

About Ourselves

No 22 December 1966

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Cover (outside) : The new P & O logo.

(inside) : Japan view.

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From the Chairman

of the P & O S.N. CO

From October 1st we made a decision to sell all the former "P & O—Orient Lines" services as "P & O". This was a sad decision to have to take, because the name "Orient" will now disappear from shipping. Orient Line had maintained a high reputation over a long period. It was a Company with a unique business because for nearly 90 years it had owned (and Anderson, Green had managed) nothing except a small number of large passenger ships, which for the last 60 years certainly, and probably longer than that, had been in the van of contemporary ship design.

The Company had been equally enterprising in the use of its ships, from the regular summer cruising which began in the '80s, to the inauguration of the Pacific service in 1954. The Company had a very devoted following from the travelling public. It was supported by no less loyal a staff, afloat and ashore.

Such a Company, one would think, deserved a future as well as a past, but the scale of operations and of finance called for by modern large passenger vessels made it essential for Orient and P & O to coalesce in 1960. When this was done, the problems of keeping the identities of the two Companies individual and separate, whilst running them as one, became increasingly artificial and difficult to overcome, and eventually insuperable.

This decision to drop "Orient" from "P & O—Orient" was made only because the former title, which

was the child of the P & O—Orient marriage, was cumbersome, repetitive, hard to say, and difficult for the outsider to understand. It did not lend itself well for advertising and promotional purposes, whereas P & O is almost ideal in this respect, being short, unmistakable and well known. But the disappearance of "Orient" is regretted by many, outsiders included, and not least by myself. Sentiment properly plays a larger part in shipping than in most business. A factory does not have a House flag. In no business is the better more clearly recognised and distinguished from the less good than in shipping. But when sentiment is allowed to determine policy of importance, the business is moving into the danger zone.

The reversion to the name P & O will accentuate again the confusion that exists when we say "P & O", because P & O has to serve two different meanings. One is the P & O Group. We must call this P & O, because it is the ownership of stock in the P & O S.N. Company, which controls every Company in the Group. But we use the same expression, P & O, when we mean to refer

to one particular operating and managing company in the Group, which has its individual "P & O" trades and ships and house flag and so on.

Accordingly, in dropping "Orient" from "P & O—Orient" we have added "Lines", so as to produce P & O Lines Management and P & O Lines Passenger Services as the names of the management and operating companies. This leaves P & O S.N. Company to mean the Company in its capacity of controlling the Group as a whole.

The P & O S.N. Company, or P & O Group, of which I am the Chairman, is, of course, a complex organisation. It came together over the last 50 years by a series of purchases and mergers and other expansions, and some of us certainly are not aware of all its ramifications. We have not in the past gone out of our way to exploit our Group strength to the full, because of a reluctance to diminish the autonomy of the individual members of the Group. This has in general been a source of great strength, but the Group Companies can get more closely together in various

ways than they now are without damage, and modern conditions now make this increasingly necessary if we are to stay ahead. This implies knowing more about one another. We have, therefore, started a Group Public Relations Committee, which is working towards achieving a better flow of information between all members of the Group and a better application of our Group strength, both internally and to the world outside.

Incidentally, while P & O—Orient Lines was being renamed, the opportunity was taken of producing a new and up-to-date logo-type of the Company's symbol. By the time you read this, most of you will already be familiar with it. The idea of having a symbol in the first place is so that, wherever the name is displayed, it should have the same appearance, and thus evoke an immediate reaction, which, if the logo-type is successful, is a pleasing one.



Company news

P & O ORIENT LINES BECOMES 'P & O'

The name of the Company has been streamlined from 'P & O - Orient Lines' to 'P & O', with effect from 1st October. This has been done to unify the world-wide visual appearance of the Company now that the integration of the P & O and Orient Lines fleets is complete. It was upon the merger of the two companies

six years ago that the name 'P & O - Orient Lines' came into being. The shorter name, P & O, is also considered to have advantages in advertising and promotion lay-out, as well as allowing all the freight services to be sold under this name.

The formal names of the operating companies and Australian and American subsidiaries consequently changes as follows:—

Old

P & O - Orient Management Limited
P & O - Orient Lines Passenger Services Limited

P & O - Orient Lines of Australia Pty. Ltd.

P & O - Orient Lines Inc.

New

United Kingdom

P & O Lines Management Limited
P & O Lines Passenger Services Limited

Australia

P & O Lines of Australia Pty. Ltd.

America

P & O Lines (North America) Inc.

The word "Lines" will in the case of all the operating companies appear in the title in order to distinguish these companies from the parent Company, the P & O S. N. Co. Similarly, to avoid confusion in Australia, the name of the P & O Company of Australia Pty. Limited is concurrently being changed to "P & O Australian Holdings Ltd."



Logotype

At the same time the opportunity has been taken to redesign the P & O 'logo'. The new one translates the familiar characteristics of its predecessor into a more modern idiom while maintaining the basic identity of the Group by use of the internationally recognised initials.

The new logotype is now being used in the Company's advertisements, literature and letterheads throughout the world.



The first transtank after being loaded in June on the 8,753-ton cargo ship Waroonga, owned by B.I. and managed by P & O on the Australian service.

LIQUID CARGO SERVICE STARTED

Seven major shipping companies have jointly formed a transportable tank service for liquid cargoes in the U.K. - Australia trade. To be known as the Transtank Service, the scheme has been developed by the British Lines in the Australian trade, namely P & O, Shaw Savill, Port Line, Blue Star, Blue Funnel, Federal Steam Navigation and Scottish Shire Line.

The Transtank Service has been created to provide shippers with the advantages of bulk shipment for small parcels of liquids up to eight tons per tank. It is being operated by Messrs. Birt Potter Westray Ltd. on behalf of the Lines concerned.

The tanks, measuring 9ft. by 7ft. diameter with a capacity of 1,907 gallons, may be collected by shippers from depots in London, Liverpool and Glasgow for filling at their own premises. Consignees will similarly take delivery of the tanks at the ships' side at the port of destination. The tanks are then returned to this country at the expense of the shipping companies.

Charges will be levied at the current bulk rate of freight for ships' transportable tanks on the deadweight of cargo. No charge will be made on the tare weight of the tanks, and there will be no heavy lift charges.

Commenting on the formation of the Transtank Service, Mr. L. C. Birnage, Chairman of Birt Potter Westray Ltd. said, "This is the first time that British shipowners have supplied transportable tanks to the shipper. We plan to have 40 of them in service by April, 1967, and as the scheme grows, we intend to have tanks dispersed at other depots wherever the demand for them exists."

INTERIM DIVIDEND

The Company held its interim dividend on the Deferred Stock at 3 per cent in respect of the Company's year ending 30th September, 1966, despite lower operating profits, announced the Directors on 14th September. The dividend on the Preferred stock was 5 per cent per annum for the half year ending 30th September, 1966.

The following Directors' Statement was issued at the same time:—

"The Group profit before taxation for the half year to 31st March, 1966, is estimated to be £2,059,000 (1965 £2,368,000). Operating profit was lower, but the charge for depreciation and the provision for repairs and surveys were also lower, whilst investment income increased.

"It is estimated that the seamen's strike will cost the Group about £1.4 million, of which £1.2 million will fall in the half year to 30th September, 1966, and £0.2 million in the year to 30th September 1967. A very large part of this cost will fall on the P & O passenger ships, which were already the hardest hit by the 1965 increases in seamen's pay. As a result, they will show a net loss this year, whereas during each of the last few years they have shown a net profit, after bearing all expenses including administration and charges for depreciation.

"Before the strike it appeared that the profit on the shipping operations for the second half year to 30th September, 1966, would exceed that for the previous year. As a result of the strike this estimate will now not be borne out, and the results of the second half year and of the year to 30th September, 1966, will fall materially below those of last year.

"The Company must in future account to the Inland Revenue for income tax on dividends paid to stockholders. In consequence the additional tax charge this year on the interim and half yearly dividends declared today amounts to £565,000. Assuming that the Directors will in due course be able, as they hope, to recommend total dividends on the Deferred Stock at last year's rate of 10%, the additional tax charge for the full year would be £1,842,000."

P & O WITHDRAWS FROM CONFERENCE

The P & O withdrew from membership of the Atlantic Passenger Steamship Conference in July, a month after joining, because it was not prepared to put up its prices to fit in with Conference rates. That would have made it quite uncompetitive on the Australian routes.

Mr. A. H. Morris, a Director of P & O's Passenger Services Company, said that without becoming Members it was not possible to ascertain the fares the Conference would require the Company to charge on the Europe/Port Everglades section of its world-wide services. It had now become apparent that the application of the Conference minimum rates on this route would result in fares which would not fit into the Line's world-wide fare tariffs.

"For the past two or three years, we have been making only occasional calls at Port Everglades, both East and West bound," said Mr. Morris, "and did not consider the number sufficient to justify our applying for membership of the Conference. This year, however, we have included 10 calls at Port Everglades in our programme and in 1967 we have 14 calls scheduled.

"We are already meeting with considerable success in our main aim, which is to promote traffic between Europe and ports beyond the East coast of North America, as well as round-the-world traffic. Nevertheless, we also have plenty of scope for developing traffic travelling only between European ports and Port Everglades, and between Port Everglades and ports West thereof."

OCEAN LINER HOLIDAYS PROMOTED

Two booklets have recently been produced by the Company to promote the 'Ocean Liner Holidays' concept. This is to encourage people to use regular sailings for their holidays. The booklets list a large number of shore excursions and sea tours that can be enjoyed sailing P & O.

The booklets were published in June and September, and the Company predicts that from Europe alone there will be a 400 per cent increase in tour passengers as a result.

The "Ocean Liner Holidays" booklet suggests 160 tours, 82 of them lasting between two and three weeks. Prices start from £105. Some are exclusively sea holidays involving one or more ships; other have an air content, with one or more legs of the tour being by plane.

The Shore Excursion Brochure contains a comprehensive list of 250 shore excursions available at 59 of the main ports at which P & O calls around the world. Excursions range from nightlife in San Francisco to drives through the "New Territories" in Mainland China. They can all be booked with the Purser on board ship after sailing.

High Rate of Enquiries

The Ocean Liner Holidays scheme has caught on very fast with the public, over 1,000 enquiries being received within three weeks of its being launched. Many more travel agents are now organising tours based on P & O sailings throughout the world.

Mr. A. M. Stirling, a Director of P & O Lines Passenger Services Ltd., told a party of travel agents in *Orcades*

Derek Winsor looks at a rush copy of the booklet



on October 4th that he had hoped for some £500,000 revenue from the U.K. and Europe as a result of the introduction of the packaged tours. "From the overwhelming initial response, it would seem that I will not be far out."

Explaining the reason for organising the holiday tours, Mr. P. E. Parry Managing Director of P & O Lines, said, "Some two years ago we decided to take advantage of what we foresaw as the great growth potential for sea travel that lay in the development of packaged tours from this country.

"In 1964 we had no tour basing fares on which Agents could package tours. After a great deal of research, we introduced last year a completely new concept of selling sea travel - something which other Lines are still only talking about. We streamlined our literature. We introduced two new brochures as sales aids - "You See the World" and "Your World at Sea". We radically changed our advertising. We strengthened our sales force in the provinces. We launched an aggressive sales campaign on the Continent. And the theme running throughout these activities has been 'Ocean Liner Holidays'."

His Baby

The man responsible for producing the "Ocean Liner Holidays" booklet was Mr. Derek Winsor, Tour Development Manager. While he was collating material, checking proofs and generally seeing the booklet through, there were personal problems and tensions behind his suave exterior. His wife was expecting her first baby.

However, Mr. Winsor carried on regardless, and hardly any of his colleagues even knew of his dual worries. In true loyal P & O style it was the booklet that arrived first.

P & O ORDERS TWO GIANT TANKERS

Negotiations are at an advanced stage and it is hoped will be concluded shortly with Mitsui Shipbuilding & Engineering Co. Ltd. of Japan for the construction of two giant tankers.

The tankers, which will be of about 176,000 tons each, will come into service in 1969. One tanker has been timechartered to Shell International Marine and one to British Petroleum, for world-wide trading.

The design, construction and operation of the

tankers will be undertaken by Trident Tankers Ltd., a P & O Group subsidiary and the largest independent tanker operating company in the U.K. On delivery, the ships will bring the Trident fleet to almost 1½ million tons.

The new tankers, 1,055 ft. long, 158 ft. in beam and with a draft of 54 ft., will be among the largest on order in the world.

They will be the first ships to be constructed in the enormous new building dock which, it was announced recently, Mitsui will incorporate in their shipbuilding complex at Chiba.

P & O GROUP COMBINES TO EXHIBIT SERVICES

For the first time companies of the giant P & O Group combined to exhibit its round-world services at the Export Services Exhibition, Olympia, 10th - 14th October, 1966. The stand was centred around the slogan: "Exports to the World".

The P & O Group is the largest independent shipping and transportation organisation in the world. It encompasses over 140 companies and owns some 290 ships totalling more than 2½ million tons. Each year the Group carries over 10 million tons of cargo.

Four of the Group's main shipowning companies operating to and from the U.K. were highlighted. They were the British India Steam Navigation Company, General Steam Navigation Company, The New Zealand Shipping and Federal Steam Navigation Companies and P & O. Between them they operate regular liner services to Continental and Mediterranean ports, to Africa, India/Pakistan, Australia/New Zealand, Malaysia, Far East, Pacific, North America and the Caribbean.

CONTINENTAL SALES SUCCESS

The Company's sales drive in Europe, which has been building up over the past two years, is beginning to bear fruit. "In the first six months of the financial year," said Mr. A. M. Stirling to travel agents on 4th October, "our revenue from Europe is up by 33 per cent, to around £400,000. We are convinced that there is a vast market for us on the Continent."

STRATH CUP

A new golf competition has been inaugurated by the P & O company to mark the building in Japan of the three new 'Strath' class ships for an express Europe/Japan freight service next year. The winners of the competition receive the P & O Strath Cup, which is awarded for competition by teams of two representing the Japanese Merchant Houses in London.

When the competition was held for the first time on Sunday, 11th September, at the Guildford Golf Club, Marubeni-Iida came out top after a fine struggle in wind and rain. They were represented by Messrs. K. Haruna (Manager) and Y. Ono (Sub-Manager), who proved too strong a partnership for the other five teams competing. Mr. Ono also made the best score of the day.

The cup for the best player not competing for the P & O Strath Cup was won by Mr. A. Nishida of Jetto.



Messrs. Haruna (left) and Ono admire the P & O Strath Cup that they have just won

Afterwards guests and hosts were entertained to refreshments at the nearby house of Sir Austin Anderson, a retired P & O Director and ex-Chairman of the Orient Line. The P & O hosts were Messrs. K. R. Anderson, J. G. Davis, J. F. Rayment and D. Durnford-Slater.

CRUISE FOR IRISH PROMOTION WINNER

A highly successful joint promotion by P & O, Harp Lager, the Dublin *Evening Herald* and Airborne Travel Agency of Dublin was held in Ireland this summer.

The promotion took the form of a simple crossword competition in the *Evening Herald* backed up by articles in the paper and display posters in lounges and bars associating Guinness' Harp Lager with the competition. P & O provided the main prize, a 13-day Mediterranean cruise for two in *Chusan* sailing 22nd October. Guinness (Harp Lager) gave the winner £50 spending money, and Airborne Travel arranged free transport to Southampton.

Mr. Len Stuckey, Agency Sales Manager, flew over to Dublin to present the tickets to the winner, Mrs. Mary Matthews of Drogheda at a ceremony at the Airborne Travel Agency offices. She was so enthusiastic that she immediately arranged for two friends and her daughter to accompany her and her husband on the cruise.

Mr. Len Stuckey presents her prize cruise tickets to Mrs. B. T. Matthews at a ceremony in Dublin. With them are (left) Mr. John O'Neill, Manager of Airborne Travel Agency, and Mr. Al Byrne of Harp Lager





Salsette

TWO SHIPS FOR E & A

Salsette and *Salmara* are to be transferred to the Eastern & Australian Steamship Co. Ltd., a P & O Group subsidiary, in December and January respectively.

They will be replaced on the P & O's Far Eastern service by the new 'Straths', the first of which, *Strathardle*, will be delivered in January. "We decided to rationalise our Far Eastern cargo service," commented Mr. R. M. Thwaites, a Managing Director of the P & O S. N. Co., "so that the new ships can be smoothly phased in as they are delivered.

"The arrangement is mutually convenient to P & O and E. & A., who have gained the services of two comparatively new and fast cargo ships, ideally suited to their trades."

Salsette and *Salmara*, both built in 1956, will replace E. & A.'s war-built *Nellore* and *Nankin*. *Salsette's* final voyage has just taken place, and she was handed over to E. & A. in Hong Kong on 1st December. *Salmara* sailed on her last voyage for the P & O on 19th November and she will be delivered in Hong Kong on about 7th January, 1967.

P & O Officers and Crew will be repatriated from Hong Kong.

EXPORT SEMINAR

P & O entertained some 40 members of the Northampton and County Chamber of Commerce to an all day Seminar in *Cathay* on 4th October. It was the first time the P & O had held an export seminar on one of their ships. Over 20 firms were represented covering the engineering, machine tool, lift manufacturing, and shoe manufacturing industries, as well as shipping and forwarding agents.

The guests heard a series of lectures on all facets of exporting by sea. Among the speakers were Mr. Stanley Turner, General Docks Manager of the Port of London Authority who spoke on "The Facilities of the Port of London Authority", Mr. W. D. Leckonby, The Collector, H. M. Customs & Excise, who spoke on "The Work of H. M. Customs & Excise", and Mr. F. W. Briden, Divisional Officer of the T.G.W.U. who spoke on "The Role of the Unions in our ports". Other lectures were given by members of the P & O Company on such diverse subjects as Freight Conferences and the Opera-

tion of Ships in Liner Trades.

Mr. K. Reynolds, a Director of P & O, was host at the lunch held on board.

Introducing the Seminar, Mr. J. G. Davis, General Manager of P & O, said "We are constantly seeking ways of giving real assistance to our British Export Industry. This forum has two objects. The first is to explain in more detail the mechanics of shipping to exporters. The second is to provide an opportunity for an exchange of views on mutual problems. We hope it will be the forerunner of many more such occasions."

"CANBERRA" CRUISES CANCELLED

All *Canberra's* U.K. cruises were cancelled this year on account of the N.U.S. strike. They were the four-day Whitsun cruise that ought to have taken place soon after the strike began and two Mediterranean cruises in August. The last two, although after the strike, had to be cancelled because *Canberra's* previous sailing was delayed so much that she barely arrived back in the U.K. to sail again for Australia in September - but this time on schedule.

Letters were sent to all the passengers on the cancelled cruises regretting the decision and explaining the reasons for it. Places were offered to them all on other cruises in August and September, and passage money was refunded in full to anyone who could not transfer the dates of their holidays.

"*Canberra* was scheduled to sail on a round world voyage on 31st May," explained Mr. R. M. Thwaites afterwards. "Until the end of the strike could be seen with certainty, we could not take a decision whether to cancel this voyage or to cancel her two cruises.

"Had the strike lasted another week or so, we would have been forced to abandon the voyage and to keep *Canberra* in Southampton for the cruises. As it was we had to make a most difficult decision; whichever way it went, we would disappoint a large number of people.

"Faced with this problem, we felt we must operate the world voyage. Thousands of passengers were waiting for *Canberra* in various parts of the world - many of them away from their homes."

Three other cruises had to be cancelled because of the strike, two by *Arcadia* and one by *Orcades*, all in June.

Tails from the Management Floor



An unusual suggestion reached the Editor the other day. A Management contributor remarked that he had always thought we had a very tall Management as well as a very large one. How far, or how high would they stretch, he wondered, if put head to tail.

Not being used to thinking of Management with tails, the Editor had no ready answer. So he sent a note to all Management Secretaries asking if they could 'discreetly' find out the exact height of their principals.

The Secretaries' reactions and the methods used to find the answers were perhaps even more interesting than the answers themselves. 'I think the two members of the Management I work for are on the short side rather than tall,' wrote one. They were.

Another young lady returned a triumphant note that she had 'discovered he is 5 ft. 10 ins. tall!' She omits to say how. A third sent her answer by return of post, commenting 'the Men from U.N.C.L.E. might have a place for me!' They would. Yet another thought the idea frivolous, and consigned the Editor's memorandum to File No. 13, alias W.P.B.

Then an eagle-eyed Director spotted the memorandum on his Secretary's desk. 'Seen by mistake,' he wrote. 'I think I'm only 5 ft. 10½ ins. I hope K.R. is shorter! G.J.T. certainly is.'

By this time the first crop of answers had already arrived so the Editor began to chase up the others. One young lady felt embarrassed to ask her principal's height, so she made a series of marks on the wall and noticed which one he came up to when he went past. She measured that and then checked with his wife before sending the answer.

Another had a more difficult problem. Her principal stooped. Yet in due course back came the reply, '... is 6 ft. 0½ ins. (when he stands up straight—which isn't often—usually when P.E.P. is about)'. How did she find out?

The easiest one? Sir Donald. Upon being asked, Miss Marsden came right back with the answer. 'I know more about him than he does, I think!' she chuckled, adding that she also knew the size of his hat, his taste in food and the colour of his eyes. But then her brow clouded over, 'I don't know the size of his shoes.' The Editor assured her he wanted to know neither the colour of Sir Donald's eyes nor the size of his shoes, and his height was all he wanted on this occasion.

Once all the answers were in, the hard part was to find relevant comparisons. Who wants to know that if all P & O Directors, General Managers and

Assistant Managers, plus Sir Donald, stood on each other's heads they would still be three inches shorter than the Monument (marking the place where the Great Fire of London started 300 years ago)? But it is of interest to know that we have 37 yds. 2 ft. 7 ins. of Passenger Services and Management Company management. Also that the P & O S.N. Co. has 10 yds. 4 ins. of Managing Directors.

On further examination, one is left wondering if there is a moral to the fact that the average height of P & O operating and Management companies' managements is 5ft. 11½ ins. and 6ft. 0¼ in. respectively, and of P & O S.N. Co. Managing Directors 6 ft. 1 in.—a progression of ¾ in. from Passenger Services to Management to Managing Directors.

Comparing combinations of Management to ships' measurements has proved a fascinating experience. For example, P & O management plus Sir Donald and Sir Andrew standing on each others' heads, would be just one foot short of *Salsette's* keel to truck measurement. Or if *Oriana* were loaded to the load waterline and P & O management could walk on water (and there is no reason for assuming they cannot), standing on top of each other beside the ship, the top one—presumably Mr. Thwaites—could just look over the top of the rails around the Crow's Nest.

Both these calculations are done on the assumption that the gentleman who has the habit of stooping is standing up straight. If he were to go back to his natural posture at any time, he would throw the comparisons out completely as no one has been able to measure the average difference between his natural and erect positions.

Lastly, if the same lot of Directors, General Managers and Assistant Managers, plus Sir Donald and Sir Andrew, were laid out head to tail in *Canberra*, they would stretch the length of the First Class Restaurant with a couple of legs sticking into the revolving doors leading to the galleys. Does anyone care to check, next time they are all on board?

TAXING PROBLEMS

"I am a vermin destroyer, but have not earned anything for a month. I shall be glad to call on you at any time."

—from letter to an Inspector of Taxes.

EDUCATIONAL TOURS - DO THEY SERVE A PURPOSE ?

By A. H. MORRIS
DIRECTOR, P & O LINES PASSENGER SERVICES LTD.



The last twenty years has seen sweeping changes in the tourist industry. Travel today is not cramped by its novelty; economic and social factors, as well as technological advances have made it possible for virtually everyone to visit countries that a few years ago might have seemed beyond their reach.

With this basic change in attitude, it is inconceivable that the tourist industry will continue to thrive unless it too undergoes radical changes. I do not believe it is inaccurate to say that travel agents of the past did not deem it vital to know more than the bare programme details of sea or air travel in order to sell either. This has changed. The traveller of the 1960's is far more experienced than his counterpart in the previous generation; generalities bore him; specifics do not. In other words, he has become more professional.

It is necessary, therefore, for us in the travel industry to become progressively professional too. The very fact that Ocean Travel Development has recognized seminars at sea as an integral aspect in the selling of travel is proof that we in the industry are not lagging behind.

When the educational tour first began it tended perhaps to place more emphasis on entertainment than on the serious business of travel. Its primary purpose was to flatter the agents. But as we became more experienced in this field, we realised that while we might impress the agents with an extravagant selection of wines and cuisine, our method, in the long term, could have a reverse effect: our agents, no matter how good their intent, would be attempting to sell a product about which they had a mere surface knowledge and probably an exaggerated one at that. This we did not want.

I do not want to give the impression that educational tours of the past were valueless; there is nothing like first-hand experience of the product one is trying to sell. But as the tour industry has become a precise profession built around details it is our duty, as transporters of the tourist, to see to it that our client gets what he is promised by his agent. Needless to say, if the agent does not know what services are available on our ships, he might, in all innocence, mislead the client.

The educational tour is a two way affair. While we are ever anxious to show our agents the machinery involved in planning and executing a cruise or a voyage, it is

equally important that we secure his co-operation. Speaking for ourselves, I can say that our agents respond enthusiastically to our educational tours. And although we have had no extensive surveys made of the results, it is noticeable that agents who have participated in our educational programmes are keener to sell our services.

To come down to specifics then—what form do our educational tours take? There are instances of course when the time factor does not permit us to follow a definite format. But we do have a definite educational policy and in most cases we abide strictly by our programme.

Three Categories

Our Educational Tours are divided into three categories: (a) "P & O - Orientation"; (b) "Agents' Educational Voyage"; (c) "Educational Cruise".

The purpose of the "P & O - Orientation" is to ground the agents in the basics of sea travel, our services, our aims and our hopes. In this manner we hope to instil in them an interest, not merely in our Company, but in sea travel in general.

The Course is of approximately 5 hours duration and is usually held in the afternoon and early evening. It is introduced with a frank and concise explanation of the reasons behind the Orientation. This is followed with details of our wide network of services, the ships which operate over these routes and the manner in which we take care of our passengers. We highlight this segment of the talk with visual aids.

Perhaps one of the more important subjects discussed is "Sales and Selling", during which we suggest to the agents how they can better sell our services, tell them what we are doing to help them achieve a better sales record and discuss our current sales problems.

Towards mid-afternoon the Course breaks up for a twenty minute tea break. Immediately after we move to "Booking Procedure" and for forty-five minutes we explain the use of our Agents' Manual and the ramifications of our world berthing system and computer plans. This segment is an important and integral aspect of Sales. We know that the young counter staff, or for that matter the senior executives, cannot have the answers



Mr. E. W. Vowles, Passenger Sales Manager, addressing a P & O Orientation at the Exchange Hotel, Liverpool.

to every question. But we hope that "Booking Procedure" will assist the agent in knowing where the answers can be found.

Five hours on a course can be tedious and although afternoon tea and evening cocktails might provide a refreshing distraction, we are well aware that it is well nigh impossible to hold the audience's attention all of the time. Because of this we hold a Quiz and for half-an-hour the audience is questioned on points that have been raised during the afternoon. The winner is awarded a prize. In this manner we hope to receive their undivided attention as well as introduce them to some healthy competition.

The Quiz is followed by a brief question period and the final half-hour of the day is devoted to a film of one of our ships.

The Voyage

It is quite possible of course that the young agent will forget fifty per cent of what he has heard during the Orientation. We do not expect him to memorise everything we have told him. To us it is more important that his interests are livened for in this way he will better absorb the second segment of our educational policy which is the "Agents' Educational Voyage".

Unlike the Orientation, the Educational Voyage does not place so much emphasis on the theory of sea travel. Although the agents are on board for only twenty one hours, eighteen of which are spent sailing between London and Southampton, we attempt to familiarise them with the practical side of a ship.

Theory of course cannot altogether be ignored. For an hour before sailing the agents attend a Sales Talk. And again, for an hour in the afternoon, they attend another Sales Talk followed by a Film.

That really then is the extent of the lectures. For the remainder of the trip the agents do what any passenger would do on a normal voyage or cruise. They attend an Emergency Drill, eat well, exercise on the decks, enjoy the sea air, meet each other at the Captain's Cocktail Party and dance to the Ship's Orchestra in the evening.

It is our hope that the first two segments of our educational policy give the agents a fairly rounded-off view of sea travel in general and our Company in particular. And more important, we hope that what little they have seen of the theory and practice of shipping will prepare them to answer questions that are not so routine, and to offer advice on the basis of personal experience.

The third segment of our overall policy is the Educational Cruise. In this instance we send Agents on regular liner voyages or cruises with fare paying passengers. We look upon them as students and they travel entirely at our expense.

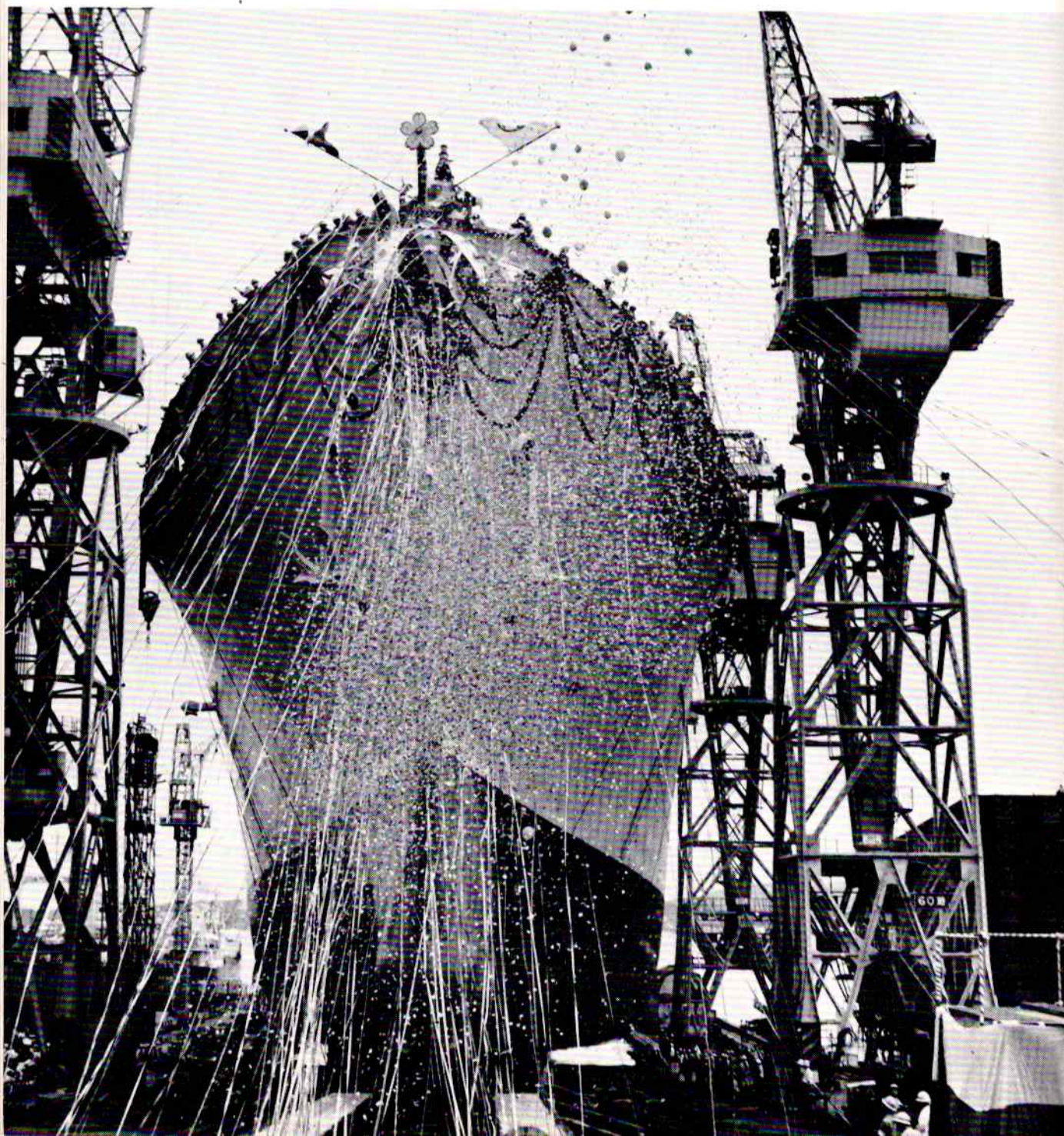
Apart from an escorted tour of the ship, the agents are left on their own and are treated as any normal passenger would be. We naturally hope to impress them, but it is important to us, and entirely logical too, that we offer them no more than that which any fare paying passenger would receive.

I would like to emphasise again that we do have a definite educational policy and in most cases this policy is guided towards the junior executives and counter staff. It is they who normally have the greatest contact with the public but our educational tours do not stop at counter staff and junior executives. If at any time a senior executive feels his mind needs freshening up, we welcome him on any one of the three segments of our educational programme.

Do educational tours serve a useful purpose? As far as we are concerned . . . yes. We take them seriously and this year alone we will be sending over 800 agents from Britain and the Continent on regular liner voyages and cruises. We are not shy to admit this and we urge our competitors to follow suit. As long as sea travel is an integrated industry, we cannot, as a whole unit, afford a weak link. The travel agents are a very important part of the whole unit. It should, therefore, be our constant aim to try and ensure that their knowledge of all facets of our share of the industry is no less than that of our own staff.

*Strathardle
launched*

SHIP NEWS





Lady Inchcape speaks at the launching

STRATHARDLE—Launched

The 14,000-ton *Strathardle*, first of the Company's new 21-knot "Strath" class cargo ships, was launched (left) in Tamano, Japan, on 19th September by the Countess of Inchcape. Her husband, the third Earl, is a Director of the P & O S.N. Company.

Strathardle will be delivered a month ahead of schedule, and she will operate on the Europe/Far East run. Built from keel laying to delivery in seven months by the Mitsui Shipbuilding and Engineering Co. Ltd. of Japan, she will now enter service in January, 1967. February was the original date quoted by the shipyard. By mid-1967 she will be joined by her sister ships *Strathbrora* and *Strathconon*.

The prefix "Strath" recalls the famous white passenger liners built for the P & O before the War. The first two of them, *Strathnaver* and *Strathaird*, were built when Lord Inchcape's grandfather was Chairman of the Company. They were ahead of their time as passenger liners, just as the new "Straths", which embody highly refined cargo handling and stowage facilities, are the latest in cargo ships.

At a pre-launch party for shipowners in Japan, Mr. R. M. Thwaites, Managing Director of the P & O S.N. Company said, "Shipping is an international business and it is as essential that shipowners are free to build in the best market as it is for shippers to be free to use the most suitable ships.

"Any restriction on shipping or shipbuilding by governments can inhibit trade as readily as tariffs and

other more obvious barriers. In Japan, as in the United Kingdom, a policy of freedom of the seas is in our joint interest, and, with great respect, I suggest must be protected at all times."

Later, at the launching itself, Mr. Thwaites referred to the good relations with the Mitsui team working on the P & O ships. "We have all been impressed by the efficiency of your organisation. We have no doubt that these ships will be jewels from your field."

He emphasised the point by mentioning that seven other ships were building or contracted for with the shipyard by the P & O Group at an approximate cost of £18m. "Others are under discussion," he added—and two giant bulk carriers have since been ordered.

"We have therefore entrusted you with a very substantial order," concluded Mr. Thwaites, "and I have no doubt in doing so that we will not be disappointed but be able to continue this association so happily begun."



Captain J. A. Clifford

Commanding Officer

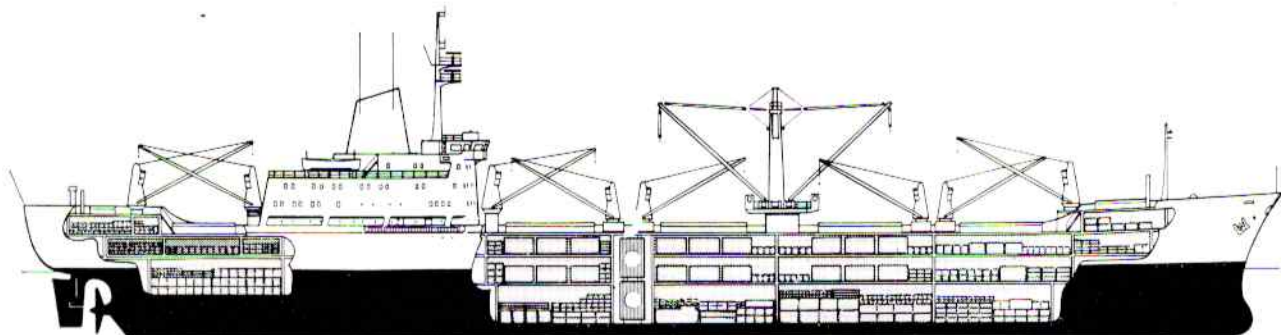
Captain J. A. Clifford is standing by *Strathardle* in Tamano and will take command when she enters service in January 1967.

Jack Clifford joined P & O as a Cadet in May, 1943, after attending Leeds Grammar School and the School of Navigation, Southampton University.

During the War he served on P & O troopships and in 1946 was appointed 4th Officer, *Mooltan*. He holds an Extra Masters' Certificate which he obtained in July, 1955.

He was promoted Captain in 1961 after 18 years P & O service, his first command being *Cannanore*. Subsequently he served as Staff Captain in *Iberia* and *Canberra* and in 1965 he took over command of *Bendigo*.

Captain Clifford was born in Casablanca, Morocco, on 14th August, 1925. He is married, has two children and lives at Pinner, Middlesex.



General Cargo Space

Refrigerated Space

Liquid Cargo Tanks

Technical Details

Speed	21 knots
Dimensions	563' overall length, 79' 6" beam
Dry Cargo Capacity	700,000 cubic feet
Refrigerated Cargo Capacity	27,500 cubic feet (five rooms—temp. range 54°F to -5°F)
Liquid Cargo Capacity	500 tons approx. in four tanks of approx. equivalent size
Total deadweight capacity	12,300 tons
Service Horsepower (BHP)	18,900 at 110 r.p.m.
Gross Registered Tonnage	14,000 tons

Chief Engineer

Also standing by *Strathardle* is Mr. R. A. Crone who will take over as Chief Engineer.

Bob Crone, educated at Highfield School and Old Swan Technical College, Liverpool, served his apprenticeship at Cammel Laird & Co., shipbuilders and engineers.

He joined P & O in December 1948 as Assistant Engineer *Soudan*. He subsequently rose up the Engineering ladder, being promoted 4th Engineer, *Chitral*, 3rd Engineer, *Cannanore*, and 2nd Engineer, *Paringa*. On 30th March, 1962, he was appointed 2nd Engineer, *Canberra*, being promoted to 1st Engineer nine months later.

In 1965 Mr. Crone was promoted Chief Engineer, in which rank he served on *Somali* until April, 1966, when he went out to Japan with a team of P & O engineers to observe the construction of the new "Strath" ships.

Mr. Crone, 38, was born in Liverpool. He is single and now lives at Warsash, Hants.



John Knox of the Canadian DoT (second from right) with 2/O. Gibb, CRO E. R. LeGear and Cdre. C. Edgecombe and their prize books.

ORIANA—Volunteer Weather Men

For the fifth year running *Oriana* was presented with the Canadian Department of Transport Award for excellence in weather observing when she called at Vancouver on June 23rd.

John Knox, DoT's regional meteorologist presented books in recognition of *Oriana's* reliable reporting of weather conditions to Commodore Clifford Edgecombe, Senior 2nd Officer Ian Gibb (the Principal Observing Officer), and the ship's Radio Officer, Mr. E. R. LeGear.

Commodore Edgecombe received the National Geographic's *Wondrous World of Fishes*, Mr. LeGear *Procession* by John Gunther, and Mr. Gibb *The Churchill Years, 1874-1965*.

Four times a day the ship's officers take a few minutes from their regular duties to record pressure, temperature, wind, humidity, clouds, visibility, waves and other aspects of the weather, which are condensed into a coded message and transmitted to the nearest coast radio station. This message is used by meteorologists to prepare forecasts for marine, aviation, industrial and public use.



BALLARAT—It's a Dog's Life on the Bridge—as seen through the camera of Radio Officer A. C. Griggs



The Hispano-Suiza on arrival at San Francisco. Mr. William Fuss (left) and Mrs. Arthur Collbran of the Florence Crittendon Home were there to take possession and to present Commodore J. L. Dunkley with a scroll of appreciation for bringing it over in his ship. Also present is Mr. Hugh Randolph of the Oakland Tribune

ORIANA—Historic Motorcar

A 1912 Hispano-Suiza was carried from Southampton to San Francisco in *Oriana* in August to take part in an annual "Concours d'Elegance" in aid of the Florence Crittendon Home. It belongs to Lord Montagu of Beaulieu, who lent it to help raise funds for the Home, and it is normally housed in his Motor Museum in Hampshire.

The Hispano-Suiza was named after King Alfonso XIII. It was developed in 1912 from the machine with which Zucarelli won the 1910 Coupe des Voiturettes. This particular model was built in the French works at Bois-Colombes and has a damaged steering wheel. This was caused by a sniper's bullet during the Irish rebellion of 1916 which killed the owner.

The car was returned to this country in *Arcadia* in October.



IBERIA—A young cruising passenger found he could not quite measure up to Q.M. L.C. 'Tiny' Story.



Captain Riddelsdell presents the vase to H.M. King Taufa'ahau

CANBERRA—Second Time Lucky

A presentation to the King of Tonga was made at the second attempt when *Canberra* called at Nuku'alofa on 9th August. The first attempt, planned for *Canberra's* maiden call on 19th February with a different Captain and different Tongan ruler, had to be cancelled because the Court was in mourning following Queen Salote's death during the winter.

Captain E. G. H. Riddelsdell, who had taken over command from Commodore J. L. Dunkley, went to the Palace with Staff Captain D. J. Scott-Masson and Purser E. W. H. Pinches to hand a message of greetings from Sir Donald Anderson to the new King, Taufa'ahau Tupou IV. He then presented him with a Waterford crystal flower vase to mark the visit.

Earlier 34 Tongan V.I.P.s had been entertained to lunch in the Crow's Nest in *Canberra*. Guests included the King's Private Secretary, and all who attended were most impressed and thoroughly enjoyed the occasion.

Meanwhile the Tongans, who were seeing the largest ship ever to call at the island, had laid on for the passengers special all-day displays of Polynesian dancing by local schoolgirls on shore and also on the ship, making it a really memorable occasion for all.

ORONSAY—At Malta during her August cruise.





Mr. and Mrs. Cary Grant join in the fun of a shipboard party

ORIANA—Cary Grant Sails P & O to Britain

Cary Grant, the film actor, sailed from Los Angeles to Southampton with his young wife Dyan in *Oriana* in June to show his four-month old daughter Jennifer to his mother who lives in Bristol. They joined in all aspects of shipboard life and had such a good time that Mr. Grant insisted on sending the following telegram to Mr. Warren Titus, President of P & O Lines (North America) Inc., "THANKS TO YOUR CONSIDERATE COMMODORE EDGECOMBE AND HIS GENIAL STAFF AND EFFICIENT CREW OF P & O'S WONDERFUL ORIANA, WE ARE ENJOYING AN UNFORGETTABLE HAPPY CRUISE".

The Grant family returned to America in September in *Canberra*.



Miss Ogden showing Clifford Cutting the latest issue of *Posh P & O's* external magazine produced in America

ORSOVA—Picturesque Casualty

Clifford Cutting, *Orsova's* Deck Storekeeper, who is known the world over as the picturesque seaman teaching a young boy to splice a line in the Company's travel posters, spent an unexpected week in hospital in San Francisco this June. He had broken a leg while hopping on a cable car ashore.

During his stay in hospital he was visited by Miss Deborah Ogden, of San Francisco's office's public relations department. She brought him reading matter and a transistor radio as a present from staff members at P & O's Post Street (S.F.) Office.

After a week Mr. Cutting was flown, cast and all, to Honolulu to rejoin *Orsova*.



Ballarat meets Bendigo at Hull

BALLARAT & BENDIGO—First Encounter

Often as one hears of shipboard romances, it is much rarer to hear of ship romances. Boy meets girl is almost a cliché. But ship meets ship, with the N.U.S. as match-maker, is news.

This is exactly what happened in July during the seamen's strike. Due to the severe programming rules of our Australian Services, which do not like sister ships bunching up and lying next to each other, *Ballarat* and *Bendigo* had hardly seen each other since they left their cradle at Linthouse. But a quirk of fate brought them together again. Changes in their programmes caused by the strike resulted in *Bendigo* still loading at Hull when *Ballarat* arrived to discharge her cargo.

They sidled up to each other in adjacent berths, noses almost touching. As the wind whistled through their rigging and waves lapped against their sides they silently eyed each other, comparing experiences and feeling that, although some years had passed, they both looked as young as ever.

Eventually the time of parting drew near. The tugs were ready, cargo laden and crew eager to go. With a flourish of her engines and a cheeky toot *Bendigo* slid away from her berth, leaving behind sister *Ballarat*, perhaps never to see her again.

SOUDAN—Racing Cars

Six Brabham Formula-3 racing cars were shipped out to Japan recently in *Soudan*. They were for the Honda Motor Company which was planning to operate them at the Suzuka Racing Circuit as well as at Honda's Tama Tech racing grounds on the outskirts of Tokyo.

One of the Brabham racing cars being off-loaded onto a barge at Yokohama





ORIANA - End of an Era. Commodore J. L. Dunkley hauls down the Orient flag for the last time, 30th September, 1966

ORONSAY—Mr. Malcolm Whitehead

Mr. Graham Whitehead, Chief Officer of *Oronsay*, was lost overboard while inspecting the gangway before arrival at Mytilene, Greece, on 30th August. The ship's boat searched for him for a total of five hours before abandoning its efforts. Because of the rough seas it was later decided to cancel the call at Mytilene and continue to the next port.

A collection was held on board raising a grand total of £2,427 14s. 0d. for Mr. Whitehead's family from the passengers and ship's company. This was largely due to the hard work put in by all those who collected in various parts of the ship. The fund was handed over to Mrs. Whitehead by the Company's Sea Staff Service Department which was already in touch with her to cause least distress.

ORIANA—Moored at Shell's Caracasbay installation on her maiden call at Curacao on 5th July, 1966, during a round-world voyage



ORIANA—Masonic Donation

When *Oriana* was in San Francisco at the beginning of September, Chief Steward W. A. Dyter presented \$100 to Shrine Potentate Stanley Johnson. The money had been collected from Masonic parties organised by Mr. Dyter during the ship's voyage from Southampton.

Profits from Masonic parties on *Oriana* are donated to Crippled Children's hospitals in Australia, New Zealand, Fiji and England, and this donation marked the first contribution to an American hospital.

Chief Steward Dyter making the presentation to Shrine Potentate Johnson. Mrs. Henry Yates, Assistant Administrator for the Shrine Hospital, looks on

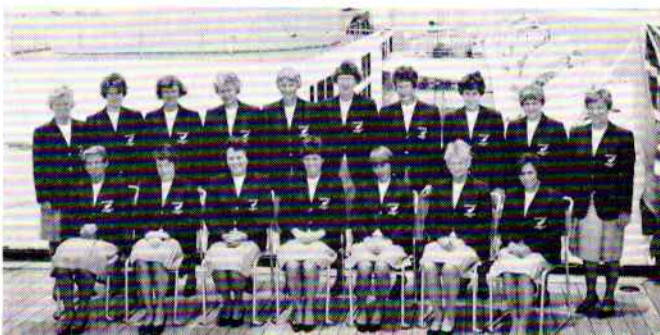


IBERIA—Women Cricketers

The New Zealand women's cricket team sailed home in *Iberia* at the beginning of September. They are the first such team to complete an overseas tour with an undefeated record.

During their six months in the U.K. they played 23 matches, eight of which were won, 12 drawn (rain affected eight) and three abandoned. In the course of the tour several New Zealand women's cricket records were broken.

New Zealand women's cricketers on Iberia



MARINE TRAINING

DEGREE COURSES IN NAUTICAL STUDIES

Following the successful launching of the Ordinary National Diploma in Nautical Science last year, the Merchant Navy Training Board was asked by the Department of Education and Science to consider the possibility of a course of degree standard being established for navigating officers' under the aegis of the Council for National Academic Awards. Such a course would, it was suggested, be a natural development from the Ordinary National Diploma in Nautical Science and would provide the more able officer with the opportunity of following a course of higher education within the industry.

The Merchant Navy Training Board have now agreed in principle to the degree, and the first course started at the Plymouth College of Technology this October. The main course at Plymouth will be a 4½ year sandwich course made up of 3 periods of from 8/9 months at at the college divided by 2 periods of sea service of approximately 15 months each.

The minimum qualifications for direct entry to the sandwich course at Plymouth are:—

- (a) General Certificate of Education with passes in five subjects, including two appropriate subjects at 'A' level.
- (b) Ordinary National Diploma in Nautical Science with a minimum average of 55% of the total possible marks, and no less than 50% in assessed subjects.

The three year full time course will also be available for mature students, the minimum qualifications for entry being the possession of a Master's Certificate and the ability to pass a stringent entry examination in mathematics, physics, and general education.

Other colleges are also hoping to offer degree courses in the near future. Sir John Cass College, London and South Shields Marine and Technical College through the C.N.A.A. and the School of Navigation through the University of Southampton. The Welsh College of Advanced Technology, Cardiff, is also offering a course which will lead to a degree when the college receives its university status.

The Marine Training Officer will be pleased to see any officer or cadet who wishes to learn further details about these courses.

NEW CADETS

We welcome the following cadets who joined the Company in September, this year:—

NAVIGATING CADETS

G. Neilson, George Heriot School; R. D. Fennelov, Wellingborough Grammar School; B. J. Lawrence, City of Norwich School; I. R. Thomson, Thames Valley Grammar School; N. R. Cooke, The Becket School;

Mak Kwok Thong, Singapore Polytechnic; A. R. A. Wilson, H.M.S. *Conway*; A. S. Urquhart, H.M.S. *Conway*; J. L. Joyce, Gordonstoun; A. I. Frost, Pangbourne; M. R. J. Fowler, Pangbourne; A. I. D. Acland, Pangbourne; J. G. M. Stevens, Reardon Smith; N. R. Barker Simson, Pangbourne; R. H. Rees, Reardon Smith; P. W. Pickford, Southampton; A. N. Pike, Southampton; A. P. Courtness, Southampton; N. R. Rose, Southampton; A. P. Wardle, H.M.S. *Worcester*.

ENGINEER CADETS

M. D. Jacob, Derby; C. G. A. Miller, Shrewsbury; R. A. Osborne, Glasgow; J. R. Pett, Finchley, London; M. G. Tatum, Ipswich; T. R. Valendar, Compden, Gloucestershire; G. Cameron, Glasgow; R. M. Creasy, Paignton, Devon; N. B. Geehan, Livingston, West Lothian; M. Gibbs, Chudleigh, Devon; R. C. Hearson, Chorlton, London; A. G. Higgins, Brookworth, Gloucestershire; G. M. Lewis, Inverness; J. D. McAlpine, Glasgow; M. Peek, Gosport, Hants; R. J. Prouse, Dawlish, Devon; R. Thornton, Reading, Berks; J. A. Towers, Lewes, Sussex; M. C. Ashworth, Colne, Lancs; E. A. Britton, Finchley, London; J. A. Currie, Fort William, Inverness; M. Downie, Blyth, Northumberland.

Sub-Lieutenant
G. A. Stokoe



P & O OFFICER AT H.M.S. "WORCESTER"

Sub-Lieutenant G. A. Stokoe, 3rd Officer, has been seconded to *Worcester* as an executive officer until the end of the Lent Term, 1967.

Stokoe is finding this training ship appointment most interesting, and we gather that after the initial surprise of seeing a P & O uniform in their midst, the cadets also appreciate having a sea-going officer at hand who is able to answer any practical questions on life at sea.

NAVIGATING CADETS' LIBRARY

Now that the O.N.D. Course has been firmly established, and with the advent of the new M.N.T.B. Correspondence Course issued to cadets joining in September,

we have extended our technical library considerably.

These books are placed on board under the care of the 3rd Officer and it is hoped that cadets will gain much benefit from them. Ships are being issued with the new library as they sail and it is hoped that by early 1967 every vessel will have these on board.

Other books of both technical and general nature are also held in the Marine Training Section, London, and officers and cadets are welcome to call at Head Office to view and borrow them.

If we do not hold any particular volume which may be required it can be readily obtained on loan from the Seafarers' Education Service at Mansbridge House.

ENGINEER CADET TRAINING CENTRES

The first P & O Engineer Cadets to be trained at two colleges with which we were not previously associated, joined in September. The colleges are South Shields Marine & Technical College and Hull College of Technology.

South Shields Marine & Technical College is located on a pleasant hillside site in the village of Westoe, on the fringe of South Shields. The college has long associations with the training of traditional scheme engineers and in recent years has gained the highest reputation for training engineer cadets.

Hull College of Technology is housed in a splendid new building in Queen's Gardens in the centre of Kingston-upon-Hull. The college has reached the highest standards in training engineers and has an enviable record in that respect.

SHORT VOYAGE FOR "WORCESTER" CADETS

Ten cadets and three officers from Worcester accompanied by the Cadet Training Officer, Mr. P. R. Mitchell and the Careers Information Officer, Mr. G. E. Harding Roots, made the short voyage from London to Southampton on the 6th-7th October, in *Cathay*. The trip was a great success due in no small measure to the help given by Captain Cutler and his officers. It was obviously enjoyed to the full by the cadets.

Watches were kept throughout the night and also stations on departure London and arrival Southampton. The weather was fine, enabling the cadets to do some

chart work and basic Navigation, helped by the watchkeeping officers of *Cathay*.

It is hoped that the cadets gained an insight into the careers they will shortly be following and perhaps in the future some of them will be interested in joining the P & O.

SECOND MATES' EXAMINATION

We congratulate the following cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers:—

J. W. Woodhead, G. T. Dickens, G. R. W. Grove, M. Beavington, R. W. J. Hallmark, C. E. Burnell-Jones.

P & O CAREERS INFORMATION SERVICE

We will be using the above title when attending careers conventions and school lectures. As a result, Commander G. E. Harding Roots, who until now has been known as the Recruiting Officer, will in future be called the Careers Information Officer.

The response from the article which appeared in the last issue of *About Ourselves* has been fairly good and several officers have now volunteered to give talks on life at sea to their old school and suitable schools in their area. In addition four members of the shore staff are assisting by attending careers conventions and school lectures. This now means that many more invitations from schools can be accepted. This will naturally spread the P & O gospel over a wider field and it must eventually help recruitment. The four members of shore staff will be known as Careers Advisers.

We still, however, require more ships' officers to volunteer to help with visits, especially to their old schools, whilst they are on leave. Anyone interested should therefore write to Commander G. E. Harding Roots.



New Service for passengers?

"Exhaust pipe from baby washing machine to be renewed."

—from recent repair list of *Oronsay*.

BRISTOW by FRANK DICKENS

AFTERNOON, BRISTOW... HERE IS YOUR HOUSE JOURNAL ...



HOLD IT, HICKFORD — WHAT'S YOUR HURRY? WHY THE BIG RUSH TO GET AWAY?

HELLO, HELLO, HELLO / BUMPER **SPRING** NUMBER? TUT, TUT! BIT **LATE** AREN'T WE? IT'S NEARLY THE MIDDLE OF SUMMER ...



1675

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'MAKAN SIAP'

by O.L. Buggé

After reading a description of a dinner party in Penang in the mid-nineteenth century, I was fascinated by the amount of food our pioneer forbears managed to assimilate at a sitting. That age is renowned for its gastronomic prowess, but to retain that reputation under the tropical conditions of the time bespeaks a constitution of remarkable strength, especially when etiquette demanded that they should wear the heavy clothes of their homeland, and dine sometimes at the ungodly hour of three or four in the afternoon, when the heat was at its fiercest. It was, of course, a more leisurely time and they had, I suppose, a greater opportunity for sleeping off the effects of these gargantuan repasts. Even so, it is not surprising that the death rate was high from heat exhaustion, apoplexy, and stomach and liver disorders, and ladies suffered from the vapours.

That peep into the past made interesting reading, and I like to imagine that vanished scene of over a hundred years ago, when this particular dinner party was given. In the soft purple night the guests drive up in their carriages, the horses' hooves clip-clopping along the red laterite road leading to the spacious bungalow with its deep verandah, open lattice windows and jalousies. Under the broad portico they are received by their host before being ushered upstairs to the drawing-room where introductions to the rest of the company are effected. The ladies appear in shawls and crinolines while the whiskered and moustached gentlemen wear white trousers and black waistcoats and jackets. After sherry and bitters have been partaken, the signal is given to proceed to the dining room, the gentlemen escorting the ladies in strict order of precedence. In the diffusive glow from numerous oil lamps and under a gently waving punkah, the polished red-wood table is covered with a beautifully embroidered cloth with matching napkins and gleaming silver. It was customary then for guests to bring their manservants, and these, in their differing liveries, stand behind their masters' chairs contributing to a dignified and colourful scene.

A choice of soups marks the first course: then the host asks his leading lady to take wine with him, an example followed by the rest of the company. Fish comes next; "ikan mera" (red fish—not unlike salmon with butter) or a local sole, or snangan, washed down with copious draughts of wine. This is followed by an assortment of roast meat and fowl—Bengal mutton, Chinese capons and ducks, with Yorkshire hams, Java potatoes, "ladies fingers", and brinjals, the assembly drinking each other's healths meanwhile with increasing



animation as the meal progresses. Now come rice and curry with sambals (cucumber, peanuts, chutney shredded coconut and eggs), Bombay duck and camparoes. Champagne flows freely while the next course is served, consisting of macaroni pudding, custard, and the like, and the conversation waxes louder and the laughter gayer, and a touch of colour appears on the pallid cheeks of the ladies—the Victorian inhibitions are slipping. A goodly cheese, accompanied by draughts of pale ale, precedes the last course of fruits of various kinds such as mangosteen, mango, pomelo, papaya, rambutan, chiku, pineapple and banana, which is served with more wine.

After the gentlemen have rejoined the ladies in the drawing room, coffee and tea are served; the piano is opened and a duet is sung, and later on some of the young ones clear a space and dance to a tune on it. Meanwhile other guests retire to a corner to play cards, brandy and water being available *ad lib.* to assuage any possible thirst. Towards midnight the elderly not surprisingly show signs of fatigue, and the party breaks up, departing as they had come, in their carriages with syce and bearer as escort.

Singapore

Such is the vignette conjured up in my mind's eye of a bygone social occasion, complete with the formality and punctilio of the time, but nevertheless exhibiting the warmth and friendliness of fellow countrymen thrown together in an alien land. Then my memory took me back to dinner parties of my own time in Singapore in the 1930's; if the valour of the Victorian trenchermen was not so evident at the dinner table certainly the same

**Makan Siap: Food ready—
dinner is served (Malay)**

gaiety and ebullience, perhaps of a more sophisticated nature, found expression in a freer and less formal manner.

The first dinner party that I attended was at Barnes's bungalow in Scotts Road. Philip Barnes was the Freight Assistant in the Singapore Office at the time, and soon after my arrival he very kindly asked me to dinner to meet socially my other colleagues, Frank Hammond and Charles Jenkin and their wives and several other folk. I had already met Jenkin when he was in the West End Office before he went to Malta and later to Singapore. We were an exceptionally happy office.

It was an informal affair, so we men were dressed in palm beach suits and the ladies in cocktail frocks. Having partaken of the usual aperitif and "Kitchil Makan" (literally "small eats"—salted almonds, olives, etc.) the head Chinese "boy" approached Mrs. Barnes and announced "Makan siap, Mem". This was the signal for us to adjourn to the dining room where, on the highly-polished table, attractively laid out with flowers, embroidered mats, sparkling glass and table ware, and spotless napery, we found our names on a little card, and sat down. An electric fan turned at a quiet speed above our heads and tastefully shaded electric lights gave a soft illumination overall. Two silent-footed Chinese boys waited upon us. I cannot remember what we ate but most likely the menu consisted of grapefruit, or melon; "ikan kerau"—a very good local fish—roast Scotch beef from the Cold Storage with green peas and roast potatoes; trifle and custard, and various local fruits. We drank wine, but other beverages were available according to choice, rounding off the meal with coffee and liqueurs on the verandah. It was all very pleasant and friendly, and as a new boy, I was made to feel at home. In place of a duet on the piano—Mrs. Barnes was an accomplished pianist and the instrument was there—we played whist, or Newmarket or Lexicon or some such relaxing pastime. When the time came to take our leave we departed in cars along the busy, brilliantly lit Orchard Road nearby, instead of in carriages on a dark laterite road, with link boys and outriders.

Ordeal

Always something of an ordeal for a young assistant on his first tour of duty—perhaps straight from a quiet provincial town—was dinner with his "Tuan Besar" or chief, following the formal leaving of cards at the Company House. In a spacious and dignified setting, some of the old formality would be observed, and here, in conjunction with a company redolent of age and encrusted seniority, a very junior newcomer might feel understandably constrained. Whenever he received a summons to dine with his Tuan Besar a messmate of mine used to fortify himself with a couple of gins before leaving our flat, which enabled him to face with equanimity the rigours of the evening. However, for all the etiquette such occasions required, one was assured of an excellent meal served with elegance and becoming liberality. One dressed, of course, for these affairs, and in this respect I much preferred the Malayan style of white mess jacket and waistcoat and black trousers, to the black dinner jacket and white trousers (or vice versa), sported by our confreres in India.

I have only the happiest associations with "Plas

Gwyn"—The White House—in Cluny Road, Tanglin, where the P & O Agent, my Tuan Besar, lived. Mr. and Mrs. de Havilland were in residence when I first arrived in Singapore, and were succeeded about a year later by Mr. and Mrs. R. V. Harris for the remainder of my stay. To play tennis or to dine there was always a pleasant occasion. It was an older type of house, harmoniously furnished and standing in lovely well kept grounds with two tennis courts. One dined under an old-fashioned punkah—I fancy one of the few still in use in Singapore at that time—swishing softly to and fro above one's head, pulled by a kitchil (small boy) seated in a chair on the side verandah, the rope tied to his big toe. One soon knew if he tired or fell asleep, when he would be instructed, in no uncertain terms, by one of the boys to "Kreja punkah lekas" and the punkah would swirl with quickened tempo.

The complement of a delectable meal, I consider, is interesting and lively conversation; both were to be found in full measure at Plas Gwyn, evoked by gracious hospitality and congenial company. At Christmas we would all be invited there for dinner. It was at this time, every year, that Hammond and Barnes would solemnly link arms, and standing aside, drink to each other to mark the anniversary of their joint arrival in Singapore for the first time at Christmas 1920. It was quite a tradition. Barnes, who never otherwise smoked, would then light his one and only cigar of the year, a ritual which gave us much amusement.

Evacuation

Just after World War II began Mr. Harris retired and Frank Hammond, who had been Acting Agent from time to time, took over the Agency. It was from Plas Gwyn, with the Japanese closing in on Singapore, that he with Barnes, Jenkin and Stogdon, and the office staff, directed and organised under the most difficult conditions so much of the evacuation of the civilian population. Their courage and steadfastness is fittingly recorded in a Government despatch, and in "Business in Great Waters" and "These Splendid Ships". With so many others they tried to help, they died, except for Stogdon, in captivity. Those of us who shared that hospitable table had no inkling then of the grim days that were to come so soon; of the Bofors A.A. gun on those tennis courts and the long unending stream, not of carefree guests, but of distraught and anxious humanity.

In my turn I would take the part of joint host with my messmate, and found that entertaining was easy enough provided one's cook/boy was of average ability. Our boy usually put on a reasonably good meal, but how he managed to keep it hot and ready to serve as and when I called "Boy! Makan siap!" remains one of the mysteries of the Orient. Only a Chinese factotum could perform such a feat without show of temperament. Afterwards, a dance at Raffles Hotel or the Coconut Grove, or to see a film at one of the cinemas was always an acceptable proposition. Among our guests, not infrequently, were my contemporary ship-board friends when they passed through in the mail ships. Then their entertainment sometimes became a little protracted, terminating perhaps with ham and eggs at the Swimming Club in the small hours. By way of variation we would

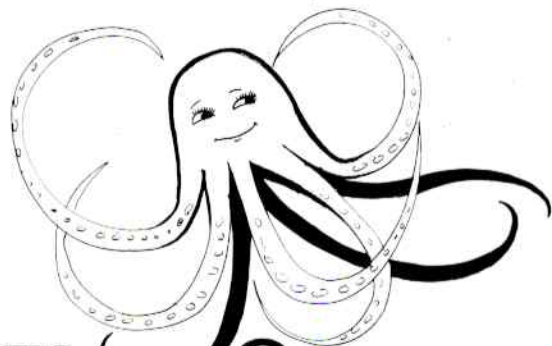
adjourn to the lower strata of the New World or The Great World, there to partner slinky, black-eyed taxidancers of specious Oriental allure; or to the sequestered quiet of the Tamagawa Gardens by the sea at Katong, for Japanese sukiyaki and a performance by the Geisha girls with their plaintive song and symbolic dance to a twanging one-string samisan.

There were Annual Dinners, too, of various associations, notably the St. George's Society Dinner and Ball, and that of the St. Andrew's Society complete with haggis and pipers and a'. The Gunners Ball likewise was an outstanding social event of those days when we of the Singapore Royal Artillery would put on mess dress and entertain our ladies and opposite numbers within the Volunteer Corps, and the services currently stationed in Singapore. It was a glittering and stirring function of bemedalled officers resplendent in uniforms of varying colour and pattern, and ladies becomingly attired in evening dress. By contrast, sometimes, the Yacht Club would put on a modest supper of sausages

and mash and beer. It was then that the beefy rowing and sailing types would come into their own with their shanties and university songs of a Rabelaisian flavour.

On occasion three or four of us would repair to the Airport at Geylang. There, beneath the big clock on the verandah we would sample fresh Sydney rock oysters, newly arrived by air, brown bread and stout while we watched the winged giants of the old Imperial Airways, K.L.M., and Qantas, as well as lesser fry, land and take off into the black star-flecked canopy of night.

The article on that far-off Victorian dinner party in old Penang gave a faint glimpse of an era now blurred by Time's eroding hand. It caught an echo in the memory of a later period not yet so invested by those beckoning ineluctable years—before the sun and colour of the tropics had given way to a colder and greyer clime. In that vernal decade the boy would call "Makan siap Tuan". Now a gentler, more familiar voice says: "Supper's ready, dear" which remarks a satisfactory transmutation distilled for me by a benign Fate.



The Octopus and I

BY H.E. MANNING

Whilst on holiday in Portugal last year I came across the Octopus in all walks of life. I swam with him in the sea at Portinho d'Arrabida (unwittingly, of course); I ate him at Carcavelos; I saw him stretched out to dry over bushes by the sea and saw him being roasted over charcoal fires at Villa Franca. I refer to the small member of the family, not to the monster beloved of schoolboy fiction writers, who is only to be found off the coasts of America, where the biggest and mostest of everything originates.

On my return home I decided to find out more about the creature, and my research was most rewarding. It seems in the first place that this creature is an animal, and whether it likes it or not, belongs to the family of Cephalopods; and what an animal! It has a head, body and one foot, all combined in one piece—hence its name. Its so-called tentacles are a kind of fringe extension to the foot. Though some members of the family bear a close resemblance to their ancestors of palaeozoic

times, the Octopus is nevertheless fitted out with some quite modern equipment. It has a kind of mantle over its body and by a process of expansion and contraction can fill up the space between them with water; the two parts are then sealed off by a sort of zip fastener to retain the water which then can be voided through a funnel under pressure propelling him to safety when danger threatens.

The ink which the Octopus ejects from a special sac when attacked is believed to be not so much a smoke screen, but a simulation of a solid body on which the attacker wastes its time while the Octopus makes his getaway. The Portuguese have other ideas about the ink. They regard it as a gift of God; a sort of pre-packed instant sauce.

In addition to producing ink under attack, the Octopus also has recourse to another of nature's tricks; it can change its colouring to blend with its environment, like the chameleon. It is true that some contrary members of the family instead of disguising themselves actually make themselves more conspicuous, but I suppose even Octopuses have their extroverts.

When the Octopus goes for a stroll on the sea-bed, he has the choice of walking on three or more legs. One can only hope that the tentacles so used are selected by instinct; all Pools fans will know the indecisions associated with selecting any three from eight.

One endearing habit of the Octopus when kept in captivity, even when its normal food is available, is to bite its nails. Unfortunately, like Venus de Milo, he doesn't know when to stop.

The tentacles are not merely an ornamental fringe as has been shown; not only are they used for walking on the sea-bed; they are fitted out with rows of suckers along their entire length which, in turn, are equipped with teeth or even hooks for grappling with their prey, and many whales have been caught bearing circular scars caused by Octopuses struggling for their lives.

I think in future I will swim only in the shallows!

FLEET LIST

(as at 15th October 1966)

	Aden 9,943 tons	Ballarat 8,792 tons	Balranald 8,513 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons
CAPTAIN	Lefevre, J. A.	McGowan, G., R.N.R.	Reed, P.C.	Thompson, W.B.	Hopkins, T.	Firth, R.N.
CHIEF OFFICER	Parson, P.H.A.	Bayliss, I.C.	Goddard, C.H.	Raven, M.J.	Coull, I.A.	Foot, A.J.
SECOND OFFICER	Corrigan, N. F.	Tinsley, A. R.	Walster, D.J.	Bennett, M. De. B.	Rodger, D.A.	Scanlan, M.J.
THIRD OFFICER	Williams, W.	Lee, G. G.	Adanson, M.N.	Evans, P.B.	Harley, P.F.	Frost, M.S.
FOURTH OFFICER	Humphreys, T.R.P.	Syrett, D.W.	Laurie, M.A.C.	Tyzack, R.D.	Douglas, W.M.	Dickins, G.T.
RADIO OFFICER	McQuillan, C.A. (Actg.)	Griggs, A.C.	Rayson-Hill, D.G.	Horsburgh, D.I.	Blyth, J.I.	Footman, D.J.
CHIEF STEWARD	Abbot, R.A.	Boxall, R.A.	Holden, R.R.	Waterman, A.J.	Curtis, C.A.	Kent, T.W.
CARPENTER	Cristie, W.R.	Quinn, J.M.			McDonald, L.J.	
BOATSWAIN	Hopkins, C.P.					
CADETS	Rankin, C.J. Curran, C.J.N. Turner, B.V.	Liddiard, P.F.J. Clowes, M.R. Bearne, S.J.V. Frost, A.I.	Tadman, J.R.P. Pike, A.N. Fowler, M.R.J. Wilson, A.R.A.	Dick, W.F. Bird, J.D.S.F. McFuller, A. Thomson, I.R.	Williams, J.R. Larcombe, B. Hearn, A. Urquart, A.S.	Poyntz, R.G.J. Baker, C.A. Seymour, J. Neilson, G.
CHIEF ENGINEER OFFICER	Case, E.J.	Paton, D.F.	Twining, D.W.	Bayliss, N.H.	Craig, A.	Harrison, A.
SECOND ENGINEER OFFICER	Shapley, R.M.	Love, B.R.	Burn, R.G.	Goodwin, C.M.	Kirton, P.A.	Gregson, J.
THIRD ENGINEER OFFICER	Baird, N.A.	Handcock, D.A.	Wilding, C.A.	Cross, K.J.	Calvert, B.D.	
JUNIOR THIRD ENGINEER OFFICER	Taylor, R.W.	Auld, J.A.	Woodford, D.S.	Radbourne, D.F.	Pool, B.R.	
FOURTH ENGINEER OFFICER	Cunningham, B.G.	Edwards, R.P.	Tatton, P.A.	Petrie, W.	Lines, J.	
ASSISTANT ENGINEER OFFICER	Rouse, T.A. Huffadine, B.W. Firmin, R.W.J. Hampson, H.R.	Wright, L.W. Sauvay, P.E. Yarker, T.	Waters, C.E. Day, D. Waters, R.K.	Cooke, D.W. Moir, D.P. Munroe, J.L.D.	Dale, P. Gwyn, C.D. Clarke, A.J.	McLennan, B.J. Field, K.J.
FIRST ELECTRICAL OFFICER	McKee, W.J.	Calvert, R.	Hewitt, H.K.	Brooks, R.	Shaw, D.E.	
SECOND ELECTRICAL OFFICER	Robinson, D.T.H.					
FIRST REFRIG. ENGINEER OFFICER	Thomas, R.H.					

	Comorin 9,236 tons	Coromandel 7,065 tons	Karmala 7,673 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons
CAPTAIN	Savage, G.J.	O'Connell, F.M.	Chester, J.M.	Kingswood, L.C. R.D. R.N.R.	Howe, G.J.	Underwood, R.F.
CHIEF OFFICER	Guthrie, D.C.	Collett, N.I.	Davies, J.N.H.	Hughes, D.T.	Chapman, J.L.	Bradley, D.
SECOND OFFICER	Short, C.R.	Cook, I.B.	Myers, A.P.	Earnshaw, D.R.	Purchase, C.	Hellyar, F.C.P.
THIRD OFFICER	Curtis, P.D.	Moore, R.M.	Habberley, J.S.	Chipperfield, B.V.	Mullins, D.E.	Messinger, N.R.
FOURTH OFFICER	Callaway, S.R.	Coles, R. St. A.	Fairgrieve, J.B.	Turner, P.M.S.	Hall, R.S.	Clark, P.S.
RADIO OFFICER	Groat, R.			Fowler, M.J.	Beck, T.A.	
JUNIOR RADIO OFFICER		Malcolm, D.E.	McKie, G.R.			Hicks, D.E.
CHIEF STEWARD	Morris, A.R.	Thomas, P.J.N.	Sweby, L.M.	Dellow, K.E.	Thompson, J.R.S.	Waters, P.E.
CARPENTER				Jones, M.	Langam, M.P.	Thorne, C.S.
CADETS	Knight, C.H.C. Byrne, K.B. Wardle, A.P. Pickford, P.W.	Pilsworth, D.J. Baker-Simson, N.R. Courtiness, A.P. Rose, M.R.		Joyce, J.L. Rees, R.H. Lawrence, B.J. Alban, S.J. Thomas, J.R. Johnstone, C.J.C. Carter, P.W.T.	Cooper, P.J. Godfrey, R.M.N. Vlasto, K.M.	Rowe, N.A.F. Robinson, A.W. Bass, R.P.
CHIEF ENGINEER OFFICER	Screech, J.D.	McLeod, J.	Ditchfield, R.R.	Southcott, H.E.	Marriott, M.	Morrow, N.S.G.
SECOND ENGINEER OFFICER	Pound, N.W.	Hamilton, G.	Robinson, P.F. (Actg.) Parle, F.J.	Lindsay, J.	Dobie, J.J.	Bowen, J.D.
THIRD ENGINEER OFFICER	Fitzgerald, P.	Bedford, T.D.		Baxter, K.G.	Wells, R.	Conway, M.
JUNIOR THIRD ENGINEER OFFICER	Green, J.				Robinson, R.D.	
FOURTH ENGINEER OFFICER	Collier, J.	Kelly, T.J.	Steven, W.F.	Hunt, A.C.	Goodman, A.J.	McFall, N.
ASSISTANT ENGINEER OFFICERS	Stowe, J.K. Mills, R.G. Hinchcliffe, M.	Wall, L. Smith, D.C. Sutcliffe, D.F. Cole, R.F.	Mills, E.H. Rees, G.L. Shea, A.D.	Marsh, P. Rostron, F.D. Tarrant, A.F.	Hand, B. Kelly, K.V. Massey, W.T.	Marshall, W.S. Somers, P.S. Sidwell, W.H. Rowland, R.
FIRST ELECTRICAL OFFICER	Lewis, D.J.	Plunkett, K.A.	Kendall, N.	Reid, J.E.	Crawley, M.T.	Burridge, R.J.S.
SECOND ELECTRICAL OFFICER			Palmer, R.K.			
FIRST REFRIG. ENGINEER OFFICER				Francey, T.	Sumner, R.R.	
SECOND REFRIG. ENG. OFFICER				Griffiths, A.F.	McQueen, G.J.	

ASSISTANT ENGINEER OFFICER	Spurling, T.J. Caulfield, M. Knight, P.J. Pennington, G.W. Moore, A. Currie, G.J.	Jefferies, B. Ferguson, K.A. Whitby, J. Ramsey, M. Williams, A. Robinson, P.R.J. Waller, S. Hodgkinson, A.S.	Smith, D.C. Hogan, A.N. Lloyd, R.T. Talbot, M.G. Yoeman, A. Grieve, D.J.	Brown, D.G. Cheyne, D.M. Rattray, B. Mellor, T.G. Little, I.G. Keys, R.S. Cooper, J.C.	Walsh, T.M. Kingsland, R.J. MacKay, M. Turner, R.J. Fitzgerald, J.A. Reeves, A.T. Barraclough, A.	Hilton, M.L. Kay, D.W. Wake, G. Dunlop, C.L. Field, K.C. Leach, P. Baker, K.	Golding, M.F. Dixon, C.T. Fox, A.P. Chaplin, D. Hilliard, R.N. Fridd, R.D. Waller, A.G.	Gentle, C.J. Baron, K. Warwick, R.S. Simpson, J.M. Marshall, J. Nicolson, B.	Onions, R.J. Harper, H.J. Sullivan, G.J. Greenbeck, M. Newison, J.W. McDermott, J.
FIRST ELECTRICAL OFFICER	Milne, G. Ripkin, R.A.	Douther, T.J.	Whiteford, A.F.M.	Smyth, J.	Davidson, A.C.	Wiles, B.	Cresswell, E.W.	Ironside, J.	Dunford, R.H.
SECOND ELECTRICAL OFFICER JR. SECOND ELECTRICAL OFFICER	Bradley, P. Roberts, W.T. Wells, B.M.	Cheetham, J. Vowles, B.R.	Holdstock, W.	Dawson, M.K.	Beck, M.J.	Matthews, B.	Roberts, E.	Allan, I.J.	Stevens, C.G.
ASSISTANT ELECTRICAL OFFICER	Ryderch, P. Barlow, A.W. Leah, J.P.	Jamison, A.C. Mansbridge, N.H. Jenkins, R. Smith, I.M. Ellaby, C. Sweetman, J.	Bugg, P.F. Berridge, R. Turley, J. Mills, K.	Wilson, J. Loosens, G.J. Struthers, A.	King, M.D. Heslop, D. Everden, J.E. Hartley, R.D.	Waters, A.F. Wanless, J. Shawcross, J.H. Bennett, F.G.P.	Berryman, C.P. Fazey, A.J. O'Connor, J. David, R.	Bowes, D. Stephens, G.D.C. Challoner, W.K. Marr, K.	Jackson, R.M. Edwards, A.S. Dumoulin, C.J. Davenport, I.J.
VENTILATION OFFICER		Steadman, H.			Donkin, W.	Doig, P.R.			
FIRST REFRIG. ENG. OFFICER JR. FIRST REFRIG. ENG. OFFICER SECOND REFRIG. ENG. OFFICER JR. SECOND REFRIG. ENG. OFFICER	Reveler, B. Green, T.M. Mackintosh, W.D. Littlewood, T.J.	Lock, G.A.	Bullock, F.S. Baxter, M.J. Long, D.W. Flaherty, K. Muse, R.	McGuffie, E. Nights, L. Tanner, D.J. Forbes, A.	Rust, W.A.	Green, J.V.	Taylor, F. Reynolds, J.M.	Harrison, M. Thomas, M.E. Firth, B. James, P.M.	Cloughton, C.W. Santi, G. Stuart, W.P.
THIRD REFRIG. ENG. OFFICER JR. THIRD REFRIG. ENG. OFFICER	Hawes, B.R. Stewart, A.G.	Ellis, P.	Price, D.T. Wise, C.T.	Steddy, M.	McCormack, R.G. Clark, R.S.	Askew, D. Lyne, G.J.	Morgan, R.W. Johnstone, D.T. Pope, R.B.J.	Kerr, A. Hewison, A.	Thirlwell, D.C.
FOURTH REFRIG. ENG. OFFICER FIFTH REFRIG. ENG. OFFICER		Gurnett, K.S. Harrison, D.							
BOILERMAKER	Turner, P.L.	Battison, J.	Crouch, R.W.	Bennett, G.L.	Stringer, D.L.	Childs, J.A.W.		Burgess, L.W.	Lloyd, D.P.
WINCHMAN			Cahill, T.E. Wiseman, P.	Mutter, F.W. Solley, D.					
PURSER TOURIST PURSER DEPUTY PURSER SENIOR ASSISTANT PURSER	Pinches, E.W.H. Ewan, W.A.J. Simpson, J.C. Hurst, T.I.	French, E.L. McGregor, P.A. Hodgeman, G.P.	Pateman, F.P.	Warren, L.S.	Arkieson, A.P.	Brown, R.S.	Miles, P.H.	Pullinger, D.A.M.	Buy, J.H.
ASSISTANT PURSER	Sutcliffe, M.H. Batt, P. Nicholls, R.K. Tilby, P.W.J.	Poyntz, J.M. Long, S.R. Pike, W.L. Symons, C.R.	Foskett, C.R. Rutter, R.W.	Flint, K.J. Buckley, C.G.M. Meyrick, J.J. Brittain, P.W.	Hawkesworth, A.P.M. Webb, P.E. Bonham, J.S.W. Bennett, P.	Brett, R.M. Norris, A.A. Jones, I.R. Hustwit, J.J. Henchoz, I.D.	Pearce, D.S.		Adams, A.W. Warmington, D.F. Dawes, M.
JUNIOR ASSISTANT PURSER PURSER CADETS	MacDonald-Bell, A.R.	Morris, J.E.T. Gardener, P.P.	Hemsley, W.A.M.	Ritchie, J.	Cardnell, E.J. Clements, S.J.	Herman, R.M.	Heap, G.L. Miller, I.K. Miller, D.G.	Jorden, C.J.C. Bull, K.R. Earp, M.K. Hill, R.J. Salmon, S.J. Parish, S.V.W.	Hawker, M.J.J. Ashworth, V.
WOMAN SR. ASST. PURSER WOMAN ASSISTANT PURSER	Cufley, G.M. Rogier, P.T.	Mitchell, P.M. Twine, E.A.C. Dirks, J.C.	Whitmore, A.R. Archibald, P.M.	Hall, E.A. Van der Linden, J.	Helps, G.M. Forbes, M.M. Joordens, I. McClintock, P.F.	Powell, M. Raikes, M.A. Knook, M. Traies, S.M.	Reinsma, C. Brown, J.M.		Price, M.
WOMAN JR. ASST. PURSER	Maconochie, M.T. Allen, A. Burchell, J.S. De Krieger, T.	Hill, J.A. Warner, D.L. Tingay, A.A. Emery, B.P. Courve, A.M.A.	Wiersma, H.A.J.	West, V.C. Haynes, S.A.			Ascott, L.J. Breeschoten, A.P.	Gaus, R.N. Sonneveld, H.A.	Gray, D.R. Broekman, P.J.A.
ENTERTAINMENT OFFICER <i>First Class</i> ENTERTAINMENT OFFICER <i>Tourist Cl.</i>	Fisher, L.W.B. Thiele, I.N.	Bessant, J.M. Sheen, C.E.	Dawson, V.E. Isaacson, J.W.	Ross, A. Batterbee, J.I.	Ainsley, J. Munroe, G.J.G.	Sharp, D.R. Brayne-Nicholls, N.L.	De-Lyle-Turner, C.	Burdekin, J.C.	Moore, T.G. Fair, D.H.
HOSTESS <i>First Class</i> HOSTESS <i>Tourist Class</i>	Dillon, N.A. Roberts, S.E.	Hird, P.A. Kessler, B.A.	Walters, D.A. Ashton, P.	Christie, E. Worton, J.	Crone, E. Webb, S.F.	Jewell, S.E. Burton, E.D.E.	Walsh, C.R. Reading, E.A.	Young, P.S. Smith, H.	Towell, D. Mason, V.A.
CHILDREN'S HOSTESS <i>First Class</i> CHILDREN'S HOSTESS <i>Tourist Class</i>	Hill, M.E. Davis, F.	Chandler, J.E. Barringer, H.L.	Thomas, L. Davies, C.M.	North, D.M. Sharpe, M.M.	Nolan, M.C. Craig, P.M.	King, M. Graham, E.A.	Reeve, L. Barrett, D.I.L.	Faulkner, P. Palmer, F.V.S.	Robinson, E.J.
CHIEF STEWARD <i>First Class</i> CHIEF STEWARD <i>Tourist Class</i> CHEF	Edney, S.E. Brown, L.C. Baker, W.C.	Dyer, W.A. Rendle, G.M. Ruddock, G.L.	Maley, T.G.	Davies, D.B.	Chappell, E.W.A.	Martin, J.F.	Ockleford, R.A.	Picking, A.	Goffin, N.H. Glavin, D.P.
			Cox, J.	Rogers, D.J.	Manzi, L.	Kinsella, S.	Grundy, W.	Cornwell, H.	

FLEET LIST

(As at 15th October 1966)

Cathay

13,790 tons

CAPTAIN	Cutler, R.J.H.	Nowell, R.B., R.D. R.N.R. (Ret.)
CHIEF OFFICER	Harris, G.E.	Houghton, J.F.T.
SECOND OFFICER	Swetnam, D.M.	Miller, D.B.
JUNIOR SECOND OFFICER	Spread, R.J.	Wilkin, R.H.N.
THIRD OFFICER	Chinery, C.G.	Church, V.R.
CADETS	Lampe, N.H. Blencowe, E.A. Culthup, J.A.	Montgomery, D.P. James, R.A. Durrell, H.E.P.
FIRST RADIO OFFICER	Hargreaves, W.	Jameson, C.
SECOND RADIO OFFICER	Twomey, T.P.	Graham, P.
SURGEON	Hollinrake, J.B.	Shackel, G.G.
NURSING SISTER	Pickersgill, J.	Ross, A.M.
CARPENTER	Brockbank, J.	Pike, J.F.
PLUMBER	Burman, L.S.	Bulley, A.V.
BOATSWAIN	Newby, E.	MacKay, J.

Chitral

13,790 tons

CAPTAIN	Cutler, R.J.H.	Nowell, R.B., R.D. R.N.R. (Ret.)
CHIEF OFFICER	Harris, G.E.	Houghton, J.F.T.
SECOND OFFICER	Swetnam, D.M.	Miller, D.B.
JUNIOR SECOND OFFICER	Spread, R.J.	Wilkin, R.H.N.
THIRD OFFICER	Chinery, C.G.	Church, V.R.
CADETS	Lampe, N.H. Blencowe, E.A. Culthup, J.A.	Montgomery, D.P. James, R.A. Durrell, H.E.P.
FIRST RADIO OFFICER	Hargreaves, W.	Jameson, C.
SECOND RADIO OFFICER	Twomey, T.P.	Graham, P.
SURGEON	Hollinrake, J.B.	Shackel, G.G.
NURSING SISTER	Pickersgill, J.	Ross, A.M.
CARPENTER	Brockbank, J.	Pike, J.F.
PLUMBER	Burman, L.S.	Bulley, A.V.
BOATSWAIN	Newby, E.	MacKay, J.
CHIEF ENGINEER OFFICER	Thompson, T.W.	Sadler, J.
SECOND ENGINEER OFFICER	Bannister, A.	Middleton, D.J.
JR. SECOND ENGINEER OFFICER	Summers, C.	Page, D.W.
THIRD ENGINEER OFFICER	Martine, D.H.	Brogden, M.L.
JR. THIRD ENGINEER OFFICER	Self, C.J.	Gulpin, J.R.
FOURTH ENGINEER OFFICER	Postlethwaite, B.	Norris, P.J.
ASSISTANT ENGINEER OFFICERS	McGlashan, A.S. Selwood, J.A. Chiperfield, P.D.	Davis, C.C. Taylor, K.W. Heslop, J.D.
FIRST ELECT. OFFICER	McLaren, A.G.	Caughy, W.G.
SECOND ELECT. OFFICER	Corrall, L.J.	Peacock, D.C.
FIRST REFRIG. ENG. OFFICER	Fricker, D.A.	Long, P.J.
SECOND REFRIG. ENG. OFFICER	Bradley, S.J.	Santi, M.G.
PURSER	Mayhew, H.W.	Hale, A.G.
SR. ASSISTANT PURSER	Holtom, C.D.R.	Belsher, A.S.
CHILDREN'S HOSTESSES	Duckworth, M.G.	Ainslay, D.J.
CHIEF STEWARD	Ladow, L.K.	Standing, R.W.
CHEF	Rogers, G.H.	Shubert, H.W.

(as at 15th October 1966)

CAPTAIN	Cooke, C.B.
CHIEF OFFICER	Robinson, G.B.
SECOND OFFICER	Carter, M.J.
THIRD OFFICER	Andrews, R.G.
FOURTH OFFICER	Clarke, W.J.C.
RADIO OFFICER	Hall, C.J.
JUNIOR RADIO OFFICER	McAllister, W.J.
CHIEF STEWARD	Ivey, C.W.
CARPENTER	Woodard, L.J. Gaughey, G.F.H. Vaughan, B. Binnington, R.J.
CADETS	Ogden, R.P. Kwok Thong, M. Fennelaw, R.D. Acland, I.A.D.
CHIEF ENGINEER OFFICER	Clark, A.D.
SECOND ENGINEER OFFICER	Nash, I. Biggs, R.
THIRD ENGINEER OFFICER	McDonald, A.R.D.
JUNIOR THIRD ENGINEER OFFICER	
FOURTH ENGINEER OFFICER	
JUNIOR FOURTH ENGINEER OFFICER	Frazer, D.N.
ASSISTANT ENGINEER OFFICERS	Ramsey, D.P. Maisey, P.D. Nicol, S. Ryder, H.W.
FIRST ELECTRICAL OFFICER	Stubblings, C.P.

Salsette

8,202 tons

CAPTAIN	Cooke, C.B.
CHIEF OFFICER	Robinson, G.B.
SECOND OFFICER	Carter, M.J.
THIRD OFFICER	Andrews, R.G.
FOURTH OFFICER	Clarke, W.J.C.
RADIO OFFICER	Hall, C.J.
JUNIOR RADIO OFFICER	McAllister, W.J.
CHIEF STEWARD	Ivey, C.W.
CARPENTER	Woodard, L.J. Gaughey, G.F.H. Vaughan, B. Binnington, R.J.
CADETS	Ogden, R.P. Kwok Thong, M. Fennelaw, R.D. Acland, I.A.D.

Somali

9,080 tons

CAPTAIN	Mordaunt, B.S.C.
CHIEF OFFICER	Pearce, R.J.S.
SECOND OFFICER	Hartwell, F.A.C.P.
THIRD OFFICER	Swann, J.F.
FOURTH OFFICER	Lockyer, P.
RADIO OFFICER	Day, D.F.
JUNIOR RADIO OFFICER	Tracey, J.T.
CHIEF STEWARD	Sanderson, W.E.
CARPENTER	Woodard, L.J. Gaughey, G.F.H. Vaughan, B. Binnington, R.J.
CADETS	Ogden, R.P. Kwok Thong, M. Fennelaw, R.D. Acland, I.A.D.

Soudan

9,060 tons

CAPTAIN	Vickers, W.B. R.D. R.N.R.
CHIEF OFFICER	Bradford, M.V.N.
SECOND OFFICER	Ferguson, P.T.
THIRD OFFICER	Welch, J.W.
FOURTH OFFICER	Smith, R.M.
RADIO OFFICER	Price, M.R.
JUNIOR RADIO OFFICER	Gourley, P.
CHIEF STEWARD	
CARPENTER	Woodard, L.J. Gaughey, G.F.H. Vaughan, B. Binnington, R.J.
CADETS	Reeves, J.E. Burgoine, M.S. Coombe, G.P.D. Seow Hood Teck, L.

Sunda

9,235 tons

CAPTAIN	Bullock-Webster, R.
CHIEF OFFICER	Ellingham, R.
SECOND OFFICER	Pocock, R.W.L.
THIRD OFFICER	Farrar, D.A.
FOURTH OFFICER	Fatchen, M.J.
RADIO OFFICER	Kerslake, D.G.T.
JUNIOR RADIO OFFICER	Browne, K.C.V.
CHIEF STEWARD	Cramp, B.C.
CARPENTER	Woodard, L.J. Gaughey, G.F.H. Vaughan, B. Binnington, R.J.
CADETS	Fox, C.M. Amy, J.I. Gilmour, I.F. Jarvis, A.R.

Surat

8,925 tons

CAPTAIN	Barrett, G.C.
CHIEF OFFICER	Merrick, A.E.
SECOND OFFICER	Meredith, J.E.W.
THIRD OFFICER	Griffiths, A.F.
FOURTH OFFICER	Burton, G.A.
RADIO OFFICER	Pitt, D.J.
JUNIOR RADIO OFFICER	Hodgskin, W.J.
CHIEF STEWARD	Burgess, J.A.
CARPENTER	Woodard, L.J. Gaughey, G.F.H. Vaughan, B. Binnington, R.J.
CADETS	Reed, J.M. Strudwick, K.R. Craig, B.W. Stevens, J.G.M.

P & O RADIO OFFICERS IN TRIDENT TANKERS:

Busiris, Trehane, B. G.; *Darby*, Ruscoe, A. C. (Actg.); *Ellenga*, Sloan, J. F.; *Ellora*, Westwood, J. W.; *Erne*, Cowling, D. J. (Actg.); *Garonne*, Plant, T.; *Kent*, Turpie, T. L.; *Malwa*, Moffat, D. S. (Actg.); *Mantua*, Ferguson, G. J. (Actg.); *Opawa*, Hall, A. J. (Actg.); *Orama*, Clark, T. R. (Actg.); *Orama*, Mennie, G. W. A. (Jr.); *Orissa*, Pocklington, R.; *Ottawa*, Gurman, C. R. (Actg.); *Queda*, Raven, T. L. (Actg.); *Quiloa*, Thorne, R. J.; *Talamaba*, Stone, T. S. (Jr.)

Letters to the editor

THOSE WERE THE DAYS—

112 Queens Road
Tankerton
Whitstable
Kent

Dear Sir,

The reference on page 31 and photograph of the *Cuzco* in the last issue reminds me of my early days with the Orient Line.

I started with the Orient Line in 1900 and got my first week's pay on my 13th birthday. After 3 years with the brass-finisher and in the Engine Department, I started serving my time, being the first Apprentice Plumber of the O.S.N.C.

The first ship I worked on was *Ophir* and was there when she was being fitted out for the Royal Tour of the Duke and Duchess of York to Australia. I remember the broad blue band being painted on *Ophir's* white hull, as a mark of mourning for Queen Victoria, who died before *Ophir* left Tilbury Dock.

Returning home after nearly four years' service in the first Great War, I was honoured to be appointed by Mr. W. J. Philip, to be the first Foreman Plumber of the Company.

What a great change from *Cuzco*, *Orient*, *Ophir* and the other old ships to *Oriana*! One wonders how they got to Australia and back, but they did though often minus booby hatches, top-masts, etc., when they docked at Tilbury.

Yours faithfully,
John A. Heath
(Pensioner)

"A.O." NOT ABOUT US?—

Beaufort House
London E1

Dear Sir,

I wonder how many people feel that the title "About Ourselves" gives a false impression of the bulk of this magazine's contents?

About Ourselves seems to be "About Company Matters", most of which are not of any great interest to the majority of readers and are usually circulated by P.R.O. (as Press Releases) anyway.

I feel that more in the magazine should be not only about ourselves but by ourselves. General company news then being used to fill up with.

Yours faithfully,
K. S. Giles,
(Printing & Stationery Dept.)

Readers' VIEWS—

How do you feel about the balance of material in *About Ourselves*? If only one change could be made in the magazine, what would you suggest? The best and most original suggestions will be printed in the Summer, 1967, issue. All suggestions to be received by 31st March, 1967.—Ed.

THANK YOU—

169 Brampton Road
Bexleyheath
Kent

Dear Sir,

I would like to thank all those friends afloat and ashore who contributed to the handsome retirement gift, presented to me by Captain D'Aeth in the form of a cheque for £94, when I visited the King George V Dock Office recently.

I hope to use the gift to enlarge on coloured photography, when I am settled down in our new home near the sea.

Yours faithfully,
Ian H. Anderson
(Captain, ret. 11th January 1966)

DEMONSTRATION MARRD—

4 Lloyd's Avenue
London EC3

Sir,

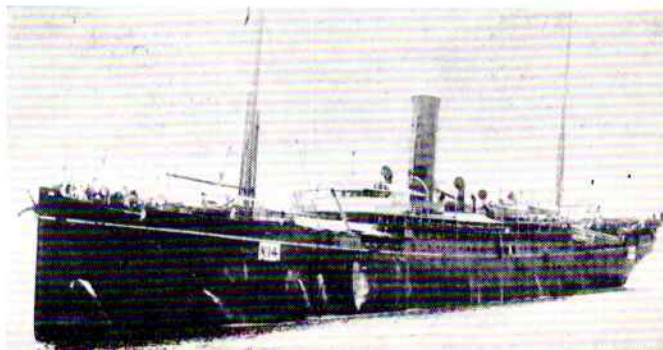
Many years ago, I was travelling in a P & O ship and met a retired Chief Steward who was taking a holiday. We got talking, and he told me the following story about the *Palawan* (built in 1895; 4,686 tons gross), of which he was Chief Steward.

The weather was very hot and he told the Captain that stowed away in the sail locker was a canvas swimming pool which had been rigged in the after well-deck during the South African War. He asked permission to re-rig it. The Captain readily agreed, and said he would open the pool by giving an exhibition of life saving.

When all was ready, the Captain began by saying that on the cry "Man overboard", the first thing to do was to throw out a life buoy, and thereupon ordered a steward to throw one into the pool. It was so overloaded with coats of paint, that it promptly sank as did several more. This rather marred the demonstration. That night the "pool" burst and flooded out a number of cabins.

Yours faithfully,
W. M. L. Escombe
(Director, Escombe, McGrath & Co. Ltd.)

S.S. *Palawan* 4,686 tons



Colour Prejudice

"ABOUT OURSELVES" PHOTOGRAPHIC COMPETITION 1966

Once again Mr. Gerry Stream, U.P.I.'s European Commercial Division Manager, agreed to perform the duties of judge. And once again he has written an explanation of what he looks for and why he chose the pictures that he did. We are most grateful to him.

Total entries and number of competitors were up on last year, although there was a disappointing drop in the black and white section. Perhaps this is because many say it takes more skill to take a good black and white picture than a good colour one, or perhaps it is because black and white photographers are shy, imagining that their snap-shots have no chance against the special-effect studio shots of the 'experts'. We had hoped last year's winner would have dispelled this illusion, but if not we refer any doubters remaining to Mr. Stream's comment about 'quickness of eye and mind'.

Comparing entries with last year (1965 figures in brackets), 25 (21) competitors entered a total of 84 (79) pictures. Of these 70 (51) were in colour and 14 (28) in black and white.

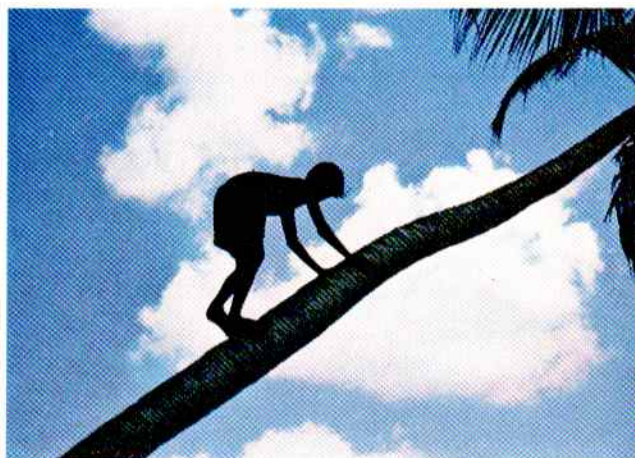
After the adjudication Mr. Stream wrote the following for *About Ourselves* :-

"Well, P & O - Orient Lines have asked me back again to judge their Photographic Competition. (I wonder if I do it again next year whether I get a Lonsdale Belt outright or a free trip in a lifeboat!) But I must say I feel doubly honoured to be asked again, and like to think that I did all right last year and nobody complained too much as the result.

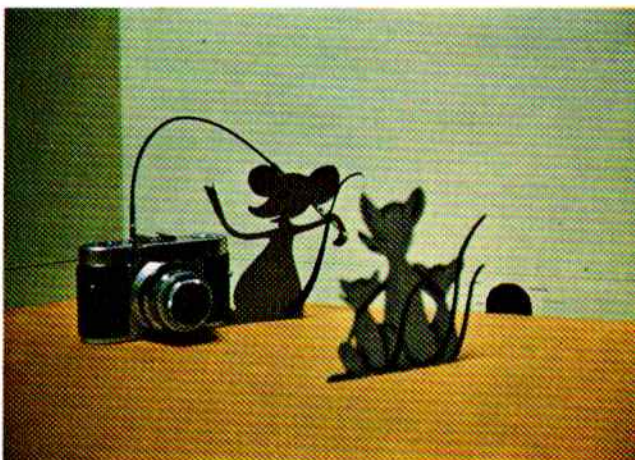
"Photography is a great hobby and something which you never stop learning. Despite being office-bound all the week, I'm out whenever I can with my camera and thoroughly enjoy taking my own pictures as a change from looking at everybody else's, and find it helps me be appreciative (or critical) of other people's pictures, realising time, effort and the amount of creativeness and thought that goes into each photo.

"Sometimes pure luck puts you into the position to get the right picture, but again it takes quickness of eye and mind to record it in your camera. At other times, it takes a lot of ground work and preparation to produce the picture you want. Once photography was regarded as a means of keeping a record of an event, but more and more people have come to realise that photography is as much an art as any other.

The colour entry this year was very large and difficult to judge. The quality was excellent generally with some very unusual pictures, from motor cycle racing to still life. I managed to reduce the finalists to about a dozen, and of those, any could have won, but I decided on "A Fruit & Nut Case" by Miss R. E. Spurrel of *Himalaya*, an excellent quality picture and a good idea with an apt title as well. Second was "Say Cheese" by Miss G. E. Hewitt of Brisbane office, a well thought out



"A Fruit and Nut Case"



"Say Cheese"



"Morning Mist on Bow Fell"

picture and she even remembered the mousehole. Third is "Morning Mist on Bow Fell" by D. Whitaker, of West End, an excellent landscape.

Extra Prize

In view of the large entry in the colour section, the organisers generously allowed me to select a fourth prizewinner which is "Bum Boat in Port Said" by M.S. Frost of *Salsette*—nicely patterned colours, and though shipboard people see this every time they pass through Port Said, very few think to photograph it. Three other colour pictures I highly commend are "The Hopefuls" by Miss G. E. Hewitt again; "Pino on Ibiza" by D. W. J. Pedder of West End, and "Beauty on the Beach" by L. J. Dimmock of West End.

I must say that the entry in the Black and White section was very disappointing. Not the pictures that were entered of course, but the lack of them. It would be a great shame if everybody drifted across to colour only. There is such tremendous scope with black and white photography, and you have to make the pictures mean much more without the aid of colours, which is part of the creative art and the fun. This comes to the fore with D. Whitaker's "Snowdonian Winter", a beautifully formed and excellent picture, which is this year's winner. Second is "On the Street, Where you Live" by I. R. Schwarze of *Orcades*, a picture well caught and looking better in black and white than it would in colour. Third is "Witchwood" by J. D. Goss of Brisbane, Australia, a nicely thought out picture and very imposing. I also highly commend the "Continental" still life by J. D. Goss again for an excellent quality picture.

"Well there it is, a truly good entry in the colour section and I'm sorry only a few can win. Next year why not try the black and white section as well as the colour and increase your chances, and to those in the B & W entry who didn't win, stay with it and try again, it's good fun anyway."



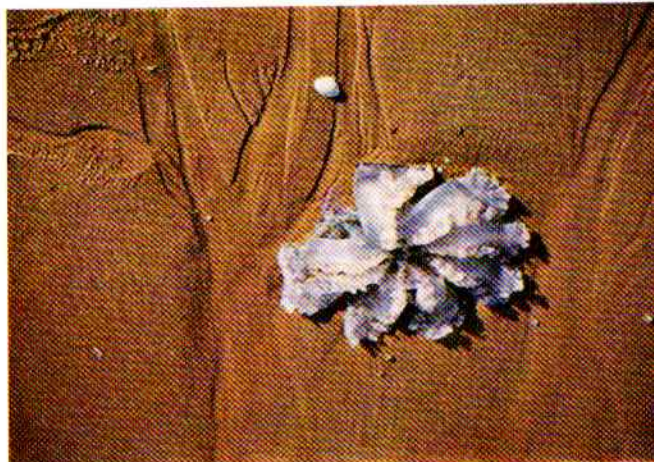
"Pino on Ibiza" (This is reproduced in black and white instead of colour because of technical problems.)



"Bum Boat in Port Said"



"The Hopefuls"



"Beauty on the Beach"



"Snowdonian Winter"



"Continental"



"Witchwood"



"On the Street Where You Live"

The full list of prizewinners is as follows:—

COLOUR

First Prize (£15) "A Fruit and Nut Case" by Miss R. E. Spurrell, Nursing Sister, *Himalaya*.

Second Prize (£10) "Say Cheese" by Miss G. E. Hewitt, Brisbane Office.

Third Prize (£5) "Morning Mist on Bow Fell" by D. Whitaker, Passage Department, West End.

Fourth Prize (£3) "Bum Boat in Port Said" by M.S. Frost, 4th Officer, *Salsette*.

Commended—"The Hopefuls" by Miss G. E. Hewitt, Brisbane Office.

Commended—"Beauty on the Beach" by L. J. Dimmock, Cruising, West End.

Commended—"Pino on Ibiza" by D. W. J. Pedder, Cruising, West End.

BLACK AND WHITE

First Prize (£15) "Snowdonian Winter" by D. Whitaker, Passage Department, West End.

Second Prize (£10) "On the Street Where you Live" by I. R. Schwarze, Pastrycook, *Orcades*.

Third Prize (£5) "Witchwood" by J. D. Goss, Passenger Department, Brisbane Office.

Commended—"Continental" by J. D. Goss, Passenger Department, Brisbane Office.

FROM THE DEPARTMENTS

ACCOUNTS

Mr. W. C. Carr was appointed Head of Accounts Department of Anglo Overseas Transport Co. Ltd. on 1st September, 1966.

Consequent upon his departure the following appointments have been made in Accounts Department with effect from 1st September:—

Mr. R. E. Harriss to Freight Section Leader (vice Carr),
Mr. E. J. Drummond to Agency Section Leader (vice Harriss).

CORRESPONDENCE

On Mr. D. J. R. Knight's transfer to the Secretary's Office Mr. L. Smith has been appointed Acting Deputy Head of Correspondence Department.

FAR EASTERN LINE

Mr. L. G. Lewis, Far Eastern Line Manager, has been seconded to the Far Eastern Freight Conference to take up a senior position with the conference secretariat in London with effect from 1st October. He is succeeded by Mr. H. J. Hammond, formerly of Freight Claims Department.

Mr. G. A. Engledew succeeds Mr. Hammond as Claims Manager.

OFFICERS

Promotions

We congratulate:—

Chief Officer G. K. Harrison on his promotion to Captain;

Chief Engineer Gilbert Foggin on his promotion to Engineer Commodore;

Second Engineer R. Ditchfield on his promotion to Chief Engineer.

Engineer Commodore
G. Foggin



Certificates

We also congratulate the following officers on their success in their recent Board of Trade Examinations:—

MASTER'S — Second Officers D. A. Rodger, W. W. Newson;

FIRST MATE'S — Third Officers D. A. Adams, F. H. Feasey, C. T. Godderidge, R. M. Moore, G. A. Stokoe, O. D. H. Williamson and C. S. Woodward

And the following engineer officers on gaining certificates of competency:

FIRST CLASS STEAM CERTIFICATE — Second Engineers K. J. Cross, T. K. Norledge, R. M. Shapley and Third Engineers D. Clifford and W. M. Johnstone.

STEAM ENDORSEMENT TO FIRST CLASS MOTOR CERTIFICATE — Second Engineer J. T. B. Chard

SECOND CLASS STEAM CERTIFICATE — Third Officer F. Jensen, Fourth Officers A. B. Tait, C. A. Wilding

Trainee Chief Steward

Our congratulations also to Second Steward I. L. Walker who recently obtained his Ships Cook Ticket after attending a six-week course. Mr. Walker is one of our trainee Chief Stewards and he is the first one to have taken the course.

Appointments

I. B. Cook, Fuel Section, Marine Department returned to sea on 5th August 1966, when he joined *Coromandel* as Second Officer.

C. M. R. Lloyd, Third Officer, *ex-Salsette* has been attached to Fuel Section, Marine Department, since 28th June 1966.

G. A. Stokoe, Third Officer, has been attached to H.M.S. *Worcester* since 27th July 1966.

REPAIRS AND STORES, PLAISTOW

Changes have become necessary with the Repairs and Stores Section, Plaistow, due to our being required to vacate certain stores and workrooms within the docks area at Tilbury. The Section's formation was announced in our November, 1965, issue.

Arrangements have been made to lease factory premises at Grays to accommodate the laboratory, linen room, deck, engine and pursers' stores and the stewards' training school.

The following changes in administration have therefore been effected:

- 1) The linen room staff who were formerly employed by Duncan Wallet have been transferred to P & O staff.
- 2) The deck, engine and pursers' stores will be transferred to the new central store in the premises at Grays.
- 3) Mr. E. Fish, who has recently transferred from the staff of Duncan Wallet to P & O, will be the storekeeper.

The new premises are known as Globe Works, Whitehall Lane, Grays. They and the various functions referred to above, except the stewards' training school which remains Superintendent Purser's responsibility, will be administered by Mr. J. G. Hill, the Maintenance Cost Accountant, who in turn will report to Mr. G. J. Tuke.

STATISTICS

The Statistics Department was formed in August from staff previously in Passenger Rates & Conference, Passenger Co-ordinators and the Economist/Statistician's Section. Head of Statistics Department is Mr. P. H. Hall, who also retains the title of Economist/Statistician.

Deputy Head of Statistics is Mr. R. D. Attenborough, who is being assisted, as a temporary measure, by Mr. L. J. Hastings — assistant to the Passenger Co-ordinator. Other members of the Department are Messrs. Margerson, Mantell, Eagles and Row, Miss Nash, Miss Rolph, Mrs. Lunn (formerly Miss Wooldridge), Miss Jewers and Miss Bartholomew.

The main functions of the new department at present are the provision of passenger statistics for Management, for the Co-ordinator (Mr. I. K. King) and the West End Passenger Department, and assistance with fares for Passenger Rates & Conference (Mr. J. H. G. McGregor). Later, statistical work other than passenger will be taken on; Mr. Hall is available to give advice on statistical matters to any department which keeps its own statistics at present.

Mr. Hall will report to Mr. Parry on matters relating to the administration of the department but to Mr. Thwaites to determine priorities when other work is taken on.

AGENCY SALES

P. C. Cooper returned from his round world tour at the end of July and started to look for a new house in the Manchester area to which he will be transferring as our Area Sales Representative as soon as he had established a base. House hunting is difficult, but house selling is even more difficult, and it may be some little time before he leaves London for the North. Just to add to the domestic bliss, Mrs. Cooper was expecting their first addition to the family in October.

Paul Strickland has now moved to the Midlands as our Area Sales Representative for that part of the country, and is living at Stourport on Severn. After the usual house hunting and house selling trials and tribulations, the Strickland family are now happily settled in their new house.

Ron Beedle, Area Sales Representative for the South East of England has not moved his house, but like Colin Cooper and Paul Strickland, he will in future be working from his home.

Richard Esdale, the Area Sales Representative for the West End of London and Ireland, and Bob Judge, Area Sales Representative for the City of London and Scotland, both remain based in the London area.

Sales Training

All five representatives, plus Dusty Miller, Assistant Agency Sales Manager, and Len Stuckey, Agency Sales Manager, recently underwent a week's concentrated

Sales Training Course in London managed by our consultants, Osmond Turner Ltd. They were joined by Bob Stanford of the Freight Department and Nigel Mermagen, who will shortly be calling on Agents in Germany.

SECRETARY'S OFFICE

Mr. D. J. R. Knight, formerly Deputy Head of Correspondence Department, has been appointed assistant to the Secretary in place of Mr. R. Schofield, who has resigned from the Company.

ENGINEERS

In view of the fact that the designations (O) and (P & O) are no longer applicable, Mr. H. Knight and Mr. A. Donnelly are now both known as Superintendent Engineer. Similarly Engineers Department (P & O) and Engineers Department (O) are unified in one Engineers Department.

COMPUTER PROJECTS AND SYSTEMS

Mr. D. H. Pickles has been appointed Chief Systems Analyst. He will be responsible to Captain J. F. Wachter for all systems work in the computer project.

MEDICAL

Dr. B. M. Meeson, M.B., B.Ch., has been appointed Deputy Medical Superintendent in succession to Dr. J. T. Wybourn who has retired. Dr. Meeson joined the Company in 1962 as Ship's Surgeon, his last ship being *Oronsay*.

PASSENGER DEPARTMENT

West End Changes and the Computer

Delivery of the I.B.M. 360 Computer is expected in March, 1967, for installation on the 5th floor of the West Wing of Beaufort House. It is anticipated that the transfer of a large part of the Passenger Department work from manual processes to the computer will start in July, 1967, and continue progressively until the Line Services functions are completely transferred by the Spring of 1968. This programme is, of course, subject to amendment in the light of progress.

It has long been apparent that in order to make the best use of the computer, considerable changes would be required in the present Passenger Department organisation which is designed to deal with manual operations.

A deep study of our organisational requirements has:—

1. Confirmed that we can obtain increased control of the berthing function which is crucial to improving revenue potential.
2. Shown that this can be achieved by merging our reservations and berthing sections into three berthing groups.
3. Shown that the formation of the berthing groups cannot effectively be achieved within the space limitations of the buildings in Cockspur Street.

For this last reason, and also because of the advantage to be gained by the users being in the same building as the computer itself, a large part of the Passenger Department and the Accounts Department, West End, will move to Beaufort House. Accommodation is being prepared on the 5th and 3rd floors on the East Wing.

The Booking Hall, Cruising Section, Cruise Ticket Issuing Section of Accounts Department, Cashier, some typing staff and the Shore Excursions Section will stay in the West End. The remainder will transfer to Beaufort House. In order to allow good time for the new organisation to settle down before the start of computer operations, it is planned that the move should be in February 1967.

Personnel Moves

In order that the necessary thought and co-ordination should be given to the plans for implementing the reorganisation and move of the Passenger Department, Mr. E. W. Vowles has been relieved of his present appointment as Passenger Sales Manager, to devote himself primarily to steering the preparations for the new organisation. Mr. P. R. Wise has been appointed Passenger Sales Manager in his place.

Mr. Vowles will take up his appointment as Deputy General Passenger Manager when the new organisation comes into being.

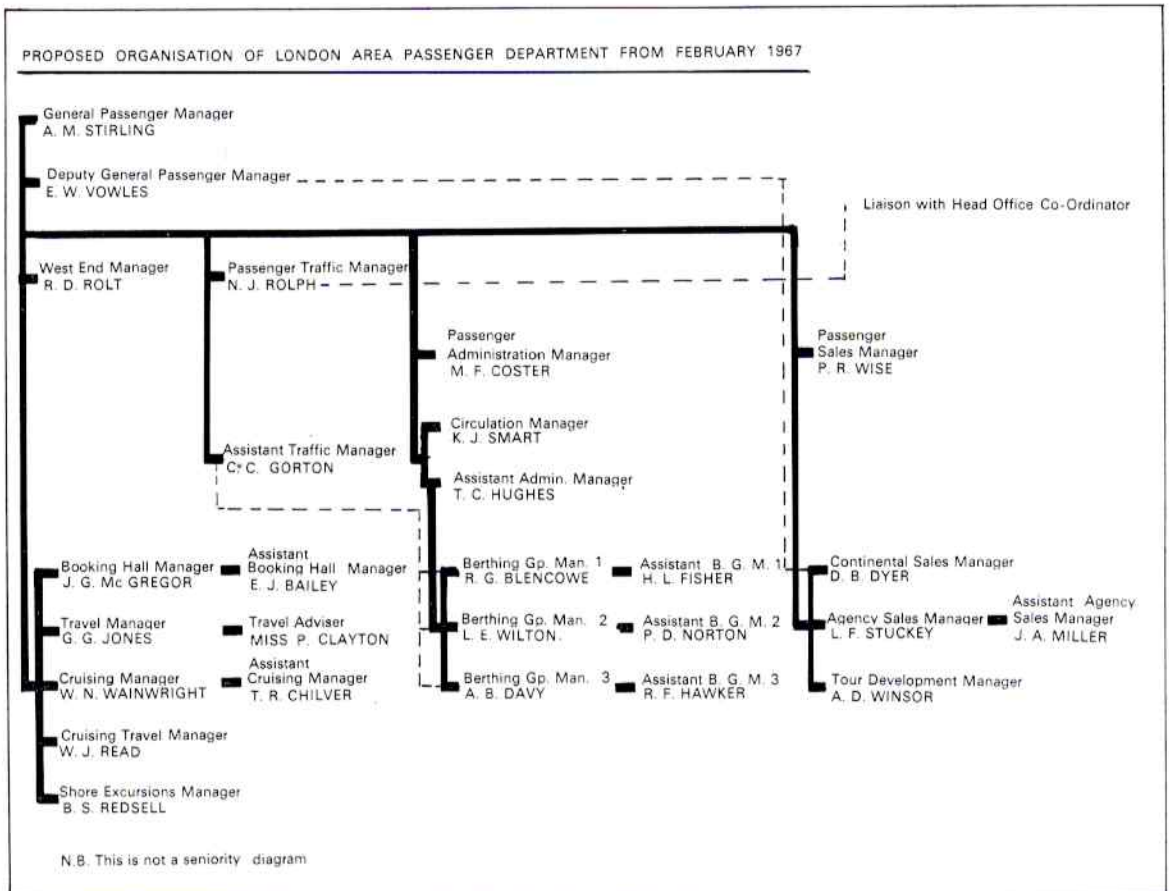
In the meantime, within the existing organisation, Mr. R. D. Rolt continues to act for Mr. Stirling in the latter's absence.

Cruising

At a later stage — probably early summer 1968 — the cruising operation will also be transferred to the computer. By that time, Cruising Section will have moved to Beaufort House and its function will be fully integrated with the berthing groups whose number will be increased to four, each group handling both Line services and cruise sailings. It follows that the staff in the Cruise Ticket Issuing Section of Accounts Department will also transfer by that time, and Shore Excursions Section will come to Beaufort House.

The programme for the gradual transfer of the present functions of the D.P.U. into the Computer project is still being studied, and the date for any move of D.P.U. staff has not yet been decided.

A new organisation chart for the Passenger Department (below) gives the names of those who will hold the principal appointments. The new appointments take effect from the date when the new organisation starts working in Beaufort House, unless previously announced. In the meantime, the Passenger Department organisation continues as at present.



Mr. Halliday and Mr. Kato prepare to press the buttons to start automatic welding of the final sections of the keel (foreground). Mr. Cheshire, Senior Lloyds Surveyor, looks on.



From Abroad

JAPAN—Keel Laying Ceremonies

The first of Trident Tankers' 72,000-ton bulk carriers had its official keel laying on 30th April at the Tamano shipyards of Mitsui Shipbuilding & Engineering Company Ltd. Preceded by the customary Shinto rites, the final stage of the keel laying was started jointly by Mr. W. Halliday, Trident's senior building superintendent, and Mr. K. Kato, the Yard Manager and a Director of Mitsui.

On arrival each guest was given instructions to "wash your hands before entering under the tent. 'Shinto' priest will pray for purification of our body and soul, Owner, Builder, Classification, Customs, etc., with white paper and salt, for safe building of the vessel."

When everything was purified, prayers said and offerings of the sacred tree made to the God, the group moved over for the keel laying itself. Mr. J. T. Brown, Mackinnon's Japan Senior, was invited by Mr. Halliday to have his initials welded on the keel together with those of Mr. Kato. Then, lastly, the final two sections of the keel were automatically welded together on Mr. Halliday and Mr. Kato simultaneously pushing buttons on the control panel.

The vessel, to be named *Eridge*, was finally launched on 1st November.



Mr. Fred Loveridge (left) and Commodore J. L. Dunkley (right) swap tales at a party hosted by Mr. Anthony Ross, General Manager of the Mandarin Hotel.

HONG KONG—Old Acquaintance

When *Canberra* made her maiden call at Hong Kong a few months ago, some of the old hands on board were surprised to see an old friend again, Fred Loveridge, who used to be P & O Shore Bosun at Hong Kong. He is now P.R.O. for the Mandarin Hotel at Kai Tak Airport.

SAN FRANCISCO—Around the World

Joanne Novello sailed from San Francisco in early March aboard *Orsova* to escort a group of "Westward Ho!" Run Away to Sea Adventure passengers on a round-world voyage.

Before Joanne left the *Orsova* nearly five months later, the ship presented her with a certificate which read: "Joanne Novello, first member of P & O—Orient Lines San Francisco staff to travel around the world in a company vessel—*Orsova*—March 3rd-July 24th, 1966." The certificate was signed by Captain Ayles and members of his staff and crew.



Brian Redsdell (second from right), Shore Excursion Manager, and Kordt Trygve with five of the guides at Alesund.

NORWAY—First Call

A group of attractive young ladies in national costume were waiting to greet *Chusan* when she called at Alesund, Norway, during her Scandinavian cruise on 9th August. She was the first P & O ship to call at the port.

Also at the quayside was Mr. Kordt Trygve, P & O Bergen Agent, who watched passengers sort themselves out into their respective buses for the shore excursions, where the young ladies acted as guides.

SAN FRANCISCO—Family Connections

Mr. James M. Stafford, who is well known to the Captains and Officers of ships calling at San Francisco,

has long family connections with the P & O. His great-grandfather, Captain Nicholas Skottowe, was one of the old generation of P & O Captains over a century ago.

Mr. Stafford, Stevedore Superintendent with Matson Terminals, Inc., is the man on the quay on arrival who spots the vessels for berthing and who supervises labour working them.

His great-grandfather joined the P & O in 1847 after training for the Merchant Service in the Conway Training Ship at Anglesey. Captain Skottowe's first post was as Third Officer aboard the s.s. *Pottinger*, the largest iron steamer built on the Thames. He then served in various of the Company's vessels, including the *Lady M. Wood*, *Achilles* and *Singapore*.

He became Chief Officer of the *Himalaya* in 1854. The *Himalaya* was the largest and most powerful ship in the world at that time. She was 3,500 tons, 700 h.p. and capable of doing 16½ knots with full sail.

Two years later Captain Skottowe was promoted Captain and given his first command, *Azof*. From then until his retirement in 1872 he held various commands, the last of which, *Rangoon*, unfortunately went aground at Point de Galle on 1st November, 1871. Her passengers were rescued, but she became a total loss. The subsequent inquiry completely exonerated the Captain, however.

Captain Skottowe retired the following year and emigrated to America. He was killed in an accident in Astoria, Oregon, in 1890.

In keeping with his seafaring heritage, Mr. Stafford sailed for 22 years as a ship's Officer. Prior to coming ashore in 1963 he was Chief Officer of the s.s. *Mariposa* of the Matson Navigation Company.



Alice Buckley, (right) who organised the exhibition, presents the grand award to Suzanne Lamb, standing beside her winning collage

ADEN—When shall we three meet again? Canberra, delayed by the seamen's strike, arrived outwards at Aden early in July when Chusan homewards was already there. Also there to record the event was B.I. Chief Officer A. B. Davis in *Nowshera*, outward bound. A little later *Chitral* arrived too.



Mr. J. M. Stafford, with a picture of Canberra berthing at Pier 32 behind him.



BOMBAY—Mr. W. Kerr, General Manager (second from left), was one of a delegation of foreign shipowners who went to India for the recent Indian National Maritime Board negotiations. He is seen here on arrival at Santacruz Airport, Bombay, with (left to right) Capt. J. Paterson (B. & C.), H. F. Spanton (B.I.), D. T. Young (Sec., London Committee Asian Seamen), and W. G. Marsden (Asst. Sec., London Committee Asian Seamen).

SAN FRANCISCO—Artists

The Fourth P & O Annual Art Exhibition, displayed in the lobby at 155 Post Street during July, was a pleasing and interesting diversion for the Post Street staff and for passers-by, many of whom came in to study the entries.

Contributions from Alice Buckley, Janet Brown, Jo Anne Harrington, Troy Garrison, Suzanne Lamb, Frank Perrin, Bob Sileo in San Francisco and David Lungley, of Los Angeles staff, made up the 21-piece exhibition.

The three judges were Henri Lenoir, a local art collector, Kenneth Alexander, Sunday Art Editor of the *Examiner-Chronicle* newspaper, and Allen Schwartz, art enthusiast and travel writer. They awarded the grand prize to Suzanne Lamb, of accounting department, for her rice paper collage on chipboard, painted with watercolour.

Suzanne also took first prize for her abstract watercolour. Second prize went to Public Relations Director Troy Garrison for his black and white close-up of a Junipero Serra statue near Monterey Bay. Frank Perrin's oil of three little Mexican girls was awarded third prize.





The Sir Winston Churchill on sail trials

Schooner's Maiden Voyage

BY J. R. WILSON, *Third Officer, ORNSAY*

"I must go down to the seas again, to the lonely sea and the sky,

And all I ask is a tall ship and a star to steer her by"

This famous poem became a reality again for Britain's youth with the completion and maiden voyage of the Sail Training Association's Topsail Schooner *Sir Winston Churchill*. Approximately six hundred lads will have an adventure cruise each year on this mighty vessel, named after our late Elder Statesman.

After the naming ceremony in Hull, the power trials and final fitting out week, the *Sir Winston Churchill* left the Humber for her sail trials on the 21st March. For Sail Training Association members who first envisaged such a day four years ago, this was a day to remember. After initial public enthusiasm, interest had seemed to wane, but with the able assistance of the Press and the hard work of the regional committee members, enough money was raised to enable the Association to firmly place the order for Britain's own Sail Training Schooner. With the assistance of experts from every field, problems were slowly overcome and the schooner took shape.

But S.T.A. members could not afford to sit back. The cost of the schooner was £125,000, but a great deal more money was required to run her. Britain rallied to the cause and gifts in kind and money were forthcoming from every walk of life.

So it was that as the schooner neared completion, I joined her small crew to assist with the final fitting out and also act as Navigator on the sea trials and maiden voyage. Hard work under the keen eye and whip hand of Captain Griffiths was the order of the day; but none of his five-man crew minded as we saw the beautiful vessel slowly take shape. People came from far and near to gaze and marvel at her as she neared completion. And once again thanks to a very complete Press and television coverage, gifts continued to pour in. Without these gifts and interest in general *Sir Winston Churchill* could never have been.

After the naming ceremony, we had one hectic week to complete fitting out, and then on the 19th March, 1965, delivery was taken from the builders and the life of the new schooner began. With the arrival next morning of our first 36-man crew the schooner really came alive.

They had come from every walk of life . . . from the few who were hoping to enter either the Royal or Merchant Navies, like Sam Bartosik who, prior to sailing had given up part of his school holidays to help with the fitting out, to the schoolboys and apprentice fitters, engineers and draughtsmen, to name just a few. Probably the proudest lad aboard was Joe Dayes, the apprentice melter from the shipyard of Dunstons who had built the ship. Joe it was who had melted most of the metal that months previously had gone to form the tall ship's keel.

At 0630 next morning, with most of the lads wondering what they had let themselves in for, we slowly edged our way out of the dock and into the Humber on our way under our auxiliary engines towards the North Sea and our sail trials. We were accompanied on these first two days by experts from every aspect of her designing, and also by two tugs loaded to the gunwhales by Press and T.V. During these first two days all sails were tried and also every known manoeuvre. Everyone on board was amazed at the lack of difficulties we experienced, and the smiles on the crew's faces got larger and larger, as the days wore on.

Our crew of 36 lads, the majority of whom had never seen a sailing ship before, surprised us all with their eagerness. At the end of three days they were all able to carry out an order without the slightest hesitation. Quite an accomplishment when you realise the maze of knitting that had to be sorted out. Approximately 200 different ropes all with different jobs.

After two days of comparatively light winds, Wednesday brought us a force 5/6 and as first the small triangular raffle sail and then the two Squaresails were set the schooner "girded up her loins" and we were soon serenely sailing towards Norway at a speed in excess of 11 knots. Unfortunately we were scheduled for a day in dock for minor adjustments, and it was a hard beat back to the Humber entrance.

This did not deter our crew at all and at the slightest lull in work out would come the cameras to record for their friends the antics they themselves were up to. Even in the roughest weather, when several were feeling under the weather, small groups could always be found

happily singing the latest pop tunes.

There were rather mixed feelings on board as we finally left the Humber. It had been home for up to six months, but as we set sail southwards a feeling of accomplishment swept over the crew. By the time we reached Dover, our very first port of call, Captain Griffiths had put the schooner through all her paces, and at every turn expressed himself satisfied. Much to our surprise, as this was not a publicised visit, our arrival was witnessed by dozens of people on the foreshore and perhaps for the first time we all realised how much interest had been generated in the public.

After an evening ashore we sailed out of Dover harbour under full sail much to the appreciation of spectators on the shore. We were now heading for what was to be the schooner's finest hour. After beating down channel against a SW'ly wind we approached the Eastern Solent. Here it was that the Royal Navy welcomed us to Pompey for the first time with signals from one of H.M. Frigates. En route to the Solent we had exchanged signals with a very surprised *Coromandel*, who I feel found it hard to believe that their ex-4/O had forsaken the comforts of P & O!!

The last night of the maiden voyage was spent at anchor off Cowes, and although it was an 0530 start next morning most of the crew were ashore with their stories. Saturday dawned misty but with promise of some sun later. What was perhaps most gratifying for us was that the wind was in the right direction and we would be able to enter Portsmouth under full sail.

So it was that we weighed anchor and with everyone busily engaged in polishing and tidying up, proceeded towards the harbour entrance. We had been afforded the honour of using *Britannia's* berth, and with the C.-in-C. waiting on the quay to greet us we were all ready for an awe inspiring occasion. Our Admiralty Pilot had great difficulty in catching us up to board, and as we approached the heads the sun came out, and were escorted by almost every small craft afloat, including the Queen's Harbour Master, and also by *Rona* from the Trust by that name. It was her crew's three hearty cheers that brought lumps to many throats.

Past a packed foreshore and through the Heads we sailed, immediately to be met by the strains of music from the first of three bands. It was then that the Isle of Wight Ferry started the whistle chorus and one hundred rockets soared above us from *H.M.S. Vernon*. When abreast of our berth all sails were lowered and under the expert guidance of Captain Griffiths we slowly edged our way into our berth. It was the Chief Officer's cry of "line ashore" that was the signal for our dressing lines to be hoisted, and we had arrived.

So it was that the C.-in-C. Portsmouth welcomed *Sir Winston Churchill* to his port with probably the proudest crew who will ever grace her decks. They had joined her a raw set of young men, and they arrived in Portsmouth proud to show their paces in front of the large crowds who were there to greet them. They then left us with sadness and much reminiscing, but we did not have much time to reflect on this as we had a new crew joining the following morning.

Our arrival day in Portsmouth was brought to a close by a reception in the Guildhall given in our honour by the Lord Mayor. A fitting tribute to a great 'lady'.



Reefing the mizzen.

Personal News



Mr. Robin Margereson and his wife Brenda sign the register during their wedding at Eltham Congregational Church.



Mr. and Mrs. Kenneth Ceasar before driving off from their wedding at Wanstead Parish Church. Mrs. Ceasar is the former Carol Russell.



Ex-Engineer Commodore Mabey with the silver salver and canteen set presented him on his 60th birthday by the Officers and Leading Hands in Corfu.

Mr. A. R. MARGERESON, Statistics, on his marriage to Miss Brenda Bettles at Eltham, 3 Sep 66.

MISS C. A. RUSSELL, Berthing, W/E, on her marriage to Mr. K. J. Ceasar at Wanstead, 18 June 66.

BIRTHS

We congratulate:—

Mr. GUY CUNNINGHAM, Head Office Messenger, and his wife May, on the birth of a son, John Patterson, 24 Oct 66, brother to Peter, Christine and Terence.

Mr. A. R. MURRISON, Asst. Superintendent Engineer, K.G.V. Dock, and his wife Josephine, on the birth of a daughter, Sally Elizabeth, sister for Robert and Mark, 9 May 66.

Mr. C. J. UPJOHN, Second Officer, and his wife Jean, on the birth of a daughter, Sally Louise, 21 June 66.

Mr. A. D. WINSOR, Tour Development Manager, and his wife Valerie on the birth of a daughter, Carol Tracey, 14 Sep 66.

ENGAGEMENTS

We congratulate:—

MISS GAY ANGUS, Stationery & Printing, on her engagement to Mr. Stephen Emerson of Leigh-on-Sea, Essex, 27 Aug 66.

MISS M. A. BARNARD, ex-W.A.P., *Himalaya*, one of the first batch of multilingual Dutch W.A.P.s, on her engagement to Mr. Bruce Duke of Sydney, N.S.W.

Mr. G. T. DICKINS, 4/0, *Cannore* and MISS C. V. THOMS, Sea Staff Service (ex-W.A.P., *Chusan*) on their engagement, 15 Sep 66.

Mr. A. N. HOGAN, Asst. Engineer, *Arcadia*, and MISS ANN RANKIN, Cruising, on their engagement, 3 June 66.

Mr. T. I. HURST, S.A.P., *Canberra*, on his engagement to Miss P. A. Chapman of Stapleford, Cambs.

Mr. T. J. KELLY, 4/E/0, *Coromande*, on his engagement to Miss W. Orth of Bolton, Lancs.

Mr. I. R. JONES, S.A.P., *Oronsay*, and MISS M.E.H. HOLMES, W.A.P., on their engagement, 1 Oct 66.

MISS C. A. WATSON, Cash Dept., W/E on her engagement to Mr. B. T. K. Stedman of Teddington, Middx., 25 July 66.

ANNIVERSARIES

We congratulate:—

Mr. J. BRODIE-MILLS, ex-Freight Dept., and his wife Dorothy on having celebrated their Golden Anniversary on 15th September, 1966.

Mr. C. R. MABEY, ex-Engineer Commodore, on celebrating his 80th birthday 15th Dec 66. Mr. Mabey joined the Company 16 Feb 10, his first ship being *Persia*. He was promoted Chief Engineer to H.M.S. *Corfu* in January, 1940, and Engineer Commodore 6 Sep 46 while still in *Corfu* by that time handed back to the P & O. Ret. 29 Jan 47.

HONOURS

We congratulate:—

Mr. J. S. GORDON, lately of Passenger Dept. on being selected to swim for England in the 1966 Commonwealth Games and on reaching the Final of the 440 yds. Individual Medley.

MARRIAGES

We congratulate:—

Mr. M. L. BROUGHTON, Radio Officer, and MISS JEAN ALLOW, ex-1st Class Ladies' Hairdresser, *Canberra*, on their marriage at Coulsdon, Surrey, 22 Oct 66.

MISS M. E. L. BURGESS, ex-Stewardess, *Oronsay*, on her marriage to Sq-Ldr. C. H. Norris, R.A.F. (Ret.) at Reedham, Norfolk, 22 Oct 66.

MISS G. M. GRIMLEY, Cruising, on her marriage to Mr. J. L. Cumberland at Burgess Hill, Sussex, 2 July 66.

MISS JACQUELINE HOADLEY, Berthing, W/E, on her marriage to Mr. J. D. R. Robbins of the New Zealand Shipping Company, at Epsom, Surrey, 16 July 66.

21st BIRTHDAYS

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

Mr. R. Donovan, Passenger Dept., 14 July 66;
Mr. K. L. Mackenzie, Passenger Dept 1 June 66;
Miss J. V. Palmer, Pay Dept., 2 Aug 66;
Mr. J. S. Perry, Accounts, W/E., 3 July 66.
Miss G. E. Pilbeam, Passenger Dept., 20 June 66;
Miss S. A. Wiggins, D.P.U., 26 July 66.

EXAMINATIONS PASSED

We congratulate:—

Mr. L. A. BELGER, Freight Sales, on passing the Institute of Transport Associate Membership exam;
Mr. F. W. BUTT, Passenger Dept., on passing Part 1 of the Final of the Institute of Travel Agents examination;
MESSRS. S. R. HOWELL (Pensions), A. R. MARGERESON (Statistics), T. W. SHAW (Passenger) and B. J. SWANN-TAYLOR (Passenger) on passing their second and final year in Shipping at the City of London College;
Mr. M. J. MANTELL, Statistics, on passing Part 1 of the Institute of Statisticians exam;
Mr. R. H. BREWER, Chartering, on passing the Institute of Chartered Shipbrokers Associateship examination.

MISCELLANEOUS

Mr. VINCENT C. WILLIAMS, ex-Chief Steward, and now Manager of The Richmond Club, Northumberland House, Richmond, Surrey, extends a cordial invitation to any Officer to become a member. The Club can offer sleeping accommodation and it may prove convenient to some. Subscription rate for serving Officers is £2. 2. 0d per annum.
Mr. A. R. MARGERESON, Statistics Dept., completed a 50 mile walk from Orpington to Hastings on 8th-9th July in aid of South London charities. Several friends and colleagues had agreed to give him a penny for each mile walked. He collected £10 — plus a few blisters.

CONWAY-WORCESTER-PANGBOURNE

Association of Hong Kong is holding its next Annual Dinner on Thursday, 19th October, 1967. All former Cadets of the three establishments will be welcome. Details from Hon. Secretary, C-W-P Association of HK, P.O. Box No. 70, Hong Kong. The Association also holds regular informal gatherings in the Stag Bar of the Hong Kong Cricket Club on the Third Thursday of every month (not May or October).
FOUND in waiting alcove to Officers' Department, Beaufort House: one Leidorf Wetzler Lordox Camera in leather case.

RETIREMENTS

BARNES, G. F., Greaser, born 10 May 00, joined Orient Coy. 11 Nov 27, ships include *Ormonde*, *Orion*, *Orsova*, ret. 12 Sep 66.
BATES, J. E., Barman, born 9 Apr 06, joined Orient Coy. 15 July 20 in Tilbury Dock Office, transfer to sea 1 May 25, ships include *Empire*, *Orwell*, *Otranto*, *Orsova*, ret. 17 Aug 66.
BATY, F., Far Eastern Line, born 29 Dec 06, joined P & O Branch Service Sep 26, connected with freight ever since, ret. 30 Sep 66.
DOYLE, L., Barman, born 1905, joined Orient Co. 1928, ships include *Ormonde*, *Orion*, *Iberia*, ret. 23 Apr 66.
LANE, W. H. QM, born 11 May 06, joined Coy. 5 Nov 24, ships include *Oronsay*, *Mooltan*, *Arcadia*, ret. 25 Feb 66.
LAWRENCE, P.G., R.D., R.N.R. (ret.), Captain, born 29 Jan 07, joined Coy. 11 July 27 after Cadetship with P & O Branch Line, ships include *Morea*, *Rawalpindi*, *Himalaya*, ret. (ill health) 31 Aug 66.
LINGHAM, C.E., Chief Steward, born 6 July 06, joined Coy. 1 June 34, as A/S ships include *Ranchi*, *Stratheden*, *Cathay*, promoted Chief Steward 5 Dec 51, ret. 3 Sep 66.
NORMAN, Miss M., Electronics, born June 09, joined Coy. 8 June 36 in Publicity Department, on editorial of *Blue Peter* and *Trident*, transfer to Electronics 1954, ret. 14 Oct 66.
NORRIS, E.A., W/E Accounts, born 2 Aug 01, joined Coy. Aug 1916, in Freight Dept., Royal Docks, transferred to W/E Accounts 1962, ret. 31 July 66.



Mr. and Mrs. Broughton after their wedding at St. Aidan's, Coulsdon. Although Canberra, their old ship, was at sea, several P & O friends were still able to attend, including 2/O A. H. Falkner, Mrs. P. Graham, ex-Nursing Sister, and Miss C. A. Gothard, ex-Children's Hostess

PEMBLE, H. V., Shore Bosun, born 17 June 02, joined Coy. (sea staff) 23 Feb 25, appointed Asst. Gunner, Hong Kong, Apr 39, captured Dec 41, transferred to Shore as Storekeeper, Tilbury 5 Dec 55, Shore Bosun 5 Jan 61, ret. 31 Oct 66.
RASPISON, E., Security Patrolman, Tilbury, born 2 Sep 96, joined Orient Coy. as Steward, 14 Sep 11, ships include *Otway*, *Orford*, transfer to stewards' shore staff 1932, promoted Leading Hand and seconded Marine Dept. (Tilbury), ret. 16 Sep 66.
SMITH, W.G., W/E Accounts, born 6 Feb 01, joined Coy. Oct 21, ships include *Corfu*, *Stratheden*, *Arcadia*, transfer to shore 8 Oct 56 to Lunch-oon Room Staff, to Accounts 23 Sep 63, ret. 6 Feb 66.
WELLS L., Deckman, born 29 June 01, joined Orient Coy. 1931, ships include *Ormonde*, *Orcades*, ret. 1 July 66.
WILLS, J. H., Second Steward, born 2 Aug 13, joined Coy. 24 Jan 50, ships include *Strathnaver*, *Arcadia*, *Iberia*, ret. 30 Apr 66.
WOOLDRIDGE, V. E., Pay Det., born Oct 01, joined Coy. 1917 in Marine Dept., transferred to sea as Writer 1919, transferred to shore (Freight Dept.) after absence through ill health 1933, stationery 1942, Pursers 1945, Pursers Cash (Pay) 1946, ret. 11 Oct 66. Father with Coy. 1903-41, nephew D. J. Wooldridge joined 1961, also in Pay Dept.

WYBOURN, Dr. J.T., Dep. Med. Supt., born 12 May 01, joined Orient Coy. 1 July 49, as ship's doctor, ships include *Ormonde*, *Orion*, *Orsova*, transfer to shore 1961 on appointment as Dep. Med. Supt., ret. 31 Aug 66.

DEATHS

AYRTON, Miss F.M., Secretary, born 19 Oct 81, joined Anderson Green shore staff, ret. 1936, died 27 July 66.

BIRON, Cecil, Hong Kong Agency, born 1874, ret. June 1923, died 6 Sep 66.

DAVIES, F.H., K.G.V. Cargo Dept., born 31 Aug 90, joined Coy. Aug 1914 on Sea Staff, finishing as Bosun, transfer to Marine KGV July 1927 as Launchman, transfer to Freight Dept., Mar 34, ret. Mar 56, died 30 July 66. Leaves brother.

GAUNT, Miss P.A., Hostess, born 4 Feb 38, joined Coy. 9 Apr 62 as

W.J.A.P., ships include *Oronsay*, *Orsova*, *Canberra*, promoted Hostess 19 Aug 63. Died in accident 3 June 66 when car reversed into sea alongside *Canberra* at Southampton. Leaves mother, Lady Gaunt.

HALL, C.A., Nightwatchman, born 25 Dec 97, joined Orient Coy. Dec 1919, ships include *Otranto*, *Orion*, *Orontes*, ret. Apr 62, died 18 Oct 66. Leaves widow.

HAND, C.H., ex-Second Officer, born 1899, joined Coy. 25 Apr 19, ships include *Devanha*, *Naldera*, *Maloja*, resigned 15 Jan 33 to settle in Tasmania. Had successful career as fruit farmer, becoming Minister of Tourism and Forestry. Died 1966.

HEALY, C.L., Pursers Dept., ex-Purser, born 10 Aug 03, joined Coy. 25 Nov 32, ships include *Moldavia*, *Carthage*, *Ranchi*, transfer to shore 1 Apr 53, ret. (ill health) 30 Apr 66, died 28 Aug 66. Leaves brother.

TAYLOR, S.D., Shore Steward, born 21 Mar 97, joined Coy. 3 Dec 26, ships include *Moldavia*, *Mooltan*,

Strathnaver, transfer to shore 1 June 44, ret. 30 Apr 60, died 22 June 66.

THORNE, G.G., Captain, born 13 June 84, joined Orient Coy 21 June 10, ships include *Orviato*, old *Orsova*, *Orontes*, transfer to shore as Assistant to Marine Supt., 1 June 42, ret. 31 Dec 56, died 10 Aug 66. Leaves widow.

VAUGHAN, A.B., Chief Officer, born 21 Dec 80, joined Coy. 9 Feb 04, ships include *Egypt*, *Persia*, *Nagoya*, ret. (ill health) 11 Apr 26, died 20 July 66. Leaves widow.

WATTS, T.B., Naval Architects Dept., born 5 Apr 96, joined Coy. Apr 23, as Draughtsman, Naval & Eng. Dpt., seconded Min. of Shipping, 24 Aug 40-12 Feb 46, ret. 31 Mar 59, died 17 Oct 66. Leaves son.

WHITEHEAD, G.B., Chief Officer, *Oronsay*, born 13 Mar 28, joined Orient Coy. 1 July 54, ships include *Orion*, *Chusan*, *Oriana*, lost overboard 30 Aug 66, while inspecting gangway before arrival Mytilene. Leaves widow and four children.

APPRECIATIONS

FRANK BATY

Frank Baty retired at the end of September after having completed 40 years service with the Company. He joined the P & O Branch Service in September 1926 and has been associated with the Freight Departments throughout his career.

Devoted to the Scout Movement he was an ardent camper in the proper sense of the word and later, joining the Territorials, saw active service in Anti-Aircraft Batteries at Narvik and then at Gibraltar in the early part of the Second World War. His military service continued with the Royal Engineers (Movements) when he transferred and took up a commission.

During his commercial career his long association with freight work and the ships led him to make a speciality of the intricacies of Customs procedures. It is fair to say that in London shipping circles he was regarded as an expert in this field and on many occasions has been able to assist many colleagues in the shipping world with their problems involving a wide range of subjects at the Customs.

CAPTAIN R. J. BRITTAIN

Because of ill health Captain R. J. Brittain, 58, retired in March. His last command was the 28,000 ton *Orcades*.

After training at HMS *Worcester* and 13 years with the Clan Line, he joined the Orient Line in March, 1937.

During the war, Captain Brittain saw plenty of action particularly during the evacuation of British troops from St. Nazaire in 1940. As Chief Officer of *Oronsay*, he embarked about 6,000 troops plus 1,000 survivors from

the *Lancastria* in five hours — under constant air attack. The ship's only defence was a 4" AA gun. *Oronsay*, under the late Captain W. A. Nicholls, calmly waited until all were on board. She then sailed, arriving at Plymouth — still without escort — the following day. The fore-peak and shell-plating of No. 1 hatch were studded with shrapnel and splinter holes, "looking not unlike a pepper pot," comments Captain Brittain.

On the merger of the P & O and Orient Line fleets in 1960, he was promoted Captain. His first command was *Orion*. Other ships he has commanded are *Oronsay*, *Orsova* and *Orcades*.

Born January 12th, 1908, Captain Brittain married Miss Elizabeth Biggs, September 14th, 1965. He and his wife now live at Folkestone, Kent.

C. A. HOLMAN

Alan Holman retired from the position of Head of Passenger Services Rates & Conference Section on 3rd March, 1966.

He joined P & O as Assistant Purser 1928 and served in *Ranchi*, *Viceroy of India*, and *Naldera* until promoted Acting Purser in *Morea*, September 1930, in which rank he never sailed due to breakdown in health.

He was out of the Company recovering from his illness until May 1932 when he entered the Passage Department, West End.

Mr. Holman served in R.N.A.S. in the First World War when somewhat under age, flew in France for eight weeks in 1918, spent a similar time in hospital, and ended War on Coastal Patrol in Airships. He received a permanent commission in the newly formed RAF, resigned it and went to sea in B.I.S.N. Co. in 1920 prior to joining P & O.

In the Second War he served in the R.N.R. from January 1940 to May 1947, holding the rank of Commander (S) when demobilised.

CAPTAIN P. G. LAWRENCE, R.D., R.N.R. (Ret.)

Captain P. G. Lawrence retired because of ill health on 1st September, 1966, after 39 years with the P & O. He had commanded *Himalaya*, one of the most popular ships on the Australian run, for over three years until bad health forced him ashore in November, 1965.

After his basic training at H.M.S. *Conway*, Peter George Lawrence served his apprenticeship with the P & O Branch Line. He then joined the P & O in July, 1927, as Fourth Officer, *Morea*.

In 1939 he was called up for active R.N.R. service and spent the war in cruisers, apart from a year lecturing at Greenwich College. He was one of the survivors of the *Rawalpindi*, a former P & O liner converted into an armed merchant cruiser, sunk in the famous battle with the German cruisers *Scharnhorst* and *Gneisenau*. He finished the war with the rank of Commander.

He returned to the P & O in 1946 as Second Officer, *Corfu*. He was promoted Chief Officer in 1948 and Captain in 1953. He received his first command, *Patonga*, in 1956. Subsequent commands included *Surat*, *Bendigo* and *Stratheden*.

Captain Lawrence, 59, is married and lives at Barnes.

E. A. NORRIS

Ted Norris's long record of service in the Company (50 years) is even more interesting in that his father and his grandfather served for over 40 years in the Freight Department at the Docks. For a few years at the end of World War I all three were in this department together.

His family connections with the Company do not rest there. His brother served at sea with P & O and B. I. for about 30 years, reaching the rank of Chief Steward; and both Mr. Norris's sons have service with the Company as sea-going officers in the Purser's Department.

Mr. Norris, or Ted as he was known to his many friends in the office, served for most of his time at the docks, but between 1942 and 1945 he saw war service mostly with Movement Control in London, Glasgow, Cardiff and Germany. In 1945 he resumed his career at the Freight Department at the Royal Docks until 1962 when, as a result of substantial freight reorganisation, he transferred to a senior clerical position in the West End Accounts Department.

DR. J. T. WYBOURN

Dr. Wybourn qualified as M.B. in 1923, B.S. (Lond.) 1926 and D.P.H. 1932. After training at St. Mary's Hospital he was House Physician and Casualty Officer there.

He continued Hospital practice and Industrial Medicine until 1939 when he joined the R.A.M.C. and went as a Medical Officer to Norway, taking part in the Narvik campaign. Later he was posted to Burma and India and became Director of Hygiene of the 14th Army (with the rank of Lieutenant-Colonel) under General Slim.

In 1945 he was decorated with the Territorial Decoration.

He joined the Orient Line in 1949 and served in *Ormonde*, *Otranto*, *Orion*, *Oronsay* and *Orsova*.

In 1961 he was appointed Deputy Medical Superintendent in Head Office.

OBITUARIES

C. L. HEALY

It was a great shock to hear of the sudden death of Mr. C. L. Healy, Section Leader (Accounts), Purser's Department, so soon after his retirement for health reasons at the end of April.

He joined the sea staff of P & O in November, 1932, was Purser's Clerk of *Mongolia* in 1935, Assistant Purser of *Strathaird* from March 1938 until the outbreak of War in September 1939.

He held a Royal Naval Reserve commission throughout the War as Lieutenant (S) and Lieutenant-Commander (S), first serving in an Armed Merchant Cruiser and subsequently as Accountant Officer in Assault Ships (Combined Operations) and Minelayer and Parent Ship, Escort and Assault Aircraft Carrier.

After the War he returned to P & O service and was Deputy Purser of *Carthage* from March 1949 and Purser of *Ranchi* May 1951. He transferred to shore staff in January 1953, joining the Accounts Section of the Purser's Department.

As Section Leader (Accounts), Mr. Healy was responsible for auditing the many and varied financial and accountancy transactions which take place on a passenger ship voyage, as well as dealing with cargo ship accounts. He was a very good friend to Purser and cargo ship Chief Stewards, taking endless trouble to help them with their accountancy problems.

G. B. WHITEHEAD

Speaking as one of the many friends and shipmates of Graham Whitehead I was deeply shocked to hear of his tragic death whilst serving as Chief Officer in s. s. *Oronsay*.

Shortly after joining the Orient Line he sailed as my junior Officer of the Watch in *Orontes* and again later in *Orcades*. During this time there grew up between us a comradeship founded on mutual trust and understanding.

He was much respected, a good seaman, capable and reliable, loyal to and proud of the ship in which he served. Of quiet voice and gentle nature, his great sense of humour and understanding of the problems of others endeared him to all who sailed with him.

F.B.W.

MEMORIAL SERVICE

A Memorial Service for the late Graham B. Whitehead will be held at Tilbury on board *Oronsay* at 11.15 a.m. on Sunday, January 1st, 1967. Canon Clift, M.B.E. of the Missions to Seamen has very kindly consented to take the Service.

It is suggested that those wishing to attend should confirm the time and date with Sea Staff Service a few days previously.

PANDOR CLUB

A.G.M.

The Pandor Club AGM was held at Beaufort House on 26th May, 1966. As usual the Chairman reported on the past year, during which the sweepstake netted £305. Other points from his report included regret at the lack of interest in the Cricket Section despite the hard work of the Officers, congratulations to the Football Section on winning all but one of their matches, giving them the Championship of Division III of the London Shipping League, disappointment at the dwindling of support for the Netball Section after winning its first four matches, and congratulations to the Swimming Section on having its best season ever.

Two new developments were the reversion of the Tennis Section's name from ESCOR to PANDOR on the 'Esc' part of the joint Escombes-P & O team becoming P & O, and the decision to employ a paid secretary. The Secretary would be a pensioner, who would work in the office at least two days a week, and his salary would be met by the Company.

The Officers were all re-elected; Mr. K. S. Giles was elected Assistant Secretary for the City and Mr. A. S. H. Robinson, Assistant Secretary for the West End Offices.

ATHLETICS

A record entry of 40 resulted in a much improved Pandor result at the London Shipping Athletic Association's June Championships. We came third in the Kelso Cup for the Inter Shipping Companies Championship with 52 points. First were Glen Club with a championship record of 184½ points, and the Maori Club came second with 104½.

The Pandor Ladies came fourth in the Lloyds List Trophy with 27 points, one point behind Bank Line. Glen and Maori were again first and second respectively with 44 and 37 points.

Richard Bayley won the Club's only cup, for the 880 yards Novices with a time of 2 mins. 13.8 seconds. He also came second in the 220 yards Novices. In the Ladies events Margaret Butt came second in both the Long Jump and Discus, and Miss G. M. Martin was second in the High Jump. Other good results were in the men's Javelin, where C. P. Boyle came third and R. H. Anderson fourth; and in the men's Tug-of-War where Pandor came third.

Pandor 'A' team: Miss J. L. Potter, right, hands over to Miss V. A. Bishop in the 440 yards relay



R. W. Bayley winning the 880 yards Novices



The Pandor team heaving in the Tug-of-War



GOLF

The Golf section has had a successful season so far this autumn. It defeated Escombe, McGrath 4-2 after being 1-2 down in the morning, and the individual results at the London Shipowners' Autumn Meeting were also very encouraging. Unfortunately Pandor had already been eliminated from the main team event, The Hendon Cup, in the quarter finals at the Spring Meeting. So it was with merely academic interest that members watched Ellermans win the cup from New Zealand Shipping, who had held it since its inception ten years ago.

Of Pandor members, A. R. Kemsley had the best result, winning the Glen Cup for the Singles Bogey Competition with a score of 2 up. W. W. Edmonson was runner-up, all square; D. Durnford Slater also returning an all square card, but losing the runner-up on the last nine holes.

SWIMMING

One of the Section's outstanding performers, John Gordon, of Passenger Department, had the honour of being selected to swim for England in the Commonwealth Games in Jamaica. He got through to the Final of the 440 yds. Individual Medley, in which he was unplaced.

Pandor once again came second in the summer gala of the London Shipping Amateur Swimming Association. However the dwindling of support that the Section is experiencing became very apparent when comparing points. Last year Pandor scored 70, 33 behind Tendimus and 55 ahead of Blue Star Line; this year Pandor only managed 33, 82 behind Tendimus and three ahead of Blue Star Line.

The girl swimmers performed well, with three of them getting through to the final of the 44 yds. free style, in which Miss M. Pond came second. Miss G. Belcher was third in the 44 yds. breaststroke, and the women's 4 x 44 yds. relay team came second.

Of the men, Mr. M. White came third in the 88 yds. freestyle, and Mr. B. Elliott came fourth in the 44 yds. butterfly and the 44 yds. breaststroke, and fifth in the backstroke.

The divers, however, who had their finals before the Gala, were Pandor's saving stroke. Miss P. Osborn won the women's diving, and Mr. P. Bendelow won the men's plunging.

SQUASH

Most Pandor Club Members know little about the Pandor Cup, apart from perhaps reading the results of the 1965-66 competition in the last issue of *About Ourselves*.

The Cup was presented by the Pandor Club as the prize for a league competition between the Squash Clubs of shipping companies. The Furness and Tendimus Clubs are present joint holders.

The Cup was presented on September 20th to Mr. R. Hallowell and Mr. E. Cruttenden, of the Tendimus and Furness Clubs by Mr. J. G. Davis, General Manager. The presentation was followed by a buffet, provided by the Pandor Club at which old acquaintances were renewed and prospects for the coming season discussed.

One point arising from the discussion was that the competition be extended to other shipping companies. This would be done and, since the first matches in the 1966-67 competition had already been played, the Committee hopes that the participants in the 1967-68 competition would be more numerous.

The news that a Squash Court is to be built into the new Leadenhall Street Office was welcomed. While one court is insufficient for matches, it should give the Pandor players some extra practice facilities!



Mr. Kelway (centre) presents the cricket bat to Mr. K. R. Anderson (left) at the P & O's Head Office, London. Mr. G. O. Puckle, Head of Crew Dept., and a former Purser with whom Mr. Kelway sailed on several voyages, looks on.

HISTORIC CRICKET BAT FOR P & O

A retired P & O steward has presented a souvenir cricket bat of the last English team to win the Ashes in Australia to his old Company. He is Mr. W. E. Kelway of Leamington Spa, who was wine and bathroom steward to several members of the victorious 1954/55 team on their homeward voyage in the 28,000 ton P & O Liner *Orcades*.

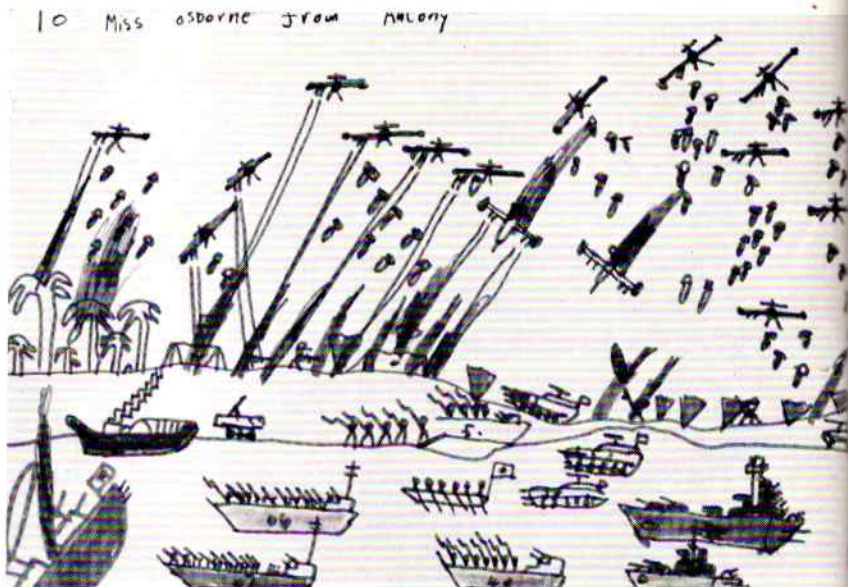
The bat is a real collector's piece, autographed by the entire team, who Mr. Kelway describes as "a great crowd . . . very popular with the passengers". It seems the feeling was mutual, for apart from giving the bat to the jovial and attentive Mr. Kelway, the team members frequently invited him to "come along" and join parties in their cabins.

After its presentation to Mr. K. R. Anderson, a Director of P & O Management Ltd., on Thursday, 14th September, the bat was taken down to Southampton and handed over to Captain E. G. H. Riddlesdell of the 45,000 ton *Canberra* on the Saturday. It will be displayed together with other cricket souvenirs in the Cricketer's Tavern, the very popular bar in the ship.

Mr. Kelway, 73, first joined the old Orient Line in May 1927. He served in *Ormonde*, the former *Oronsay*, *Orantes*, *Orcades* and *Orsova*, and finally retired in May, 1962. He now lives with his wife at Leamington Spa, Warwick.

"To Miss Osborne from Antony"

We Hear That . . .



HMAS BALLARAT

A picture of *H.M.A.S. Ballarat* has been presented to *Ballarat* by the H.M.A.S. Ballarat Survivors' Association and now hangs in the Wardroom. As recorded by Captain E. A. W. Mortleman-Lewis, *H.M.A.S. Ballarat* had an eventful war service. He writes:

'She was one of 70-odd corvettes constructed in Australia during the 1939-45 war period, being built in the Williamstown Naval Dockyard. After serving for a short while on the N.S.W. coast and from Darwin, *Ballarat* was sent to Singapore where she took part in the evacuation of Malaya and Sumatra. A little later she was the last British warship to leave Java when she returned to Australia.

'A period of convoy escort duties followed during which she escorted the first convoy of troops to Milne Bay.

'In January 1945, *Ballarat* sailed for Manus, the First British Pacific Fleet base, where she joined that Fleet under the command of Admiral Bruce Fraser. Through Leyte, Okinawa and Einewetok she eventually finished up in Tokyo Bay for the signing of the Japanese surrender. Two days before this event she was ordered by the Captain of *H.M.S. King George V* to go in and dock at the Yokosuka Japanese Naval Base and obtain cordage for *K.G.V.* Due to this errand it has been stated that *Ballarat* thus became the first allied ship to "tie-up" at the Japanese mainland after hostilities had ceased.

'Following the surrender, *Ballarat* was based on Hong Kong for the clearance of mines in those waters, during which operations she was damaged when a mine exploded 20 feet astern of her. After repairs at the Hong Kong Whompoa deck she returned to Australia where, as Flotilla Leader, she led the 21st Minesweeping Flotilla into Sydney Harbour at noon on 9th December, 1945. She was paid off into reserve in April of the following year.

'It is understood that, some years later, while being towed to Japan to be broken up for scrap, *Ballarat* foundered and sank.'

LOFTY AMBITIONS—

The picture (above) was sent on a 'swap' basis by a seven-year-old boy who had set his heart on becoming a sailor on *Canberra*.

Writing from an Infants' School in North London he explained "I am 7 years old and I want to be a Sailor and I would especially like to be a Sailor on the *Canberra* and how old do you have to be to sail on the *Canberra*. And I would like you to answer this letter please. Thank you, Antony X."

Needless to say, Antony's letter was answered and he was sent several booklets and pictures about life at sea, about our ships and about the ports of call.

The picture entitled "To Miss Osborne from Antony" was his way of saying thanks.

No doubt in a few years' time he will do the Company proud—unless by then he will have changed his ideas and want to become an engine driver, Prime Minister or Archbishop of Canterbury.

RARE SWORD FOUND—

A P & O Officer's sword, thought to be one of only three still in existence, has been unearthed by Lieutenant Michael Lloyd, R.N.R., 25, a Third Officer in the Company.

Valued at £200, the sword is thought to date from the early 1840's. Its slightly curved and grooved tip indicate that it was a 'working' weapon rather than a dress sword. On the guard appears the old P & O rising sun and anchor emblem, while the scabbard is engraved with the name of the makers—Silver & Co., London & Liverpool.

The P & O Company was formed in 1840 to run the mails to the East. At the time, ships were always in danger from pirate junks and prahus which swarmed around the coasts of China. Officers were always armed and the merchant ships themselves would not have disgraced a ship of the line.



Mr. Lloyd shows the P & O emblem on his sword.

Lt. Lloyd originally heard of the sword in Rotterdam from a fellow Merchant Navy Officer, Mr. David Arnold. Mr. Arnold's father had found the sword at his home, Rowlands Farm, Slinfold, Sussex, and believed it to be Japanese—probably because of the rising sun.

As Mr. Arnold was not with the P & O, he presented the sword to Lt. Lloyd the next time they met in the U.K.

"The only other two P & O swords of which we know for certain are at the Southampton School of Navigation and at the Southampton Master Mariners Club," said Lt. Lloyd, who lives at Horsham, Sussex. "I shall keep mine to wear on R.N.R. occasions, although nothing can be found in P & O records withdrawing the right to wear a sword on Company service today."

BLOOD DONATIONS—

Sixty members of the Staff of the City office now donate a pint of blood to the National Blood Transfusion Service for use in the Hospitals of North-east London. They, together with 150 other volunteers, attend sessions at the Baltic Exchange, St. Mary Axe, at six-monthly intervals, regular support being essential as blood can only be stored for a short time.

Donations were first made in January 1960, and since that time, the number of volunteers has almost doubled. In December 1963, a representative was invited to the reception held at St. Bartholomew's Hospital to celebrate the enrolment of a million donors, seventeen years after the inception of the Service.

P & O CANBERRA AWARD—

After a bonus week in Britain because the Seamen's Strike affected the departure of their ship, the winners of the 1966 P & O "Canberra" Award Scheme returned to Australia on 30th September in *Himalaya*. Only five Young Farmers sailed, however, as the sixth, Kevin Hazell of New South Wales, had had to cut his tour due to his father's sudden illness.

Before leaving, the Young Farmers sat an oral and written examination and on the journey home wrote a report on their visit. The result of these projects determined the ultimate winner of the Award. This Scholarship Award is valued at \$A2,000 (£A1,000) which may

be used for further study at an Australian university, agricultural or technical college. Alternatively, there is a cash award of \$A1,500 (£A750) to be spent on an approved agricultural project.

After combining the results of the written and verbal examinations, 25-year-old Peter Small of Victoria was declared this year's winner. The choice is now his as to whether he wants the university scholarship or the cash award.

Peter is a working farmer. He helps in the family's 2,400 acre property on a partnership basis. They have 4,000 merino sheep, 350 acres of wheat and 150 acres of oats.

Peter Small, (right) with another Australian Young Farmer, John Charleston of Tasmania, taking part in the International Beef Cattle judging competition at the Scottish Royal Agricultural Show during their tour of the U.K.



Guess Who?

GUESS WHO?—

The accompanying photograph arrived on the Editor's desk the other day with the mystifying annotation, "Guess Who?!" Postmarked Bombay and carrying the give-away initials W.E.H. we realised that Mr. Hamilton of the Bombay office must be responsible. But rather than submit to the indignity of asking who was who, we determined to find out for ourselves.

Captain E. A. W. Mortleman-Lewis and Captain J. A. Clifford, sitting front left and right respectively were easy to identify. So, of course, with the tell-tale initials was Mr. Hamilton sitting in the middle centre.

After consultation with colleagues we realised that the gentleman at the back right wearing the Queen of Sheba headgear was Mr. F. M. Karrasch, a Director of P & O Lines of Australia Pty. Ltd. But that still left the young man in the front centre, the very imposing gentleman at back centre glowering into the camera with long oriental mustachios and the slightly smiling character at back left wearing a Batman mask in reverse and obviously much amused by the whole procedure.

So who might they be? The difficulty was to solve where the meeting might have taken place and when. That would provide the clue as to who might have been there according to their ships' programmes. But with a Chinese, probably Hong Kong, background, two Captains who had never sailed together, an Australian Director and the Bombay senior, it proved an insuperable task.

So the Editor had to take a short cut and have a word with Captain Clifford, who confirmed that the photograph was taken at the Sea Palace in Hong Kong. The occasion was November, 1963, when Mr. Hamilton was Passenger Manager at the Hong Kong office. *Iberia* called there on an Australian cruise at the same time as *Chusan* on her regular line voyage. Mr. Hamilton invited the Captains and Staff Captains of the two ships to join him for a Chinese meal, together with Mr. Karrasch, who happened to be passing through the Colony.

The three unknowns? Front centre, Mr. Toby Truman, now in Sydney office; back left, Captain W. N. Eade (*Chusan*); and back centre, Captain A. E. Clay (*Iberia*). Captains Mortleman-Lewis and Clifford were at the time Staff Captains of *Chusan* and *Iberia* respectively.

MISTAKEN IDENTITY

Every morning the secretarial staff of P & O Offshore Services Ltd. have a headache sorting the mail. Together with their regular business letters they receive scores of requests for the latest records by the Trogs, Paul Jones, the Manfred Mann Group or The Hollies, to name but a few.

Unfortunately this does not represent a new P & O Group activity but a case of mistaken identity. Although P & O Offshore Services is our staid oil-rig servicing subsidiary, their offices are in the same building as those of Radio London, one of the off-shore pirate radio stations. Letters that are not addressed clearly to Radio London but to "Offshore Radio" and the like often end up with Offshore Services—presumably because the G.P.O. cannot tell the difference between an oil rig and a radio transmitter!

SEA VOYAGE PROJECT

About a year ago Head Office was contacted by the Headmaster of the Lady Boswell's C.E. Primary Junior Mixed School to help one of his classes with a sea voyage project. Several brochures and booklets were sent telling the children about ships and ports, and also a detailed plan of *Arcadia* was included to enable them to make a model of it.



The class from the Lady Boswell's C.E. Primary School with their model of *Arcadia*.

Great enthusiasm was generated, and although they did not have an opportunity to visit *Arcadia* itself, they did see over *Chitral* during the summer. The children were so thrilled by their experience that 22 of them wrote personal letters of thanks to Miss P. M. Osborn of Public Relations Department who arranged the visit. Many of them specially mentioned Public Room Steward E. J. Matthews, who had shown them around the ship.

Seeing the children's enthusiasm, the Headmaster even asked for copies of our fares list so he could base arithmetical problems on them.

Now that the school year is over and the model built, he once again faces the prospect of 'setting sail' with another class, sharing the joys and excitements of discovering the world through our booklets and through the eyes of our Officers and Crew.

Introducing — The Nut Case



"You SAID BUY SOME NUTS FOR XMAS!"



P & O S.N. Co

P & O Lines Management Ltd

P & O Lines Passenger Services Ltd