

# About Ourselves

No. 27 October 1968



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Cover (outside) : Spring Clean for *Chusan* Funnel

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## From the Chairman

*of the P & O S.N. Co.*

All of us must have admired the people of Czechoslovakia in recent months. The way in which they stood up to the Russians, armed only with words and will power, was very impressive indeed. It was also pathetic, because there never was a chance that the Russians would allow them to break the iron grip of Communism, to think for themselves, and then to say out aloud what they thought. If they were allowed to say what they thought, Russia would soon be infected with the same disease, and where would the regime be then? It must happen one day, but not yet.

It is fascinating to contrast this with the situation in parts of Europe, where the Alis, the X-s and Cohn-Bendits are on the rampage. These young men and their milder supporters here have never known anything but the most extreme freedom by Communist standards. They have been brought up in a liberal society, which admittedly draws the line at riots and hooliganism, not nowadays very successfully, but which bends over backwards to let people express themselves in any way which does not produce a riot or an excessive nuisance to others. They are allowed to be as offensive as they like to the "Establishment". They are allowed to bait the police. They think it most unfair if the police react. And when the police mistakenly crack an innocent bystander on the head because he isn't labelled "innocent bystander", the police are blamed and the bystander is not reminded that if he wants to mix himself up with trouble makers for fun, he mustn't blame anyone but himself if he gets hurt.

The gulf between our society here, at its most repressive, and Communist society at its most liberal, is almost infinite. And those of us who are inclined to rail at what we call restrictions in our society might well remember that they would be regarded as freedom beyond belief in others.

A handwritten signature in dark ink, appearing to read "D. J. A. A. A." in a cursive, somewhat stylized script.

# Company News



P. E. Parry

## P & O LINES LIMITED

On 1st October, P & O Lines Passenger Services Limited and P & O Lines Management Limited were merged under the name of P & O Lines Limited.

Mr. R. M. Thwaites, Chairman of the two existing Companies, is Chairman of the new Company, and Mr. P. E. Parry has been appointed Deputy Chairman.

The Directors of the two companies have joined the Board of P & O Lines Limited, with the exception of Mr. F. I. Geddes and Mr. A. H. Morris, the former following his appointment as Deputy Chairman of the P & O S.N. Co., and the latter on retirement. In addition, two former General Managers, Mr. J. G. Davis and Mr. W. Kerr, have also been appointed Directors.

P & O Lines Ltd. assumes responsibility for the management and operation of the 26 passenger and cargo ships under the P & O flag which has previously been split between P & O Lines Management Limited and P & O Lines Passenger Services Limited.

## NEW FAR EASTERN FREIGHT SERVICES

P & O Lines' Far Eastern freight service has been boosted by the addition of four 18-knot-plus cargo liners formerly in the Australian trade.

This has been done to satisfy demand for more frequent sailings on the Far East route and to put to good use ships that might otherwise have been made redundant by the projected O.C.L. container service due to start in February 1969.

Commenting on the decision, Mr. J. G. Davis, a Director of P & O Lines, said, "We have been making careful studies, particularly after the success of our *Straths* of ways of improving still further our services to and from the Far East.

"Of course there has been speculation for some while over what would happen to conventional dry cargo ships in the Australian trade following containerisation. It shows one of the strengths of a large Group that we have this flexibility to meet the immediate demands of the Far Eastern Trade by transferring to it now the fastest ships from the Australian Trade."

Together with the *Strath* Express Service, the *Pando* "A" Service offers a fortnightly sailing direct to Japan in 31 days. The seven *Pando* ships that operate the "A" Service will, by alternating their voyages, also serve the *Pando* "B" Service which provides a regular monthly service to Malaya, Singapore, the Philippines and Hong Kong.

## MARKETING DIRECTOR APPOINTED

Mr. James Gresham Davis, 40, has been appointed the Director in charge of Marketing of P & O Lines.

Mr. Davis' appointment gives him global responsibility for formulating passenger and freight marketing strategy for P & O Lines' fleet of 26 passenger and cargo liners.

He joined P & O in 1952 after taking an Honours Degree in Economics and Law at Cambridge. He served overseas in Japan, India and Hong Kong from 1953 until 1957. In 1958 he was appointed Assistant to Management, becoming an Assistant Manager in 1960. He was appointed General Manager in 1966 and was elected to the Board of P & O Lines in August, 1968.



J. G. Davis



W. Kerr

## SEA-STAFF DIRECTOR FOR P & O

Mr. Walter Kerr, 38, has been appointed Director in charge of the 8,000-strong sea staff of P & O Lines.

Mr. Kerr joined P & O in 1951. In 1953 he won a cap playing rugby for Scotland.

Between 1953 and 1959 he served overseas in India, Hong Kong and Japan. He was appointed an Assistant Manager of P & O Lines Management Ltd. on 2nd May, 1960. On 1st January, 1966 he was made a General Manager, and in August 1968 he was elected to the Board of P & O Lines.



The first of the new Pando ships loading at the docks.

## THE PANDO SHIPS

For *Ballarat* read *Pando Cape* — What next? *Pando Cove*, *Pando Gulf*, *Pando Head*, *Pando Point*, *Pando Sound* and *Pando Strait*.

Why change the names? Didn't Shakespeare say: "What's in a name? That which we call a rose, by any other name would smell as sweet"? Indeed, why are we changing the names of the seven ships in the *Pando* services?

The straight answer is that we wish to have a "Class" name readily identifiable with P & O.

But there is a little more to it than that. Consider the *Straths*. Superb ships, yes, but would they have achieved their tremendous success if they had been named *Sumatra*, *Sarawak*, and *Shikoku*, painted black and stone and scheduled with the other "S" class ships? It is a nice question!

The *Straths* were given a great start, a good class name, clean colours to match their clean lines, good publicity and imaginative promotion — even a fire-float welcome in London. We cannot adopt quite the same tactics in introducing the *Pando* ships. They are all teenagers now, but this does not alter the fact that the *Pandos* must gain a reputation for being fast, regular and reliable ships if the new services are to be successful.

The *Pando* ships are not as fast as the *Straths*, but by careful programming some of their transit times compare favourably. For instance, the *Pando* "A" service direct to Japan via Panama in 31 days gives

exactly the same transit time as the *Straths* via the Cape and Hong Kong. The *Pando* ships may not be of the most modern design, but they are well tested, thoroughly reliable and can adequately maintain their schedules and provide shippers with what they want — fast, safe transport.

In the long run the *Pando* ships will succeed or fail by the service they provide, but at the moment when the new schedules are just getting off the ground every effort has to be made to ensure that our customers know all about them. The new names may seem strange at first but they are unmistakably P & O and will soon become familiar. The first sailings have already been very successful, and success, like a rose, smells very sweet.

Full names of the *Pando* ships with their previous names are as follows:—

New Name	Previous Name
<i>Pando Cape</i>	<i>Ballarat</i>
<i>Pando Cove</i>	<i>Comorin</i>
<i>Pando Gulf</i>	<i>Woodarra</i>
<i>Pando Head</i>	<i>Surat</i>
<i>Pando Point</i>	<i>Waroonga</i>
<i>Pando Sound</i>	<i>Bendigo</i>
<i>Pando Strait</i>	<i>Sunda</i>

*Somali* and *Soudan* have followed *Coromandel* and *Cannanore* in going over to B.I. services while still owned and manned by P & O, while *Balrarnald* and

*Baradine* former B.I. ships have been returned to B.I. In exchange the faster *Waroonga* and *Woodarra* have come over to P & O for the Far East services and been renamed *Pando Point* and *Pando Gulf* respectively.

### 1969 CRUISES ANNOUNCED

Another big cruise programme incorporating new ports and services has been announced by P & O for 1969. It comprises 38 cruises operated by nine of the Company's eleven liners and offering 46,000 berths.

The programme begins on April 11th with a 22-day cruise by *Orsova* to the Caribbean. Also included are two six-day cruises and one five-day cruise with fares as cheap as £27.

New features included for 1969 are two cruises to the Israeli port of Haifa. These are by *Oriana*, sailing July 6th, and by *Chusan*, sailing October 6th.

Other new ports of call included are, Santos (Brazil), Cherbourg, Toulon and Stavanger (Norway).

Also scheduled for next year are two Christmas cruises instead of the usual one, and three West Indies cruises compared with two this year.



The Silhouette/P & O judging committee with, left to right, Mr. James Davis, Director, P & O Lines, Miss Ann Chubb, Editor, Fashion Forecast, Mr. S. T. Sharpe, Silhouette Swimwear Sales Manager and Mr. Hans Blumenau, Chairman of Silhouette Ltd.

### SWIMWEAR PRIZE

The judging of the P & O Lines/Silhouette Swimwear Cruise Competition took place at Silhouette's Baker Street showrooms on Tuesday the 20th August, 1968.

The competition required the entrant to put six Silhouette swimsuits in the order they thought most suitable and say why they preferred Silhouette Swimwear to make up a sunwear wardrobe for a P & O holiday cruise. The competition was featured in a national advertising film, showing photographs taken on board *Iberia* during a Mediterranean cruise.

The panel of judges included Mr. J. G. Davis, Director, P & O Lines, Miss Ann Chubb, Editor of *Fashion Forecast*, and Mr. S. T. Sharpe, Swimwear Sales Manager, Silhouette.

Altogether 4,000 entries were received, and the winner, Mrs. Mary Coward of Sheffield, will receive a P & O Mediterranean cruise for two.

### KOSHER FOOD ON P & O CRUISES

A menu with a limited variety of "unsupervised" kosher food will be available on all P & O cruises from the start of P & O's 1969 cruising season, which begins on 11th April, and for future seasons.

Kosher food has until now only been available to passengers using P & O main line services.

Cruise booking forms will in future carry a section where passengers can indicate if they wish to make use of this facility.

### DANISH AGENCY CHANGED

P & O Lines have changed the Agency for their Far Eastern freight services in Denmark from Aktieselskabet Nordisk Express to Samson Transport Co.

In explaining this change Mr. J. G. Davis, Director, P & O Lines Ltd., said:—

"We have had a long and happy association with Nordisk Express.

"We agreed with them, however, that Samson, who have a broad network of offices in all the provinces in Denmark, would afford our increased fast Far Eastern services a more comprehensive organisation.

"We look forward to a very happy association with Samson. Nordisk will continue to look after the husbandry of our ships in Denmark as well as our Australian services."

### FAMILY REUNION FARES

Member Lines of the Australian and New Zealand Passenger Conference, in conjunction with the other Shipping Lines regularly engaged in the U.K./Australian trade, have greatly reduced "Family Reunion" fares for parents of migrants.

Parents whose children emigrated from U.K. to Australia under the Commonwealth Government Assisted Passage scheme may travel there and back by sea at a flat rate of £310 return.

This rate applies to and from Fremantle, Adelaide, Melbourne and Sydney in ships proceeding to and from Australia via the Cape.

The tickets are valid for six months from the date of arrival to the date of departure.

Parents wishing to apply for accommodation at these cheap fares must provide particulars of their families in Australia, including details of how and when they left the mother country.

### RATS FLOURISHING

A question regularly asked before ships enter certain ports is about their complement of mice and rats. It says, "Has plague occurred or been suspected among rats or mice on board during the voyage, or has there been an abnormal mortality among them?"

*This could be met with a mixed answer,*

**Rats:** 4 died of plague  
7 overfed and died  
3 presently being treated for mumps

**Mice:** 3 died of plague  
2 crushed (overfed rat jumped on them)  
5 caught by ship's cat

The rest are flourishing.



*The Women's Travel Club party, with hosts.*

### WOMEN TRAVEL AGENTS

P & O recently entertained 50 members of the Women's Travel Club of Great Britain to lunch on board *Cathay*, 22nd August, 1968 at Royal Albert Dock.

P & O hosts included Mr. Edmund Vowles (General Passenger Manager), Mr. Peter Wise (Assistant to Management), Mr. Richard Esdale (Agency Sales Manager), Mr. Leonard Wilton (Tour Development Manager), Mr. Edward Armstrong (Passenger Department), Mr. Frank Butt (Agency Sales Representative), Miss Pamela Haigh (P & O Passenger Department and Committee member of W.T.C.), Miss Pamela Clayton (P & O Travel Adviser and member of W.T.C.) and Miss Dorothy Fothergill (P & O Passenger Department).

### "BON CHANCE, OLD TIMER!"

P & O honoured an old journalist friend, Mr. Gordon Holman, Shipping Correspondent of the *London Evening Standard*, by holding a special retirement luncheon for him at the Press Club on Tuesday, 20th August.

P & O took the opportunity of inviting along some 30 of Holman's shipping correspondent colleagues from other papers and magazines to give him a good send-off. He was also presented with the suitably inscribed pewter tankard he is seen holding in the picture.

Although officially retired, Holman will still continue writing his weekly shipping column in the *Evening Standard* and doing "whatever comes my way" as a freelance.



*Gordon Holman (centre) and journalist colleagues. In the back-ground are Miss Lynne Hughes and Allan Mackinnon of Public Relations Department.*

### FREIGHT SWITCH

P & O Lines' freight agents in Liverpool and Manchester areas are now Dowie & Marwood Ltd.

The Company is now handling both inward and outward freight, which has been taken over from Escombe McGrath & Co., Ltd.

The switch has rationalised P & O's freight operations in the areas. Both Dowie & Marwood and Escombe McGrath are members of the P & O Group.

### Balloons

The picture of triplets on page 10 of the July 1968 issue of *About Ourselves* was put in without the consent of Mr. J. Dromgoole, for which apologies are offered. The competition on the subject will not take place.

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# Group News

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A. B. Marshall

## MR. MARSHALL ELECTED DIRECTOR

Mr. A. B. Marshall, 43, formerly Managing Director of Trident Tankers has been appointed to the Board of the P & O S.N. Co.

He has been given special responsibility for the development of the Group's shipping interests other than liner business. He has no direct ship management responsibility, but oversees the general operation strategy of such interests in co-operation with the Boards of the companies concerned.

Alexander Badenoch Marshall has been Managing Director of the P & O Group's tanker company Trident Tankers Limited since its inception in December 1962. During that time Trident Tankers has grown into the largest independent British flag tanker company, with a fleet of 24 ships in service or on order totalling about 2 million tons deadweight.

Mr. Marshall relinquished his position as Managing Director of Trident on his appointment to the P & O Board and has been succeeded by Mr. Frank C. Murphy, who is already a Director of Trident Tankers Limited.

## EUR CONTAINERS FIRST AGAIN

The initial batch of 30 ft. containers specially built and designed to European Unit Routes' specifications has been given Lloyds Register of Shipping approval. They are the first 30 ft. containers to reach this high standard.

This "first" completes a significant double for EUR, a member of the P & O Group. EUR was the first Company to have Lloyds Register of Shipping approval for its 20 ft. containers eight months ago.

Like their 20 ft. counterparts, the 30 ft. containers are made to I.S.O. standards and are of pre-galvanised steel. The manufacturers are Marshall of Cambridge.

A limited stock is available for hire by shippers and forwarding agents from EUR's Tilbury terminal. They can be hired for a minimum period of 30 days at 29s. per day, or less for a longer period.

## THEIR FIRST MILLION

Four bulk-carriers managed by Hain Nourse Ltd., a member of the P & O Group, have now lifted over one million tons of cargo each since their introduction into the Hain Nourse Fleet.

The ships, *Atherstone*, *Buccleuch*, *Cotswold* and *Duhallow*, each of approximately 43,000 dwt. operate on world-wide trade routes and mainly carry cargoes of ore and coal.

*Atherstone* and *Buccleuch* entered service in 1965 and *Cotswold* and *Duhallow* a year later. The total amount of cargo lifted by the four ships in these few years is 4,357,000 tons.

**ARMY USES NSF**—Embarkation of the 103 Light Defence Regiment, Royal Artillery Volunteers, in the 'roro' ferry *Norwave* of North Sea Ferries which operates a ferry service between Rotterdam and Hull. The service carries a large volume of military equipment and vehicles.





Impala

#### NEW EUR SHIP ENTERS SERVICE

Seven months after starting the first all-container service between Tilbury and the Continent, European Unit Routes Ltd., a member of the P & O Group, entered its second phase at the beginning of September with the introduction of *Impala*, 1,500 dwt., the first of the EUR Deer Class container ships.

Fresh from her trials at Hamburg, she incorporates modern fittings and devices for handling containers, which have been specially developed by EUR following experience with its Phase One ships.

*Impala*, initially on the Rotterdam/Tilbury service, has a capacity of 63 containers, almost double that of her predecessors. Service speed is 13 knots. Built at J. Sietas shipyard, Neuenfelde, Hamburg, she is a specialised container carrier designed for North Sea trading.

She has a number of outstanding features that make her particularly suitable for the intensive service she now maintains. These include a nozzle propeller which greatly improves speed and manoeuvrability, and passive "restraint" and "gather" devices both on deck and in the hold.

First phase operations were on the Tilbury/Rotterdam and Tilbury/Dunkirk services with three smaller ships converted to carry containers. The capacity of the services has now been increased by introducing a class of larger container ships.

"We have been very encouraged with the response to our container service," commented Mr. Donald Grover, General Manager of EUR. "Demand is considerably above our expected target. The time was ripe to go on to Phase Two of our development, which involves larger and more sophisticated vessels."

EUR operates two regular all-container services between Tilbury and the Continent. The first is a daily service between Tilbury and Rotterdam, with sailings from

each terminal every weekday. The second is a thrice weekly service connecting Tilbury and Dunkirk. Although EUR operates only a terminal/technical service, specialist staff are available to advise shippers and merchants on all subjects relating to containerisation.

#### RECORD CARGO SHIPMENT

An oil/bulk/ore carrier managed by Trident Tankers Ltd., a P & O Group member, has completed a record transportation of more than two million tons of crude oil.

The ship, the 73,800 tons *Heythrop*, is on time charter to Sincat, the Italian oil company based in Milan.

The oil was transported from North Africa to Italy during the seven months since *Heythrop's* charter to Sincat. This is believed to be the first time that this amount of cargo has been carried in one ship over a similar period.

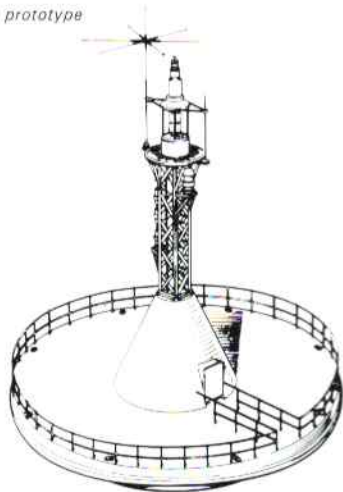
Time spent in port, loading and discharging the oil, was 50% above the time spent at sea, although the actual discharging was carried out at an average rate of 3,500 tons per hour.

#### CONTAINER SHIPS ORDERED

The P & O S.N. Co. has placed orders for two container ships on behalf of a consortium in the process of being formed on the initiative of the China Navigation Company, the Eastern and Australian Steamship Company and Hillerstrom (Rederi A/B Helsingborg) to operate container services between Australia and Japan.

It is expected that the members of the consortium will comprise Overseas Containers Limited, Associated Container Transportation, Hillerstrom and ASP (Associated Steamships (Pty.) Ltd.) of Melbourne. The ships, each carrying about 1,000 containers, will have a service speed of 23 knots. One will be built by Mitsubishi Heavy Industries Limited and one by Mitsui Shipbuilding and Engineering Co. Limited. They will come into service in the latter part of 1970.

Artist's impression of the prototype monster buoy, Lanby.



### MONSTER BUOY

Hawker Siddeley Dynamics, Industrial Automation Division, Cheadle Hulme and R. & H. Green and Silley Weir Ltd., London, a member of the P & O Group, have collaborated on the prototype design for a large automatic navigation buoy, LANBY.

Trinity House, who are sponsoring the construction and evaluation of the buoy have selected a station six miles off Portland Bill for the initial position. This, it is considered, will provide a sufficiently severe environment in which all aspects of operation can be investigated.

The order for the buoy, valued at £118,000, has been placed with Hawker Siddeley Dynamics by Trinity House. The construction of the hull and installation of equipment will be carried out by R. & H. Green and Silley Weir Ltd. while the manufacture and supply of the electronic equipment and automatic gear will be made by Hawker Siddeley Dynamics, Industrial Automation Division.

A feasibility study, including model tests, was carried out in the initial stages to evaluate various types of hull form. The final shape chosen was a discus hull, 40 ft. diameter and 8 ft. deep, carrying a mast which will raise the light to a height of 40 ft. above sea level.

When completed, the buoy will be launched by lifting with a floating crane. The total lifting weight of the buoy is expected to be about 50 tons and it is intended to launch in a finished condition. Full operational tests will be carried out, after which the buoy will be towed to station.

### £4 MILLION LPG CARRIER ORDER

A near £4 million order for a 22,000 dwt. liquid petroleum gas/ammonia carrier is to be placed by P & O for Trident Tankers Ltd. with Cammell Laird & Co. Ltd., Birkenhead. P & O has an option on a second similar ship with the same yard.

The ship, with a capacity of 30,000 cubic metres will be delivered in mid-1970.

Mr. A. B. Marshall, Managing Director of Trident Tankers Ltd.—which now has a fleet totalling nearly two million tons in service or on order, said that 12 shipyards in Japan, Scandinavia, Holland, Germany, France and the U.K. were asked to tender for the ship.

"The order went to Birkenhead on the grounds of technical capability, price and delivery," said Mr. Marshall. "Undoubtedly, devaluation has given British yards an edge over their foreign competitors and we are delighted that we will be able to place this order in the U.K."

The ship—the first of its type to be ordered by the Group—will be amongst the largest LPG/ammonia carriers now in service or on order.

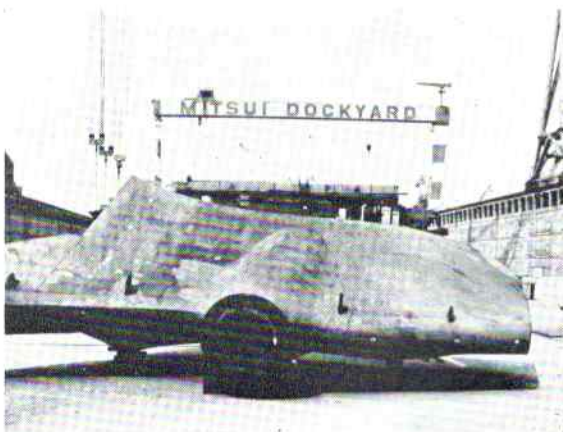
### EUR CUTS WEEK FROM UK/AUSTRIA TRANSIT

A trial shipment of Marley products was shipped to Austria in only 2½ days, compared with the ten days they used to take previously.

This has been achieved by the use of containers and the daily Tilbury/Rotterdam container service operated by European Unit Routes Ltd., a member of the P & O Group.

This method of shipment was developed by Marley's Distribution Department, which had for some time been seeking ways of improving its transportation and shipping arrangements, in conjunction with Solway Shipping Ltd., the forwarding agents. It was decided to try it out with a general range of Marley products destined for retail sale by its Austrian subsidiary.

Previously Marley had shipped by more conventional means, using train and ferry. The average time of shipment had been ten days from door to door.



**NO FLYING SAUCER THIS**—The stern frame for the first of four 200,000 ton tankers being built for the P & O Group at the Mitsui shipyard in Chiba, near Tokyo. The "rocket exhaust pipe" in the centre is actually the opening for the ship's massive propeller shaft.

The four new tankers will be operated by Trident Tankers Ltd., a P & O Group Company and Britain's largest independent tanker owner. The first 200,000 tonner is to be launched at the end of November 1968 for delivery at the end of March 1969.



*Typical open-plan office, laid out on the Bürolandschaft principle.*

## 'BÜROLANDSCHAFT' OFFICE LANDSCAPING

The continually changing demands of the P & O Group's international public not only necessitates new ships and fleets but also constantly changing shore organisations to administer and service them.

In recent years Group Companies have changed spectacularly. The building up of the largest independent tanker fleet in the U.K., the move from tramps to bulk carriers, the increased investment in roll-on/roll-off ferries, the effect of containerisation on cargo liner trades, the change in emphasis in the employment of passenger ships have resulted in profound changes in company and departmental organisations and even in the creation of new companies.

The organisations of Group companies and their departments have continued to change in terms of months rather than in years. This tendency will increase not only because of the increasing rate of change in consumer demand but also the development of our administrative techniques, such as use of the computer.

There is therefore an increasing need for flexibility in our offices so they can easily and economically be adapted to meet the requirements of our continuously changing organisation.

This means less solid walls, and their replacement by open plan—that is, to take down dividing walls and to avoid partitioning the workspaces and corridors wherever possible in order to enable a more flexible and economic use to be made of the floor space in the offices.

With solid walls the expense of alterations has an inevitable influence on the siting of executives and departments. It encourages the practice of slotting them into spaces available that are nearest to what they need rather than arranging them in the way that best suits the organisation. For example, in the old Leadenhall Street offices the Managements of the two P & O Lines companies were separated by three floors and a snail-like lift. Solid walls also make it expensive to alter existing floor areas, so when departments expand or contract there is a danger of their remaining in their accommodation which then becomes either congested or under-used.

The move to temporary quarters in Beaufort House provided the opportunity to adopt open plan. Consequently large areas of the offices occupied by more than one department on the Ground, 2nd and 3rd floors are uncluttered by departmental boundary or corridor partitions.

The effect is however regimental with a tendency for people to sit looking at the back of the neck of the person or persons in front of them. It is also difficult to group people who work together without breaking ranks which creates an untidy, disorganised look. Large open planned areas also tend to be noisy and consequently tiring to work in.

During the 1950s people began to realise that an office *was* rather more than a simple workplace, and a considerable amount of research was performed in

Germany. The attitudes of office workers and the psychological aspects of office work and environment were investigated.

The German research workers eventually laid down some 60 planning rules covering layout of offices, the grouping of staff who worked together and their arrangement in relation to each other under a system which they called *Bürolandschaft* (Office Landscape) and now also known as P.O.P. or Panoramic Office Planning.

O & M studies reveal the departments which should be adjacent organisationally in the interest of shortening and easing the lines of communication. Within departments it shows the sections or individual members of the staff that should be sited together. Thus small working groups within the department are arranged so that they can communicate easily with one another and feel that they are working as a team.

This feeling is encouraged, and the separation of different activities achieved not by the erection of partitions but by the arrangement of the furniture and the use of acoustic screens and potted plants.

However, the feeling of a corporate entity and spaciousness is maintained by limiting the height of furniture and screens to about 5' 6". Anyone standing up is able to see from one end of the floor to the other.

Visual privacy for senior staff is provided in the same way as for the working groups by the use of screens and furniture, extra floorspace being allocated for interviews and conference facilities where required.



*Ground-level view, showing how the partition screens are placed to give a certain amount of privacy to working areas.*

In this connection the Managing Director of a large German concern which had just been landscaped has gone on record as saying that the "higher up" a man was the less space he needed. He considered that all he personally required was a table, a chair, a telephone and access to a meeting room, and he claimed that if he ever needed anything else, something was wrong with his organisation. After all, his was a job of delegation, his secretary held his files and it was arguable that, status considerations aside, she physically needed more space than he did.

This Managing Director's view may be more advanced than most, but it makes the point that office space should in the first instance be allocated to meet the needs of the user and not on a status basis. *Bürolandschaft* works on this basis, with no solid dividing walls or partitions. It provides the high degree of flexibility necessary to meet the individual space requirement of each member of the staff of whatever rank.

While the arrangement of furniture, screens and plants provides visual privacy and will assist with the acoustic problem, it was felt that it would be insufficient for top staff. It was also realised that complete deadening of all sound would be impossible.

The aim therefore became to reduce the sound generated by the various activities in the office to the level of a background hum. A completely soundproof office can be as distracting as a noisy one. On the other hand, one in which an even sound level gives a general impression of activity will encourage the will to be active without lessening the ability to concentrate.

The even level of sound which provides privacy and an encouragement to work is achieved by acoustic treatment of the flat surfaces enclosing the office. Ceilings are acoustically tiled and lowered to not more than 10 ft, floors are carpeted from wall to wall with as deep a pile as can be afforded, large wall areas and pillars are acoustically treated with tiles or drapes and windows are if necessary curtained. Properly done this incidentally raises the standard of comfort in the office dramatically.

Many staff spend upwards of a third of each working day in their office, certainly more than they spend in their living room at home and possibly more than they spend there even at the weekends. *Bürolandschaft* provides an opportunity to raise the living conditions in the office to a standard comparable with that of the average home. There is no loss of efficiency and as is now generally known, it is an opportunity which is being taken in the reorganisation and refurbishing of Beaufort House after some departments have moved to a more conventionally planned new building.

### **Acknowledgement**

Permission to use the subject matter of a talk given by Fergus Designs to Container Fleets Ltd. is gratefully acknowledged. Fergus Designs have been engaged as consultants in the preparation of *Bürolandschaft* plans for Beaufort House, the Lower Ground Floor of the new building and Container Fleets Ltd. We are also grateful to B.P. who have provided the illustrations.



#### CANBERRA — *Weather Books*

The P & O liner *Canberra* is getting a well-stocked library thanks to its outstanding weather reporting. For the second successive year the liner received awards from the Canadian Meteorological Service for the excellence of its reports during 1967.

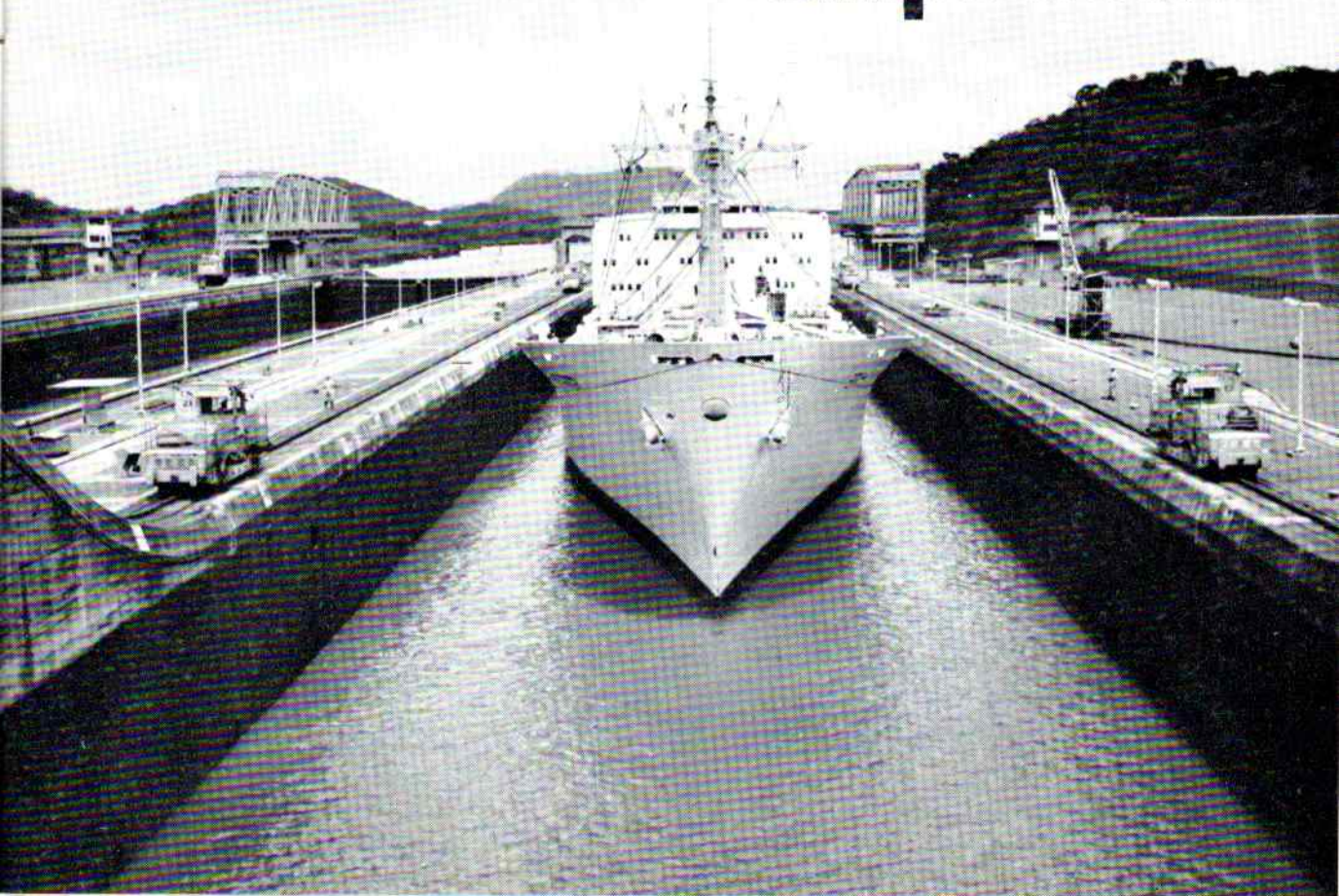
W. H. Mackie, regional superintendent of the Meteorological Department, came on board at Vancouver to present books to Captain E. G. H. Riddelsdell and Chief Radio Officer Richard Hawkins. An award was mailed to former *Canberra* Second Officer John Booth in London.

Earlier this year *Oriana* was similarly honoured by the Canadian Meteorological Service.

*Mr. W. H. Mackie (left) presents books to Chief Radio Officer Richard Hawkins (centre) and Captain E. G. H. Riddelsdell.*

*Strathbrora passing through the Panama Canal.*

# Ships news



Staff Captain G. K. Harrison showing Music Hall cast, with (left to right) J. Lynch, E/O, Miss H. Morday, Nursing Sister, W. Allison, E/O, Miss D. Warner, WAB, J. Tutton, JAP, Miss S. Hayes, JWAP, D. Miller, AP, and (seated) Miss C. Dorrell, Hostess.



#### ORSOVA — *Whooping it Up*

"Let's all go to the Music Hall" was the cry on board *Orsova* during its Northern Hemisphere Night held in the middle of the Pacific in August.

"England in the 1800s" was the theme, and authenticity the goal of the evening. The mood was set by an Old English Fair around the sides of the ballroom. It comprised stalls such as are found on village greens and was correct down to the stall holders, who were all suitably made up and dressed in period costumes.

The Music Hall itself, produced by Bill Allison, the 1st Class Entertainment Officer, was kept strictly Victorian. Allison is no stranger to the stage, as he has appeared in variety shows in Leeds and at the Players Theatre, London.

The packed audience, comprised largely of Americans, acclaimed the show a resounding success. Although the Americans were unaware of the format of old time variety, they were completely at home and joined in the fun of the evening.

Old Tyme Music Hall, it seems, is now added to the already long list of *Orsova's* Gala Nights including "Wild West Night", "Island Night", "Ascot Night", "Bistro" and "Buccaneers Night".

#### CANBERRA — *"Fool Britannia"*

Steaming across the Atlantic towards Lisbon in July, *Canberra* decided to take a light-hearted look at the British in a very funny revue entitled "Fool Britannia".

The basic ingredient was an assortment of recordings of comedy sketches by such artists as Kenneth Williams, Peter Sellers and Eartha Kitt, taking the mickey out of typical British attitudes and activities. These were brilliantly mimed by the cast and linked by a witty commentary written and spoken by the Tourist Class Purser, K. Flint.

The result was a slick, polished show which tickled



"... and plunge it right into Mummy's back!" Tourist Hostess Pam Wooler and BRS Pat Dinsmore in the revue.

the audience's fancy from start to finish. But just in case anyone took the show too much to heart, the programme ended with a note that "It should be emphasised that the views and opinions expressed in "Fool Britannia" are by no means those of the Producer and Cast. In fact, we will resort to fisticuffs with anybody who agrees with them *too* emphatically."

Secret of the revue's success was superb timing, a tribute to the high standard demanded by the producer and director, John Griffiths. Perhaps the finest compliment that could be paid to this talented group was the reaction of some members of the audience who, as they left the cinema, were asking "Was that their own voices or were they miming?"

Miming is one of the most exacting aspects of stage

work, for there can be no ad-libbing . . . the players must be word perfect in their roles. To reach such proficiency the cast obviously had devoted hours of their spare time on the voyage to rehearsing. Their efforts were well rewarded by the responsive audiences at the five performances.

The players were three 1st Class Cabin Stewards, Pat Dinsmore, and the brothers David and John Griffiths; Woman Assistant Purser, Sue Ford; and two Tourist Class Hostesses, Pam Wooler and Greta Lomas.

Sterling work was done behind the scenes by sound recorder I. Barker (Assistant 1st Class Cabin Steward); sound operator D. Williams (Larder Cook); lighting E. Davidson (1st Electrical Officer) and Electrical Officers; Dressers Katie Hall (Nursery Stewardess), Morag McVean (Tourist Class Children's Hostess) and Elsie Franklin (Stewardess).



"You're a far, far better thing I do than old Miss Havisham."  
Tourist Hostess Greta Lomas, BRS John Griffiths,  
JWAP Sue Ford and BRS Pat Dinsmore in a scene from the revue.



Mr. W. H. Mackie (centre), with Chief Radio Officer  
E. R. Le Gear and Commodore C. Edgecombe after presenting  
them with books as part of their Meteorological Observation  
Award.

#### ORIANA — Met. Award

*Oriana* has once again been presented with the Annual Award for excellent Meteorological Observations. This time it is for met. reports during 1967.

*Oriana* has achieved the distinction of winning this award, the highest award for observational services to the Canadian Government, every year since she was commissioned.

The award was presented by Mr. W. H. Mackie, Regional Superintendent of the Meteorological Branch, Department of Transport, Canada, to Mr. E. R. le Gear, Chief Radio Officer, and to Commodore Clifford Edgecombe at Vancouver in June.

#### ORSOVA — Lions Installed

Lions International recently decided to present their Meeting Equipment to each P & O passenger ship to enable meetings of Lions to be held on the high seas.

In Sydney recently members of the Sylvania (N.S.W.) Lions Club visited *Orsova* to make the presentation to Staff Captain G. K. Harrison. In return Captain Harrison presented the club with a mounted ship's badge.



Captain Harrison presents the  
ship's badge to Mr. Bill  
Harrison, President of the  
Sylvania Lions Club. Other  
lions look on.

*Passengers and teachers combine to give an exhibition of Flamenco dancing in First Class. A similar exhibition was held in Tourist Class.*



#### **CANBERRA — Flamenco Dancing**

A Spanish twist was given to passengers outward bound in *Canberra* last voyage. Juan and Carmen Maravillas were travelling on board as cabaret artistes. Besides giving exhibitions of Flamenco dancing, they also took passenger classes.

These classes culminated in an exhibition of Flamenco dancing given by passengers in both First and Tourist Class.



*Mike Minor, star of the TV series 'Petticoat Junction' being welcomed on board Oriana by hostess Sue Jewell. Also in the picture are David Sharp, First Class Entertainment Officer, and Commodore Clifford Edgecombe.*

#### **ORIANA — TV Preview**

When *Oriana* visited San Francisco on July 3rd, KPIX, a local television station, held a function on board for 250 guests to have preview of this autumn's shows. P & O agreed to this because of the publicity value of having so many influential and well-known people on board one of its ships, which resulted in considerable press and television coverage.

Guests, who included stage and screen stars, were WAPs Carol Hammond, Penny Harwell and Ann Tingay await guests with baskets of flowers.

welcomed aboard by ship's hostesses Judy Norton and Sue Jewell in ultra-short miniclothes. They escorted them into the ballroom where three WAPs presented them with a fresh flower.

At the end of the preview, actress Sigrid Valdís (known to British television audiences as the camp commandant's pert secretary in "Hogan's Heroes") presented Commodore Edgecombe with a cheque for \$150 for *Oriana's* Welfare Fund — the TV station's "thank you" for the ship's help.



Captain B. D. L. Johnston (right) presents a photograph of Vancouver to Captain R. E. J. Fox.

#### IBERIA — 200th Visit

Arrival of the *Iberia* in Vancouver May 5 marked the 200th visit of a P & O passenger ship to the western Canadian port.

In honour of the occasion representatives of the port authority, city and tourist association were guests to lunch on board *Iberia* hosted by Captain R. E. J. Fox.

Port Manager Captain B. D. L. Johnston presented the ship with a framed colour photograph of the Port of Vancouver. Alderman Reg Atherton, acting Mayor, made a special presentation to Captain Fox of a set of cufflinks bearing the city's crest. Normally reserved for aldermen, these handsome cufflinks have been presented to no more than a dozen visitors to the city.

The ladies of *Iberia* were not forgotten. Five members of the city's Visitors and Convention Bureau were on hand to pin corsages of carnations on 200 women passengers including Mrs. Troy Garrison, wife of North American Public Relations Director, and her daughter who were making a Circle Pacific voyage.

Incidentally, *Iberia* was also the 100th P & O ship to visit Vancouver and was the first ship to arrive at the Canadian port for celebrations marking completion of the renovations at the old Pier B.



Captain Dallas talking to passengers at the Ship Adoption exhibition.

#### CANBERRA — School Visit

Captain A. H. W. Dallas, Staff Captain, has for some years had a personal link with his local primary school at Milford-on-Sea. The school has a ship's corner, where souvenirs, gifts and pictures are collected.

In May Class 1 of 35 youngsters and three staff visited *Canberra* at Southampton. Each child had written a letter, done a drawing of a scene in Milford-on-Sea and a painting. There was also a tape recording of each child speaking and the class singing hymns made up by them for the Hampshire Festival of Music in Winchester.

These items were arranged into an exhibition with the help of the Children's Hostesses and Stewardesses to give the passengers a better idea of what ship adoption was all about. A duplicated sheet about the British Ship Adoption Society was handed to all who attended, and Captain Dallas was on hand to answer questions.

A large number of First and Tourist Class passengers attended the exhibition, and those who were in the teaching profession showed considerable interest.



**CHITRAL**—Royal Passenger. Captain G. C. Barrett welcomes H.R.H. The Sultan of Selangor at Port Swettenham on 3rd August, 1968 for a short coastal voyage. In the background are the Chief Steward, Mr. R. H. S. Barber, and a Bellboy.



Packets of baby food being unloaded from *Bendigo*.

### BENDIGO — Food for Baby

Two million tins of Australian apple and peach baby food were unloaded from *Bendigo* at Tilbury on May 28th. This was Australia's largest ever shipment of this food and the forerunner of a 21,000,000-tin order from Heinz of Britain, worth more than £816,000.

The babies will not be the only ones to benefit. The order also gives a fillip to the fruit producers of Victoria whose general tinned fruit sales to Britain have been hit by devaluation.



Miami Skål Chapter President Mel Smith (centre) with (left to right) Richard Kendall, P & O Miami District Sales Manager, Ron Beedle, P & O Sales Representative, London, Captain J. D'O Green and P & O (North America) Marketing Director Kenneth L. Chamberlain.

### ORSOVA—Skål Party

Ninety members and guests of the Miami Skål Club were entertained aboard *Orsova* when the ship was in Port Everglades, June 11th. The occasion marked the 18th anniversary of the founding of the Miami Skål chapter. Skål is an international organisation made up of executives in the travel industry.

### CANBERRA —Token of Thanks

At the end of *Canberra's* August cruise crew members made a presentation of a bottle of perfume to Miss K. Hall, Stewardess, for all her work for the Crew Club.

Miss Hall, who is very popular with the crew, is a keen Crew Club member. She is also on the Committee of the Ship Adoption Society and does useful work in raising money for the Lord Mayor Treloar College for Handicapped Boys.

Captain E. G. H. Riddelsdell presents Miss K. Hall with a bottle of perfume from the Crew Club.



### CANBERRA — Darts Champions

The Dirty Dozen won the Darts Championship for the May-August voyage on board *Canberra*. They defeated the previous champions, The Little Demons, by two points.

Since the introduction of the shield darts trophy, much more enthusiasm has been shown for darts, and ten teams of five men competed during the last voyage.

Darts Champions, The Dirty Dozen, with (left to right) D. Bishop, B.R.S., G. Whaley, A.B.R.S., D. Bonnett, A.B.R.S., K. Ryall, A.B.R.S.





*Captain Jack Clifford (centre) Chief Officer S. W. Townsend (left) and Chief Engineer N. S. Morrow being welcomed and celebrated on their record crossing.*

#### **STRATHBRORA — Record Transit**

Officers and crew of *Strathbrora* received a big welcome from Kobe's five pretty Sea Queens on the ship's arrival in the port at the end of a record 25 days transit from Europe to Japan direct via Panama. The 21-knot plus *Strathbrora*, which sailed from Rotterdam on June 25th, broke the former record of 26 days for the same route.

Her cargo for Japan included a variety of European-made consumer and industrial products, including machinery and textiles. On her return to Europe, again via Panama, she carried the complete stage sets for the hit musical play "Oliver!" which had just completed a highly successful two-month run in Tokyo.

#### **CANBERRA — Steel Band**

A make-shift "Steel Band" was formed on board *Canberra* for her Caribbean Night festivities in First Class. It comprised 15 members of the ship's bands, passengers and entertainment staff playing eight dustbins, an assortment of percussion instruments and three conventional instruments — a piano, guitar and double bass.

The dustbins were filled to different levels with water so each one played a different note. The sound produced had "something" in common with a steel band, though it must be admitted that the genuine Caribbean bands have perhaps got the edge!

*Dustbin steel band.*



# DECIMAL POINT

On 1 March, 1966 the Chancellor of the Exchequer announced the Government's decision to adopt a decimal currency system, starting on 15 February, 1971, a date which has now become known as D-day.

A change in the currency of a country affects every member of the community, some of course more than others. This article has, therefore, been prepared by the Group Chief Accountant's Department in order to explain the implications of this changeover and to describe the action taken and to be taken by U.K. companies of the P & O Group.

## SYSTEM

The U.K. decimal currency system will be based on the Pound Sterling, but instead of comprising the traditional 240d, it will now equal 100 new pence. Also there will be only two units of measurement, namely the pound and new pence instead of the current three units of pounds, shillings and pence. Set out below is a simple currency conversion guide:—

New Coins	Equivalent in existing currency
	$\frac{1}{2}$ d. ceases to be legal tender from 1st August 1969
$\frac{1}{2}$ p.	1. 2d.
1p.	2. 4d.
	3d. to be abolished after changeover
2p.	4. 8d.
	6d. to be abolished after changeover
5p. already in circulation	1/-
10p. already in circulation	2/-
	2/6 ceases to be legal tender from 1st January 1970
50p. to be introduced from October 1969	10/- note to be replaced from October 1969

What are the advantages claimed for the decimal currency system?

The main advantages will be a saving of clerical time

and effort in the future, educational benefits derived from teaching a simpler system, and the standardisation of monetary machines since manufacturers will no longer have to produce special £-s-d models for the U.K. market.

There is no doubt that a decimal currency system is advantageous, and the benefits of conversion to decimals have been proved by the recent experiences in South Africa, Australia and New Zealand.

Apart from the day to day effects of decimalisation on individuals, the implications from the Group's point of view are considerable. For example, accounting machinery will require conversion or replacement. Stationery, accounting forms, publicity literature and other matters will require review in order to ensure that they are usable after the changeover. Passenger fare lists and freight tariffs may also require conversion. Most important of all perhaps staff will have to be trained to cope with the effects of decimalisation on their particular job.

## ACTION

In order to achieve an efficient changeover it was necessary to draw up plans and take action. The Group Executive, therefore, charged the Group Chief Accountant's Committee with responsibility for ensuring that the changeover was effectively carried out by all U.K. Group companies and a sub-committee known as the Group Decimalisation Committee and chaired by Mr. T. P. Daly (Group Chief Accountant) was formed.

The Committee's first step was to set up an effective organisation to direct and co-ordinate decimalisation throughout the U.K. Group. Each company was asked to appoint a responsible official to act as its decimalisation officer. The function of the decimalisation officer was to be responsible for giving effect to decisions of the Committee and establishing within each company the detailed organisation required.

One of the first actions was to send all decimalisation officers on a training course so they would be aware of the implications of decimalisation and the possible solutions to problems which might arise, based on experiences in other countries which have recently converted.

In addition, a survey of Group office machinery has already been conducted, and a programme for the conversion and replacement of machinery within all U.K. companies is now being drawn up. Also at present a survey is being made of U.K. companies' stationery, forms and publicity literature.

This is a major work and Group Companies have been given until 31st January, 1969 before they report



*The new coins.  
They are (left to right, top row) 2p., 10p., 5p.  
and (bottom row) 1p., obverse or face  
of the 10p., ½p. The hexagonal 50p. is  
not reproduced here.*

back to the Committee by completing a detailed check list questionnaire which was sent out with the survey.

The Committee has also passed on to decimalisation officers statements of its policy and kept them informed about publicity material issued by the Decimal Currency Board.

### TRAINING

One of the major tasks concerning decimalisation is to ensure that adequate staff training is carried out. Final plans have not yet been formulated but it is proposed that initially training will be spread over the twelve months prior to D-day.

As D-day approaches, training will be intensified and will include practical exercises with mock-up notes and coins. There will also be personal tuition for certain staff such as machine operators, cashiers and accounts clerks, which may be given by a specialist tutor or departmental supervisor.

Group sea and shore staff will be kept informed about the progress of decimalisation through articles in house magazines and notices on departmental boards or in circulars.

As D-day approaches regular circulars and information sheets will be distributed. In addition, detailed plans on specific problems such as accounting conversion procedures will be communicated directly to those concerned.

A great deal of planning and organisation has already gone into making D-day a success. However without the ready co-operation and interest of all staff members D-day could be Disaster Day. Therefore if you think there is a particular decimalisation problem concerned with your job let your Company D.O. (Decimalisation Officer) know. Unless problems are made known they cannot be discussed.

Decimalisation Officers are as follows:

P & O Group Executive — T. P. Daly  
P & O Lines — M. T. Poiney

They will be sharing their problems with other Company D.O.'s so the Group can benefit from communal solutions to common problems.

Detailed information concerning decimalisation is available from the Company D.O. or from Mr. R. C. J. East (of the Group Chief Accountant's Dept.) who is Secretary to the Committee.

## Letters to the Editor

### WOMEN DOCTORS AT SEA

19 Alexandra Road  
East Twickenham  
Middlesex

Dear Sir,

Having just returned from a very happy and most enjoyable Mediterranean Cruise in *Chusan* I wondered how many of our "Old Boys" know that Lady Assistant Surgeons were now on the strength of the P & O Fleet? It was my pleasure to meet socially this lady while on board.

This brought to my mind that while serving in *Monowai* (ex-*Razmak*) in 1945/46 that our Surgeon on board was taken ill and eventually landed at Colombo.

After frantic radio messages to our Agents there and in Bombay to await us on arrival was our new Surgeon on loan from the B.I.S.N. Company by the name of Dr. Azavedo—a Goanese of culture and refinement whose presence on board curbed the ailments of many of the Asian crew.

Yours faithfully,  
Edward Parrott  
(Pensioner)

### CAPE NEWS

10 Grosvenor Court  
Green Point  
Cape Town

Dear Sir,

Things very quiet these days at the Cape. First week of June, we had five P & O visitors including the two largest. H.M.S. *Eagle* paid a return visit, only one man adrift this time (homeward bound) ! Had unusual visitor in July in the shape of an oil drilling rig, Mexican Gulf to West Australia in tow of large Japanese tug. A five months' voyage—they hope—at 4 knots; towage fees, over £6,000 per day!

A year has now passed since the Suez closure, and there is a tally of diverted ships calling during that period. 1,700 in Cape Town, and 60 R.N. ships at Simonstown base. Also over 1,000 calling outside port limits for services. P & O ships calling average about six a month. *Queen Mary* did not call at the Cape on her last trip as we hoped.

We have had a lot of trouble with oil pollution from leaking tankers on this side, and one broke in two on the East Coast. Beaches soiled and hundreds of seabirds rescued, cleaned and returned to their own element, mostly penguins.

The only P & O regulars seem to be *Cathay* and *Chitral*. *Cathay* arrived end of July from Durban with couple of stowaways aboard: two youngsters, ages 11 and 14. They wanted to see their grannie in England. While awaiting arrival of their parents from Durban they

were in the local lock-up, but managed to get out and when found were making their way to *Cathay* again! The local mailship wasn't good enough!

We said farewell to a good friend recently, Chief Steward Terry Blanchard of *Bendigo*. Our warmest wishes go to him and success in his new venture ashore.

Yours faithfully,  
Charles E. Wall  
(ret. Chief Steward)

### LIFEBELT COLLECTION

Strathbrora  
At Sea.

Dear Sir,

The Wardroom, *Strathbrora*, is making a collection of souvenir miniature lifebelts of all P & O ships, past and present. If you or any readers have any spare, or ones you no longer have use for please send them to the Chief Officer, m.v. *Strathbrora*.

We hope to make a collection of as many miniature lifebelts as possible, especially of the past P & O ships, and your vast circulation, particularly to people no longer in the Company, will greatly assist us to achieve our aim.

Yours faithfully,  
John D. Rice  
(Radio Officer)

## The Nut Case



# WE AIM AT THE TOP

— Sir Donald

Leadership in the shipping industry was what the P & O Group was after, said Sir Donald Anderson in his traditional Chairman's Speech at the Pensioners' Luncheon on 18th June in *Himalaya*.

"Leadership not by size, but by enterprise," he explained, "by efficiency, by providing a service our customers want today and tomorrow, and above all by making a decent profit out of all this, so that we all have a future in the industry."

The luncheon was attended by some 250 pensioners plus the ship's officers, members of Management and senior members of shore staff. Guests were received by the Chairman and Captain Maurice Trenfield on arrival. After pre-lunch drinks a tip-top lunch of mango mousse, turbot, beef stroganoff or chicken curry, peach sabayon, cheese, fruit and coffee was served, washed down with a 1964 Pully Fuisse and a 1964 St. Emilion followed by a glass of Martell brandy and cigars.

In his speech Sir Donald made reference to the unrest and lack of purpose in the world. He contrasted this with the P & O. "We know exactly what we are trying to do: to make a plus out of shipping."

In the good old days, he said, it was enough to run ships well. They made a profit. But that was not good enough now. Cunard had made that mistake. They ran the "Queens" beautifully, with the best food and best service. But they forgot what they were doing it for.

Reviewing the past year Sir Donald said that the passenger ship results were particularly hit by the Seamen's Strike, closure of the Suez Canal and the



*Sir Donald making his after-lunch speech.*

Dockers' Strike. "But one way or another our results as a Group are improving." The cargo services were doing a lot better and the Straths in particular were "doing a great job".

The new P & O Building would be ready within the coming year. There would still be a few relics that pensioners recognised from the old building. Such as the turntable, which used to be in Courtyard One.

And so the P & O continued, with new buildings, new ships, new trades, new techniques, new ideas and new men and women. These last were the most important, stressed Sir Donald. It was they who produced — or did not produce — all the others. Whatever the equipment, it was the calibre of the staff that determined the success of the company.

*D. F. Hartley, R. D. Rolt (West End Manager), F. L. Coloquhoun, J. Rowden.*





*F. I. Geddes (Deputy Chairman), J. W. B. Towler.*



*D. B. Dyer (Continental Sales Manager), A.C.G. Wootton, Purser  
P. A. McGregor, J. S. Kite.*



*J. G. Hill (Maintenance Cost Accountant), G. Denholm, Miss C. E. Stratton, Miss M. R. Hutton.*



*Captain T. L. Tucker, Captain M. A. Trenfield, Captain H. S. Allan.*



*E. F. Grimes, W. A. Bruckland.*



*A. Fairweather, H. Osbourn, E. May, A. S. Parry, A. S. McGillivray  
(Head of Accounts), G. H. Potter.*



*Mrs. L. Mortimer, Miss M. Fisher.*



*H. Williams (Chief Radio Officer), B. C. McCorry, N. (Chateau) Fontaine.*



*E. W. Mills (Section Head, Pursers), T. F. Tudgay (Section Head, Pursers), J. F. Denman, C. R. Bengel.*



*J. G. Davis (Director), H. A. Ford.*



*J. K. Hewitt (Officers Dept.) C. Q. Chappel, G. P. Veysey.*



*W. Girling (Crew Dept.), H. J. (Pop) Drayson, E. E. Cadman.*

# WHO'S WHO

around the company



1 Ken Campbell



2 Stan Rawdon



3 Denis Della Valle



4 Bernie Cannon



5 Rob Hodgson



6 Alf Mabey



7 Joe Hill



8 Arthur Ayres



9 Vera Ayres



10 Barbara Ellis



11 Lawrence Bradwell

1 K. S. Campbell—Stores Officer (Engine). Joined P & O 6th March 1961. In Accounts Department Repairs Section.

2 S. C. Rawdon—Assistant Maintenance Cost Accountant (Stores). Joined Orient Line Sea Staff November 1948. Served in Purser's Department. Transferred ashore from Deputy Purser to Pay Department.

3 D. M. Della Valle—In charge of Engraving & Locksmith Section. Joined P & O January 1951. Transferred from Freight Department.

4 Miss Bernadette Cannon—Junior Clerk. Joined P & O August 1967.

5 R.H.S. Hodgson—Assistant Maintenance Cost Accountant (Cost Control). Joined P & O September 1960. In Accounts Department Repairs Section.

6 A. W. Mabey—Locksmith. Joined P & O 4th April 1932. Formerly Maintenance Foreman.

7 J. G. Hill—Maintenance Cost Accountant. Joined P & O 1936. Formerly in Repairs Department and Assistant Head of Accounts Department.

8 A. W. Ayres—Foreman Laboratory Assistant. Joined P & O August 1961. From London Scaling.

9 Miss V. M. Ayres—Secretary to MCA. Joined P & O 26th July 1965 from Travel Agents. Responsible for Female Staff's welfare at Plaistow & Grays.

10 Mrs. B. Ellis—Supervisor Globe Works. Joined Orient Line 12th September 1945 as Machinist. Transferred to P & O October 1966.

11 L. Bradwell—Group Chemist. Joined Orient Line 1949 from Oil Co. in Pakistan. Subsequently transferred to P & O.

WHO'S WHO takes us to Plaistow and Grays this time, to have a look round Maintenance Cost Department. This is a part of the Company many people do not even realise exists. Its job is to look after maintenance and spare parts for ships when they are in the U.K. In the next issue we will explain its activities in more detail in words and pictures.

# FLEET LIST

(as at 15th October 1968)

	<b>Cannanore</b> 7,065 tons	<b>Coromandel</b> 7,065 tons	<b>Pando Cape</b> 8,792 tons	<b>Pando Cove</b> 9,236 tons	<b>Pando Gulf</b> 8,752 tons	<b>Pando Head</b> 8,925 tons
<b>CAPTAIN</b>	McGowan, G. R.D., R.N.R.	Adie, I. M.	Mortleman-Lewis E. A. W., R.D., R.N.R.	Savage, G. J.	Wacher, J. F. R.D., R.N.R.	Howard, K. E.
<b>CHIEF OFFICER</b>	Lumb, P. D.	Watkins, T. P.	Perry, D. J.	Carter, M. J. (Actg.)	Pegg, G. J.	Hughes, D. T.
<b>SECOND OFFICER</b>	Cawthorn, P. C.	Wilson, J. R.	Andrews R. G.	Adamson N. M.	Lee G. G.	Godderidge, C. T.
<b>THIRD OFFICER</b>	Knight, C. H. C.	Ellison, R. C.	Wainman, T. R.	Fairgrieve, J. B.	Grove, G. R. W.	Tomkias, D. J.
<b>JUNIOR THIRD OFFICER</b>						
<b>FOURTH OFFICER</b>	Poyntz, R. G. J.	Cooper, P. J.	Stoddard, C. J.	Ogden, R. P.	Pratley, P. J.	Sullivan, M. R.
<b>RADIO OFFICER</b>		Mennie, G. W. A. (Actg)	Hall, H. V.	Gillman, D. K.	McKie, G. R.	Hicks, D. E.
<b>JUNIOR RADIO OFFICER</b>	Taylor, M.					
<b>TRAINEE RADIO OFFICER</b>		Barron, M.		Walton, P. M.		
<b>CHIEF STEWARD</b>	Tracey, J. T.	Leaver, D. B.	Sweby, L. M.	Thomas, P. J. N.	Timmins, S. H.	Hodgskin, W. J.
<b>CARPENTER</b>			Stone, B. A.			Pitt, A. C.
<b>CADETS</b>			Frost, A. I.	Coombe, G. P. D.	Norton, C. P. H.	Reynolds, J.
		Warner, B. J.	Warren, P. V.	Marden, J. T.	Grove-Hill, R. E.	Cugley, J. G.
		Farquahar, R. S.	Coombe, R. W.	Barker-Simson, J. F.	Acland, I. A. D.	Mccrae, C. P. R.
		Huyshe, R.				
<b>CHIEF ENGINEER OFFICER</b>	Paterson, M. D.	Ditchfield, R.	Hudson, R. E.	Bannister, A.	Southcott, H. E.	Fisher, E. H.
<b>SECOND ENGINEER OFFICER</b>	Goodwin C. M.	Millard, R. B.	Pound, N. W.	Moesby, J.	Goldsmith, C.	Biggs, R. L.
<b>THIRD ENGINEER OFFICER</b>	Marsh, G. W.	Westerton, J. C.	Clarke, E. D.	McConachie, W.	Hunter, D. E. B.	Walker, D. J.
<b>JUNIOR THIRD ENGINEER OFFICER</b>			Huffadine, B. W. (Actg)	Hicks, J. E. (Actg.)	McGlashan, A. S.	Talbot, M. G.
<b>FOURTH ENGINEER OFFICER</b>	Harris, G.	Stanfield, S.	Cass, J. A. (Actg.)	Ellis B. R. F.	Keys, R. S.	Ramsey, D. P.
<b>JUNIOR FOURTH ENGINEER OFFICER</b>						
<b>ASSISTANT ENGINEER OFFICERS</b>	Crocker, R.	Pappin, P. F.	Davies, D. J.	Leech, T.	Smith, M. D.	Sharpe, R. F.
	Bayliss, A. F.	Earp, R.	Byham, G. M.	Smith, F. R.	James, A.	Baker, B. J.
	Cooper, P. H.	Fullagar, J. T.	Mann, P.	Hunstone, H.	Taylor, K.	Evison, K.
	Chester, P. H.	Cox, N. A.	Stevenson, J.			Loosen, G.
<b>FIRST ELECTRICAL OFFICER</b>				Bowles, P.		
<b>SENIOR ELECTRICAL OFFICER</b>					Palmer, R. K.	
<b>SECOND ELECTRICAL OFFICER</b>						
<b>ELECTRICAL OFFICER</b>	Bowles, P.					
<b>FIRST REFRIG. ENGINEER OFFICER</b>						
<b>SECOND REFRIG. ENGINEER OFFICER</b>						
<b>ENGINEER CADETS</b>	Mullineaux, R. A.		Currie, J. A.		Ashworth, M. C.	Gibb, M.
	Wooding, C. J.		Higgins, A. G.		Cameron, G.	Geeham, N. B.
			Peek, M. L.		Millar, C. G. A.	
<b>CAPTAIN</b>	<b>Pando Point</b> 8,753 tons	<b>Pando Sound</b> 8,782 tons	<b>Pando Strait</b> 9,235 tons	<b>Patonga</b> 10,071 tons	<b>Somali</b> 9,080 tons	<b>Soudan</b> 9,060 tons
	Mordaunt, B.S.C.	Field, A. J.	Bullock-Webster, R.	Haggas, M. H.	Harrison, D. J.	Underwood, R. F.
<b>CHIEF OFFICER</b>	Ellingham, R.	Prideaux, A.	Dornom, D. A.	Meredith, J. E. W.	Upjohn, C. J. (Actg)	Hayward, P. E.
<b>SECOND OFFICER</b>	Morrow, L. J.	Clarke, W. J. C.	Moulin, M. J. F.	Tinsley, A. R.	Turner, P. M.	Carveth, R. N.
<b>THIRD OFFICER</b>	Abbey, C. T.	Beavington, M.	Montgomery, D. P.	Dickins, G. T.	St. A. Coles, R.	Tyzack, R. D. W.
<b>JUNIOR THIRD OFFICER</b>						
<b>FOURTH OFFICER</b>	Dale, C. G. M.	Dick, W. F.	Renshaw, G. W.	Coldham, R.	Wallace, C. S.	Pilsworth, D. G.
<b>RADIO OFFICER</b>	Bewley, R. W.	Smith, H. K.	Turpie, T. I.	Ridley, M. J.	Gaston, B. A.	
<b>JUNIOR RADIO OFFICER</b>						Dunn, A.
<b>TRAINEE RADIO OFFICER</b>	McManus, P.	Blanchard, T. V.	Lane, H. D.	Walker, I. L.	McAllister, W. J.	O'Brien, P.
<b>CHIEF STEWARD</b>	Jarvis, A. W.	Bliston, C. F.	Kent, T. W.	Leggett, T. V.	Hine, G. J.	Fuller, A. M.
<b>CARPENTER</b>	Rees, R. H.		Mak, K. T.	Caughey, G. F. M.	Davidson, M. H.	Francis, A.
<b>CADETS</b>	Knight, C. D.		Child, J. A.		Moore, R. J.	Harris, J. P.
	Steves, P. M.		Timm, S.		Breese, M. T. W.	
<b>CHIEF ENGINEER OFFICER</b>	Bowness, A. W.	Nightingale, P.	Stubbs, J. M.	Bayliss, N. H.	Lambert, A.	Clarke, A. D.
<b>SECOND ENGINEER OFFICER</b>	Harvey, A. T.	Carlisle, J. W.	Goodman, A.	Waller, B. C.	Bedford, T. D.	Bowen, J. D.
<b>THIRD ENGINEER OFFICER</b>	McCarthy, J. J.	Poole, B. R.	Kirchin, D. A.	Rouse, T. A.	Jenkins, K. McL.	Bartle, R.
<b>JUNIOR THIRD ENGINEER OFFICER</b>	Radbourne, D. E.	Lines J.	Gough, G. W.	Mathie, J.	Greenback, M. J.	Fowler, C. R.
<b>FOURTH ENGINEER OFFICER</b>	Butterworth, B. K. (Actg.)	O'Brien L.	Hancock, R.	Hewison, J. W.	Rowe, E. K.	Hodges, K. J.
<b>JUNIOR FOURTH ENGINEER OFFICER</b>						
<b>ASSISTANT ENGINEER OFFICER</b>	Hatfield, C.	Smalley, B.	Bellamy, D. R.	Lowrey, M. R.	Burton M. C.	Robinson, R. W.
	Thomas, D. P.	Johnson, L. R.	Wallbank, A. S.	Martin, W. G.	O'Dell, A. J.	Machin, K.
	Jones, D. L.	McCarty, G. E.	Watters, I. G.	Turgoose, M.	Worsfold, K. S.	Tweddle, R. N.
<b>FIRST ELECTRICAL OFFICER</b>		Peacock, D. C.	Bunney, K. (Actg.)	Wanless, J.	Underdown, W.	Thorpe, K.
<b>SENIOR ELECTRICAL OFFICER</b>						Dumoulin, C. J.
<b>SECOND ELECTRICAL OFFICER</b>						
<b>ELECTRICAL OFFICER</b>	Grant, D.					
<b>FIRST REFRIG. ENGINEER OFFICER</b>						
<b>SECOND REFRIG. ENGINEER OFFICER</b>						
<b>ENGINEER CADETS</b>		Thornton, R. M.	Britton, E. A.	Haddon, C. D. (Actg)	Hartley, R. D.	
			Hearson, R. C.	Gurnett, K.		
			Osborne, R. A.	Downie, M.	Prowse, R. J.	
				Lewis, G. M.	Towers, J. A.	
				Tatum, M. G.	Thornton, R. M.	



ASSISTANT ENGINEER OFFICERS

Hillier, J. Wadsworth, G.S.J.  
 Johnstone, C. Wilson, G. F.  
 Clay, M. J. Ainsworth, S. J.  
 Owsdon, P. A. Maskell, M. R.  
 Learmont, A. Maddocks, D. J.  
 Hayward, M. Balliam, P. E.  
 Darlow, K. J.

FIRST ELECTRICAL OFFICER

Dibsdall, M. C. H. Ironside, J.  
 Corral, L. J. Cooper, J. C.

JUNIOR SECOND ELECTRICAL OFFICER

Jones, M. J. Roberts, W. T.

ASSISTANT ELECTRICAL OFFICERS

Bennett, F. Clough, G. A.  
 Douglas, J. Butler, R. J.  
 Hutchinson, J. Worsley, J.  
 Bowyer, R. J. Crosby, J. M.  
 Cawthroy, J.  
 Milton, B. J.

VENTILATION OFFICER

Fricker, D. A. Harrison, M.  
 Steddy, M. Reynolds, J. M.  
 Clayton, P. Muse, R.

JR. FIRST REFRIG. ENG. OFFICER

Firth, B.

SNR. SECOND REFRIG. ENG. OFFICER

Brown, P. F. (Actg.)

JR. SECOND REFRIG. ENG. OFFICER

Murdin, R. (Actg.)

THIRD REFRIG. ENG. OFFICER

JR. THIRD REFRIG. ENG. OFFICER

Morgan, W. C.

BOILERMAKER

PURSER

Temple, R. C. Ewan, W. A. J.  
 Whicker, M. C. Jenkinson, P. C.  
 Miles, M. J. Hodgeman, G. P.  
 Bati, P. Bonham, J. S. W.  
 Milne-Buckle, C. G. Earm, M. F.  
 Hawkesworth, M. Nicholls, R. K.  
 Kenning, J. D. Poyntz, J. M.  
 Bennett, P. Cardnell, E. J.  
 Atkins, J. M. Synnons, C. R.  
 Phillips, D. Hindley, C. T. H.

JUNIOR ASSISTANT PURSER

Phillips, D.

PURSER CADETS

WOMAN SR. ASSISTANT PURSER

Redgewell, S. Coulter, M. J.

WOMAN ASSISTANT PURSER

Bickel, S.

WOMAN JR. ASSISTANT PURSER

Fisk, P. A. M. Leanknegt, H.L.M.

TRAVEL ADVISER

Baker, A. M. Bull, E. R. A.

ENTERTAINMENT OFFICER First Class

Kat, C. G. N. Lomas, G. M.

ENTERTAINMENT OFFICER Tourist Class

Blackburn, L. M. Woolper, P. M.

HOSTESS First Class

Angrave, G. L. McVean, M.

HOSTESS Tourist Class

Woolper, P. M.

CHILDREN'S HOSTESS First Class

Brayne-Nicholls, N. L. Rutherford, J.

CHILDREN'S HOSTESS Tourist Class

Bull, E. R. A. Aspin, K. W.

CHIEF STEWARD First Class

Lomas, G. M. Brownie K. C. V.

CHIEF STEWARD Tourist Class

South, R. K.

Twigg, H. Selbain, R. R. F.  
 Betts, D. J. Macey, M. F.  
 Fox, T. Newstead, A. M.  
 Walker, G. James, M.  
 Murphy, M. Trollope, D.  
 Agnew, A. T. Newbury, M. A.  
 Douthett, T. Cheestham, J.

Wanstall, D. W. Seaby, D. L.  
 Macey, M. F. Newstead, A. M.  
 James, M. Clissold, B. P.

Whiteford, A. F. M. Caughy, W. G.  
 Berridge, R. Clish, G.

James, T. J. Salmon, R. A.  
 Hutchison, I. Quinn, P. M.

Donkin, W. C. Stuart, J. P.  
 Lyne, G. J.

Douglas, A. C. Merritt, F. B.

Woollett, M. Everett, J. R.

Crouch, R. W. Reynolds, S. O.

Pullinger, D. A. M. Mayhew, H. W.  
 Belsher, A. S. Burtchell, D. G.  
 Sutcliffe, M. H. Rutter, R. W.

Green, D. N. Collins, D. J.

Whitmore, A. R. Archibald, F. M.

Van Der Wegen, W. P. J.  
 Barlow, P. J. Wilschut, H. M.

Issacson, J. W. Jamieson, W.  
 Greaves, P. F. G. Talbot, J. K.

Moss, A. Nickson, E. J.

Standing, R. W. Kinsella, S.

Borcham, A. W. Brown, L. C.  
 Baker, W. C.

Bowey, S. A. Dalkin, A. R.  
 Norris, R. A. Pilkington, G.  
 Smith, E. Watson, A.  
 Colclough, C. S.  
 Conlson, M. K. Betts, I. W.  
 Payne, E. L. Hadfield, J. C.  
 Borton, B. Hills, C. J.  
 Dixon, P. G.

Wiles, B. O'Connor, J. (Actg.)

Goulding, R. Pepper, P. D.  
 Keenan, J. Wood, J.

Doig, P. Fittes, G. J.  
 Collins, M. H.

Cook, F. E. Meertens, H. E.

Stringer, R. Paterston, W. (Add)

Buy, J. H. Arkiesson, A. P.  
 Mulder, B. K.

Harris, J. G. McDonald-Bell, A. R.

Miller, D. G. Tutton, P. A. D.  
 Burr, R. B. Bonning, H. B.

Warner, E. L. Cochner, M.

Clements, N. S. Price, M.  
 McIsom, C. P. Sheldon, A. P. J.

Dirks, J. C. Ascott, L. J.

Plumb, C. A. Lingham, C. J.

Sheen, C. Culmer, J. F.

Booth, J. Hymus, L.

Sharpe, M. M. Robertson, E. J.

Turfrey, R. J. Rogers, D. J.

Boulter, M. R. Haigh, D. W.  
 Colclough, C. S. Smiley, N.  
 Beament, D. R. Hackett, R.  
 Donaldson, P. W.

Milne, G. Roberts, W. T.

Carlil, D. M. Hart, J. E.  
 Ryan, R. Jones, G. A.

Harrison, M. Reynolds, J. M.  
 Muse, R.

Kenyon, P. A. Hurl, I.  
 Pelan, K.

MacArthur, R. W.

Ewan, W. A. J. Jenkinson, P. C.  
 Bonham, J. S. W.

Earm, M. F. Hill, R. J.

Aahbourne, R. K. Walsh, J. M.  
 Pratt, P. J. L. Smyth, J. C.

Gray, D. R.

Williams, S. B. Archer, P. A.  
 Van Noort, M.

Hunt, L. E. Moisewitsch, B.

Griffin, J. M. Walbrecht, W.

Cox, G. Waldmann, M. E.  
 Sheen, P. M.

Barrett, D. I. L. Newbold, B. E.

Picking, A. Rogers, G. H.

Rendle, G. M. Pearce, M.

Gentle, C. J. Riley, K.  
 Maskell, M. R. Maddocks, D. J.  
 Balliam, P. E.  
 Darlow, K. J.

Ripken, R. A.

Worsley, J. Crosby, J. M.  
 Cawthroy, J.  
 Milton, B. J.

Firth, B. Brown, P. F. (Actg.)  
 Murdin, R. (Actg.)

Morgan, W. C.

Hale, A. G. Meyrick, J. J.  
 Jones, J. R. Heap, G. L.

Coulter, M. J. Traies, S. M.  
 Forbes, M. M.

Leanknegt, H.L.M.

Thiele, L. N. Schlater, R. A.  
 McCleary, F. M. Browne, L.

Cliff, S. M. Curtis, C. A.  
 Bayne, D. J.

# FLEET LIST

(as at 15th October 1968)

## Strathardie

13,057 tons  
Tetry, J. W.

## Strathbrobra

12,539 tons  
Clifford, J. A.

## Strathconon

12,529 tons  
Snowden E.

CHIEF OFFICER  
SECOND OFFICER  
THIRD OFFICER  
JUNIOR THIRD OFFICER  
FOURTH OFFICER  
RADIO OFFICER

Goddard, C. H.  
Jamison, S. S.  
Laurie, M. A. C.  
Tadman, J. R. P.  
Sloan, J. F.

Townsend, S. W.  
Rodger, D. A.  
Johnston, C. J. C.  
Hall-Thompson,  
Rice, J. D. [M. H.

Bradley, D.  
Stokoe, G. A.  
Stanway, I. C.  
Rowe, N. A. F.  
Ruscoe, A. C.

JUNIOR RADIO OFFICER  
TRAINEE RADIO OFFICER  
CHIEF STEWARD  
CARPENTER  
CADRETS

Davenport, J.  
Giddon, R. G.  
Blanch, J. C.  
Graves, M. H.  
McWilliam, R. S.  
Palliser, J. C.

Smith, G.  
Patenden, F. P.  
Courtneay, A. P.  
Taylor, D. R.  
Keane, D. N.  
Hampson, P. A. G.

Ayres, D. M.  
Waters, P. E.  
Campbell, C. F.  
Bird, J. D. S.  
Bell, J. M.  
Christie, D. L.

CHIEF ENGINEER OFFICER  
SECOND ENGINEER OFFICER  
THIRD ENGINEER OFFICER

Screech, J.  
Graham, C. R.  
Cortles, G. W.

Cass, E.  
Littlejohn, M. J.  
Edge, D.

Peach, A. J. V.  
Page, D.  
Marshall, W. S.

JUNIOR THIRD ENGINEER OFFICER  
FOURTH ENGINEER OFFICER

Young, J. C.  
Crook, G. E.

Mills, A. W.  
Scott, I. S.

Baird, N. A.  
Smith, D. C.

JUNIOR FOURTH ENGINEER OFFICER  
ASSISTANT ENGINEER OFFICER  
FIRST ELECTRICAL OFFICER  
ELECTRICAL OFFICER  
ENGINEER CADRETS

Crosby, R. D.  
Pace, J.  
Jacob, M. D.  
Lynch, R. M.

Holmes, A. D.  
Crawley, M. T.  
Geelan, N. B.  
Gibbs, M.

Nicol, S.  
Pittman, I. G.  
McAlpine, J.  
Fell, J. R.

CAPTAIN

## Gathay

13,790 tons  
Harris, E. V.  
R.D. R.N.R.

## Chitral

13,790 tons  
Barrett, G. C.

CHIEF OFFICER  
SECOND OFFICER  
JUNIOR SECOND OFFICER  
THIRD OFFICER  
FIRST RADIO OFFICER  
SECOND RADIO OFFICER  
SURGEON  
NURSING SISTER  
CARPENTER  
PLUMBER  
CADRETS

Houghton, J. F. T.  
Faesy, F. H.  
Frost, M. S.  
Pinney, S. R.  
Gibson, K.  
Bagen, N. M.  
Hollinrake, J. B.  
Thomas, M. P.  
Brookbank, J.  
Moore, J.  
Rose, M. R.  
Thorogood, F. J.  
Clowes, M. R.

Hansing, D. A.  
Church, V. R.  
Douglas, W. M.  
Pennell, P. M.  
Cahill, R. V.  
Morris, P. C. (Actg)  
Mitchell, J. M. H.  
Thompson, A. E.  
Pike, J. F.  
Gutteridge, D.  
Baker, C. A.  
Urquhart, A. S.  
Gilmore, R. F.  
Lakin, J. B.

CHIEF ENGINEER OFFICER  
SECOND ENGINEER OFFICER  
JUNIOR SECOND ENGINEER OFFICER  
THIRD ENGINEER OFFICER  
JUNIOR THIRD ENGINEER OFFICER

Sadler, J.  
Chandler, C. A. G.  
Weaver, D. F.  
Lipsonbe, J.  
Jarvis, H.

Chandler, C. A. G.  
Sanderson, R.  
Tatton, P. A.  
Postlethwaite, B.  
(Actg)

FOURTH ENGINEER OFFICER  
ASSISTANT ENGINEER OFFICER

Orrwin, B.  
Footitt, C.  
Copland, W. C.  
Parker, J. R.

Dixon, C. T.  
Officer, T. A. J.  
Ryan, J. B.  
Booth, H.  
Smyth, J.

FIRST ELECTRICAL OFFICER  
SECOND ELECTRICAL OFFICER  
FIRST REFRIG. ENG. OFFICER  
SECOND REFRIG. ENG. OFFICER  
PURSER

McLaren A. G.  
Spurling, R. R.  
Sumner, R. R.  
Alcock, G. C.  
Barnett, W. H.

Balharachet, D. R. C.  
Green, J. V.  
Middleton, D. J.  
Simpson, J. C.

SR. ASSISTANT PURSER  
CHILDREN'S HOSTESS  
CHIEF STEWARD  
CHIEF

Harties, R. M.  
Simstier, J. M.  
Taylor, R. G.  
Mitchell, M. S.

Barber, R. H. S.  
Roberts, A.

## P & O RADIO OFFICERS IN TRIDENT TANKERS

Burfts, Silo, C. R.; *Ellenga*, McBride, V.; *Ellora*, Harris P. J. (Jr.); *Erne*, Bell, R. G. (Jr.); *Garonne*, Pitt, D. J.; *Grafton*, Walton, J. F.; *Grafton* Wilson, M. E. (Trainee); *Heathrop*, Keightley, C. (Jr.); *Malofa*, Raven, T. L.; *Malwa*, Sims, D. W. (Third); *Malwa*, Watson, J. D.; *Manita*, Pulman, M. L. (Actg.); *Megna*, Cowell, M. C. (Jnr.); *Opawa*, Moffatt, D. S.; *Orama*, Dunmond, D. B.; *Orissa*, Stone, T. J.; *Orissa*, Allen, M. F. (Trainee); *Ottawa*, Whitchurch, P. A.; *Ottawa*, Houston, B. C. (Trainee); *Quenda*, Busby, A. (Jnr.); *Quiloo*, Atkinson, D. J. (Actg.); *Talamba*, Gray, A. H.

# MARINE TRAINING

## HIGHER NATIONAL DIPLOMA

This September our first intake of H.N.D. engineer cadets commenced their training at Southampton College of Technology. These cadets will serve approximately 4½ years with the Company, with their academic training at the college being arranged on a "sandwich" basis.

The course is the first of its kind in the country and is receiving the support of the majority of shipping companies. It is designed to provide a nucleus of highly qualified marine engineers.

These cadets will be recruited direct from the "A"-level stream in 6th form college. The number of cadets recruited per year will be four.

## CONTAINER FLEETS LIMITED

The decision of C.F.L. to enter the Engineer Cadet Training Scheme has created another entry stream for engineer cadets.

Three cadets at South Shields Marine and Technical College elected to transfer to C.F.L. and two are at present at sea gaining experience on the "STRATH"-class ship prior to joining the C.F.L. fleet in February 1969.

The cadets entering this year will follow the same training course as the P & O and Trident cadets, but will serve their Phase II (sea-time) in C.F.L. ships. It is hoped that in order that they may gain an insight into motor ships, a short voyage on one of the "STRATH"-class can be arranged.

## PRIZES AND AWARDS

O.N.D.

We congratulate the following cadets on successfully obtaining their Ordinary National Diploma in Engineering:—

M. C. Ashworth, G. Cameron, J. A. Currie, M. Downie, N. B. Geehan, M. Gibbs, R. C. Hearson, A. G. Higgins, G. M. Lewis, C. G. A. Miller, M. C. Peek, R. J. Prowse, M. G. Tatum, and J. A. Towers.

SPEECH DAY AND PRIZE GIVING AT THE SCHOOL OF NAVIGATION, WARSASH—31ST JULY 1968.

The following engineer cadets were awarded prizes:—  
*Cadet Phase III*

R. M. Creasey (Trident Tankers)—Prize presented by British & Commonwealth Group Management Limited to the 2nd-year engineer for Best Executive Work. Book token.

J. A. Towers (P & O)—Prize presented by British & Commonwealth Group Management Limited to the 2nd-year engineer doing best work in Liberal Studies. Book token.

C. A. G. Williams (P & O)—A prize presented by the British & Commonwealth Group Management Limited to the engineer cadet achieving the best results in Boatwork. Book token.

D. A. Shield (Trident Tankers)—A prize presented by the British & Commonwealth Group Management Limited to the best Executive Engineer Cadet. Book token.

Prizes were also awarded to: G. A. McAllister (P & O)  
I. G. Moignard (P & O)  
D. J. Lund (P & O)

## SOUTH SHIELDS MARINE & TECHNICAL COLLEGE

B.I. Prize for the Best All-round Proficiency in Marine Engineering—1st Year Phase I 1966/67, awarded to J. A. Evans (Trident Tankers).

## MERCHANT NAVY TRAINING BOARD EXAMINATIONS

We congratulate the following cadets on being awarded a Certificate of Merit by the Merchant Navy Training Board for their recent examinations.

Fourth Officer W. E. Bland; Cadets J. C. Banks, J. R. H. Browne, M. S. Burgoine, R. D. Fennelow, R. C. Holt, T. Lee Kim Lin, L. H. T. Seow, I. C. Stutt.

## NEW ENGINEER CADET TRAINING OFFICER

We welcome Mr. B. C. Munro who has taken over as Engineer Training Officer from Mr. A. M. Rushton. Alan Rushton leaves to take up a position as Assistant Superintendent Engineer in connection with the technical planning for an extension to O.C.L. container services.



Mr. P. R. D. Cutmore (right), a P & O recruiting officer, showing some of the Youth Employment Officers over Ottawa.

## P & O HOSTS CAREERS OFFICERS

Trident Tankers Ltd., a member of the P & O Group, recently hosted a party of 40 youth employment officers on board their 93,000-ton tanker *Ottawa*.

The officers, who covered an area from Northumberland to the West Riding, were shown round *Ottawa* when she berthed in the Tyne.

The visit was arranged by the P & O Group's marine training section. Its object was to give youth employment officers an insight into merchant navy careers.

## NEW ENTRY NAVIGATING CADETS

We welcome the following cadets who recently joined the Company:—

J. R. Barker-Simson (The Nautical College, Pangbourne), M. T. W. Breese (The Nautical College, Pangbourne), R. S. Farquhar (Glasgow Stow College), R. E. C. Grove-Hills (The Nautical College, Pangbourne), P. A. G. Hampson (The Nautical College, Pangbourne), M. W. Hoddinott (The University of Southampton), R. Huyshe (Pembroke Grammar School), A. J. Latham (Prescot Grammar School), P. H. Norton (The Nautical College, Pangbourne), J. H. Palliser (H.M.S. *Conway*).

We also welcome the following O.N.D. cadets who are at present undergoing their course at Southampton:— P. A. J. Boyce (St. Edmunds School, Canterbury), G. L. Conlon (Bassaleg Grammar School), S. Glossop (Canford School, Wimborne, Dorset), N. W. Hill (Homelands Technical High School), B. J. Kirtley (Carlton-Le-Willows Technical Grammar School), A. J. Proctor (Glenrothes Senior High School), P. C. Watson (St. Peter's, Southbourne).

## NEW ENGINEER CADETS

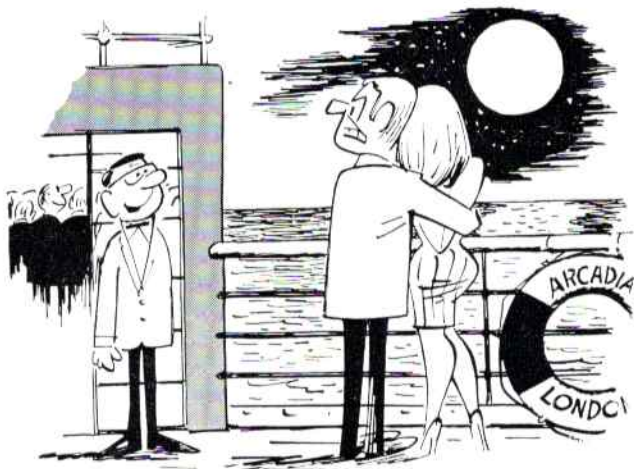
We welcome the following engineer cadets to the Company:—K. A. Alcock (Douglas High School for Boys, Isle-of-Man), A. A. Bouckley (Deeside Grammar School), T. D. Claridge (The Nautical College, Pangbourne), M. P. Clements (Prince Rupert School, Wilhelmshaven, B.F.P.O. 25), P. B. De Boos (Sir George Monoux Grammar School, London E. 16), M. R. Elliot (City of Bath Boys' Grammar School), R. Hardy (Heaton

Grammar School, Newcastle-upon-Tyne), C. W. Hill (Hallcroft School, Ilkeston), T. Hill (Cockermouth Grammar School), J. P. Hoare (Cistercian College, Roscrea, Eire), A. O. Killoran (Riland Bedford High School, Sutton Coldfield), R. J. Linacre (William Rhodes School, Chesterfield), C. J. Linnell (H.M.S. *Worcester*, Thames Nautical Training College), M. N. Luckhurst (Bromley Grammar School), I. J. Mark (St. John's School, Singapore), P. J. A. Nelson (Victoria College, Jersey), P. A. Neilson (Barton Peveril Grammar School, Eastleigh, Hants.), R. D. Nimmo (Daventry Grammar School), W. B. A. Ransom (St. Edmund's School, Canterbury), G. J. Sharman (Priory Grammar School, Shrewsbury), J. S. Sibbald (Trinity College, Glenalmond, Scotland), J. M. Smith (Bancrofts School, Woodford Green, Essex), J. Smith (Royal Merchant Navy School, Wokingham, Berks.), D. Stirrat (Paisley Grammar School), R. B. Tame (Harlow Technical College), P. J. Walentowicz (St. Joseph's College, Dumfries, Scotland), W. R. Wilson (Trinity Academy, Edinburgh 6), R. P. Young (H.M.S. *Worcester*, Thames Nautical Training College).

## STUDY LEAVE PAY

With unemployment benefit being discontinued for officers studying for their 2nd Mate's Examinations, study leave pay will now be paid at the full senior cadet's rate of pay for an eight-week period. This means that in future officers will be paid £67 and not £44 plus unemployment benefit. An additional £30 bonus will be paid to officers returning to the Company, with a 2nd Mate's Certificate, within 12 weeks of completing any outstanding voyage leave.

## Cruise cartoon



"Excuse me, but would you two like to make a foursome at cards?"

## MISTAKEN IDENTITY

We wrongly attributed the article, "Coping with Problems", in the last issue to Mr. A. H. S. Robinson, who was the author of another article ("This is your Club") in the same issue. The article was in fact written by another member of Correspondence Department who prefers to remain anonymous.

The Editor apologises to Mr. Robinson for any embarrassment or distress this error may have caused him.

## TAXING PROBLEMS

"My husband is in the forces. I have no children. Trusting it will have your attention."

—from a letter  
to an Inspector of Taxes.

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# LONDON-SYDNEY MARATHON

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The *Daily Express* has organised a marathon car rally from London to Sydney. Going overland London/Bombay and Fremantle/Sydney, the 100 competing cars will embark on *Chusan* on the 4th December for the nine-day sea voyage to Fremantle. *Chusan's* November/December voyage from Southampton to Sydney was specially re-programmed for the call at Bombay.

Here, MR. JACK SEARS, the Organising Secretary of the Rally, describes how he found and planned the first part of the route, London to Bombay. In a future issue we hope to have further details and photographs of the rally.

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In order to plan the route for the London-Sydney Marathon which starts on November 24th, it was necessary to make a complete reconnaissance from London to Bombay early in the year. I planned to leave at the end of January, calling in at Monte Carlo to see the end of the Monte Carlo Rally and to tell the competitors, manufacturers and journalists about this longest ever car rally.

My companions were Tony Ambrose, who was the 1965 European Rally Champion, and Michael Wood Power, Managing Director of Penn Overland Tours who run a regular coach tour to India and back throughout the year.

Our car was a Ford Cortina GT with a low compression engine to account for the poor fuel in Asia. The suspension was substantially strengthened and a sump guard and petrol tank guard were fitted. We carried four Dunlop studded tyres, knowing that we would encounter a lot of snow en route.

From London we went via Paris through the Mont Blanc Tunnel to Turin where we deviated down to Monte Carlo. We picked up the route again at Turin and continued through Belgrade and Sofia to Istanbul. This was an easy journey, and although there was plenty of snow on the surrounding countryside, the roads were clear.

After crossing the Bosphorus we shortly reached the Bolu Pass and fitted our studded tyres, for ahead of us lay over 3,000 miles of ice-packed and snow-covered roads. I had never used studded tyres before but found them quite fantastic. While other cars were crawling along at 20-25 m.p.h. we were touching 65-70 in perfect safety.

The journey through Turkey was fascinating with the contrasts between the modern cities of Istanbul and Ankara and the small mud hut villages of Eastern Turkey.

By the time we reached West Iran and were heading to Teheran, a strong wind started blowing and the soft, fresh snow was being whipped across the roads in a blinding snow storm which created frequent snow drifts. I estimate the speed of the wind was at least 60 m.p.h. We pressed on through many snowdrifts, finally making it to Teheran.

From there we took the northern route through Iran to Mashad, and on into Afghanistan to Herat, joining the wonderful new road built jointly by the Americans and Russians which took us to Kabul.

At Kabul we decided to explore some of the roads in northern Afghanistan, and had a non-stop 24-hour drive towards the Russian border. The roads were terrible and our average speed very low, but in the 500-mile journey we traversed a desert in darkness by compass, crossed a river during the night on a small wooden boat and went over the 12,000 foot Salang Pass in a snow storm.

After leaving Kabul we dropped down to the low ground to the frontier at Pakistan where we climbed up over the dramatic Khyber Pass. From there through the hot arid plains to Lahore and on to Delhi. We delayed a while at Agra to see the Taj Mahal which looked exceptionally beautiful by moonlight.

Finally we arrived at Bombay, tired but well pleased, exactly one month after leaving London. In the Marathon the competitors will cover the distance in just under eight days before catching the P & O liner s.s. *Chusan* to Fremantle for the last gruelling stage across Australia.

## SES books

Losses of books from Seafarers Education Service ships' libraries have crept up in the past year or two and are currently running at the rate of 1,000 books a month. At present prices this represents a loss to the Service of about £12,000 a year. The Service would like to appeal to all seafarers who enjoy these libraries to return books when they have finished reading them, either to the honorary librarian on board ship or, if they have been removed from ships carrying S.E.S. libraries, direct to the Seafarers Education Service, 207 Balham High Road, London, S.W.17. In the latter case the S.E.S. will refund carriage costs if this is desired.

# Pandor News

## SECRETARY

Mr. H. E. Major has succeeded Mrs. Audrey Cope as Secretary. Mr. Major has a desk in Pursers Department, and he is in the office on Mondays and Thursdays.

Mrs. Cope resigned in July after only a short tenure of office because of ill health.

## A.G.M.

The Annual General Meeting was held on 5th June in Bettafoods Restaurant, Beaufort House. Pointing out the highlights of the year, Mr. J. G. Davis, Chairman, referred to the £417 profit of the Grand National Sweepstake, the club's success at the London Shipping Amateur Swimming Association Gala last September, and to the increased activity of the Club in several fields. Apart from Swimming, the Lawn Tennis Section also had a very good season. The Men's Doubles team topped the London Shipping Tennis League's Second Division and were promoted to the First Division.

Ken Mackenzie, Captain of the Rugby Football Club, was honoured by being chosen to captain a Combined Shipping Companies' XV against the PLA. Under his leadership the McAlister Memorial Trophy was won for only the second time in 29 years. There were two other Pandor members in the team also.

The Association Football Club held its own in the London Shipping League and won the Escombe's Trophy and Group Cup in inter-Group competition. The First XI ended the season 7th out of ten in the League's First Division, and the Second XI came 5th out of nine in the Second Division.

Cricket and Rugby Football both had uneventful seasons, Rugby winning one of its three matches and Cricket only managing to avoid defeat on three occasions. The mid-week Cricket XI however, which playing during working hours is better supported, won four of its five matches.

Two other interesting developments were the decision to use the Toynbee Hall (just round the corner from Beaufort House) for the next Christmas production of the Dramatic Society, "Billy Liar" on 18th, 19th and 20th December, and the increased activity of the Motor Club under the leadership of Basil Martin.

## SECTION SECRETARIES

The list of Section Secretaries is reprinted as there have been some changes since the last issue. We must also apologise to Miss Mouch, Basil Martin and Bill Williams for describing them as Secretaries of the Photographic Society, Entertainments Committee and Netball Club respectively. The names were of course in the wrong order, and it is hoped this revelation will not end the sudden boom to the Netball Club's membership.

Sections and Secretaries are:—

ATHLETIC CLUB I. L. King, Steamers' Shops, West End.

CRICKET CLUB W. Laidlaw, Cruising, West End.

DRAMATIC SOCIETY A. P. Sherwood, Correspondence Dept., City.

FOOTBALL CLUB J. Logie, Cargo Supts. Dept., City.

GOLF CLUB L. E. Kimpton, Public Relations, City.

HORTICULTURAL CLUB W. G. Fry, Freight Admin., City.

LAWN TENNIS CLUB D. R. Baker, Passage Dept., City.

MOTOR CLUB B. E. Martin, Accounts, City.

SQUASH CLUB R. A. Peters, Freight Marketing, City.

SWIMMING CLUB T. W. Shaw, Chartering, City.

TABLE TENNIS CLUB J. Duranti, Accounts, City.

ENTERTAINMENTS COMMITTEE W. A. Williams, Staff Dept., City.

NETBALL CLUB Miss M. A. Abbott, Freight Admin., City.

PHOTOGRAPHIC SOCIETY B. E. Martin, Accounts, City.

RUGBY CLUB J. B. Griffiths, Staff Dept., City.

## FOOTBALL

At the invitation of Glen Line, Pandor Football Club entered a team in the 6-a-side tournament at the Glen Line Field-Day on 22nd June.

Although the weather attempted to ruin the afternoon the matches started on time, and Pandor opened the tournament by beating General Steam in a very close game on corners, after drawing 1 goal each at full time. (If the two sides are level on goals, corners gained during the matches count towards the result.) We then went on to meet the Glen Line Office team of McGregor Gow & Holland, whom we beat by the odd goal. To our amazement we found that there were only eight teams taking part and were informed we had made the final.

After refreshments the final began against Glen Line Dock Office side. The two sides were very evenly matched and at full time the score was 3 corners each. As neither side had scored, the match had to be settled on penalties, and unfortunately we missed 2 to their 1. However, we despondently collected our runners-up medals and thanked Glen Line for a very enjoyable afternoon, and hoped we would return the invitation in some way in the future. We were also pleased to see the amount of support we had that afternoon.

The team that took part:—B. Rawlings (Capt.), G. Robbins, R. Carter, P. Palmer, M. Sterry, T. Sheahan.

## ATHLETICS

The London Shipping Athletic Association's 1968 Championships at Motspur Park in June almost became a comedy of errors for us before they began. The bus taking contestants to the heats happily reported to Cockspar Street while the contestants were waiting at Beaufort House. Although the referees held up the proceedings for half an hour before commencing, Pandor arrived too late for the first few events, and even those who could compete were affected as they had no time for warming up.



*Peter Robinson (left) takes over from Ian King in the One Mile Medley Relay.*



*Geoff Pooley putting the weight*

*Some of the Pandor team, with trophies. They are (left to right) back: Heather Long, Gay Waller, Christine Wiley, Tony Sheldon, front: Kathleen Winstone, Barbara Fitzmaurice, Ian King and Peter Robinson.*



Nevertheless, several individuals rose to the occasion. Gay Waller came 3rd in both the Long Jump and High Jump, Peter Robinson came 2nd to former English International John Howell in the 120 yards Hurdles, and Ian King came 2nd in the Three Miles.

But entries were missed in the 100 Yards, Discus, Men's Hurdles and the Ladies' 440 Yards, which certainly affected our end result at the Finals.

After this initial handicap, Pandor performed well on the night. Cheered on by a keen bunch of supporters including Mr. Kenneth Anderson and Mr. David Peters, the club climbed back to third place in both the Inter-Shipping Championships and the Ladies' Championships. In the Inter-Shipping, Pandor was only two points behind Maori and it is interesting to speculate what might have happened had all the entrants in the heats been able to compete.

Good individual performances were put in by Ian King, who had organised the Pandor team and who comfortably won the Mile Senior and 880 Yards Senior, and came second to John Howell (Glen) in the 440 Yards, Geoff Pooley, who won Putting the Weight and came second in the High Jump, and Peter Robinson who won the 220 Yards Novices and came a creditable 5th in the Javelin. Simon Martin, Colin Barfield, Steve Pearson, also earned points in the men's events, as did Kathleen Winstone and Christine Wiley in the ladies'.

The evening ended with the relays, starting with the Ladies' 4 x 110, in which we came third but would undoubtedly have done better had the girls practised their baton-passing. Then followed the Men's Medley Relay (880-220-220-440), which had been a Maori Club monopoly between 1954 and 1965. Glen had taken over in 1966 and 1967, and they were again the favourites.

Pandor, however, had different ideas. Ian King ran the opening 880 yards at a fast pace and gave Peter Robinson a useful lead of about 40 yards for the first 220 yard sprint. Robinson almost held his lead and was still a long way in front when he handed over to Roger Wood. Knowing that John Howell was running the final 440 for Glen and that he was capable of a very fast time, Wood ran flat out and was still well ahead when he passed the baton to Colin Barfield for the last stretch.

As often happens, the unexpected happened, and it was Maori that came up to challenge. Barfield was not perturbed and he ran a great 440, holding off all opposition and leaving Maori to come 2nd and Glen 3rd.

The results of the championships were:—

#### **Inter-Shipping Championships**

1. Glen Club 225 points
2. Maori Club 87 points
3. PANDOR CLUB 85 points
4. Howard Tenens 37 points

#### **Ladies' Championships**

1. Glen Club 67 points
2. Bank Line 35 points
3. PANDOR CLUB 18 points
4. Maori Club 16 points

# From Power to Sail

by Jean Goater, *First-Class Entertainments Officer*

To move from the 30,000-ton *Arcadia* to a ten-ton sailing boat is quite a contrast. For overweight Entertainment Officers I recommend it!

One week I was living a life of comparative cushioned luxury and the next I was pitching and rolling down Channel and making devastatingly certain that my waist line was fractionally reduced by heaving at regular intervals over the lee rails. How sympathetic I'll be with sea-sick passengers in future, though they at least are spared the supposedly curative therapy of helming their magnificent vessel for four hours on their first night out!

The Channel appeared to be seething with shipping between midnight and 4.00 a.m. and to my glazed eyes there seemed to be lights everywhere. With a hollow feeling deep in the pit of what remained of my stomach I reflected that yachts do not have brakes, but at least steam had to give way to sail. Surely there was comfort in that.

Although we were only doing a modest six knots, not having got used to living so near the water line, I felt we were jet propelled and that speedwise even *Canberra* would offer no competition.

Menacing lights steamed resolutely towards us. Was their bearing remaining constant or wasn't it? Could she see us on her radar screen? Was there something wrong with our reflector? Were our navigation lights clearly visible? Would she never alter course?

Hallelujah! all was well. Her lights were opening. She had seen our lamp-lit sails and a minute or so later a large tanker steamed majestically past leaving a very subdued and shaken helmsman to continue her watch.

My mind worked overtime. Oh, why wasn't I safe and sound in my bunk in *Arcadia* while two highly trained officers dealt with such confusing matters as wind direction, current, tides, navigation and lights, and a capable Quartermaster did the steering, instead of careering down Channel on a blustery September night in a fibreglass sloop bound for the West Indies?

My respect for the Sir Francis Chichesters of this world increased meteorically—to sail alone, even supposing one had their knowledge and skill, would not be for me. I thanked my lucky stars that I was only one of four on board and that my deficiencies could be compensated for by the skipper. But what on earth was I doing here anyway?

Friends had had the boat built with the idea of sailing in the West Indies, and as they needed another female I was invited to forswear (for a time) the delights of a passenger ship and become instead a member of the crew of *Gander*. So there we were, Skipper, his son, another female and myself, outward bound.

As yachts go *Gander* was very comfortable with an after cabin, centre cockpit saloon and a forecabin—

39' long and 11' 6" wide, she was fairly roomy, though compared to *Arcadia's* gargantuan measurements she was somewhat modest in size.

After that first strenuous night things on board settled down a little. The rigging started to make sense, and we no longer had to spend a couple of minutes working out whether this was or wasn't the tack of the jib, or how this particular type of shackle worked. Soon we were no longer gazing at the mast with too much bewilderment when asked to do such strange-sounding things as adjusting the topping lift.

Life below also gradually sorted itself out. Cooking, however, presented subtle problems unknown to the land-based housewife. With the boat rolling heavily, one had the alternative of trying to wedge oneself by the galley to be near the stove, and holding on with one hand all the time, or strapping oneself to the hand rail so that both hands were free—but then one could not get to the stove without unstrapping!

Cooking utensils and plates seemed to have a mind of their own. They were always intent on trying to crash to the floorboards, especially when filled. Milk powder took a fiendish delight in burying itself in inaccessible cracks; sugar was a slippery monster to be treated with the utmost care; as for eggs—enough said!

With two taps, one for salt water and one for fresh, the inevitable was bound to happen one day. Have any readers ever tried tea made with salt water? If not, don't.

We rapidly learned not to serve runny foods in anything but mugs in heavy weather, otherwise the contents disappeared fast—into one's lap. We had a small oven which perched on the two-ring primus, but cake making was a trifle disappointing as the temperature was not high enough to cook them. Warm cake mixture however makes a good pudding.

When one eventually solves the problems of rough weather cookery, other problems are quite inescapable. Visiting the toilet involved unmentionable complications. Washing, too, was not the simple plebian pastime it is in *Arcadia*. No more the heady joys of showers and baths. Any major attempt at washing demanded strict planning and a balance worthy of a modern Blondin. Sleeping was considerably simpler providing one remembered to put in one's lee boards; otherwise an uncomfortable night could be spent in performing neat parabolas from one's bunk to the floorboards—painful, and not to be recommended!

Ocean sailing is not all horrors, however. There is the pleasant side too . . . comparatively calm seas, hot sunshine, balmy moonlit evenings, the sheer enjoyment of sailing and movement without the pounding of an engine, and perhaps above all else the freedom to go where one chooses and stay for as long or as short a time as one likes. Completely unfettered by schedules

and routine, life becomes comparatively uncomplicated and there is plenty of time to unwind (at any rate while the weather is good) and forget the hurly-burly of big ship life.

We followed the usual route out from England—down the Channel, and into the Bay of Biscay, where incidentally we sighted *Himalaya*. Storms and an even worse weather forecast forced us into Corunna in Northern Spain. We stayed there for over a week—appalling weather but an attractive old town—then on round Cape Finisterre down to Lisbon. A short stay in Portugal and on to Porto Santo (a gem of an island for those wanting an away-from-it-all beach holiday), and Madeira—wonderful walking in magnificent scenery in the mountains, well-marked paths and good huts which seem almost unused except at the height of the season. Then on to the Canary Islands. Avoiding Las Palmas and its oil-filled yacht harbour we went to Tenerife, dominated by its 12,000-foot volcano El Teide.

Before setting out across the 2,700 miles of Atlantic Ocean which separated us from Grenada—our intended landfall in the West Indies—we spent a week sailing to Gomera and La Palma, two of the slightly less known Canary Islands. Gomera is another ideal 'off the map' holiday island. It is still almost completely unspoiled, friendly people, meals of local fish with fiery sauces, cheap but good local wine and interesting skin diving.

Now came the long hop along the old sailing ship route across the Atlantic with, at that time of year (November) what we hoped would be steady Trade Winds to blow us across at a reasonable speed.

The ship was bulging with provisions, 100 gallons of water and quantities of fuel for the engine. We would be well away from modern shipping lanes, and any possible sources of help in an emergency, so we carried large reserves. Total water consumption was restricted

to two gallons a day. This proved to be virtually no hardship, although I wonder how our passengers would enjoy it, if presented with half a gallon of water per day for all purposes including cooking!

We had hoped to pick up the Trade Winds within 300–400 miles of the Canaries, but last year they appeared to be on strike. Further and further South we sailed, gradually leaving behind the lumpy seas and chilly days, until after six days bikinis could comfortably be worn all day. But if bikinis were 'in' the Trade Winds were not.

With the Cape Verde islands only 100 miles to the South, we finally altered course to the south-west. The winds were poor and we made slow progress. For the Trade Winds proper, which would blow from astern of us, we had huge twin staysails which we could boom out. These gave us a big spread of canvas and safe steering without the ever-present risk of a jibe.

The Trades remained shy, and on the whole crossing we only had six days of really good winds. Nevertheless, we slowly nibbled away the miles, and in our best twenty-four hours' run made 146 miles. This was offset by days of complete calm when we either had to motor or lie and roll endlessly in enormous swells making virtually no forward progress at all. The crossing eventually took us 27 days—quite a contrast to the 5–6 days which would be taken by our passenger ships.

Even so, time did not drag. Navigation classes were in full swing, and we all endeavoured to take, and then work out, accurate sun sights. Many were the strange position lines which were drawn on the unsuspecting chart!

Housekeeping had to proceed as usual, boat's maintenance to be attended to, and we had plenty of books for study and light reading on board. Fishing was not highly successful although the occasional flying fish

Jean Goater on 'Gander'



landed gratuitously on our deck to be received with open arms—very delicious when fried.

For additional company we miraculously met another yacht and an Italian cargo ship. We often had attendant dolphins and an amazing variety of sea birds.

Mostly the weather was hot and sunny, but two weeks out we ran into some line squalls which not only provided some rather breath-taking sailing but—joy of joys—gave us several gallons of bonus water. Oh! the ecstasy of washing one's hair free of the caking salt, and actually being able to wash all over in fresh water for the first time for what seemed an eternity! Normally one's toilette consisted of having a few buckets of salt water tipped over your head as you crouched on deck hanging on to the back stays.

Ablutions mostly took place in the late morning when dehydration seemed at its most advanced, and was generally followed by what we called a 'pre prandial' drink and then lunch, generally in the cockpit in the fine weather or below if wet or cold, so on many a day conditions could hardly be called rigorous!

Excitement mounted as the distance to land decreased, and on our 27th night after leaving La Palma we got a fix on a light on Tobago. The skipper's navigation had been practically spot on.

We arrived in St. George's yacht harbour, Grenada, early the next morning. It was wonderful to be able to stow away the sails and anchor in dead calm water, to be able to sleep all night with no watchkeeping to think of. Strange not to have to worry about the midday sight, to be able to be unstinting with the water, not to have to brace oneself against the movement of the boat and stranger still to see land all round us, instead of the rolling immensity of the ocean.

Rapidly we became acclimatised, and surrounded by yachts of differing nationalities, socialising was fast and furious. Life took on a new easy pattern: the West Indies pattern of warmth, sunshine and slow easy-going good nature. Grenada was full of colour and contrast—steep banana-covered hills, semi jungle, small towns and dusty villages, smiling 'island in the sun' people and gold sand beaches as in travel brochures, with their luxurious and expensive hotels, clear blue water and the kind of warm delightful swimming that is merely a figment of one's imagination while in England.

Lethargy nearly overcame us, but the whole string of the West Indian Islands lay ahead—the Grenadines, St. Vincent, St. Lucia, the French island of Martinique, Dominica, Guadeloupe and in the North, Antigua, long famed as the site of Nelson's Dockyard at English Harbour.

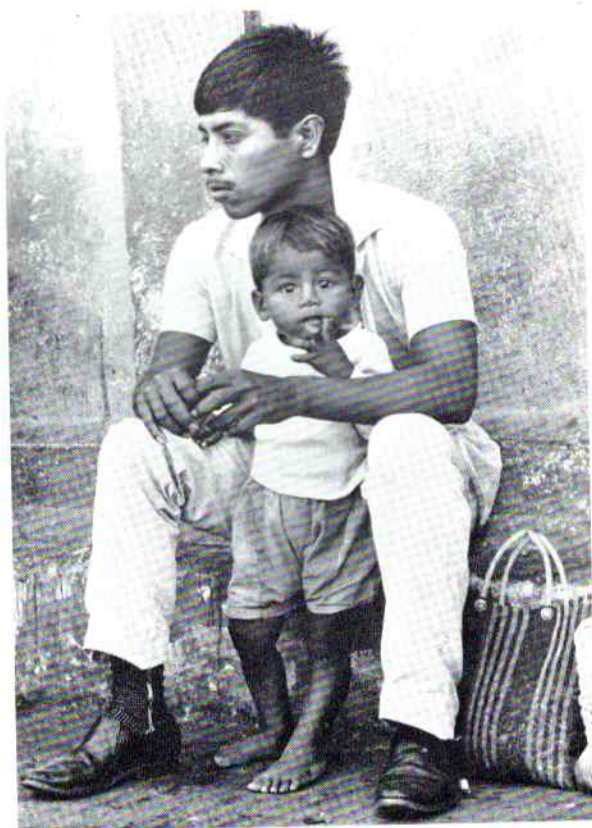
For the next two months we sailed and swam with dancing, steel bands, barbecues, ship maintenance, shopping and exploring thrown in for good measure. Who would ever want to leave this land of the lotus? Certainly not I.

But inevitably the end came. At least if I now wake during the night I shall not need to leap up from my comfortable bunk in *Canberra* and race up to the Bridge to check the course in case the wind has changed. A steward will appear to call me at a semi-civilised hour, and breakfast will be prepared for me, my bunk made and my laundry disposed of. Maybe there are some compensations in life in a powered ship.

## The camera does not think

The Judge for this year's Photographic Competition is one of this country's leading industrial designers, Mr. Ronald Wilkinson, M.S.I.A., M.S.T.D.

Mr. Wilkinson is design consultant to the P & O Group on corporate styling, one of his first jobs for the Group having been to design the new P & O logotype. His work has been exhibited in Europe and America, and he is a well-known lecturer on design and typography. He has won several advertising design awards.



"Big Brother, Little Brother"

Using a camera is not difficult, and being around when something visually stimulating happens is sometimes just luck. So what is the secret in taking good photographs?

I think the simple answer is interpretation. It's not good enough just to see something attractive, get the focus and exposure right, then press the button. Creative photography is more than that. The camera will record but it will not think. That is your job — and that's where creativity comes in.

Look for the unusual angle and composition, experiment with the exposure, and remember prize-winning photographs are not always colourful panoramic views.

There were 157 entries to this year's competition, eight black and white and 149 colour. Most of the submissions were technically competent but it was a pity to see so few black and white entries.

The winner of the black and white section was 'Peek-A-Boo' by K. C. Payne. This picture had a charm and spontaneity and it was easy to select as number one. Could this be one of the pictures that 'just happened'?

I commend the picture entitled 'Big Brother, Little

Brother', although more judicious masking might have improved its appearance.

Judging the colour section was not an easy task, and my selection emphasises to some degree the preliminary remarks.

The winner was Mrs. G. Enever with her transparency titled 'The Mooring'. I think this picture shows how effectively a simple subject can be used to create a dramatic effect.

Runner-up was 'Evening Light on Buttermere', photographed by D. F. Smedley. This is a beautiful transparency, a moment captured and treasured.

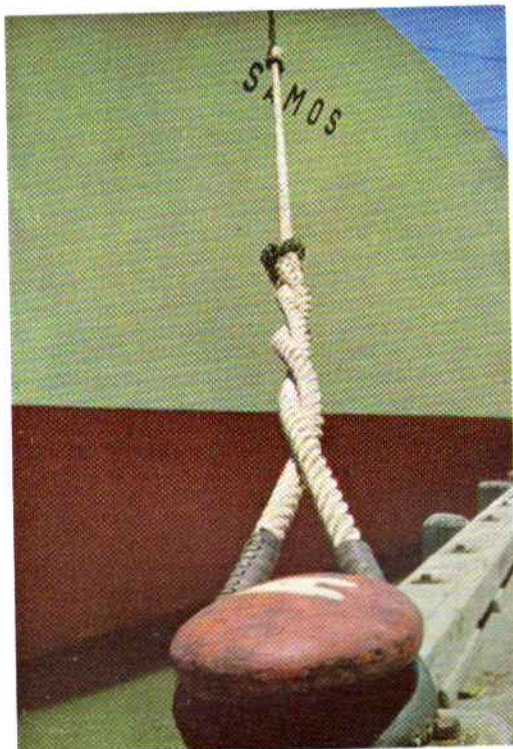
I must congratulate Mrs. G. Enever for also coming third with 'Umbrella'. This is a well planned shot nicely executed—a slight Mondrian influence perhaps?

Not quite the pot of gold for Miss Diana French but her photograph titled 'Rainbow's End' does make fourth place.

There are four commendations in the colour section. Miss Diana Warner capturing the gaiety of the occasion with 'Farewell Japan' and 'Moss' photographed by D. J. Morgan. Miss Diana French gets two commendations to add to her fourth place with 'The Grand Avenue' and 'Desert Watch'.

"Peek-A-Boo"





*'The Mooring'*

The full list of winners is as follows:—

**BLACK & WHITE**

**First Prize** — "Peek-A-Boo" by K. C. Payne, Baggage Steward, *Arcadia*.

**Commended** — "Big Brother, Little Brother", by R. M. Bush, Writer, *Chusan*.

**COLOUR**

**First Prize** — "The Mooring" by Mrs. G. Enever, P & O Brisbane.

**Second Prize** — "Evening Light on Buttermere" by D. F. Smedley, Systems Analyst.

**Third Prize** — "Umbrella" by Mrs. G. Enever, P & O Brisbane.

**Fourth Prize** — "Rainbow's End" by Miss Diana French, West End Booking Hall.

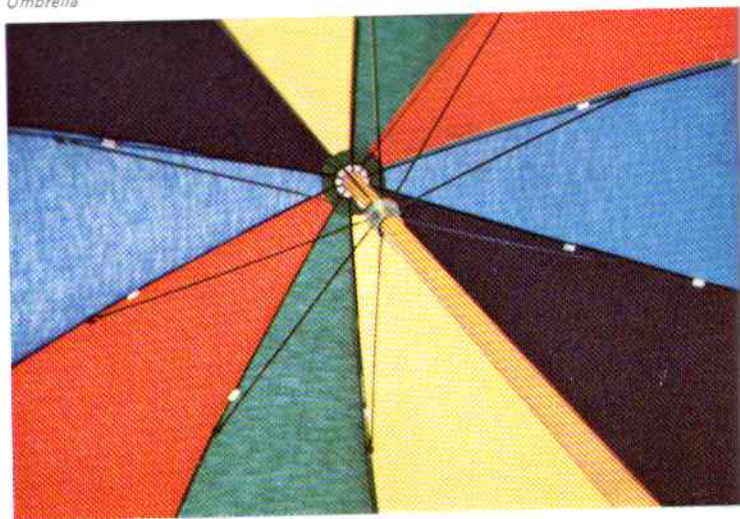
**Commended** — "Moss" by D. J. Morgan, Advertising Dept.

**Commended** — "Farewell Japan" by Miss Diana Warner, WAP, *Orsova*.

**Commended** — "Desert Watch" by Miss Diana French, West End Booking Hall.

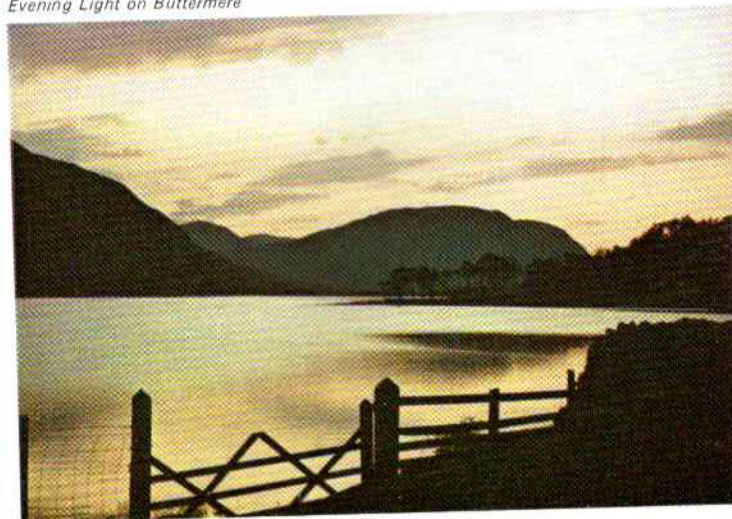
**Commended** — "The Grand Avenue" by Miss Diana French, West End Booking Hall.

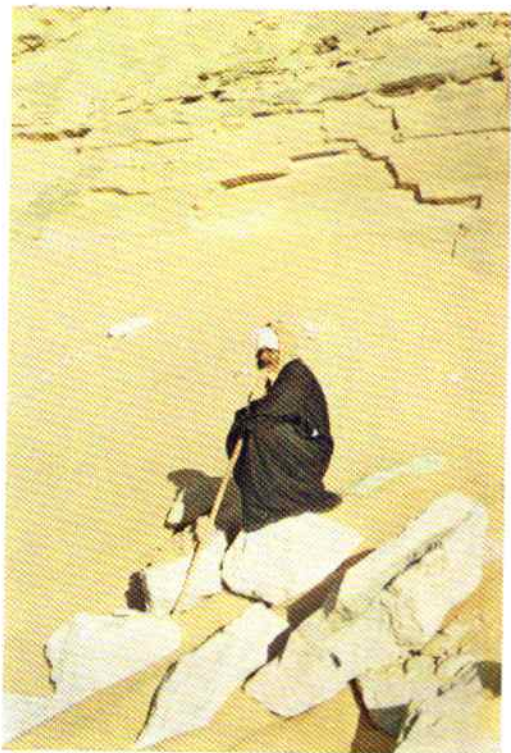
*'Umbrella'*



*'Evening Light on Buttermere'*

*'Rainbow's End'*





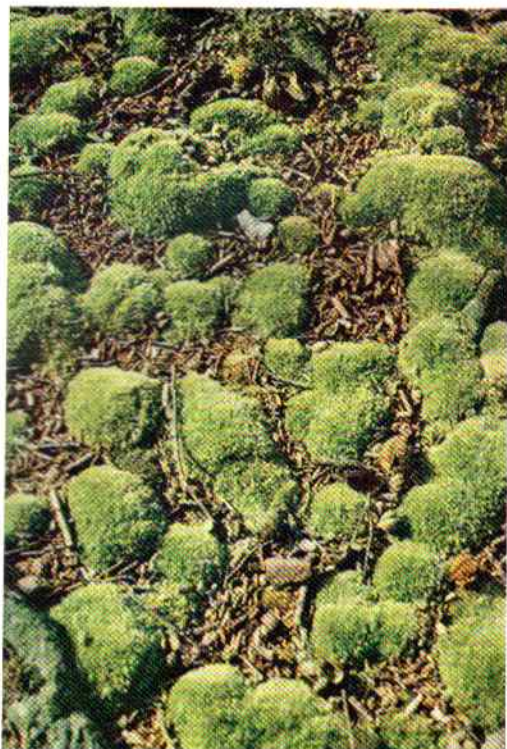
*'Desert Watch'*



*'The Grand Avenue'*

*'Moss'*

*'Farewell Japan'*



# We Hear that ....

## MRS. AYERST HOME

Home again to Ealing after a holiday of a lifetime is 85-year-old widow Mrs. Emily Ayerst who was given a free voyage to Australia and back after losing the chance of a round trip to Australia on ITV's "Take Your Pick" programme.

She had really set her heart on going because she wanted to see her son who had been in Australia for 25 years. Seeing her obvious disappointment, Mr. J. G. Davis, Director, decided to invite her on the voyage as a guest of the Company.

The voyage was a great success; Mrs. Ayerst was reunited with her son and returned a happy woman, with memories of her son and the grandchildren she thought she would never see.

*Mrs. Ayerst with souvenirs of Australia.*



## YOUNG FARMERS RETURN

Six young Australian farmers, 1968 winners of the annual P & O Canberra Award, sailed home from Tilbury in *Oronsay* on Friday, 13th September, after a six-month tour of the U.K.

During their tour the young farmers have travelled throughout the U.K. to stay with farming families, visit agricultural shows, research establishments and equipment manufacturers. They also attended a Royal garden party at Buckingham Palace.

This year's tour was the tenth since the Canberra Award was started in 1959. Sixty young farming Australians have now come to Britain for six months under this scholarship scheme.

The 1968 Australian Young Farmers were: Barry Bell (Victoria), Gerald Benett (Tasmania), Ronald Creagh (W.A.), Thomas Fearby (N.S.W.), John Murphy (Queensland) and Gavin Riggs (South Australia).



*Mr. Robinson (left) with Bill Lawry (centre), Australian Team Captain, and Mr. Gilligan.*

## CRICKET ENTHUSIAST

On Saturday, 22nd June, the M.C.C. entertained the England XI and the Australian Touring Team at a special dinner at Lord's to celebrate the 200th Test Match between the two countries. Among the hosts was Mr. A. H. S. Robinson of the Passenger Relations Section, an M.C.C. member for some years.

Among those to whom he spoke were Mr. A. E. R. Gilligan, the former England Captain and this year's President of M.C.C. Most winters he visits Australia with his wife, faithfully travelling P & O whenever possible.



*The Young Farmers visiting Smithfield Market during their tour with Mr. Jerry Lodge, Executive Officer of the Australian Meat Board.*



Passengers being helped to sort out their luggage at Waterloo by staff from West End and City Offices.

#### HELPING HAND

During the railway "work to rule" this summer, P & O arranged a relay of buses to take passengers to the ships, and to bring passengers back to London or main provincial centres. This was because trains were either not operating at all, or if they were, they went so slowly that it was pointless to use them.

Waterloo was the main London depot, and staff from the West End and City offices volunteered to help carry bags in the absence of the porters.

Several cruises had to have a change of passengers in this way, and everyone was surprised at how smoothly everything went—especially the helpers, who ended up with a good collection of tips after their Good Samaritan work.

#### MODEL MAKER

One of the things we take for granted in P & O is the constant stock of attractive and accurate ships' models for all promotional occasions. When we take part in an exhibition, we have one or two ship models on our stand. When we join with a store for a joint promotion, we lend a ship model for its window. When we hold a party for shippers or travel agents, we decorate the room with one or two ship models.

Although taken for granted, it is upon quiet craftsmen like Mr. Tom Howitt-Dring that we rely. A former ship-board musician, he has always had a passion for model-making. He was already making models for us before the last World War, and he now not only makes new models but looks after the maintenance of our existing ones.



Mr. Howitt-Dring with a model of Canberra that he made himself. Photography by courtesy of the Middlesex Chronicle.

Models he has built include the *Rawalpindi* in her wartime colours as A.M.C., *Strathmore*, *Strathallan*, *Viceroy of India*, *Canton*, and also more recent ships like *Orsova* and *Canberra*.

Living in Ashford, Middlesex, Mr. Howitt-Dring recently completed a model of *Canberra* on a scale of one-sixteenth of an inch to the foot. The model, which took over 500 hours patient work to complete, is valued at £500.

Mr. George Marsh (centre) and Mr. Leslie Crowther (right) sign autographs after the prize-giving. Mrs. Marsh inspects the wooden fruit bowl.



Relaxation at the Durban Flying Angel.



Ships' crew enjoying a gossip and a drink at the Flying Angel.

#### SPEECH DAY V.I.P.

Second Engineer George Marsh attended Speech Day and Prize Giving at the Richard Cloudsley School for physically handicapped children on behalf of *Arcadia* on July 24th. *Arcadia* is the school's "adopted" ship, and they had invited the Captain or a representative to attend.

After Mr. Leslie Crowther the actor had presented prizes to the boys, the boys insisted on presenting to Mr. Marsh an elegant wooden fruit bowl that they had made for *Arcadia*. Mr. Marsh assured them it would be handed over to the Captain who would keep it in a place of honour in the Officers' Mess.

#### DURBAN WELCOME

We have received a note from the Rev. E. J. Wilson-Hughes of the Durban Branch of the Missions to Seamen, asking us to inform crew members of ships calling at Durban of the welcome they will receive at "The Flying Angel".

He writes that "visits of P & O ships are all too brief for me to become acquainted with everyone on board. I should like them to know that any help we can give will be readily made available."

Facilities include rooms, bar/lounge, chapel and swimming pool.

#### PREMIER PRIZE

Guest of honour at a reception in Belfast for the Australian Young Farmers was Northern Ireland Prime Minister Captain Terence O'Neill. It was the tenth year of the AYF scheme, and the tenth time a group of Australian Young Farmers had come to Belfast under the Canberra Award.

Pointing out the close ties between *Canberra* and Belfast, Mr. J. G. Davis, Director, P & O Lines, commented, "The name of the award scheme has a strong



Mr. J. G. Davis (centre) presents the book "The Australians" to Prime Minister O'Neill.

link with Belfast where our liner *Canberra* was built, and is now commanded by Captain E. G. H. Riddelsdell, a Belfast man.

"These young Australians always enjoy their visit to Ulster," he added, "which, although brief, is full of interest. One of the aims of the award is to create closer ties between the Australian farming community and farmers in all parts of the world."

At the reception Mr. Davis presented Mrs. O'Neill with an Australian sheepskin rug and a greetings message from her daughter Anne, who had gone out to Australia on a P & O ship a short while previously. He also presented a copy of the book "The Australians" to Captain O'Neill.



**STRATHCONON** - Picture by Mr. J. B. Fairgrieve, Third Officer, Pando Cove, of the place in Invernesshire, Scotland, after which Strathconon is named.

## Book review

THE DAVINGTON LIGHT RAILWAY by Michael Minter Taylor. Published by the Oakwood Press. Price 6/-.

"It is so easy for the railway historian to become a sentimentalist, but he must not overlook the fact that railways are constructed to serve." So writes the author in the concluding paragraph of this little book. This is quite true, as also it is true that one should beware of painting one's hobby or interest with a sentimental gloss, but there is no danger of this in this factual, down-to-earth history of a particularly interesting war-time railway system.

It was a three-fold pleasure to read this publication. Firstly, that a book about this little known system, which was shrouded in wartime security, has at long last become available. Secondly, it is well written and its contents well balanced; and thirdly, to find the author who has undertaken the necessary research and the labour of authorship, is a fellow-enthusiast on the company's staff, Mike Taylor of Passenger Department.

"The Dav" was a tiny narrow-gauge railway, only two miles in length, built to carry munitions from the factories at Uplees, and to carry the war workers to them from a terminus at Davington, near Faversham in Kent. It had three brand new locomotives, twelve open-sided passenger coaches and a quantity of goods wagons.

On such a small system, the staff had definite personalities. There were Mr. Davies and Mr. Moore the engine drivers, Mr. Philpott and Mr. Davis the signalman and level-crossing keeper; Mr. Forman and Mr. Geater the station masters, who were more or less responsible for the running of the trains. The author has been able to compile a tentative timetable from his investigations, none being published as the general public were not allowed to travel on them. The arrangements for the evacuation of the munition factories by rail would have been thrilling. One can only be glad that the zeppelin of the first world war was not as fast as the Junker 88 in the second! At the end of the 1914-18 war the railway system was dismantled, and so became just a memory, but this little book brings it to life again for the present generation to learn about and enjoy.

The book is well laid out, the photographs are well reproduced as are the line drawings and map which supplement the text. In short, a welcome addition to the library of railway literature. — HARRY BOYE.

## Letter from Spain

I'm a student of Navigation and with other friends have formed the XXX Club (the end is doing a collection of postcards and pamphlets of ships).

So, I petition that you send us postcards and pamphlets of ships.

We implore that you pardon us if we've molested you.

We think to do a small exposition, when we have a majority of postcards and pamphlets of ships.

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# From the Departments

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## COMPUTER

In July, Mr. Wayne Olson, Systems Analyst, and Mr. Jack Drenckpohl, Electronic Data Processing Manager, from the San Francisco Office, visited London to discuss the adaptation of the present London Computer System to meet San Francisco requirements. These discussions were most successful and a plan of action covering the next twelve months was agreed.



L. A. Belger



W. J. Buckingham

## FREIGHT

### Appointments

Mr. L. A. Belger, Australian Traffic Manager, Freight Sales Department, has been appointed Freight Office Manager (London Region) in Overseas Containers Limited.

Mr. W. J. Buckingham has recently joined Freight Marketing & Sales Department as a Freight Sales Representative.

"Joe" Buckingham was previously Freight Representative with Escombe McGrath & Company Limited in Birmingham.

He will continue to work from Birmingham and act as "our man" in the Midlands where his intimate knowledge of the area will provide a most valuable contribution to the efforts of the Freight Sales team.

## MARKET RESEARCH & STATISTICS

Market Research & Statistics' latest acquisition from 'down under' is Mel White who arrived in *Chusan* earlier in the year. Mel was in the Research & Statistics Department in Sydney for two years but has now returned to the land of his birth.

This brings the Australian element in the department to two (the other is Arthur Roe)—balancing the African element—Ian Macfarlane from Rhodesia and Delphine Riley from Malawi (Nyasaland).



G. E. Lifford



D. Durnford-Slater

## MANAGEMENT

Following the appointment of Mr. James G. Davis as Marketing Director, Mr. George Lifford and Mr. David Durnford-Slater have been appointed Managers of P & O Lines.

Mr. Lifford takes charge of the new passenger accommodation control system which will be based on three linked computers in the Company's major marketing areas of London, Sydney and San Francisco. Mr. Durnford-Slater assumes responsibility for freight marketing and sales.

Both are under the general direction of Mr. Davis.

## MARINE TRAINING

Mr. B. C. Munro has succeeded Mr. A. M. Rushton as Engineer Cadet Training Officer in the Marine Training Section under Captain J. C. Stratford. Mr. Munro was previously a 2nd Engineer at sea.

Mr. Rushton has been appointed member of a team to provide OCL with technical assistance in connection with planning the extension of container ship services. He represents the Superintendent Engineer on the team and he has been appointed an Assistant Superintendent Engineer.

## OFFICERS

We congratulate the following officers on having passed the Board of Trade examinations:

Master's — Second Officers M. S. Cavaghan, A. F. Griffiths, J. W. Welch.

First Mate's — Third Officers G. T. Dickins, M. J. Fatchen, G. R. W. Grove, P. F. Johnson, P. M. Pennell, K. P. B. Robertson, D. J. Tomkiss, P. M. S. Turner, R. D. Tyzack, I. C. Stanway, T. R. Wainman,

and the following engineer officers on gaining Certificates of Competency:—

1st Class Motor Certificate — Second Engineer M. Littlejohn.

1st Class Motor Endorsement — Second Engineer G. A. Connolly.

1st Class Steam Certificate — Second Engineer B. H. C. Waller.

2nd Class Steam Certificate — Third Engineers R. Marshall, R. D. Rostron, P. A. Tatton, D. A. Kirchen.

Electrical Officers Certificate — Assistant Electrical Officer R. D. Hartley.

2nd Class Motor Certificate — Third Engineer D. Edge.

2nd Class Steam Certificate — Third Engineer K. W. Taylor.

### Promotion

Anthony W. Jarvis promoted to Chief Steward (Cargo) on 1st August, 1968.

### Appointments

The following additional P & O Officers have been accepted for service with OCL:—

Second Officer C. R. Short — as Second Officer (Navigating).

Junior Second Officer J. W. Welch — as Second Officer (Navigating).

Second Officer R. T. Wood — as Second Officer (Navigating).

Fourth Officer R. Coldham — as Third Officer (Navigating).

Third Officer C. H. C. Knight — as Third Officer (Navigating).

Chief Engineer A. Harrison — as Chief Engineer.

2nd Engineer H. M. Walker — as First Officer (Engineer).

2nd Engineer P. Grady — as First Officer (Engineer).

2nd Engineer R. N. Jackson — as First Officer (Engineer).

4th Engineer R. Hancock — as Third Officer (Engineer).

3rd Engineer K. M. Jenkins — as Refrigerating Officer.

*I. M. Nicoll*, Chief Officer, was appointed to the Fleet Personnel Department on 24th June, 1968 on a temporary basis in order to examine Fleet manning requirements over the next five years.

### PASSENGER

Mr. P. R. Wise has relinquished his position as Passenger Sales Manager, where his duties had been mainly in the U.K. field, to take up a senior administrative appointment at P & O Lines Head Office which deals with world wide management of the passenger operations.

Mr. L. F. Stuckey has succeeded Mr. Wise as Passenger Sales Manager and Mr. R. G. Esdale takes Mr. Stuckey's place as Agency Sales Manager.

The following poem won second prize in the 1967 seafarers Education Service poetry competition:—

## Sights and sounds of home

A bit of land called a garden  
Where the grass is patchy, but green;  
A length of line tied from here to there  
Where the washing hangs nice and clean;  
The sounds of my children's voices  
From below, where all day they roam;  
These are the things I remember  
The sights and sounds of home.

The bustle of the traffic  
As it passes my front door;  
The milkman rattling bottles,  
Letters landing on the floor;  
The whistle of the kettle,  
Someone murmuring on the phone;  
These are the things I remember,  
The sights and sounds of home.



P. R. Wise



L. F. Stuckey



R. G. Esdale



P. J. Strickland

Mr. P. J. Strickland, previously Area Sales Representative for the Midlands, West of England and Wales, becomes Assistant Agency Sales Manager. He is succeeded by Mr. Trevor Elliott, 29, who has been appointed P & O's Passenger Sales Representative for the area covering the Midlands, Wales and the South-West of England.

Mr. Elliott has been with P & O for three years in the Passenger Reservations and Berthing section. He is married with two children and lives in Leamington Spa.

A cup of tea by the fireside  
When the lights are all turned low;  
Contented, at peace, the kids safe in bed,  
I sit in the firelight's glow.  
Alas, too soon it is over,  
Once again I am all alone;  
But these are the things I remember,  
The sights and sounds of home.

For just a short while they are with me,  
Then are stored in memory's lane.  
Another leave has ended  
And it's time to sail again.  
Wherever my ship may take me,  
Wherever I may roam,  
The things I shall always remember  
Are the sights and sounds of home.

— William S. Bremner, Able Seaman, s.s. *Orsova*

# Personal News



*Thomas Field, B.E.M., First Class P.R.A., Oronsay, Joined Orient Line 24 Oct 31 as Purser's messenger boy in Orama. Was in previous Oronsay in 1939 and helped evacuate B.E.F. from St. Nazaire. Also served in Orontes, Otranto and Orcades before joining the present Oronsay at her builders in Barrow-in-Furness in 1951. He has served in her continuously since then. Aged 53, Mr. Field is married with a family and lives at Westcliff-on-Sea.*

## HONOURS

We congratulate:-

MR. T. W. B. FIELD, Public Room Steward, *Oronsay*, on being awarded the B.E.M. in the Birthday Honours, Jun 68.

MR. B. V. HILL, Assistant Superintendent Engineer on being promoted Captain R.N.R., 30 Jun 68.

CAPTAIN F. B. WOOLLEY, R.D., R.N.R. on being promoted Captain R.N.R., 30 Jun 68.

## EXAMINATION SUCCESSES

We congratulate:-

MISS G. M. CUFLEY, Management Secretary, on passing her Part I of Certificate in Shipping at the City of London College.

MESSRS. D. R. BAKER (Passenger) A. S. HASELDINE (Passenger), E. C. SPRAY (Freight Administration), A. P. WHITFIELD (Freight Marketing & Sales), on passing their Part II of Certificate in Shipping at the City of London College.

MR. A. R. MARGERESON, Conference & Fares on passing Parts I & II of the Associateship of the Institute of Transport.

MR. B. J. SWAN-TAYLOR, Passenger on passing Part II of the Associateship of the Institute of Transport.

MR. F. W. BUTT, Passenger, on passing the Associateship of the Institute of Travel Agents.

MR. KEITH WHITE, Stationery, on passing the Intermediate stage of the National Association of Paper Merchants Examinations with credit.

## TRANSFERS

MR. MAXY F. T. PERCH, Chief Steward, transferred to shore staff 1 Aug 68 to Pursers Work Study Group, joined Company 1930.

MISS JOY ANDREW, Staff Dept., who joined Co. Feb 67, transferred to Computer Dept. Sept 68 as a trainee computer programmer.

MR. K. G. SWABY, who joined coy. 4 Sept 67, transferred to Computer Dept. 11 Nov 68 as trainee computer programmer.

## 21st BIRTHDAYS

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

MISS J. ANDREW, Computer Dept., 21 May 68.

MISS C. M. BARTON, Maintenance Cost Dept., 19 Aug 68.

MR. D. J. BUSH, Pay Dept., 17 Aug 68.

MR. A. R. BUXTON, Fleet Personnel Dept., 19 Sept 68.

MISS S. A. CHAPMAN, Stationery Dept., 24 Jun 68.

MISS R. G. CROOKES, Passenger Dept., 7 Jun 68.

MISS P. EVANS, Pursers Dept., 2 Jun 68.

MISS C. H. HILL, Passenger Dept., 7 May 68.

MISS A. MICKLEWRIGHT, Freight Marketing Sales Dept., 17 Aug 68.

MISS S. M. RHODES, Pensions Dept., 2 May 68.

MR. J. D. ROBBINS, Claims Dept., 3 May 68.

MISS J. A. ROWLSTONE, Conference Dept., 5 May 68.

MISS A. M. STOKES, Management Secretary, 25 Aug 68.

MISS J. M. WITHERS, Sea Staff Service, 14 Aug 68.

## ENGAGEMENTS

We congratulate:-

MISS JOY ANDREW, Trainee Computer Programmer on her engagement to Mr. John Redington of Hounslow, Middlesex.

MISS HAZEL L. M. COOPER, Passenger Department Typing Centre, on her engagement to Mr. Norman Foster of Chigwell, 29 Jun 68.

MR. JOHN BRODIE FAIRGRIEVE, 3rd Officer *Pando Cove*, on his engagement to Miss Sheila Muriel Mitchell of Greenock, Renfrewshire, Scotland, 27 Aug 68.

MISS BERNICE HERMAN, ex-Nursery Stewardess and MR. JOHN COWLING, Asst. Barman *Canberra*, on their engagement, 7 Aug 68.

MR. ROGER JACKSON, 2nd Officer *Arcadia* on his engagement to Miss Julia Snow of Maidenhead, Berks, 10 Apr 68.

MISS ANNE MICKLEWRIGHT, Freight Marketing & Sales Department on her engagement to Mr. D. C. Wilcox, 18 May 68.

MR. DAVID MONTGOMERY, 3rd Officer *Sunda* on his engagement to MISS DIANA WARNER, Woman Assistant Purser *Orsova*, 28 May 68.

MR. P. A. WHITCHURCH, Radio Officer *Ottawa*, on his engagement to Miss J. R. Dash, of Fishponds, Bristol.

## MARRIAGES

We congratulate:-

MISS ANNA BARTHOLOMEW, ex-Market Research and Statistics Dept. on her marriage to MR. BARRY EAGLES, formerly of the same department, at Kensington, 25 Apr 68.

MR. DAVID DURNFORD-SLATER, Manager, on his marriage to Miss Rosamund Gent at Rye, Sussex, 31 Aug 68.

MR. S. S. FURNISS, Travel Advisor, *Canberra*, on his marriage to Miss Barbara Hill at St. Timothy's Church, Sheffield, 10 Aug 68.

MR. R. M. JAMES, Electrical Officer, Container Fleets, on his marriage to Miss B. M. Adams at Dagenham, Essex, 10 Jul 68.

MR. PAUL J. KNIGHT, ex-Asst. Engineer *Canberra*, on his marriage to MISS KATHLYN M. HURLIN, ex-telephonist *Canberra*, at St. Peter's Church, Southsea, 18 May 68.

MR. R. D. LANCASTER, 2nd Radio Officer, ex-*Canberra*, on his marriage to Miss Rosemary McIntosh Hutchon, at Edinburgh, 10 Aug 68.



*Mr. and Mrs. R. D. Lancaster, after their wedding at Edinburgh. Mr. Lancaster is Second Radio Officer, Canberra, and the Best Man was Mr. David Malcolm (left), Third Radio Officer, Canberra.*

## BIRTHS

We congratulate :-

MR. JOHN GRAVES, Passenger Dept. Reservations and his wife Rosemary on the birth of a son Allan Richard, 29 May 68.

MR. D. A. K. NEAL, Senior Systems Analyst, Sydney, currently seconded to the Computer project, London and his wife Maureen on the birth of a son, Peter Donald, 9 Sept 68.

MR. A. J. WALCH, Passenger Dept., Berthing, and his wife Felicity on the birth of twins, Belinda Mary and Caroline Jane, 7 Jun 68.



*Mr. Paul J. Knight (ex-Asst. Engineer, Canberra) and his wife, née Kathlyn M. Hurlin (ex-Telephonist, Canberra), after their wedding in Southsea. Before leaving Canberra the couple were given a farewell party attended by Captain E. G. H. Riddelsdell and several Officers and crew. They have settled in Portsmouth.*

## RESIGNATION

MRS. BETTY NOLSON left Public Relations Dept. Jul 68 after 7 years service with P & O because of ill health.

*Retirement presentation to Mr. E. W. A. (Skip) Chapell, Chief Steward, by Captain S. Ayles on behalf of the Officers and Leading Hands of Orcades.*



## RETIREMENTS

BESSANT, MISS J., Entertainments Officer, joined Coy. Mar 56, ships include *Oriana, Canberra, Arcadia*, ret. 16 Apr 68.

BUNTING, M. H., Assistant Manager, born 10 May 16, joined Orient Coy. Feb 33 in the Insurance Dept and then in Passenger. From 1954-1959 he served in North America, where, on 1 Jan. 58 he was made General Manager for the United States and Canada of the Orient and Pacific Lines. He served with the Welsh Regiment during the Second World War and left the army in 1946 with the rank of Major. Ret. prematurely because of war disability, 31 Jul 68.

CHAPELL, E. W. A., Chief Steward, born 22 Feb 25, joined Coy. 12 Jan 44, ships include *Arcadia, Iberia, Orsova*, ret. 15 Sep 68.

CRUICKSHANK, D., Bedroom Steward, born 8 May 00, joined Orient Coy. 19 Nov 46, ships include *Otranto, Ormonde, Orcades*, ret. Jun 68.

FROST, G. E., Tariffs and Coding Clerk, Freight Administration Dept., born 12 Aug 09, joined Orient Coy. 1 Jul 27, ret. 30 Sep 68.

HALL, H. A., Superintending Chef, born 28 Sep 03, joined Coy. 5 Aug 27, ships include *Ranchi, Strathmore, Strathallen*, transferred to shore to Pursers Dept. 1 Jun 46, ret. 27 Sep 68.

HALLETT, G. W. S., Stocktaker, Pursers Dept. Tilbury, born 26 Aug 03, joined Coy. 3 Mar 28, ret. 25 Aug 68.

HILDITCH, R. H., W/E Resident Engineer, born 29 Jul 03. Employed on the maintenance side throughout his career. Joined Coy. 29 Jul 21, ret. 31 Aug 68.

*M. H. Bunting*





*Farewell presentation to Mr. H. Noble B.R.S., Arcadia. Mr. Noble was retiring after 48 years at sea, 28 of them with P & O. The presents included a barometer, a ship's clock and a cheque, which was subsequently donated by Mr. Noble to the ship's club's adopted school at Cloudsley. With Mr. Noble are, left to right, Purser E. L. French, Captain D. J. Scott-Masson, Staff Captain, Chief Engineer T. W. Thompson, Chief Steward R. W. Standing and the Welfare Leading Hand, Mr. A. K. Rose.*

LEPPARD, T. R., Fleet Personnel Dept., born 12 Jul 28, joined Coy. 20 Jun 49, ret. due to ill health 19 Jul 68.

MALEY, G. S., Chief Steward, born 21 Oct 14, joined Coy. 10 Aug 49, ships include *Cannanore, Chitral, Orcades*, ret. 22 Aug 68.

MOODY, R., Maintenance City, born 3 July 03, joined Coy. Mar 32, served for a time as night-watchman in Stationery Stores, ret. 2 Jul 68.

NOBLE, H. L., Bedroom Steward, born 20 Aug 03, joined Coy. 9 Aug 49, ships include *Himalaya, Iberia, Arcadia*, ret. Jul 68.

## DEATHS

BOULTER, G. C., C.B.E., Asst. Supt. Engineer, born 5 Nov 88, joined Coy. 18 May 08 as Asst. Engineer, promoted Chief Engineer 1927, ships include *Himalaya, Viceroy of India, Khyber*, appointed Asst. Supt. Engineer Apr 45, ret 52, died 27 Sep 68. Awarded C.B.E. for meritorious service in the Merchant Navy, May 43. Leaves widow.

BRADLEY, R. H., Night Watchman, Tilbury, born 2 Sep 97, joined Coy.

Jun 20, ret. 31 May 65, died 23 Aug. 68.

DIXON, A. W., Assistant Engineer, born 27 Jun 47, joined Coy. 11 Dec 67, ships include *Surat*, died in service 3 Jul 68, leaves mother and father.

DOWLING, H. W., Public Room Barman, born 8 Dec 14, joined Orient Coy. Jan 32, ships include *Oronsay*, died and buried at sea 21 Nov 67, leaves widow.

FITZGERALD, C. W., Freight Dept., born 14 Dec 92, joined Coy. Mar 10, ret. 30 Sep 54, died with wife 5 Jul 68 in car accident on way home from a cruise. Leaves two sons and daughter.

McLROY, J. A., Surgeon, born 3 Nov 79, joined Orient Coy. Nov 08, went on Scots expedition to the Antarctic 12, joined British Army 16 and rejoined Coy. 22, ships include *Orontes, Oronsay, Otranto*, ret. 1 Jul 48, died 27 Jul 68.

McLAREN, H. B., Bar Steward, born 30 Jul 04, joined Coy. 13 Jul 34, ships include *Arcadia, Chusan, Iberia*, ret. Mar 65, died Aug 68.

ODDIE, J. S., Carpenter, born 1 Apr 88, joined Coy. 5 Jan 20, ships include *Khyber, Maloja, Strathnaver*,

ret. 7 Oct 53, died 23 Jul 68.

RENOIR, H. A., Superintending Chef, born 13 Mar 92, joined Coy. 1 Jan 13, ships include *Moldavia, Stratheden, Chusan*, transferred to shore 1 May 51, ret. 31 Mar 57, died 2 Aug 68.

ROFFEY, E. D., Pursers Dept., born 29 Aug 04, joined Coy. 1 Oct 26, ret. 31 May 67, died 21 Sep 68.

SMITH, A. L., Chief Steward, born 10 Dec 14, joined Coy. 21 Apr 52, ships include *Ballarat, Himalaya, Chusan*, died in service 29 Jul 68, leaves widow.

WALSH, MISS N. M., Passenger Dept., born 24 Dec 92, joined Orient Coy. 21, ret. 31 Dec 47, died 2 Aug 68, leaves sister.

*A farewell luncheon was held on board Arcadia at Tilbury on 12th July for Mr. R. G. Evans (centre), formerly Stores Manager of the Orient Line, who transferred to Duncan Waller & Co. Ltd., shortly after the merger. With Mr. Evans are left to right, Captain J. Simms, Messrs. E. L. French, C. F. Morris, M. T. Poiney, L. D. L. Symington, A. C. Terry, H. Ferguson Black, M. S. Robinson, R. F. Graham, C. J. Davidson, R. M. Porter, H. F. Jackson, Captain E. H. Kidd, E. Blackledge, Captain J. C. Stratford.*



## APPRECIATIONS

### L. S. WARREN

One of P & O's most travelled men, Leonard Samuel Warren, the Company's Senior Purser, has retired.

Since joining P & O in 1927 Mr. Warren, 60, has made literally hundreds of voyages in 16 liners. He was first appointed full Purser in 1933, and thus established a record of 35 years' service in this capacity. His last voyage was as Purser in *Chusan*.

Mr. Warren from Oulton, Staffs, first went to sea as an Assistant Purser in *Ranpura* in 1930 after a spell of shore duties. His longest stay with one ship — 16 voyages — was as Purser in *Strathmore*. He was the first Purser to be appointed to *Canberra* when she was built in 1961, and stood by the ship during the final months of her construction.

Married, with one son, Mr. Warren was appointed M.B.E. in 1962 while serving in *Canberra*.

### MISS J. M. BESSANT

Joy Bessant, the Company's first female Entertainment Officer, retired on 1st September at the end of *Oronsay's* 1968 U.K. Cruising season.

She had joined the Orient Line in March 1956 as a Children's Hostess, becoming the first Orient Hostess three years later in *Orcades*. She transferred to *Oriana* for that ship's maiden voyage in November 1960, and she tells many colourful stories of the various courtesy calls around the world. Four years later in November 1964 she again made history by being the first female appointment as Entertainment Officer. She sailed as Tourist Class Entertainment Officer in *Arcadia*.

Joy began and ended her deep-sea career with the Company in Suez crises. In 1956 she had to suffer water rationing as her ship sailed round South Africa. During her last year at sea she "benefited" again, revisiting places she had not seen for a decade and calling at new ports.

Reclining in her armchair at home, Joy will be able to "sail round the world" as she recalls all the places she has visited and the famous people she has met and entertained, such as Sir Francis and Lady Chichester (at the celebration dinner in *Oriana* on New Year's Eve, 1966, in Sydney) and Cary Grant.

## OBITUARY

### W. McK. DOCHARTY

Mr. William McKnight Docharty, formerly a Director of Moss Hutchinson Line and Glasgow Manager of the General Steam Navigation Co. Ltd. died on 14th July in the Victoria Infirmary, Glasgow, aged 72.

He first commenced his shipping career with Mackinnon & Co., Glasgow agents and an associate company of BI and P & O. Following the First World War, during which he won the M.C., he rejoined Mackinnon in Glasgow, transferred to P & O London, and in 1922 went to Egypt to serve with Khedivial Mail Line and other P & O Group companies.

He was a keen mountaineer and was knowledgeable on the flora and fauna of his native Scottish hills. He wrote several books about mountaineering in Britain.

He is survived by his wife and daughter.



Mr. R. M. Thwaites, Chairman, P & O Lines, presents an inscribed silver salver to Mr. L. S. Warren following a luncheon in his honour at the Great Eastern Hotel, London.

## MISCELLANEOUS

**Golden Girl** — Jean Slade, who joined the Company in September 1967 and is now Secretary to Mr. W. A. Williams, Staff Manager, is the holder of the Duke of Edinburgh's Gold Award. It took her 2½ years to achieve this, having first of all to attain the Bronze and Silver Awards.

Each stage is divided into four sections — Design for Living, Interests, Adventure and Service, and these offer a wide variety of activities.

Work for the Gold award took twice as long as for either of the others and involved a lot more effort. Jean studied planning parties and buying a house (which came in useful when she started her present job), table tennis, did a short home nursing course, a police course, ran a youth club canteen, spent a week looking after children in a children's camp and another week looking after physically handicapped young people on holiday.

Her great day came in May 1966 when she attended in the ballroom at Buckingham Palace where, with almost 400 others from all parts of the country, she received the gold award from the Duke of Edinburgh.

**Sympathy** — We extend our deep sympathy to Mr. Albert Saunders of the Freight Administration Department on the sudden death of his wife whilst on holiday in Kent in September. His many friends and colleagues contributed to the provision of a wreath at the funeral service at Upminster cemetery.

**Reunion** — Three retired members of the Company discovered a year ago that they were all living in the West Country, so they held a "get-together" on Boxing Day, reminiscing over old times. They are Frank Henwood, George Corin and Andrew Hampton. After not meeting for 8-9 years, they are now seeing quite a lot of each other down there in Cornwall.

(left to right) George Corin, Frank Henwood and Andrew Hampton





Chamberlain

## From Abroad

### SAN FRANCISCO — Chamberlain

Mr. Kenneth L. Chamberlain was appointed Marketing Director for P & O Lines (North America) Inc., on June 1st.

Born in London, Mr. Chamberlain joined P & O's head office in January 1952. He was transferred to North American headquarters in San Francisco in January, 1958, being appointed Assistant to the President. He was named Operations Manager in 1962.

Three years later, in May 1965, he was moved to Vancouver and appointed Manager for Canada.

### SYDNEY — Staff Liaison Committee

A committee has been formed in Sydney office to enable Management and staff representatives regularly to discuss staff affairs and matters of mutual interest. The first meeting with the Chairman and directors was held on 7th August.

It was agreed at the meeting that the body should be named the Seniors Committee.

Outlining the functions of the committee, the Chairman, Mr. Neville Pixley, said, "Many of us have had the unique experience of involvement in two mergers during the past eight years, also we have seen the formation of O.C.A.L., which organisation includes a great many staff drawn from our Sydney and Melbourne offices.

"Central Berthing and the computer organisation have greatly increased our numbers at Sydney.

"All these factors have to a degree resulted in some loss of the close links which existed between Management and staff a few years ago, and it is quite evident there is a pressing need for both staff and Directors to meet and communicate with one another in an informal manner at regular intervals.

"The formation of a Committee of Seniors to meet the Directors regularly seems a very desirable step to achieve this, and that is the reason why we are meeting today.

"Our objectives are to seek from those Seniors who will from time to time sit on this Committee, information and advice on such matters as the ambitions, problems or suggestions the staff at all levels may have which they would like conveyed to us. We on the other hand will endeavour to deal with these aspects and also inform staff through the Committee members and by other means, of our plans and hopes for the future."

Present at the meeting were Messrs. N. D. Pixley (Chairman), R. T. M. Rose (Deputy Chairman), H. B. Staniland (Director), A. G. Rose (Director), Geoffrey Johnson (Director), J. D. C. Aitken (Data Processing), C. R. L. Cayzer (Staff Dept.), H. E. Evers (Passenger Administration & Planning Depts.), J. G. A. Fyfe (Accounts), K. Mitchell (Reservations & Berthing), A. R. Peterson (Harris Street), A. R. Scarisbrick (Sydney Passenger Dept.) and Miss Y. C. Farmer (Female Employees, other than clerks).



Mrs. Salmon presents Mr. T. B. Hwang with the P & O Cup.

### HONG KONG — P & O Cup

The annual P & O Cup was one of the main attractions at the Royal Hong Kong Jockey Club's meeting on Saturday, 9th March.

The winner of the P & O Cup was 'Goldfinger', owned by two prominent Hong Kong businessmen, Mr. D. A. Hussey and Mr. T. B. Hwang. Both Mr. Hussey and Mr. Hwang are known in Hong Kong for their great support of racing, and they have recently spent HK\$300,000 building up a powerful stable.

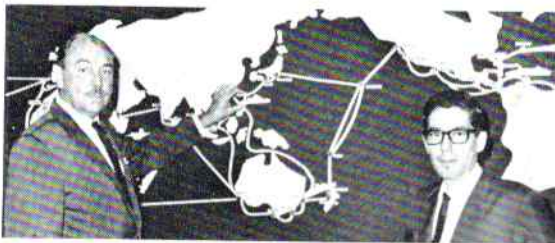
Mrs. G. M. B. Salmon, wife of the Managing Director of Mackinnon, Mackenzie & Co. (H.K.) Ltd., the local P & O agents, was on hand to present the cups.



At the programming meeting (left to right) Messrs. W. A. Mackenzie (Passenger Services Director, London), N. J. Rolph (Passenger Traffic Manager, London), R. H. Sheldon (Asst. Passenger Superintendent Planning) and W. C. Kane (Planning Director, San Francisco).

### SAN FRANCISCO — Programming

Company planners from three continents met in San Francisco for three weeks in May to work out the 1970 programme for P & O's nine passenger liners on their world-wide routes. *Cathay* and *Chitral* were not discussed, as they operate on a set pattern and are not part of the Company's "roaming" fleet.



Mr. J. V. Cherry (left) and Mr. James Blanckensee, P & O Passenger Manager for Japan, announce plans for the Japanese cruise.

### TOKYO — First Japanese Cruise

P & O is to operate its first cruise from Japan in November, announced Mr. John V. Cherry, Sales Manager for the Far East, at a Press Conference in Tokyo in August.

The cruise, P & O's first ever out of Japan, will be operated by the 14,000-ton liner *Chitral*. Lasting 12 days, the cruise will call at Hong Kong and Keelung, Taiwan.

Mr. Cherry, who had just arrived in Tokyo from consultations with P & O head office in London, also disclosed plans for four follow-up 12-day cruises in April-May 1969.

### SAN FRANCISCO — Farewell

On May 29th champagne glasses replaced coffee mugs in the coffee room when San Francisco staff gathered to bid farewell to Mr. Warren Titus, who had resigned as President of P & O Lines (North America) to move to American President Lines. He was presented with a red, white and blue lei by his secretary, Miss Rita Magnus.

Mr. Titus circulated, talking to all members of the staff, which included Director W. A. Mackenzie and Passenger Traffic Manager N. J. Rolph from London.

Warren Titus talking to Rita Magnus, with Norman Rolph, John Hastings (tours, San Francisco; formerly London) and Jack Drenckpohl (data processing manager, San Francisco) looking on.



Miss Marge Upham proudly discusses her award winning painting with Mr. George Turner, President, P & O Lines (North America) Inc.

### SAN FRANCISCO — Undiscovered Artists

The Sixth Annual Employee Art Exhibit was noteworthy this year by reason of its technical excellence and by its variety, as shown by the judges' selection of winners.

Marge Upham, public relations department, had the double honour of winning the grand award for her watercolour, "Hope", and of selling her watercolour "Selma". Leonard Pollakoff's sculpture, "Mordor", won first prize; New York Sales Representative Bill Schneider's photograph, "Carolina Low Country", won second place; Data Processor Dennis Linn's tree

sculpture, "Goose", won third place; Shipboard Service Agent Bob Sileo's paper sculpture, "A Present for Henry" won fourth ribbon.

A couple of other sales were made during the three-week exhibit at 155 Post Street. Public Relations Director Troy Garrison sold his photograph, "Silver Flows the Seine" and Joanne Harrington's entry intrigued a passerby, who came in and bought her "Keys".



Mr. A. de V. Steward Richardson (centre), Deputy General Manager of the bank, presents the record to Captain E. G. H. Riddelsdell. Mr. N. D. Pixley, Chairman of P & O Lines of Australia Pty. Ltd. looks on.

#### SYDNEY — Record Presentation.

As part of its 150th Anniversary celebrations, the Bank of New South Wales this summer produced a 12" long-play record entitled "January the Twenty-sixth". The record traces Australia's development from the time of the first settlement in Sydney by Captain Arthur Phillip on 26th January, 1788.

The bank recently offered to place a copy of the record in each P & O ship so passengers travelling to Australia could learn something of the country before they arrived. *Canberra* was the first ship to receive a record, when she called at Sydney in June.



Students sing their school song before embarkation.

#### YOKOHAMA — Educational Tour

A group of 104 students from Tokyo's Waseda University embarked on *Iberia* at Yokohama on 13th July to start an eight-city educational tour of South-East Asia. The tour called at Hong Kong, Singapore, Malaysia, Thailand and Taiwan.

Organised as the Waseda University Floating University, the Japanese students obtained their first taste of life at sea on the 30,000-ton passenger liner, which took them as far as Hong Kong.

#### LOS ANGELES—Shipboard Filming

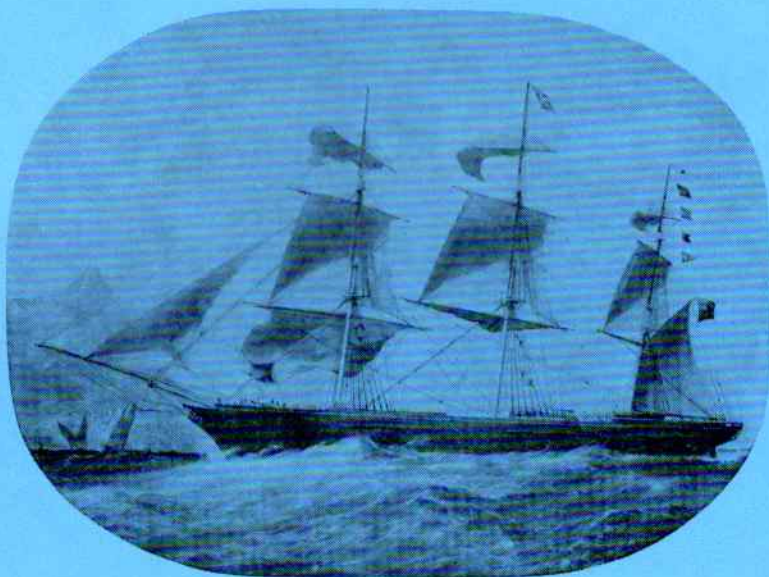
A film crew touring the world in P & O ships for a major round-world film about shipboard travel had an enjoyable break from business in Los Angeles.

On arrival on board *Orsova*, they were met by a hire car and were taken round town with Miss Kay Pedigo of Avis as guide.



Miss Kay Pedigo meets members of the film crew. She is seen here with (left to right) assistant cameraman John Kenway, director Ken Fairbairn and cameraman Leslie Dear.





## *ORIENT*

*(1853-1879) & (1879-1910)*

The shipping line comprising the Andersons' fleet took its name from the clipper *Orient*, 1,032 tons. Built on the Thames in 1853 for the Australian gold rush trade, she in fact found herself being used on completion on Government service in the Crimean War.

She finally sailed on her maiden voyage to Australia in July 1856 and was on the run for the next 21 years. She averaged 80 days between Plymouth and Adelaide, her fastest being 72 days in 1866. She was sold in 1879 to an Irish company and for the next 12 years sailed between Waterford and Quebec.

She was bought in 1891 by a Mr. W. J. Smith of Gibraltar (probably an ancestor of our present agents there) and remained afloat as a coal hulk until she was broken up in 1925.

Her dimensions were 184 ft. 4 ins. long and 31 ft. 7 ins broad.

As soon as *Orient* was sold, she was succeeded by another *Orient*. This was the first steam ship to be built for the Orient Line and the first to be specially designed for the Australian trade. She was the greatest ship of her time, with the exception of the ill-fated *Great Eastern*, and captured the Australian run record (37 days, 22 hours) with 2½ days to spare on her maiden voyage.

She continued on the run until 1899 when she was required for trooping for the South African War until 1902. She was finally laid aside in 1909 and sold to Italian ship breakers the following year.



## ORIANA

(1960- )

*Oriana* is the last ship to have been built for the Orient Steam Navigation Company. She is also the last of the ten ships (nine in succession) built for the Orient Line by Vickers-Armstrong Ltd. at Barrow-in-Furness over a period of 36 years. She was launched by H.R.H. Princess Alexandra on 3rd November 1959 and sailed on her maiden voyage on 3rd December 1960.

She is 804 ft. long overall, 100 ft. 2 ins in breadth with a draft of 32 ft. and her gross tonnage is 41,915. She carries 520 First Class and 1,492 Tourist Class passengers, on top of which she has 54 additional cabins which may be let as 108 First Class or 158 Tourist berths according to need. With a crew of 889 her complement is therefore in excess of 3,000 souls.

Her cargo space is 200,000 cu. ft., including some 53,500 cu. ft. insulated. Her oil fuel capacity is 7,000 tons.

With a service speed of  $27\frac{1}{2}$  knots (30.64 on her trials) she is the fastest ship in the P & O fleet. Before the closure of the Suez Canal last year, *Oriana* regularly made the voyage from Southampton to Fremantle in 19 days. Via the Cape her normal schedule is  $20\frac{3}{4}$  days. Last October, however, even with a 9-hour stay at Las Palmas and 23 hours at Capetown, she arrived at Fremantle in 18 days 22 hours.