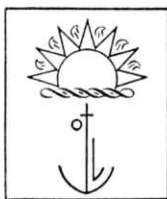


No. 13 WINTER 1964

About Ourselves



About Ourselves

No. 13. WINTER, 1964

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Chairman's Page

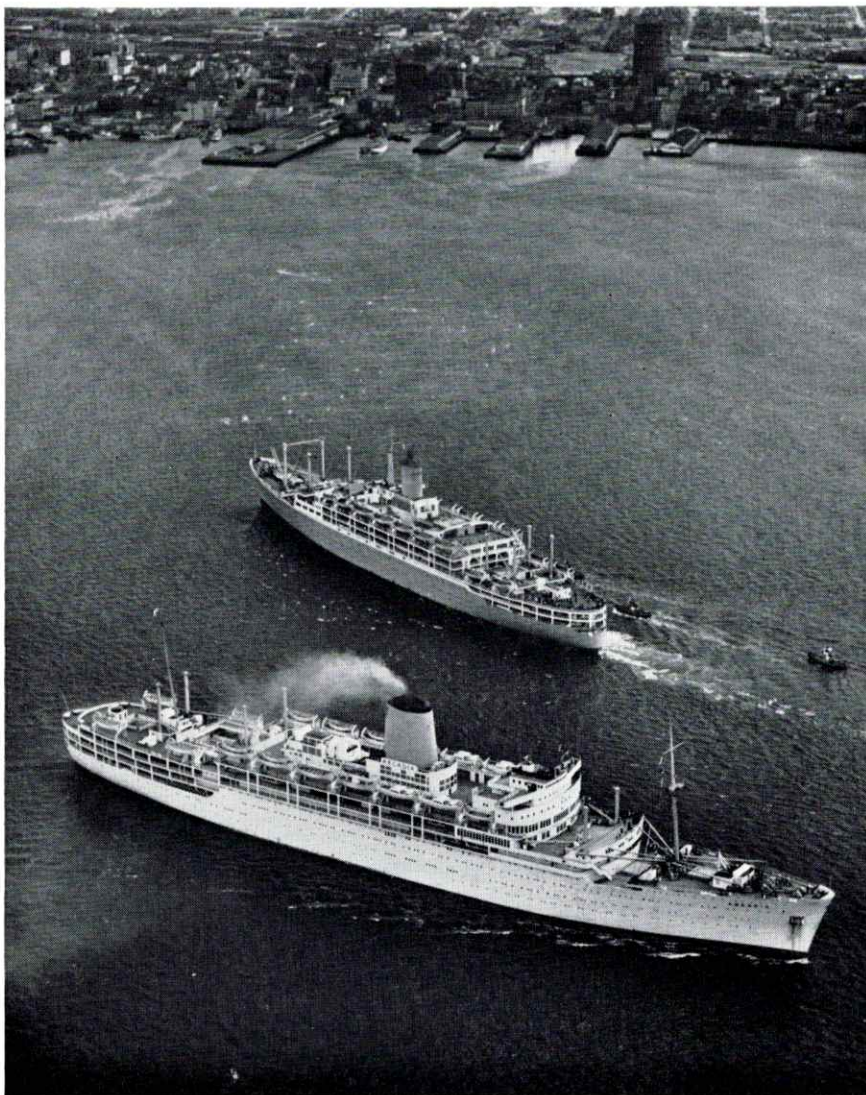


Training—practising—knowing what to do—being prepared—although we all say 'Yes' to the general principle involved, we do not always go much further than that. Yet if we are concerned with ships, the difference between lip service and adopting the principle as part of our work may very well be the difference between disaster, with lives lost, careers ruined and reputations smeared, and triumph. The *Lakonia* reminds me of all this once again, and the one thing we must not say smugly to ourselves is 'This could not happen in a British ship'. It could.

As we moved out of Leadenhall Street into Beaufort House, Sydney Office moved out of Union House and Spring Street into the new P & O building. I was there on January 23rd when Sir Robert Menzies, recently returned to office once more as Prime Minister of Australia, opened the building for us officially. Meanwhile, the demolition squads are at work on No. 122. They have contracted to do the job in 21 weeks, of which three have expired as I write, and so we should see pretty quick progress before long.

A fine photograph of the ARCADIA and ORONSAY passing in Vancouver harbour before thousands of people lining the water front.

SHIP NEWS



'HIMALAYA'; *the Himalaya Cup*

A cricket match took place for the 'Himalaya Cup' between the *Himalaya* and the Sydney Office on the 5th October, 1963 at the Nestles Ground, Fivedock. *Himalaya* regained the cup for the first time in 11 years by beating Sydney Office by 7 wickets after a most entertaining match.

Sydney Office won the toss and elected to bat. J. Morris and F. Fox opened the bowling for the ship and were not long in taking a wicket each. R. Ashton and V. Smedley then made a stand which took Sydney Office past 50 before Fox claimed his second victim by having J. Ashton caught. Griffiths came on with his 'tweakers' and quickly had top scorer Smedley well caught on the boundary by Price. Shortly after this, Stevenson nonchalantly caught Munro at mid wicket in a manner

which caused great amusement; 20 minutes after lunch Sydney Office were all out for 128, Fox having taken 4 for 19 and Morris 4 for 33.

D. Whyte and D. Page opened the batting for the ship. The rest of the team were able to sit back and watch the runs flow from the Assistant Surgeon's bat in a most classical manner. We were treated to innumerable perfect drives to cover, and off, which quickly took our score to 65 for 1, Page having fallen just before the 50 was up. Regrettably Whyte was caught at 3rd man four short of what would have been a well earned 50. Morris saw the score to 74 before being caught by Munro off Stobo. Price and Spread then shared a hard hitting partnership which produced the remaining 55 runs required to regain the Cup.

A small informal ceremony took place afterwards in which G. Cubitt, the Sydney Office Captain, handed over the 'Himalaya' Cup to K. Davie, the Captain of the ship's team.

SYDNEY OFFICE

G. Carlsund, lbw b Morris	...	...	0
G. Cubitt, b Fox	...	...	9
R. Ashton, c Griffiths, b Fox	...	...	13
V. Smedley, c Price, b Griffiths	...	...	29
D. Munro, c Stevenson, b Fox	...	...	6
C. Carter, b Morris	...	...	0
B. Barnes, b Whyte	...	...	6
J. Hurd, not out	...	...	17
D. Stobo, b Morris	...	...	16
M. Long, b Morris	...	...	5
A. Curry, b Fox	...	...	1
Extras	...	...	26
Total	...	...	128

HIMALAYA

D. Whyte (Asst. Surg.), c Smedley, b Cubitt	...	...	46
D. Page (3/E.), c Ashton, b Stobo	...	...	9
J. Morris (4/E.), c Munro, b Stobo	...	...	13
L. Price (2/Ref./Eng.), not out	...	...	35
R. Spread (4/O.), not out	...	...	21
M. Rickard (Asst. E.)	...	...
K. Davie (J.2/O.)	...	...
C. Stevenson (3/O.)	did not bat.	...	
B. Griffiths (A.P.)	...	...
F. Fox (P.R.A.)	...	...
D. Solley (W'man)	...	...
Extras	...	...	6
Total	...	...	130

The winning team from HIMALAYA.



'HIMALAYA' dolls

A load of dolls came off the *Himalaya* when it docked at Tilbury in November, 1963. Members of the crew 'picked them up' on their way home from Australia.

These were toy dolls, however, and were bought at Eastern ports with money members collected among the catering staff and bandsmen on board.

Mr. Bill Johnson, a bedroom steward, and organiser of the collection, took them to Barkingside, where they were stowed away in Dr. Barnado's 'Village Home' to await Christmas distribution among the children.



'ARCADIA'

When *Arcadia* left Sydney on the 31st December, 1963, the Captain had in his care an Australian flag consigned to the Joplin (Missouri) Chamber of Commerce. The flag is a gift from World Travel Headquarters Pty. Ltd., Sydney, and is in recognition of the hospitality extended regularly by members of the Chamber to parties of visiting Australian tourists.

L. to R.: Commodore Howard, Mr. Dan Young, Acting Regional Director, United States Travel Service, Mr. John Elliott, Sydney Manager, Australian National Travel Association, and Mr. Webb, a Director of World Travel Headquarters Pty. Ltd., on the bridge of ARCADIA after the presentation.



'SALMARA'

This ship has had a long and valued connection with the Alderman Catleugh Boys' School at King's Lynn under the auspices of the British Ship Adoption Society. Under Captain Rose the 'Salmara Siren' has been produced in narrative form so that pupils can read about and visualize the voyage. This monthly review makes most interesting reading and is one of the best things of its kind we can remember having seen. Long may the association between ship and school flourish.



Captain Dunkley on the bridge of CANBERRA with the Commanding Officer and Cadets of the Clacton-on-Sea Sea Cadet Corps Unit No. 84.



Staff Captain J. A. Clifford making a presentation aboard IBERIA to Mrs. A. L. Doyle, Stewardess, on the occasion of her retirement from the Company after 26 years of service.

IBERIA *The Chairman of the IBERIA'S Sports and Social Club writes—*

May I through the columns of 'About Ourselves' mention a few words about a man who lives in Sydney. His name, Ron Baker.

For many years Ron has arranged for *Iberia* and for other Company ships, tours, darts matches and various other forms of entertainment. He is always on hand to help make stays in Sydney entertaining and happy.

On this voyage of *Iberia* Ron arranged a day tour (for which we had more people than seats) that included a coach tour and a river launch trip up the Hawkesbury River to Bobbin Head then on to a Koala Bear sanctuary. He also arranged a darts match at one of the Football League Clubs after which the members of the crew who went were sported to a very good meal. In addition to these arrangements Ron had arranged, with other Football League Clubs around Sydney, for members of the crew to avail themselves of the Clubs' activities during *Iberia's* stay in Sydney.

These are only a few of many things that Ron has done for *Iberia* over the years.

To this man, a truly good friend of P & O, all of us on *Iberia* are more than grateful for all the work and time he puts into making our stays in Sydney so happy, entertaining and memorable.



A photograph of STRATHEDEN during her last call at Aden on 8th October, 1963.



'ORCADES'—This ship held a highly successful Hobbies Exhibition on 29 December, 1963. Our illustration shows members of the ship's company admiring each other's work.

'ORSOVA'

Mr. J. E. Bates, 1st Barman, is the proud possessor of a letter from Miss Vera Lynn, Chief Lamplighter of the Beacon Club of the National Spastics Society thanking him and others in *Orsova* for their efforts last year in collecting £293 8s. 3d. on behalf of the Spastics. This sum included £25 donated by appreciative passengers to members of the Deck Department for the efficient way in which the life boats had been handled during difficult conditions at a port of call during one of *Orsova's* cruises. The boat crews insisted that it should be given to the Spastics.

The photograph shows Miss Shirley Keene, herself a spastic, receiving a replica of the ship's bell during a voyage she made to Australia in *Orsova*. On the table can be seen the Beacon used on board for collections. In her letter Miss Vera Lynn describes Miss Keene as a marvellous person and an inspiration to Spastics everywhere.

Besides Miss Keene and Mr. Bates, the others in the photograph are Mr. Wilkinson, Chief Steward; Mr. Delahay, Chef; Mr. Timmins, 2nd Steward; and Mr. Basil Allchin, 2nd Barman.

'Orsova' Helps the Spastics



PENSIONERS' LUNCHEON 1964

It has been decided that the Annual Reunion Lunch for retired staff will be held this year on board *IBERIA* at Tilbury Dock on Friday 5th June.

PHOTOGRAPHIC COMPETITION 1964

Sea Staff and Shore Staff, both home and abroad, will be eligible to compete, as well as those on the Pensions Lists.

One competition will be for the black and white photographs only. The other will be for colour photographs, the popularity of which has increased considerably in recent years and which we hope to reproduce in colour in the Journal.

Prints in black and white should not be less than 4 in. x 3 in. in size. On the back should be written in block letters the name and home address of the sender and the title of the photograph. The sender should also certify on the back of the Print that the photograph was taken by him or herself. The colour transparencies should be placed in envelopes with similar details.

Entries for the competition should be sent to the editor, 'About Ourselves,' Beaufort House, Gravel Lane, E.1, so as to arrive not later than May 1st, 1964, marked 'Photographic Competition'.

Prizes will be: 1st Prize £15; 2nd Prize £10; 3rd Prize £5, for both the black and white and for the colour sections.

The right is reserved to reproduce prize-winning photographs in 'About Ourselves' without payment of fee. Should, however, any photograph be considered suitable for publicity purposes, an offer to purchase the rights would be sent to the owner of the photograph.

They DO play in the States

By P.B.J.

It all started at one of those 'belly-ache' Wardroom meetings that seem to be held, even in the best run places, from time to time. You know the sort of thing I mean — not unlike the broadcasts of a certain Parliament in session when the Opposition are nicely het up over some controversial point or other. 'Does Mr. Treasurer consider that such a large levy is necessary on a can of beer, because Mr. Wardroom Member thinks it is far too much.' The invariable answer is that Mr. Treasurer does consider the cost of beer should remain as it is, and, moreover, is considering raising it even further to cover the cost of losses sustained after the last booze up.

Only this time it wasn't the cost of beer that was under fire. Apathy, in its widest sense, was the basic reason for the meeting — insufficient organised competitions and activities being the main complaint. The fact that a large proportion of the complainants seldom attended whatever was going on tended to be brushed aside.

Anyway, to keep the boys happy, the Committee listened with ears flapping to the umpteen ideas that were put forward, and some of them were given a trial run. Amongst the ideas was one of forming a Rugby XV — a rather ambitious project in a ship with only 26 Europeans perhaps — but, much to everyone's surprise, there appeared to be sufficient numbers, and, more important, enough enthusiasm, to form a team. Some players, some newcomers and one or two 'has beens.'

Whilst it was generally accepted that few of us would have enough 'puff' to last out a full game, especially against

a well established and organised team, challenge one we must, and to make as good a game as possible a few practice sessions were the order of the day. As the newcomers to the game were instructed in the finer points, the has-beens kidded themselves they were really getting into trim by playing a couple of games of deck tennis, and, when they thought no-one was looking, by trying to touch their toes in the seclusion of the bathroom. Scrums, line-outs and tackling were fairly straight-forward tactics to undertake on the boat deck, and these, aided by a couple of blackboard sessions, proved to be just about the only practice we had as a team.

From Panama, we wrote ahead to Philadelphia, New York and Montreal to see what could be arranged in the way of matches, and then sat back to await results. Of course the practice matches which had been planned for the earlier ports of Houston, New Orleans and Tampa to mention but three, never transpired. Wait, I lie. In Houston about nine players did push off to a floodlit sports ground one evening, but as the main effect of that practice was to convince ourselves that we'd bitten off far more than we could chew, decided that it might be more prudent to conserve our energy — and newly discovered muscles — for an actual match.

And so it was that we arrived in Philadelphia to find a match arranged for us against Villa Nova College — a University some ten miles from that port. Half-a-dozen students came down in their own vehicles to take us out there — apparently quite convinced that at last they had the opportunity of playing rugby against a first class British XV instead of other American colleges. Having disillusioned them on that point, we duly arrived at their college in its magnificent setting — talk about hot and cold sliding doors — they had just about the lot as far as facilities went, and that included a History Professor by the name of Francis Coghlan — an ex-Irish International and the founder of Rugby Union at Villa Nova some five or six years previously. The game wasn't quite the same as one would expect it at Twickenham — being somewhat of a shakedown for *Perim's* team and I think a bit of a shake up for Villa Nova. (And one would hardly expect to see tartan bermudas being worn by the three-quarter line at Twickenham either!) Nevertheless even a 34-3 defeat was quite acceptable as a trial run-out, and I think we can truthfully say that we evened the score up in the Wardroom later on that same evening when we introduced them to Australian beer.

A few days later, a week-end in New York was the scene of the next battle, this time played way out in the Bronx at Van Cortlandt Park — the home ground of the New York Rugby Club. One John Mallett was the prime mover in organising this game for us — an Englishman long resident in New York and the principal reviver of the game immediately after the war. (It had been played a little in the 1930s it seems.) En route to 242nd Street a minor contretemps was experienced when our New York born bus driver got himself lost and some amusement was caused in a nearby drugstore whilst we explained our predicament to the proprietor and were subsequently guided on our way. As there were three games on that afternoon we found quite a number of spectators on the touchline to offer encouragement, chewing gum and beer, and on a very dusty, rock hard pitch we took New York to 14-5; a slight improvement on our previous



The New York v. Perim game at Van Cortlandt Park.

engagement and a good omen for our anticipated match in Montreal. On this occasion, it was our turn to be filled up with Manhattan Ale at their weekend headquarters, 'The Terminus.'

It was a question of whether the snow and ice would beat us to it in Montreal — the warm spell had postponed the freeze-up so far though, and, as luck would have it, there was one pitch left at Mount Royal which had not been prepared for ice skating. (In winter time there they wall round the pitches with boarding, flood them and thus make quite a good ice rink for the next few months.) The Rugby season had ended officially with the Quebec and Maritimes Finals the day before our match, this organised by the M.A.N.Z. Line Manager and his Secretary, one Gillian Dupres. *Perim's* match, in Mid-November, was by way of a late final extra against the Mount Royal Rugby Club — a team consisting of a lot of good players including an Irish Cap and a Canadian Cap. From the size of them alone it looked like being our downfall, and you can imagine how our spirits rose when we crossed their line within the first few minutes of play. Unfortunately, our luck held out about as long as our wind — although by this time there was definitely a team from *Perim* rather than 15 players. The final ten minutes showed up our inexperience and when the final whistle went it was 28-11 for them; the end of our most enjoyable match and the end of our North American tour. We were hosts in the evening this time at a Ward-room party which went down extremely well and made a good number of friends all round. (And there still seemed to be some energy left in a few who demonstrated their ability in the 'Twist' once the crowd thinned out a bit.)

All round the coast we have had pressing invitations to look them up again when next in port, and, so that any other enthusiasts who find themselves in that part of the world can do just that, here are our contacts.

Philadelphia:

Dr. Francis Coghlan,
Professor of History,
Villa Nova College,
Villa Nova, Pennsylvania.

New York:

John R. Mallett,
c/o W. G. Cocks & Co.,
19 Rector Street,
New York 6, N.Y.
Office: Phone DIgby 4-1634
Home: HU 8-8869

Montreal:

Mr. McGregor,
Manager,
M.A.N.Z. Line Ltd.,
410 St. Nicholas Street,
Montreal.

Our most serious handicap was the lack of boots — a few players had their own, but the price of a pair in the U.S. was from \$12 up. In some instances we were able to borrow them, but it was not a very satisfactory arrangement, and I would recommend that they be bought elsewhere if not already equipped.

The standard of Rugby in the U.S. reaches its peak in New York, where a large number of players are actually Britons working over there. Their 1st XV and their Canadian equivalents are quite capable of giving a 1st Class British club a good run for their money, and the 'Yank' element in the various teams are now coming round to realising that, unlike their own 'Grid Iron' game, you can still have a good game even if you're on the losing side.

THE GREAT CRUISING PLOT

and other thoughts



Once again this year we are running a very large U.K. cruising programme and in the face of a scale of competition that we have never had before.

We have all given a lot of thought to the planning of the cruises and to promoting them, but before us lies the period of hardest work in achieving the twin tasks, first of selling the remaining berths and, secondly, of giving to our passengers the finest cruise that they have ever had.

The announcement of the cruising season took a novel form. The first affair was the party for Travel Agents—that was held on board *Arcadia* in November. It is not always realised that there are over 1,100 appointed Agents in the U.K. and Eire and that they are responsible for producing nearly 70% of our total cruising business.

Nearly 200 of our best travel agent supporters came, drawn from all over the country. They came with their wives.

For the actual Sales presentation a novel approach was devised. Instead of the rather dull harangue that a series of Sales Talks can become, members of the Sales Working Party decided to re-enact a meeting of the type which takes place every week in the Passage Department. While doing so the idea was to put across to the audience the main selling points of the 1964 Cruising Season.

'Acting' came surprisingly naturally to the team, though there was a good deal of careful research beforehand and head scratching over the script because so much had to be crammed into one small hour.

To start with, each Agent was given an Agenda of the Meeting, and afterwards, a summary in the form of minutes was distributed.

When the 'Meeting' itself was over, members of the Panel answered questions from the floor.

The team was:—

A. M. STIRLING *General Passenger Manager*
W. J. READ *Cruising Manager*

E. W. VOWLES *Sales Promotion Manager*
P. R. WISE *Agency Sales Manager*
P. THOMAS *Public Relations Executive*
H. F. JACKSON *Advertising Manager*

After dinner our guests took part in an *Arcadia* Race Meeting followed by dancing, and by the time they left the following morning they had been given a taste of cruising entertainment.

It was the first time a transportation company had presented its sales points in this way and from the reaction we were encouraged to think that it was effective.

The second 'presentation' was to the Press on the 18th November.

This party of some 150 Press with their wives were entertained to a typical cruising evening on board *Canberra* alongside in Southampton.

The Chairman spoke and made the point that in these days of intense competition we had to be very careful to put our own goods firmly in the shop window. We are certainly the most experienced cruising operators but that must not be interpreted as meaning that we are, therefore, old-fashioned or 'square' in our thinking. We are constantly trying to improve what we offer and trying to meet the changing demands of the public. With our fast ships we can fit more ports into a fortnight's or even a week's cruise than anyone else. Who can rival *Oriana's* calling at Cannes, Palma and Lisbon all in nine days?

After dinner everyone repaired 'up top' for a Race Meeting and then Dancing which was especially enlivened by the presence on board of Chris Barber and his Band, who are cruising once again this year, in *Arcadia*. They had a huge success last year and it was remarkable to see the effect that such an enthusiastic combination had on the floor. Practically everybody, even the most unlikely, was twisting.

And now from Christmas onwards our advertising has been in full swing and our booking staff are working at full stretch.

Nevertheless, the effort does indeed lie ahead. The holiday business is booming but, with the Continent on our doorstep and so many alternative delights brought within reach by tour operators using air transport, we can never forget that we are competing for discretionary spending that has innumerable alternatives. As a matter of fact this applies equally to our ordinary voyages as our cruises.

On the subject of competition the great unknown factor at the moment is the effect that Max Wilson and his organisation, Travel Savings Association, may have on us this year. Many passengers will, no doubt, quiz the ship's staff about Max Wilson's cruises, pointing out that his fares appear to be lower than ours and, in some ways, he appears to offer more. It is difficult to give a satisfactory answer to this, but it should be remembered that Mr. Wilson has yet to prove that he can make his cruises an economic proposition. It is always a simple matter to lose money!

Questions may also be asked concerning any Pay Later Schemes we may have and one should know therefore, that cruises B and S this year will have this facility. One should also know that in quite a number of the cruises we have offered to carry passengers at considerably reduced fares in First Class provided they are prepared to travel at fairly short notice, and go in the cruise of our choosing. This latter scheme has been advertised as 'Take a Chance' cruising.

When he or she steps on one of our ships a passenger has made a conscious choice and looks for enjoyment, service, good food and all the things one dreams of when one thinks of an ocean voyage. We are a huge team, everyone ashore and afloat, working to the end that our passengers should be satisfied. The enjoyment of our passengers is, in fact, the end product of a still larger 'great cruising plot.'

Some Working Facts and Figures

1. In 1964 we have 29,147 berths to sell in a programme of 21 Spring and Summer cruises. In 1963 we sold 27,788 out of a capacity of 28,941 berths.
2. There are 1,100 appointed Agents in the U.K. and Eire who give us 66% of our total cruising business.
3. 60% of our passengers are 'repeat' P & O-Orient cruisers (perhaps the greatest compliment of all).
4. Extra amenities introduced for 1964:—

<i>Dance Instructors</i>	Cruise A, C, F, L, Q, W
<i>Lecturers</i>	Cruise B, C, E, J, M, N, P, Q, S, V,
<i>Photographic Lecturers</i>	Cruise A, D, F, G, H, K, L, O, R, T, W
<i>Bridge Instructors</i>	
H. St. John Ingram	Cruise D, G, P
Nico Gardener	Cruise E, J, M

Passengers enjoying one of our best selling aids—sunshine.



Golf Professionals

Bill Cox Cruise O
 Sid Scott Cruise R
 John Jacobs Cruise T

Guest Artists & Bands

Tommy Trinder Cruise A
 Chris Barber & his Band Cruise B
 David Nixon Cruise C
 Kenny Ball & his Jazzmen Cruise C

Art Lessons

Mrs. Juliet Pannett Official Artist Cruise S
 Illustrated London News

As an integral part of the general sales campaign a number of joint promotions have been organised. These include Silhouette swimwear and J. & J. Colman (soft drink manufacturers).

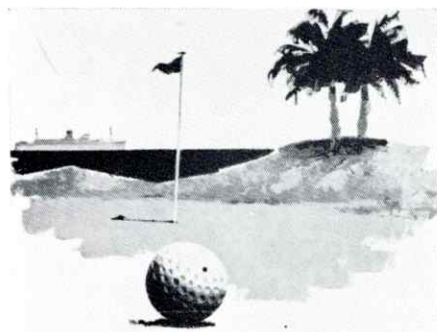
With Colman's 'P & O-Orient Lines Sunshine Cruising' is featured in:—

- (a) point of sale display material
- (b) national advertising
- (c) window displays.

In the case of Silhouette a joint window display competition has been organised with 500 retail stores competing. A team cruised in *Iberia* last year to assemble the necessary photographs.



Chris Barber and his Band



A Golfers' paradise in the sun

ON A CRUISE WITH P&O-ORIENT, THE WORLD'S MOST EXPERIENCED CRUISING LINE

A P&O-Orient Sunshine Cruise is a perfect holiday complete with professional golf tuition and golf excursions.

Swap the green for the blue of the sea this coming summer. Only P&O-Orient offer you sun, fun and foreign lands, the choice of six superb ocean liners and the pick of the Continent's best golf courses.

Arrangements can be made to play at the following ports: Barcelona, Cannes, Copenhagen, Genoa, Lisbon, Madeira, Oslo, Stockholm and Venice. On three of the Cruises, professional golfers will be on hand to give advice.

Book yourself and your family a P&O-Orient Sunshine Cruise this year—and be on course for the sun!

PROFESSIONAL GOLFERS ON THESE CRUISES!

JOHN JACOBS Cruise T on Madeira (leaving August 22nd to 23 days, Lisbon, Madeira, Azores and Ponta da Moura from £172)

AND SCOTT Cruise P on Cyprus, Rhodes and Crete (leaving August 29th to 13 days, Athens, Malaga, Rhodes, Crete and Cyprus from £144)

BILL COX Cruise O on Cyprus, Rhodes and Crete (leaving August 29th to 13 days, Athens, Malaga, Rhodes, Crete and Cyprus from £144)

*For more information about these and other Sunshine Cruises, apply to a full-time Sunshine agent or telephone P&O-Orient Lines, Cruise Bookings Office, 25 Abchurch Lane, London, E.C. 4N 3DF. 0471 5621 2222

You'll never forget the pleasure of a P&O-Orient Sunshine Cruise

A selection from our advertisements that appear in the National Press



Bridgeman's at Sea

Enjoy a perfect holiday on a P&O-Orient Sunshine Cruise and have **FREE TUITION** from International Bridge Champions!

ST. JOHN INGRAM will give Bridge tuition on the following cruises:

ARCADIA CRUISE D May 10th for 12 days Madeira, Palma and Lisbon. Fares from £66

IBERIA CRUISE G June 28th for 14 days Azores, Tenerife, Gibraltar, Barcelona and Ibiza. Fares from £58

ORGONA CRUISE P August 1st for 15 days Split, Venice, Corfu and Ceuta. Fares from £78.

NICO GARDNER will give Bridge tuition on the following cruises:

IBERIA CRUISE E June 8th for 21 days Messina, Athens, Kotor, Gibraltar, Venice, Naples, Barcelona and Gibraltar. Fares from £103

CAMBERRA CRUISE J July 5th for 14 days Naples, Alexandria and Lisbon. Fares from £101

CAMBERRA CRUISE M July 24th for 14 days Cannes, Thessaloniki and Athens. Fares from £84.

For more information and a wonderful free colour booklet, see your travel agent or P&O-Orient Lines, 25 Abchurch Lane, London, E.C. 4N 3DF. Tel. 0471 5621 2222

You'll never forget the pleasure of P&O-Orient Sunshine Cruising

Only P&O-Orient offer cruise holidays on six modern fully-stabilized liners

YOUR CHANCE of sailing to fun, sun and foreign lands with the shipping line that has 120 years' cruising experience.

This is the wonderful choice P&O-Orient Lines offer you: twenty-one fascinating Sunshine Cruises, headed off by the biggest ship with 120 years' experience of spanning the seas, and six modern cruising liners, and six (P&O) ocean liners: Arcadia, Iberia, Camberra, Oriana and two of the world's biggest and newest liners, Castles and Oriana.

Your holiday begins the moment you step aboard. All the joys of life on a great ocean liner will be yours—fine skies, blue seas, sun and still more sea! Fascinating foreign ports, the interest of meeting exciting people, the sheer exhilaration of the pressure of complete relaxation.

P&O-Orient Sunshine Cruises give you so much

The Kenny Ball and Chris Barber Jazz bands, Cabaret stars David Niven and Tommy Trinder plus Bridge, Dances, Photographs and Golf instruction. And all this is free. There are no 'hidden' extras on board. You too include all aboard entertainment, Deck chairs, meals, morning and afternoon refreshments and the perfection of P&O-Orient service.

Send for this free holiday appetizer. A marvellous colour booklet that tells you all about P&O-Orient Sunshine Cruises with a complete list of dates and important information together with fares that are lower than you would believe possible.

Just one of the exciting that P&O-Orient sunshine cruises



Send me, at cost or on request, the following information, for my FREE trial:

Please send a copy of the Sunshine Cruise booklet.

NAME _____

ADDRESS _____

City _____

You'll never forget the pleasure of **P&O-ORIENT SUNSHINE CRUISING**

BLOOD, VESSELS AND PORES

By J. H. Gough Wilson

The above heading sounds like the title of a medical lecture for televiewers, but be not afraid; it is merely an opening gambit to introduce a subject even nearer the heart, so please retain your seats!

Blood is the fluid that courses through our veins, carrying, in Britons, an inborn love of ships and the sea. Usually is red in colour, prompting them to sign-on under 'The Red Duster,' as the Merchant Navy Ensign is irreverently known. In rarer instances the vital fluid is said to be blue, a highly-refined product possessing 'the something extra,' and the superior being thus endowed may serve under the R.N.R. Blue Ensign. There is a third group in which the white corpuscles have attained an overwhelming majority, and the patient is then satisfied with nothing less than the White Ensign; but only the first type concerns us at present.

Vessels fall into various classes. Firstly there are the blood-vessels, which carry blood. Secondly there are vessels designed to carry other liquids, and these are known as 'Tankers.' Thirdly there are vessels for dry cargo, and these bring us to the topic of the Pores.

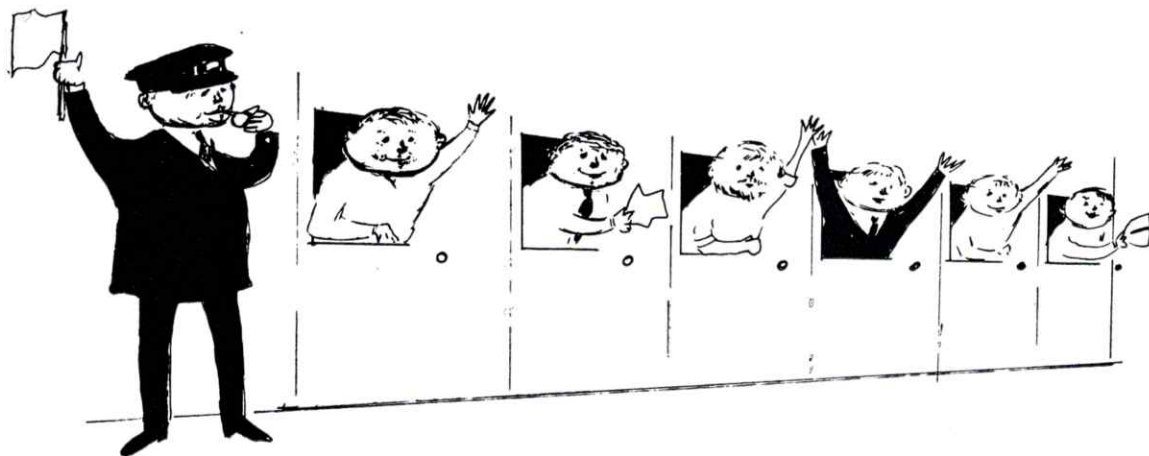
In the years between the two major wars of this uneasy century, the P & O operated an interesting passenger-fleet, on the fringes of which, almost unnoticed yet always busy, moved the little 'Pores.' Launched in 1920 *Nagpore, Lahore, Kidderpore, Jeypore, Alipore,* and *Mirzapore*, performed valuable service until liquidated by enemy action some twenty years later. Their tonnage was about 5,000 (or 'five grand' if we wish really to be

'with it' in the modern idiom), and their top speed was a reputed ten knots, which, one felt, entailed having ideal conditions with a following wind while running downhill with the overdrive engaged!

Their respectability was never in question, but in comparison with the passenger liners they always seemed like slightly disreputable poor relations, to be relegated to the basement if anybody called! They were unpretentious, but, my goodness, they were fun!

Against a head-wind their speed over the ground was negligible, particularly in *Mirzapore* which had a much larger hull than the others, with a vast, echoing engine-room like a cathedral, in the centre of which nestled a microscopic turbine about the size of a domestic sewing-machine. When seen at sea it was difficult to be sure whether she was under way or stopped, as neither bow-wave nor wash was discernible. Had there been a sweepstake on her daily run, a safe bet in bad weather would always have been 'low field,' as her progress in 24 hours was liable to be between 30 miles and a minus distance! But if the 'Pores' were a class apart, their personnel seemed a race apart, different from the mail-ship type from which they had graduated. The complement was usually eleven Europeans, exuberant young men, duly certificated, and sometimes apparently certifiable.

The cabins faced outboard direct onto the sea across a narrow open deck, which was a desirable feature, as they were mostly in hot climates; but in colder latitudes we led



a Spartan existence, as every time a door was opened, the air of the cabin immediately fell to outside temperature, which might be well below freezing.

The door of each cabin was flanked by a rectangular window, and a favourite pastime was to play 'Trains.' All cabin doors would be opened outwards, and the occupants would lean out of the windows. One of us, in uniform and cap, equipped with a whistle and green flag, would act as 'guard.' When it was time for the 'train' to start, he would walk to the forward end of the amidships deckhouse, consult his watch, blow his whistle, and wave the green flag. Someone would imitate the 'chuff, chuff' of the straining locomotive, and the guard would walk backwards along the 'platform,' slamming all doors in turn — 2nd Officer, 3rd Officer, 4th Officer, Cadets, Pilot, Chief Steward, Bread Locker — and finally swing himself into the 'guard's van,' which was the last door (labelled 'Officers') and close it behind him, while handkerchiefs waved and parting messages were shouted from all compartments. This simple but hilarious routine always 'went over big.'

No doctor was carried, but in the medicine-chest was a tattered copy of 'The Ship's Captain's Medical Guide,' a mine of valuable information, providing answers to every possible question. It was written in language guaranteed to baffle any landlubber: for example, in a case of suspected appendicitis 'The patient may complain of pain in the S.W. corner of the abdomen.' Anyone studying a few chapters usually decided not to report sick until the vessel reached port!

The fuel was coal, and sometimes a cargo of the same commodity was carried. There was no escape, and after a major coaling operation the cabins would be so thick with 'black diamonds' and coaldust that it seemed nothing could ever make them habitable again. When iron scrap was loaded all night in Persian Gulf ports for Japan, the noise was appalling and there was no sleep for anyone, while the air was full of rust, which was disastrous for linen and white uniforms.

At some Indian ports we used to tie up at berths where great mounds of shelled peanuts and loose copra stood level with our accommodation, and at night the quays seethed with chestnut-brown cockroaches the size of small crayfish. Thousands of these repulsive creatures would fly aboard, and in spite of insecticides and libations of boiling water in crevices, it was impossible to get rid of them until icy latitudes were reached, which was very seldom. Iridescent black copra-bugs would cling with their hot feet to damp skins, but did not bite and were quite likeable!

Once we have seventy-three racing greyhounds tethered to the rails outside our cabins from London to Shanghai, which was enough to cure the most ardent dog-lover of his affection for that breed! Occasionally long-horned cattle would be shipped as deck cargo at Djibuti. Each animal would be slung on board by derrick from a lighter, by means of a rope round its horns. They were heavy beasts, and in mid-air their necks were stretched until they resembled giraffes. As each one reached the ship's rail it was seized by the tail and dragged inboard to crash down on the iron deck, with legs protruding at all angles. They must have been extremely resilient, for they thrived on this harsh treatment, and showed no ill effects.

A cargo of wet dates in bags, from Basra to Singapore,

covered the decks thickly in heavy syrup in which shoes stuck at every step. After the cargo was discharged the hold was waist-deep in viscous fluid, and for a fortnight the deck crew were hauling up full buckets, carrying them across the deck to be emptied over the ship's sides, which were soon liberally coated with date-juice from stem to stern. It was indeed the mythical 'treacle-well' quoted by the Dormouse to Alice in Wonderland, and it was a long time before we could face dates without a shudder.

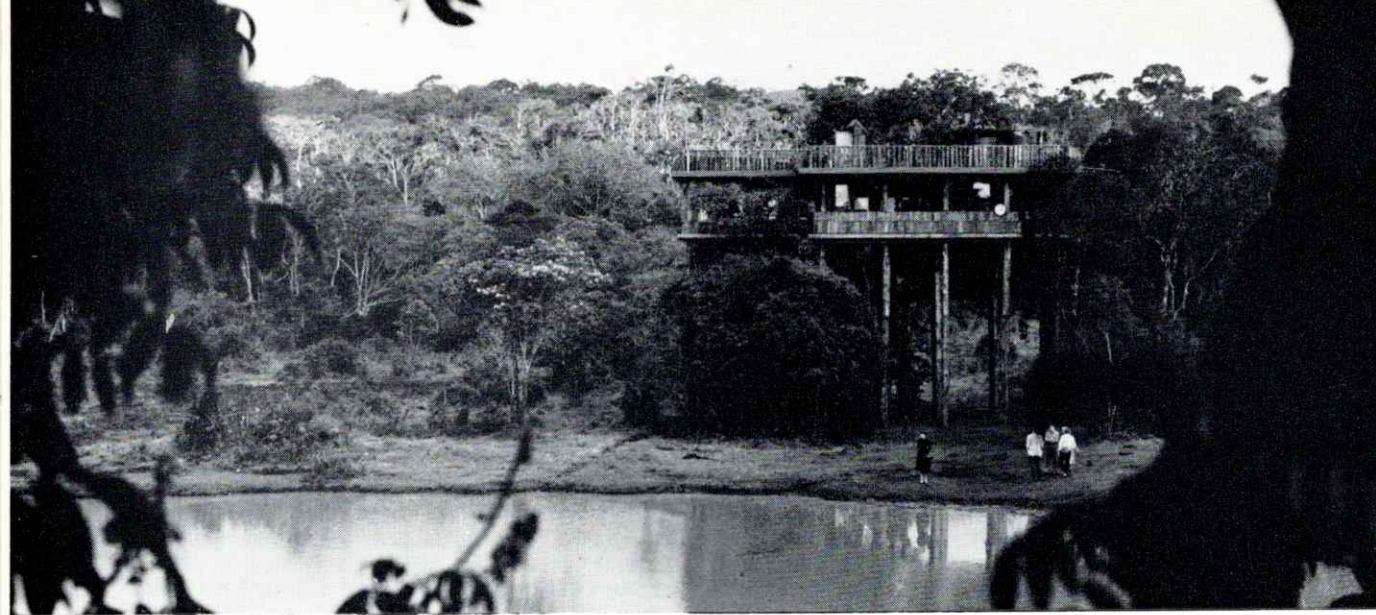
In spite of recurrent discomforts the crews remained irrepressibly cheerful. One ebullient youth had in his cabin a piano, and also a motorcycle, and his return from watchkeeping, day or night, might be followed either by tinny music or a deafening roar and a cloud of pungent exhaust-fumes! Absence of passengers gave leisure for other interests, and one character whom modesty forbids the writer to name, successfully reared three unweaned monkeys. They had never known a mother, and were most affectionate and amusing. Many men have been at sea; many have indulged in unusual hobbies; but it is not everyone who has been a monkey's mother!

On one occasion two steamers of this class were lying in adjacent berths in an Indian port. The morrow was a Royal Birthday and the ships had to be 'dressed' with flags and bunting. One young fellow, as a joke, stole aboard the other vessel at night while the Indian Quartermaster had his back turned, silently climbed the foremast and lifted off the truck from the squared masthead, complete with sheaves and halyards, and bore it back in triumph to the sister-ship.

When the crew turned-to there was great consternation, as without the missing gear nothing could be hoisted on that mast. Nearing zero-hour, when things looked desperate, a messenger arrived with an envelope for one of the Mates. It contained a notice, in sales-advertisement form, which read: — 'TRUCKS! You wannem, we gottem! Price: One bott. Gin!' This was a relief, but how could they redeem the truck without loss of face? Ever resourceful, the addressee carefully eased off the leaden seal of a bottle of gin, drew the cork, decanted the contents and re-filled with plain water from the pump on the after welldeck, replaced cork and cap and carried it over to reclaim the equipment. After some raillery he was handed the gear, but unfortunately someone of suspicious nature thought to examine the contents of the bottle. Amid howls of recrimination the discomfited officer was forced to drink the entire one-sixth Imperial gallon of tepid water before being allowed to return, in the nick of time, to dress his ship. Practical jokes are always to be deplored, and it was all very reprehensible; but it happened so long ago that perhaps one may be forgiven for telling the story.

Yearly our ships become more elaborate. One goes aboard to be wafted silently upwards past deck after luxurious deck with glimpses of smart hostesses, sisters, stenographers and so on, to a vista of incredible swimming-pools, lounges and sheltered sports-decks. This is all very modern and wonderful, but, in the opinion of the writer, anyone who did not experience the intolerable ecstasy of sailing in a 'Pore' will never know the full satisfaction of seafaring at its best!

And I can hear the hoots of derisive laughter from here!



Treetops, the jungle hotel that replaces the old Treetops built in a giant fig tree

ANIMALS GALORE BY J. H. G.

I have just been on a trip which I have long wanted to do and which has proved to be one of the thrills of my life — I would add that I'm happy to say I've had quite a few. This one was a visit to 'Treetops' where it will be remembered that H.M. The Queen and H.R.H. The Duke of Edinburgh were staying when Her Majesty succeeded to the Throne. Now it is actually a bigger and better Treetops, the original a real Swiss Family Robinson job built in a wild fig tree, having been destroyed by the Mau Mau. The present one is built on rough hewn trees, about 40 of them, has three floors, electric light and electric fire, 'H. & C., all Mod. Con.' Yes, really it has, right out in the forest. Further, so far do the 'Mod. Cons.' go that those who wish can have hot-water bags at night!

On the Sunday morning my companion and I drove to the Outspan Hotel, Nyeri, getting there in time for a glass of excellent Kenya beer before a capital lunch. Shortly after 2 p.m. after watching various children enjoying rides on a very tame Zebra we were driven about 10 miles to the edge of the Aberdare Forest. From there a walk of about 200 yards through the Forest, many of the trees fitted with rough wooden ladders and surrounded by 'Bomas' (stockades) for the safety of visitors in case any animal gets too inquisitive. I am told that H.E. The Governor on a recent visit had to do some quick tree climbing. A white hunter — G. Mason Smith — who is a great Big Game photographer accompanied us in batches of eight with a large loaded rifle 'at the ready.' This is not a stunt to impress the visitor but can be very necessary. On getting into the tree house we were allotted bedrooms, small but very comfortable, rather like a 2 b.c.

on board a not very modern ship. Then up to the roof where the local Baboons came up to call and incidentally a bit later, to pinch a good deal of our afternoon tea by snatching the food out of our hands if necessary. I was leaning forward in an Airplane chair and noticed people nearby laughing at me. Rude I thought even though I quite realise I'm only an 'S.O.B.' I felt a slight movement and on looking round saw the largest of the Baboons, of which I send a photograph, comfortably perched on the back of my chair. Under the circumstances I exonerate those who were laughing at the 'S.O.B.' — and no doubt at his Baboon girl friend.

In front of Treetops is a muddy pool and the earth around it contains a mineral salt of which the animals are very fond; the Hotel also scatters salt about to attract the animals. On arrival we saw Warthogs, Bush Buck (one a superb big chap was a sort of pearl grey colour, though I doubt if that's a proper 'colour description') Kavirondo crane (they are very lovely and I'm glad to say that there's never a day passes that I do not see and hear them up here) Ibis and other birds in large numbers. Soon out of the Forest came some Buffalo one with a calf and they grazed, drank and mudbathed as well as watching us as we did them. Stillness and silence have to be observed whilst they are approaching but once they have arrived they don't seem to mind movement and conversation in fairly low tones. All these big animals, in fact I suppose all animals, are nervous of noise, so throughout the visit conversation was carried on in low voices. This, I am happy to say, precluded the use of Transistors, 'Background music' on the Radio and such, to me, other noise producing horrors of modern life. I did see

Television when I passed through Nairobi but I don't think it's very far advanced here yet. However 'revenons à nos moutons' or rather Buffalo. Some were right below us — about 20 feet and others some 30 yards away. I'd never seen them so close and was surprised and interested to observe how their horns grow out of the large 'boss' which covers the entire forehead. They give a tremendous sense of power. About 5.30 a pair of Forest Hog arrived. I'd never seen them before, weird, ugly, brown sort of jobs which looked as if they'd rather beat you up than not. They rooted round a bit but didn't stay long.

Then the cloud lifted and there was Mount Kenya, to certain African tribes the Home of God. It was a magnificent sight with the sun lighting up the snow. However we had not much time for mountain gazing as into the clearing marched the Rhino. I have often read 'the Rhino lumbered off' and such remarks. He doesn't 'lumber' and believe it or not moves quite gracefully. For once I saw a Rhino being affectionate; a female and calf and she certainly looked after that calf, an attractive little fellow, most lovingly. Other than that way the Rhino seems to be always peevish, quarrelsome and often lonely. A cow Rhino with a calf is something to give a wide berth to; she doesn't argue or consider, but goes straight into a charge. The Rhino made the 'Buffs' look quite small but soon the Elephant started arriving and dwarfed the others. Personally, I like the Elephant best of the 'Big Boys' though if I'd ever been at close quarters with one on the ground I would possibly change my views. To see these superb creatures coming through the Forest, the herd waiting till the Scout gives the 'All clear' is truly marvellous; not a sound as they all glide into view. If on the other hand they are scared and bolt the noise is pretty deafening. The Rhino, there were now 16 of them didn't approve and approached the Elephant with their heads down and making a curious hissing noise and the calves making whimpering sounds. The Elephant drew off with a deal of ear and trunk waving and the Rhino after giving the Buff a warning charge everyone realised who was boss and a 'pleasant time was soon being had by all.' Some of the baby Elephant were no bigger than a good sized dog — well perhaps a Great Dane or a St. Bernard — and here again it was amazing to watch the mothers' looking after them and quite definitely showing their love for and pride in them. You may think I'm stupidly sentimental about the animals, maybe I am, but the more I see of them the more I admire them and like them and realise how intelligent and clever they are. How anyone can shoot them for 'sport' completely defeats me. It's not sport it's brutality and cruelty although there are cases where it's necessary but that's a matter which can be left to the Game Department who know what they are about.

Before dark — 6.45 p.m. — there were Warthog, 16 Rhino, about 20 Elephant and as many Buff, sloshing about in and around the pool within a stone's throw of us. It was a perfect night, full moon aided by three 'artificial moons' (strong electric searchlights). After a really first class dinner we went back to the Verandahs, too cold on the roof, and wrapped in blankets watched the animals till midnight though some people stayed up all night and others came out periodically to have a 'look see.' A good sized elephant weighs a matter of four to five tons and to see a herd move out into the open without



A Baboon up above.



A Rhino down below.



A herd of elephant seen from 'Treetops.'

a sound is as I said above quite incredible.

Whilst the Rhino and Buff seem to make more of a night of it the Elephant come in for perhaps half an hour or so, another lot arrives and the first lot wanders off and so on. The Elephant, even the babies, dig deep in the mud which they consume with apparent enjoyment. I suppose we saw well over 100, never more than 24 at a time. The white hunter told me that the Elephant, Rhino and Buff are not 'permanent residents' they will come two or three times and will then be replaced by different ones. Yes, the White Hunters, Game Scouts, etc., can recognise them and the Baboons answer to their names 'Gladys' 'Kamau' etc. Photography is difficult unless with large telephoto lens, colour and all that. The trouble is the animals are so well camouflaged they don't show up against the mud and trampled earth around the pool. Pink elephants are sometimes seen on an off night when the guests have nothing else to do but look upon the wine when it is — well whatever colour they fancy.

We were lulled (?) to sleep by the shrill trumpeting of the Elephants when the Rhino came too near them.

In the morning we were wakened before 7 a.m. and after a cup of tea or coffee out on the Verandah to a magnificent view of Mount Kenya and to our surprise some 24 Elephant and 3 Rhino just below us. They, reasonably enough didn't want to move but we did and after a bit of shouting and hand clapping they pushed off. So did we. At the gate of the Aberdare National Park in which Treetops is situated we were greeted by a 28 month's old orphan Elephant perfectly tame and delighted to see the White Hunter and his wife who chatted away to the young orphan while he pushed his trunk around looking for sugar which he duly received. He was cold — so was I in an open safari car — and leant against the car for warmth. Finally he was gently pushed aside and was left alongside his 'keeper' the African Game Scout at the gate and we got on to the Outspan for a change and breakfast. Then off home, 300 miles away, which I

reached after a couple of hours in Nairobi, tired but very happy at 7 p.m.

Certainly as a well known American periodical might say 'the most unforgettable trip I have ever made.'

If you are not interested in animals it's not perhaps such a thrill but even so I cannot think anyone would not enjoy it. To those who are interested, and most of us here are, the chance of studying the 'Big Three' is terrific. It must be remembered that White Hunters consider these three to be the most dangerous of African animals. The Hunters are divided in their opinion as to which is the winner. The animals co-operated splendidly that night which they do not always do and in fact the White Hunter in his 'introductory remarks' said 'Don't ask me when they'll come, I don't know and for that matter I don't know that they'll come at all.' Thank goodness they did.

Nyeri itself is a pleasant little town and has a road marked 'Baden Powell Road'. It was in the grounds of the Outspan that General Lord Baden Powell had his cottage where he spent his last years and finally died there.

Well it's a long way from 'London, Eng.' but if any reader comes to Kenya this trip **MUST NOT BE MISSED**. 'Book early and avoid disappointment' and do it soon as maybe Treetops won't last very much longer owing to the encroachment of the African settler. Please do not think I'm saying this as against the African settler, his needs are paramount. It's a long story and not one for me to tell here but it's just 'one of these things.' I hope to go again before it's too late. The total cost including everything except drinks and very modest tips is £7 in the full season and £6 in the off season. For what you get it is I think one of the world's great bargains and judging from the diversity of places from which the visitors come so do a good many others. So if you want someone to arrange matters and to accompany you my fee will be £7 plus cost of petrol!! Quite moderate I think.

FLEET LIST

(as at 1st March, 1964)

	Aden 9,943 tons	Ballarat 8,792 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons	Coromandel 7,065 tons
CAPTAIN	Thompson, W. B.	Stansfield, A. G.	Cowen, E.	Hopkins, T.	Reed, P. C.	West, D.
CHIEF OFFICER	Bates, D. V.	Vickers, C. C.	Hannah, D. H.	Guthrie, D. C.	Beeley, P.	Black, D. G.
SECOND OFFICER	Hulkes, M. N.	Thomson, W. B.	Perry, D. J.	Corney, P. G.	Falkner, A. H.	Peartree, B. E.
THIRD OFFICER	Copland, M. R.	Payne, J. E. H.	Senior, P. T.	Brace, M. J.	Speed, A. J.	Scanlan, M. J. (Acting)
FOURTH OFFICER	Curtis, P. D.	Hurry, A. C. C.	Hunt, P. N.	Martin, N.	Adamson, N. M.	Morrison, D. N. R.
RADIO OFFICER	Chapman, R. J. E.	Tritton, R. D.	Simmonds, D. S.			Chapman, K. M.
ACTING RADIO OFFICER						
JUNIOR RADIO OFFICER				Meechan, M.	Groat, J. A.	
CHIEF STEWARD	Willacy, J. G.	Holden, R. R.	Abbott, R. A.	Thomas, P. J. M.	Kent, T. W.	Barber, R. H. S.
CARPENTER	Carruthers, D.	Rous, J. E.		Stewart, W.		
BOATSWAIN	Davies, M.					
CADETS	Hallmark, R. W. J. Asquith, R. C. Farrar, A. McK.	Toone, R. Hall Thompson, M. H. Andrews, R. G. Knight, C. H. C.	Kempston, M. I. C. Johnson, C. J. C. Hunt, N. P. J. Dagnall, M. S. Clark, W. J. C.	Tyzack, R. D. W. Pennell, P. M. Larkin, C. V. C. Tyrer, P.	Myton, R. Montgomery, D. P. Matthew, R. C. Perryman, M. T.	Chipperfield, B. V. Wilson, D. T. Ellison, R. C. Staley, J. C. G.
CHIEF ENGINEER OFFICER	Ferguson, A.	Bayliss, N. H.	Thompson, T. W.	Constable, G. D.	Lakin, J. B.	Fisher, E. H.
SECOND ENGINEER OFFICER	Hamilton, G. H.	Burn, R. G.	Biggs, R. L.	McCallion, R.	Graham, G. R.	Scully, J. H. G.
THIRD ENGINEER OFFICER	Such, K. C.	Lamb, J. K.	Harrison, L. F.	McComish, P. V.	Haycock, T. C., (Acting)	Kay, M. G.
JUNIOR THIRD ENGINEER OFFICER	Willoughby, C. R.	Dewar, D. R.	Hibbert, D. R.	Cadzow, N.		Hughes, P. G., (Acting)
FOURTH ENGINEER OFFICER	Beattie, T.	Castle, W. L. M.	Stevens, R.	Withnall, F. L.	Ball, D.	Staniforth, F.
ASSISTANT ENGINEER OFFICER	Taylor, R. C. Tait, A. B. Newman, J. A.	Clark, T. Hicks, J. E. Marshall, R. A. Nicholas, L. F.	McGeehan, P. Warren, R. C. Roome, M. J. Taggart, F. E. Edwards, R. P.	Stevens, M. Kelly, J. J. Mole, K. J. Taylor, J. T.	Storey, J. H. Statham, D. J. Cole, B. M. Long, G. S.	Loveday, F. Simpson, S. D. Watson, J. K.
FIRST ELECTRICAL OFFICER	Allan, D. F.	Potts, R. M.	Blackett, K.	Lamont, E. T.	Davidson, K. J.	Kelly, J.
SECOND ELECTRICAL OFFICER	Groves, B. C.	Box, D.	Greene, G. T.	Straw, E. G.		
FIRST REFRIG. ENGINEER OFFICER	Rust, W. H.					
SECOND REFRIG. ENGINEER OFFICER	Thomas, R. H. (Acting)					

	Karmala 7,673 tons	Khyber 7,675 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons	Salsette 8,202 tons
CAPTAIN	Haggas, M. H.	Walker, K. A., R.D., R.N.R.	Trenfield, M. A.	Savage, G. J.	Rose, E. R.	Nowell, R. B. R.D., R.N.R.
CHIEF OFFICER	Merrick, A. E.	Black, P. I.	Coull, I. A.	Jackson, P. B.	Simmonds, F. D.	Hansing, D. A.
SECOND OFFICER	Pollitt, P. S. H.	Booth, J. H. (Actg)	Kitchenside, M. C.	Daniel, C. St. J. H.	Gibb, I.	Christey, A. H. D.
THIRD OFFICER	Nash, B. G.	Campbell, C. R.	Newson, W. W.	Masters, J. R.	Carter, M. J.	Tavender, P.
FOURTH OFFICER	Austin, P. S.	Griffiths, A. F.	Plumridge, P. H.	Farrar, D.	Edgerton, M. E.	Cawthorn, P. C.
CHIEF RADIO OFFICER		Trehane, B. G.	Groves, F. H.	Bagent, N. M.	Fowler, M. J.	Weeks, A. B.
ACTING RADIO OFFICER	Thomsett, P. J.					
CHIEF STEWARD	Dellow, K.	Holness, E. S.	Curtis, C. A.	Greenaway, B. S.	Gliddon, R. G.	Page, L. H.
CARPENTER	Booth, D. J.	Woodger, R. P.	Lang, S. L.	McEnaney, J.	Winkle, R. A.	Jones, C. R.
CADETS	Green, R. J.		Pope, A. W. C.	Duckworth, B. H.	Johnson, P. F.	Syrett, D. W.
			Densham, C. H. C.	English, E. S.	Baker, J. G.	Collinson, R. J. B.
			Horwood, D.	Woodhead, J. W.	Dow, T. A.,	Parker, J.
			Marshall, M. W.	Robinson, M. P.	Coldham, R.	Reed, M.
CHIEF ENGINEER OFFICER	Morrow, N. S. G.	Gallo, E.	Southcott, H. E.	Walkington, T. G.	Godbold, W. C.	Peach, A. J. V.
SECOND ENGINEER	Wardle, W. J.	Errington, K. B.	Bowen, J. D.	Wilkinson, R.	Dempster, W. A.	Graham, A.
THIRD ENGINEER	Juniper, P. F.	Goodman, A.	Dawkins, R. A.	Riley, R. P. H.	Corless, G. W.	Nash, I.
JUNIOR THIRD ENGINEER			Martin, D. A. R.	Farquhar, N.		
FOURTH ENGINEER OFFICER	Richardson, W. A.	Harrison, B.	Parnaby, W. T.	Turner, D. J.	Barrat, J. R.	Corrie, I.
ASSISTANT ENGINEER OFFICER	Wilson, A. H. Heppleston, A. Cunningham, B. G.	Kenworthy, E. A. Tanner, D. J. Staddon, M. H.	Hunt, A. C. Helsdon, J. Edge, D. Parker, P. J.	Copeland, L. P. Chapman, G. P. Cathcart, G. W. Tomson, D. N.	Leadbitter, E. Smith, J. W. Semple, G. V. Thomson, D. N.	McFall, N. Goddard, M. J. Holden, C. T. Birse, A. K.
FIRST ELECTRICAL OFFICER	Cumming, J.	Hewitt, H. K.	Gwynne, W. H. S.	Ward, G.	Rose, E. G.	Crawley, M. T.
SECOND ELECTRICAL OFFICER	Shaw, D. E.	Tismond, H. R.	Joyce, R. J.	Nelson, G. C.	White, R. W.	Daniel, D.
FIRST REFRIG. ENGINEER OFFICER			Lamerton, J. H.	Sumner, R. R.	Curwen, D. S.	Turner, T. E.
SECOND REFRIG. ENG. OFFICER			Webb, D. F.	Jones, B.		

FLEET LIST

(as at 1st March, 1964)

	Canberra 45,000 tons	Oriana 41,923 tons	Arcadia 29,664 tons	Iberia 29,184 tons	Orsova 28,790 tons	Oronsay 27,631 tons	Orcades 28,164 tons	Himalaya 27,955 tons	Chusan 24,261 tons
CAPTAIN	Dunkley, J. L., O.B.E., R.D., R.N.R.	Edgcombe, C. R.D., R.N.R.	Howard, L. H., R.D., R.N.R. Commodore	Clay, A. E., O.B.E., R.D., R.N.R.	Brittain, R. J.	Ayles, S., R.D., R.N.R.	Riddelsdell, E. G. H., RD., R.N.R.	Lawrence, P. G., R.D., R.N.R.	Eade, W. N., R.D., R.N.R.
STAFF CAPTAIN	Vickers, W. B., R.D., R.N.R.	Terry, J. W.	Hancock, J. E.	Clifford, J. A.	Field, A. J.	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Wooley, F. B., R.N.R.	Dallas, A. H. W.	Kingswood, L. C. R.D., R.N.R.
CHIEF OFFICER	Howe, G. E.	McGowan, G.,		O'Connell, F. M.	Howard, K. E.	Harrison, G. K.	Cookman, R. D.	Scott-Masson, D. J.	Crichton, J. A. P.
SUPY. CHIEF OFFICER	Lefevre, J. A.	Champneys, M.	Clark, J. G.	Bushby, N. E.	Gaffney, D. B.	Collett, N. I.	Hughes, D. T.	Barrett, A. D.	Whitehead, G. B.
NAVIGATOR	Bradford, M. V. N.	Chapman, J. L.							
FIRST OFFICER	Bayliss, I. C.								
JUNIOR FIRST OFFICER	Davies, J. N. H.	Smylie, C. R.	Barefoot, L. W.	Wright, P. J.	Robinson, G. B.	Fisher, M. W.	Peters, D. R.	Free, C. F. I.	Townsend, S. W.
SECOND OFFICER	Jones, J. A. G.	Fitzwalter, J. S.	Mavity, B. G.	Hellyar, F. C. P.	Jones, C. M.	Swetnam, D. M.	Nicoll, I. M.	Davie, K. H.	Miles, B.
JUNIOR SECOND OFFICER		Upjohn, C. J.	Spencer, S. W. H.	Jamison, S. S.	Tyler, M. R.	Hartwell, F. A. C. E.	Hicks, M. F.	Stevenson, C. J.	Eaton, R. M.
THIRD OFFICER	Myers, A. P.	Cavaghan, M. S.	Dear, A. R.	Jones, J. C.	Evans, C. F. L. G.	Broome, V. A.	Kilner, J. B.	Lloyd, C. M.	Bovill, M. A.
FOURTH OFFICER	Stokoe, G. A.	Moulin, M. F. H.	Nicholson, D.	Carr, D. A.				Napier, M. R.	Woodhead, P. D.
JUNIOR FOURTH OFFICER	Newberry, M. J. M.				Anderson, C. M. S.		Chinery, C. G.		
CADETS		Hinchley, I. R. Reed, M. P.					Habberley, J. S.		
CHIEF RADIO OFFICER	Jardine, H. A. M.	Le Gear, E. R.	Portess, F. H.	Clark, J. F.	Parish, P.	Harrop, F.	Crompton, R. C.	Sharland, A. J.	Plenderleith, R.
FIRST RADIO OFFICER	Meaney, J. F.	Burch, H. R.	Gibson, K. (Actg.)	Williams, H.			Morrison, J. H.	Morrison, J. H.	Bowen, A. J.
RADIO OFFICER	Broughton, M. L.		Gawley, J. C. E.	Jones, K. B.			Chadwick, G.	Chadwick, G.	Chapman, G. A.
	Murphy, H. F.		Ritchie, I. T.						Larkin, H.
	Blyth, J. I.								Footman, D. J.
JUNIOR RADIO OFFICER	Griggs, A. C.		Bewley, R. W.	Roeves, T.				Plant, T.	
	Haynes, J. E.			Onley, A.				Clark, T. R.	
	Clare-Smith, A. J.								
SURGEON	Wilson, R. S.	Chillingworth, T. A.	Halley, R. M.	McMurrich, M.	Watson, S. W.	Farrall, J. F.	Ledray, R. D.	Morrissey, P. M.	Barrett, C. A.
ASSISTANT SURGEON	Duff, G. C.	Winslade, J.	Gordon, A. D. G.	Alexander, A.	Sievers, P. F.	Warnock, W. F.	Brim, V. D.	Whyte, D. C.	Murray, O. P.
NURSING SISTERS	Loane, C. A.	Bissell, P.	Leahy, E. M.	Morton, J. V.	Courtney, J. P.	Stone, S. M.	Tindal, F. M.	Bennett, P. R.	Swales, R. J.
	Bryson, P.	Phethean, A. E.	Douthwaite, C. M.	White, H. F.	Delpy, P. J.	Howarth, D. M.	Carey, F. G.	Langford-Jones, V.	
	Walker, A. J.	Southern, C. M.							
CARPENTER	Wighton, L. J.	Benzmann, R.	Chard, L. G.	Pratt, A. J.	Chessell, R.	Shaw, R.	Waller, D.	Watson, A.	Richards, W.
PLUMBER	Richmond, T.	Rawlings, T.	Doree, C. R.	Gaylor, R.	Stuart, A.	O'Neill, P.	Oppler, F.	Bradley, C. A.	Doree, R. A.
BOATSWAIN	Rennards, J.	Kite, I.	O'Sullivan, J.	Keyl, H. M.	White, G.	Philip, W.	Farnell, F.	Mitchell, J. R.	Wain, W.
ASSISTANT BOATSWAIN	Mitchell, C.								
CHIEF ENGINEER OFFICER	Stewart, I. H.	Foggin, G.	Shivas, J. S.	Smith, D. H., M.I.M.A.R.E.	Stuart, A. Commodore	Brown, R. D.	Crawford, D. S.	Skakle, J. A.	Honess, H. L.
FIRST ENGINEER OFFICER	Crone, R. A.	McLeod, J. M., (Acting)							
SECOND ENGINEER OFFICER	Case, E. J.	York, C.	Broadway, P.	Goldsmith, C.	Harris, C. R.	Newby, C. T.	Pullen, M. J.	Galvin, J. M.	Kirton, P. A.
JR. SECOND ENGINEER OFFICER	Moesby, J.	Debney, B.	Taylor, K.	Van Schalwyk, W. R. P. S.	Ayton, A.	Jeffries, D. C.	Addison, J.	Love, B. R.	McGlasan, D.
	Crowe, S. G.	Lazenby, A. J.							
	Dobie, J.								
THIRD ENGINEER OFFICER	Middleton, D. J.	Line, K.	Garbutt, W. C.	McIlroy, D. M.	Buchanan, V.	Connolly, W.	Campbell, I. H.	Page, D. W.	Clifford, D.
JR. THIRD ENGINEER OFFICER	Marsh, G. W.	Van De Merwe, M.	Van De Merwe, M.	Mullin, C.	Smalley, M. B.	Campbell, W.	Hedley, P. I.	Browne, P. N.	Pound, N. W.
	Walsh, J. J.								
	Brogden, M. L.								
FOURTH ENGINEER OFFICER	Marshall, R.	Jackson, I. M.	Hutchinson, C. W.	Thomas, F.	Englefield, J. E.	Fee, I. B.	Bonner, J.	Williams, P. J.	Arnold, G. C.
JR. FOURTH ENGINEER OFFICER	Jenkins, B.	Dewey, R. E.	Gray, W. C. Y.	Jenns, G. F.	Spooner, E. R.	Grady, S. A.	Barrett, T. J.	Fowler, C. R.	Weaver, D. F.
	Hornby, J. A.	Turner, M. C.	Bolton, N. W.	Cunningham, A. B.		Barton, D. M.	Murray, K. D.	Morris, J.	Woodward, D. R.
	Maslen, J. S.							Pitts, E. L. J.	
	Stuart, W. P.								
	Lowe, A. R.								
ASST. ENGINEER OFFICER	Coward, W. J.	Robinson, R. D.	Lewis, B. W.	Bartlett, C.	Crampton, M. R.	Brown, J. G.	Liddell, R. H.	Gault, G. A.	Beale, J. J.
	Williams, T. E.	Hancock, W.	Waller, N. E.	Cogger, R. B.	Fittes, G. J.	Willson, M. G.	McGrath, W. E.	Hancock, R.	Fitzgibbon, G. P.
	Cook, W. A. S.	Bayne, C. J.	Barrett, J. A.	Williams, P.	Skinner, M.	Williams, N. B.	Allan, C. R.	Cowie, I. J.	Rudland, D. H.
	Tait, T. H.	Anderson, J.	Anderson, J.	Faulkner, T.	Vickers, D. R.	Henderson, A. D.	Phillips, D. R.	Rickard, M. H.	Broad, J. C.
	Friend, E. J.	Burnby, W. J.	Troup, M. H.	Kingsland, R. J.	Mathie, J.	Workman, J.	Gough, R. J.	Waterman, M. E.	McKenzie, B. A.
	Harris, T. J.	Chapman, C. J.	Atkinson, R. E.	Hempsall, R. D.	Norris, P. J.	Dobbie, R. E.	Hedges, D.		Mulholland, C. W.
		Sheen, M. J.			Griffiths, A. F.	Ross, T. W.	Anderson, G. R.		
		Wilson, R. I.			Linscombe, A. C.				

BOILER MAKER	Lloyd, D. P.	Battison, J. A.	Cooper, M.	Ward, R. P.	Enifer, D. F.	Coulson, R. J.	Goodwin, J. W.	Blake, J.	Ansombe, K. J.
FIRST ELECTRICAL OFFICER	Davidson, E.	Barrow, I. F.	Douthier, T. J.	Ironside, J.	Wiles, B.	Cresswell, E. W.	Reeve, N. E.	Hughes, H.	Ellis, R.
SECOND ELECTRICAL OFFICER	Wyles, B. M.	Moore, M. A.	Johnstone, J. A.	Hill, A. J.	Goldsbrough, D.	Kendall, N.	Jackson, W. G.	Bibra, C. Von	Ackroyd, D. K.
JR. SECOND ELECTRICAL OFFICER	McPherson, G.	Middleton, K. E.							
	Gibb, C. F.								
	Cairns, J.								
ASST. ELECTRICAL OFFICER	Wright, A.	Parkinson, J.	Allen, I. A.	Webster, G. F.	Kett, B.	Howe, M. R.	Bickerstaffe, J.	Glover, B.	Hamilton, J. C.
	James, R. M.	Merritt, B. J.	George, P. J.	Pierpoint, M. J.	Forshaw, C.	Corrall, L. J.	Taylor, T.	Page, E.	Bradley, P.
	Laithwaite, A. G.	Turner, L. M.	Peacock, D. C.	Roberts, D. F.	Porter, T.	O'Brien, G.	Higgins, F. A.	Ryan, P. W.	Plevy, B.
		Clayton, G. C.	Haynes, K. G.	Mathews, B.		Daniel, A. E.	Clutterbuck, B. A.	Hanshaw, J.	Blake, B. E.
		Pearson, G. A.							
		Dowson, M. K.							
VENTILATION OFFICER		Buchanan, A. L. Y.			Williams, G. M. (Acting)	Ross, A.	Robertshaw, P. G.		
FIRST REFRIG. ENG. OFFICER	Reveler, B.		Cloughton, C. W.	Bullock, F. S.				Sumner, A. S.	Borland, W. J.
JR. FIRST REFRIG. ENG. OFFICER	Moor, F. H. G.	Brookes, P. M.	Long, P. J.	Evans, D. M.	Hyde, R. J. (Actg)	Fuller, T. A.	Baxter, M. J.	Bushell, A. C. D.	Santi, G. J.
SECOND REFRIG. ENG. OFFICER	Canham, L.		Lock, G. A.	Reenan, P. G.				Price, L. C.	Cook, R. E.
			Grant, P.						
JR. SECOND REFRIG. ENG. OFFICER	Fox, J.	Morrigan, P.	Harvey, H. A. G.	Burningham, T. J.	Addison, R. J.	Hayes, B. B.	Dunford, C. J.	Stead, A. K.	Green, J. V.
THIRD REFRIG. ENG. OFFICER	Nicholson, B.		Gould, P. A.	Higgins, R. D.		Webber, M. C.		Thomas, M. E.	
JR. THIRD REFRIG. ENG. OFFICER	Long, D. W.	Love, K.	Cunningham, C. A.		Morrison, A. W.	Brown, W. G.	Collins, K. F.	Smith, J. M.	
FOURTH REFRIG. ENG. OFFICER		Rhoades, P. J.					Abrams, M.		
FIFTH REFRIG. ENG. OFFICER									
WINCHMAN			Franklin, R. A.	Taylor, A. E.				Solley, D.	Wiseman, W. C.
			Cahill, T. E.	Monk, J. D.				Tucker, E.	Langley, W. T.

PURSER	Temple, R. C.	Pinches, E. W. H.	Wyeth, L. C.	Warren, L. S.	Miles, P. H.	Hare, C. T. R.	Brown, R. S.	Pullinger, D. A. M.	MacInnes, T. S.
TOURIST PURSER	Barnett, W. H.	Tonks, B. R.							
DEPUTY PURSER	Hodgeman, G. P.	Miles, M. J.	Hodge, P.	Whicker, M. C.	Jennison, P. C.	Williams, R. A.	Ewan, W. A. J.	Culmer, J. F.	Flint, K. J.
SENIOR ASSISTANT PURSER	Belsher, A. S.	Brett, R. M.	Parker, J. R. M.	Burley, A. J.	Burleigh, D. G.		Arnold, R. G. E.	Pollard, T. M.	
		Hurst, T. I.							
ASSISTANT PURSER	Mulder, B. K.	Buckley, C. G. M.	Sutcliffe, J. P. D.	Hughes, J. R.	Nicholls, T. H.	Holtom, C. D. R.	Broderick, J. A.	Brown, L. S.	Hobbs, C. D.
	Irvine, D. C.	Warmington, D. F.	Jones, I. R.	Smith, J. G.	Adams, A. M.	Gretton, J. A. C.	Newman, B. J.	Henchoz, I. D.	Smart, M. F.
	Webb, P. E.	Long, S. R.			Birch, J. M.	Copestake, M. R.			Batt, P.
						Heap, M. S.			
						Macey, D. A. J.			
						Harris, J. B.			
JUNIOR ASSISTANT PURSER	Winney, A. J.	Harris, J. G.	Pike, W. L.	Hustwitt, J. J.	Bennett, P.		Buck, J.	White, P. D.	Dixon, I. J.
	Reynolds, B. P.		Brittain, P. W.	Brown, A. R.	Baumann, D. L.		Brown, R. J.	Smith, G. R.	Tilley, A. E. W.
	Pearce, D. S.				Michelson, R. E.		Ryan, C. J. D.		
							Bonham, J. S.		
PURSER CADET	Williams, B. J.	Stacey, C. A.	Nicholls, R. K.					Salmon, G. J.	
WOMAN ASST. PURSER	Walker, A. L.	Traies, S. M.	Young, P. S.	Goslin, M. J.	Yates, C.	Hemsley, W. A. M.	Holmes, V. C.	Popplewell, G. A.	Shepherd, J. P. M.
	Hewett, C. A.			Johnston, H. E.	Lomas, G. M.	Macphee, J.			Walley, R. A.
	Croft, J. M. D.				Timothy, E.	Alvarez, K. L.			Franklin, A. C.
WOMAN JR. ASST. PURSER	Caldecourt, J.	Oppenheim, D. S.	Gray, D. R.		Williams, S. V.	Masters, N. E.	Bradford, E. A.	Whitmore, A. R.	
	Norris, K. S.	Dixon, R. A.	Evans, J. G.			Wilson, S. E.	Hall, P. A.		
		Hartley, J. G.					Cufley, G.		
		Hastings, D. M.							
		Smyth, J. C.							
		Smith, A. L.							
LIAISON OFFICER <i>First Class</i>	Akeroyd, W. L.	Craigavon, Viscount		Davies, G. P. S.	Stafford, D. M.	Rice, R. C.	Fisher, L. W. B.	Sheen, C. E.	
LIAISON OFFICER <i>Tourist Class</i>	Jameson, A. M.	Westwood, K. C.		Thiele, N. L.	Ainsley, J.	Hall, H. A.	Rose, A.		
HOSTESS <i>First Class</i>	Bessant, J. M.	Chesterman, R. M.	Medhurst-Saul, P. E.	French, D. M.	Peachey, M. D.	Carlsh, D.	Christie, E.	Goeghegan, E. C.	Dawson, V. E.
HOSTESS <i>Tourist Class</i>	Crone, E.	Juson, L. E.	Crosse, P. D. B.	Friend, R. I.	Gaunt, P. A.	Richardson, J. B.	Yearsley-Thomson, C. L.	Goater, J. M.	Reader, M.
CHILDREN'S HOSTESS <i>First Class</i>	Cornish, M. F.	Gregory, J.	Faulkner, P.	Mullen, M. P.	Thomas, D. M.	Pinhey, P. M.	Reeve, L.	Tasker, C. T.	Dover, A. T.
CHILDREN'S HOSTESS <i>Tourist Class</i>	Gothard, E. A.	Thomas, C. A. M.	Robertson, S. C.	Herring, J. V.	North, D. M.	Payne, J. V.	Edwardes, A. M. C.	Barfoot, J.	
CHIEF STEWARD	Perch, M. F.	Dyter, W. A.	Ladlow, L. K.	Boreham, A. W.	Chappel, E.	Picking, A.	Goffin, H. N.	Warr, H. R.	Aspin, K. W.
CHIEF STEWARD <i>Tourist Class</i>	Edney, S. F.	Ockleford, R. A.							
CHEF	Cox, J.	Baker, W. C.	Ruddock, J. L.	Cornwell, H.	Delahay, C. A.	Liggett, J. R.	South, R. K.	Glavin, D.	Rogers, G. H.

FLEET LIST

(as at 1st March, 1964)

	Cathay 13,790 tons	Chitral 13,790 tons		Singapore 9,236 tons	Somali 9,080 tons	Soudan 9,080 tons	Surat 8,925 tons	Sunda 9,235 tons
CAPTAIN	Wood-Roe, W. H. C. R.D., R.N.R.	Randall, G.	CAPTAIN	McArthur, J. P.	Waghorn, W. H.	Cook, L. J.	Cutler, R.	Bullock-Webster, R.
CHIEF OFFICER	Blois, D. P.	Beaumont, J. M. S.	CHIEF OFFICER	Clark, P. J.	Love, P. W.	Bonnet J. W.	Blackburn, J. K.	Goddard, C. H.
SECOND OFFICER	Lyon, R. G.	Bradley, D.	FIRST OFFICER					
JUNIOR SECOND OFFICER	Ironside, A. D.	O'Donnell, N. P.	SECOND OFFICER	Pearce, R. J.	Dornom, D. A.	Buck, A. D. (Actg)	Foot, A. J. F.	MacLean, K. S.
THIRD OFFICER	Dalby, J. T.	Perry, J. W.	THIRD OFFICER	Mitchell, P. R.	Short, C. R.	Wood, R. T.	Tinsley, A. R.	Jackson, R. L.
FOURTH OFFICER	Williams, W.	Hall, G. R. Evans, P.	FOURTH OFFICER	Lee, G. G.	Smith, G. F.	Mullins, D. E.	Hudson, A. R. F.	Walster, P. J.
CADETS	Swann, J. F. Temple, J. M. G.	Hall, R. S.	RADIO OFFICER			Ferguson, G. J.		Alton, G. C.
FIRST RADIO OFFICER	Geraghty, P. M.	Jameson, C.	JUNIOR RADIO OFFICER	Jones, C. W.	Price, M. R.	Lindley, W. J.	Marshall, L. J.	
RADIO OFFICER	Twomey, T. P. Holmes, J. C.	Joffy, M. P. Hubbard, B. K.	CHIEF STEWARD	Raffino, J. D.	Gordon, G.	McAllister, W. J.	Lungley, E. P.	Brown, L. C.
SURGEON	Meeson, B. M.	Fisher, G. B. R.	CARPENTER	Bragg, J.	Langan, M. B.	Harris, C. E.	Jones, M.	Cramp, B.
NURSING SISTER	Carwardine, E. A.	Bishop, S.	CADETS	Derrick, M. J. Dickins, G. T. Clark, P. S. Fox, C. M.	Bland, C. J. Lacey, M. B. Pilsforth, D. G.	McGowan, P. H. McGilchrist, A. Grove, G. R. W. Woollard, I.	Smith, R. H. Dick, W. J. H. Lonsdale, D. I. Noakes, J. J.	Beavington, M. Parr, C. M. Howe, O. J. Tomkiss, D. J.
CARPENTER	Brockbank, J.	Pike, J. F.						
PLUMBER	Reading, D. A. F.	Bulley, A. V.						
BOATSWAIN	Martin, F.	Mackay, J.						

CHIEF ENGINEER OFFICER	Purdy, R.	Gardiner, W.	CHIEF ENGINEER OFFICER	Harrison, A.	Marriott, M. M.	Alway, C.	Clarke, A. D.	Criag, A. W.
SECOND ENGINEER OFFICER	Robinson, L. H.	Robertson, C.	SECOND ENGINEER OFFICER	Kininmont, E. S.	Goodwin, C. M.	Ditchfield, R. R.	Hall, V.	Berry, R.
JR. SECOND ENGINEER OFFICER	Kelly, J.	Corbett, B. P.	THIRD ENGINEER OFFICER	Franks, J.	Howard, L. B.	King, D. O.	Munro, B. C.	Stokes, A. J. (Actg)
THIRD ENGINEER OFFICER	Hoare, D. R.	Jackson, R. N.	JR. THIRD ENGINEER OFFICER	More, J.	Casebourne, R. L.	Sumner, F.	Weatherstone, J. C.	Lyons, J. W.
JR. THIRD ENGINEER OFFICER	Bell, L. M. S.	Woodford, D. S.	FOURTH ENGINEER OFFICER	Mercer, J. R.	Baxter, W. J.	Ludick, J.	Louis, P. S.	Scaife, B. M.
FOURTH ENGINEER OFFICER	Lewis, W. S. Callan, G.	Woodgate, G. E.	JR. FOURTH ENGINEER OFFICER		Hatch, J. Neville, F. B.	Thorne, R. J. Nash, J. W.		
ASSISTANT ENGINEER OFFICER	Paterson, J. Etwell, C.	McCormick, R. M. Thomson, P. G. Williams, H.	ASSISTANT ENGINEER OFFICER	Baker, A. E. Atherton, J. A. Porritt, J. R. Rennie, L. M.	Williams, S. J. Muir, J. T. Lucas, P. A. Stanger, C. G.	Savage, F. T. Meeham, H. A. Mangan, M. Lowden, R.	Francis, L. A. Wilson, K. T. McCoy, M. P. Young, R. D.	Ward, M. W. Wilding, C. A. Gurnett, K. S. Henderson, J. S.
FIRST ELECT.	G. Milne	Caughy, W. G.	FIRST ELECTRICAL OFFICER	Grant, D. W.	Pace, J.	Pitman, I. G.	Smyth, J.	Hand, W. A.
SECOND ELECT.	Hughes, H. R.	Hope, I. T.	SECOND ELECTRICAL OFFICER	Lewis, D. J.	McLean, R. H.	McKee, W. J.	Besant, D. W.	Cox, J. C.
ASST ELECT.	Lee, I. T. Lawlor, J. G.	Masterman, M. L.	REFRIG. ENGINEER OFFICER	Woods, M. E.	Williams, F. H.	Knights, L.	Green, T. M.	Rudland, L. A.
FIRST REFRIG. ENG. OFFICER	Fricker, D. A.	Benton, F. J.						
SECOND REFRIG. ENG. OFFICER	Button, C. D. A.	Hesketh, H.						
THIRD REFRIG. ENG. OFFICER	Newey, A.							

PURSER	Porter, R. M. W.	Buy, J. H.						
JR. ASSISTANT PURSER	Norris, A. A.	Harries, N.						
CHILDREN'S HOSTESS	Robertson, E. J.	Clarke, E.						
CHIEF STEWARD	Rees, W. H.	Standing, R. W.						
CHEF	Roberts, A.	Bayne, D.						



PANDOR CLUB



DRAMATIC SOCIETY

'Night Must Fall'
4th and 5th December, 1963

The Dramatic Society is to be congratulated.

This was obviously what was uppermost in everybody's mind after attending the latest production. The Society had been passing through a lean spell, membership was dwindling and interest waning.

From some hidden depths of reserve those few enthusiasts responsible for the administration of the Society found not only a new producer but a new star and put on eventually what must rank as one of their most professional productions to date.

The cast at the final curtain.

From left to right: Linda Bassett, Olaf Buggé, Margaret Bull, Dennis Griffin, Carol Plumb, Michael Ellison, Jacqui Hoadley, Anthony Robinson, Ann Dunnett.

The story is not by any means everybody's choice but this was forgotten thanks to the expert way in which the cast and producer handled various situations.

Dominating the evening was undoubtedly the tour de force by Michael Ellison portraying, or rather living the part of Dan. He succeeded in making us like him and hate him in turn but above all he created a professional and relaxed atmosphere on the stage which undoubtedly communicated itself to other members of the cast, who all produced performances just that much better than one so often sees from amateur companies.

A thoroughly enjoyable evening and it was good to see a near-full house.

Well done the Dramatic Society!





The Royal Naval Reserve Advisory Council holding a meeting on board ORIANA at Southampton on 27th November, 1963—the first to be held in a merchant ship. The photograph on the right shows the Broad Pennant of Commodore R.N.R. worn with Orient House Flag by ORIANA on the occasion.

We Hear That



P & O 1964 'Canberra' Award Winners

Six young Australians, this year's winners of the P & O *Canberra* Award for the best Young Farmer in each Australian State, will arrive in England on 20th March. They are travelling aboard *Canberra*. The winners are Rodney Jay Holmes (23) of Raleigh, New South Wales; William Henry Young (22) of Mundubbera, Queensland; Trevor Leslie Thomas (25) of Tatura, Victoria; Gerald Brydon Fisher (24) of Oatlands, Tasmania; Trevor Graham Sutherland (23) of Perenjori, Western Australia; and John Wentworth Staker (21) of Yarcowie, Southern Australia.

For six months they will study farming methods in Britain and visit centres of agricultural interest as guests of P & O. The 1964 winners of the Award are the sixth group of Australian Young Farmers to visit this country.

The tour is arranged in conjunction with the National Federation of Young Farmers' Clubs, the Scottish Association of Young Farmers' Clubs and the Young Farmers' Clubs of Ulster.

On their return to Australia the Young Farmers will compete for the P & O *Canberra* Scholarship, worth £A1,000, which provides for a course at an Australian University, Agricultural or Technical College, or a cash grant of £A750.

Mr. J. A. Heath

On 15th February the Kent District Council of the Registered Plumbers Association held their Annual Dinner in Chatham to pay tribute and make a presentation to Mr. J. A. Heath, the past President, who in addition to his public work for the Registered Plumbers Association joined the Orient Line in 1900, working on board *Cusco* and *Orient* as his first ships, becoming in 1920 Foreman Plumber for Orient Line, a position he held until his retirement in 1959.

His 59 years of service from *Cusco*, 3,849 tons to the three 28,000 tons *Orcades* class in service and the planning stage of 42,000 tons *Oriana* is surely a remarkable span of Orient history.

Captain Sargent, Marine Superintendent of Orient was invited to speak of Jack Heath's service with the Company. Members of the Association attending to pay their tribute to a remarkable colleague were:—C. W. H. Collings and F. Willcocks of P & O-Orient, S. May, G. Webber, M. Hammond of R. H. Green & Silley Weir and A. Newcombe and R. Hobbs from the Sea Staff of the ships.



Sir Donald talking to Mr. Frank Ball at a cocktail party held in the Hong Kong Club on 29th January 1964. Mr. Ball formerly worked in P & O Company's Advertising Department and is now with Messrs. Marklin Advertising Ltd. who handle P & O-Orient Lines' advertising in Hong Kong.



Mr. N. D. Pixley (left) Chairman of P & O-Orient Lines of Australia Pty. Limited, hands to Mr. C. V. McWilliam the P & O-Orient Lines Trophy awarded at the 1963 Adelaide Wine Show to the Most Successful Exhibitor in the Export Class. Mr. McWilliam is National Sales Manager of McWilliam's Wine Pty. Ltd., the winning Company.

The P & O 'Madrid' of 1845

We print below copy of an interesting statement which came to light during our recent move.

It looks as if any person did threaten to cause any let, hindrance, seizure or molestation the *Madrid* was capable of looking after herself. Carronades and cutlasses somehow sounded more convincing than any legal language.

Licence No. 98,245

By the Commissioners for managing and causing to be levied and collected, Her Majesty's Customs.

Suffer the steam vessel, called the *Madrid* of London, George Bingham master, iron clench built, 163 feet long, 23 1/16 feet broad, 315 1/10 tons with a standing bowsprit, whereof James Allen of St. Mary Axe, Secretary of the Peninsular & Oriental Steam Navigation Company is owner, to be employed in the coasting

and foreign trade to carry 6 carronades, 12 pounders, 25 muskets, 50 pistols, 35 cutlasses and 30 rounds of powder and ball to pass without any let, hindrance, seizure or molestation provided that it shall appear by certificate on the back hereof from the Collector, Controller or any other proper officer of the Customs that the said owner has given security to their satisfaction by bond as required by law.

Given under our hands the 3rd Day of November in the year of our Lord 1845.

Presentation of P & O-Orient Batter Trophy on board ORONSAY 15/1/64. L. to R.: Captain S. Ayles, R.D., R.N.R. (Ret.), Mr. R. V. Allison, Managing Director, R. J. Finlayson Pty. Ltd., Mr. J. H. R. Hooper, Superintendent (Shipping & Travel), Elder Smith, Goldsbrough Mort Limited.



Mr. Ernest Scott, Melbourne Trustee for the English Speaking Cup in Australia is shown here with Mr. Ole Bernsten of Denmark, winner of the International Dragon Class Yachting Series held in Hobart, Tasmania between 16th and 25th November. The E.S.U. cup is held by the winner for twelve months. P & O-Orient Lines presented a period silver rose bowl pictured being held by Mr. Bernsten, who will retain it permanently. The Series run in Hobart were outstandingly successful with overseas entries from England, Denmark, America and Bermuda, and New Zealand.

Four Bulk Carriers

In November the Company announced that we have placed orders for four Bulk Carriers each of 38,850 tons dead-weight with a service speed of 15 knots. They will be operated on behalf of the Group by the Hain Steamship Company Limited, and by James Nourse Limited, both subsidiary companies of P & O.

Two of these vessels will be built on the North East coast by the Furness Shipbuilding Company Limited at Haverton Hill-on-Tees. A third will be built at the Clyde-side yard of the Fairfield Shipbuilding & Engineering Company Limited, of Govan. The fourth vessel will be built in Japan by the Hitachi Shipbuilding & Engineering Company Limited. Deliveries are to be between May and December, 1965. The total value of the orders is some £7 million of which, as indicated, about three quarters will go to British yards.

Tenders for the four ships were invited on an international basis and the orders have been placed on consideration of price and delivery.

(NOTE: The building of these ships will be financed without assistance from Government Loan).



Young passengers aboard the CATHAY rehearsing a Nativity play last Christmas.



From '122' to Hong Kong

When *Salmara* left London in February for the Far East she had on board about 150 tons of scrap metal for Hong Kong. We understand that much of the material comes from our old offices at 122 Leadenhall Street so that when any of our readers should enter a new building in Hong Kong in the future, he may well be treading on familiar ground.



Our picture shows Captain Votis who took over STRATHMORE from Captain Williamson on behalf of John F. Latsis, on the bridge. The ship was renamed MARIANNA II, and priests of the Greek Orthodox Church were present for the renaming ceremony.



At the presentation on board BENDIGO of the P & O-Orient Lines Trophies—Left to Right Mr. J. Zerner, Pittsworth Co-op. Dairy Assn. Ltd., Pittsworth; Mr. H. H. Phillips Old Farmers Co-op. Assn. Ltd., Booval; Mr. W. Hoiberg, Warwick Co-op. Dairy Assn. Ltd., Warwick; Capt. T. Hopkins; Mr. M. G. Boydell, P & O-Orient Lines of Aust. Pty. Ltd.; Mr. G. W. Cheers, Maryborough Co-op. Dairy Assn. Ltd., Kingaroy; Mr. D. McRobert Oakey, Co-op. Dairy Assn. Ltd., Oakey; Mr. A. Lebsanft, Port Curtis Co-op. Dairy Assn. Ltd., Monto.



SOME OLD TIMERS

By O. L. Buggé

The clock in front of the Gallery at the West End Office, like the old grey mare of the song, 'ain't wot it use' ter be, many long years ago.' Whilst to all outward appearances it is the same clock, yet its internal mechanism has been removed and electricity now turns the hands round its time-worn face. In the process of evisceration it seems to have lost its personality — it is no longer its original self. Now it derives its sustenance from soulless electric power instead of from a mainspring carefully wound every week by the clock-maker, who also checked and adjusted its time.

I suppose it was inevitable that one day Time should exact some sort of retribution upon one of its faithful followers. By its very act of marking time it carried within itself the seeds of metamorphosis if not of destruction. The passing years take their toll on clocks as they do on mankind. That it was failing had been evident for some time. Despite cleaning and adjustment it gained and lost in a most erratic fashion and petulantly refused to synchronise the hour and minute hands round its faded numerals; it was in a generally run-down condition. Now it has a new lease of life — provided there are no power cuts.

The Clock has many happy associations for me in an indirect way since I first entered that rather impressive Booking Hall so many years ago. It had a young face then, with its figures clearly marked and hands firm and black, keeping excellent time. Impassively it watched the bustle below, the human surge and fret which in those early days lapped against a U-shaped counter. Many an anxious face must have looked up at that Clock over the years — the late booking passenger wondering perhaps whether he would be able to catch the P & O Express from Victoria across France to join the mail ship at Marseilles, or maybe, to keep an important appointment while his taxi stood by outside; and the assistant, wrestling with a garrulous or exacting client, hoping that he, too, could get away in time for his suburban train home.

Yes, that Clock has seen many faces come and go, and

watched young heads grow grey and bald, sturdy shoulders become bowed with the weight of years, and eyes with the sparkle of youth and hope become rheumy and faded behind spectacles. It has seen young men go overseas to return at intervals bronzed by a fiercer sun than ours. Some few it has seen achieve high office and responsibility. It has witnessed presentation and retirement, and noted the sad occasion when suddenly a familiar face no longer glances at its dial. Inexorably, indifferently, it continued to tick by the hours.

Some of these old faces come crowding to mind, two or three, for no particular reason, more sharply etched than others on the palimpsest of memory. There was old Joe Lyons, a diminutive wiry man with a white nicotine-stained moustache, a former commercial traveller with the repartee of one. He wore, I remember, a wing collar and bow tie and spats. He kept the Australian written-up books and Cook's account. I can see him now, standing at his desk — he seemed to stand more often than sit — making his entries in his old-fashioned handwriting of loops and flourishes.

Opposite him sat Jimmy Dewar, tall, spare and Irish, who used to look after written-up books of the 'M' class vessels to Japan. Often, working late, he would regale us wide-eyed juniors with blood-curdling tales of his experiences in the trenches in World War I, of bayonet charges and decomposing corpses in shell-holes; of days and nights of march without sleep and food; and hell and high water. Rumour had it that he had a bullet in his skull and was therefore a little fey; at times I could well believe it, especially when he would give vent to a spine-chilling demoniacal chuckle.

Then there were Barrington and Morris who respectively covered Crown Agents and Government bookings. The latter would remark to Mr. Buckler the Cashier, when paying in the Government drafts for passages, that he was 'paying much money into the Company's coffers.' Behind a grille, where the Messenger's Lobby is now, was the Berthing Department, where, I recall,

Naylor, tall, clerical-looking, and aloof from the hurly-burly of his more volatile colleagues, had charge of the Bombay ships. 'Badger' Marvin — to distinguish him from 'Sailor' Marvin of the Baggage Section — looked after the China and Far East ships; his cry was 'A three-berth cabin B, at two A fares' when, on occasion, he wanted to fill any of his 'K' class ships. The Australian ships were under the supervision of one Sam Baylis. Other shades of yesteryear crowding my memory include Griffin, who used to address us smaller fry as 'Hey you, toffee-nose' as a preliminary order to attend to the counter; Ben Burleigh, responsible for cruising; our late Manager, A. B. Hope, who in those days had the Marseilles Special Train under his care. His pungent remarks on homo sapiens in general, and of the genus passenger in particular, were well known. Older readers of this Chronicle will, I am sure, remember them and other stalwarts of an earlier generation — H. C. Duncombe of the B.I. section, always prepared with umbrella and gumboots for the worst the English climate could inflict; Attwood, Garrish, Treby, Chapman, Gordon Taylor, Bennett, Sahler, and 'Square' Beverly, to mention a few more. There was also the bearded, venerable-looking, Archer, the Head Messenger, who usually sat outside Mr. Grosvenor's room like Cerberus guarding the crossing of the Styx.

Many changes in the West End indeed have occurred during the Clock's long vigil. There was the gradual introduction of female interviewing staff, beginning with a receptionist, the spearhead into what hitherto had been a strictly masculine sector. Then there was the erection of the Gallery, which at first extended only as far as the Messengers' Lobby, where the Berthing Department used to be before its expansion to its present size. The lighting of the Office came from individual lamps on four-seater desks behind the counter as well as, softly diffused, from beautiful bronze chandeliers with alabaster bowls decorated round the perimeters with sea shells — in stark contrast with the present neon contraptions of no artistic merit or individuality. It saw two big windows, soberly exhibiting a model of the *Mooltan* in one and the *Narkunda* in the other, which were discreetly illuminated against a backcloth of dark brown velvet curtains, change to an arresting exhortation to a bemused public to seek the sun and to relax in a state of induced euphoria in a ship which can take one to pretty well any place in the world. Mr. Beaumont's paintings on the walls and ceiling, however, were the same then as now.

With the removal of the counter came small interviewing desks, which in turn gave way to our present arrangements. Then there was the installation of dictographs so that the Staff could communicate easily with their colleagues elsewhere in the building instead of by a leaden-footed pilgrimage. The biggest change which our now venerable Clock witnessed was the making of the passage to give access to next door premises, formerly occupied by our friendly rivals, the Orient Line, now merged with us. With this came the blocking-up of the old front door and the making of another, of glass modernity, under the carved arch where care-free mermaids still frolic with gay abandon. Once upon a time, stately dowagers used to sit here on a cushioned bench, or write notes at a desk behind a mahogany rail.

I may add here for the historically-minded that in the

twenties the Correspondence Department dealt with its diurnal intake of letters from both Agents and the public from the depths of the basement. Here, like Troglodytes, under the aegis of H. Pettitt — nicknamed 'Little Pettitt' to distinguish him from his namesake 'Rednose Pettitt' responsible for dunning — they dictated, typed and filed within the space which is now occupied by Mr. Hilditch's Workshop, the Stationery Store and the Rest Room. The telephone switchboard under Mrs. Barton was here too. I recall that here the comely Miss Whyber used to dispense tea, buns and biscuits for the magnificent sum of sixpence each per week. If it was someone's birthday, it was usually Baldwin the Messenger, rotund and rustic, who would produce, on request for about three or four shillings, a seemingly inexhaustible number of fancy cakes and pastries.

The Clock has ticked by the hours of national sadness and jubilation, of crises and war when bombs blasted and fire destroyed.

After the dust of battle had settled it saw passengers of a different genre emerge. Gone were the Sahib and Mem-sahib of Viceregal days with their bearer and ayah; the colourful Maharajah and his suite; the irascible Indian Army Colonel and the youthful subaltern on his first commission; the Colonial Civil Servant who solitarily administered impartial justice to the lesser breeds without the law in some wild and isolated corner of Empire; the tea planter of India and Ceylon and his confere in rubber and tin from Malaya; the China Merchant going to and from leave, and the bluff plain speaking visitor from the Antipodes. Now our travellers are for the most part indistinguishable, outwardly at least in these days of class equality and uniformity, from their fellow creatures. The old order changeth and the ease of modern travel has encouraged the ordinary man, both European and Asian, to see more of the world, so that our passengers are less of a type than formerly.

At least one horological link with an older generation remains exactly as it was in my day. Unobtrusively placed above the fireplace in the corner and supported by two mermaids, an ingeniously constructed clock still steadfastly tells the time not only here with its filigree hands, but simultaneously in Port Said, Bombay, Calcutta, Hong Kong, Yokohama and Sydney. The advent of British Summer Time leaves the clock undisturbed lest its delicate mechanism should be affected by the bi-annual alterations. It is a masterpiece of craftsmanship and has required, so far as I am aware, little attention since it was installed in 1920 when the Passage Department came to Cockspur Street from Northumberland Avenue. It was removed to Croxley Green during the war. A clock of such unusual features is not seen every day and must be of no little intrinsic value. There are, of course, other clocks in the Office, like the delicately fashioned one on the mantelpiece in the General Passenger Manager's room. This certainly must have witnessed some interesting scenes. For me the two clocks in the Booking Hall somehow have a special appeal, perhaps because of the link which they form with the early part of my career with the Company. Quite likely they will continue to tick long after I have qualified as a real Old Timer myself.

Perchance some later chronicler may record the changes that time inevitably will have made in the Office since the sixties.



Commodore L. H. Howard, R.D.

Personal News

APPOINTMENTS

New Commodore: Captain Leonard H. Howard, R.D.

Captain LEONARD H. HOWARD was on 11th November last, appointed Commodore. He succeeds Commodore Leslie A. Hill, D.S.C., R.D., who retired after 39 years' service with the Company.

Captain Howard joined the P & O S.N. Co. in 1924 at the age of 20 as Fourth Officer in *Nankin*. Two years later, he was promoted to Third Officer in *China*.

During the following years, he served in several of the Company's vessels until, in 1935, he was promoted Second Officer in *Cathay*. In 1936, he obtained his Master's Ticket and three years later he was called up for active service in the R.N.R. which he had joined in 1921. Captain Howard served throughout the war and in 1945 returned to the Company's service and was appointed Chief Officer.

Since the war he served in three of the famous 'Straths'—*Strathmore*, *Stratheden* and *Strathaird*. It was in the latter that he was promoted Staff Captain in 1951. In 1953, he received his first command—the cargo ship *Socotra*. He is presently serving in the *Arcadia*.

He is married and lives at Midhurst, Sussex.

Mr. F. E. Harmer, C.M.G.

At a Board Meeting held on 11th December, Mr. F. E. HARMER, C.M.G., the Deputy Chairman was appointed a Managing Director. Whilst remaining as Chairman of the New Zealand and Federal Companies he has relinquished his Managing Directorships of those Companies.

A. R. Turner

A. R. TURNER, Chief Officer, had to leave the sea for health reasons and has now received an appointment as Second Officer at the National Sea Training School at Sharpness. What Turner lacked in size, says our informant, he made up for in zeal and efficiency and we wish him success and happiness in his new job.



MARRIAGES

Our Congratulations to:—

Mr. H. STUART CONNOLLY, of the Sea Staff Service on his marriage to Mrs. HELGA GREENE, on 19th November last at Caxton Hall, Westminster.



BIRTHS

Our Congratulations to:—

ROBERT GLIDDON, Chief Steward and his wife on the birth of a daughter, Ann Elizabeth, on 22nd October, 1963.

Mr. D. J. L. MATANLE and his wife Jean on the birth of a daughter, Ann Louise, on 16th December, 1963.



RETIREMENTS

We wish many years of Happy Retirement to:—

L. A. HILL, Commodore, who retired on 12th November, 1963. He joined the Company in May, 1924, his last command being *Canberra*.

C. E. DAVIS, Purser, who retired on 3rd November, 1963. He joined the Company in August, 1934. He was last in *Orsova* as Purser.

Commodore Chief Engineer J. W. B. TOWLER retired on 24th January, 1964, after serving with the P & O since 1925. His last ship was *Chusan*.

J. H. HAYFIELD, Maintenance Staff, who joined the Company in 1923. He retired on 31st October, 1963.

J. T. BURDER, Housekeeper, who joined the Company in 1921. He retired on 30th November, 1963.

G. BURTON, Nightwatchman, who retired on 30th November, 1963. He joined the Company in 1946.

Mr. R. S. MOORE, Head of the Pensions Department retired on 31st December, 1963. He had joined the P & O Branch Service in October, 1923, transferred to the City Passage Department in 1931, to the Accounts in 1939 and finally took charge of the Pensions in 1950. He was an Associate of the Chartered Institute of Secretaries.

D. H. MACDONALD, Chief Electrician, who retired on 28th September, 1963. He joined the Company in 1929.

A. CASTEL, Chief Electrician, who retired on 25th October, 1963. He joined the Company in July, 1925.

A. J. BIRCH of Pursers' Department, retired at the end of 1963. Joining the Orient Line in 1922 he served first as a Messroom and Assistant Steward until joining P & O in 1933. In 1961 he joined the shore staff.

E. W. J. ERRINGTON, City Messenger, retired on 31st January, 1964. Entering the Company as a member of the sea staff in 1914 he had actually retired in July, 1961. In August of that year he re-entered the Company as a Messenger.

A. J. SPENCE, Boilermaker of Orient Line, who retired on 9th February. He joined the Company in August, 1929.

W. C. SOUTHEN, Barkeeper ex *Orcades* retired on pension 20th December, 1963.

G. E. MANSFIELD, Chief Baker who retired on pension on 3rd November, 1963.

Miss SADIE BELL who had been with the Orient Line since 1935 as a Nursery Stewardess retired on January 27th, 1964 when she left *Oriana*. She had sailed on the maiden voyage of every post-war 'O' Liner.

★

Miss S. Bell receiving a presentation on 'Oriana'



Mr. W. C. Friend receiving his B.E.M.

AWARD

Mr. William Friend, B.E.M.

62 years-old Mr. William Ernest Friend, for 39 years a carpenter with the Peninsular and Oriental Steam Navigation Company, was awarded the B.E.M. in the last Birthday Honours List. On Monday 6th January, 1964, he travelled with his wife from his home in Salcombe, Devon, to receive his decoration from Sir Donald Anderson, our Chairman, who presented it on behalf of H.M. The Queen.



Mr. R. G. Grout

OBITUARY

Mr. R. G. Grout

It is with the greatest regret that we have to advise the death on 28th December of Mr. R. G. Grout, Chairman of the General Steam Navigation Company Limited and a Director of the P & O S.N. Co.

Sir Donald F. Anderson, our Chairman, writes:—

I am no more than echoing the thoughts of everybody who knew Reg Grout—which means almost everybody in the shipping industry—when I say that above all he was an outstandingly nice man. He was kind; he was thoughtful for others; he was effective without being pushing; he had a great sense of humour. But with all these endearing human qualities he was a real workman in his chosen branch, the short sea trades. Reg was one

of those men that other men turn to for advice. He leaves behind him a very large gap, in our affections and in our industry alike.

Reginald George Grout was born in London in 1901. He joined the General Steam Navigation Company in May, 1919, and after eighteen months in the Head Office he was sent to Ostend, and later to Le Havre and Paris. In 1928 he was appointed Manager of the Company's branch at Le Havre, and ten years later to a similar position at Antwerp. He and his family were on holiday in England when the last war broke out.

He was appointed Secretary of the Company in 1941, and in 1943 was seconded to the Sea Transport Division of the Ministry of War Transport, where he assisted in the detailed planning of D-Day. At the end of July, 1944, Mr. Grout went to Normandy with the British Liberation Army as Civilian Representative of the Director of Sea Transport, work for which his flair for languages and intimate acquaintance with country and people made him particularly suited. He returned to England in January, 1945 as Assistant Director of the Coasting and Short Sea Division of the Ministry of War Transport, where he stayed for nine months.

He rejoined the General Steam Navigation Company and in 1947 was elected to the Board. In 1952 he again went abroad, this time to the Suez Canal Zone for three months as Ministry of Transport Representative, Middle East. Two years later he was appointed Vice-Chairman and Managing Director of the General Steam Navigation Company, and in September, 1958, succeeded the late Mr. I. M. Hooper as Chairman.

Mr. Grout was appointed to the Board of Directors of the Peninsular and Oriental Steam Navigation Company on February 11th, 1959. He was also Chairman and a Managing Director of the Moss Hutchison Line, Ltd., Chairman of Grand Union (Shipping) Ltd., the Great Yarmouth Shipping Company, Ltd., the New Medway Steam Packet Co. Ltd., and Turner, Edwards & Co. Ltd., and also on the Board of Silver City Airways, Ltd.

Mr. Grout has been a member of the Council of the Chamber of Shipping of the United Kingdom since 1951, and at the Annual Meeting in February, 1962 was elected Vice President for the ensuing year. He was a Fellow of the Institute of Chartered Shipbrokers, a member of the Baltic Mercantile and Shipping Exchange, a Freeman and Liveryman of the Worshipful Company of Shipwrights, an Honorary Freeman of the Company of Watermen and Lightermen of the River Thames.

Mr. Grout was a Past President of the Institute of Transport and of the Institute of Shipping and Forwarding Agents; a past chairman of the London Short Sea Traders' Association and first chairman of the recently established International Association of Short-Sea Liner Services. He was a member of the Committee of the London Steamship Owners' Mutual Insurance Association Ltd. Mr. Grout was Chairman of the Honorary Committee of Management of the training ship *Worcester* and of the Board of Management of the Royal Alfred Merchant Seamen's Society, and Honorary Treasurer of the British Ship Adoption Society and of the Seafarers' Education Service.

Mr. Grout was married and had one son. He had his home in Mill Hill, London.

OBITUARY

We deeply regret to record the deaths of:—

J. A. COLES, of Anderson, Green Forwarding Section of the Export Freight Department, who died on 5th December last.

STANLEY FREDERICK PARKER, Chief Engineer, who died on 9th December, 1963. Born in August, 1890, he joined the Company in January, 1915 and retired as Chief Engineer in August, 1959.

HERBERT BAILEY, Shipwright at King George V Dock, who died on 8th November 1963. He joined the Company's sea staff in October, 1921, retiring in January, 1962. He was born in February, 1898.

JOHN JOSEPH BROWN, who died in November, 1963. Born in January, 1899 he had had a long career in P & O since 1920 serving mainly in the Passage and Accounts Departments. He had retired in June, 1960.

THOMAS DOODY, former Bo'sun, who died suddenly on 3rd December following a heart attack.

R. ROBSON, former Chief Engineer who died aboard *Canberra* on 27th December last. Born 1881, he joined the Company in 1906 and retired on pension in 1941. He was buried at sea.

Captain J. A. SMITH, C.B.E., who was born in January, 1886. He joined P & O in November, 1905 and retired as Commodore in July, 1946. He died on 15th January.

RONALD R. CHALK, who died on 8th January. He was born in 1884 and joined the Company in July, 1905. Serving in the Records Dept., he retired in September, 1946.

W. M. McCABE, Assistant Steward, who died on 18th December, 1963. He joined the Company in February, 1920 and retired in September, 1963.

T. D. E. HAMMOND, West End Passage Dept., who died in service on 28th September, 1963.

W. R. GASS, Chef, who died on 8th October, 1963. He joined the Company in 1925 and retired in November, 1953.

H. L. HAWKINS, Chief Steward, who died in service on 11th November, 1963. He joined the Company in February, 1933.

C. P. C. WALLIS, Bo'sun, who died on 12th December, 1963. He joined the Company in May, 1921, and retired in June, 1960.

W. E. CRISFIELD, who died on 4th January, 1964. He joined the Company in 1927 and retired in November, 1957. He had been First Plumber of *Strathmore*.

W. W. FREEMAN, 2nd Chef, who died on 16th January, 1964. He joined the Orient Line in 1928 and served in the P & O from May, 1930 until he retired in December, 1961.

L. T. HILL, Barman, died on 1st November, 1963. He had retired in November, 1958 from *Corfu*.

ALBERT LEONARD HOUGHIN who joined the P & O in 1915 and retired in July 1958. He died on 28th July, 1964. He will be remembered as head of the Stationery Dept.





New Headquarters for our Australian activities was opened on January 23rd, 1964 by the Prime Minister of Australia. Our Chairman, Sir Donald Anderson, together with Mr. N. D. Pixley, are seen behind Sir Robert Menzies who is speaking.

P & O Orient Lines of Australia Pty. Ltd.

Sydney, 10th February, 1964.

Dear Mr. Editor,

Since we last wrote, by far the most important event for our Staff in Sydney was the move from 247 George Street and 2 Spring Street into the new Headquarters, P & O Building, 55 Hunter Street. Now, when *Canberra* is berthed in Sydney Cove she is three ships' lengths from us as opposed to two when we were in 247 George Street.

'Operation Transfer', involving about 346 of us, took place on the weekend 29th November/1st December, 1963. Due to careful planning, the good co-operation of the removal firm and the willingness of all hands who cheerfully rolled up their sleeves and packed and unpacked tea chests and cartons, the move went off so smoothly that we were able to nonchalantly commence business in the new premises at 8.45 a.m. on Monday, 2nd December. Because of the good team work of the builder, architects and sub-contractors, this date was some six weeks earlier than originally scheduled. We were most agreeably surprised to experience so few 'teething troubles' and, as this has been an 'old-fashioned' summer, the sunniest we've experienced in Sydney for many years (the mercury reached the century

From Abroad

in many suburbs on Christmas Day) we were particularly grateful for the Hall-Thermostat air conditioning, which has settled down remarkably well.

The Staff Christmas-cum-Housewarming Party this year was held on December 19th. It was a great success and one to remember. Because the tenant for the Penthouse floor (20th level) was not ready to move in before the New Year, the function was held on that area from which the view of the city is excellent.

For several good reasons the official Opening Ceremony (attended by about 350 of Sydney's leading citizens and friends of the Company) took place after the Christmas holiday period on 23.1.64. We were delighted that Sir Donald Anderson was able to be present.

The Chairman of P & O-Orient Lines of Australia Pty. Limited, Mr. N. D. Pixley, M.B.E., V.R.D., opened the proceedings by welcoming the official party and guests and thanking all concerned with the construction of the building. He then introduced our Prime Minister, The Right Honourable Sir Robert Menzies, K.T., C.H., Q.C., M.P., who gave a most entertaining and interesting speech and declared 55 Hunter Street officially open. Sir Donald then told us a little of the Company's achievements, and its aims in this country, and also very suitably thanked the Prime Minister.

After refreshments Sir Robert then unveiled a plaque in the Castlereagh Street entrance lift lobby commemorating the occasion. Thus the new P & O Building was now 'fully commissioned,' in all a most happy occasion, as the accompanying picture of the official party on the dais shows.

At the moment of writing the final Test between Australia and the South Africans is being played at the Sydney Cricket Ground. The visitors have played some thrilling cricket and the rubber is at a most interesting stage, one all and two drawn games. If South Africa wins this match (and their youngsters show much promise) they will make cricket history by being the 1st S.A. team to win a Test series from Australia—Good luck to 'em.

Yours,

PENINSULAR, SYDNEY.





The members who attended the conference in San Francisco.

P & O-Orient Lines Inc. North America

News from the Pacific Coast

San Francisco—Ending a two week conference at the St. Francis hotel here, executives of the world's largest shipping complex returned to their offices in London, Sydney and Hong Kong on January 19th. The nine traffic, sales and advertising executives who came to San Francisco represented three of P & O-Orient Lines' four passenger allotment centres.

This is the first time that the North American Headquarters, one of the steamship company's four passenger allotment centres, has hosted a world-wide meeting. All aspects of P & O-Orient Lines' passenger operation, marketing and advertising programmes for 1965 were discussed during the series of meetings.

One of the highlights for the overseas visitors was seeing the reservations computer system in operation at the San Francisco office. The computer operation which makes possible confirmation of space to travel agents anywhere in the country within two hours, is the first of its kind to be used in the steamship industry.

POSH award

Posh, P & O-Orient Lines Inc's travel magazine, has received the special award for Graphic Excellence from the South California Industrial Editors' Association in the Association's annual awards competition.

Now in its fourth year of publication, *Posh* is printed in full colour and is distributed throughout the world. The magazine is published by Infoplan, public relations counsel for the company in the United States. Ernest Beyl, vice-president of Infoplan, is the editor.



PENANG.—The race for the P & O Cup was run over six furlongs on 22nd December and was won by SHOCKALINGAM. Our picture shows the trainer, Mr. R. W. Van Breukelen, receiving the Cup on behalf of the owner from Y. T. M. Tengku Puan Hajjah Nor Sa'adah, wife of the Governor of Penang.



HONOLULU.—The arrival of the ORONSAY in Honolulu on February 3 marked the 10th anniversary of P & O-Orient Lines' service in the Pacific. Miss Sally Edwards, general passenger agent, Theo. H. Davies & Co. (general agents for P & O-Orient) presented a lei to Chief Steward, A. Pickering, while Verandah Steward T. Fields looked on. Both men were on board the ORONSAY when the ship made the inaugural voyage to Canada and the U.S. in January, 1954.

Letters to the Editor

Lament of the 'Khyber'

At Colombo.
30th November, 1963.

Dear Sir,

Whilst swinging round one's hook off Colombo, for any length of time, in our case 16th November until approx. December 15th, one has very little to do except have the occasional inspiration, and here's mine.

We sit on the P & O *Khyber*,
Off Colombo anchored we swing,
Together with dozens of others,
All doing the very same thing.

They say that Colombo is pleasant,
We might be inclined to agree,
If only the Ceylonese Customs,
Would let us go shoreside to see.

As we swing round our hook off Colombo,
With a cargo of fish on deck aft,
When the wind's in the proper direction,
Ripe smells through our windows will waft.

We are told that the good old ship *Khyber*,
Has been sold to a Greek company,
If they'd come and relieve us tomorrow,
We'd let them take over for free.

I hope this will be of some use to you in the magazine, it has at least provided me with half an hour of amusement.

Yours sincerely,

B. G. TREHANE, R/O.
s/s *KHYBER*

The 'Californian'

Dear Sir,

From the statement attributed to Commander Boxhall by Mr. Ralph Harris in his letter published in your last issue (that only the Third Officer and the Donkeyman of the *Californian* told the truth at the 1912 inquiry into the *Titanic* disaster), it could be inferred that Captain Lord's statement was not correct. In the May, 1959, issue of the 'Nautical Magazine' it was publicly acknowledged on Commander Boxhall's behalf that there was no basis whatsoever for such an allegation, and Mr. Harris's repetition of the charge exemplifies the need for some authoritative statement correcting the widespread misconceptions which still exist about the *Californian*. The action being taken by this Association (of which Captain Lord was a member for over sixty years) to protect his reputation and to clear his name will shortly culminate in the presentation of a petition to the Minister of Transport calling on him to exercise his powers under the Merchant Shipping Act to re-open the 1912 enquiry insofar as it affects the *Californian*. It is hoped that the subsequent official acceptance by a competent court of our submis-

sion that the *Californian* was in fact between 25 and 30 miles away from the sinking *Titanic* and consequently never in a position to save any of the 1,500 lives which were lost would put an end once and for all to the defamatory attacks which continue to be made on the late Captain Lord.

Yours truly,
LESLIE HARRISON,

General Secretary, Mercantile Marine Service Association

'Stratheden' memories

97a Randolph Ave.,
Maida Vale,
London, W.9.

Dear Sir,

It was a most interesting experience to return to the *Stratheden* as a passenger on a T.S.A. cruise after being a member of the crew on her maiden voyage, this being one of the latest ships in her day. I also served in one of the oldest ships, s.s. *Narkunda*. 'About Ourselves' was handed to me by Mr. B. Wyatt whom I sailed with 25 years ago. It gave me great pleasure to meet some of my old shipmates. The *Stratheden* still to me was a great ship; things have changed a great deal, the polishing machine taking over the scrub-out, my overtime, nine-pence on my pay sheet 1937, and a host of details too numerous to mention. To conclude, I thoroughly enjoyed my sea-going days, it was a great life and I was proud to be a member of the Merchant Navy and the P & O Company.

Yours faithfully,
MARK DAVIS

P.S.—Mr. B. Wyatt was Head Waiter of *Stratheden*.

The Four to Eight

Moving onward through the night
Over water thick and black
Never still, tho' swell is slight;
Onward ploughing with straight track,
Tilling sea-turfs left and right.
On and on through oceans quiet
No other vessel to be seen;
On and on with soundless movement
Under skies of silken sheen.
Slow, but slow the dawn is breaking
Welcoming the new day in.
Another watch will soon be waking
Turning hungry sleep away.
Come quick Brother, take the 'con',
Hurry now, I would be gone.

By A. B. WEEKS, Radio Officer

P & O in Sail

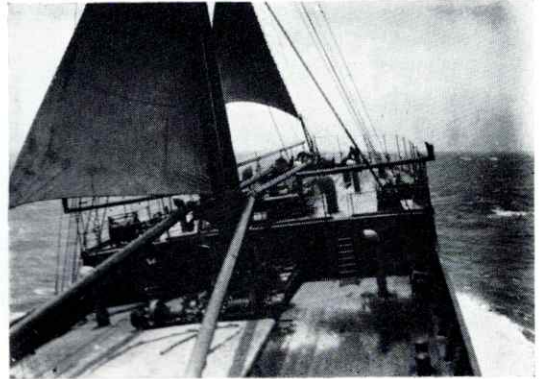
85 The Grove,
Sholing,
Southampton.
16th September, 1963.

Dear Sir,

With reference to the above in issue No. 11, Summer 1963, the enclosed snapshot was taken by me on the *Namur*. I did not make a note of the date but think it was probably 1913, in the S.W. monsoon, on the run from Aden to Colombo.

If the print is of any use to you please make use of it. I do not want it back.

Yours faithfully,
F. J. WEBBER.



The 'Namur' under sail

A last picture of 122 Leadenhall Street. One can recognise a corner of the old courtyard but little else. . . .



FROM THE DEPARTMENTS

OFFICERS' DEPARTMENT

At the beginning of last year the Shipping Federation approached several Shipping Companies to enquire if they would lend support to a scheme for awarding Scholarships to selected Engineer Apprentices serving with certain Engineering firms on the North East Coast to enable them to study at the local Technical College for Part 'A' of the Ministry of Transport 2nd Class Certificate of Competency.

The first Apprentice to be nominated to us was Mr. G. R. Anderson from Wallsend Slipway and Engineering Co. Ltd.

Mr. Anderson started his studies at the South Shields Marine and Technical College in September, 1963 and was successful in the examination held just before Christmas.

His first appointment will be to *Orcades* on 6th January, 1964 as Assistant Engineer.

A happy start to a promising scheme.

EXPORT FREIGHT DEPARTMENT—Staff Awards

Congratulations to Mr. Harry Hawkins of this department, who in recognition of his services to the transport industry has been awarded Associate Membership of, and elected into, the Institute of Traffic Administration.

ENGINEERS DEPARTMENT, TILBURY DOCKS

With the sale of the pre-war passenger vessels it has been considered no longer sensible to have two different organisations at Tilbury Docks. It was therefore decided that as from 5th January, 1964 we should have one team to look after P & O and Orient vessels at Tilbury and Southampton.

Mr. H. Ferguson Black was appointed Senior Assistant Superintendent Engineer in charge. His principal assistant is Mr. P. Mole who has retained his present rank of Assistant Superintendent Engineer.

Mr. Black is responsible to Mr. A. Donnelly for P & O ships and to Mr. H. Knight for Orient ships and *Canberra*. Mr. J. B. Dick has joined the London Office staff of Superintendent Engineer (P & O).

ACCOUNTS DEPARTMENT

The following changes in accounting responsibilities for Group matters and for matters affecting P & O-Orient Lines took effect from 1st February.

Mr. T. P. Daly was appointed Chief Accountant, responsible to Management for the Group annual accounts, Group taxation, for capital expenditure and cash forecasts, including liaison with major Group companies,

and for submission of reports to the Finance Committee. He is also responsible for the disposition of cash by the Cash Department.

Mr. M. Poiney became Chief Accountant of P & O-Orient Lines, responsible to Management for the preparation of the P & O and Orient Companies' annual accounts, and for accounts and reports on the operations of P & O-Orient fleet. He is responsible for the operation of budgetary control, and for the supervision of the Accounts and Pay Departments.

Mr. Aston and Mr. Mitchell will continue their management responsibility for the Accounts, Pay and Cash Departments.

Visitors from Overseas

Mr. P. E. Hole—Assistant Freight Manager, Sydney, arrived here on the Exchange of Staff Scheme in *Canberra* on the 20th March, and will be with us—attached mainly to Departments on the Freight side—until mid July.

Two members of the Sydney Passenger Department will also be visiting us this year, Mr. G. C. Galbraith arrives here in *Iberia* on 28th May, and Mr. R. E. Gardiner arrives in *Orcades* on the 28th July. They will both be staying approximately three months.

Mr. D. L. Baylis—The Aden Agent is visiting this country on leave and plans to be in the Office between the 16th and 24th March and again between the 13th and 18th April.

Mr. W. E. Hamilton—Area Passenger Superintendent from Hong Kong will be home on leave arriving on the 2nd June and will be going back at the end of September.

Captain E. G. H. Riddelsdell tells us that *Orcades* recently called at the Red Sea island of Jebel-at-Tair in response to a radio message asking for medical assistance. This island is a barren, inhospitable spot, of volcanic origin but there was no opportunity for admiring its beauty as *Orcades* arrived late at night.

Chief Officer R. D. Cookman was in charge of the party which proceeded ashore, their only guide a flickering light at the water's edge. At the same time another light was seen descending from the lighthouse, which later proved to be the patient and bearers. On approaching the shore the seabed shelved sharply and the lifeboat searchlight showed the landing would be in a cleft in the solid rock which was only fifteen to twenty feet wide. This narrow entrance was safely negotiated and after examination the patient was brought back to *Orcades* and taken to Aden where he was landed into hospital.

THE LEADING HANDS' COURSE

A letter from the 'Kremlin' informing me that I had been selected for the above Course was the first intimation I had that I was about to embark on what proved to be a journey of discovery.

On my way to the City Office, I was curious to know what it was all about, and upon arrival found several 'grounded' members of the Sea Staff in a similar state of uncertainty. Full of speculation and conjecture, but above all, curiosity.

In due course, we were escorted to the lecture room where we met Capt. Stratford who very quickly put us at our ease and dispelled any thoughts that may have been held concerning 'Brainwashing', 'Indoctrination', or Managerial lack of confidence in our previous efforts.

From beginning to end the whole Course was conducted with delightful informality, but it was soon apparent that each Lecturer was a master of his subject to which was added the ability to speak about it in an interesting and entertaining manner. In fact, so interesting that on several occasions we overran the allotted time, making us late for the regular tea and coffee breaks.

Head Office would be expected to know about our main problems, but it was rather surprising to discover that so much was known of the lesser problems at sea and that considerable time and thought is given to

smoothing these out where possible.

It is obvious that a terrific amount of research must have gone on in all departments by a number of people who knew exactly what they were looking for and got the right answers. I found this very encouraging.

Earlier, I used the word Lecturer although this Course cannot be described as a series of lectures since we were invited to ask questions at any time during the talks. This was nice for us, but could not have made things any easier for the gentlemen doing the talking.

All subjects were dealt with in the most admirable way. The New Boy recruiting scheme, and importance of communications, hygiene, staff relations, victualling, pay problems and general topics of interest being some of them. Altogether a pretty full programme, but one, I feel, that was enjoyed by all.

It is nice to know that the Management is fully behind this scheme and we can hope that, in due course, most if not all, of the Company's Leading Hands will eventually get the opportunity of enjoying this very enlightening experience.

Being a not so young Leading Hand myself, I hope I can appreciate most of the problems which come our way. Solving them is another matter, and this is where the Course helps so much. It will most certainly tend to create a pattern of conduct when dealing with the individual which will benefit us all.

Personally I found it a most profitable week and wish to take this opportunity of thanking all those concerned in making it so.

A. C. BLACKWELL,
Second Steward.

From '122' to Gravel Lane

When you're bruised and beaten,
used up your breath,
Energy all gone,
and feeling like death,
Slipped off the lorry,
and nearly got left,
YOU'VE BEEN MOVING

Split all your knuckles,
torn all your skin,
Fingernails gone
and gashed your shin
At the end of the day,
you're feeling all-in,
YOU'RE STILL MOVING

Fittings and tea chests,
Some labels are showing,
Pints of blood,
to you they are owing,
You don't know if
you're coming or going,
KEEP ON MOVING

A case on your toe,
some words or a curse,
You never felt more
in need of a nurse
Before you get better,
it's bound to get worse,
YES, STILL MOVING

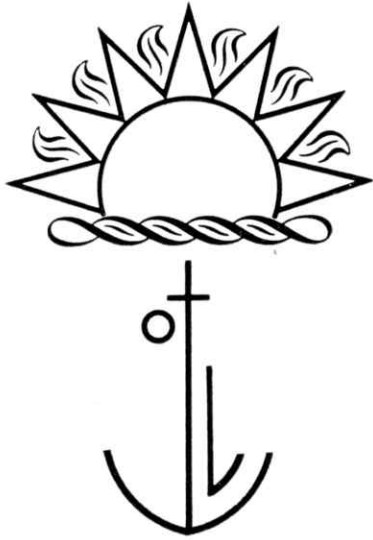
Files in the bookroom
are covered in dust,
We'd like to leave 'em,
but take them we must;
In heaving the cases,
our bellies nigh bust,
IN THIS MOVING

Stacked in the courtyard
are cases galore,
Supply all departments
with sometimes a score,
We don't think it's fun,
in fact it's a bore,
ALL THIS MOVING

We tend our scars,
regard them with sorrow,
Relax for a bit
then start up in horror,
We nearly forgot,
there's still more tomorrow
WHAT? THIS MOVING.

We trust that our work
has not been in vain
After losing our blood
and suffering pain
Hope that we never
see that lot again
IN OUR NEXT MOVING

(A. T., MAINTENANCE).



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.