

ABOUT OURSELVES

A large, white cruise ship is docked at a pier at night. The ship is illuminated from within, and its lights reflect on the dark water. In the background, a city skyline is visible with various buildings and lights. A large, dark bridge arches over the water to the right. In the foreground, a long, low building with a dark roof and a row of windows is docked. The overall scene is a nighttime harbor view.

No.14 Spring 1964



About Ourselves

No. 14. SPRING, 1964

EDITOR: B. D. O. JONES DESIGN: D. J. MORGAN
M.A.I.E.

*All articles and illustrations in this Journal
are copyright and must not be reproduced
in part or in full without permission.*

CONTENTS...

Chairman's Page.....	289
Ship News	290-293
A Grecian Interlude, by M.F.H.B.	294-295
The <i>Krait</i> in Australia	295-297
From Abroad	298-300
Cadet News	301
Looking Back	301
1963 Accounts	302-304
DEMS Gunners	304
The First Cruising	305
Letters to the Editor	306-307
Store and Coal Ships, by B.D.O.J.	308-309
Verses, by Cadet V. Gibson	309
We Hear That.....	310-312
Personal News.....	312-316
Chhota Hazri, by J. H. Gough Wilson	317
Pandor Club.....	318-319
From the Departments	320
Visitors from Overseas	320

Chairman's Page



In case anyone wonders why I have been away for the last month, I must confess that I was careless enough to allow a horse to put me down on Easter Monday, and must have hit the ground hard, as I couldn't move. Luckily I was not alone, and eventually an ambulance arrived and took me to hospital. There were no fractures, but I had torn the muscles and was badly bruised at the bottom of my spine, as a result of which it was three weeks before I could get about on crutches. I am becoming steadily more mobile, but it is taking longer than I had supposed, I must confess.

This is a golden opportunity of thanking all those who made kind enquiries about me, or sent their commiserations in one way or another. I am most grateful to you all, and, as you will have gathered, I am doing well and am assured that no permanent damage is done.

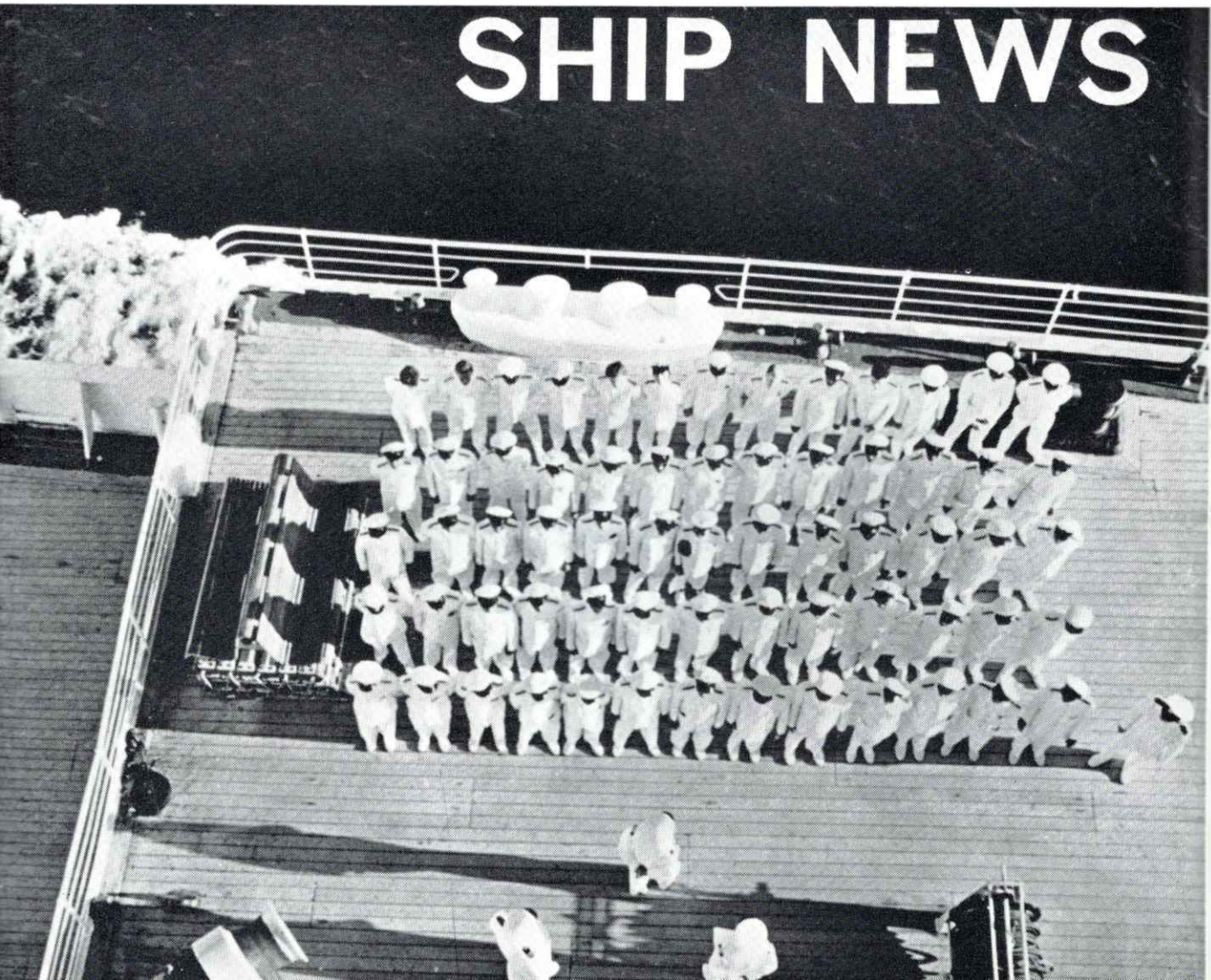
28.4.64



'CANBERRA' In April, when 'Canberra' sailed for Australia, one of her passengers was a 64-year-old 'Char', Mrs. Christine Maguire, who for seventeen years had saved her sixpences and shillings, to visit her son in Sydney. As a first class passenger her dearest wish was to dine at the Captain's table, a desire that Captain J. L. Dunkley was happy to grant. Our illustration shows the lady seated on the Captain's right.

An unusual view of a parade of Stewards on board 'Orcaes'.

SHIP NEWS



'CANBERRA'. An unusual piece of marine equipment was installed in 'Canberra' before she sailed for Australia recently. A Cresta 'St. Moritz' Sewing Machine was presented to the ship's purser, Mr. R. C. Temple, by Mr. H. Ram, General Manager of Cresta Sewing Machines. The machine will be made available to 'Canberra's' passengers; it is thought that she is the first ship to have such a facility for her passengers.



'ORSOVA'—Australian Flag for Freshwater School

Fifty years ago—in April, 1914—students of the Freshwater School near Sydney sent an Australian flag to the Freshwater School on the Isle of Wight. The flag was carried by the original *Orsova*.

To commemorate this occasion, the Australian school, now the Harbord Public School, has sent another flag to our school at Freshwater, now the All Saints Primary School. And the flag was carried in the present *Orsova*.

On Friday, April 24th, Captain R. J. Brittain of *Orsova* paid a special visit to Freshwater, Isle of Wight to present the flag to Miss A. Hammett, the school's Headmistress.

When *Orsova* visits Southampton later this summer, Captain Brittain hopes to be able to entertain some of the pupils to tea on board the liner which they now regard as 'their ship'.



'IBERIA'. Recently, Mr. R. G. Gifford, President of the Church of England Men's Society at Willoughby, near Sydney, wrote to P & O-Orient Lines seeking a set of deck quoits for use by members in their sporting activities. 'Iberia' gladly volunteered to supply the quoits and our photograph shows Mr. Gifford trying them out on the ship's Boat Deck, under the watchful eye of Deck Quartermaster Leonard Story.



'ORCADES'. A presentation was made on board, by Captain Riddlesdell, to Captain S. E. Gaskin, M.M. of a clock and barometer as a token of the ship's company's appreciation of his efforts on behalf of Seafarers in the port of Suva. This presentation, so Welfare Leading Hand F. W. Wilgress tells us, was to mark Captain Gaskin's retirement from the Mission to Seamen.



'ORIANA'

Aerial view of Sydney showing the 'Oriana' alongside the Passenger Terminal on the West side of Sydney Cove.

'ORIANA'

Miss Joan Regan is seen in the left hand photograph with Captain Clifford Edgecombe on the bridge of 'Oriana'. Miss Regan made the voyage to Sydney with her three children. Captain Edgecombe is also in the right hand photograph, when the 'Oriana' was welcomed to Kobe by the Misses Kobe and Flower Princess.



'ORIANA'—Football

We publish a photograph showing the *Oriana* Football XI which won the P & O Cup recently in Hong Kong, beating *Chusan*, who had held the Cup for over 2 years, 5-3 on the 9th April.

The team was as follows:—

Back row (left to right): Russell (Writer), Wainscott (Greaser), Doherty (A.B.), Holland (Printer), Brown (Steward).

Front row (left to right): Martin (Steward), Fleming (Greaser), Nimmo (A.B.—captain), Lynch (Galley), Coates (Printer).

Standing on right: Brinkley (Manager).

In a voyage of 11 weeks the team played 12 matches, winning 11 and losing 1, and scored 58 goals while only 12 were scored against them.



The band of the Gurkha Regiment playing for the Sailing of 'Oriana' at Hong Kong in April. Lying opposite is 'Chusan'.



'ORONSAY'

On her way out, westbound, *Oronsay's* first ports of call were Miami and Nassau, in the Bahamas, where her visit was the first by a P & O-Orient ship. She took as guests a party of 45 travel agents and wives to help publicise our service through Panama of which we expect to have three sailings each way this year and next year there are likely to be five. Here we see Capt. S. Ayles (centre) chatting with Mr. V. E. Chenea (left) of the Bahamas Ministry of Tourism and Mr. Leslie Higgs of R. H. Curry & Co. Ltd., agents for the ship in Nassau.



A Grecian Interlude



Poros

As many of you will know, towards the end of last year the *Strathmore* was sold to Greek owners and delivered to them at Piraeus by Company personnel, including myself. When we arrived in Piraeus, we little realised the elaborate arrangements which had been made by the new owner for our entertainment during our brief stay in Greece.

The first outing Mr. John Latsis had arranged for us began early one morning at the ancient Corn harbour where we boarded a small inter-island ferry-boat called the *Nepata*.

The *Nepata* was the first ship to be owned by Mr. Latsis. It was built in Italy and captured off Malta during the war. Shortly after its commissioning, as a ferry, there occurred a serious fire in the engine room which necessitated the complete renewal of the engines. Now, powered by powerful twin German diesels, the ferry is capable of speeds up to 16 knots.

Having embarked the inter-island passengers, their animals, parcels and produce for the various stops, we set off for our first port of call—Aegina.

The small town of Aegina stands on a green and lightly wooded island with a long and tragic history. To see the island now it is hard to imagine that during the early part of the fifth century B.C. it had grown so strong militarily and commercially as to be a serious rival of Athens. The Athenians eventually attacked the island but only succeeded in capturing it after a long and desperate siege which lasted four years after which the population was deported. About two thousand years later the pirate Barbarossa overran the Aegean islands and Aegina was to suffer an even worse fate than on the previous occasion. Barbarossa butchered the men and then carried off six thousand women and children. This final blow crippled the island so badly that the Admiral of the French fleet which called at Aegina shortly afterwards reported there to be no human life on the island.

Leaving Aegina after a short stay, we proceeded on

our way towards a very picturesque island known as Poros. Its charming little port is reached by circumnavigating a small headland and entering an attractive land-locked bay. The local shops and residences tumble their way down the hillside to the harbour's edge in a colourful profusion. The harbour itself hangs on the very edge of all this gaiety and embraces the complete length of Poros town. Even this narrow strip is nearly lost in the confusion of people, animals, market goods and row upon row of bobbing and weaving fishing boats.

Another short stay and we were off again to our next island, hugging the shore until we were finally out of the bay.

Although an impressive-looking island as a silhouette, Hydra is long and barren with a large central spur rising to a height of about two thousand feet. Almost the sum total of its three thousand population lives around the picturesque little port of Hydra.

We bobbed our way over the long, low swell into the crystal-clear, blue waters of the harbour. Sprawled up the side of the bay on our left were the great barrack-like buildings of the nautical school. It was to this island that, during the Turkish oppression, many Albanian families migrated. It is at once apparent on entering the harbour that these early Hydriots, who built this wonderful amphitheatre of dwellings around the harbour, were a thriving race. The architecture is unusual and bears very little resemblance to any of the other islands we visited. The charming little dwellings are painted in pastel shades which blend in perfectly with their neighbours. Each house is surrounded by a high wall with a heavy ornate door, which would do justice to any mansion. Vividly coloured flowering shrubs and rich green creepers spill over the whole, creating an effect of unsurpassed beauty.

The people of Hydra were very good seamen and built up a very strong fleet of merchantmen which traded between the islands and the Greek mainland. When the

war of independence broke out in the early twenties of the 19th century, the Hydriot families put their ships at the disposal of what was then the newly-formed Greek navy. On account of their great sailing knowledge and abilities, many sailors and vessels were praised for their spirited actions against the Turks.

Hydra is a colourful little port, much animated by the gaily painted caiques which are continuously unloading their produce. The harbour is surrounded by small shops and restaurants. The waterfront is alive with people, animals and the famous 'taxis' which we were all urged to take for our climb up into the higher regions of Hydra. These 'taxis' were driven by young lads whose one ambition seemed to be to show off their skill as drivers and riders, for, as roads are too steep and narrow, there is no motor traffic in Hydra and anyone wishing for a taxi must put his life in the hands of the boys and their donkeys.

The ferry, having returned after lunch, took us back to Piraeus, arriving in the fading light of evening. As we saw the *Strathmore* again, we realised that she had undergone a change since we had seen her in the early morning mist. We returned to a newly-painted ship which proudly displayed her new name— *Mariana II*.

The next day again began early, our Asian crew having left the ship before it was properly light. The passenger companionways were out and the Greek staff embarked together with the guests of the owner, Mr. Latsis, for today we were off on another trip. This time it was in the old lady herself, which was making the passage out to Tinos island for the ceremony of the Blessing of the Ship.

Tinos is the 'Lourdes of Greece'. It is to this island where the miraculous Icon of the Panagia was discovered, the pilgrims from Greece flock for the annual Feast of Our Lady. On the hillside just above the quay is a large white Orthodox church. Inside the church is the Icon itself, typical Byzantine silverwork almost covering the actual painting of 'the Great and Gracious Lady'. Hanging from the ceiling are many models, among which probably the most noted is a votive offering in silver of a caique, said to have been holed at sea.

However, fortunately just as it was about to sink, a fish swam into the hole and saved the ship.

In the little crypt are two small chapels, one which marks the site of the discovery of the Icon and the other being a memorial to Greek sailors who lost their lives in an incident which happened during the Second World War. The Greek cruiser *Ellis* was anchored off Tinos with most of her sailors ashore attending the Feast of Our Lady. At this time the Greeks had not yet entered into the war but nevertheless an Italian submarine crept up on the cruiser and sank her, causing great loss of life.

As *Mariana II* slid into her anchorage we saw great activity in the little boat harbour ashore. Soon boats of every type cascaded from the entrance and chugged their way over the calm, blue waters to the ship, now riding peacefully at anchor off the shore. The Icon was brought on by chanting Orthodox priests who conducted an elaborate ceremony in the First Class dance space. Once the Icon was safely on its way ashore again, the ship turned its head towards its new home and once more we were under way.

At a luncheon given to the P & O Officers the following day, Mr. Latsis revealed to us an incident which had occurred after the ceremony the previous day. A little girl had caused a disturbance in the dining room by sitting at a table reserved for the most important guests. She refused to be moved and, as the harassed waiters were about to eject her forcibly, she put them sharply in their places by revealing that she was Mariana and this was *her* ship. She was none other than Mr. Latsis' youngest daughter, Mariana, after whom the ship had been named! After this luncheon date we headed back to the ship for the last sad visit to collect our luggage before proceeding to Athens airport for the flight home.

It was as we finally all shook hands with Mr. Latsis, who had personally turned up at the airport to thank us and see us on our way, that we were gratified to realise that the ship, of which many people will have happy and sentimental memories, will continue to serve a new and useful lifespan.

M.F.H.B.

The 'Krait' in Australia

In April an event of national and historical interest took place with the arrival in Brisbane of the famous wartime ship *Krait*, formerly a 78 foot Japanese fishing boat of 60 tons weight, which had been found in Sabah where she had been working ingloriously for 18 years as a timber tug.

It was in Singapore Harbour on 26th September, 1943, that the *Krait*, manned by 14 Australian and British operatives of 'Z' Special Unit, took part in a raid which destroyed nearly 40,000 tons of Japanese shipping

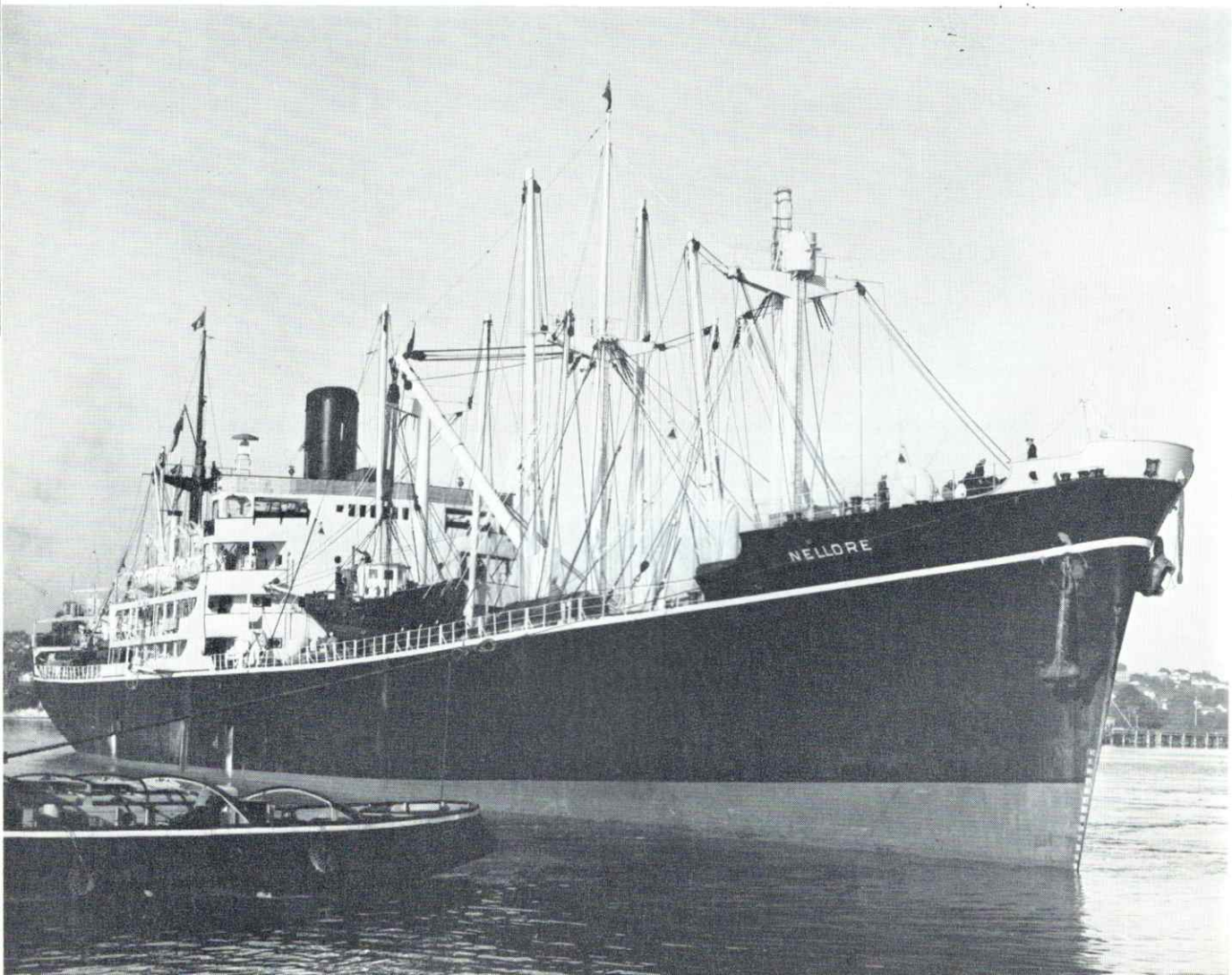
without incurring a single casualty.

Many military experts had believed the raid to be an impossibility, and that no party could penetrate so deeply into the Japanese stronghold—but it was done—and the incredible 5,000 miles voyage through Japanese held territory is rated as one of the greatest sea raids in the history of World War II.

Of the 14 men who took *Krait* to Singapore, six later died in exploits of similar daring. (See also the following article 'The Raid on Singapore' with acknowledgment



The 'Krait' arrives in Sydney to the welcome of scores of small craft of all types.



The 'Krait' loaded on 'Nellore's' deck

to Ronald McKie, at the end of this story.)

Krait was brought to Brisbane from Sandakan on board the Eastern & Australian Steamship Company's liner *Nellore* as deck cargo. Normally the transport of a vessel of *Krait's* size would cost about £2,000. However the E. & A. waived all charges; so did the Brisbane Stevedoring Company who handled the unloading and the Harbours and Marine Department who would normally have imposed Harbour Dues. In announcing last December, the decision of the E. & A. Line to bring *Krait* back to Australia in *Nellore*, Mr. N. D. Pixley said his Company considered it an honour to assist the return of the craft to Australia as a memorial to the commandos of 'Z' Force. 'Their fantastic voyage of 5,000 miles behind the enemy lines in the darkest days of the war, and their penetration of the Japanese-held fortress of Singapore have few equals in daring', he said. 'It seems most fitting that this little ship should be placed somewhere where the public are able to see what great and brave efforts were made by so few in such a hazardous enterprise.'

'Krait' Appeal Fund

The transport of *Krait* in *Nellore* was one phase of the project of bringing the historic little ship back to Australia.

A *Krait* Appeal Fund with a target of £12,000 was launched in Sydney in June last year by Sydney's Lord Mayor, Alderman H. Jensen. Chairman of the Appeal Fund Committee was Major-General Denzil Macarthur Onslow. Other members include the Director of N.S.W. Civil Defence Organisation, Major-General I. Dougherty; the Officer commanding the Volunteer Coastal Patrol in Sydney, Mr. H. W. G. Nobbs and the President of the 'Z' Special Unit Association.

The Sydney firm of R. W. Miller (Holdings) Ltd. donated £3,500 to the Fund to ensure the purchase of *Krait* and her establishment in Sydney as a memorial to the Commandos of 'Z' Force. Much support has also been given by other business and Service organisations in Sydney, the State of Sabah, and the general public, enabling a dream of some year's standing to be realised.

Arrival in Brisbane

When *Nellore* reached Brisbane about 9th April *Krait* was discharged overside into the river by heavy lift gear and Mr. H. W. G. Nobbs, who travelled to Sandakan by air, returned in *Nellore*. He is Commander of the Volunteer Coastal Patrol in Sydney, and, as representative of 'Z' Special Unit, took delivery of *Krait* from the present owners, River Estates Ltd. in Sandakan. This little craft underwent a complete refit at Mill Kraft Boatyard, Bulimba.

Krait departed for Sydney on 18th April under her own power, captained by Harold Nobbs and crewed by volunteers from members of 'Z' Special Unit Association and the Volunteer Coastal Patrol. She was escorted the entire journey by three vessels of the Volunteer Coastal Patrol. On arrival in Sydney plans were made for *Krait* to enter Sydney Heads on Anzac Day 25th April and she naturally received a hero's welcome. After proceeding up the Harbour, *Krait* docked at Farm

Cove where an official ceremony was held to mark the 'handing over' and dedication of the vessel.

The Governor of New South Wales, His Excellency Lieutenant General Sir Eric Woodward officially received the vessel on behalf of the Australian people and later handed her over to the Volunteer Coastal Patrol into whose care the vessel is to be placed for safe keeping.

Krait is considered more than a gallant little ship and more than a monument to brave men. She will be a working monument to be used actively for training young Australians in navigation and seamanship and at the same time helping to inculcate pride in national military and naval achievements. She will be a working vessel, in that she will be helping to perform the tasks of the Volunteer Coastal Patrol in Sydney in rescue work and other sea-going operations.

Krait will be open to public inspection as a symbol of courage and service and an example and an inspiration to future generations of Australians. When her useful life is over, the Patrol will co-operate in a plan to house her suitably either in Sydney or in Canberra, as a lasting memorial of a famous operation. When this is done 'Z' Special Unit will write 'COMPLETED' to its last mission.

We learn from Sydney that *Krait* was operated in Sabah by the River Estates Ltd., producers and exporters of rubber and timber, who originally set a price of £6,000 on her. *Krait* is 78 feet long and has a beam of 10 feet 6 inches. She is massively built of Burma teak two inches thick and sheathed in copper and powered by a 150 h.p. diesel engine recently passing an A1 Lloyd's survey.

THE RAID ON SINGAPORE

(Taken from 'The Heroes' by Ronald McKie)

On the night of 26th September, 1943, Singapore Harbour was ablaze with light and full of Japanese shipping.

The Japanese went about their business of war almost arrogantly self-confident, certain that no one could touch them in their conquered fortress. The loss of the Battle of the Coral Sea and reverses in Pacific Islands at the hands of Australian and American troops had not shaken the conviction that victory was already theirs.

Seven hours later, nearly 40,000 tons of Japanese shipping in the harbour that night lay on the bottom, destroyed or damaged severely. The *Krait* Commandos had paddled canoes into Singapore Harbour and attached limpet mines to the Japanese ships. The lights of Singapore went out and the stunned Japanese garrison turned from the disaster to look for the cause.

It was a long time before they found out that they had been the victims of one of the most daring raids of the war, brilliantly planned and carried out by the 14 members of the 'Z' force. And the irony of the whole affair was that the little ship they used was once a Japanese fishing boat which had been captured at the outbreak of war. She had been the *Kofuku Maru*, renamed by Australians the *Krait*, after an Indian snake. Every Australian can take pride in the exploit of *Krait*, which has become a textbook case on how to use undercover commando forces in war.



On April 21st, while in San Francisco en route to England from Australia, Mr. Michael Thwaites, managing director, P & O, took the opportunity to inspect the IBM installation in the San Francisco office. Here Mr. Thwaites sees the production of the availability report prepared daily on the 1401 computer while (l. to r.) Mr. J. B. Drenckpohl, data processing manager, Dr. Robert Nielsen, research director, and Mr. Warren Titus, president of P & O-Orient Lines, Inc., look on.

From Abroad

P & O-Orient Lines Inc. North America

LOS ANGELES

A group of passengers who travelled around the world in *Oriana* last year so enjoyed their voyage that on their return to Southern California two of them formed an *Oriana* social club. The group held its second reunion on board the *Oriana* at Long Beach on March 23. The ship treated the 48 members of the club to tea, hosted by two members of the Los Angeles staff, Assistant Branch Manager Vincent Vaughan and Sales Representative Richard Glaetzner.

VANCOUVER

In recognition of his fine report, prepared for his social studies class, on the ships and operations of P & O-Orient Lines, Inc., Timothy Agg, a 14 year old student at Vancouver's Technical High School, was honoured at a luncheon on board the *Oriana*, March 19. Mr. Ray Graves of the Vancouver staff hosted the luncheon for Timothy, his father, mother and social studies teacher. Before the luncheon, the group was given an extensive tour of the ship and introduced to Staff Captain Terry. Timothy was presented with a world globe, a framed picture of *Oriana*, autographed by Captain Edgcombe, a pen and pencil set, a plaque of the House Crest and a letter of commendation from President Warren Titus.



Timothy Agg (centre) was presented with an autographed picture of the ship. Staff Captain Terry, Mrs. and Mr. Agg, Timothy and his social studies teacher, Mr. Young, are pictured with the young student's gift.



Before starting off to call on travel agents in the San Francisco Bay Area, Sales Representatives Velma Gay and Larry Nell (right) discuss North American sales literature with visitor Derek Winsor (centre) from the Head Office in London. Mr. Winsor spent a month in the San Francisco Office and during that time made several agency calls with Miss Gay and Mr. Nell. This picture was taken in the sales office and in the background is a blow-up of the 'Canberra' entering San Francisco harbour.

Personnel

Our president, Warren S. Titus, was recently re-elected to the board of the British-American Chamber of Commerce in San Francisco for a year's term.

Mr. George M. Turner, vice-president—marketing, and first vice-president of the Pacific Area Travel Association, the leading organisation devoted to the promotion of travel to 22 countries in the Pacific, attended the 13th annual PATA conference in Australia in March.

Company personnel are prominent in the Association's activities, with Sales Manager Richard Evans serving on the Advertising Committee; A. Leslie Palmer, manager—tour development, a member of the Pacific Sales Seminar; Promotions Manager Robert Andrade on the Publicity Committee and Research Director Dr. Robert Nielsen serving as chairman of the Research and Survey Committee. Mr. Turner is also vice chairman of PATA's Budget and Finance Committee and the company's advertising consultant, Mr. William Wright of Ogilvy, Benson & Mather, serves as chairman of the



In appreciation of ten years of 'courtesy and co-operation', Warren S. Titus (centre), president of P & O-Orient Lines, Inc., gave Cyril Magnin (left), president of the San Francisco Port Authority, an Australian aboriginal bark painting. Captain Sidney Ayles, master of the 'Oronsay', looks on. The presentation was made at a Civic luncheon held on board the 'Oronsay', February 11th in San Francisco to mark the tenth anniversary of the Line's service to the west coast.

In 1954, our company expanded its traditional routes—from the United Kingdom to ports in the Orient and Australia—across the Pacific and to the west coast of North America. The new 'Oronsay' made the first exploratory voyage to Vancouver and San Francisco at that time. She came to San Francisco this February from Sydney via Auckland, Suva, Honolulu and Vancouver.

Pacific Travel News Committee.

As vice-president of the Western Council for Travel Research, P & O-Orient's Research Director, Dr. Robert Nielsen, is responsible for raising \$150,000 for a WCTR project entitled 'The 13 Western States Travel Research Study'. The WCTR was organised in 1959 by individuals connected with the travel industry to provide leadership in travel research and to encourage co-operative action. Membership is made up of personnel associated with carriers, economic departments of universities, hotels and government agencies.

Vancouver Branch Manager Ian MacLean has been appointed secretary of the Vancouver Chapter of SKAL for the 1964-65 season.



HONG KONG

The P & O Cup 1964

This race was run on 4th March by 'New Wing', the favourite owned by Mr. Kam Lun Leang, trained by Mr. Lee Tin Lam and ridden by Mr. A. L. Middleton.

The cup was presented to the winning owner by Mrs. G. M. B. Salmon, wife of the Managing Director of Mackinnon, Mackenzie and Co., in Hong Kong.

P.A.T.A. CONFERENCE IN AUSTRALIA



Mr. and Mrs. J. D. Bates welcoming Sir Robert Menzies and Dame Pattie Menzies to the opening of the 13th Annual PATA Conference at Menzies Hotel, Sydney, on March 2.

What was considered the best yet P.A.T.A. Conference was held in Sydney from March 2nd-6th at the new Menzies Hotel. It was the 13th Annual Conference of the Pacific Area Travel Association.

A workshop preparatory to the Conference was held in Melbourne on February 27th and 28th. More than 400 attended the workshop (a record) and nearly 700 attended the Conference—another record.

Delegates represented 23 Governments, 27 airlines, 10 shipping companies, 299 travel agencies, 90 hotels, 23 houses publishing and 40 other firms and organisations with travel interests in the Pacific.

The Conference got off to a highly successful start with a key-note address delivered by the Prime Minister of Australia, the Rt. Hon. Sir Robert Menzies. Sir Robert, at his brilliant best, delighted the delegates, not only by his oratory, but also by his penetrating comments relative to the travel industry. He said that in 1957 when the sixth P.A.T.A. Conference was held in Australia, the estimate of income earned from overseas tourists visiting Australia was £6 million, but today it was £27 million and that this was just the beginning of it.

He also said that 'This century of ours has been disfigured by prejudice and hatred more than any other century on record' and that 'There is no cure for prejudice half as good as getting to know the person or race or community about which you have been prejudiced'. Sir Robert said that in his own opinion and in the opinion of his Government, the Australian Travel Association was doing magnificent work and the number of private contributors to the Association had increased five times since 1957.

In presenting the P.A.T.A. President's report—Mr. John D. Bates (Deputy Chairman of P & O-Orient Lines of Australia Pty. Limited and Chairman of the Australian National Travel Association) referred to P.A.T.A.'s achievements and continued expansion. Mr. Bates in conclusion entered a plea that 'Whatever we do, whoever we are, in this Association, we put the accent on quality'.

Captain Alan Villiers, one of the guest speakers, told the Conference of plans to build and sail to Australia a replica of Captain Cook's ship 'Endeavour', a project which will undoubtedly create tremendous interest within the next few years.

On the social side, the main highlight was 'Australiana Day' at Lane Cove National Park. Here delegates were shown Australian birds and animals, sheep dog trials, woodchopping, sheep shearing, stock whip cracking and boomerang throwing. Under colourful umbrellas on a grassy lawn a magnificent luncheon was served, consisting of Australian foods—oysters, barbecued steaks, sea foods, strawberries and the like. It was a beautiful day and delegates undoubtedly took away with them many vivid impressions of what they saw. To conclude the day they were taken to Manly whence they returned to Sydney Cove by ferry.

P & O-Orient Lines entertained delegates at a cocktail party on board *Orsova* which was another highlight of the week's social activities.

WHAT IS PATA?

The Pacific Area Travel Association is better known to the travel industry by its pronounced initials PATA. Incorporated in Hawaii in 1952, it is a non-profit organisation dedicated to the development, promotion and facilitation of travel to and between the countries and islands of the Pacific.

P.A.T.A.'s supporting membership is chiefly made up of official government tourist bureaus, shipping companies, airlines and railroads, travel bureaus, hotels and hotel associations.

Since the Company's first entry into the Pacific in 1954 its Australian and American organisations have taken a leading part in P.A.T.A.'s progress. Mr. Warren Titus was first Vice-President in 1962, Mr. George Turner held that position in the period 1963/4 when Mr. Bates as Chairman of the Host Country's National Tourist Organisation was P.A.T.A.'s President.

Representing many nationalities, P.A.T.A. members share a common belief that travel is an approach to peace on a person-to-person level, and a means of improving economic, international and cultural relations.

Through P.A.T.A., governments and private enterprise work together in a unified travel promotion for the mutual benefit of all.

CADET NEWS

SECOND MATE'S CERTIFICATE

We congratulate the following Cadets who have recently obtained their Second Mate's Certificate and returned to the Company as Fourth Officers: D. A. Carr, C. F. L. G. Evans, A. C. C. Hurry, M. R. L. Napier, P. D. Woodhead, M. J. F. Moulin, F. H. Feasey, L. S. Scorgie, R. D. Knight, D. A. Adams, R. N. Carveth, J. R. Wilson, C. T. Godderidge.

RUGGER MATCH

Played at 'Conway' on Wednesday, 25th March

H.M.S. 'Conway'	38
Pandor Mariners	3

CADET TRAINING

After a period of trial and experiment, 'Mid Apprenticeship Release' is to be part of our Cadet training scheme. The six-month course will take place at the University of Southampton, School of Navigation, and will form Phase II of a re-organised apprenticeship. All Cadets who joined the Company after January 1964 will undergo M.A.R. and, as appointments become effective, Phases I and III will come into operation.

Phase I will be concentrated on practical seamanship. During the period of approximately fifteen months, the Cadet will learn by application the duties of a seaman. He will, in fact, complete all tasks on deck to enable him to take his Efficient Deck Hand's Certificate. At sea, in close waters, he will be required to assist on the bridge, and in port he will assist with the loading and discharge of cargo, but in the main his work will be practical.

Phase II, as has been said, will be spent at Southampton. The course is aimed at widening the Cadet's outlook, not only towards his chosen profession, but also in other outside interests. Whilst he is at Southampton, he will receive expert tuition, especially in those subjects which he finds most difficult. He will also sit for his E.D.H. Lifeboatman, First Aid and Radar Observer Certificates.

During Phase III, the Cadet will be appointed as Senior Cadet in a cargo or passenger ship. Here he will understudy the Junior Officers, particularly on the bridge. He will also spend some time in other departments in the ship, to make himself familiar with their problems.

NEW CADETS

We welcome the new Cadets who joined the Company in January, March, April and May of this year. P. W. T. Carter, H.M.S. 'Conway'; J. A. Colthup, Southampton University; P. J. Cooper, Southampton University; W. F. Dick, Pangbourne; A. McK. Farrar, Southampton University; C. M. Fox, H.M.S. 'Conway'; D. Horwood, Southampton University; C. M. C. Knight, Southampton University; M. T. Perryman, H.M.S. 'Worcester'; D. G. Pilsworth, Southampton University; C. J. Rankin, Pangbourne; J. E. Reeves, Southampton University.

The average age of the Officers and Cadets in this year's team was much higher than last year. This single fact, more than any other, contributed to the embarrassing score.

The potential of the team was high, and all of the players had represented their Nautical Colleges in the past.

Most of 'Conway's' points were scored by Cable, their large 6ft. 6in. three-quarter, who once ran the length of the pitch almost from the 'Conway' line. None of the P & O team had the speed or fitness to stop him the first time, and once this became apparent, the writing was on the wall.

However, it was an enjoyable match, and most of the School were out on the pitch to cheer their team home.

CRICKET TOUR

The annual cricket tour against the Nautical Colleges has been arranged for the 25th, 26th and 27th June, 1964.

The order of play will be Pangbourne, Southampton and H.M.S. 'Worcester'.

LOOKING BACK

Railway Times, Dec. 8, 1882

Electric Lighting

The Peninsular & Oriental Steam Navigation move with the times and the latest innovation or improvement which this enterprising company has adopted, is the introduction of the electric light in their offices in Leadenhall Street. At their meeting this week the shareholders had an opportunity of seeing the effect of this new illumination, by means of which where this meeting took place, was suddenly transformed from a condition of semi-darkness to a brightness, not glaring, but softly subdued and thoroughly effective. The system adopted is the Swan electric light, incandescent, enclosed in an opalescent globe, and the light is pure and clear, without glare. The system is being carried out through the whole of the office of the Company, under the charge of Mr. Charles Hall, assistant Superintendent Engineer. It is said that the P & O Company intend, should the experiment in their offices prove a success, to introduce the electric light on board their steamers.

1963 ACCOUNTS

'P & O GROUP SAILS OUT OF THE RED; P & O BACK INTO CALM WATERS; IMPRESSIVE PROFITS RALLY'.

It was with headlines such as these that the Press greeted the preliminary announcement of the P & O profits which was published in February of this year, and although the language is more flamboyant than that used by the P & O Board in its announcement, it served, nonetheless, to illustrate the changed fortunes of the Group, which had turned a loss of £62,000 before taxation in 1962 into a profit of £4,206,000 in 1963. Taxation recoveries still figure largely in the accounts and after crediting a net recovery of £1,623,000 for the year the Group profit after tax amounted to £5,829,000 compared with £2,540,000 last year.

The following table summarises the position for the two years.

	1963		1962	
	£	£	£	£
OPERATING PROFIT		19,757,000		16,014,000
<i>Less:</i> Depreciation	15,322,000		15,695,000	
Interest	1,070,000		1,259,000	
		<u>16,392,000</u>		<u>16,954,000</u>
		3,365,000		— 940,000
<i>Add:</i> Investment Income		841,000		878,000
		<u>4,206,000</u>		<u>— 62,000</u>
GROUP SURPLUS (1962 DEFICIT) FOR THE YEAR BEFORE TAXA- TION		4,206,000		— 62,000
Taxation recoverable		1,623,000		2,602,000
		<u>5,829,000</u>		<u>2,540,000</u>
GROUP NET PROFIT FOR THE YEAR AFTER TAXATION		<u>£5,829,000</u>		<u>£2,540,000</u>

GROUP SURPLUS BEFORE TAXATION

This year's profit of £4,206,000 is determined after providing for depreciation of more than £15,000,000 on ships and other assets. The depreciation charge this year was reduced by £640,000 because of a change in the method of depreciating our ships.

Before charging depreciation and interest, the actual profit from the operation of Group ships was £19,757,000 which is over £3,700,000 more than last year.

It is true to say that during the year there was an improvement in shipping conditions. Tramp rates rose and there was a slight improvement in a number of liner trades. Several of our liner companies did better than

last year, but the tramp companies still did badly. The reason for the increase in the operating profit was not only the better trading conditions, but also the rationalisation of tonnage and services and other economies undertaken in previous years which are now showing their effect on the Group results.

Although in the rationalisation of our fleets we reduced tonnage, we were nevertheless able to maintain our revenue because of increased load factors in the remaining vessels. By this reduction of tonnage, generally of older vessels, we were able to reduce our running costs, and together with other economies, both at sea and ashore, were able to reduce the total expenditure within the Group. In fact, the reduction in

expenditure was almost equal to the increase of £3,700,000 in the operating profit.

TAXATION

Once again the large recovery of income tax is a feature of the results, although the amount is less than it was last year. The main reason for the recovery, as was explained in detail last year, lies in the use of substantial investment and other capital allowances on ships. In order to make the best possible use of group allowances and thereby reduce taxation, considerable inter company 'subvention' payments were made this year.

These subventions are designed to allow the transfer of profits between group companies, to reduce the total tax payable by the group as a whole. A group company which would normally have to pay tax on its profits may transfer its taxable profits (within limits) to a company with surplus capital allowances which can be set against them. In this way we are able to make the best use of the allowances which are available to the various companies in the group.

It should not be supposed that the group does not pay any sums away in taxation, for the tax recoverable figure of £1,623,000 shown in the accounts is a net amount and in respect of several of our companies, mostly abroad, taxation of almost £500,000 has been paid.

You may recall that questions were asked in the House of Commons earlier this year about companies who were allegedly recovering from the Inland Revenue large sums of income tax which had apparently never been paid to the Revenue. It must be pointed out that this is not the case with the P & O Group. Although in the last three years we have been able to obtain large recoveries of income tax, the group tax charges have been nearly £30,000,000 in the past ten years.

CASH FLOW

With the recent announcement of the extension of Group interests into bulk carriers and other transport activities both here and in Australia, in addition to our more traditional activities, you may wonder where in a time of low profits, the cash required to finance these activities is to be found.

In order to explain this point we must understand what the charge for depreciation in our accounts represents. This charge, which amounted last year to over £15,000,000, does not necessarily represent an actual outlay of cash. In this group it is assumed that (apart from tankers) ships will have a useful life of 20 years after which they will need replacing. In order to provide the cash necessary to build new ships when old vessels are worn out, we set aside each year from the cash earnings of the fleet one twentieth of its cost. Because of the varying ages of ships in the fleet, replacement is continuous although the amount actually spent may vary considerably from year to year. I hope this explanation will show that although the depreciation charge in the accounts totals £15,000,000 it does not necessarily mean that that sum has been paid away.

During the year the total funds becoming available to the Group came not only from the £15,000,000 depreciation set aside, but also from the profits of over £3,000,000 remaining after payment of dividends, and from the proceeds of sales of old ships and other assets. Out of these funds we have purchased new ships and other assets and have redeemed some of our debenture stock, but still have been left with an increase of nearly £12,000,000 in the funds available to us. This can be seen from the summary below which is extracted from pages 16 and 17 of the Annual Report.

	1963		1962	
	£	£	£	£
Current Assets		54,340,035		46,153,039
Current Liabilities	31,981,568		35,399,023	
Net adjustment for future U.K. taxation	288,102		—	
		<u>31,693,466</u>		<u>35,399,023</u>
		<u>£22,646,569</u>		<u>£10,754,016</u>
Increase in net current assets			<u>£11,892,553</u>	

On page 13 of the Report, the 10 Years' Salient Figures of the Group appear, and the cash or equivalent available to the Group over the past 10 years is shown under the heading 'net current assets'. You will see that reductions in this figure are partially reflected in increases in the figures for ships. For example, the drop from £22m. in 1960 to £8m. in 1961 reflects not only the expenditure on *Oriana* and *Canberra* which can be seen under the cost of passenger ships, but also heavy expenditure on tankers. This page contains a great deal of information, and is well worth a little time and attention.

P & O COMPANY

A note on page 19 of the Accounts shows that of the total Group profit of £5,829,000 after tax, £5,253,000 is attributable to the P & O Company, and of this amount £3,530,000 is dealt with in the P & O Company's own accounts as distinct from the Group Accounts. There is often confusion about the meaning of these figures and I shall attempt to explain what they mean.

The P & O Company, in addition to its shipping activities, also has interests in other companies known as subsidiary companies. In some cases the P & O owns all the shares in these subsidiaries, but in others some of the shares are owned by outside interests known as minority shareholders. Of the total Group profit of £5,829,000 therefore, we have excluded the sum of £567,000 which is the amount to which the minority shareholders are entitled. The remainder of £5,253,000 belongs to the P & O Company as the major shareholder.

Not all of this amount is actually received by the P & O Company, because some is retained by the subsidiaries—ploughed back—to extend their businesses. Only amounts which they have paid to the P & O by way of dividends are actually included in the P & O Company's own accounts. The P & O Company's profit of £3,530,000 this year includes not only the results of its shipping operations but also these dividends from subsidiaries.

You may be interested to know how each £1 is spent in running the P & O-Orient fleet of passenger and cargo vessels. The first group of figures shows the actual costs of operating the vessels, whilst the second group shows those expenses which vary with the number of passengers or amount of cargo carried. The final group shows the costs of administration and publicity and finally the amount which is set aside for depreciation.

P & O-ORIENT FLEET OPERATING COSTS

	s	d.	s	d.
Ships Disbursements				
Oil Fuel	2	4		
Crew Costs	3	11		
Repairs	1	9		
Marine Stores		5		
Ship's General Charges, water, radar hire, insurance, incidentals, etc. ...		8		
Canal Dues		5		
Port Charges		10		
			10	4
Passage Money Charges				
Victualling charges, brokerage and commissions	3	4		
Freight and Mail Charges				
Cargo charges, damage claims, rebates, brokerage and commissions	2	1		
			5	5
			15	9
Administration				
U.K. and abroad			1	3
Publicity				6
Depreciation			2	6
			£1	0 0

Whilst we have every reason to be pleased at the improvement this year in the group profit before tax, the profit itself can in no way be regarded as adequate, since it represents a return of less than 2½ per cent on the total capital employed by the Group. This return is considerably less than is earned by most shore-based companies.

Rising costs continue to be a problem, both here and abroad, and further increases will shortly have to be faced. While rates remain inadequate, further improvement in Group results can only come from our own efforts to increase revenue and reduce costs.

T. P. DALY.

D.E.M.S. GUNNERS

Those of us who served at sea, and in my own case as an army representative, during the second world war will have met those unusual soldiers at sea, the Defensive Equipment Merchant Seamen, who assisted R.N. and R.N.R. men in defending their ship against both warship and aircraft. The soldiers in particular, usually Royal Artillery men, were taken from their batteries, and planted on board ship not only in British but allied vessels. A difficult time they had in some cases, particularly on foreign ships. I remember a bombardier and two gunners at Galveston in Texas on board a Norwegian ship who had not been home to Britain for more than three years and whose uniforms were falling to pieces. They seemed to have lived mainly on raw fish and had forgotten what egg and bacon had tasted like. I took them ashore and fitted them up at the U.S. Army Base with new khaki shirts and pants and sent in the bill to headquarters in Washington. That caused an upset and nearly lost the war, but fortunately a sympathetic D.E.M.S. representative was in charge and uniform depots were established at some overseas ports.

Now I learn that Captain Charles V. Marsden, R.N. is issuing this notice:—

D.E.M.S./M.R.A. OFFICERS

Strenuous efforts are being made to trace the present whereabouts of Officers who served with the above 1939/45. Three very enjoyable reunions have already been held and the next is planned for May 1965 in London.

Official records are of little use after 20 years and the organisers are very anxious to contact as many as possible of these Officers. Will any Officer who has not previously been communicated with please send name, rank in which he served and present address to:

Captain C. V. Marsden, R.N.,
The Martyns,
Bishopsteignton,
S. Devon.

who is compiling a register.

If any of our readers or their friends should qualify, they might care to get in touch with Captain Marsden in Devon as he asks and add to his list, still only a quarter complete.

B.D.O.J.

FLEET LIST

(as at 1st June, 1964)

	Aden 9,943 tons	Ballarat 8,792 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons	Coromandel 7,065 tons
CAPTAIN	Thompson, W. B.	Mordaunt, B. S. C.	Cowen, E.	Hopkins, T.	Reed, P. C.	Adie, I. M.
CHIEF OFFICER	Hayward, P. E.	Vickers, C. C.	Hannah, D. H.	Thom, G. B.	Beeley, P.	Black, D. G.
SECOND OFFICER	Sutton, T.	Thomson, W. B.	Perry, D. J.	Corney, P. G.	Falkner, A. H.	Peartree, B. E.
THIRD OFFICER	Rodger, D. A.	Blyth, M. F. H.	Senior, P. T.	Cook, I. B.	Speed, A. J.	Meredith, J. E. W.
FOURTH OFFICER	Julian, H. H.	Hurry, A. C. C.	Hunt, P. N.	Scorgie, L. S.	Adamson, N. M.	Morrison, D. N. R.
RADIO OFFICER		Day, D. F.	Simmonds, D. S.	Keeling, W.		Chapman, K. M.
ACTING RADIO OFFICER						
JUNIOR RADIO OFFICER	Drummond, D. B.				Groat, J. A.	
CHIEF STEWARD	Willacy, J. G.	Morris, A. R.	Abbott, R. A.	Thomas, P. J. M.	Kent, T. W.	Barber, R. H. S.
CARPENTER	Carruthers, D.	Troon, R. J.		Stewart, W.		
BOATSWAIN	MacQuillin, R.					
CADETS	Hallmark, R. W. J. Messinger, P. A. Farrar, A. McK.	Knight, C. H. C. Robertson, K. B. P. Chipperfield, B. V. Fairgrieve, J. B.	Kempston, M. I. C. Johnson, C. J. C. Clark, W. J. C.	Temple, J. M. G. Pennell, P. M. Larkin, C. V. C. Tadman, J.	Myton, R. Montgomery, D. P. Matthew, R. C. Perryman, M. T.	Ellison, R. C. Staley, J. C. G. Dick, W. F.
CHIEF ENGINEER OFFICER	Ferguson, A.	Shewan, G. E.	Thompson, T. W.	Constable, G. D.	Lakin, J. B.	Fisher, E. H.
SECOND ENGINEER OFFICER	Bauchop, C. T. M.	Burn, R. G.	Lyons, R. H.	McCallion, R.	Graham, G. R.	Van Haecten, S. J.
THIRD ENGINEER OFFICER	Jenkinson, J. O.	Lamb, J. K.	Harrison, L. F.	Cadzow, N.	Haycock, T. C., (Acting)	King, D. M.
JUNIOR THIRD ENGINEER OFFICER	Self, C. J.	Dewar, D. R.	Hibbert, D. R.	Munro, J.		
FOURTH ENGINEER OFFICER	Woolston, T. T. A.	Bird, K. G.	Stevens, R.	Withnall, F. L.	Ball, D.	Hughes, P. G., (Acting)
ASSISTANT ENGINEER OFFICER	Corbett, R. A. Evans, M. B.	Hicks, J. E. Marshall, R. A. Nicholas, L. F. Mansfield, E.	McGeehan, P. Edwards, R. P. Chambers, D. Roome, M. J.	Kelly, J. J. Mole, K. J. Reynol, J. Wright, L.	Storey, J. H. Statham, D. J. Cole, B. M. Long, G. S.	Mills, A. W. Proctor, J. Petrie, W. Watson, J. K.
ACTING FIRST ELECTRICAL OFFICER	Kirk, M. J.	Potts, R. M.	Blackett, K.	Davidson, A. C.	Davidson, K. J.	Kelly, J.
SECOND ELECTRICAL OFFICER	Brookes, G. E. J.	Diamond, P. L.	Burrige, R. J.	Straw, E. G.		
FIRST REFRIG. ENGINEER OFFICER	Trancey, T.					
SECOND REFRIG. ENGINEER OFFICER	Thomas, R. H. (Acting)					

	Karmala 7,673 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons	Salsette 8,202 tons
CAPTAIN	Underwood, R. F.	Barrett, G. C.	Haggas, M. H.	Rose, E. R.	Mortleman-Lewis, E. A. W.
CHIEF OFFICER	Kennard, P.	Howe, G. E.	Ellingham, R.	Simmonds, F. D.	Smith, D. L.
SECOND OFFICER	Pollitt, P. S. H.	Perry, J. W.	Lyon, R. G.	Gibb, I.	Watkins, T. P.
THIRD OFFICER	Nash, B. G.	Clark, J. D.	Wesson, H. A.	Carter, M. J.	Tavender, P.
FOURTH OFFICER	Hodges, A. P.	Spread, R. J.	Plews, A. E.	Edgerton, M. E.	Nisbet, W.
CHIEF RADIO OFFICER	Rodgers, D. A.	Tritton, R. D.	Bagent, N. M.	Fowler, M. J.	Ferguson, G. J.
ACTING RADIO OFFICER					
CHIEF STEWARD	Smith, J. H.	Curtis, C. A.	Marshall, C. L.	Gliddon, R. G.	Waters, P. E.
CARPENTER		Packer, G. J.	Shaw, C. E.	Ivey, C. W.	Jones, C. R.
CADETS	Johnson, B. Carter, P. W.	Horwood, D. Marshall, M. W. Edwards, S. B. Derrick, M. J.	Duckworth, B. H. Syrett, D. W. Dick, W. J. E. Woodger, R. F.	Johnson, P. F. Baker, J. G. Dow, T. A., Coldham, R.	Collinson, R. J. B. Parker, J. Reeves, J. E.
CHIEF ENGINEER OFFICER	Morrow, N. S. G.	Southcott, H. E.	Lambert, A. E.	Godbold, W. C.	Howell, J. O.
SECOND ENGINEER	Biggs, R. L.	Bowen, J. D.	Grady, P.	Dempster, W. A.	Walker, H. M.
THIRD ENGINEER	Juniper, P. F.	Goodman, A.	Byers, P.	Corless, G. W.	Nash, I.
JUNIOR THIRD ENGINEER		Martin, D. A. R.			
FOURTH ENGINEER OFFICER	Hazell, A. J.	Woodford, D. S.	Murray, D. G.	Barrat, J. R.	Humphries, W.
ASSISTANT ENGINEER OFFICER	Heppleston, A. Cunningham, B. G. Walsh, T. M.	Hunt, A. C. Helsdon, J. Edge, D.	Copeland, L. P. Chapman, G. P. Cathcart, G. W. Townsend, M. P.	Leadbitter, E. Smith, J. W. Scott, J. C. Thomson, D. N.	McFall, N. Goddard, M. Holden, C. T. Birsa, A. K.
FIRST ELECTRICAL OFFICER	Cumming, J.	Joyce, R. J.	Hewitt, H. K.	White, R. W. L.	Ripken, R. A.
SECOND ELECTRICAL OFFICER	Shaw, D. E.	Pegler, J. T.	Greene, G. T.		
FIRST REFRIG. ENGINEER OFFICER		Lamerton, J. H.	Sumner, R. R.		
SECOND REFRIG. ENG. OFFICER		Webb, D. F.	Curtis, D. J. R.		

ASST. ENGINEER OFFICER	Coward, W. J. Williams, T. E. Cook, W. A. S. Tait, T. H. Friend, E. J. Harris, T. J.	Robinson, R. D. Love, K. I. Bayne, C. J. Harris, D. T. Rhoades, P. J. Chapman, C. J. Sheen, M. J. Wilson, R. J.	Lewis, B. W. Waller, N. E. Hurford, F. C. Atkinson, R. E. Mitchell, G. Underdown, R.	Lee, G. P. Cogger, R. B. Williams, P. Faulkner, T. Kingsland, R. J. Hempsall, R. D.	Crampton, M. R. Fittes, G. J. Skinner, M. Mathie, J. Norris, P. J. Griffiths, A. F. Lipscombe, A. C. Powell, H. D.,	Brown, J. G. Williams, N. B. Henderson, A. D. Dobbie, R. E. Cunningham, A. Bradshaw, M. G. Brown, W. G.	Liddell, R. H. McGrath, W. E. Allan, C. R. Phillips, D. R. Gough, R. J. Hedges, D. Anderson, G. R.	Gauld, G. A. Hancock, R. Cowie, I. J. Rickard, M. H. Waterman, M. E.	Beale, J. J. Fitzgibbon, G. P. Rudland, D. H. Broad, J. C. McKenzie, B. A. Mulholland, C. W.
FIRST ELECTRICAL OFFICER	Wyles, B. M. (actg.)	Walker, J.	Whiteford, A. F.	Ironside, J.	Wiles, B.	Cresswell, E. W.	Reeve, N. B.	Hughes, H.	Ellis, R.
SECOND ELECTRICAL OFFICER JR. SECOND ELECTRICAL OFFICER	Gibb, C. F. Hope, G. I. Gibson, P. W. Cairns, J.	Brooker, A. W. Moore, M. A.	Johnstone, J. A.	Hill, A. J.	Goldsbrough, D.	Kendall, N.	Jackson, W. G.	Von Bibra, C.	Ackroyd, D. K.
ASST. ELECTRICAL OFFICER	Wright, A. James, R. M. Laithwaite, A. G.	Parkinson, J. Merritt, B. J. Turner, L. M. Clayton, G. C. Pearson, G. A. Dowson, M. K.	Allen, I. A. George, P. J. Peacock, D. C. Haynes, K. G.	Webster, G. F. Pierpoint, M. J. Askam, W. P. Reid, J. E.	Kett, B. Forshaw, C. Cheetham, J. Cobb, L. D.	Howe, M. R. Corrall, L. J. Porter, P. Chalk, C.	Dorward, D. A. Taylor, T. Clutterbuck, B. A. Robinson, R. D.	Glover, B. Page, E. Ryan, P. W. Hanshaw, J.	Hamilton, J. C. Bradley, P. Pleybe, B. Blake, B. E.
VENTILATION OFFICER		Steadman, H.			Doig, P. R.	Ross, A.	Williams, C. M.		
FIRST REFRIG. ENG. OFFICER JR. FIRST REFRIG. ENG. OFFICER SECOND REFRIG. ENG. OFFICER	Reveler, B. Moor, F. H. G. Canham, L.	Curwen, D. S.	Cloughton, C. W. Long, P. J. Lock, G. A. Grant, P.	Bullock, F. S. Dore, R. E. Cato, B. P.	Hyde, R. J. (Actg)	Jones, T. A.	Taylor, F.	Sumner, A. S. Bushell, A. C. D. Price, L. C.	Borland, W. J. Santi, G. J. Cook, R. E.
JR. SECOND REFRIG. ENG. OFFICER THIRD REFRIG. ENG. OFFICER JR. THIRD REFRIG. ENG. OFFICER FOURTH REFRIG. ENG. OFFICER FIFTH REFRIG. ENG. OFFICER	Fox, J. Long, D. W. Clayton, P.	Morrigan, P.	Burningham, T. J. Harvey, H. A. G. Bradley, S. J. Cunningham, C. A.	Higgins, R. D. Burningham, T. J. Curtis, D. J. R. Clarke, A.	Addison, R. J.	Hayes, B. B. Webber, M. C. Lennox, J. D.	Abrams, M.	Stead, A. K. Thomas, M. E. Smith, J. M.	Green, J. V.
BOILER MAKER WINCHMAN	Lloyd, D. P.	Battison, J. A.	Turner, P. L. Franklin, R. A. Cahill, T. E.	Ward, R. P. Taylor, A. E. Monk, J. D.	Enifer, D. F.	Stinton, G.	Goodwin, J. W.	Blake, J. Solley, D. Tucker, E.	Anscombe, K. J. Ojala, R. Langley, W. T.

PURSER	Temple, R. C.	Pinches, E. W. H.	Pateman, F. P.	Warren, L. S.	Miles, P. H.	Hare, C. T. R.	French, E. L.	Pullinger, D. A. M.	MacInnes, T. S.
TOURIST PURSER DEPUTY PURSER SENIOR ASSISTANT PURSER	Barnett, W. H. Hodgeman, G. P. Belsher, A. S.	Mayhew, H. W. Onslow, M. G. Brett, R. M. Hurst, T. I.	Simpson, J. C. MacRae, D. Burleigh, D. G.	McGregor, P. Burley, A. J.	Jennison, P. C. Griffiths, J. B.	Williams, R. A.	Blurton, D. C. Arnold, R. G. E.	Culmer, J. F. Pollard, T. M.	Flint, K. J.
ASSISTANT PURSER	Mulder, B. K. Irvine, D. C. Webb, P. E. Reynolds, B. P.	Buckley, C. G. M. Warmington, D. F.	Jones, I. R. Pike, W. L. Symonds, J.	Hughes, J. R. Smith, J. G. Winney, A. J.	Nicholls, T. H. Adams, A. M. Michelson, R. E.	Dalton, T. Gretton, J. A. C. Copestake, M. R. Heap, M. S. Locke, P. Harris, J. B. Rutter, R.	Sutcliffe, M. Newman, B. J.	Brown, L. S. Henchoz, I. D.	Hobbs, C. D. Smart, M. F. Batt, P.
JUNIOR ASSISTANT PURSER	Pearce, D. S. Staddon, M. P.	Harris, J. G. Phelan, R. B.	Brittain, P. W. Ritchie, J.	Brown, A. R. Hawkesworth, M. Rosser, M. A.	Bennett, P. Baumann, D. L. Kimber, C. P.		Buck, J. Brown, R. J. Simmonds, J. A. Bonham, J. S.	White, P. D. Smith, G. R.	Dixon, I. J. Tilley, A. E. W.
WOMAN S. ASST. PURSER	Williams, B. J. Walker, A. L. Hewett, C. A.		Holmes, M. E.			Lofting, P.		Salmon, G. J.	
WOMAN ASST. PURSER		Stacey, C. A. Traies, S. M. Smyth, J. C. Smith, A. L.	Young, P. S.	Goslin, M. J.	Yates, C. Lomas, G. M. Timothy, E.	Alvarez, K. L.	Holmes, V. C.	Popplewell, G. A.	Shepherd, J. P. M. Walley, R. A. Franklin, A. C.
WOMAN JR. ASST. PURSER	Croft, J. M. D. Caldecourt, J. Norris, K. S.	Oppenheim, D. S. Orchard, J. C. Durling, D. J. Hastings, D. M.	Evans, J. G. Anderson, J. E.	Thoms, C. V.	Williams, S. V.	Masters, N. E. Wilson, S. E.	Bradford, E. A. Hall, P. A. Cufey, G.	Whitmore, A. R.	
LIAISON OFFICER <i>First Class</i>	Akeroyd, W. L.	Hunt, L. E.		Ross, A.	Hall, H.	Rice, R. C.	Fisher, L. W. B.	Sheen, C. E.	
LIAISON OFFICER <i>Tourist Class</i>	Jameson, A. M.	Westwood, K. C.		Jukes, I. J.	Ainsley, J.	Moore, T. G.	Bower, W. H.		
HOSTESS <i>First Class</i>	Bessant, J. M.	Chesterman, R. M.	Riley, J.	French, D. M.	Peachey, M. D.	Richardson, J. B.	Christie, E.	Goeghegan, E. C.	Dawson, V. E.
HOSTESS <i>Tourist Class</i>	Dewey, P. A.	Juson, L. E.	Leahy, E. M.	Friend, R. I.	Gaunt, P. A.	Thomas, P.	Yearsley-Thomson, C. L.	Goater, J. M.	Reader, M.
CHILDREN'S HOSTESS <i>First Class</i>	Cornish, M. F.	Gregory, J.	Robertson, S. C.	Mullen, M. P.	Thomas, D. M.	Pinhey, P. M.	Reeve, L.	Tasker, C. T. Barfoot, J.	Dover, A. T.
CHILDREN'S HOSTESS <i>Tourist Class</i>	Gothard, E. A.	Rapson, M. E.	North, D. M.	Herring, J. V.	Nolan, M.	Davis, C.	Edwardes, A. M. C.		
CHIEF STEWARD	Perch, M. F.	Dyter, W. A.	Ladlow, L. K.	Boreham, A. W.	Chappell, E.	Picking, A.	Goffin, H. N.	Warr, H. R.	Aspin, K. W.
CHIEF STEWARD <i>Tourist Class</i>	Edney, S. F.	Ockleford, R. A.							
CHEF	Cox, J.	Pearce, M. W.	Ruddock, G. L.	Cornwell, H.	Delahay, C. A.	Liggett, J. R.	South, R. K.	Glavin, D.	Rogers, G. H.

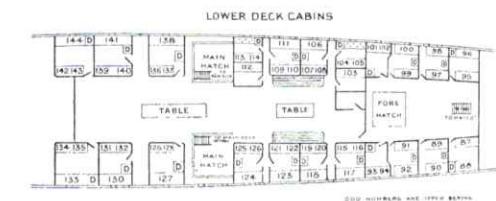
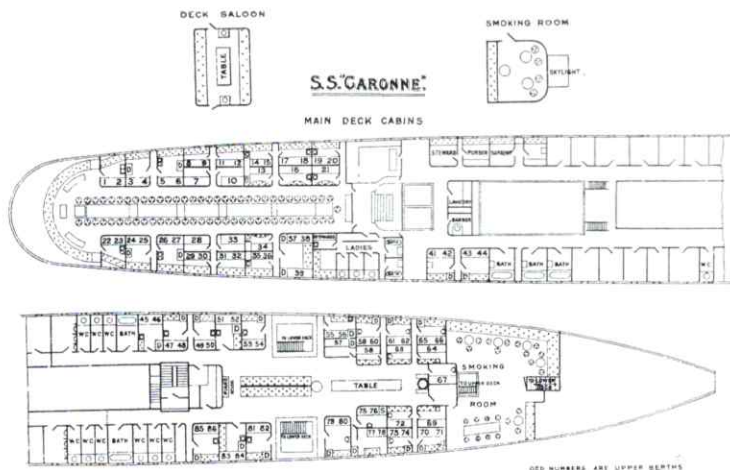
FLEET LIST

(as at 1st June, 1964)

	Cathay 13,790 tons	Chitral 13,790 tons		Comorin 9,236 tons	Somali 9,080 tons	Soudan 9,080 tons	Surat 8,925 tons	Sunda 9,235 tons
CAPTAIN	Fox, R. E. J., R.D., R.N.R.	West, D.	CAPTAIN	McArthur, J. P.	Wacher, J. F.	Cook, L. J.	Cutler, R. J. H.	Bullock-Webster, R.
CHIEF OFFICER	Blois, D. P.	Beaumont, J. M. S.	CHIEF OFFICER	Clark, P. J.	Love, P. W.	Bonner, J. W.	Blackburn, J. K.	Goddard, C. H.
SECOND OFFICER	Prideaux, A.	Bradley, D.	FIRST OFFICER		Buck, A. D.			
JUNIOR SECOND OFFICER	Ironside, A. D.	Miller, D. B.	SECOND OFFICER	Pearce, R. J.	Parson, P. H. A.	Banks, D. G.	Raven, M. J.	MacLean, K. S.
THIRD OFFICER	Earnshaw, D. R.	Bingham, M. G.	THIRD OFFICER	Mitchell, P. R.	Wilkin, R. H. W.	Wood, R. T.	Tinsley, A. R.	Jackson, R. L.
FOURTH OFFICER	Feasey, F. H.	Adams, D. A.	FOURTH OFFICER	Lee, G. G.	Williams, W.	Mullins, D. E.	Church, V. R.	Walster, P. J.
CADETS			RADIO OFFICER			Cubitt, T. H.		Alton, G. C.
FIRST RADIO OFFICER	Wells, P. G.	Evans, P. B.	SECOND RADIO OFFICER	Price, A. G.	Sims, O. W.	Lindley, W. J.	Harding, G. R.	
RADIO OFFICER	Clayton, E. J. R.	Hall, R. S.	JUNIOR RADIO OFFICER	Jones, C. W.		McAllister, W. J.	Lungley, E. P.	Brown, L. C.
	Geraghty, P. M.	Jameson, C.	CHIEF STEWARD	Raffino, J. D.	Gordon, G.	Cramp, B.	Jones, M.	Harris, C. E.
	Twomey, T. P.	Jolly, M. P.	CARPENTER	Bragg, J.	Langan, M. B.			
	Holmes, J. C.	Hubbard, B. K.						
SURGEON	Meeson, B. M.	Saunders, R.	CADETS	Lockyer, P.	Craddock, D. A.	McGowan, P. H.	Smith, R. H.	Beavington, M.
NURSING SISTER	Carwardine, E. A.	Bishop, S.		Clark, P. S.	Pilsworth, D. G.	Grove, G. R. W.	Noakes, J. J.	Parr, C. M.
CARPENTER	Brockbank, J.	Pike, J. F.		Fox, C. M.	Colthop, J. A.	Woollard, I.	Cooper, P. J.	Howe, O. J.
PLUMBER	Morris, A.	Bulley, A. V.		Hall-Thompson, M. H.	Rankin, C. J.	Cooper, D. B.	Green, R. J.	Tomkiss, D. J.
BOATSWAIN	Martin, F.	Mackay, J.						

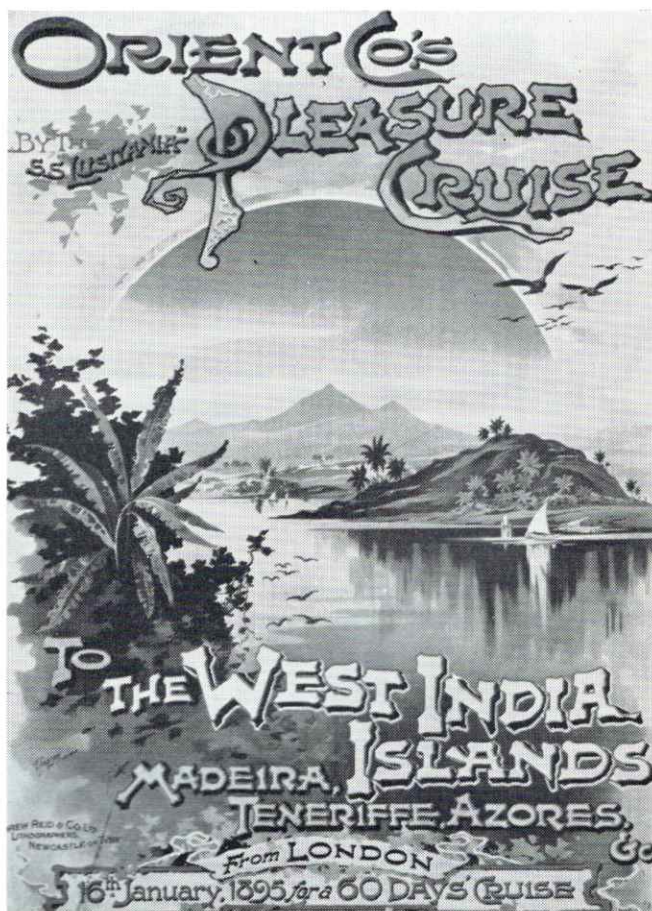
CHIEF ENGINEER OFFICER	Purdy, R.	Gardner, W.	CHIEF ENGINEER OFFICER	Stubbs, J. M.	Marriott, M. M.	Westgarth, J. P.	Clarke, A. D.	Craig, A. W.
SECOND ENGINEER OFFICER	Robinson, L. H.	Robertson, C.	SY. CHIEF ENGINEER OFFICER		Hill, B. V.			
JR. SECOND ENGINEER OFFICER	Kelly, J.	Corbett, B. D.	SECOND ENGINEER OFFICER	Whately, I. G.	Goodwin, C. M.	Hudson, R. E.	Hall, V.	Berry, R.
THIRD ENGINEER OFFICER	Hoare, D. R.	Darling, K.	THIRD ENGINEER OFFICER	Franks, J.	Lang, J. D. F.	King, D. O.	Baird, N. A.	Stokes, A. J. (Actg)
		Fitzgerald, P.	JR. THIRD ENGINEER OFFICER	More, J.	Jenkins, K. M.	Rushton, A. M.	Weatherstone, J. C.	Lyons, J. W.
JR. THIRD ENGINEER OFFICER	Bell, L. M. S.		FOURTH ENGINEER OFFICER	Baker, A. E.	Baxter, W. J.	Ludick, J.	Louis, P. S.	Scaife, B. M.
FOURTH ENGINEER OFFICER	Callan, G.	Smith, J. A.	JR. FOURTH ENGINEER OFFICER		Pedder, M.	Nash, J. W.		
	Moffat, P. Y.				Neville, F. B.			
ASSISTANT ENGINEER OFFICER	Paterson, J.	McCormick, R. M.	ASSISTANT ENGINEER OFFICER	Sutcliffe, D. F.	Williams, S. J.	Savage, F. T.	Wilson, K. T.	Ward, M. W.
	Redwood, T.	Thomson, P. G.		Jensen, F.	Stanger, C. G.	Clare, P.	McCoy, M. P.	Wilding, C. A.
		Williams, H.		Atherton, J. A.	Poole, B. R.	Mangan, M.	Young, R. D.	Gurnett, K. S.
FIRST ELECT.	G. Milne	Caughey, W. G.		Porritt, J. R.	Perren, W. J. D.	Lowden, R.	Taylor, R. W.	Campbell, D. E.
SECOND ELECT.	Hughes, H. R.	Hope, I. T.	FIRST ELECTRICAL OFFICER	Rennie, L. M.				
ASST ELECT.	Lee, I. T.	Masterman, M. L.	SECOND ELECTRICAL OFFICER	Grant, D. W.	Pace, J.	Pitman, I. G.	Dibsdall, M. C.	Hand, W. A.
	Lawlor, J. G.		REFRIG. ENGINEER OFFICER	Roberts, D. F.	Fitchie, J.	McKee, W. J.	Morgon, J. K.	Cox, J. C.
FIRST REFRIG. ENG. OFFICER	Fricker, D. A.	Benton, F. J.		Woods, M. E.	Williams, F. H.	Reynolds, J. M.	Green, T. M.	Rudland, L. A.
SECOND REFRIG. ENG. OFFICER	Button, C. D. A.	Higgins, R. P.						
THIRD REFRIG. ENG. OFFICER	Newey, A.							

PURSER	Porter, R. M. W.	Buy, J. H.	P & O RADIO OFFICERS IN TRIDENT TANKERS:					
JR. ASSISTANT PURSER	Norris, A. A.	Harries, N.	<i>Busiris:</i> W. Keeling; <i>Ellora:</i> J. F. Sloan; <i>Erne:</i> I. T. Ritchie; <i>Garonne:</i> N. S. Smethurst; <i>Lincoln:</i> P. A.					
CHILDREN'S HOSTESS	Robertson, E. J.	Kay, M. A.	<i>Johnson:</i> R. D. Lancaster; <i>Maloja:</i> M. J. Ridley; <i>Mantua:</i> D. I. Maclean; <i>Queda:</i> F. E. Anderson;					
CHIEF STEWARD	Rees, W. H.	Standing, R. W.	<i>Quilola:</i> P. D. A. Clark; <i>Talamba:</i> T. W. Tregellas; <i>Orama:</i> R. H. Smith.					
CHEF	Roberts, A.	Bayne, D.						



Nos. 7, 10, 13, 16, 21, 28, 33, 34, 57, 58, 63, 64, 67, 69, 72, 103, 112 are Single Berth Cabins.

THE FIRST CRUISING



The Orient Line is generally admitted to have been the first shipping company to have made its liners available for cruising. True the P & O mentions Thackeray as having been given a free cruise in the 1840s to the Levant and Holy Land, but he made his trip in three different ships, each on its normal commercial voyage. The Polytechnic Touring Association was also running cruises between 1882 and 1887 in the former P & O liner *Ceylon*.

But from 1889 onwards the Orient Company was running pleasure cruises to the Mediterranean, Norwegian Fjords and in 1895, a 60-days cruise to the West Indies. Our illustration shows a poster of the *Lusitania's* cruise to the West Indies via Madeira, Teneriffe and Azores. In 1893 the Orient Line ran 9 cruises and no less than 10 in 1894. For an average cruise of 36 days the price was £57.

The *Garonne* and *Chimborazo*, names which were relics of the Pacific Steam Navigation Company, then amalgamated with Orient, were vessels of 3,850 tons, and of about 3,000 horse-power. They were fitted, passengers were told, with electric light, electric bells, hot and cold taps and smoking rooms so that lady passengers would not be soiled by tobacco smoke.

The first cruise called at sixteen ports spending 6½ days at Beyrout for Baalbec and Damascus, six days and ten hours at Jaffa for Jerusalem, Bethany, Bethlehem, Jericho, the Jordan, Dead Sea, etc. and five days at Alexandria for Cairo. Fares were 70 and 80 guineas. The last cruise was one of 59 days at fares of 80 and 90

guineas; and what an itinerary—Madeira, Barbados, Trinidad, Grenada, St. Lucia, Martinique, Dominica, Jamaica, Cuba, Nassau, Azores, Plymouth, and London.

Letters to the Editor

s.s. 'MONGOLIA'

24 St. Mary Axe, E.C.3.
7th February, 1964.

Dear Sir,

In your Autumn issue you published a letter from Mr. Ralph Harris who mentions the s.s. *Mongolia* as being the first twin screw steamer being built for the P & O Coy. and perhaps it may be of interest to your readers to see a photograph of the Officers attached to the ship in 1909.

A point of interest about the photograph is that it was taken by Kennerley Rumford the husband of Clara Butt, when they and their company travelled to England from Sydney in the ship.

The names of the Officers are as follows:—

The head appearing above the rest belonged to Roxby, 2nd Officer, and reading from left to right—

Hester, Supy. 2nd Off.; Naylor, Chief Off.; Preston, Captain; Norman, Surgeon; Watt, Chief Engineer; Williamson, Purser; Richardson, 3rd Off.; Seated: Randall, A/P; Gwyn, 5th Off.; Burge, 4th Off.

It may also be of interest to mention something about each one.

Captain Preston was known as 'Pa' Preston (in those days nearly all Captains had a character portraying prefix to their names, many far from complimentary). 'Pa' was in every sense a gentleman, and whether it was due to his benign influence, or it was built in the ship, there was an air of cheerfulness about her which was sensed as soon as the gangway was crossed. 'Pa' however was not very popular with the junior officers, as he insisted on Channel Watches throughout the voyage, which meant the junior officers kept theirs on the foc'sle head.

Naylor, the Chief Officer was known as 'Bill Naylor the Sailor', one of the nicest of men. He spent his apprenticeship on the famous *Cutty Sark* and had many a hair-raising and amusing tale to tell of his experiences while in her.

Roxby, the 2nd Off. was 6-ft. 3-in. tall, he had two brothers even taller, and was at one time engaged to Clara Butt's sister, a Miss Hook but the engagement was broken off. He unfortunately kicked the firemen's Koran overboard when attending to the tying up of the ship aft and was with difficulty saved from an onslaught they made upon him. As the firemen swore their co-religionists would finish him, whatever ship in the Company he joined he had to leave the service.

Hester the Supt. 2nd Off. was a gentle soul and erudite in Latin and Greek and would have been more at home as a schoolmaster than a sailor. His father it was said held a tutorship in classics at Sandhurst.

Richardson, 3rd Off., known as 'Dickie' Richardson, was a clever and charming person and a first class



The officers of the 'Mongolia' in 1909

seaman. Somewhat unstable in temper when under pressure, and during the checking of the mail at Colombo was violently rude to the Captain, who was relieving Captain Preston for a voyage, and was landed at Colombo and out of the Company.

Burge, 4th Off. was a man before he was a boy, and if he ever had a strain of guile in him, which I very much doubt, the salt air he weathered during his sailing ship days, had swept it clean out of him. Before he was out of his teens he had been 3 times round the world in a sailing ship called the *Caradale*.

Gwyn, 5th Off., was an entirely different character, taciturn but basically friendly he joined the Company too late in life to have any chance of reaching command at a reasonable age, which knowledge soured him. He died in Yokohama when Chief Officer.

Norman, the Surgeon, was above the ordinary run of Ship's Surgeon and did not remain long in the Company. In those days Surgeons were not allowed to charge fees, and they were either newly fledged, going to sea for experience, or had sold their practice and gone into semi-retirement.

Watt, the Chief Engineer, was a grand shipmate, always smartly turned out and was very kind to junior officers, and very much liked by his staff.

Williamson (H. J.) Purser, was a hard taskmaster, but fair and knew his job. He was in the *Medina* when she was torpedoed in the channel, went down with the ship,

but surfaced and was rescued. The experience shattered his nerve and he never sailed again.

Randall, A/P. All that need be said about him is that he is the sole survivor of the group.

The Mongolia's football team of which I also enclose a photograph, was for a ship's team very useful. No other ship's team ever afforded much opposition, and attention was turned to local teams in Sydney. These matches generally degenerated into saving bodies from injury rather than saving the game. The Australians did not take kindly to being beaten and played the man instead of the ball.

Passengers when joining the ship were somewhat astonished to be waited upon by a steward with a bruised countenance or a black eye and seeing others limping around. As I was looked upon as the Instigator of these disasters I got a wiggling and those games were 'out'.

Those were happy days.

ASHLEY RANDALL.



'STRATHMORE'

Brook Farm,
Clayton-le-dale,
Nr. Blackburn,
Lancs.

Dear Sir,

I have here a few items which might be of use to you to include in one of the editions of 'About Ourselves'.

I have been the Third Officer of the *Strathmore* since March of this year. During this time we have been on two Australian voyages, three Mediterranean Cruises and finally, the voyage out to Piraeus to deliver the ship to the Greeks. The last mentioned voyage, in particular, was a very sad occasion for all who had been serving on her, amongst whom, as I have already mentioned, I was privileged to be.

It is interesting to note the number of people, in all walks of life, and in so many different trades who remember *Strathmore*, some who have never even seen her, some who have only seen her from a distance, and those who have travelled in her at some time during her long lifespan, some for pleasure, some on business, nearly all remember with a certain amount of nostalgia. Even I who had been serving on her for the last few months of her life with the Company, feel the same way about her. It was these feelings and sentiments which caused me to sit down at a typewriter at two o'clock one morning, having completed my rounds of the ship, and compose the following item which was published in the last Daily News Sheet to be printed on the *Strathmore*, after more than twenty-eight years of service.

'A FAREWELL TO A GREAT LADY'

Over oceans broad and deep, in times of War and Peace, she has sailed as one of a great and proud fleet of young Ladies. And now her time has come, she is the Grandmother of them all: and still she retains her beauty and individual character as she sails proudly flying for the last time, the Colours of the Company which created her, nursed her and gave her life; to a

new country, ownership and lifespan. Let us hope that she will not be too broken hearted in her new family, to retain the character she has built up for herself over the past twenty-nine years of her life.

THAT WAS THE 'STRATHMORE' THAT WAS.

Unfortunately as time was so short while we were in Greece and so much had to be fitted into such a short time, I was unable to write about our stay there at the time.

Yours faithfully,
M. BLYTH
(2nd Officer, 'Maloja')

Ed.—See also article 'A Grecian Interlude'.



PRESENTATION

to Mr. Loveridge, Shore Gunner in Hong Kong.

When *Cathay* called at Hong Kong in March, 1964, Captain W. H. C. Wood-Roe presented to Mr. F. J. Loveridge a commemorative Silver Tray. The retirement of Mr. Loveridge after 35 years' service was reported in our issue No. 11, Summer, 1963 and he is now living in Hong Kong as Public Relations Officer for the Mandarin Hotel.

A letter to the Editor from the recipient, is printed below.

Room 724, Gloucester Hotel,
Hong Kong,
3rd April, 1964.

The Staff Journal
(About Ourselves),
P & O S.N. Co.,
122 Leadenhall Street,
London, E.C.3.

Dear Sirs,

I should be grateful if you will kindly insert the following in your magazine 'About Ourselves':—

I would like to thank all my friends in the P & O Company for the lovely gift and I wish them Good Luck and Good Cheer.

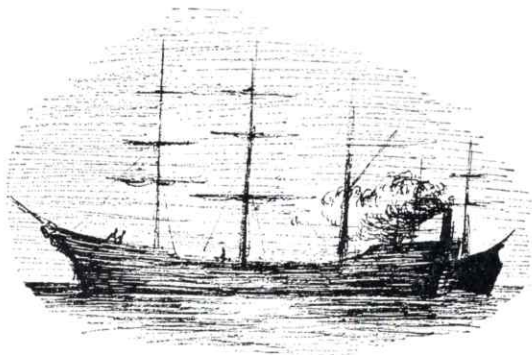
With many thanks in advance.

Yours faithfully,
F. J. LOVERIDGE,
(Last of the Shore Gunners).

The presentation to Mr. F. J. Loveridge.



STORE AND COAL SHIPS



By B.D.O.J.

It was in 1853 that P & O Captains began to realise that hulks for coal and stores were a necessity at ports of call so that their ships could make up stocks without undue delay. The fleet list of that year shows five. *Zenobia* of 900 tons at Suez, the *Fort William* of 1800 tons at Hong Kong, the *Santa Anna*, 1500 tons at Gibraltar, the *Ariadne*, 900 tons at Alexandria, the *Larkins*, 1000 tons at King George Sound in West Australia and the *Orestes* at Port Philip. The names were suitable enough for the spot, but what was, or were 'LARKINS'?

It was not until our move from Leadenhall Street that I came across some of the answers. All were sailing ships and able to sail to their destinations, via the Cape, where necessary, with a captain and crew.

The *Zenobia* was a sailing vessel of 581 tons burthen, built at Calcutta in 1815; her certificate of registry in London bears the date 15th April, 1850. She had two decks and a poop deck with three masts. Her length was 126 feet, breadth 34 feet and she was 5 ft. 10 inches between decks. *Zenobia* was ship rigged with a standing bowsprit, a square stern, and carvel built; she had quarter galleries which had persisted for many years and in the fifties ships even had sham ones. The figurehead was a feminine one, presumably of the famous queen of ancient times. The ship's frame and planking were of wood.

On 16th September 1852 *Zenobia* left Blackwall for Suez under the command of Captain Meinson, with Mr. Bayley as first officer. Starting under the tow of a steamer she went down the Thames and was soon under her own sail. The voyage seems to have been long and uneventful with little to report. The voyage record states only that on 23rd September Mr. Caveington, the clerk in charge, was found in a state of intoxication and unable to attend to his duty.

On 4th February 1853 *Zenobia* arrived at Aden where she stayed for four days before going on to Suez, where she arrived on March 5th.

We learn that on 8th March, several of the officers and men were discharged and proceeded on to India by our steamer *Hindustan*.

She remained at Suez as a coal hulk for some years. *Zenobia* was thus fourteen years older than *William Fawcett*.

Little could be found about the other ships but the *Larkins* proved to be unusually interesting. This 700 ton sailing vessel was built at Calcutta in 1808 and was thus the oldest ship ever to wear the P & O Flag and she did so for 22 years from 1853 to 1875.

In the 1840s the East India Steam Navigation Company was established in Calcutta with a Mr. J. P. Larkins as its deputy Chairman. From that firm we bought on the spot, the *Precursor* and *India*, paying for those steamers by a transfer of P & O shares.

The *Larkins*, presumably named after that firm's Chairman, was sent to London in November 1851. She had two decks and a poop deck and three masts; she was 129 feet long, 35 feet broad and 6 feet 5 inches between decks. Ship rigged, *Larkins* had a standing bowsprit and was carvel built with a square stern; there were quarter galleries and a male figurehead though what it signified we can only guess. A 'Larkin' perhaps! Her framework and planking were of wood.

Larkins left London on 24th March 1853 to provide coal and stores for our newly established Australian service. Whilst that service connected with the mail ships at Singapore, ships could carry enough for the voyage, but when, soon afterwards, the connection was at Point de Galle, a storeship became a necessity.

Captain Hederstedt came on board at Spithead to command her on March 28th and off she sailed on her long voyage round the Cape, a voyage that was to take over four months. The voyage report states that on May 7th Josiah Overton, Head Steward, died at sea. At 6 p.m. on that day the mainyard was backed as a

mark of respect and with the usual ceremonies, the body was committed to the deep. On June 3rd William Strong, a seaman, also died.

The *Larkins* arrived at King George Sound on July 11th 1853. A comment at the end of the record says:

'From March 24th to July 30th 1853 this Log Book has been kept in a discreditable and slovenly manner throughout by the Chief Officer, who appears to be incompetent and careless in every respect.'

Perhaps he despaired of returning home after reaching Australia and established himself in that country!

We lose sight of *Larkins* until in 1864 'The Times' carried the following news item:

'THE TIMES' May 14th 1864. 'A GALLANT FELLOW'.

'The following is an extract from a letter from the Agent of the P & O Steam Navigation Co. at King George Sound, Australia, to the Directors, dated April 1st, 1864. An accident occurred on the 9th ultimo to one of the Company's boats which was capsized in a sudden squall, placing Mr. Toll and the crew in the utmost danger, as they were only rescued after five hours' exposure on the bottom of the boat. In reporting this I would beg to call to your especial notice the very courageous conduct of Mr. Albert Williams, nephew of the boatswain of the storeship 'Larkins' who formed one of the boat's crew, he having volunteered to swim a distance of not less than two miles to the nearest beach in order to obtain assistance. After accomplishing this feat in a sea swarming with sharks, one of which followed the boat and took away Mr. Toll's coat, Williams ran a further distance of two-and-a-half miles over a rugged mountain covered with thick scrub before he could obtain any help; and although much exhausted and torn, he persisted in joining the first boat which set out to seek for Mr. Toll and his crew.

'We are happy to add to this record of courage and endurance that the Board of the Peninsular & Oriental Steam Navigation Company yesterday voted £20 to be expended in an appropriate testimonial to Mr. Williams.'

I wonder whether any record or picture still exists in West Australia of this historic old ship; perhaps something might come to light and if so, it would be interesting to see it.

The *Orestes*, our hulk at Port Philip, was a sailing ship of 650 tons built at Bristol in 1835. She had two decks and a poop deck with three masts. The length was 119 feet, breadth 28 feet and depth in hold, 22 feet. *Orestes* was barque rigged with a standing bowsprit. She went out to Adelaide in 1853 and here again I wonder whether any pictorial record of her still exists in Australia.

The storage and supply of coals was a never-ending problem in the middle of the nineteenth century and an expensive one too. I notice that the *Rajah* an iron screw steamer of 600 tons was allocated to the carrying of coal for eastern stations, picking it up at Labuan and in Formosa where coal mines offered a cheap and plentiful supply.

So these unglamorous but useful little ships played their part in P & O history and on them the proud, trim steamers trying to keep the mail services going, depended to a great extent.

B.D.O.J.

Three poems from

Cadet V. Gibson (written on the Tanker Maloja)

ON LONG RANGE TOMBOLA

Lady Luck don't let me lose,
To win is my desire.
Please let the one who's choosing choose
The number I require.

All I need is sixty-eight,
Sixty-eight to go.
Tell me what's to be my fate,
That's all I want to know.

When the choosing has been done,
Will it bring joy or sorrow,
But even if I haven't won,
Five more go up tomorrow.

TO THE FORTUNATE FEW

(who were once like us, unfortunate)

When you are out with a girl, in a car,
Or wining and dining in town,
Do you think of the lads who are sailing afar,
In a P & O ship of renown?

When you're drinking for free a pint of the best,
Through knowing the publican's daughter,
Do you think of the men who's only request
Is for whisky, or Gordon's and water?

When hurricane winds will blow down the trees,
And you're sitting warm by the fire,
Do you think of your mates who are riding the seas,
Where the waves roll on, higher and higher.

You def'nitely ought to give us a thought,
(And it is to be hoped that you do),
Out here at sea, under-paid, over-wrought,
We are certainly thinking of you.

WHITER THAN WHITE

When we changed from blues to whites
There were displayed the oddest sights.
Knobbly knees before concealed,
Were unto the world revealed;
Knees by winter cold subdued
Did from our stocking tops protrude,
At first to shiver, then become,
In understatement, overdone.

There must be devious reports
About the latest style in shorts,
And I am forced to this conclusion
By the length and width confusion,
Some are on the shortish side,
While others tend to be too wide,
And, I ask, to whom belongs,
Those lengthened shorts, or shortened longs.

A final word, white shorts and shirt
Seem to pick up all the dirt,
So surely joy to you it brings,
To know you needn't wash the things.

We Hear That

Tokyo

In April last it will be recalled there were shown on television the first direct pictures from Japan. They were not too clear at first but improved later in the programme. But Mr. F. M. Walker, on leave in this country from Japan, tells us that he could readily distinguish the building in Tokyo in which our Agency is located. Is the day approaching when firms will have their own television and we shall be able to see as well as talk to ships and agencies overseas?

'Tropical Furlough'

Commander Gerald S. Johnson, R.N., an old P & O man who in his time served in *Syria*, *Namur*, *Moldavia*, *India* and *Mantua* as assistant engineer, now 73 years old, is about to publish his first book, 'Tropical Furlough', based on his own experiences. Publishers are George Harrap. Old friends will doubtless wish to read his book.

P & O-Orient Liners to Have New Colours

The 11 ships of the P & O-Orient Line passenger fleet are, as we have previously advised, being painted in new colours. The ships most affected will be the Orient vessels whose corn-coloured hulls will be changed to white.

The 'Oronsay' in her new colours contrasts with 'Orsova' at the time still in the old.

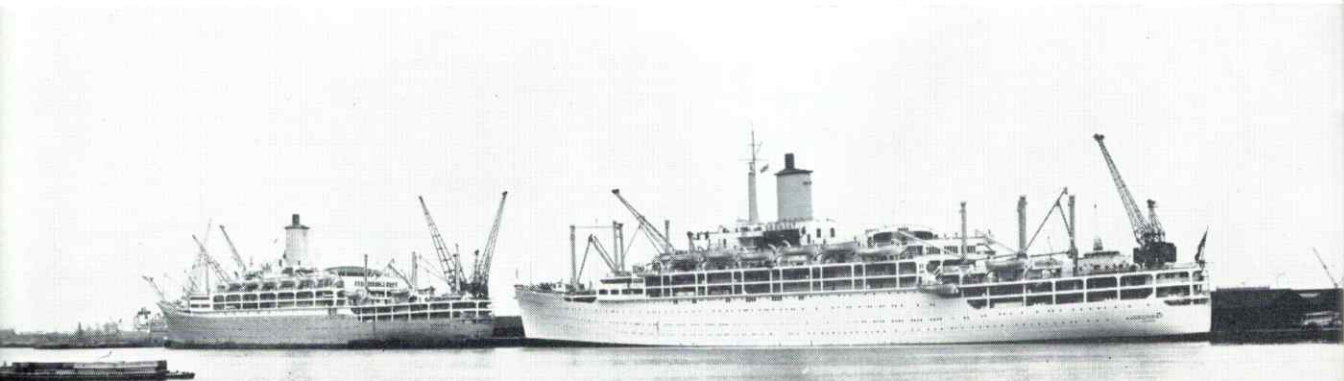


'122' *The figure of Neptune which crowned the entrance to our old offices was removed with some ceremony. The demolition workers clothed the old gentleman with some sort of garment and what looked like a bowler hat.*

The first vessel to sail with her new green title and with boot-topping was *Canberra* which left Southampton in January. The first Orient ship affected by the change was *Oronsay* in April, which had her new white coat.

Other ships in the fleet are being re-painted during the next few months as they return to the U.K. The revised colours will be:—

Hull	White
Boot topping	} Green
Name	
Funnels	} Yellow
Sampson-posts	
Masts	
Derricks	





'122' Still in the News. *It had become a melancholy pastime, especially in the lunch hour, to gaze on the rapidly lessening structure of our old offices. Then one day, April 3rd, the old address appeared again in the evening papers, when a crane arm collapsed and fell across Leadenhall Street. The driver of an approaching omnibus saw it as he was approaching but could not avoid the mishap. The crane fell right across the bus injuring a number of passengers in the top deck but fortunately none was seriously hurt.*

*Photo by
Stuart Nicol*



Plaque Presentation

When *Canberra* was recently in Sydney a plaque bearing the City of Canberra's Coat of Arms was presented to the ship by the H.M.A.S. *Canberra* Wartime Survivors' Association. The plaque is a replica of the original from the Australian cruiser *Canberra* and it was presented to Captain Dunkley by Lt. Commander A. A. Andrews, O.B.E., R.A.N. (Retd.) on behalf of the Association. The President of the Association, Alderman H. J. Alford, J.P., also presented his Association's badge to Captain Dunkley, which can be seen on his coat lapel. Also present at the ceremony were two representatives from the City of Canberra, Mr. R. Kingsland, D.F.C., Secretary, Department of Interior, and Mr. J. Overall, C.B.E., M.C., Commissioner, National Capital Development Commission.

'Chusan' at Kobe, April 1964

After somewhat prolonged quarantine formalities pratique was granted and the ship was greeted by the Hyogo Prefectural Police Band which played whilst disembarkation took place. Amongst those who embarked for a visit to Yokohama were eight Miss Kobes and two Sea Queens, along with three Kobe City officials.

In port at the same time was the *Himalaya* on her Cherry Blossom Cruise from Australia.

Conscience Money

Your paragraph in the winter edition reminds me that we in Sydney also were surprised to receive conscience money in the sum of £50.

This arrived in 1962 in an envelope addressed to our Freight and Insurance Department in which was a piece of paper with the words 'Wrongly Claimed' written thereon. We could not fathom whether some person had evaded payment of freight or received compensation payments to which he was not entitled from our Insurance Department. Whatever the reasons, the money went to our Parent via P & O General Account.

Award

We hear that Mr. W. A. Dempster, Second Engineer of *Salmar* has been awarded 15 guineas by the Company.

This was for his invention of an alarm system which indicates when the Lubricating Oil Purifier of a diesel engine loses its seal. This alarm has appeared to work most satisfactorily for a six months trial period in *Salmar* and it is thought most suitable for fitting to other vessels which have a similar design feature (i.e., where the purifier is so situated as not to be under constant supervision by the Watchkeepers).

The Company is always glad to hear of suggestions and inventions like this from members of the staff, which may well be most valuable to all concerned.

APPOINTMENTS

STATISTICIAN/ECONOMIST—Mr. P. H. HALL

Personal News

Our passenger ship operations are now so complex that it has been decided to employ an expert to assist in assembling and presenting the facts and figures required for making programming decisions.

We have therefore engaged Mr. P. H. HALL as Statistician/Economist, who will be attached initially to the Passenger Service Company. It is intended that in due course his responsibilities for statistical and economic advice will be extended beyond Passage work to cover other aspects of the Company's business.

ENGAGEMENTS

We congratulate—

Miss GLENDS R. LOVE of West End Office, on her engagement to Lt.-Cdr. W. E. A. SEWELL, R.N.R. (ex New Zealand Shipping Co.)

Mr. P. J. WILDERSPIN, of Documentation Dept. at West End Office, on his engagement to Miss MARGARET HARRIS of Cheam.

Miss P. SEARLE of Accounts Dept. on her engagement to Mr. Michael Kane.

Miss G. WEBB of Accounts Dept. on her engagement to Mr. Colin Maroni.

Miss S. WARD of Accounts Dept., on her engagement to Mr. John Doyle.

A. E. PLEWS, Fourth Officer, now serving in *Perim*, on his engagement to Miss Patricia Eastwood of Sheffield.



BIRTHS

Our congratulations to—

Mr. S. W. TOWNSEND, 2nd Officer and his wife, on the birth of a son, Daniel Warwick, on February 22nd, at Malvern, Worcs.

Mr. R. D. ATTENBOROUGH, Rates and Conference Dept., Passenger Services, and his wife, on the birth of a son, Stephen Ronald, on April 28th, 1964.

Mr. C. P. BOYLE, Export Freight Dept. and his wife on the birth of a son, Michael Charles, on 9th May, 1964.

Mr. G. C. ARNOLD, Assistant Electronics Inspector, and his wife on the birth of a daughter, Susan Ann, on 19th March, 1964. By the way, we congratulate him on having passed the Television Technology Diploma at Norwood Technical College.

Mr. D. L. BLURTON, Deputy Purser, and his wife on the birth of a son, Stephen Richard, on 21st April, 1964.



APPRECIATION

Mr. R. S. MOORE whose retirement was briefly mentioned in our previous issue, joined the P & O Branch Line Passage in 1923. He transferred to City Passage in 1931 and to Accounts Department in October, 1939. On the retirement of Mr. Wootton he took over as Head of the Pensions Department, having transferred there in 1950.

There must be countless members of the shore and sea-going staffs alike who have, at some time during the last few years, gone to him with their problems and questions about pension rights. His genuine interest in everybody's welfare was very marked and while sending to him and Mrs. Moore our best wishes for good health and a long and happy retirement we would add our thanks to him for his patience and forbearance when dealing with the many personal problems which

passed across his desk both at Leadenhall Street and Beaufort House.



RETIREMENTS

We wish many years of Happy Retirement to:—

A. M. WILLIAMSON, Chief Engineer 3.8.26 to 8.4.64. Serving his apprenticeship with Kincaid & Co, Greenock, he joined P & O in 1926, becoming Chief Engineer on 25th March, 1953.

Mr. F. J. ARTHURS, Chief Radio Officer, retired through ill health on March 8th last having left his ship, *Stratheden* in October last year after ten years' service as a P & O Officer, having served over twenty years in our ships both as Marconi and P & O Radio Officer.

On board *Stratheden* in the Wardroom, Captain J. D'O. Green presented Mr. Arthurs with a barometer on behalf of his brother officers. We are glad to learn he is making a speedy recovery and looking forward to enjoying his retirement.

Mr. N. FONTAINE, Chief Radio Officer also retired on 20th May, 1964, having served in both *Stratheden* and *Strathmore* on their final P & O voyages. Mr. Fontaine transferred from the Marconi Company to P & O a little over ten years ago and served in P & O vessels both as Marconi and P & O Officer for over 20 years.

J. H. WHITTAKER, Officers' Department, May, 1926-June, 1964. Serving his apprenticeship at Day & Summers at Northam, he went to sea as Junior Engineer, *Bendigo*, 1926 and, as result of eye injury, came ashore from *Comorin* in 1936 on dock staff. Head Office, Engineer's Dept., May, 1945. Retired 31st May, 1964.

J. F. DENMAN, Chief Steward, 13.11.20-24.2.64. He first became Chief Steward of *Somali* in 1952 and his last ship was *Bendigo*.

C. E. SELF, Restaurant Head Steward ex *Orsova*, joined 1923 and retired April, 1964.

D. SMALLWOOD, Second Steward, January, 1932-March, 1964 retired through ill-health. Last ship was *Strathmore*.

S. McCAMBLEY, T/2nd/Steward retired 15th March, 1964. Joined September, 1929; last ship was *Chusan*.

A. H. PORTS, Linen Storekeeper, September, 1923-February, 1964. Last ship, *Strathmore*.

W. J. NICE, Linen Storekeeper, November, 1925-February, 1964. Last ship, *Strathmore*.

H. C. ELGAR, Barman, November, 1925 to February, 1964. Last ship, *Orsova*.

L. M. FISH, Barman, July, 1931 to November, 1963, through ill-health. Last ship, *Stratheden*.

L. P. HATFULL, Laundry Steward, through ill-health; October, 1925 to March, 1964. Last ship, *Chusan*.

A. L. MATTHEWS, City Messenger, retired 1st February, 1964.

Miss A. L. DOYLE, Stewardess, January, 1938 to December, 1963. Last ship, *Iberia*.

A. E. BELL, 1933-1964 (March 31). Born 1897, joined Company 1933. Served at West End in Freight and Accounts Sections.

T. H. EVANS, formerly Orient Line Stocktaker at Tilbury. Entered service 1915.

F. G. WARWICK, Butcher, 16.4.51 to 27.5.64. His last ship was *Orcades*.

W. L. SEXTON, ex Baggage Steward, retired on pension 19th March, 1964. His last ship was *Iberia*.

L. S. BRUCE, Boatswain, 10.2.26 to 19.4.64. His last ship was *Chusan* on which he spent the last ten years.



A bust of Captain Stannard, V.C., D.S.O.

Captain Richard Stannard, V.C., D.S.O.

We learn from Australia of the retirement of Captain Stannard, V.C., a decoration which was awarded in the last World War at Namsos in Norway. The citation reads:—

'Buckingham Palace,'

3rd September, 1940

The King held an Investiture in the Palace at 11 o'clock this morning.

His Majesty decorated the following with the Victoria Cross:—

LIEUTENANT-COMMANDER RICHARD STANNARD, Royal Naval Reserve.

For outstanding valour and signal devotion to duty at Namsos. When enemy bombing attacks had set on fire many tons of hand grenades on Namsos Wharf, with no shore water supply available, Lieutenant-Commander Stannard ran *Arab's* bows against the wharf and held her there. Sending all but two of his crew aft he then endeavoured for two hours to extinguish the fire with hoses from the fore-castle. He persisted in the work until the attempt had to be given up as hopeless. After helping other ships against air attacks he placed his own damaged vessel under shelter of a cliff, landed his crew and those of two other trawlers and established an armed camp. Here those off duty could rest while he attacked enemy aircraft which approached by day and kept anti-submarine watch during the night. When another trawler nearby was hit and set on fire by a bomb, he, with two others, boarded *Arab* and moved her 100 yards before the other vessel blew up. Finally, when leaving the fjord, he was attacked by a German bomber, which ordered him to steer east or be sunk. He held on his course, reserved his fire until the enemy was within 800 yards, and then brought the aircraft down. Throughout a period of five days *Arab* was subjected to 31 bombing attacks and the camp and Lewis gun

position ashore were repeatedly machine-gunned and bombed; yet the defensive position was so well planned that only one man was wounded. He ultimately brought his damaged ship back to an English port. His continuous gallantry in the presence of the enemy was magnificent and his enterprise and resource not only caused losses to the Germans but saved his ship and many lives.

Extract from Supplement to London Gazette dated 13th October, 1942:

Norwegian War Cross conferred by King Haakon of Norway for great gallantry and leadership before the enemy during the Norwegian Campaign.

His D.S.O. was awarded for successful action against enemy submarines.

Captain Stannard entered the Orient Line service in 1929 and joined the Royal Naval Reserve.

After the war, he was about to take command of his first Orient ship when thrombosis compelled his retirement from the sea. He went to Sydney in 1955 as Marine Superintendent and since the P & O-Orient amalgamation, has been Marine Superintendent of the passenger ships in Australia.

He was born in 1902 and we understand will retire in Australia.



Captain G. Randall

Capt. G. RANDALL has made his last voyage in command of *Chitral* and will retire officially on July 15th. Our picture shows him at a gathering on board his ship when he was presented with a silver cigarette box duly inscribed 'From the Officers and Ship's Company, *Chitral*'.

Born in 1904 he came to P & O via the *Worcester*, joining the Company as 4th Officer *Karmala* in 1925. He became Staff Captain *Chusan* in 1951 and Captain of *Cannanore* in 1953.

Retirements (cont.)

the Far Eastern Freight Conference which will bring him into contact with many of his old friends.

Captain Sargent writes:—

'On 14th April P & O-Orient Management gave a luncheon in the Grill of *Oronsay* to say au revoir to Reg Corder on his retirement as Cargo Superintendent, Tilbury, and his transfer to the Far Eastern Conference in a supervisory capacity.

Mr. J. G. Davis presided at the luncheon and congratulated Reg Corder on his 43 years' service in the Company and wished him well in his new situation and every good fortune for the future.'

A presentation was made by Captain Sargent, Dock Superintendent, Tilbury, on behalf of Reg Corder's many friends.

An unusual feature was the tribute paid by everyone present, representing a complete cross section of all Head Office and Dock Departments of the Company, as well as the stevedoring companies, P.L.A., other shipping company Superintendents, Lloyd's surveyors, H.M. Customs and Excise—plain clothes and uniformed—the Police—plain clothes and uniformed—(both of whom claimed a very special knowledge of Reg Corder) and the Station Master from Tilbury.

We shall all be the poorer for the loss of one of the great characters of Tilbury, whose aim was always the Company, the ships and their interests.

We wish him every happiness for the future.'



Capt. A. G. Stansfield

Captain Angus Guy STANSFIELD started his career with the P & O S.N. Co. in 1922 as a Cadet in *Ballarat*. On May 26th, he stepped ashore—and into retirement—from his last command, *Ballarat*.

Captain Stansfield, who will be 60 in July, served as a Cadet, obtained his Second Mate's Certificate in 1926 and was appointed Fourth Officer in *Kashgar*. He obtained his First Mate's and Master's Certificates in 1930 and 1935 respectively.

Since the war, Captain Stansfield served in a number of the Company's vessels and received his first command—*Perim*—in 1956.

Captain Stansfield is a bachelor and lives at Redhill, Surrey.

A retirement presentation was made to him on board *Ballarat* by Mr. Ford Geddes on May 23rd.



Mr. Harold Paine

Captain Sargent writes:

'On Friday, 24th April a presentation was made to Harold Paine on the occasion of his retirement because of ill-health.

Harold Paine had 43 years' service and was Foreman Upholsterer Orient until transferred to Messrs. Duncan Wallet in 1960.

Amongst the many Orient friends was Mrs. Caunter, now of Trust Houses Ltd.

We all wish Harold Paine all good fortune and many happy years.'

AWARD

Mr. G. H. Fraser, B.E.M.

In the last New Year's Honours List, Mr. Fraser, Senior Night Watchman, was awarded the B.E.M. This was presented to him by Mr. Marples, Minister of Transport. He has been with P & O since 1916, was torpedoed in *Arabia* that year and in *Viceroy of India* in 1942. He has now made 141 voyages in P & O and one in Orient. Whilst on *Oronsay* he received a presentation from the ship's company and also from the passengers. The latter, made in the Captain's cabin, was witnessed, we hear, by the British Ambassador to Bonn.



CHANGES

J. A. MILLER, Deputy Purser, has decided to leave the sea and has been transferred to the West End Office, which he joined on 1st June, 1964.



RESIGNATIONS

Mr. C. A. YATES left the Export Freight Dept. on 30th March, 1964 to live in Suffolk with his wife who was known to many of us as Wendy Hannaford. We wish them success in their new venture.

OBITUARY

We deeply regret to record the deaths of:—

Mr. W. D. PACEY, Chief Engineer, 1915-1956, who died on 24th March, 1964. Joining the Company as Junior Engineer, he became Acting Chief Engineer of *Strathmore* in March, 1948, a ship which was to be incidentally his last. In July, 1954, Mr. Pacey was appointed Commodore Chief Engineer.

Mr. F. E. HALL, Chief Engineer, born in 1892. He joined the Company in September, 1915 and retired on pension June, 1954. He died on February 19th.

Mr. E. B. BIRD died on March 19th, 1964. Born in September, 1893, he spent many years, after joining the P & O in 1910, in the Freight Department and when he retired on 31st December, 1954, was in charge of the Country Section.

Mrs. L. H. BILLINGTON of the Passage Dept. died on April 1st, 1964. She had been with the Company since 1934.

Mr. D. G. BARD, born in 1875, died March 11th, 1964. He had joined the Company in 1897 and went to sea, coming ashore in 1924 to serve in the Purser's Department as Chief Stocktaker. He retired on pension in 1940.

Mr. George BALDWIN, Messenger at the West End Office, died 30th March, 1964. Born February, 1893, he was once footman to Sir Thomas Sutherland and later joined P & O in September, 1920. He retired 4 January, 1958. His familiar and cheerful presence has been missed by many.



Chhota Hazri

by J.H. Gough
Wilson

Early morning tea is an institution dear to the heart of every Briton. Accompanied by fruit or biscuits it has a revitalising effect, banishing the mists of sleep and preparing one to face the problems of the day with equanimity. In India, and aboard ships plying on routes that run 'somewhere East of Suez', it is known as '*chhota hazri*', which is the Hindustani for 'little breakfast'. The word *chhota* may be spelt with one 'h' or two, but either way the early bedside tray is equally acceptable.

It is a blissful experience to awaken to the comforting nearness of a pot of steaming tea in a warm climate, and to lounge lightly clad while sipping a delectable beverage which has arrived as though by magic. Those accustomed to this luxury service are liable to take it for granted, with no thought for the preparation involved behind the scenes. It is not until faced with the dreary prospect of dragging oneself, unrefreshed, from bed and lurching to the kitchen, drawing and heating water, laying trays, measuring out dry tea, filling the teapot, covering same with cosy, collecting strainer, jug, milk, sugar, cups, saucers, spoons, plates, knives and fruit, and carrying them to bedrooms that one begins to realise the magnitude of that matutinal miracle. Under these circumstances one might say, paradoxically, that self-service is not 'everybody's cup of tea'!

After this grim routine had been performed every day, in a depressing grey light in the vagaries of the English climate for what seemed endless ages, it was decided to import an unwarranted extravagance which would remove all the drudgery by waking one up, turning on the light, making the tea and showing the time. This complicated menace was borne home in triumph and plugged into a bedroom power-point.

It comprised an electric alarm-clock, with a light-bulb and shade above it, and a square teapot with electric kettle to match. From the top of the kettle protruded a bent tube which could be revolved, on the lines of the water-feed for steam locomotives seen at the end of some platforms of old-fashioned railway-stations. On the first night it was in the house, excitement was intense, and from the early hours the household lay with bated breath awaiting the appointed time. Eventually the dawn came up like thunder, and zero hour arrived. All waited in tense expectancy, but nothing happened! So it was back to the old routine until an electrician was summoned who diagnosed some simple omission. It had not been standing quite level or something equally frivolous.

The following night once again time had leaden feet as the family waited agog for the fascinating operation to start. Sure enough, the alarm rang, the light was auto-

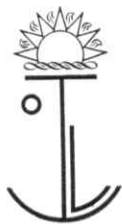
matically switched on and there followed the interminable period while the kettle was heating. After a long while came a terrifying sound of hissing and splashing as the bent pipe which had not been skilfully directed, discharged boiling water onto the bedroom carpet!

The next morning was more successful. No saturated carpet this time, but unfortunately the scalding water, under pressure, missed the opening of the teapot and filled the tray holding the outfit! This was a slight improvement, but the tea still had to be made by hand. Misfortunes like these cannot continue indefinitely, and the following day all went merry as a marriage bell. The bubbling liquid duly filled the teapot, and after waiting the recommended time for the brew to 'draw', paterfamilias, with due reverence, performed the opening ceremony before an admiring audience. Milk was put into the cups, the tea-strainer was rested on the first one, the pot was gently raised, poised and tilted . . . and from the spout poured crystal-clear hot water! Someone, who shall be nameless, had forgotten to put in the dry tea overnight. That evening the proceedings were supervised by an efficient dragon, and every step in the sequence was checked and re-checked.

Nothing could possibly go wrong this time, and all settled down contentedly to rest after the exhaustion of the previous frustrations. The alarm went off, the light came on, the kettle boiled, the teapot filled, the tea was allowed to draw, it was decanted into the cups, and really delicious it was. Success at last! It was only then that someone observed that daybreak was later than usual. Watches were consulted, and it was found that it was only two o'clock in the morning! Apparently there had been a power-cut which somehow had not been adjusted.

However, one by one the snags have been eliminated, and at the time of going to press, to use the jargon of the astronauts, all systems are 'Go'. In fairness to the makers it must be said that anything that went amiss was entirely due to the ineptitude of the irresponsible clots who have attempted to operate it. But one thing is certain; no matter how faultless the future behaviour of this device may be, it will never stand comparison with the marvellous silent service of the soft-footed minions who produced from some mysterious source, with unflinching punctuality, the heavenly nectar that used to appear at the bunkside when afloat. Indeed, the very memory invokes all the pathos and nostalgia of an Indian Love Lyric:—

'Pale hands, that brought the *chhota hazri cha*, where are you now? Where are you now?'



PANDOR CLUB

GRAND NATIONAL SWEEPSTAKE

The very successful sweepstake held on behalf of the Club brought in the unexpected total of £960, the first prize of a cruise going to Mr. McLeod of Duncan Waller, who held the winning ticket. Second prize of £25 went to Mr. A. J. Smith of Romford and Third prize to Mrs. A. Earwaker of Chigwell Row. A splendid effort which raised a large sum for the Pandor Club funds.



SOCCER—Pandor vs. Escombe McGrath

The Annual Challenge Match took place at the Sports Ground on a very cold and dull afternoon in early April. In view of the weather it was all the more pleasing that about 70 spectators turned up (the more hardy ones even left the clubhouse to watch).

After some cautious opening exchanges, Escombes managed to open up a jittery Pandor defence to take the lead after about 10 minutes. Pandor gradually settled down and gave Woods in the Escombe goal some anxious moments. In the second half with the light getting very poor, Pandor were almost continually



on the attack but with the forwards off form it looked as though Escombes would hold out. However in the closing stages, Crispin finally managed to equalise in a goalmouth scramble following a corner. This proved to be the final score, only the fourth draw in 34 matches between the clubs.

The evening was spent in the usual lively fashion and some revellers were still seen twisting, etc. after 10.0 p.m. Our thanks to Mr. and Mrs Warner and staff for an excellent meal, and to Ken Dickinson and Co. of Escombes for being such admirable hosts.

E.T.C.



HORTICULTURAL SOCIETY

The Annual Show will be held on Monday, the 20th July, 1964. As a number of members have requested a Summer Show, it has been decided to bring forward the date and it is hoped that all members will do their utmost to put in as many entries as possible.

The Society is in the process of arranging a new schedule which should be available shortly.

Whilst space is limited in Beaufort House we hope to have sufficient room available on the second floor, and the Committee looks forward to another successful event.

K.V.

PHOTOGRAPHIC COMPETITION

We have received an attractive selection of photographs for our annual competition, particularly in colour. Black and white entries are fewer than ever and it has been decided to award four prizes for entries in colour of £15, £10, £6 and £3. For black and white prints the awards will be £12, £8 and £4. We expect to publish results in issue No. 15, Summer.

Left to right: R. Cooper, J. Perry, F. Clark, E. Cope, A. Ross, K. Waite, P. Lee, P. Filby, C. Crispin, M. Clarke, K. Robinson, Pandor v. Escombe McGrath, 2 April, 1964.

SWIMMING

GOLDEN LANE ESTATE, E.C.1 NEW SWIMMING BATH

The first swimming bath to be built by the Corporation of London has been opened at the Golden Lane Housing Estate. This Estate is one of several owned and maintained by the Corporation, though in fact it is just outside the City boundary. The swimming bath is expected to become popular with City workers at lunchtime, and in case you would like to be able to announce or display the opening times and charges, I am sending you the poster.

The Estate also has two hard lawn tennis courts which can be hired by clubs each day from Monday to Friday between 12 noon and 2 p.m. Full details of the charges can be obtained from the Housing Manager, 23 King Street, London, E.C.2. Tel.: MONarch 3030.

E. M. RICHARDS,
Housing Manager.



DRAMATIC SOCIETY

The 12th Annual General Meeting of the Pandor Dramatic Society was held in the Boardroom at Beaufort House on Tuesday, 26th May, 1964. As is usual with this type of business meeting the attendance was not overwhelming, but those present made up for the deficiency in numbers by their enthusiasm and loyalty.

The Secretary's Report reviewed the previous year's efforts, which had given us 'Holiday for Simon' produced by Derek Edwards at the Chanticleer Theatre in May last year, and 'Night Must Fall' at our new venue, King George's Hall, in December on which occasion we had Chris Grainger to produce for us. Both these shows were very successful, and it was disappointing that it was not possible, for a number of reasons, to follow up with a Spring Production in 1964.

In addition to the plays, five play-readings have been held during the year, which are a most useful means of keeping the Society active between productions and providing a training ground for the shy ones, apart from the opportunity to see if we can find a suitable play for our next production—which will be on the 1st and 2nd December, 1964 at King George's Hall. We hope to do a farce, but suggestions for plays of all kinds will be welcomed by the Committee.

The following Executive Committee was elected for the current year:—

Chairman: A. P. Sherwood
Business Manager: H. S. Connolly
Treasurer: D. F. Griffin
Secretary: Ann Dunnett
Assistant Secretary: Linda Bassett
Committee Members: Margaret Bull
Jacky Hoadley
A. H. S. Robinson
D. W. J. Pedder

Please give us your support—we can only give our best if you will come to our plays—you won't be disappointed.



Sir Andrew Crichton presenting the Cup to the opposing captain, Mr. D. Haigh.

GOLF

THE FIRST P & O CHALLENGE CUP MATCH

A team representing the Canned Goods and Dried Fruit Trade scored a narrow win over the P & O Steam Navigation Company in the first golf match between the two sides at Bush Hill Park Golf Club on April 9th.

The match—which is to be an annual affair—was for the P & O Challenge Cup. After the morning round the scores stood even, and it was decided that, in the afternoon, the winning pair in the Stableford Competition would decide the destination of the Challenge Cup. P. Gibbons and H. Watkinson narrowly scraped home with 33 points against 32 and 31 by the next two couples (the latter being Sir Andrew Crichton and J. G. Davis who failed sadly on the final holes from an apparently unassailable position).

The scores were:

Sir Andrew Crichton beat D. Haigh—3-2.
J. G. Davis lost to The Hon. Gordon MacPherson—3-1.
K. Anderson and B. Drayson—halved.
G. Dultis lost to L. Porter—1 up.
J. Rayment and L. Duggan—halved.
V. A. R. Lawrence beat L. V. Brown—5-4.
J. G. Crawford beat P. Gibbons—3-2.
L. E. Kimpton lost to H. Watkinson—3-2.



CRICKET

A complete fixture list has been arranged for this summer and anyone wishing to join the Club should contact Mr. C. G. Roche of City Office.

FROM THE DEPARTMENTS

IMPORT FREIGHT (T.H.S.)

Among the peculiar telephone enquiries which this department received recently we were told of one from a company enquiring about the importing of a car, who although it was not consigned to them, desired to know the name of the consignee. On being told this was not possible they demanded the reason. They were informed that the ethics of shipping were responsible and replied triumphantly 'Oh, so the consignee is a firm called "Ethics of Shipping".'

PASSAGE

Mr. E. W. VOWLES of the Sales Promotion Section in the West End tells us that we recently asked passengers in certain outward sailings to complete a questionnaire for us—mainly on the booking side.

We also asked for comments and the attached letter came back from a round voyage passenger in *Chusan*.

Dec. 23, '63.

I made my first P & O cruise in August, 1903 in *Cuzco* (4,500 tons); it was to the Northern Capitals of Europe, and enabled me to visit Moscow from St. Petersburg. The passengers included Sir George Alexander (the Actor-Manager of St. James's Theatre) and Lady Alexander, Sir James Gibson-Craig, Bart. and a former Lord Chief Justice and many other distinguished people. I was a youth of 19 at the time, studying Metallurgy at the University of Birmingham.

OFFICERS' DEPARTMENT

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

Masters: 2nd Officers P. G. CORNEY, P. T. D. FERGUSON, B. MILES, P. H. A. PARSON, T. P. WATKINS, M. G. BINGHAM and J. SCOTT-HANNA.

Mates: 3rd Officers C. R. P. CAMPBELL, A. R. TINSLEY. 4th Officers M. S. CAVAGHAN, N. F. CORRIGALL, J. M. HANBIDGE, F. A. C. P. HARTWELL, A. E. PLEWS, D. J. WALSTER, H. A. WESSON, W. WILLIAMS J. W. WELSH, R. W. L. POCOCK.

Fourth Officers ex P & O Cadets: D. A. CARR, R. N. CARVETH, C. F. L. G. EVANS, F. H. FEASEY, C. T. GODDERIDGE, A. F. GRIFFITHS, C. K. GRIFFITHS, A. C. C. HURRY, R. D. KNIGHT, M. J. K. MOULIN, L. S. SCORGIE, J. R. WILSON, P. D. WOODHEAD, C. S. WOODWARD.

ENGINEER—OFFICERS

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

J. ADDISON 2nd Engr. 1st Class Steam
W. DRUMMOND 3rd Engr. 1st Class Steam
A. GRAHAM 2nd Engr. 1st Class Steam Endorsement

I. H. CAMPBELL 3rd Engr. 2nd Class Steam
I. G. WHATLEY 2nd Engr. 1st Class Steam
W. FLEMING 3rd Engr. 2nd Class Steam
J. W. CARLISLE 3rd Engr. 1st Class Steam
B. D. CORBETT 2nd Engr. 1st Class Steam Endorsement
J. K. LAMB 3rd Engr. 2nd Class Steam
M. S. SONES 3rd Engr. 1st Class Steam
P. GRADY 2nd Engr. 1st Class Steam Endorsement
P. S. LORD 3rd Engr. 1st Class Steam
K. DARLING 3rd Engr. 2nd Class Steam
G. A. CONNOLLY 3rd Engr. 1st Class Steam
J. MUNRO 3rd Engr. 2nd Class Steam
J. O. JENKINSON 3rd Engr. 2nd Class Steam
A. HESKETH 3rd Engr. 1st Class Motor
S. RAMSEY 3rd Engr. 2nd Class Steam

Our congratulations on their success.

ELECTRONICS—We offer congratulations to—

Promotions: Congratulations to Mr. F. E. ANDERSON, Mr. P. D. A. CLARK, Mr. N. M. BAGENT, Mr. D. G. T. KERSLAKE, Mr. M. MEECHAN, Mr. B. G. TREHANE and Mr. A. B. WEEKS on their promotion to the rank of Radio Officer and to Mr. D. I. MACLEAN, Mr. M. J. RIDLEY, Mr. N. S. SMETHURST and Mr. P. J. THOMPSETT to the rank of Acting Radio Officer.

Certificates: Congratulations to Mr. P. A. JOHNSON, Radio Officer, on gaining his M.O.T. Radar Maintenance Certificate and to Mr. D. J. FOOTMAN, Junior Radio Officer, and Mr. J. E. HAYNES, Junior Radio Officer, on obtaining their First Class P.M.G. Certificates.

Pensioners' Lunch

Left on board, fawn raincoat with ring of four keys in pocket. Apply P & O, Tilbury Dock. Missing, presumed taken in error, raincoat belonging to Commodore Hill.

Visitors from Overseas

Mr. H. W. TATHAM by air at the end of May.
Mr. J. H. MILLS, by air on 19th May.
Mr. W. E. HAMILTON, by air on 2nd June.
Mr. M. I. SHAFI, per *Himalaya*, 5th June.
Mr. A. D. OAG, by air, early in June.
Mr. G. C. GALBRAITH, Passenger Dept., Melbourne, per *Iberia*, 28th May.
Mr. R. E. GARDINER, per *Orcades*, July.



Staff Journal

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.