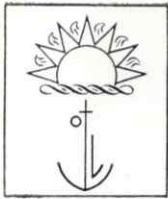


No 8 SUMMER 1962

About Ourselves





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No. 8. SUMMER, 1962

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COMMENT...

NEW YORK. Our cover shows *Canberra* arriving in New York on August 2nd where she created quite a stir with her ultra-modern lines and unusual layout. In this number this call is described in greater detail in two articles. From one of them you will see ("Canberra Strides Out") that her two transatlantic voyages were successful and she was not plagued by any engine troubles. May *Canberra* now go on from success to success!

P & O first New York Call. We were looking through details of old voyages the other day and discovered that the *Haddington* made a call there in 1862, just one-hundred years ago. What an eventful hundred years this had been! (See page 78).

GOANESE. We hear favourable comments on the advent of Goanese in Orient ships not only from passengers but from Officers and Leading Hands who have been working with them. Their success is doing much to solve our personnel problems at sea. *Orion* in March and *Oronsay* in April, 1962 were the first Orient ships to employ Goanese, followed by *Oriana* in August. In September the *Orcades* took them on her voyage to Australia; last will be *Orsova* in November this year.

CRUISING. This past 1962 season has been extremely successful judging from the fact that over 30,000 cruising passengers have been carried in P & O and Orient ships. An announcement of four cruises for next spring has already appeared, two by *Orcades* and two by *Iberia*. On October 31st the whole of the 1963 cruising programme is expected to be announced and we hear that there will be a big press party for the occasion on board *Arcadia* over the night of 30th October. So look for news of it in your newspaper on November 1st.

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Members of the "Arcadia" Cricket Team.

"ARCADIA"

We are indebted to Mr. P. A. Newsom, Assistant Purser of *Arcadia*, for details of this match.

East West Air Lines v. s.s. "Arcadia", played at Tamworth, N.S.W.

A cricket XI from *Arcadia* were the guests of East West Airlines during the ship's April stay in Sydney. The team was flown to Tamworth some 300 miles north of Sydney where they were greeted by the Mayor and the Manager of E.W.A.

The challenge match was opened by the Mayor who bowled the first ball for E.W.A. Considering the rustiness of the *Arcadia* XI's cricket, the team did very well to be defeated by only 2 wickets, and had the fielding been better during E.W.A.'s first innings, one feels the result might have been reversed. As a matter of interest the details of this memorable day were:—

Arcadia: 62 and 70.
E.W.A.: 95 for 6 dec. and 38 for 8.

A sporting declaration by E.W.A. was nearly their undoing, as *Arcadia's* fielding and bowling tightened up in E.W.A.'s second innings.

In *Arcadia's* first innings, B. Cornelius 9 and P. A. Newsom 14, both survived for long periods during the team's initial shakiness. M. Ashton at No. 8, scored a life-saving 24 and also proved with A. Dack to be the most effective bowlers for *Arcadia*. Both took 3 wickets in each innings. Behind the stumps, T. Norman and B. Cornelius both played invaluable parts.

The hospitality throughout the stay was overwhelming. After the match a short tour was made round the City, and to the look-out point at 1,000 feet. Here an unforgettable panoramic view was had over thousands of acres of seemingly unending farm lands. This was followed by an ample supply of beer with Barbecue Steaks at E.W.A.'s Club in the evening—all most enjoyable.

A return match is to be played in Sydney in the near future with *Arcadia* as hosts, when the ship hopes to keep open the original argument as to whether Australians or English are better at cricket, by at least reversing the scores.

SHIP NEWS



Miss Franklyn receiving her 20 years Long Service Badge from Mr. W. R. Servaes. Also pictured are Miss Sadie Bell and Commodore C. Edgecombe, R.D., R.N.R., Captain of *Oriana*.

"ORIANA"

Two female members of the crew were recently presented with twenty-year Long Service Badges by Mr. W. R. Servaes, a Director. Nursery Stewardess Miss Sadie Bell joined the Orient Line in 1935 and has served in many of their vessels; since 1948 she has sailed on the maiden voyages of every post-war Orient Liner.

Miss Doris Franklyn, senior laundress of the Orient Fleet also joined in 1935 and, after coming ashore during the war years returned to the company in 1945. We understand that she is shortly to retire.

As the two senior members of *Oriana's* female staff, Miss Bell and Miss Franklyn were chosen to present bouquets to Princess Marina and Princess Alexandra of Kent on the occasion of the royal visit to the ship in December, 1960.

In a short speech at the presentation Mr. Servaes said "These Long Service awards are not just a kind of lollipop we hand out ad lib; they are an expression of our gratitude to you."



**P & O-ORIENT TONNAGE
AT SOUTHAMPTON**

On 11th August *Canberra* arrived back from her New York cruise to berth just ahead of *Oriana* at berth No. 105. Incidentally, with only 200 feet to spare, it was a tight fit between *Oriana* and *Windsor Castle*.

On that day the following P & O-Orient ships were also in port:

- Himalaya* — About to leave on cruise No. 22.
- Oriana* — Due to sail on 16th August for Australia and the U.S.
- Orsova* — Sailing on 15th August for the West Coast via Panama.
- Orcades* — Also sailing on 11th August on cruise No. 21.

Our photograph shows this impressive armada, except for *Orcades*, which was lying at berth No. 38/9 at the Old Docks and could not be fitted into the picture.

This represents over 170,000 tons of P & O-Orient tonnage and is a tribute to the tremendous efforts put in by Escombe, McGrath & Co., our port agents, particularly during the cruising season.

The cargo liner *Cannanore* had also been into Southampton for loading the day before.

'ORONSAY'

The Chaplain to the Missions to Seamen in Vancouver, the Rev. J. H. Kelly, mentions in his Newsletter for July 1962 the splendid support which he received from Mr. W. (Bill) Pritchard of *Oronsay* who collected \$120 from his shipmates for the Seamen's Institute. "This is" he writes "the highest collection I have ever received from the crew of any ship and certainly an outstanding donation and piece of service, by any one man".

May we also add our congratulations to Mr. Pritchard for his splendid and deserving work.

"SALMARA"

Under the auspices of the Ship Adoption Society this ship was adopted by the Alderman Catleugh Secondary School at Kings Lynn. Recently some of the boys were able to pay a visit to their ship and were entertained on board. Our illustration shows Captain Rose offering refreshments to the guests, who, from all accounts, had a "smashing" day



"CHUSAN"

The "Chusan" Wardroom 'Six Plus One,' giving their first concert to Officers and their guests in the Wardroom. The first concert was such a success that the Group are aiming to give one concert of Mainstream Jazz every fortnight in the Wardroom. Left to right, T. Spring (Musician, Trumpet) M. Lloyd (4th Officer—Banjo) P. White (Cadet Purser—Guitar) M. Stephenson (A/Engineer—Clarinet) J. Harris (Cadet Purser—Bass) J. Sutcliffe (A/Purser—Drums) J. Gretton (A/Purser—Trumpet)

"HIMALAYA"

The Military Governor of Gerona being introduced to the Captain and Officers aboard the HIMALAYA, during her cruise call at Palamos in August, 1962



"ORSOVA" a call at Acapulco

ORSOVA'S call at Acapulco coincided with the Cinco de Mayo Centennial celebration and she was able to take part in the festivities.

A party of one hundred local dignitaries and port officials were welcomed on board and enjoyed themselves thoroughly despite in many cases a lack of English.

Captain Craddock offered a toast to Mexico and the President, the compliment being returned by the senior official who offered a toast to H.M. the Queen.

A grand display of fireworks on shore and another from the ship herself ended a memorable day.

Lying at anchor also was the Mexican liner *Acapulco* of the Naviera Turistica Mexicana which was once the P & O *Mongolia* and later the New Zealand ship *Rimutaka*. She still looked trim and presentable all in white.

"CANTON" has been sold

The last pre-war P & O liner now in service has been sold to the Leung Yau Shipbreaking Company of Hong Kong, for delivery there in October and is now on her way there.

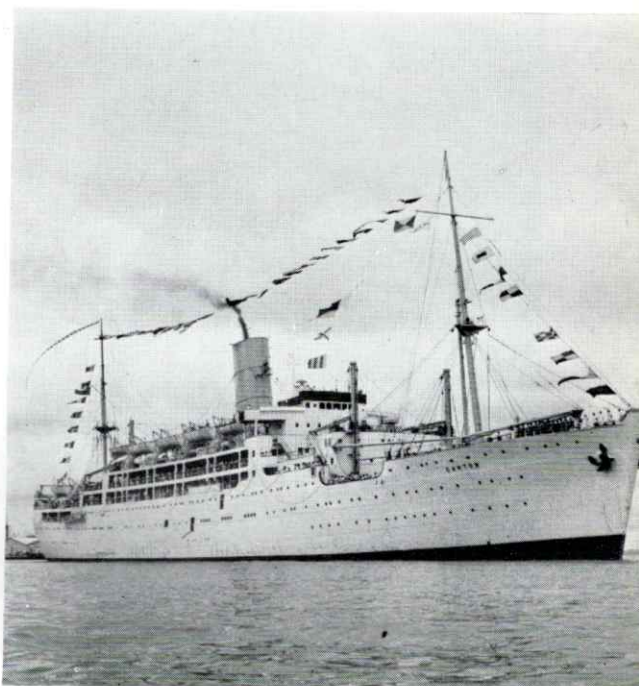
Built in 1938 by Alex. Stephen & Sons, Ltd., on the Clyde, *Canton* was of 16,000 tons gross and capable of a speed of 18 knots. She was specially designed for the Far East service for which she proved ideal, and soon became popular. After a few voyages, war came, and *Canton* was promptly taken over by the Admiralty as an Armed Merchant Cruiser, but later, in Capetown, was fitted out as a troopship.

She did much useful, if uneventful war work, unless running aground on the island of Lewis and badly damaging her hull is considered. They got her off and as far as the Clyde but there she had to be beached for further temporary repairs. That she survived at all is due mainly to her sound construction and to the devotion of her crew.

She did, however, fire her guns on one occasion as an A.M.C. when she intercepted an enemy cargo ship, which although flying the Dutch flag, turned out to be the *Hermes*. The crew of this ship promptly scuttled her, but *Canton* picked up sixty-seven of the enemy crew and took them prisoner.

Canton came back to the P & O in 1947 when her black hull and stone-coloured upperworks gave place to an all-white ship with a yellow funnel; her pre-war second class accommodation became tourist class.

Although ideal for her trade by former standards, bringing her up-to-date with modern requirements would be extremely expensive, especially for the installation of air-conditioning. So regretfully the Company must part with an old and reliable friend, a regret shared by all those who have served in her.



The "Canton" leaving Singapore on her last voyage



A Pipe Band bids farewell to the "Canton" as she leaves Singapore



CHUSAN *Jo-Jo*

Mr. J. B. Griffiths, Assistant Purser of this ship has told us something of the work of Mr. J. Elboz, *Chitral's* Hospital Attendant in entertaining the younger passengers. Known to all as "Jo-Jo" the Clown, he has been entertaining them over the past ten years. Our picture shows "Jo-Jo" in front of a rapt audience at a Fancy Dress party.



ORIANA *"My First Ship!"*

Boys from the Merchant Navy Sea Training School *Indefatigable*, about to board *Oriana* for their first voyage.



At a 'Leading Hands' Dance on 'Oriana'

'ORIANA'

During *Oriana's* spring voyage, at least four Leading Hands' dances were held on board and the above photograph shows Staff Commander Harris dancing with Miss Van Hegen at a dance held on March 30th, while *Oriana*

was southbound across the Pacific between Honolulu and Suva. The other stewardesses in the picture are Miss Duckers and Miss Jones.

Oriana incidentally had a most successful football side, their record being as follows:—

Feb.	7th	Royal Navy, Colombo	3	<i>Oriana</i>	1
Mar.	3rd	<i>Caronia</i>	0	<i>Oriana</i>	5
	„	10th Suva Police	1	<i>Oriana</i>	8
	„	14th International Soccer Club of Hawaii	0	<i>Oriana</i>	8
	„	19th Vancouver	0	<i>Oriana</i>	4
	„	27th International Soccer Club of Hawaii	1	<i>Oriana</i>	2
April	4th	Royal Navy, New Zealand	0	<i>Oriana</i>	2
	„	9th <i>Orsova</i>	1	<i>Oriana</i>	2
	„	20th Brown & Company Sports Club, Colombo	1	<i>Oriana</i>	3

Played	Won	Lost	Goals For	Goals Against
9	8	1	35	7

We are told that the match with *Orsova* was a real "needle" affair and that the latter are looking forward to an early opportunity for revenge.

THE SUPERINTENDENT OF THE SEA STAFF SERVICES writes:

I am sorry to say that the relatives of those serving afloat will not be receiving their usual Christmas Cards from us this year. This is a decision taken after much thought and we feel is something we should do while shipping generally, and our Company in particular, is going through a rather difficult period. We in the Sea Staff Service have enjoyed thinking up suitable designs for the cards and judging by the many pleasant comments we have received they seem to have been appreciated. While speaking of this I would like to thank all those who have so brightened our rooms in '122' by sending us cards and calendars in the past; it has been most encouraging to know that so many have spared the time to remember us.

As I am writing this paragraph it seems a good opportunity to mention, for the benefit of newcomers in particular, that the Sea Staff Service is here to help or advise, in confidence, any one at sea and their families on any matters, other than those of a direct disciplinary

nature, that may cause them difficulty or concern. You may think we are stretching our capabilities a little when we say "On any matter" and I should therefore point out, as we are only too aware of our limitations, despite some experience in the job, that we are able to call upon the advice of experts in many fields. Fortunately it is seldom that we cannot get a helpful answer!

Although many thousands of the sea staff and their families have either been into see us or written to us I do from time to time hear the remark "Oh but I did not know they would do that for me or I would have asked"; I cannot, therefore, emphasise strongly enough that we are anxious and ready to discuss any problem whatever it may be and do our best to find a solution.

I had it in mind to enumerate some of the types of cases with which we have dealt but these are so diverse, varying from trivial worries to sometimes very tragic circumstances that it is quite impossible to produce a nice, tidy list.

As we are all ex "sea-going" ourselves (plus a fair indoctrination of shore life!) I think we are in a unique position to understand the various difficulties and frustrations which sometimes beset those who have not so much time to attend to affairs at home.

I do hope that any officer or rating who can spare the time and is interested to know more of what we try to do will call in and see us.

We welcome callers as they keep us up-to-date with what they think and how they feel—the younger ones, whose conditions and outlook change almost from year to year, and the older generation, who can put us wise in so many ways as to how best we can serve those in our fleet.



Canberra Strides Ahead

On board 'Canberra' for her first visit to New York were Mr. M. M. Millar and Mr. J. G. Davis, who, together with Commodore G. A. Wild 'hosted' numerous functions during the three-day stay. At one of these, more than 350 travel agents were entertained and shewn around the ship. This presented a unique opportunity to introduce the Company's West Coast services to a vast and as yet largely untapped potential on the East Coast. This article gives an idea of the interest engendered by the visit throughout the United States which, we feel, has enhanced our prospects in the Pacific.

A Cruise to New York

It is really heartening to record how well *Canberra* began her cruising career.

Her last long voyage had not been a happy one as it became necessary, due to urgent repair requirements, to bring her home direct from Australia via Los Angeles and Panama so as to permit an uninterrupted 29 days in Southampton where she received the necessary treatment to her turbine, boilers and distilling plant. On Friday, 20th July, however, *Canberra* sailed from Southampton for a short seven-day cruise to Madeira and Gibraltar. This was a tremendous success and was undertaken by a number of new cruisers, whose appetites were undoubtedly whetted by the experience. No fewer than six first class and 14 tourist class passengers manifested their awakened appetite by continuing in the ship to New York on her subsequent cruise.

The first New York cruise was a real success. Atlantic cruising is not truly "sunshine" cruising and there was a lot of fog and a lot of sounding of the siren. The first day out was beautiful, however, and there was a glorious sight of the *Queen Mary* passing eastbound. It meant that Morning Service had to be put back five minutes while passengers of both ships crowded the rails. It was a sight to see since the two ships passed each other at a combined speed of some 65 miles per hour.

The rest of the outward voyage was overcast, but there was a party spirit on board which reached a climax on arrival at the Hudson when a traditional New York welcome was given. Fire floats were out and helicopters from the New Jersey Police, the New York Police, and many other airborne bodies flew precariously close alongside. At Pier 91 the Band of the Sanitation Department (a brave combination this) played cheerfully in the sunshine.

The consequent press publicity and interest was immense. The new United States Travel Service were greatly interested and indeed gave the voyage the slant that it was the first response to the President's recent call for visitors to the United States. The chronological sequence of events in planning the voyage is unimportant. We were glad to be associated with the U.S.T.S. and it gave us a further chance of stating quite emphatically the various requirements essential both from immigration and customs for the "facilitation" of tourism. There were certainly inconveniences to passengers on the first call but all went so much more smoothly on the second New York cruise.

The press and travel agents were fascinated with the cheapness of our minimum first class fare; that is compared with the normal Transatlantic Conference rates.

On board the ship for the outward voyage was Mr. Paul Cunningham of the N.B.C. "Today" show who did much filming which was incorporated in



Press reception in New York. Seen in our picture are from left to right: Mr. J. G. Davis, Commodore Wild, Mr. W. Titus, head of our North American organization. Mr. Malcolm Millar, Mr. Temple, purser and Mr. Voit Gilmore, Director of U.S. Travel Service.

the two-hour T.V. show from 7.0 to 9.0 a.m. on Friday, 3rd August, which was transmitted direct from the area around the first class swimming pool. The "Today" show goes out over a network of some 150 stations with an alleged viewership of between 10 and 12 millions, including we were told, President Kennedy himself who is reputedly an inveterate viewer of it. The passengers participated happily as well as the Commodore and the Management travelling.

There was no doubt that the coverage was wide. The Commodore received congratulatory wires from Duluth and Tennessee and another participant was noticed at Washington, Lumberville, Penn and in San Francisco, whence came the following wire:

"Congratulations on splendid performance this morning Hollywood interested in you to replace Brando in *Bounty Epic*. Am holding out for best terms *Bon Voyage*."

Mr. Bob Gomel of *Life International Magazine* was taking still photographs throughout the outward voyage for incorporation in a future "Sea Travel" number of this magazine.

Miss Hermione Gingold paid a special call, complimenting us on a "divine" ship in her capacity as a "sort of unofficial ambassador in New York" (her own description).

Mr. Jackie Robinson, baseball's great first baseman and the first negro to achieve Baseball's "Hall of Fame", came on board to present autographed baseballs to the Commodore for the *Cricketer's Tavern*. We were ready for this, and handed in return a cricket bat specially autographed by Peter May. Judging from the awkward style in which he wielded the bat, it is doubtful if Mr. Robinson would make a very orthodox cricketer. His famed

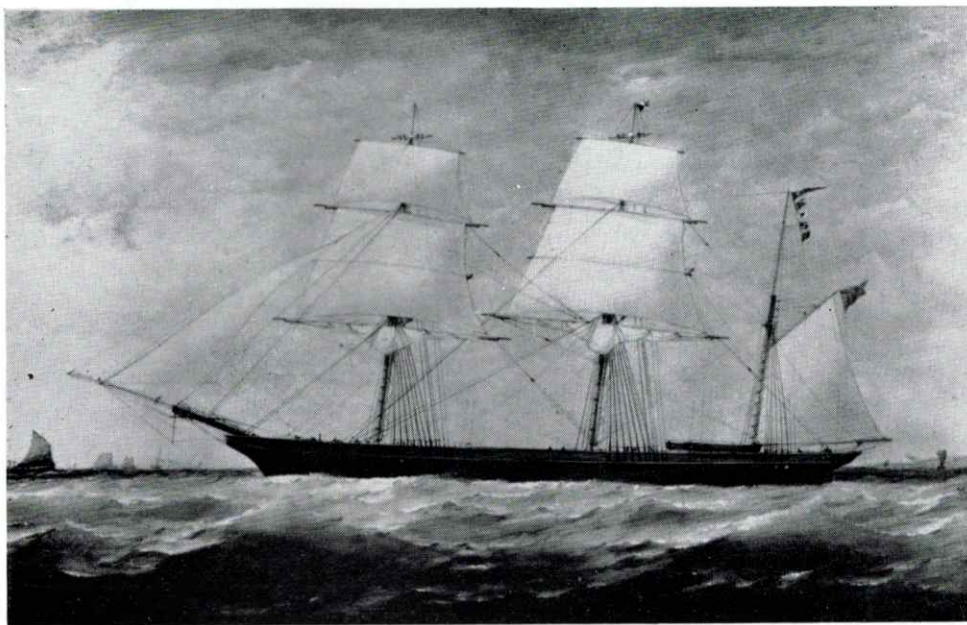
speed of eye would no doubt, however, gain him some towering sixes over mid-wicket . . . or should one say "homers".

Canberra steamed superbly and from a hotel point of view was magnificent. It is a delight to see the enthusiasm which stems from the Commodore down through the whole crew. The passengers appeared to sense it and many have written to say how proud they have been to cruise in the ship.

After her early mechanical troubles it is fine to see such enthusiasm and we must all—ashore as well as afloat—take pride in the fact that *Canberra* is really getting into her stride.

*Mr. Jackie Robinson presents an autographed baseball for the *Cricketer's Tavern*.*





P & O "Haddington"

P & O did run Sailing Ships

Although the P & O Company never ran sailing ships on its mail services, all were fully rigged so that sails might be used under favourable conditions, to help out with coal which was extremely expensive to supply at eastern stations. In 1861 the *Haddington* was sailed home when her engines broke down, with such success that they decided to convert this 1,460 ton vessel entirely into a sailing ship. She soon gained a high character as a fast and safe cargo ship in the Bombay trade. When the *Haddington* left Southampton on 19th May, 1861, with new sets of boilers for no less than five of the Company's steamers on eastern stations, she made this journey via the Cape of Good Hope to Hong Kong in 101 days, a quite praiseworthy transit. It was reported that the freight of these boilers in ordinary sailing ships would not have cost less than £10,000.

Her success prompted the P & O to convert the *Indus* similarly into a sailing vessel and to build a new and improved hull for the engines which had been ordered for her. They went subsequently into the *Syria*.

This voyage of the *Haddington* is shown in the old reports; she arrived at Hong Kong on August 28th, left there on 24th September, 1861, in tow of the *s.s.*

Columbian.

A somewhat terse report is shown for 8th November—"An inquest was held on the body of Joseph Burton, A.B., and a verdict found of 'Wilful Murder' against the Frenchman who owns a grog shop where the man was shot. Sent away a party in charge of Chief Officer to bury deceased".

On November 30th, 1861, *Haddington* left Hong Kong and on January 29th was anchored off St. Helena arriving at New York on March 12th. What she was doing there we are not told. She left New York April 12th, 1862, and hauled into the East India Dock on May 11th.

Her next voyage was from Southampton and she is reported anchored off Lymington in Hampshire on September 13th. By December 4th she is reported anchored in King George Sound, West Australia, probably having taken coal and stores for our floating hulk at that place. *Haddington* came home via Bombay, St. Helena and Havre to Gravesend. Severe weather is reported on that voyage and it was 27th September, 1863, before she arrived.

It was early in the 1890s before the last sails disappeared from P & O ships.

A CALL AT APIA, SAMOA

By J. A. SCOTT, Radio Officer, 'Mantua'

Never more than in what might be termed the tanker service of the Company is the electric effect of rumour about future movements more prevalent. Thus it was, at Pulo Bukom, the island oil refinery at Singapore, that the casual hint on board grew into a fully fledged rumour and finally emerged as a confirmed fact. Apia was our next port of call. Normally keen and expressive faces were left disturbed at this news—where was Apia? Like something feverishly sought, the little town on the north coast of Western Samoa was located. A South Seas island; everyone seemed to imagine the usual sandy shores, swaying palms, moonlight on the water, with the scene being completed of course by the indigenous damsels whose alluring mien no doubt rounded off their thoughts satisfactorily.

Mantua approached her goal fifteen days later, sluggishly heaving herself over a heavy beam swell in overcast skies and high humidity. Of swaying palms there were few. Of sandy shores virtually none and as for maidens fair in grass skirts any form of habitation was seemingly non-existent.

"I suppose this is the right island", was a comment cynically received by the navigator. Many of us had gathered just after breakfast to look at a black volcanic coastline behind which thick tropical forest swept up to the mist-enshrouded hill tops. The swell, throughout aeons of time, had forced spectacular blowholes in the rock and the resulting spouts of water must have shot as much as fifty feet or more into the air. The coastline was virtually alive with sudden white columns of water, that, having remained motionless for a moment, disintegrated over the foreshore in a continual pall of drifting spray.

By the respectable hour of 3 p.m., which I believe is the sociably polite hour to call on people, *Mantua* appeared off Apia. The major colonizing force in Samoa during the latter part of the nineteenth century hailed from Germany, and there is still a strong surviving Teutonic element in the island's

life. In common with many other such isles in the Pacific it had been at one time the scene of much vigorous and zealous missionary work. An interesting sight in this respect on the distant shore amidst the rectangular estates of coconut groves laying back on an escarpment, had been the number of whitewashed churches that peeped out from their surrounding mantle of green.

Having passed gracefully through a narrow reef on which succeeding foamy breakers spent themselves, we anchored in a placid bay, on the edge of which lay Apia. Rising behind the town a thickly wooded range of hills extended along the coast as far as the eye could see.

Shortly after our arrival, the end of a floating pipeline was hauled up over the side. In angular half submerged lengths, it had snaked its way like some primaeval monster from its lair of silvery tanks part hidden in an arboreal setting.

The formalities of a cocktail party aboard over, a number of us were fortunate in spending an extremely pleasant evening ashore in the company of some of our guests. Now there are possibly people who would scorn the renowned attractions and charm of young ladies from a Pacific isle and who would remain coldly unimpressed by the fascinating execution of their native terpsichorean art. We were nevertheless most appreciative of the pleasantly arousing rhythmic movement, grace, poise and expressiveness of two young ladies in the gathering who demonstrated a selection of native dances. Did one of our bold spirits express a ready desire to emigrate? If so, he needed little impetus even with the added incentives of income tax in the region of 4/- in the pound and a steady temperature of 75 deg. F. for most of the year. But was it the lure of economic and meteorological considerations? That was a question which he might well have asked himself in the launch that later chugged across the moonlit harbour to the ship.

Apia—from harbour anchorage



*'Vailima' Robert Louis
Stevenson's House—Apia*



The continuing hospitality towards us by those who had attended our shipboard function, further afforded certain of us the chance to see a little of the town and its environment.

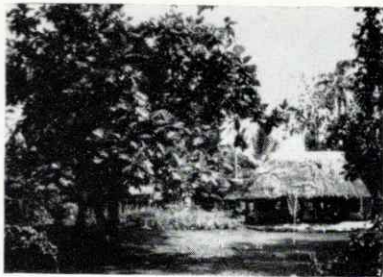
As we drove along well metalled roads the following morning in bright sunshine, the whole aspect of normal suburbia that we know took on a refreshingly different form. On either side of us, situated in their own large areas of close cropped grass, surrounded by luxuriant tropical growth and the tall grey thin trunks of coconut palms, were the local huts. But one might easily have called them cottages.

Their foundation was an extensive raised, oblong or round, area of stones about two feet above the level of the "lawn". Into this solid base, about a yard from its edge, heavy round polished poles at intervals of approximately six feet supported a low eaved roof. This latter was thickly and tidily thatched with small palm leaves, the whole appearance of the abode being a pleasant mellow blend of fawn and brown set on a backcloth of brilliant green. There were no walls as such, only matting which rolled up underneath the eaves. The floor again was of yellow matting, though sometimes

the more conventional polished planking was in evidence. It was, to our unaccustomed eyes, somewhat amusing to be able to look right through such sturdily built houses and see, nearly always, a large Victorian brass bedstead with its dazzling white counterpane filling the floor space to one end of the hut. Radio sets and electric lights seemed anachronisms in such surroundings. The cooking was done to the rear of the main building in a hut similar in design but having as a vast hearth, huge rounded rocks.

The Pacific Islander is always noted for his happy carefree attitude towards life, and this was definitely manifested in the radiance of the smiles with which we were greeted as we passed by. The men, standing more often than not almost six feet tall, were heavily built. In light coloured shirts, knee length skirts and with their tightly crinkled or "golliwog" black hair, they radiated an air of contentment. The older women, whose stoutish comely build did not seem gross, again were tall and erect. They wore brightly coloured cotton dresses from under which a skirt reached down to their ankles.

These then, were the people who met us and



A bread fruit tree—Apia.

The Premier's House—Apia.



A typical Samoan hut—Apia.

invited us into their open homes to look around when we arrived in front of the Premier's house. This, a more orthodox European bungalow raised on stilts, looked out over a large grass padang. On three sides around this verdant expanse was grouped a collection of houses similar to those described. One began to feel the atmosphere of the island, how its warmth both in climate and human temperament, its peace and sufficiency pervaded the mind and soothed the senses agreeably.

Robert Louis Stevenson must have felt these things in his latter years on the island. It was now that we climbed higher up the hillside past coconut groves and the fine European residences until, turning off down a long tree-lined drive, we came upon Vailima, Stevenson's house.

Since his time, it has served as the residence of the Governor but now, with Samoa's independence, it serves as a Government rest house. Shimmering in its whiteness, it looked out to sea across a sloping lawn and a garden bordered by tall trees and heavy with the scent and colour of frangipani, orchids and hibiscus. The vivid purple of wistaria twined around the porch contrasted perfectly with the white of the house and the myriad tinges of green of the

forested hills around. At the top of a nearby slope is Stevenson's grave.

With a little yearning to linger there a while, we nonetheless made our way back to the sea front on which the town stands. Besides the modern building of the Bank of Western Samoa (incidentally pronounced Sarmoa, and again Apia, Arpia) the town was dominated by the respective cathedrals of the Church of England and the Roman Catholic faiths. The shopping centre, composed of single storeyed wooden buildings, faced the sea. In the shade afforded by a variety of palms, groups of the local population sat on the grass and watched the world go by.

The desire to tarry at an inviting bar serving iced German beer on a cool terrace was only put off by the unfervent but horribly necessary desire to return aboard.

Mantua, the biggest ship ever to visit Apia, left that afternoon. No doubt ashore everyone settled down to the common round again once the echoes of our farewell blasts on the whistle and siren had jarred them momentarily and then ceased to resound in the forests above the town.

It certainly was a beautiful island in the sun.

We Hear That

“Posh”

The interpretation of these letters as ‘Port Outwards’ and ‘Starboard Homewards’ in the mid-19th century sailings of P & O ships thus keeping the cool, or northerly side of the ship for favoured passengers, will be well known to our readers. We have been asked whether we can produce any passage tickets so marked. In the records kept in our museum at Leadenhall Street we must confess to having no such documents and it occurs to us that one or more of our older readers might remember having seen such an endorsement on a passage ticket or, better still, have one in his or her possession. We should be most interested to have visual evidence of such a ticket.



A Cruise Film for Television based on Captain R. W. Roberts

On 27th June the Western Television Company showed a cruising film based on the life at sea of Captain R. W. Roberts and his last command *Oronsay*.

This film featured cruising ports as well as views of the ports on the Australian and Pacific runs with many shots of life at sea amongst passengers and crew. Many of the scenes were taken from our own film and shots of Captain Roberts taken on board his ship and in his home environment at Borth in Wales.

Our readers will remember an article which we published (page 3, No. 6) in a previous issue on Captain Roberts's retirement.



Panama—A Difficult Manoeuvre

When the 45,000-ton *Canberra* on the left, came through the Panama Canal in June it was a tight squeeze.

The Canal locks are, at more than one point, only 110-ft. wide, and as *Canberra's* maximum width is 102-ft. 5-in., the clearance on each side was only just over 3-ft.

“There was certainly very little room to spare,” said Commodore G. A. Wild. “But we only touched the side once, and then only very lightly.”

Canberra paid record toll dues to the Panama Canal Authority—about £11,500—and is the widest commercial vessel ever to have passed through the Canal.





Mr. Sidney James presenting tickets and a cheque for £50 to Mr. P. M. R. d'Adhemar and his fiancée, winners of the "Carry on Cruising" competition run in conjunction with the P. & O.—Orient Lines. The prize was a trip for two on the 'Canberra' to New York.



The London Shipping Orchestra

This Orchestra celebrates its Jubilee in 1963 and is keen to have a good number of players to do justice to such an occasion. Its main desire is to attract playing members, but lay members, one might almost say recruits to a supporters' club, would also be very welcome to assist in arrangements for concerts.

The next concert is to be held on 14th December at the Bishopsgate Institute (near Liverpool Street Station). Rehearsals take place each Thursday at 6.15 p.m. in the Captains' Room at Royal Mail House in Leadenhall Street, using the "Market" entrance.

Their repertoire is, they claim, neither too heavy nor too light, no Fugues nor do they play "pop"; their programmes range from the "Unfinished Symphony", via Gilbert and Sullivan, to "My Fair Lady", with the wide variety of music which lies between. There is no fixed subscription—you just give what you like to defray expenses.

If you are interested get into touch with Mr. D. J. Coupland at AVenue 4343, ext. 243, or in writing c/o Greenly House, 30 Creechurch Lane, E.C.3; or in the West End to Mr. Hubert Warren at Regent 6130, 39 Wardour Street, W.1.

Save The Children Fund

A year ago a Scheme was inaugurated through the Staff Department for Volunteer Collections based on a 1d. a week for the Save The Children Fund, the international organisation to alleviate illness and suffering among Children in all parts of the World. So far the Scheme has caught on in five Departments: Export Freight, Accounts, Passenger Services, Sea Staff Service and Superintendent Purser's Department, and the following Volunteers have been very kindly arranging to collect the money: Miss Wheeler, Export Freight, Miss Hooper, Accounts Department, Miss Roser, Passenger Services, Miss Lundie, Sea Staff Service, and Miss Lake, Superintendent Purser's Department. Thanks to their efforts we have so far managed to send just under £35 to the Fund.

It would be nice to increase this and if there are any other Volunteers in Departments not already covered, they should please get in touch with Miss Baigent or Mr. Williams of the Staff Department.



President Warren S. Titus of our American organisation, beams on Rosemary Main, standing beside the 18-foot caber sent from Scotland for the 97th Annual Scottish Gathering and Games at Santa Rosa, California. Rosemary recently transferred from the Vancouver office to San Francisco to work in the Reservations department.

Rosemary was on hand, with President Titus to "welcome" the caber to the Post Street office. It was piped from Union Square down to the P. & O.—Orient Lines offices by the City of San Francisco Pipe Band and kilted Highland dancers. Titus, Mayor George Christopher and British Consul General Randle Reid-Adam exchanged pleasantries at the caber ceremonies in front of 155 Post. Later, the caber was placed in the front window where it was displayed during the week of August 23rd.





The Vancouver Kitsilano Boys' Band

This band, famous in Western Canada and, indeed, throughout North America, is now on a visit to Europe, and travelled from Vancouver in the *Orsova* as our photograph shows. As long as ago 1934 this band broadcast from the B.B.C. studios in London. The boys range from 14 to 19 years, purchase their own instruments and pay for tuition. Its founder and conductor is Arthur Delamont, seen on Captain Craddock's right in the picture.



P & O/Orient ex-Officers Association

The Annual Dinner of the P & O/Orient ex sea Staff Officers Association was held on Saturday, 7th April at the Baron of Beef, Gutter Lane, Cheapside, E.C.3. This venue, which has already achieved a reputation as one of the City's top restaurants, proved popular with all who attended, both for the fare and congenial atmosphere.

The event was well patronised and the menu included the traditional roast sirloin of beef for which the restaurant is renowned. A keen observer during the dinner might have thought he detected several of the guests shedding tears of nostalgia for their past days at

sea but such tears could equally have been brought on by the curiously strong horseradish sauce.

There was time for dancing for the remainder of the evening but for most the occasion was principally one to renew old friendships and to exchange reminiscences over a shoreside drink. Any ex P & O/Orient Line officers, who are interested in joining the Association, should write to the Hon. Secretary, Mr. B. G. M. Tuck, 9 Martin Close, Warmingham, Surrey.



Captain P. Sargent, Dock Superintendent at Tilbury tells us that the Lord Chancellor has accepted his resignation as a Justice of the Peace for Essex, due to the pressure of his other work.



Deck Cricket

Two famous cricketers are now forsaking pastures green for waters blue now that the cricket season is over. In *Stratheden* are Mr. and Mrs. Peter May on an Atlantic Islands cruise and in *Chusan* are Mr. and Mrs. Trevor Bailey with their two children enjoying Mediterranean warmth and sunshine. If either enjoys deck cricket we feel reasonably sure that rain will not stop play.

The Gilded Cockerel

In our Issue No. 5, Winter, 1961/2 reference was made to the Golden Cockerel, passed on by *Himalaya* to *Canberra*, whilst in Melbourne, as a symbol of the fastest ship in the P & O Fleet.

Commodore G. A. Wild, in a letter dated August 11th, 1962, wrote to Captain Clifford Edgecombe commanding *Oriana*, saying that in his opinion, this symbol rightly belonged to that ship and he proposed therefore passing on the "Gilded Cockerel" to *Oriana* as the "Cock" ship of P & O-Orient Lines.

Captain Edgecombe, in his acknowledgment, expressed the great appreciation of himself and his ship's company at this generous gesture.



Showing the Flag

We had mentioned in a previous issue our plans to issue timetables showing when our ships would be passing south coast landmarks and resorts and so make the general public more ship conscious in an age when the airplane is securing so much publicity.

This idea seems to have been very successful from one report received from Commodore Wild in which he says, "The beaches at Ventnor were packed by sightseers and both the Town Council building and the Yacht Club dipped their ensigns in salute. Off Beer, Devon, two loaded motor boats braved the rather inclement weather to come out and greet us and in Tor Bay quite a fleet of charter boats had obviously set out for the occasion. Berry Head was black with faces of the entire visiting populace from nearby Torquay and Paignton".

Captain L. J. Hill of *Chusan* reports also on his coastal cruise when a late start made keeping times somewhat difficult. "But", he says, "the weather was excellent and I am sure that the afternoon was made appreciated by all passengers in the ship. The coast line looked delightful and I enjoyed the exercise very much although I was, of course, disappointed in that I could not adhere to the scheduled timing."

"122"

"London Bridge is falling down"—
We hear of it from birth;
But London *Office* coming down—
That brings us down to earth.

St. Mary Axe and Leadenhall—
The corner where they meet
Will soon have offices to match
Our white and stately fleet.

To architects with young ideas
The old one is "a dump"—
And yet it served through peace and war,
Prosperity and slump.

The courtyard and the archway dim,
What changes they have known
Since ships had hulls and funnels black,
With upperworks of "stone".

Though many "got a rocket" here,
It's not a launching-base
To cope with space- or rocket-ships—
There's insufficient "space".

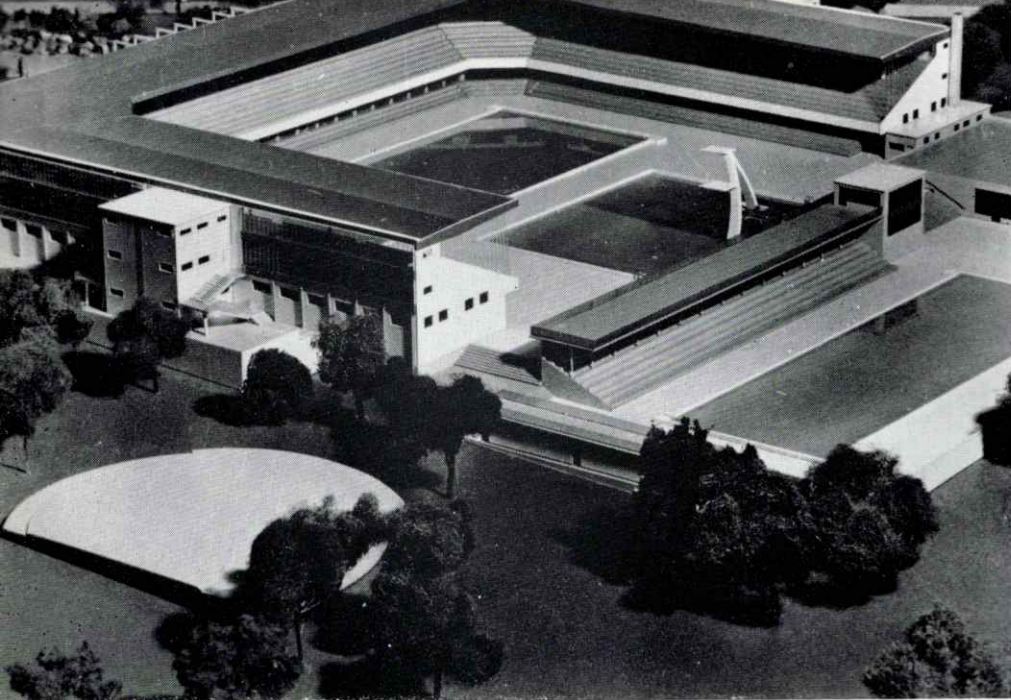
Upon the sacred site will rise
A soulless modern block—
No more the mid-Victorian pile,
As solid as a rock.

Those corridors and time-worn stairs
(Though out-of-date, we know)
Have witnessed all our history—
We grieve to see them go.

Tradition takes a knock-down blow—
There's nothing we can do;
So dear old, queer old "One-Two-Two"
Will get "THE OLD ONE-TWO"!

J. H. GOUGH WILSON.





PERTH: West Australia's capital city will be the scene of the Seventh Commonwealth Games from November 22nd to December 1st this year and is now very busy preparing to play host to thousands of inter-state and overseas visitors. At least thirty-five countries of the Commonwealth and up to 1,200 athletes are expected. This go-ahead state will show her visitors with pride evidence of vast developments in industry, engineering and mining, whilst Perth itself will produce a games arena and swimming pool worthy of the great occasion. A model of the aquatic centre being built in Batty Park is shown above.

From the Agencies

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

We're in the midst of our winter as we write—July—with occasional cold southerly gales and rain. Sometimes our shipping is hove-to at sea and loading in port disrupted; but June was a beautiful sunny month with only 16 points of rain, the lightest logged in June since records were commenced 103 years ago!

Two hundred miles south, in the Southern Alps, London's distance from Cornwall, the first light snow fell on 28th April. Ski-ing conditions at the moment are good. Some find it hard to believe that we have, in that area, vast ski-ing slopes larger than Switzerland's.

On 16th April last, an outstandingly successful Charity Dinner-Dance was held on board *Arcadia* in Sydney Cove. It evoked much favourable comment and brought a lot of credit to the Company and to the vessel, which is to be congratulated.

The good weather experienced during the first half of this year has greatly helped the builder of our new 18-storey Headquarters in 55 Hunter Street. The demo-

lition of the 7-storied buildings on the site commenced on 1st July, 1961. Now, a year later, not only have they been razed and the excavations completed, but the vertical steelwork to the fourth floor is in place and the pouring of the concrete of the Sub-basement, Basement, Ground, Mezzanine, First and Second floors has been completed, so the Contractor is keeping well up to schedule.

Early in January, 1962, an error made 88 years ago was partly corrected at a cash cost of £12,000,000, that is, the price of a new 4-ft. 8½-in. standard gauge railway line from Melbourne northwards to the border town of Albury, a distance of 188 miles. The error made in 1874 was the decision that railway gauges should be different in each State—in case of Civil War!

On the evening of 2nd January, 1962, the first through goods train left Sydney, New South Wales, for Melbourne, Victoria, 591 miles away. Drawn by two diesel locomotives the train averaged 40 m.p.h., including stops, and arrived in Melbourne at 11.00 a.m. the next day, cutting the time for the carriage of *goods* by half.

Before that, all trains stopped at Albury where passengers rebelliously and freight laboriously, had to change trains. For 88 years the inconvenience, waste of

time and cost of trans-shipping was fantastic. Can you imagine how impossible it would be if Scotland's gauge were 5-ft. 3-in., Wales' 3-ft. 6-in., like some of Western Australia's, and England's 4-ft. 8½-in.? Since 12th April, two night, luxury, straight through, stainless steel diesel-drawn "twinette" or single sleeper, trains with breakfast-in-bed service, ply regularly between Sydney and Melbourne in 13 hours!

Now that the three capitals, Brisbane, Sydney and Melbourne, are connected by through trains, the impact of this great achievement on coastal shipping, road haulage and air transport has yet to be felt.

★

On the 25th May, we were indeed sorry to say 'au revoir' to Mr. Beecher Foggon, our Senior Director, who left us that day on reaching the retiring age of 65.

He joined a fore-runner of the Company, The British India and Queensland Agency Co. Pty. Ltd. on June 14th, 1912, so had almost 50 years of full time service in the Group.

Mr. Foggon had the enviable reputation of being one of the ablest shipping men in Sydney. His flair for "hitting the nail right on the head", his remarkable memory and his keen sense of humour made it a pleasure to serve with him.

We shall miss him in the office, but he has not entirely severed his connection as he remains a member of the Board of the P & O Company of Australia Pty. Limited.

★

We were all delighted to see that in Her Majesty the

Queen's last Birthday Honours List, our Deputy Chairman, Mr. John D. Bates, V.R.D., was made a C.B.E.

P & O-Orient Lines Inc. North America

On her June visit to San Francisco *Himalaya* hosted members of the San Francisco Sea Scouts. The ship was the scene of a ceremony at which the charter of the scout ship *Ranger* was formally presented to Victor Eckland, public relations director for P & O-Orient Lines, Inc. The presentation by Frank Kerr, vice-commodore of the San Francisco Sea Scouts, was made in "grateful recognition" of the company's sponsorship of the troop's activities for the coming year. On behalf of the company, Eckland gave the scouts the two house flags of the P & O and the Orient fleets. After the ceremony, Staff Captain John Wachter escorted the group of 12 boys and their skipper on a tour of the ship.

In a letter of appreciation to Captain Wachter, Skipper Rollin Warner said in part, "I wish to thank you and your officers for a most delightful and educational evening . . . what was to have been a formal ceremony of thanks to P & O-Orient Lines turned out to be a fascinating evening for everyone concerned, the boys, committee members, scout council and myself."

Designed to train boys in leadership and seamanship, the four-year sea scout program gives boys 14 to 18 years old a thorough background in the history of the sea, an opportunity to learn to operate sailing cutters



San Francisco Sea Scouts aboard 'Himalaya'

and a chance to tour cargo, freight and passenger vessels when in port. The tour of the *Himalaya* was part of this "course".

The *Ranger*, operated by the troop of 14 boys, is a 30-foot whale boat, berthed at Aquatic Park in San Francisco. When the boys are not "at sea", they hold their meetings on a "land ship"—a room fitted like the deck of a ship. It is here that the two house flags of P & O-Orient Lines will fly.

In addition to the *Ranger*, the scouts also operate a 17-foot coast guard surf boat—*Orion*.

P & O-Orient Lines is the only steamship company in the San Francisco Bay Area which sponsors a sea scout group, and it is fitting that our company, which prizes seamanship, should make a major contribution to the endeavours of the sea scouts.

★

Passengers on the *Himalaya* were puzzled and pleased when the whole town seemed to turn out to welcome the ship as she steamed through San Diego's "Silver Gate" on the 29th of June.

George Turner, vice-president—sales, who witnessed the welcome, said 'Himalaya Day' was a festive and eventful occasion with the mayor of San Diego, the chairman of the board of supervisors, the port commissioner and a State senator all on hand to take part in the ceremonies. The chairman of the board of supervisors presented a letter of welcome to Captain Howard from Governor Brown and the Captain also received a brief case. In return, Captain Howard gave the city the P & O house flag. It will be flown, along with the American, State and port flag, each time one of our ships visits San Diego.

David Hodgson, Los Angeles branch manager, was in San Diego for the *Himalaya's* visit and said the cocktail party for 300 civic dignitaries and members of the press was a "smashing success". Other Los Angeles staffers who journeyed to San Diego for the arrival were Dick Glaetzner, Harry Meadowcroft and Mike MacDonald.

Dr. Robert Nielsen attended a management meeting in April in London where it was agreed that San Francisco's research department would conduct a market research study covering Australia and New Zealand. The study, under the direction of management in London and with the co-operation of the Sydney office is designed to cover two major fields of emphasis: general market analysis and economic research and specific analysis of the company's passenger and revenue position, with projections to the future.

Dr. Nielsen spent five weeks in Australia during May and June. While there, he interviewed key people in government and industry in order to get as much information as possible on the sea travel market. To obtain a wide sampling, Nielsen visited Canberra, Melbourne, Adelaide, Brisbane, Townsville and Wellington in New Zealand—and covered 22,000 miles in six weeks. Dr. Nielsen's analysis of the journey: "What impressed me most about London and Sydney was the courtesy extended by everyone. They were all most kind."

★

At the request of the Greater Vancouver Visitors and Convention Bureau, *Oronsay's* visit during June played an important role in kicking off Vancouver's annual "Tourist Week". The Mayor of Vancouver welcomed on board on "Red Carpet Night" a couple of inbound passengers, who were selected from the passenger list, together with a couple of incoming land tourists. The lucky visitors dined with the Mayor as guests of Captain S. J. Ayles abroad the *Oronsay*. After the dinner, which Ian Maclean, branch manager also hosted, the two couples were given a tour of the city.

★

Gathered for a P & O-Orient Lines Managers' Meeting held in San Francisco May 9-11 are branch managers, regional sales representatives and San Francisco executives. Also present on this occasion was Mr. Mervyn Karrasch, one of our Directors from Sydney, seen on Mr. Titus's right.



CADET NEWS

M.A.R.

Cadets R. B. Blossom and A. C. C. Hurry have been appointed to the Southampton Mid Apprenticeship Release Course starting this September. M.A.R. is still very much in the experimental stage, and at the moment there is very little similarity in the courses organised by the various Colleges.

The Shell Tanker Company send a number of Cadets for a six month course to the School of Navigation at Plymouth.

King Edward VII operate a shorter course for the British and Commonwealth Shipping Company, and Blue Funnel and Elder Dempster are to commence a course with the Riversdale Technical College at Liverpool.

In the next issue of "About Ourselves", we hope to have a report from Southampton.

NEW CADETS

We welcome the new Cadets who joined the Company in August this year: D. J. Booth, H.M.S. "Conway"; A. R. Buckley, Southampton; P. D. Burton, King Edward VII; P. S. Clark, H.M.S. "Worcester"; R. St. A. Coles, Pangbourne; M. I. C. Kempston, Southampton; M. A. C. Lanrice, Pangbourne; P. Lockyer, H.M.S. "Conway"; A. MacGilchrist, James Watt Memorial College; R. P. Priestley, Southampton; R. M. Smith, H.M.S. "Worcester"; and K. J. Tomkiss, Pangbourne.

SECOND MATES

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers: C. M. R. Lloyd, J. D. Cranswick and D. Farrar.

CRICKET TOUR AGAINST THE NAUTICAL COLLEGES

The annual tour against the College again proved to be a great success. All three matches provided exciting finishes, and ran the full course of playing time. However, although we scored 509 runs in the three days, we did not manage to win a single match.

At "Worcester", we batted first, and after scoring 175 for 6 declared, Lacey 50, Peters 42 not out, we were unable to break through the "Worcester" batting, 155 for 5, and the game ended in a very fair draw.

In the match at Pangbourne the College batted first, and declared at 174 for 7. At one time we were comfortably set to win, at 134 for 2, but unaccountably collapsed and were eventually lucky to hold out for a draw, at 145 for 9, Hodges scored an excellent 88 in this match.

The match at Southampton proved to be the most exciting of the tour. We batted first and scored 189, Ironside 52, and having taken the first two Southampton wickets for no runs, felt the game to be ours for the



"Heads or Tails" at Southampton

taking. However, this was not to be, and Southampton raced for the runs and won off the last ball of the day.

RUGGER

It is hoped to arrange a match with H.M.S. "Conway" in early October. In the previous two tours, we have been beaten decisively, but all Officers and Cadets who feel capable of accepting this challenge should contact the Cadet Training Officer.

"About Ourselves"

VOLUME V

It is now possible to bind your copies for Volume V comprising Numbers 31 (old series) and 1, 2, 3, 4 and 5 of the new series published in 1960 and 1961.

We are proposing to make available for those of our readers who like to preserve their copies in this way, a cover in which issues can be bound quite easily by the owner himself. It will be gold blocked on the spine and can be supplied at a cost of 8s. 0d. including postages. This means that it will not be necessary for readers to send in their copies but can await these covers and perform the binding themselves by a simple method.

Remittances for 8s. 0d. should be sent to the Editor, who will then supply the cover.



In all nine trophies and thirty-two medals were won by the Pandor Club Athletics team.



PANDOR CLUB

ATHLETICS

London Shipping Athletic Association Championships, held at Motspur Park on 18th and 21st June, 1962.

This was an exceptionally successful Championship for the Pandor Athletic Club. For some years now the Maori Club have occupied a seemingly unassailable position as holders of the Kelso Championship Cup, and this year, although remaining the champions, they probably received a surprise by being very closely followed in second place by us.

The Meeting was as usual extremely well organised by the London Shipping Committee, and for once we were blessed with reasonably good weather. Running was of a high standard and much credit is due to competitors of the Pandor Club for winning so many events.

The first final was run on Monday, 18th June, which was the 120 yards Hurdles for men, won by J. D. Howell, of the Beejay Club, and a representative of Great Britain in the Rome Olympics, with B. MacDonald and C. E. J. Bishop second and third respectively, both from the West End Office.

The men's 100 Yards was a most exciting final, won by J. Brazier, of West End Office, closely followed by his

Departmental colleague, E. MacDonald. The 440 Yards was won by C. E. J. Bishop, and there was a notable win by E. MacDonald in the Javelin.

A great surprise was the placing of an extremely scratch Pandor Tug-of-War team, pulling themselves into the final against the Glenn Club who eventually won by 2 pulls to nil. This indeed was most surprising as until a quarter of an hour before the start of the preliminary rounds for this event, we could only find 5 men to pull, in a team which required eight. We were very glad, however, to be finally helped out by three of our supporters who, after some persuasion, agreed to take off their jackets, roll up their sleeves and pull.



J. Brazier winning, closely followed by E. MacDonald (both West End Accounts).

But it was our girls who stole the show, by winning the Lloyds List Trophy and becoming the Champion Club and for securing the Currie Cup, which is awarded for the best Championship performance. This Championship was really won in the first event, the women's 100 Yards by Miss Dianne Gaskell, closely followed in second, third and fourth places by the Misses M. Bull, M. Collins and H. Brook. Unfortunately, tragedy was to hit us in the event, as Miss Gaskell pulled a leg muscle and was unable to compete in any further events. We were able to substitute Miss J. Payne, of West End Office in the 4 × 110 Yards Relay, which we won by inches from the Royal Mail Lines team.

The Currie Cup was won for us by Miss J. MacKinnon, of City Export Freight Department, for her throw in the ladies' Discus of 80-ft. 8½-in., which beat the existing Championship record.

The Mens' Novices' Mile produced a pleasant surprise when G. Buddington, of City Office went ahead of the field in the first lap, and retained his lead to the final tape.

Our success this year was essentially a team effort. In all, nine trophies and 32 medals were won by Pandor Club, a result which indeed leaves us in high hopes of perhaps being in the position next year of proudly displaying in the Company's Offices for the first time the fine trophy which is presented by the London Shipping Athletic Association to the Champion Club.

Miss D. Gaskell winning the 100 yards.



C. Bishop breaks the tape in the 440 yards.



NETBALL

The Netball Club completed its first season in May, 1962 and was very successful. It had joined the London Shipping Netball Association last year and entered the L.S.N.A. "Knockout Cup" and League, in which our team came second and third, receiving bronze medals. Teams have to be selected for the coming season and Miss Jenner, Correspondence Dept., West End Office as well as Miss Leigh, Export Freight Typists, City Office, will be pleased to receive applications from all those interested.

It is hoped to join the L.C.C. League in September and to arrange also for a rally or practices with the Netball Teams from our Dock Offices.



CRICKET

Pandor Club beat Escombe, McGrath C.C.

Winning the toss, Pandor batted first on a plumb wicket. A slow start laid the foundation for a useful score and the run rate increased as the Escombe's bowlers began to tire. The declaration left Escombe's batsmen quickly got on top of some loose Pandor bowling. Some steadier bowling made the Escombe's batsmen look for shorter runs to keep up with the clock and the run out of Escourt was the turning point of the match. Few other batsmen were able to play Cope with any confidence and the wickets fell steadily; the last one falling ten minutes before close of play.

Highlights of a good Pandor win were the scores of Dudman (55), Baily (43), and Chilver (32) and the bowling of Cope—6 for 28.



GOLF

We are pleased to record the success once again of P & O-Orient Lines' representatives at the Associated Australian Owners and Brokers Golf Meeting at the New Zealand Golf Club, Byfleet on the 22nd May, when Mr. J. G. Davis won the Trinder Cup singles Stableford competition with 36 points, with Mr. A. J. Bott second and Mr. F. E. Harmer third. The afternoon Stableford Greensome was won by Mr. Bott and Mr. Harmer.

Mr. Davis takes over guardianship of the Trinder Cup from Mr. Bott who won it last year for the second time. Since World War II, Mr. A. J. M. Crichton, Mr. F. E. Harmer and Mr. M. Millar have also been successful and in earlier years it was won by two former Orient Line Chairmen, Sir Alan G. Anderson and Mr. I. C. Geddes.



PANDOR CLUB—RECENT ACTIVITIES

Since the last edition of "About Ourselves" the Pandor Club has had its second A.G.M. At this meeting Mr. M. M. Millar gave up his position as Chairman and Mr. P. E. Parry was elected in his place. In appreciation of the hard work Mr. Millar has put into the formation and early years of the Club, the meeting elected him to the position of Vice President. Other changes made on the committee at this meeting were: Mr. B. P. Sykes to Vice Chairman, Mr. L. E. O. Hermes to Hon. Treasurer, Mr. P. G. Harrison to Hon. Secretary and Messrs. P. D. Norton and K. Veness to Hon. Assistant Secretaries (West End and City respectively).

Copies of the minutes of this meeting have been distributed to all Club members, and we shall only give a very brief resumé of them here.

The Chairman reported on an enjoyable outing to Calais on the *Royal Daffodil* last year, and a successful Dance held in the Mecca Restaurant, Dunster House in the autumn. "Pandor Club News", the monthly publication to Club members, which has recently been introduced was also mentioned. The activities of the various sections of the Club were reviewed, but as details of many of them have already appeared in this magazine before we shall not refer further to them now other than to mention the formation of two new sections to cater for Basketball and Photography, to which we wish all success in the future.

We feel that we should, however, like to take this opportunity to recount some of the advantages enjoyed by Club members:—

The following sections field teams, either regularly or occasionally during the appropriate season, and there is always a game for anyone wishing to play. (The name of the individual who should be contacted by anyone wishing to play is shown in brackets after the section):—

Athletics (R. Bugg), Basketball (G. J. E. Howard), Cricket (C. G. Roche), Football (P. A. Booty), Golf (L. E. Kimpton), Lawn Tennis (J. Daniels), Netball (Miss S. Jenner and Miss G. Rogers), Rugby Football (L. D. Stockwood), Swimming (D. Spratt) and Table Tennis (J. Duranti).

Other active sections are the Dramatic Society (A. P. Sherwood) with two annual productions, the Horticultural Society (K. Reynolds) which runs a Flower Show in the autumn, the Motor Club (G. E. H. Roots) which organises rallies, and the Photographic Society (J. W. Overell) which, amongst its activities, covers the events of the other sections.

Other benefits conferred by Club membership include:—

Wines and Spirits—(from an Off Licence in the City and West End) at "Club Prices".

Certain men's clothing from a firm in Hornchurch at discount prices.

The entrée into the Houndsditch Warehouse.

Bulbs, seeds, etc., through the Horticultural Society at wholesale or discount prices.

Most sports and camping equipment through either Lillywhite Frowd Limited, 18/29 Mora Street, City Road, E.C.1. or Alec Brook (Sports Equipment) Limited, Klix House, 124 Euston Road, N.W.1.

Certain selected theatre tickets through the Playgoers' Club, to which the Dramatic Society subscribes, again at reduced prices.

Last, but not least, the autumn dance held by the Club, which, because of its popularity, and the rather restricted space of the Mecca Restaurant in Dunster House, will be limited to Pandor Club members and their guests.

We hope that this resumé will encourage those of the staff who have not already joined the Club, to do so.

Anyone who would like further information about the Club should contact either the Secretary or one of the Assistant Secretaries.

P.G.H.



TENNIS

Tennis Finals

The finals of the London Shipping Tennis League were played at Mr. Millar's house at Weybridge on Saturday, the 21st July.

For the first time in many years, the weather was rather unsettled and rain stopped play during the afternoon. However, the court dried quickly and the men's doubles was completed about 7.30.

The Pandor Club was represented by Jill Robinson in the ladies' singles, who unfortunately lost to Miss Lindfield of Alexander Howden & Co., 6-1, 6-2.

Pandor Club

The Pandor Club Tennis Finals were also held at Mr. Millar's house on Saturday, the 8th September and three events were completed. Unfortunately finalists of the men's doubles and women's doubles were on holiday and these events will have to be played later at Forest Hill.

Mr. Graham Russell from Tilbury played stylish and excellent tennis to win the men's singles by 6-0, 6-1, 6-2. Miss Anderson won the women's singles, although she was beaten in a good exhibition match by Miss Dickinson.

Tilbury achieved supremacy in the men's doubles when Russell and Chandler beat Owen and Blight in three straight sets.

The afternoon was slightly chilly for spectators but excellent for those performing on the court.

Altogether two very pleasant days were enjoyed and the Pandor Club is very grateful to Mr. and Mrs. Millar for making their house and court available to members for these events.



DRAMATIC SOCIETY

For your information and the Staff Magazine, this Society's Christmas production will be held on the 18th and 19th December at the Guild Hall School of Music and Drama.

The play selected is a comedy by Arthur Watkyn, entitled 'The Geese are getting Fat' which is set at Christmas time in an average household, and we hope it will prove a good choice for the festive season.

C.A.Y.

HORTICULTURAL SOCIETY

The Second Annual Show

The success of the first show in 1961 prompted an even greater interest in that of 1962, held in the Staff Club Room at Head Office on September 17th. There is no doubt that the general standard of exhibits was much higher and would indeed have graced any show of that nature.

There were seventeen awards in Vegetables under Section "A" for Potatoes, Beans, Carrots, Onions, Beetroot, Cucumber, Tomatoes, Giant Shallots, Cauliflower, Marrows, Cabbage, Leeks and Lettuce. In Section "B" there were four awards for Apples, Pears and Blackberries. Flowers were under Section "C" and formed a most attractive and colourful show, particularly the Dahlias and Chrysanthemums and well as Michaelmas Daisies and Roses. The Flower arrangements had quite a professional touch, won mainly by women members of the Club. Finally there was a mouth-watering array of Cakes, Bottled Fruits and Jams; of Chutney and Pickles and enticing bottles of home-made wines.

WINNERS OF THE BEST ENTRY IN EACH SECTION—

Section A and B (Vegetables-Fruit)—Mr. F. Martin, Kidney Potatoes.

Section C (Floral)—Mr. C. D. Crispin, Cactus Dahlias.

Section D (Floral Arrangement)—Miss J. Marsden for Five Blooms with suitable foliage.

Section E (Domestic)—Mrs. E. G. Lewis, for Fancy Cakes.

Highest Aggregate in Sections A to C (Horticulture)—Mr. S. E. Thody, who won the Silver Cup of the Sir Colin Anderson Trophy.

Highest Aggregate in Section D (Floral Arrangement)—Mrs. P. C. Crispin, winning the Silver Cup of the Kenneth Britton Trophy.

Highest Aggregate in Section E (Domestic)—Mrs. E. G. Lewis winning the Silver Salver of the Arnold Johnson Trophy for the second year running.

Prizes were presented by the Chairman, Sir Donald Anderson, with Mr. C. W. Aston, the Society's President in support. Mr. K. Reynolds, Chairman of the Horticultural Society deserves much praise for the obvious success of this event.



RUGBY FOOTBALL

Mr. Stockwood, Secretary, writes: As you will have noticed from various reports in the "Pandor News" the Rugger team did considerably better this last season and the full results were as follows:—

VERSUS	RESULT
<i>Port of London Authority</i>	<i>Drawn 3- 3</i>
<i>Baltic</i>	<i>Won 27- 9</i>
<i>B.I.S.N. Company</i>	<i>Won 62- 0</i>
<i>Lloyds</i>	<i>Lost 16- 6</i>
<i>Royal Naval College, Greenwich 2nd XV</i>	<i>Won 10- 0</i>
<i>Stock Exchange</i>	<i>Lost 16- 8</i>
<i>Kings College "A" Team</i>	<i>Lost 12-10</i>

From this you will see that no game was lost by a large margin and we would undoubtedly have had an even better record but for certain key positions being filled by willing but, for the position, unskilled performers.

For the next Season the following fixtures have been arranged although the first two are not yet finally confirmed:—

VERSUS	DATE
<i>Port of London Authority</i>	<i>26th September</i>
	<i>P.L.A. Ground</i>

VERSUS	DATE
<i>Baltic</i>	<i>10th October</i> <i>Probably at Richmond</i>
<i>University College 3rd XV</i>	<i>21st November</i> <i>Away</i>
<i>Royal Naval College Greenwich 2nd XV</i>	<i>5th December</i> <i>Away</i>
<i>Stock Exchange</i>	<i>9th January, 1963</i> <i>Probably at Richmond</i>
<i>King's College "A" Team</i>	<i>23rd January, 1963</i> <i>Away</i>
<i>University College 2nd XV</i>	<i>6th March, 1963</i> <i>Probably at Richmond</i>

A further game will probably be arranged against Lloyds. It is regretted that it is not possible to run a second XV and there are certain people who are keen for a game who may not always be lucky but I will be grateful if anybody who has recently joined the Company and wishes to be considered will give their name to one of the following people. A particular requirement is for a scrum half and anyone with experience of this position will be welcomed with open arms.

City Office: Bill Stockwood, G.P.O. Ext. 26; Alec Squires, Reliance Ext. 265.

West End: David Ogilvie, G.P.O. Ext. 12; Bruce McDonald, Reliance Ext. 23.

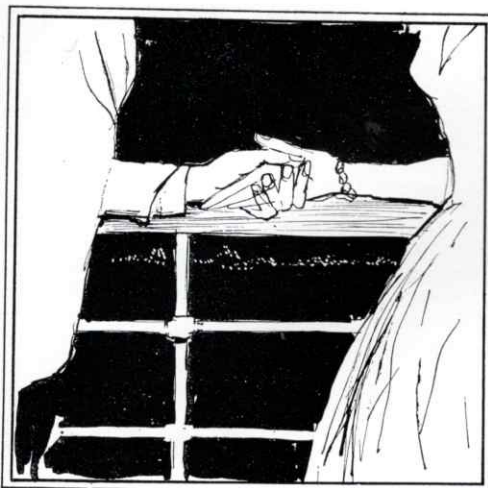


*Left:
'Canberra' New York
Cruise. Some of the
passengers travel to Niagara
to enjoy one the
world's great sights*

*Below:
'Canberra' passengers
in Washington D.C.
with the Capitol in the
background*

W. A. Fortens photographs





THE MIRROR REFLECTS

Daily Mirror reporter Brian Hitchen was assigned by his Chief—columnist Rex North—to cover the New York trip. A man well acquainted with the superlatives of glossy brochures, Mr. Hitchen readily admits to being magnetically drawn into the merry-go-round of shipboard life. As a result of the six stories he cabled to the Mirror from the ship, we have received hundreds of inquiries from prospective cruisers. It is with great pleasure, therefore, that we print his “unsolicited testimonial” marking the end of a job on which, in his own words, “I had a ball”.

THEIR hands joined on the ship's rail, the young man in the white tuxedo and the girl in the diaphanous evening gown.

Through the mist across the water flickered the lights of home. And the hands tightened as the strains of an orchestra playing “The Party's Over” floated from the luxurious Bonito Club and out onto the night air.

And as the lights winked across the water, the couple on the rail and the 1,700 other passengers aboard *Canberra* knew that for them, the party—and the holiday with all its usual shipboard romances—was really over.

For me it was the end of another assignment. But somehow this was one I do not think I will ever forget.

Two weeks earlier I had walked up the gangplank, oops! sorry, gangway, through one of those holes in the side of the ship—nautical experts please bear with me. I still have to think twice before sorting out port from starboard—and wondered if I had come to the right address.

I had been assigned by my chief, columnist Rex North, to cover the maiden cruise of s.s. *Canberra* to New York and back.

But at first glance, the inside of *Canberra* looked less like a ship than anything I had ever seen.

Magnificent inlaid staircases, murals of beaten metal which any Bond Street gallery would have been proud to own, and pastel-shaded drapes were everywhere. This was not a ship. It was a huge floating hotel.

I wondered if I would ever find my way around her sound proofed corridors and ultra-modern spiral stairs.

Two days and twelve hundred miles later I was just about familiar with the place. Although there was a period when no matter in which direction I set out, I always wound up in that magnificent cathedral of chrome they laughingly call the Engine Room. Engine Room—there is not even a steam pipe or an oily rag in sight!

But distressed travellers need not worry aboard *Canberra*. Discreet stewards with seemingly telepathic minds appear and disappear like genies out of a bottle. Always ready to help, no chore is too great for them.

And the people I met, looking back they seem to have stepped, larger than life, from the pages of a 1962-style Alice in Wonderland . . .

The magician who nonchalantly broke up the cutlery at the Captain's table and nightly baffled the Commodore with three-card tricks between courses. The bus driver from Scotland and his bus clippie wife who had saved fourteen years for this, their holiday of a lifetime. The

French Count and Countess who had come away for a quiet time—taken one quick look, changed their minds and had a ball. The London charwoman who played bingo every day with a pencil in one hand and a glass of champagne—price sixteen shillings a bottle—in the other.

Then there was my American colleague, Paul Cunningham of N.B.C., who had flown to Britain specially to board *Canberra* for a one way trip to New York with a two-hour television show to arrange when we docked.

During his twenty-four hours in London, Paul—"I like English clothes"—Cunningham had bought himself a tweed cap which he sported aboard ship at every opportunity. He even went swimming in it one night and regularly had to be talked out of going to bed wearing it.

But perhaps my most unforgettable person was *Canberra's* skipper, Captain Geoffrey A. Wild, 58-year-old Commodore of the P & O fleet.

On this man's shoulders rests the responsibility of running a £16,000,000 floating city.

Man of many roles from daily diplomat and evening host to minister at the all-denomination service on Sundays at sea, he does a splendid job.

So fascinating is this man with the twinkling blue eyes that after a two-hour talk with him in his cabin—I only went for a five minute chat—I left without even noticing what colour the decor was. And I can usually guarantee remembering details like that.

Three days at sea saw the last of the icy barriers of traditional English formality go down. Everyone was out to enjoy themselves. And the way they set about it had to be seen to be believed.

Each morning brought an avalanche of gilt-edged invitation cards to cocktail parties all over the ship. And in the teenagers' room, The Pop Inn, *Canberra's* replica of a multi-coloured neon-lit London coffee house complete with juke box, the youngsters were hell-bent on a glorious self-imposed task of twisting their way to New York.

But it was *Canberra's* entry into New York harbour that brought out the Sir Francis Drake in every man aboard.

Never before, and I am not easily impressed, have I seen a more stirring sight. Down the Hudson River they came, the fleet of fussing tugs, fishing vessels, week-

end sailors and just plain rubbernecks to gaze in awe at the towering majesty of *Canberra*, magnificent showpiece of British shipping.

And having seen, they saluted in a cacophony of everything from the bark of klaxon horns to the deep throated booming of ocean-going liners until the eardrums vibrated with the din and the mind boggled with the splendour of the reception.

All the way up the Hudson, through the welcoming curtain of spray thrown up by the fireboats of New York alongside the Statue of Liberty, the bunting-decked *Canberra*, her white Pacific bows knifing through the water, blew her siren in acknowledgement, returning the welcome of the New World.

New York City police helicopters circled her decks in a guard of honour. And when they peeled off, others took their place like worker bees round the queen.

It was two o'clock exactly when *Canberra* stood off New York's Pier 90 while her American pilot leaned on the bridge and between chews on a thick cigar, whispered instructions into a pocket sized walkie-talky and swung her into the quay with less effort than parking a car in London.

New York came—and four hectic days and nights later—went in a haze of mammoth skyscrapers, cabarets, shopping sprees and swizzle-sticks.

Sadly we were sailing down the Hudson in the sticky afternoon heat.

The passengers were glum. But there was nothing that dinner and a new round of parties could not put right—and rapidly did.

And so it went on. One fantabulous string of mid-ocean race meetings, hilarious water sports in the three heated turquoise swimming pools, fancy dress parades and the stillness of noon when the navigation officer announced the ship's daily mileage total and the passengers chewed fingernails, wondering if they had hit the jackpot on the sweepstake.

And suddenly we were home. In the wheelhouse an officer obligingly pored over a complicated looking chart and told me: "We are exactly seventy-five miles from Land's End". I switched on my pocket radio and loud and clear from London came Vera Lynn. I went below to my cabin and began to pack. We were home and the party was over.





Sir Donald Anderson, Chairman of P & O speaking at the luncheon.

More than 230 pensioners, retired members of P & O-Orient Lines' sea and shore staffs, attended the Company's annual reunion luncheon on board *Arcadia* at Tilbury recently. They were welcomed on board by Captain C. W. Mayne and Sir Donald Anderson, the Chairman.

The oldest member of the staff present was 91-year-old Mr. B. Rutland, who served with the Company for forty years, eighteen of them at sea, before retiring twenty-two years ago. Another guest was Mr. A. G. R. Saunders, who served in one ship, *Stratheden*, for twenty years.

Two former Captains of *Arcadia* attended the party, Captain E. R. Bodley, D.S.O. and Captain W. T. C. Lethbridge.

Guests were interested to hear from the Chairman about the future prospects of P & O-Orient. Said Sir Donald: "We are just beginning to tap the vast North American market which has a public with vast spending powers. There is no company in the world which can offer to these people the service—which is all we have to sell—that we can. Nowhere else in the world is there a company which has the officers we have. Nowhere else in the world is there a company with the ships we have. Nowhere else in the world is there a company with the ratings we have. So you will see, the prospects are there, but it is up to us who are still working to make the most of them."

P&O - ORIENT

STAFF REUNION

ON BOARD THE "ARCADIA"
AT TILBURY, 1st JUNE, 1962



General view of guests at the luncheon.

*Left to right: Mr. T. H. Butler,
Mr. J. S. Oddie, B.E.M., Mr. R. H.
Coe of P & O and Mr. A. G. R.
Saunders, B.E.M.*



*Left to right: Mr. J. Harley, O.B.E.,
former Aden agent, Mr. C. S. Saffery,
Passenger Department, Captain A.
Messenger, O.B.E.*



*Left to right: Mr. W. Girvan,
Mr. J. G. Davis, Mr. H. E.
Duncombe, M.B.E. and Sir Donald
Anderson, Chairman.*





Sir Donald Anderson, and Captain C. W. Mayne of "Arcadia" greet 91 year old Mr. B. Rutland.



Left to right : Mr. P. Job, Mr. W. Girvan, Mr. L. J. Ferguson, Mr. S. F. Parker and Mr. J. B. Dick.



Left to right: Mr. G. C. Boulter, C.B.E., Mr. R. M. Thwaites of P & O and Mr. A. C. Homewood.



Left to right: Captain H. S. Allan, R.D., R.N.R., Captain C. W. Mayne of "Arcadia" and Mrs. L. O. Baxter.



Left to right: Captain H. S. Allan, Dr. R. V. Horniman, M.B., M.Ch., and Mr. M. M. Millar of P & O.



Left to right : Captain E. Lee, Captain E. A. W. Mortleman-Lewis Staff Captain of "Arcadia", Mr. B. D. O. Jones, your editor, Mr. I. Habgood and Captain C. W. Mayne of "Arcadia".



The wedding of Mr. L. Milkins and Miss P. Jones



The wedding of Mr. M. Gawan-Taylor and Miss McAdam



The wedding of Mr. M. Taylor and Miss V. Hassenruck



The wedding of Mr. D. Mills and Miss J. Wilson

Personal News

APPOINTMENTS

SUPERINTENDENT ENGINEER

Mr. A. DONNELLY has become Acting P & O Superintendent Engineer in place of Mr. W. Girvan, whose retirement is recorded elsewhere. Mr. Donnelly, who was born in 1904, joined the Company in 1927 as Assistant Engineer in *Mooltan*. During nearly thirty years at sea he served in many ships until he came ashore in 1954.

In June, 1956 he was appointed Assistant Superintendent Engineer at Tilbury and then, in 1959, Deputy Superintendent Engineer at Head Office.

COMMODORE CHIEF ENGINEER

Mr. J. W. BARR TOWLER became Commodore Chief Engineer of P & O on 21st May, following on Mr. D. C. Campbell's retirement. He joined the Company as Assistant Engineer in 1925. It was in 1944 that he became Chief Engineer of *Cannanore*. His present ship is *Chusan*.

PURSERS' DEPARTMENT

Mr. F. G. Low was appointed Head Clerk of the Pursers' Department on the death of Mr. G. Deane.

CHIEF CASHIER'S DEPARTMENT

Mr. G. C. STALLEY succeeded Mr. E. May as Deputy Head of this Department on 1st September.

KING GEORGE V DOCK

Captain G. R. PETERS, now Marine Superintendent, has also assumed responsibility for ships in King George V Dock and is Dock Superintendent there. Captain D'AETH is Deputy Dock Superintendent for those Docks.

PUBLIC RELATIONS DEPARTMENT

Mr. Peter THOMAS became Public Relations Executive on 27th August in succession to Mr. R. A. H. Barnes who resigned owing to ill-health. He is an Australian with press experience in his own country and over here, where he has lived for three years.

PRESS RELATIONS OFFICER

Mr. A. S. N. BENNETT of the Public Relations Department was appointed Press Relations Officer as from 1st July, succeeding Mr. G. D. STUART who has resigned.

BRITISH TRANSPORT COMMISSION

Sir COLIN ANDERSON, a P & O director, has accepted an invitation to join the Commission's Design Panel. Sir Colin, whose work for the improvement of industrial design is well known, has been a member of the Council of the Royal College of Art and of the Council of Industrial Design, as well as President of the Design and Industry Association.



MARRIAGES

Our Best Wishes to—

Mr. J. EWAN, Deputy Purser of *Canberra*, on his marriage to Miss Margaret TAYLOR, formerly hostess



The wedding of Mr. J. Ewan to Miss M. Taylor



The wedding of Mr. B. Thompson to Miss Diana Crompton.

on that ship. Their wedding at Goathland, North Riding, was attended by several fellow officers and our picture shows a group which includes, left to right, T. M. Pollard, Senior Assistant Purser, Dr. J. Farrell, Assistant Surgeon, Mr. and Mrs. Ewan, L. S. Warren, Purser, and Dr. D. B. Reynolds, ex-Surgeon, P & O, who was Best Man and J. M. Crossman, ex-Assistant Purser.

Mr. Barry THOMPSON, Chief Officer, on his marriage to Miss Diana Vivienne, younger daughter of Mr. and the late Mrs. J. W. CROMPTON, at St. Mark's Church, Te Aroha, New Zealand, on 12th May, 1962.

Mr. James COCHRANE, Second Officer, on his marriage to Miss Mariane BROWN, of Purley, Surrey, on 26th May, 1962, at Christ Church, Purley.

Mr. M. GAWAN-TAYLOR, Junior Second Officer ex s.s. *Orsova*, on his marriage to Miss Anne McADAM, on 19th May at St. Joseph's Church, Copnor, Portsmouth.

Mr. F. J. ARTHURS, Chief Radio Officer, on his marriage to Miss A. M. FALCONER, at St. Ambrose Church, Bournemouth, on 25th May.

Mr. Patrick BOYLE on his marriage to Miss Julie MACKINNON, both of Export Freight Department, on 28th July at St. Margaret's Church, Stanford-le-Hope, Essex.



The wedding of Mr. J. Cochrane to Miss M. Brown



The wedding of Mr. A. J. F. Foot to Miss C. D. Parfitt.



We send our best wishes also to Miss LINDSAY ANDERSON, third daughter of our Chairman SIR DONALD ANDERSON, on her marriage to Mr. Robert Trench FOX of Falmouth, at Holy Trinity Church, Brompton, on September 6th.



BIRTHS

Our Congratulations to—

Mr. W. KEELING, 2nd Radio Officer, and Mrs. KEELING on the birth of a daughter on 4th August, 1962.

Mr. B. J. COCKLE, ex Deputy Purser, and Mrs. Margaret COCKLE, on the birth of a son, Andrew, at Adelaide, South Australia.

Mr. F. D. SIMMONDS and his wife on the birth of a daughter, Jacqueline Margaret on August 26th.

Mr. D. A. STEPHENS (Accounts Department) and Mrs. STEPHENS (formerly Miss Joy GOLLEDGE of Secretary's Department) on the birth of a son, Julian Denis, on 8th August, 1962.



ENGAGEMENTS

We Congratulate—

Mr. G. WHILLANCE, 2nd Officer, on his engagement to Miss Elinor D. NORTH, of Boston Spa, Yorkshire.

Mr. A. J. COLLIER, 2nd Officer of *Bendigo*, on his engagement to Miss G. A. POPPLEWELL, Woman Assistant Purser of *Iberia*.

Mr. Leslie J. HILL, Assistant Barman of *Chusan*, on his engagement to Miss Shirley CHISNALL of Salisbury.

Miss Eileen E. MORTON, Accounts Department, on her engagement to Mr. D. G. NICKLESS of Ascot, Berks, on 21st April, 1962.

Miss Gloria M. WOOLLEY, Accounts Department, on her engagement to Mr. D. G. OWEN, of Bexleyheath, Kent, on 21st April, 1962.



In our last issue, No. 7 (page 34) we gave details of the presentation by Mr. R. M. Thwaites of the Royal Humane Society's Bronze Medal to Mr. D. J. Harrison, chief officer of *Soudan*. We mentioned how Mr. M. N. Hulkes, his second officer, went also the rescue of a foreman overcome by fumes in a tank and who was similarly rewarded by the Society.

On June 27th, also in the Board Room at '122', Mr. Andrew Crichton, Managing Director, made a similar presentation to Mr. Hulkes, who received well deserved applause from many of the staff who witnessed the handing over of the Bronze Medal.



The wedding of Mr. P. B. Jackson to Miss V. Steele.



Captain J. D. Birch, D.S.C., R.D., R.N.R. (ret.)

RETIREMENTS

We wish many years of Happy Retirement to:—

Mr. W. Girvan, M.I.N.A.

Superintendent Engineer Mr. W. GIRVAN, M.I.N.A., M.I.Mar.E. retired on 31st May, 1962 owing to ill health. He had joined the P & O as an Assistant Engineer in 1923, serving in a number of ships. In 1934 he was transferred to the Engineer Superintendent's Office in Leadenhall Street, succeeding in 1954 to that post himself. He has been Chairman of the Technical Committee of the Ships' Cargo Research Council and a member of the Superintendent Engineer's Advisory Committee Council of the Shipping Federation.

Shortly before the War he undertook special training in Air Raid Precautions and later became adviser on this drill to all companies within the Group. Eventually he became Area Commander for the City of London Corporation with responsibility for the deployment of nearly 1,000 personnel for air raid duties. In recognition of this service Mr. Girvan was made an Honorary Freeman of the City of London.

We shall miss that Ulster accent which he never lost and his sound, practical commonsense at many a committee meeting. He has our best wishes in his retirement which will, we trust, enable him to regain good health and a full enjoyment of life.

Commodore Chief Engineer, D. C. Campbell

Commodore Chief Engineer D. C. CAMPBELL, to whose retirement we were able to make only a brief reference in our last issue, had been with P & O since 1925 when he joined *China* as Assistant Engineer. He

served in several ships prior to becoming Third Engineer of *Canton*. In 1939 he was transferred to the Admiralty for naval duties which kept him busy until October, 1946 when he returned to the Company. His first appointment as Chief Engineer was to *Devanha* and finally to *Arcadia* in March, 1960. His appointment as Commodore Chief Engineer dated from August, 1961.

Captain J. D. Birch, D.S.C., R.D., R.N.R. (ret.)

Owing to ill-health Captain BIRCH has retired from sea-going service, his last command having been *Orcades*.

Born in 1904 he served his apprenticeship with the Bibby Line and then was with the Wilson Line of Hull as a Junior Officer. He joined Orient Line in 1928 as Fourth Officer of *Orsova*.

Throughout the war, Captain Birch was engaged on Naval duties, his first command coming in 1941. He rejoined the Company in 1947. He was awarded the D.S.C. in 1943 for sinking a U-boat in the Atlantic whilst in command of H.M.S. *Nene*. The following year whilst commanding H.M.C.S. *Qu'Appelle* off Brest, he was involved in an action in which three armed German trawlers were destroyed, his part earning a 'Mention in Dispatches'.

In 1952 came his first command of *Orcades* with which he had a long and happy association.

Mr. E. May

On 31st August after forty-six years' service, 1916-1962.

He was originally at Tilbury in the Cash and Baggage Department and had served there under Captain Harris and five subsequent Superintendents. In the first world war he became a flying officer in the famous Squadron under Commander Samson.

Altogether Mr. MAY had 25 years at Tilbury. In the Second World War he became a Civil Defence Officer from 1938 onwards. In May, 1940, he came to the City to serve in the Cashiers' Department and outside his office duties he was an Aircraft Instructor for the Company and the City of London. He continued his activities as Civil Defence Instructor from 1945 to 1961.

Mr. K. D. MacAlpine, Chief Engineer

K. D. MACALPINE, Chief Engineer of Orient Line, who retired on 12th May, 1962. He came to the Company in February, 1925, his first ship being *Orvieto*. In 1952 he was appointed Chief Engineer of *Ormonde*; then came *Otranto* in 1957 and in 1958 *Orontes*. He was serving in *Orford* when she was bombed and sunk at Marseilles in June, 1940.

Mr. S. H. Roberts, Chief Engineer

S. H. ROBERTS, Chief Engineer (6.9.27 to 30.4.62). He joined *Mongolia* on 6th Sept. 1927 as Assis. Engineer and throughout the last world war served in *Strathnaver*. He became Chief Engineer of *Perim* in May, 1954.



R. B. MARR, Engineers' Department, who joined the Company in March, 1924 and who retired on 30th May, 1962. He joined *Plassy* in March, 1924 as Boilermaker and after serving in many ships was transferred to Dock

Staff in October, 1955, becoming Inspecting Boiler-maker in June, 1956.

C. D. WATSON, Dock Office, who retired on 31st July, 1962. He joined the company in July, 1939 and was Baggage Foreman at King George V. Dock.

F. E. TAME, Chief Baker, who joined the company in July, 1938 and who retired due to ill-health on 2nd June, 1962. His last ship was *Chitral*.

C. WINTER, Head Waiter, who retired in August, 1962 through ill-health. He joined the company in October, 1937. His last ship was *Canton*.

T. C. SIMPSON, Letter Bureau Attendant of Orient Line, who retired on 29th March, 1962.

C. A. HALL, Nightwatchman of Orient Line, who joined the company in 1919. He retired on 30th April, 1962.

S. F. WARREN, Nightwatchman, who retired in May, 1962 due to ill-health. He joined the company in March, 1935. His last ship was the *Stratheden*.

H. W. JONES, Laundryman (1937-1962) who retired through ill-health. His last ship was *Canton*.

C. H. ELDERKIN, Bedroom Steward, who retired in May, 1962 due to ill-health. He joined the company in January, 1925. His last ship was the *Oriana*.

T. C. WILLIAMS, P & O Quartermaster, who joined the company in November, 1921 and retired on 26th May, 1962.

G. GAZE, P & O Quartermaster, who retired on 30th July, 1962. He joined the company in January, 1914.

S. PALMER, P & O Quartermaster, who retired on 5th June, 1962.

W. T. WILSON, who retired on 24th July, 1962 was Chef in *Orontes* and had been with Orient Line since 1926.

Miss Evelyn RAINBOW, ex Nursery Stewardess (1938-1962) has recently retired after more than sixteen years' service at sea. She has been with *Arcadia* since the maiden voyage until she retired in May this year.

Mrs. A. S. KEBBY (1928-1962) recently stewardess in *Stratheden*, has also retired after more than thirty years' service with P & O. She is one of the few stewardesses who served at sea throughout the recent war.



RESIGNATIONS

Dr. EDGAR, Medical Superintendent at Head Office has asked to be released from that appointment so that he may return to the field of clinical medicine. His resignation has been accepted with regret and Dr. CORBETT has resumed the post of Medical Superintendent pending the selection of a successor to Dr. Edgar.

The Hon. R. A. H. BARNES relinquished his position as Public Relations Executive with effect from August 11th.

Mr. Barnes, who has been Head of the Public Relations Department for two years, was formerly an Account Executive with Galitzine and Partners Ltd., the Company's Public Relations Consultants, whom he joined in 1956.

Seconded from the Consultants, he was Press Officer for three years prior to the merger with the Orient Line in March 1960. In August of that year he was appointed by P & O to be Public Relations Executive of the combined companies.



OBITUARY

We regret to record the deaths of:—

Captain R. Harrison D.S.O., R.N.R.

Captain R. HARRISON, D.S.O., R.N.R. died on 30th June, 1962. He joined P & O as Fifth Officer of *Valetta* in 1899, became Chief Officer of *Malwa* in 1913. His first command was *Kidderpore* at Bombay in 1925 and he subsequently commanded well known ships like *Naldera*, *Mooltan*, *Strathnaver*, *Strathmore* and *Stratheden* then a new ship at Barrow-in-Furness. In 1939 he served with the Ministry of Shipping.

Mr. C. G. Deane

C. G. DEANE. One of the best known and liked figures in the Pursers' Department, George Deane died suddenly at his home on May 31st. He was Head Clerk of that Department and his amiable personality will be sorely missed there.

We are asked by his widow to express through the medium of these pages her thanks for many kind letters, since she finds it difficult to answer all personally.

George Deane was a Londoner to his finger tips and once he gave up boxing was happy with his fishing interests. He had looked forward to retiring at the end of this year and to living by the sea where he could indulge in his fishing to his heart's content.

Mr. James D. Cameron

In our last issue we were able to make only a brief reference to the death of Mr. CAMERON, formerly Superintending Engineer of the Orient Line. Born in Glasgow in 1885, he served his apprenticeship with John Brown's at Clydebank from 1900 to 1905, joining the Orient Line in May, 1909 as Junior Engineer of *Orsova*. After 3½ years at sea he came ashore on the Staff of the Superintendent Engineer, but went back to sea when war came, serving with the Royal Navy. In 1919 he returned to the Superintendent's staff, becoming Superintending Engineer in December, 1938 and he had the difficult task of ensuring that engines were equal to the exacting

demands of war duties. After the war came a heavy re-building programme. He retired on 30th November, 1954, after 45 years' service.

Capt. T. L. SHURROCK, O.B.E. who died on 5th July, 1962 was born in 1895. He started his career with Orient Line as Fourth Officer of *Ormuz* in 1924. He went to *Ormonde* as Acting Captain in 1941, becoming Captain in 1944 on the same ship. His last command was *Orontes*. He resigned in May, 1954.

Captain E. BENT died on 23rd July and had retired as long ago as 1929. His first P & O ship was *Soudan* which he joined as Fifth Officer in 1902. He became Chief Officer of *Kaisar-I-Hind* in 1915 and Captain in 1927, commanding various ships on relief voyages.

A. R. WATSON, Chief Engineer, P & O, who retired in 1929. He died on 1st May, 1962. Joining in 1893 as Assistant Engineer, he became Chief Engineer of *Socotra* in 1914. His last ship was *Mantua*.

W. J. TWINING, Chief Engineer, who joined the company in October, 1919 and who retired on 31st August, 1951. He died on May 24th, 1962. He became Chief Engineer of *Shillong* in August, 1950, but ill-health compelled his retirement a year later.

R. J. KEOUGH, Chief Engineer, who joined the company in November, 1919 and retired on 27th September, 1949. He died on July 1st, 1962.

T. HARDSTAFF, Refrigerating Engineer (1915-1952) who died on 22nd April, 1962. His last ship was *Stratheden* and in May, 1952 he retired through ill-health.

E. A. MAY, of the Dock Staff, who retired in 1932. He died on August 1st and strangely enough in the very month when his son, W. E. May retired from the Company's service (see Retirements).

L. POUCHEE, former Chief Steward in P & O, who died on 13th July, 1962. He had retired in 1940.

H. FRENCH, who died on 21st June, 1962. He was originally a nightwatchman who retired on pension in 1960.

G. E. FISH, who died on 20th July, 1962, came ashore from *Oriana* in January last and had been ill ever since, although he had actually retired on pension on June 1st. He was First Butcher on that ship.

W. H. ROBERTS, Baggage Steward, who died on 17th August. He had retired in August, 1958, having joined P & O on November, 1920.

AUSTRALIAN YOUNG FARMERS' 1962 TOUR

On the eve of their return to Australia in *Oriana* the Australian Young Farmers were entertained at a farewell reception in the Board Room at Leadenhall Street. Also invited to bid them farewell was a large party of guests from Australia House, the Agents General, the various Marketing Boards, the Press, the National Federation of Young Farmers' Clubs, the Ministry of Agriculture, National Farmers' Union and other organisations which have played a part in a most successful tour.

These young farmers have to undergo two examinations, one of them oral and the winner will be awarded the "Canberra" Scholarship with A£1,000 to provide a course at a University, Agricultural or Technical College, or a cash grant of A£750.

Mr. R. M. Thwaites, Managing Director, in a brief address, told the young farmers how glad the Company had been to welcome them to England in March last and that he had no doubt how much they were looking forward to some leisurely days at sea in *Oriana* after such a strenuous tour. He paid tribute to the various organisations which had made their stay in England so interesting.

Noel Maughan, from Victoria, replied for his colleagues, expressing their deep appreciation for the tour during which they had seen so much and experienced such hospitality, that they would never forget it. In particular he said we owe a debt of gratitude to the P & O Company which had made all that possible.

Sir Allen Brown, deputy High Commissioner for Australia, also said a few words in appreciation, and remarked how glad he would have been at their (the young farmers') age, to have had the opportunity of



Mr. R. M. Thwaites, Managing Director of P & O presents a souvenir album to Darryl Barker of Tasmania

winning £1,000 for passing an exam.

An excellent buffet lunch was provided for the guests, well up to ship standards, which left little to be desired.

The Australian Young Farmers of the 1962 tour were:—

W. A. Moffitt of New South Wales
Noel Maughan of Victoria
Brian Richards of Queensland
R. W. Saunders of South Australia
John Doley of Western Australia
D. O. Barker of Tasmania

Visitors From Overseas

So far this year we have been delighted to welcome a number of visitors from our offices and agencies abroad, visits and attachments which have enabled us to make the acquaintance personally of many whom we have known by name only over the years.

From Fremantle there came G. F. Laurence who has been attached to the Chief Accountant's Department since March 1961 and who is due to return to Australia in *Arcadia* in November, there to take up a position in the Sydney office.

Another arrival from Australia was W. C. T. Walker who arrived in January 1961 for attachment to the Chartering Department; he returned to Australia last May. R. Hohmuth and R. H. Truman came over in March and April respectively and returned last month in *Orsova*.

D. F. Longson, Assistant Passenger Superintendent from Sydney arrived in England last June and returns home in *Himalaya* this month (September). G. D. MacLaren arrived on 2nd August from Brisbane and is due home per *Orsova*, 22nd November.

D. A. Hartley, Assistant Manager from Fremantle is due here in *Arcadia* at the end of October and is expected to stay until March, 1963; J. B. Howse, Manager in Canberra is still with us.

Nice to see once more, home on leave from Agencies; W. E. Hamilton of Hong Kong, returned in *Himalaya* this September; H. J. M. Church from Singapore, due at the end of this month by air; and R. W. Wilson from Bombay, due here in October per *Chusan*.

M. F. Coster, who has been relieving in Bombay, is due to arrive home again in *Chusan*, November. J. E. Playfair from Aden returns in *Arcadia* in November and R. H. Anderson, Aden, returns in *Orcades* this September. J. E. Marshall who has been relieving in Aden will return home this November in *Chusan* and D. F. Smedley, West End Office, who also has been relieving in Aden, will return in October in *Orion*.



Farewell gathering in Sydney

From left to right: Mr. G. Rose, Mr. L. S. Warren (Purser), Chief Officer R. A. Game, Mrs. Pixley, Staff Captain W. B. Vickers, Mrs. Foggon, Mrs. Rose, Mr. B. Foggon, Mr. S. A. C. Hutton, Mr. N. D. Pixley, Mrs. Hutton, and Commodore G. A. Wild.

Letters to the Editor

Dear Sir,

On 17th May I had the honour and pleasure of being entertained to dinner aboard *Canberra* by the Commodore and Senior Officers on the occasion of my approaching retirement as Director of P & O-Orient Lines of Australia Pty. Ltd. During the evening the Commodore presented me with a beautiful crystal set of decanters, jug and glasses on a silver tray inscribed "From his friends at sea in the P & O".

As it is not possible for me to tender my thanks personally to all those who have contributed to the gift and have sent me through the Commodore their good wishes, I hope they will accept this letter as expressing my thanks. It has not needed this gift to remind me of all my friends in P & O ships but it will be one of my most valued possessions.

Yours sincerely,

B. Foggon.



FROM THE DEPARTMENTS

P & O-ORIENTATIONS

Twenty-five staff from Liverpool travel agencies were at the Exchange Hotel, Liverpool, on 15th May for the first of the "P & O-Orientations" to be held in the north west and the Midlands. The photograph shows the travel agents being addressed by Mr. E. W. Vowles, Sales Promotion Manager, P & O-Orient Lines. The talks, by a three-man team, are supported by photographs, diagrams, drawings and literature. At each session, also, the opportunity is taken of introducing the new P & O-Orient Lines Information Manual which is now in the hands of travel agents all over the country.

The drawing shown in the photograph lends a light touch to the well-known P & O-Orient "Boomerang" tickets. A number of illustrations of this kind have been drawn by Mr. L. F. Stuckey, Regional Sales Manager, P & O-Orient Lines. The Liverpool meeting was attended by Mr. J. G. Davis, of P & O-Orient Management, who welcomed the agents and answered a number of questions. Each session ends with a cocktail party and a showing of P & O-Orient's 25-minute film "I am a Passenger".

From Liverpool the team travelled on to Manchester and Leeds where sessions were held on 16th and 17th May respectively. The provincial programme ends with

meetings at Glasgow on 22nd May, Edinburgh on 23rd May and Newcastle on 24th May.



P & O-ORIENT LINES PASSENGER SERVICES LIMITED CITY PASSENGER DEPARTMENT

When the move to Beaufort House takes place there will not be sufficient room to house the City Passenger Department as it is now. A small Enquiry Office, however, will still be necessary to deal with callers, of whom there have been considerable numbers in the past. City Business Houses and Travel Agents, many of whom already deal with the West End Office, will, however, be circulated and enjoined to deal direct with Cockspur Street.

The sooner staff can be deployed for this purpose and effectively settled in, the better. The first moves took place, therefore, on the 9th July. From that date correspondence, telephone enquiries and personal callers coming into Head Office continued to be dealt with by the new Passenger Enquiry Office, which will undertake to re-direct this work to the West End Office wherever possible. Mr. R. C. Randall remains in charge as City Passenger Manager.

The Travel Agents being addressed by Mr. E. W. Vowles



OFFICERS' DEPARTMENT

Congratulations to the following Deck and Engineer Officers who have obtained Ministry of Transport Certificates since our last issue:—

MASTERS' CERTIFICATE

Second Officers A. H. D. CHRISTEY, R. D. CHAMPNESS, D. G. BANKS, A. J. BULL, D. J. PERRY.

FIRST MATES' CERTIFICATE

Third Officers C. R. SHORT, I. B. COOL.
Fourth Officer R. T. WOOD.

The Company's Cadets C. M. R. LLOYD, J. D. CRANSWICK, D. FARRAR, have obtained their Second Mates' Certificate and joined as Fourth Officers.

FIRST CLASS STEAM CERTIFICATE

Second Engineers R. G. BURN, J. KELLY, C. ROBERTSON.

SECOND CLASS STEAM CERTIFICATE

Third Engineers P. BYERS, R. B. OWEN.

FIRST CLASS STEAM ENDORSEMENT

Second Engineer A. HUBBARD.



EXPORT FREIGHT DEPARTMENT

We congratulate Mr. M. (HARRY) HAWKINS of this Department on passing his Final (Part IV) in the University of London Extra-Mural Certificate of Transport.



ELECTRONICS

PROMOTIONS

Congratulations to Mr. D. S. SIMMONDS on his promotion to the rank of Radio Officer and to Mr. P. D. A. CLARK to the rank of Acting Radio Officer.

CERTIFICATES

Congratulations to Mr. N. M. BAGENT, J.R.O., on obtaining his First Class P.M.G. Certificate and to Mr. F. E. ANDERSON, J.R.O., on obtaining his M.O.T. Radar Maintenance Certificate.



PURSERS' DEPARTMENT—Appointments

Mr. S. WARREN, M.B.E., Purser, *Canberra*, has been relieved by Mr. R. C. TEMPLE.

Mr. W. A. J. EWAN, Deputy Purser, *Canberra*, has now returned after four weeks' honeymoon on the Continent.

Mr. K. W. ASPIN, Tourist Chief Steward, has taken over as Chief Steward from Mr. M. F. PERCH.

Mr. P. E. WATERS has been appointed as Tourist Chief Steward, *Canberra* in place of Mr. ASPIN.

Miss J. M. REYNOLDS, Children's Hostess, has joined s.s. *Cathay*, relieving Miss P. M. PINHEY.

Miss J. LITTLEWOOD has joined s.s. *Arcadia* as 1st Class Hostess, relieving Miss M. A. LUCKING, who has joined s.s. *Iberia*.

Miss C. T. TASKER has joined *Iberia* as 1st Class

Children's Hostess, relieving Miss M. F. CORNISH.

Mr. B. R. TONKS, Purser, has relieved Mr. P. A. HOLLISTER in s.s. *Chitral*. Mr. P. A. Hollister is now carrying out shore excursion duties in s.s. *Canberra*.

Mr. F. H. GAMMAGE, Chief Steward, has relieved Mr. J. MARTIN in s.s. *Canton*.

Mr. T. I. HURST, Tourist Purser, relieved Mr. R. P. Frost in s.s. *Orcades*.

Mr. J. A. MILLER has been appointed Supernumerary Deputy Purser, s.s. *Oriana*.

Mr. A. W. BOREHAM has been appointed Supernumerary Chief Steward of the same vessel, for the outward voyage only.

Miss M. S. CORNISH has been appointed as 1st Class Children's Hostess in s.s. *Oriana*, vice Miss J. M. REYNOLDS.

Mr. L. BICKFORD has rejoined s.s. *Oriana* as Tourist Chief Steward in place of Mr. R. J. TUFFREY, Acting Chief Steward.

Mr. W. BAKER, Chef, has rejoined s.s. *Oriana* in place of Mr. H. SHUBERT.

Mr. T. KING-SMITH, Deputy Purser ex *Orion*, has resigned from the Company's service. Mr. O. G. GRAY, Deputy Purser, has relieved him in that vessel.

Mr. R. M. W. PORTER, Purser, *Oronsay*, has been relieved by Mr. C. E. DAVIS.

Mr. R. A. WILLIAMS, Deputy Purser, *Orsova*, has proceeded on leave and has been relieved by Mr. M. G. ONSLOW.

Mrs. E. A. R. TRAFFORD, 1st Class Hostess, s.s. *Orsova*, has proceeded on leave pending another appointment.

Mrs. M. D. PEACHEY, Tourist Hostess, s.s. *Orsova*, has also proceeded on leave pending her appointment to s.s. *Himalaya*.

Mr. T. A. WILKINSON, Chief Steward *Oronsay*, has been relieved by Mr. W. GOFFIN.

★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★★

"ODE TO A PUNKAH"

With apologies to the Louvre!

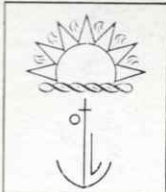
Oh, sweet plastic spheroid of delight,
Whose cooling breezes fan me in the night,
Would I could grasp the art of pre-direction
And thus be cooled in more than just one section.

Here in these tropic lands of humid heat
Without *thy presence* could I never feel complete,
Nor on thy gentle form my fingers put
To find relief in endless streams of soot.

When into cooler climes my way I wend
My black specked body numbed from end to end,
Thy tasks shall be rewarded as they should
I'll reach for thee—and shut you off for good!

R. D. TRITTON,

Radio Officer, 'Ballarat'.



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT
MANAGEMENT LIMITED

P & O - ORIENT LINES
PASSENGER SERVICES LTD.

