensure that the Cadet's further training will be as varied and as comprehensive as possible.

For the time being the book is in the form of a sheaf of Gestetnered notes. We have purposely avoided the printing of a book as we hope that within the next year we will gain advice from Captains and Officers for the final draft.

Nevertheless, we feel that this is another step forward in our desire to ensure that this Company has the most up-to-date and efficient training scheme in the Country.

HEAD OFFICE APPOINTMENT

Commencing in August 1964, Mr. B. Miles, Second Officer, will take up an appointment in Head Office for one year's duration. His responsibility is twofold as he will be assisting the Cadet Training Officer and the Nautical Inspector.

Mr. Miles has relieved Mr. G. Whillance who has held the appointment for the last year.

NEW CADETS

We welcome the new Cadets who joined the Company in July and August of this year. D. A. Blencowe,

Southampton University; I. H. C. Branson, H.M.S. 'Worcester'; A. C. Chadwick, Southampton University; H. E. P. Durell, H.M.S. 'Conway'; R. C. Holt, Southampton University; R. A. James, Southampton University; N. H. Lampe Pangbourne, P. F. J. Liddiard, H.M.S. 'Conway'; K. G. V. Norris, H.M.S. 'Conway'; R. P. Ogden, Pangbourne; A. E. Ogilvie, Pangbourne; D. M. Patterson, Southampton University; R. G. J. Pountz, H.M.S. 'Conway'; J. M. Reed, Gordonstoun; N. A. F. Rowe, Southampton University; M. A. Skipper, H.M.S. 'Worcester'; D. K. Willis, H.M.S. 'Conway'; L. J. Woodard, Reardon Smith.

SECOND MATES CERTIFICATE

We congratulate the following Cadets who have recently obtained their Second Mate's Certificate and returned to the Company as Fourth Officers:—C. K. Griffiths, C. S. Woodward, O. D. H. Williamson, R. de B. Riches, W. J. Thompson, C. R. C. Bradbury, C. G. Chinery, P. G. Wells, N. R. Messinger, C. M. S. Anderson, J. F. Swann.

CRICKET TOUR

*Pangbourne Nautical College
Southampton University School of Navigation
H.M.S. 'Worcester'*

This year's Cricket Tour was the fifth and probably the most pleasant since we started in 1960. The weather is always a dominant factor in the enjoyment of cricket and this year the three days were hot and sunny to perfection.

We began the tour at Pangbourne and were well beaten by a good side before we had found our feet. We fielded well and dismissed the college for 140. However, with no practice, our batsmen found runs difficult to come by and we were eventually put out for 97.

At Southampton, after scoring 131, we dismissed our opponents for 56, Fourth Officer Farrar, a leg-spin bowler, being almost unplayable and taking 7 wickets for 19 runs.

At 'Worcester' we scored 151 in two hours and twenty-seven minutes. 'Worcester' batted very carefully for an hour and three-quarters but eventually found Farrar's spin too much for them and were all out for 102. Farrar took 7 for 55 in this match and finished the tour with 15 wickets for 64 runs.

The results of the five year's matches are:—

<i>Played</i>	<i>Won</i>	<i>Drawn</i>	<i>Lost</i>
15	6	5	4

RUGGER MATCH

As in previous years, a rugger match between H.M.S. 'Conway' and Pandor Mariners will be played some time in October.

Last year our team was defeated by a substantially large score; therefore, we are hoping that this year's selected team will be able to fare rather more convincingly.



Contrasts from Vickers

Vickers-Armstrong show off two of their most imposing products at Southampton. Against the graceful but impressive mass of the 'Oriana' is seen their Hovercraft VA-2, one of the two experimental models which Vickers are now running.

We Hear That



Orsova

When assistant steward Edward Crouch was landed in Aden on 9th May last suffering from a gastric haemorrhage, he was immediately admitted to the R.A.F. Hospital there, remaining under treatment for nearly a month. Our Welfare Superintendent, Captain Askin was kept advised of Crouch's progress and was thus able to pass on frequent reports to his mother and so reassure her that all possible was being done for her son.

On 20th May, the patient was operated upon again from which he continued to recover satisfactorily. On June 7th he was flown home to Lyneham and conveyed thence to the Seamen's Dreadnought Hospital at Greenwich. The Company was glad to be able to express its appreciation of this kind treatment to Air Marshal Sir Richard Nelson, director general of R.A.F. Medical Services on behalf of a young man who was not, it will be appreciated, connected in any way with that Service.



Mr. A. L. Punchard, winner of the Revell Kit Competition, and his wife are presented with a bunch of flowers by Commandore C. Edgecombe, R.D., R.N.R., on their arrival on board 'Oriana' on July 31st. They are seen here with their five-year-old-son, Grant, who accompanied them on their nine-day cruise. The competition, set by Revell (Great Britain) Ltd., makers of model construction kits, was to put into order of preference six characteristics of model kits and to describe one's favourite model in 25 words or less. Mr. Punchard and the 50 runners-up also received a special Revell 'Oriana' kit each.

City Office (Sea Staff Service), West End (Staff Manager's Office) and also from the Marine Departments of the Tilbury and K.G.V. Docks.

Dress Optional

We hear that recently a letter from the Passenger Department concluded as follows—

I have enclosed our Information Handbook together with a short list of clothing which, I hope, will be of assistance. I would, however, point out that dress on board is entirely optional, and must therefore be a matter of personal preference.

Fortunately it was intercepted and a startled passenger did not receive it.

Run Away To Sea

Captain Dunkley of the *Canberra* has received a letter from Graham Peters of West Brunswick, Victoria, Australia. This correspondent confesses to being deaf and dumb and of living in a family of ten, all of whom are in a similar condition. His great desire, he confesses, is to run away to sea but he realises that that would be difficult in his present state. An added difficulty is his family's religious sect, known as the Exclusive Brethren, and Graham Peters seems well prepared to leave them as soon as he can earn his own living. Whether or not he is likely to be successful we do not know, but good luck to him!

House Overboard

A £3000 house being towed by tug *Tekopuru* from Auckland, New Zealand, to Great Barrier Island, 56 miles away, slipped off its barge during rough weather on August 11th, reports *Lloyds List*. Turning upside down in the water, it managed to remain afloat. Finally *Tekopuru* got a line on board and towed it to nearby Waiheke Island where it was secured to a wharf.

The barge from which the house slipped suffered a leak while a lorry which was also on board fell off at the same time and is now resting under 20 ft. of water. The tug itself was undamaged.

P & O-Orient Neckties

Just a reminder for Christmas that these are available in silk at 16s. 0d. and in Terylene at 11s. 0d. from the

'Nyanza' Renamed 'Balranald' And Transferred to P & O

The 8,513-tons gross British India cargo ship *Nyanza* will be transferred to the Peninsular and Oriental Steam Navigation Company on her return to London on November 1st. She will be renamed *Balranald*, and repainted to conform to the P & O fleet colours.

On her next sailing from London on November 26th, *Balranald* will operate over the Australian route in harness with other P & O 'B' class ships—*Ballarat*, *Baradine* and *Bendigo*.

Balranald was built by Scotts' Shipbuilding and Engineering Co. Ltd., Greenock, and was delivered in November, 1956. Her service speed is 17 knots and she has general cargo space, including edible oil tanks, of 525,540 cu. ft., and insulated cargo space of 27,650 cu. ft.

BINDING INTO VOLUMES

Volume VI

We have available a number of covers for this volume, together with an index. If readers should require to have their copies for pages 1 to 288 bound we would advise them to do so locally and to obtain from us the covers at a cost of 10/-, postage paid. Please do not send us your copies; it is more satisfactory to buy covers and have the binding done in your own district.

To the Continent—The Big Shipway

British holidaymakers heading for or returning from the Continent can now travel in some of the world's latest and largest passenger liners.

P & O-Orient Lines vessels on the Australian run will now make calls at Flushing and Le Havre. Ships outward bound on the Far Eastern service will call at Rotterdam en-route from London to Southampton, and at Le Havre homeward bound.

A special £25 inclusive four-day tour to Rotterdam has been organised, based on the sailings of the First Class only 14,000 ton sister ships *Cathay* and *Chitral*. Sailing from London two months out of every three, these ships will spend about 36 hours in Rotterdam before returning to Southampton. The fare includes coach travel from central London to the docks, from Southampton back to London, and a full day excursion in Rotterdam. Passengers use the ship as a floating hotel during their stay in Holland.

Cathay and *Chitral* will also carry one-way passengers. The fare from London to Rotterdam or from Rotterdam to Southampton is £12.

Fares to or from Flushing—the service starts on January 11th next year with the sailing from London of the 28,000 ton *Orcades*—are £12 First Class and £8 Tourist and One Class Tourist.

Fares to or from Le Havre—which will be served by 28,000, 30,000 and 42,000 ton liners—are £9 First Class and £5 Tourist Class.

Prize for a Queen

As part of her prize for winning the Nuneaton Carnival Queen competition Miss Barbara Jones received a free cruise on the *Chusan*, sailing 3rd July. She so enjoyed her trip, which she describes as having been 'out of this world', that she is now saving hard to be able to treat herself to another cruise next year.

Entertainment Officers

From September 4th, the 'Liaison Officers' in P & O-Orient Lines' passenger ships will be known as 'Entertainment Officers.'

'The title has been changed because the old name did not really describe the duties of these officers,' said a Company spokesman. 'They are responsible for the organisation of entertainments on board, a job requiring special skills. We are providing new types of entertainment in our cruising ships—from golf instruction to jazz bands. However, we are anxious to maintain our reputation for catering to all tastes, never forgetting, incidentally, those who like rest and quiet.'

The first ship to sail with an Entertainment Officer will be the 28,000 *Oronsay*, leaving London on September 4th.

Dramatic Society

The Christmas production of the Pandor Dramatic Society will be held, once again, at King George's Hall, London, W.C.1, which is just off Tottenham Court Road. The theatre has been booked for Tuesday and Wednesday, 1st and 2nd December, 1964, with a Dress Rehearsal on 30th November, 1964.

The play the Committee have selected is 'Jane Steps Out' by Kenneth Horne, and it is a comedy. Our producer will, we hope, be Chris Grainger who so successfully produced 'Night Must Fall' for us last Christmas.

Auditions will be held in the Correspondence Department, Beaufort House on Tuesday, 22nd September, 1964 commencing at 6 p.m. It is hoped that as many members as possible will come along and bring with them any newcomers who are interested in joining us. If you wish to become a member—either to act or just to help backstage—please contact Miss A. V. Dunnett, Correspondence Department, City Office who will be only too pleased to give you the necessary details.

COMPETITION

The Bard and Beaufort House

In this, the 400th anniversary of William Shakespeare's birth (and the 127th of the P & O Company), it is perhaps fitting that we should be persuaded to turn the pages of his works again, some of us, no doubt, having shamefully (or shamelessly) failed to do so since our schooldays.

You will be surprised to find even though he preceded us by a quarter of a millennium how much he knew about us.

Deck Officer's opinion of Ship's Engineers
'A crew of patches, rude mechanicals'

Midsummer Night's Dream

Engineer's opinion of Deck Department

'Where none will sweat but for promotion'

As you Like It

Baggage Department

'Thy banished trunk be found in our dominions'

King Lear

Letter of Complaint from a passenger

'Here are a few of the unpleasantest words that ever blotted paper'

Merchant of Venice

Board Meeting

'Speak to the business, master secretary,
Why are we met in council?'

Henry VIII

Canberra and Oriana

'We can afford no more at such a price'

Loves Labour Lost

There are obviously many more and we invite you to send in quotations from Shakespeare applicable to people, places, ships, etc., of P & O-Orient Lines.

In order that all members of the Company throughout the world will have time after receiving their copy of About Ourselves to do a little research, the closing date for entries will be December 31st.

Please send your quotations to

L. E. Kimpton,
Advertising Department,
London.

A panel of judges will be appointed and prizes to the value of £5 will be awarded for the best collections of three or more quotations, which will be published in a future edition.



Captain J. L. Dunkley, O.B.E., R.D., R.N.R.

APPOINTMENTS

NEW COMMODORE FOR P & O ORIENT FLEET

Captain James L. Dunkley, O.B.E., R.D., R.N.R., at present in command of P & O-Orient Lines' *Canberra*, has been appointed Commodore of the Company's fleet, following the retirement of Commodore Leonard H. Howard, R.D., whose last ship was the 29,000 ton *Arcadia*.

Born in 1908, Commodore Dunkley was educated at the Lawrence Sherrif School, Rugby and, in 1923, entered the Thames Nautical Training College, H.M.S. *Worcester*. On leaving *Worcester* in 1925, he received training as a Midshipman R.N.R., before joining P & O later the same year as a Cadet. During the following three years, he served in *Karmala*, *Mongolia*, *Ranchi*, and *Ranpura* until, in 1928 he was appointed Fourth Officer in *Kashgar*.

At the outbreak of World War II, Commodore Dunkley was Second Officer of *Rajputana*. He remained with her as Lieutenant R.N.R. on her conversion to an armed merchant cruiser and was on board when, on April 13th 1941, she was torpedoed about 150 miles south of Iceland. Commodore Dunkley was one of the last to leave the sinking vessel, having got all his boats away first. He spent some time in the water before being picked up.

Commodore Dunkley served in the R.N.R. throughout the rest of the war, and, 'For zeal and whole-hearted devotion to duty' was awarded the O.B.E.

In January, 1946, he re-joined the P & O. As a Chief Officer, he stood by *Arcadia* during her construction at John Brown's Clydebank yard, and later he was appointed Staff Captain of the same ship.

Commodore Dunkley received his first command in 1955—the 8,925 ton cargo ship *Surat*. Since then he has commanded *Aden*, *Arcadia*, *Strathmore*, *Chusan*, *Stratheden*, *Bendigo*, *Cathay*, *Chitral*, and *Iberia*. He was appointed to *Canberra* in August, 1963 and has been in command since that time. (On December 7th, 1961, he was appointed an A.D.C. to H.M. The Queen.)

He is married, has one daughter, and lives at Clacton-on-Sea, Essex.

Personal News

P & O APPOINT NEW DIRECTOR

The Peninsular & Oriental Steam Navigation Company announce that Mr. D. L. J. Mortelman, O.B.E., Chairman of the General Steam Navigation Company, Ltd., has been appointed a Director of the Company.

Born in 1909, Mr. Mortelman was educated at Alleyns School, Dulwich. He joined General Steam in 1928, and during his early years with the Company he was in the German, Dutch and Belgian trades. More recently, he was instrumental in the formation of the Roll-on Roll-off Ferry Services to the Continent. In 1951 he was elected a Director of the General Steam Navigation Company, Ltd., and became Chairman earlier this year following the death of Mr. R. G. Grout.

During the war Mr. Mortelman served with the Port Operating Group, Royal Engineers, rising to the rank of Lieutenant-Colonel, and was awarded the O.B.E. (military).

Mr. Mortelman is married, with two children.



CARGO SUPERINTENDENT

MR. C. G. R. (GEORGE) FLEMING aged 59, for the past 10 years Deputy Cargo Superintendent, has been promoted to Cargo Superintendent. He will continue to operate from the Company's head office at Beaufort House, Gravel Lane, London, E.1.



MARRIAGES

We congratulate Fourth Officer J. W. WELCH on his wedding to Miss CORINNA MENDELSSOHN at Oxford, on 30th May, 1964.

Their guests included A. Dean, 4th Officer, *Arcadia*; C. Greenland, 3rd Officer, Shell Tankers; the Groom and Bride; J. E. H. Payne, best man from *Ballarat*; and T. TOONE, Cadet from *Ballarat*.

We congratulate DAVID WOOLDRIDGE on his marriage to Miss SANDRA CROCOMBE on 16th August. Both had worked in the Pay Dept.

Our congratulations to Radio Officer P. A. JOHNSON on his marriage to Miss SUSAN BARBARA LAMB on 17th June last at St. Paul's Church, Lancaster.

Miss M. C. BULL, of Staff Dept. tells us that she was married to Mr. FRANK BUTT, of Cruising Dept. on September 26th.



BIRTHS

On 7th July, 1964, to D. G. BLACK and his wife JANET, at Campbeltown, a son Duncan Blair Cameron. The father is Chief Officer of *Coromandel*.

On 27th May, 1964 to Mr. PETER G. HARRISON and his wife on the birth of a son, Paul Andrew.

On 6th August, 1964, to K. A. MOORE and his wife, a son, Nicholas David.

On 28th July, 1964 to CHARLES DAVIS, former Purser, and his wife GEORGINA, a daughter, Catriona Jane Lithgow.

On 2nd July to Second Radio Officer W. KEELING and his wife, on the birth of a son, Conor Patrick.

On 13th September, to BRIAN E. REDRUP and his wife, a daughter, Joy Rosemary. The father is a member of the Correspondence Department.

On 1st July, 1964 to D. UMFREVILLE, Cash Department, and his wife IRIS, a son, Martin Peter.



ENGAGEMENT

We congratulate Miss ROSEMARY WOOLDRIDGE of the Co-ordination Department, on her engagement to Mr. JOHN LUNN of Hornchurch.



RETIREMENTS

We wish many years of Happy Retirement to:—

CARGO SUPERINTENDENT
RETIRE AFTER 48 YEARS SERVICE

After 48 years in the Royal Dock Offices of the P & O S.N. Co.—the last ten as Cargo Superintendent at King George V Dock—65 year old ARCHIBALD JOHN TURNER retired on Friday, August 21st.

Mr. Turner joined P & O in 1916 straight from school. His service with the Company was interrupted only by World War II during which he was seconded to the Ministry of War Transport.

Mr. Turner is married, has a married son and daughter and lives at South Woodford, Essex. His retirement plans include a three month trip to Canada next year.

D. M. SEARLE, Inspecting Electrician, 19.12.25 to 6.9.64.

A. J. TURNER, Freight Superintendent, King George V. Dock, 1916 to 31.8.64.

Captain L. J. COOK, 16.6.34 to 8.8.64.

Captain L. H. HOWARD, Commodore,

Captain J. P. McArthur, 21.4.27 to 11.9.64.

Captain G. RANDALL,

Chief Engineer J. S. SHIVAS, 13.9.28 to 1.8.64.

W. J. JUDGE, Baker, 27.4.43 to 9.7.64.

W. C. THURSTON, Second Chef, 29.1.38 to 10.12.63.

A. B. CHAMBERLAIN, Second Chef retired on pension 10.8.64.



AWARDS

L. A. BELGER obtained a Pass in the City of London Shipping Diploma. He is in the Export Freight Department.

K. B. ROBINSON has successfully passed all examinations for the 2nd Year Diploma in the same college.

In the final examination of the Chartered Institute of Secretaries held last June, Mr. R. SCHOFIELD (Secretary's Office) and Mr. D. J. L. METANTE (Pensions Department) were both successful candidates.

R.N.R.

Captain L. C. Kingswood has been promoted to the rank of Captain R.N.R. and Captain F. B. Woolley has been promoted to the rank of Commander R.N.R. with effect from the 30th June, 1964.

OBITUARY

We deeply regret to record the deaths of:—

Capt. M. J. Sarson, 1909-1939

Capt. SARSON who died on 8th June was believed to be the oldest surviving Orient Line Captain, having been born in November, 1878. He was appointed Captain as long ago as April 1927 and had commanded in his time all the "12,000 tonners" of the fleet.

Capt. A. C. G. Hawker, C.B.E., 1925-1961

He had joined the Orient Company in April, 1925 and was Staff Commander of *Orford* when she was sunk in May 1940. He became Captain of *Otranto* later that year. He became Commodore of the Orient Fleet 1st June 1956. Captain Hawker retired in 1956 from the sea staff through ill health, and from the shore staff on 1st January, 1961.

B. W. TURNER joined the P & O in November, 1912 and when the first world war came joined the R.E. In 1925 he went to the docks to assist the Superintendent and in 1934 to head office to help Mr. Acton; he became head of the department in 1939. Born 16th September, 1890, B. W. Turner retired on pension on 31st December, 1954 and died on 4th August, 1964. He had served at sea from Fourth Officer to Chief Officer.

R. E. A. PILLINGER who had retired in July, 1955 was head of the Pursers' Cash Department in the City. He was born in 1890 and joined the P & O in June, 1907. From 1909 to 1920 he was in the Cash Department and after that year went to the Pursers' Cash. His wife died a few years ago and there were no children. It was pleasing to record that 'Reggie' was well enough to enjoy his 74th birthday on July 20th.

F. BOYD, ex B.C.S. died on 3rd July, 1964. He joined the Company on 4th December, 1920 and retired on pension on 2nd January, 1959. He was born on 15th December, 1893.

W. H. WARR, ex Chief Steward, died in June, 1964, whilst in service. He had been with us since 1927.

GEORGE WILTON died on 19th July, 1964. He had been in the Cash and Baggage Section at Tilbury Dock Office, having joined the Company in December, 1914 and retired on 30th September, 1960. He was born on 16th June, 1898.

D. SCANLON, Messenger in the Marine Department, Tilbury Dock, died on the 31st August after a road accident which occurred on the 21st August.

He joined the Company in 1924 as a Winchman until 1949 when he joined the shore staff at Tilbury Dock. He was born on the 7th November, 1902.

Capt. Hugh Morton Jack

Captain HUGH MORTON JACK has recently died we hear. He joined P & O on 16th June, 1902, and his last command was *Canton*. He retired on 20th October, 1940.

J. J. ROBINSON died suddenly last July of a heart attack. He was Dairyman of *Oronsay*.



The Chairman speaks with Lord Simon on the left and Captain F. Ahier, D. S. Blyth and C. W. Fitzgerald on the right.

Staff Reunion on board Iberia

Friday 5th June, 1964

H. Osborn, R. Mutter, A. G. Andrews



Captain J. M. Legg, Purser L. S. Warren, Captain F. Ahier and Captain C. S. Parker.





C. S. Morris, W. A. Williams, Captain D. Hockly and F. L. Colquhoun.



R. Latta, H. F. Parlett, A. Fairweather, C. Q. Chappell and A. E. Bell.



Captain W. T. C. Lethbridge, F. C. Hillard, J. Vogt and A. G. Earney.

Mrs. Orme, H. E. Webber and J. H. Gough Wilson.



The Chairman with Captain Trenfield.





A. F. Cathcart, C. Robson, W. Proudfoot, C. W. Mills, F. Coll and H. J. Sluggett.



The Chairman greets S. E. Hicks as W. F. Law Johnson enters the room.



W. Girling, T. Tucker, G. Prichard, W. Proudfoot and T. H. Butler.



Captain R. E. Cowell, Chief Officer F. M. O'Connell, J. W. B. Towler and L. S. Bruce with W. Nice at rear.



Sir Austin Anderson and A. W. Gent.

AND THE CAPTAIN DROPS A MONOCLE

BY RAY WIELAND, an American newspaper writer.

On June 9th, *Canberra* docked at Southampton after completing a round the world voyage—out via Suez and home via Panama—in 65 days. During the voyage, she carried 6,632 passengers and steamed 24,000 miles at an average speed of 25 knots.

Canberra visited three new ports of call on the voyage—Acapulco, Nassau and Port Everglades. At each one, San Francisco Public Relations Department organised a small function of local dignitaries, including travel agents and press.

It was at Nassau that Ray Wieland—one of a party of eight American pressmen invited to make the overnight trip to Port Everglades—had his 'little embarrassing moment'. The article he wrote for the Fort Lauderdale News is reproduced here with the kind permission of the author, the newspaper; and most important Commodore Dunkley!

* * * *

The veddy, veddy proper English captain of the luxury cruise ship *Canberra* dropped his monocle when I walked into his shipboard cocktail party dressed in the following:—blue and white striped seersucker walking shorts, white knit shirt, open at the neck.

White tennis sneakers.

Such things just are not done, you know, old chap.

All others present were in tuxedos, white jackets or uniforms and the ladies were in their finest finery.

But in typical British courteous silence, the captain retrieved his monocle, seated it in his left eye socket with an effort and the conversation picked up again.

The captain said nothing until yesterday morning, when I was at breakfast at dockside in Port Everglades with him and Port Chairman Larry Corcoran, Ft. Lauderdale's vice Mayor F. Peter Clements, and Port Commissioner Fred Stevens.

Then, smiling broadly, he noted, 'Mr. Wieland, it was not until after the cocktail party that I learned of the unfortunate reason for your appearing in such attire.'

And this is the reason.

Saturday afternoon, travelling light with one suit of clothing and enough shirts, walking shorts and swim clothes for a weekend, News Photographer Ralph Weinlaub and I flew to Nassau.

We were guests at the P & O shipping line, which owns the 46,000-ton 820 foot long £40 million *Canberra*.

Sunday afternoon when the ship's crew was transferring the baggage from the lighter to the ship at Nassau, one of them dropped my suit—trousers, coat, belt, necktie and pocket contents—50 feet into the Atlantic ocean.

I was not in it, having gone aboard in the aforesaid walking shorts.

A diver immediately retrieved the clothing, embarrassed ship's officers sent it to the ship's laundry which promised and did have it back by 7 a.m. Monday in good condition.

After my appearance at the captain's cocktail party at which my costume had been approved by Warren Titus, President of P & O-Orient Lines Inc. the U.S. Agents of the Company—but Titus forgot to tell the captain—the ship's chief purser discreetly offered me his best English worsted suit, which I then wore to dinner.

'Never in 40 years at sea has there been such an unfortunate occurrence on one of my ships,' said Capt. James Dunkley.

I didn't have the courage to ask whether the 'unfortunate' referred to my clothes falling in the drink or the way I was dressed for the cocktail party.

GROUP NAVAL ARCHITECTS DEPARTMENT

A Group Naval Architects' Department has been formed which has operated as from 4th August, having been constituted in the first instance from the existing professional resources of Group Companies, which may be added to, if necessary, as time goes on.

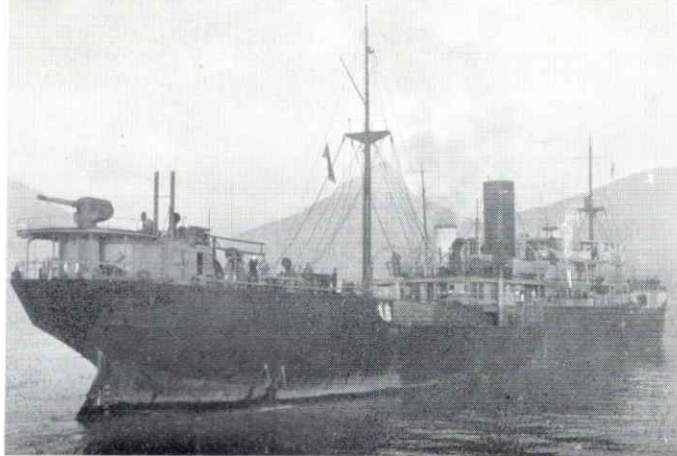
The objects of this move were, first, to ensure that Group Managements can take the fullest advantage of the specialised professional qualifications of the Naval Architects serving the Group; secondly, to achieve the best possible exchanges of ideas and spread of ideas throughout the Group on new developments; and thirdly, to enable the Group more actively to embark on research and development work in its general interests. All these objects it is believed can be far better realised by a common centralised Department than is possible by individual Departments in individual Companies, as at

present, however closely these Departments confer with one another.

The Department is available to serve any of the Group Companies who wish to make use of its services. It is available to Managements for work normally carried out by Company Naval Architects Departments, such as planning work and obtaining estimates from ship repairers for alterations contemplated to existing ships, following through structural problems on new ships after they come into service, etc. In other words, the Department is there to serve Managements in whatever way they require. For internal costing purposes, fees will be charged on an appropriate scale for services rendered.

Mr. R. A. Beattie will be Chief Naval Architect in charge of the Department.

Letters to the Editor



The 'Nagpore' at Capetown in 1940.

Station Ships

Dear Sir,

In 'About Ourselves' Winter 1964, J. H. Gough Wilson's 'Blood, Vessels and Pores' (wonderful title to those who knew the ships) rouses many a memory.

As a junior officer I did three spells on 'Station', that is the Bombay, Malacca Straits, China and Japan run with home port Bombay and if I had my days again I think I'd make the same choice. In fact I was silly enough to apply for 'Station.' I remember Gough Wilson and his good ship *Mirzapore* which needless to say went by an unprintable name in the Station Fleet.

He does not recall how the *Himalaya* of those days as the fastest ship of the Bombay Mail Service proudly displayed a golden cock of lacquered brass at the fore truck and how we in our 10½ knot *Alipore* had our Chinese Carpenter make a very graceful greyhound which we painted and fixed on the signal standard above the Compass Platform (it would never have survived at the fore truck because of the vibration of the mast).

In Singapore we met another of the Station Fleet, *Nagpore*, and, as often happens, visits between officers were exchanged. Next morning being on deck early to prepare for sea I noticed that the greyhound was not with us. Its loss caused much dismay but as we were on the point of sailing there was nought that we could do in the matter. In Kobe we again met *Nagpore* which had turned round in Singapore and come straight up to Japan and saw to our horror over her Compass Platform OUR greyhound painted hideously like unto a spotted dog. Knowing that we would meet again in Yokohama where we would berth at the same wharf we decided to laugh the matter off and cede them the honours *for the time being*.

Then in Yokohama we got busy. At 2.30 a.m. we slunk across and two Engineers got a sampan and created a diversion under the stern of *Nagpore* and so got the Secunny (Indian Quartermaster) to leave his post and three of us slipped up to the Compass Platform undetected only to find that the greyhound was not bolted but secured by brass rivets and when we tried to free it we discovered it was covered with some glutinous paint based solution which became smeared all over us and our clothes, the latter of course were ruined and it took a long time to free

our persons completely from the noxious stains of which I am sure much of the ingredients was red and yellow ochre. Needless to say we did not visit *Nagpore* again on that voyage.

There was the time when the ships would congregate in Bombay at the commencement of the cotton season and the 'Mail Ship' (in those days of the Bombay Mail Service) would frequently hoist the 'Gin Pennant' and any officer who could be spared would hie himself over there for a refresher or two. How the cost of our drinks was mysteriously transferred to our own ships wine accounts is a question that perhaps Mr. Gough Wilson is one of the few who can answer. Many happy meetings were held, then must an inquisitive Signalman of the Royal Indian Marine (forerunner of the Royal Indian Navy) draw his officer's attention to the signal (not shown in any code) and so the Port Officer one morning sent a Sub-Lieutenant to investigate, the investigation lasted till after lunch! and so it befell that the officers of the Indian Service, many of them 'Old Worcester's' attended our gatherings and the compliment was often returned aboard their ships—and in what magnificence they lived in those days. However those happy meetings ceased when the Indian Mail ships no longer turned round in Bombay and we, the exiles in the Station Ships, reverted to feeding on Bullocks Hump and mud fish.

Assuming that I am granted space in 'About Ourselves' I must not take up too much of it to say that I very much enjoyed O. L. Bugge's yarn of the old days in the West End Office. I knew Bugge well in Singapore and he was one of several whom I was glad to see again when I re-visited Cockspur Street during my recent Long Service Leave. I too remember those identities such as 'Saver-nake' Baldwin and Jimmy Dewar but he fails to mention the ever cheerful Harry Ford and his brother Harold. He mentions the Clock but what of the 'Two Chairmen' not so far behind it, still the same after 25 years absence therefrom in Australia, and what of Ken Smart and the days when anyone wanting a Saturday afternoon's real sport could go and watch Smart watching a soccer team known as Chelsea!

F. R. W. PAGE.
P & O—Orient Lines of
Australia Pty, Ltd.
Sydney.

Twin Screw Ships

Dear Sir,

I was very pleased to get the No. 14 Spring, 1964 number of the Staff Journal—a most interesting number! especially the pictures of Neptune on No. 122 and the crane accident I referred to in my last letter (p. 310/1 in this issue). Though the reference to this accident which I heard on the Radio, did not actually mention No. 122—I guessed it referred to that when Leadenhall Street was mentioned. I was surprised to read in Mr. Randall's letter (P. 306/7) that I had referred to the *Mongolia* of 1903 as the first twin screw ship in the Company. Or course it should read 'The First Twin Screw Mail Ship'. There were many twin screw ships in the Company before her, but all the mail steamers were built single screw, especially under Capt. Parfitt's recommendation to ensure that no mail ship should get held up in the Suez Canal. Even when he yielded to pressure, due, I believe, to the fact that the Orient Line were building twin screw liners and had no trouble in the Canal, he apparently insisted in overlapping propeller with aperture forward of the rudder—also provided for fear of mooring wires getting foul of the propellers. *Moldavia* and *Mongolia* were fitted with these overlapping propellers (one, I believe, about 18-in. forward of the other)—but *Marmora* and *Macedonia*, built by Harland and Wolf, Belfast, were built with two normal propellers and no aperture—and they had no trouble, so far as I know, in the Canal. All later ships were fitted like *Marmora* and the Company did not revert to single screws again till after the 1914/18 war.

The first twin screw ship the Company had built for them was the *Candia* of 1896 (and the first purely cargo vessel) by Laird of Greenock—to try the two propellers out in the Canal. She was followed by the sister ship *Socotra*, built by Palmers Shipbuilding and Iron Company at Jarrow. They both had overlapping propellers and though the Company still continued to build single propeller mail ships ('China' class) they built all their later ships after this with two propellers—except the one turret ship *Banca* that was built by Doxford in 1900. I do think Mr. Randall's letter was most interesting—also the photo which was my period (I joined 1.2.1910) and I remember the names very well and was glad to see the photo of them. How differently grouped to what Captain and Officers were in later years. Note the one of the *Medina's* Captain and Officers in 1912, only three years later, taken in Sydney on her maiden voyage for the Company after acting as Royal Yacht for King George V and Queen Mary for the Delhi Durbar. She was built by Laird, Greenock, 1911 and was, at once, taken up as the Royal Yacht. I believe the actual reason Capt. Parfitt, the Marine Superintendent at the time, who was very economical in the Company's interest, was prevailed upon to build twin screw mail ships was that the Admiralty wanted to charter one of the 'China' class for the voyage to Australia on the occasion of the then Duke and Duchess of Cornwall and York (later King George V and Queen Mary) when they went there to open the first Federal Parliament. On finding out that they only had one propeller, they went to the Orient Line for a ship and chose the *Ophi*.

Incidentally, when I was serving my first voyage in the Company in the *Marmora* (she left Tilbury 11.2.1910 and reached Tilbury May, 1910 on her return) she carried out the first consignment of new Australian coinage for the Australian Commonwealth. We were in Sydney for a fortnight and I actually obtained some change in that new silver coinage over the counter before we left.

R. HARRIS



Darts

6th August, 1964.

When *Canberra* did her last Pacific cruise, her Darts team went ashore to play a team from the 'Edinburgh Castle' Public House, which is very popular with some P & O ships.

Should any P & O ship visiting San Francisco not know of the fine crowd of lads at the 'Edinburgh Castle', perhaps if this write-up were printed in 'About Ourselves', more of our fleet could partake of a very enjoyable evening.

Any of our shipping visiting San Francisco in the foreseeable future wish to challenge the R.A.F.A., whose headquarters are at the 'Edinburgh Castle,' should drop a line to: Bill Houghton, c/o 'Edinburgh Castle', 950 Geary Street, San Francisco, and I can assure them they will be made very welcome, in fact just like home!

In addition, if there are any Scotsmen wishing to meet any of their fellow countrymen, that is the place to visit.

E. A. GREENHAM,
Welfare Leading Hand, Canberra.

Visitors from Overseas

We have been glad to welcome in our midst Mr. M. Kerr from Sydney who has been here for a tour and discussions in conjunction with the New Business Division regarding the new bulk carrier tonnage.

We had with us for a few months Mr. P. W. Hole from Australia who left us to return home at the end of July and we all wish him well in his forthcoming new appointment as Manager at Newcastle, New South Wales.

Mr. G. C. Galbraith from Passage Department, Melbourne, has been here since the end of May on the exchange of staff scheme and will be returning home at the end of August in *Oriana* via Panama. His colleague—also from Passage Department—Mr. R. E. Gardiner, arrived at the end of July and will be with us until the end of October when he returns home in *Orcades*.

FROM THE DEPARTMENTS

OFFICERS' DEPARTMENT

We congratulate the following officers on their success in the recent Ministry of Transport examinations:

Masters: 2nd Officers J. H. BOOTH, P. C. J. BROOME, P. R. D. CUTMORE, J. W. FISHER. 3rd Officers G. J. PEGG, T. SUTTON, A. M. BLACKSTOCK.

Mates: 4th Officer J. W. WELCH.

Fourth Officers ex P & O Cadets: O. D. H. WILLIAMSON, R. de B. RICHES, W. J. THOMPSON, C. G. CHINERY, P. G. WELLS, N. R. MESSINGER, C. R. C. BRADBURY, C. M. S. ANDERSON, J. F. SWANN.

ENGINEER—OFFICERS

Engineer Officers who have gained Certificates of Competency since the last issue of 'About Ourselves'.

R. STEWART	2nd Engr.	1st Class Motor Endorsement
B. L. NORMAN	2nd Engr.	1st Class Steam Endorsement
P. J. RYAN	2nd Engr.	1st Class Steam Endorsement
T. MCG. WILKIE	3rd Engr.	2nd Class Steam
J. A. BARRETT	3rd Engr.	2nd Class Steam
M. C. DAUBNEY	3rd Engr.	2nd Class Steam
M. C. SMALLEY	3rd Engr.	1st Class Steam
K. TAYLOR	2nd Engr.	1st Class Steam Endorsement

Our congratulations on their success.

STAFF DEPARTMENT

For just over a year Andrea Barker of Staff Department has been a member of the Royal Amateur Orchestral Society as a first violinist. She tells us that this entails rehearsals on one evening a week under the direction of Mr. A. Davison, Deputy Leader of the London Philharmonic Orchestra and highspots recently have been a private performance at St. James's Palace and at the Mansion House. The Society was founded in 1872 by Queen Victoria's second son, the Duke of Edinburgh, and is the oldest of its kind in the Country.

If there is anybody in the Company interested in trying to join—particularly cellists—Miss Barker would be very pleased to put them in touch with the auditioning body.

CORRESPONDENCE DEPARTMENT

Resident Clerk

Mr. B. MACDONALD will be taking over the duties of Resident Clerk on the 16th November, 1964, replacing Mr. D. R. Trudgett. Mr. MacDonald is a member of the Correspondence Department and joined the Company in August, 1961.

GOLF

The Autumn Meeting of the London Shipowners' Golfing Society was held at Purley Downs Golf Club on Friday, 25th September, 73 members taking part.

The main event was as usual the Harmer Cup Semi-Finals and Final. In the morning the New Zealand S. Co. Ltd. defeated Royal Mail Lines by four holes over the two matches, and Port Line Ltd. beat the holders, British & Commonwealth S. Co. Ltd. by two holes. In the Final in the afternoon the Port Line, represented by R. H. Senior and M. S. Lake, scored a narrow one hole victory over New Zealand S. Co. Ltd., F. E. Harmer and R. A. Beattie, and in the second match the New Zealand pair, J. M. Hodson and J. M. Pakes won by three holes over Port Line, J. D. Cunningham and D. H. Williams, thus giving the New Zealand S. Co. Ltd. a nett win of two holes. This was the closest series of matches in the competition for many years.

The rest of the meeting was devoted to a Singles Bogey Competition for the Glen Cup in the morning in which R. A. Peters, P & O-Orient scored a resounding victory, being six up on bogey. Three other players, H. C. Fleet, P & O-Orient, D. J. Wortley, Blue Star, and G. D. Everitt, Furness Withy, were runners up with three up on bogey being placed in that order on their results over the last nine holes.

The Royal Mail Cup Foursomes Stableford Competition in the afternoon was also won by P & O-Orient by J. K. McGrath and A. R. Kemsley with 36 points (20 over the last nine holes). W. Anderson and F. W. Mills of Ellerman and S. T. Calder, Moss Hutchinson, and J. Ewan, P & O-Orient, also returned scores of 36 points.

Mr. E. J. Pakes, the former Chairman of British India S.N. Co. Ltd. kindly presented the trophies and sweepstakes prizes.

It was particularly gratifying in view of our failure to qualify for the Harmer Cup Quarter-Finals at the Spring Meeting that our players managed to win the Glen Cup in the Singles Bogey Competition, and the Royal Mail Foursomes Stableford Cup. The six-up victory of R. A. Peters was the largest in the history of the event and apart from H. C. Fleet, runner up, excellent scores were also returned by J. Ewan and P. C. Cooper who managed to halve with bogey. In the Royal Mail Cup J. K. McGrath and A. R. Kemsley took over from the former holders J. G. Crawford and A. S. Wathen, and J. Ewan in partnership with S. T. Calder, Moss Hutchinson, was third. Mr. A. J. Bott, former Director of P & O-Orient Management Ltd., in partnership with Mr. E. J. Pakes returned a score of 31.



Staff Journal

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.