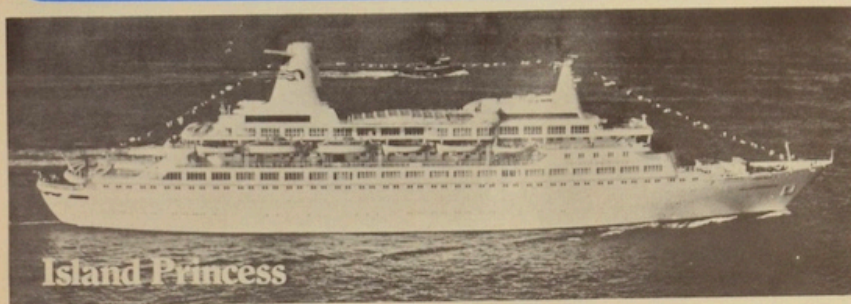


Wave length

The staff newspaper of the P&O Group

Number 22

May 1974



Island Princess

A B Marshall says: 'Bovis will be a division'

Chairman and MD see for themselves

Within P&O the Bovis civil engineering and construction group is to become an independent division and will not be merged with any of the group's existing divisions which are concerned with shipping and transportation. This assurance was given to Bovis senior staff by P&O managing director Mr A B Marshall when he met them at the Bovis Sloane Street, London, headquarters recently.

Together with Lord Inchcape, chairman of P&O, Mr Marshall had a session with staff during which he answered questions about the future of Bovis as part of P&O.

Earlier in the day Lord Inchcape and Mr Marshall had toured construction, civil engineering and housing sites with Bovis chairman Neville Vincent and managing director Malcolm Paris.

Their first call was to Civil Engineering's £13.6 million stretch of the M3 motorway at Sunbury Cross, Middlesex, on the outskirts of London, where construction chief executive Bernard Heaphy and Barny Garrett, managing director of Bovis Civil Engineering were on hand to answer questions about the job.

To get an idea of Bovis's housing achievements the P&O men went to Bovis Homes Southern's development at Heatherside, Camberley.

New Homes chief executive Philip Warner and Southern's managing director Roger Warren Evans, reported that 800 of the planned 1,200 homes have been completed at Heatherside.

The party toured the site and met staff working on the houses which are set in the middle of a pine forest.

In the afternoon it was the turn of Construction and Property to show their abilities.

Complex

At Reading Lord Inchcape and Mr Marshall saw the Property division's £7½ million offices and shops complex at Station Hill.

Property chief Allan Ellett talked about the development from his division's point of view and Mr. Heaphy covered the angle from the construction aspect, as the development is being built by Bovis Construction.

Unusual

The last site visit was to the nearby Reading Civic offices which Bovis Construction are building for the local authority.

This unusual building consists of six inter-locking hexagonal modules and uses the principle of total environment with all the air being heated by the occupants and ceiling lights.

Royal commission for P&O artist

Mrs Juliet Pannett SGA, FRSA Art Instructor on ORIANA Cruise 412 has been commissioned to do a portrait of Prince Andrew for the Queen. She was Special Artist to the Illustrated London News from 1957 - 1964 and exhibits at the Royal Academy and the Royal Society of Portrait Painters, and has held many one-man exhibitions.

Negotiations to buy cruise operation in US

ISLAND PRINCESS may join P&O fleet

P&O is negotiating for the acquisition of the 20,000-ton luxury cruise ship, ISLAND PRINCESS, owned by Princess Cruises Inc., a leading US West Coast cruise operator based at Los Angeles and Seattle, and Norwegian shipowners, Fearnley and Eger.

The two-year-old ISLAND PRINCESS, was built by Rheinstahl Nordseewerke GmbH in Emden, West Germany. She can carry 646 passengers in 323 all-facility, high class cabins. Since entering service on the US West Coast she has undertaken a series of cruises to Mexico, Alaska and the Caribbean from her home port of Los Angeles.

If the deal goes through ISLAND PRINCESS will operate alongside the 17,000-ton SPIRIT OF LONDON which has cruised on similar routes from Los Angeles since entering service in 1972.

The addition of such an attractive and popular ship to the P&O Fleet will give Passenger Division the right sort of ships at the right time to compete in the highly competitive and selective cruise market on the American West Coast.

Powered by highly economic medium speed diesel engines, ISLAND PRINCESS has a service speed of 20 knots, a range of 8000 miles and is fitted with stabilisers and a bow thruster to aid manoeuvrability.

Not a replacement

The cost of acquiring ISLAND PRINCESS is still under negotiation.

This investment is not on a replacement basis but is the seizing of an opportunity in the cruise market, so it cannot be regarded as the first step in any modernisation programme for the passenger fleet - which was built for a different purpose to that for which the SPIRIT OF LONDON and PRINCESS were designed.

The new ship would be based permanently in the United States for the foreseeable future. She will fly the British flag and her crew will follow the traditional P&O pattern.

However, with two ships now based permanently in the United States, there is no intention of forsaking the UK market so long as it proves profitable in relation to the tonnage involved - and the UK cruise market is currently doing very well.

The new acquisition demonstrates the flexibility of P&O management who, in the past year, have announced withdrawal of three major ships - CANBERRA, ORSOVA and HIMALAYA - and then changed its mind about CANBERRA and now gone ahead with acquisition of an additional vessel. The reversal of the CANBERRA withdrawal decision has since proved to be the right decision arising out of a profitable opportunity.

Operation advantages

Contribution to profits this year by ISLAND PRINCESS will depend on the actual date of acquisition, and in conformity with group policy a return of not less than 15% on investment would be anticipated in future years.

This is against the dramatic increases in bunker charges and recognises the advantages P&O has over its competitors. These advantages have made it possible for the group to operate existing tonnage profitably in the present climate on the basis of experience and effective organisation.



Seeing for themselves. Lord Inchcape and Mr Marshall get a briefing on the Reading site from director of Bovis Property Division, M Wolmark. On far left is Bernard Heaphy, chief executive, construction at Bovis and on the right is Mr Neville Vincent, Bovis chairman. . . . and on the ground. . . . Reading site contracts manager Mike Barter shows Lord Inchcape how it is done. Mr Marshall is partly hidden behind the Chairman. Also with the party were Mr Heaphy, right, and Mr Vincent, left.



Top management team for Energy Division P&O Energy Ltd formed

Newly appointed as managing director of P&O Energy Limited is Mr Peter Bibbings who joined the group on 1 April from GEC where he was group managing director. This appointment is against the background of the formation of P&O Energy Limited to manage the group's growing interests in the international gas and oil industry.

Under a divisional-style management structure, the company will control the operations of P&O Sea Oil, P&O Oil Holdings (North Sea) Ltd, P&O-Hyco, International Off-shore Services, joint ventures and all exploration and production.

Through its specialised offshoots P&O Energy will manage a full range of offshore support services - including a £5m purpose-built support base at Montrose in Scotland - a global fleet of offshore supply vessels, exploration and production in the United States and P&O's shares in 13½ North Sea exploration blocks. P&O Energy is also building up a fleet of mini-submarines for underwater technical, survey and maintenance work, the first of which - Aquarius 1 - has just been delivered.

agament and managing directorships in Britain, Canada, Australia, Rhodesia and South Africa. He then became managing director of RTZ Consultants Ltd, where for two years he was involved in consultancy work for RTZ subsidiaries and outside clients in the steel industry.

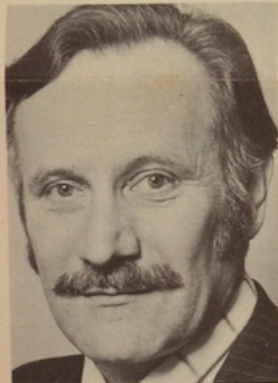
For the next three years he was senior vice-president of Atlas Steels, a subsidiary of RTZ's Rio Algom, whose Ontario and Quebec plants are the largest specialist steel producers in the Commonwealth. On return from Canada Mr Bibbings was appointed director and general manager of another RTZ company - Anglesey Aluminium.

During his time with GEC, Mr Bibbings controlled nine subsidiaries with an annual turnover of £75m, sixteen factories and branches and a workforce of 10,000.

transferred from P&O General Holdings Division along with his responsibilities for P&O Oil Holdings.

Before joining P&O in 1971 he worked for 18 years with Canada's United Canso Oil and Gas Ltd, during which he supervised drilling and production in Western Canada, the Arctic and Central Australia. His earlier career was spent with Shell in Holland, Venezuela and the UK.

Both Mr Bibbings and Mr Taylor will report to P&O board member Mr John MacNaughton Sidey, who is in overall control of P&O Energy Limited in addition to a number of other inter-divisional responsibilities, among them the phased handover to his successor in the European and Air Transport Division, Dr Rodney Leach.



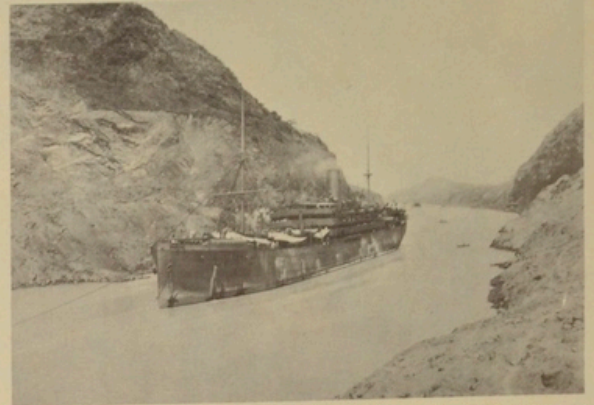
Mr Peter Bibbings

Mr Bibbings was with GEC for the past two years. He spent 14 years of his earlier career with the Rio Tinto Zinc Group and held various planning, senior man-



Mr Michael Taylor

Worldwide exploration and production will continue to be directed by Mr Michael K Taylor, P&O's Manager, Oil and Gas Exploration, who is being



Who among us would hazard a guess at the name and location of this ship? A clue, you say? The name lives on in the P&O fleet although the ship has long since passed on.

First of New Parcel Tanker Series for Panocean

Panocean have taken delivery of their new parcel tanker POST ENDEAVOUR 25,150 dwt. The ship was christened at the yard of the builders, Horten Verft, of Horten in Norway on 3 May, by Mrs Nadia Randag, the wife of Mr Jan Randag, President of the International Association of Seed Crushers.

After loading in UK, France and Holland, POST ENDEAVOUR will sail later this month for the United States, then South Africa, followed by Indian Ocean and Red Sea ports.

POST ENDEAVOUR is the first of a new generation of four advanced parcel tankers, all of which will be delivered within a period of ten months.

Outwardly similar to their four predecessors, these new vessels incorporate several technical modifications, including more stainless steel tanks, ballast capability in double bottoms, and additional cargo pumps.

Mr John Maltby, managing director of Panocean, pays tribute to Horten Verft's management and workmanship.

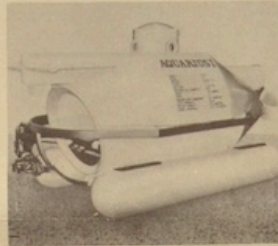
"These factors," he says, "coupled with the design improvements and the skill of the

ship's company, will enable Panocean not only to continue to meet the exacting requirements of shippers, but also to achieve our objective of being acknowledged as safe and responsible carriers of cargoes demanding secure and specialised handling."

POST ENDEAVOUR is 165m long and 25m breadth with a summer draft of 9.9m.

The main engine is a Horten Sulzer 6RND76 developing 12,000 bhp at 122 rpm to give a service speed of 15.5 knots.

In command of POST ENDEAVOUR is Captain K V Lewis, from St Austell in Cornwall, and Mr R F Evans, from Liverpool is Chief Technical Officer. There is a ship's company of thirteen other officers and twenty-two British ratings. Two officer cadets are also aboard under training.



Aquarius

Future development will be under the control of Mr John Stansby, who is transferring from a similar post in the European and Air Transport Division where he has been heavily involved in the planning and implementation of P&O energy projects during the past two years. Seven years of Mr Stansby's earlier business career were spent in the international oil industry.

P&O on stamps

For Sale - Sailing dinghies from £75-£350. Several available in sizes from 10 ft to 14 ft. Contact Tim Twobig at New Medway Steam Packet Co Medway 4135.

We regret to report the following deaths:

Mr A R G McComiskey died on March 1 aged 72. He joined the Company in 1925 and served as 2nd Engineer until his retirement in September 1961.

Mr Jacob Amos, assistant steward on Orsova until his retirement in January 1966, died on March 5. He joined the Company in 1930.

Mr G M Lang died on March 10 aged 74. He joined the Company in 1935 and served as purser until his retirement in September 1959.

Mr G R Blair, chief cashier with the Company until his retirement in 1965, died on March 11. His death follows quickly on that of his brother, Alexander, who had also been a member of P&O staff. Mr Blair joined the Company in 1923.

Mr J L Owers, died on March 19. He joined the Company in 1948 and served as assistant steward until his retirement in February 1963.

Mr B C McCorry died on March 19 aged 74. He joined the Company in 1954 and served as radio officer until his retirement in January 1960.

Pension improvements agreed

At a meeting of the joint Shipmasters', Navigating, Engineer and Radio Officers' Panels of the National Maritime Board, the ship-owning employers represented by the British Shipping Federation agreed improvements to the Merchant Navy Officers' Pension Fund by providing widow's pensions and early retirement pensions. The cost of the improvements will be wholly met by the employers and they will be introduced as soon as Inland Revenue approval is given. They will apply to officers who have not retired before the date of introduction.

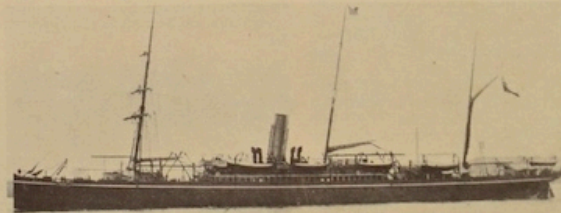
Under the agreement a widow's pension should be paid on the death of a member following future retirement at the rate of one-half of the members pension. In addition, a fully accrued pension would be payable to an officer who has to retire before 63 years of age because of ill-health. On his death, subsequent to such retirement, his widow would receive a pension at the rate of one-half of his pension.

P&O officers who are "company contracted" are members of P&O group pension fund and already receive better and wider benefits than the improvements to the MNOFF would give. On the other hand,

these improvements enhance the position of "non-contracted" officers as they are members of the MNOFF only.

When the deal is approved by the Inland Revenue for implementation, the contribution of contracted officers will be 5 per cent of pensionable salary while P&O's contribution goes up from 5 per cent to 9½ per cent, plus a further percentage contribution from the company to the P&O group scheme for the better and wider benefits.

Non-contracted officers will pay 5 per cent as before and here again P&O's contribution will go up from 5 per cent to 9½ per cent.



PENINSULAR, 4,972 grt, built for P&O's Bombay service in 1888. The ship had a service speed of 15 knots.

The P&O ship, PENINSULAR will figure prominently in a new issue of postage stamps commemorating the centenary of the Universal Postal Union.

The issue will appear on 12 June, with PENINSULAR having pride of place as the 3½p stamp in a set depicting postal transport, including the first experimental airmail service between Hendon and Windsor with Farman biplanes in 1911 (5½p), a blue 1930 airmail van and postbox (8p) and a Short Empire "C" Class flying boat used by Imperial Airways in 1937 to inaugurate the Empire Airmail Scheme.

P&O is planning to issue its own first day cover on 12 June, which will be sent to suitable addresses, notably passengers for the BI Philatelic Cruise aboard UGANDA on 8 November. A feature of the cover, which will be a limited edition of 500m will be art work depicting the wide range of P&O activities, with the slogan "Transport, Fuel, Finance". These will be posted using the 3½p stamp and hand postmark cancelled.

Ordinary envelopes will also be overprinted with the same art work for a period, but, of course, there will be put through office franking machines in the normal way.

Goodbye, HINAKURA

HINAKURA was recently sold by GCD to breakers in Taiwan, but before she went her captain had a small but important duty to perform. He returned a silver salver originally presented to the ship by Hinakura School in New Zealand to the headmaster, and at the same time presented him with the ship's bell.

Mr Murray J Facer, principal of the school accepted the salver and the bell aboard HINAKURA on 10 April where he and 19 children and some of their parents, were entertained with soft drinks, sticky buns and cake in the dining saloon by Captain Kelso, chief Officer Dick Webster and Mr KW Wilkinson representing P & O (NA) Ltd.

HINAKURA, a 14,620 dwt refrigerated cargo liner, was built by John Brown on the Clyde in 1949 for New Zealand Shipping Co. Motorman Mr T McDermott, who served aboard her for six years, has preserved her memory on this the last trip, with a poem.

Hinakura Farewell

The hour is near - the mournful hour
Dear ship, when we must part
And sad to say, this parting
Will grieve and break my heart.

I've sailed on you, for many years
You have filled me full of pride
I even mind when you were born
At Fairfield's on the Clyde.

You have crossed the wide Atlantic
And broad Pacific too
You'll be sadly missed by many
When your sailing days are through.
Remembered, you will always be
As the sturdiest of ships
'Tis seldom that you've broken down
On any of your trips

Pretty soon you'll be a memory
But a very pleasant one
They're scrapping you in Taiwan
'Cos your sailing days are done

Well, God bless you, HINAKURA
I'm sure I'll have to cry
In the scarpard down at Taiwan
Where I'll say my last goodbye.



Dear Sir,
I would like to express appreciation for the copies of WAVELENGTH sent to me regularly.
I served as Chief Engineer in the ASN Co for over 23 years when we operated on the Indian Coast with the BI.
When I retired in 1947 we were incorporated with the P & O Group pension. During my sea career I had been acquainted with the P & O and BI, and how well I remember all the old ships out East - too many to mention - even the old ARRANKOLA that

ran between Rangoon and Calcutta.
I am now 82 years old and have very happy memories. For many years I was Chief Engineer of the mail and convict steamer MAHARAJA, running to the Andaman Islands in the Bay of Bengal until the Japs arrived. My last trip there was to bring away 1300 natives and the few Europeans who could not be released.

J W Aubin
Stamfordham Road
Newcastle-upon-Tyne

Basher's Stag

On board IRFON on 25 April in transit Japan-Das Island, a good evening was had by one and all to celebrate not only Basher's stag, (Sudhir Bhasin who is being relieved at Das Island to return to New Delhi to get married) but also the happy event of the pay-off of some of our shipmates.

Rex Fearn - Chief Engineer Officer

Sudhir Bhasin - 2nd Officer
Patrick O'Keefe - Electrical Officer
Stephen Lovick - Radio Officer

Glen Wheatley - Engineer Cadet
Martin Littlebury - Engineer Cadet

After chicken-in-the-basket, coffee and liqueurs, dancing and charades took place, and surprise, surprise, Basher proved excellent at the Black Bottom!

During the evening fancy dress was worn by some of the merry-makers, and our photograph shows myself as "Daytripper", Mr Patrick O'Keefe as a "Roamin' Candle", Mr Steve Lovick as "Ginger Tom the Highlander", with Janice his wife as an "ex-pupil of St Trinians", Chief Engineer Rex Fearn as "Raymond" with his wife Ruth as the "Air hostess with the mostest".

To finish the evening, an aqua competition for the champion of

Ron Hosking retires

Past and present members of the Maori Club gathered at Worcester Park on 5 March to bid farewell to Ron Hosking, member extraordinary and chairman of the Club. Ron Hosking, who is retiring as fleet personnel manager General Cargo Division, began his career in the New Zealand Shipping Company as a junior clerk in 1935, rising to a director of the company in 1969.

He was presented with a tankard from his dock office friends by Mr H T Beazley, Head of GCD, who recalled memorable events in his long career and outstanding sporting life.

Ron Hosking has always taken a keen interest in sport both as a player and administrator. He was an international player in no less than three sports - squash, water polo and rugby - and won local

and area championships at table tennis, cricket and darts. He was a tremendous strength at the Maori Club playing squash, tennis, cricket and swimming, and participating in field events at the LSSA championships.

In honour of Ron Hosking's long association with the Maori Squash Rackets Club as leading player, captain, chairman, and not least, social clubman, a new competition will be named after him - The Hosking Cup. Mr G J Martin, secretary of the Squash Club said that this was a fitting memorial to one who had given so much of himself to the benefit of the Maori Club. He also presented him with a tankard to "commemorate those competitions which he had won without previous reward."



the IRFON was conducted in the swimming pool, and was won by Radio Officer Steve Lovick.

But this was a farewell party, and we wish "good luck" to Chief Engineer Officer Rex Fearn, Second Officer Sudhir Bhasin, Electrical Officer Pat O'Keefe, Radio Officer Steve Lovick, and Engineer Cadets Glen Wheatley and Martin Littlebury - nor forgetting Mrs Fearn and Mrs Lovick.

Commodore B Thomson
Master, IRFON

POST BAG

Dear Sir

I was very interested in and much amused at the article in Wavelength entitled "Sundays at Sea with the Hain Shipping Company", and I am wondering if the following story might prove to be a good follow-on!

In 1948 a new position, that of Tourist Liaison Officer, was created by the Management and I was duly appointed in that capacity. It therefore fell on me to make various arrangements in connection with the Sunday Services in both classes.

At 7.00 am I would serve at Mass then at the conclusion of that service I would rearrange the altar for the Anglican service of Holy Communion at which I took up the collection!

At 10.45 I would precede the Captain or the Staff Commander to the Lounge or to the Deck, (the latter place during the hot weather of course) to attend the ship's service which consisted of a slightly shortened version of Matins and at which it was customary for me to read the Lesson, standing at the right-hand side of the Captain. I would also receive the collection plates from the stewards.

Finally at 8.00 pm I would play the piano 'down-aft' at the Nonconformists' community singing!

In all, quite an interesting and eucemental effort!

One Sunday during a 'full passenger list' voyage it was agreed to hold two services at 10.45 - one in the first class lounge, the other on the tourist class deck. The chairs for the congregation were arranged fore and aft owing to the presence of the hatches amidships. During the night, however, the ship had run into a slight swell and by 10.45 am she was rolling quite considerably and so the thoughtful Captain said: "Owing to the inclemency of the weather and to the rolling motion of the vessel I think it would be wise if the Congregation were to remain seated throughout the service."

He then picked up the slip on which was typed the Order of Service and announced:

"We will commence the service by singing the hymn 'Stand up, stand up for Jesus', No 581 in your books!"

The titter which went round was mercifully subdued by the noise of the seas against the ships side!

During another voyage when the ship was not fully booked it was decided to hold a joint service in the first class lounge.

It happened to be a Sunday towards the middle of the month of March when we sailed from Tilbury and the Old Man's thoughts may have been more in Liverpool than in the Port of London!

At the conclusion of the 10.45 Ships Service it was always customary for the Captain and the entire congregation to kneel for a few moments of prayer or of reflection. On this particular occasion the Captain, having risen from his knees placed his hands on the Rostrom and said with all solemnity:

"We will conclude the Service with the Grand National! Oh, I beg your pardon, the National Anthem!"

As the ships orchestra was playing and the congregation was leaving the Captain turned to me and said:

"What the ***** made me say that, Hampton?"!

My reply was: "I thought you had been praying for a tip for next week's big Race at Aintree!"

A F Hampton
Bournemouth

Dear Sir,

Am sending you this information which may be of interest to many GSN readers of Wavelength.

The Cypriot-flag motor ship EXPRESS (877 grt) was overdue on a voyage from Piraeus to Leghorn with a cargo of magnesite in bulk and has been presumed lost.

This ship will be better remembered by many people as the General Steam Navigation Company's HERON, built by Charles Hill and Sons Ltd, of Bristol, in 1957, and a regular trader to and from London in her GSN days.

Owned by the Samantha Shipping Co Ltd, Cyprus, EXPRESS was last in radio contact when in 37 deg 54 min N, 18 deg 15 min E. Since then nothing has been heard of her, and it is feared that she has foundered.

General Steam sold HERON in 1969 to Greek buyers who renamed her THELMA P. She changed hands again to other Greeks in 1970 and became the ANASTASIA, finally becoming EXPRESS under the Cypriot flag in 1971.

One can only theorise as to what manner of disaster overwhelmed EXPRESS on what was a comparatively short voyage. Her last position put her in the Ionian Sea, and it is in that area that it must be assumed she has gone down.

I joined HERON as Master June 1958, remaining in her until my retirement (1964) during which period she remained on the Bordeaux station. We had the pleasure of carrying as passengers many members of the wine trade, both French and British.

Capt E C Painter, DSC
(GSN Retd)

Arkley
Barnet Herts

Dear Sir,

The following has appeared in the Halifax Courier and may be of interest to some of your readers. "The father of Dr I Aitchison of 8 Kensington Gardens, Halifax, has died at his son's home. He was Mr John McLinnon Aitchison of Moffat, Dumfrires-shire.

Aged 95, he had lived in Scotland for most of his life and was formerly Chief Engineer for the British India Company in Rangoon, etc."

Mr Aitchison was somewhat older than I, but I think he was Chief Engineer on the paddle ship RASMARA in which (after him) I served as Chief Officer for some time in the Rangoon-Tavoy-Mergui run.

Mr Aitchison may have served in RASMOVA when that ship was on her proper and original short voyages runs between Rangoon and Moulmein.

H C Granger-Brown
Hove
Sussex

The man with a big load to bear in Passenger Division is Len Scott - Fleet Manager

In stark facts, the Fleet Manager has responsibility for eight passenger ships ranging from CATHAY and CHITRAL in the Pacific and SPIRIT OF LONDON on the West Coast of North America, up to ORIANA and CANBERRA, both over 40,000 tons and among the biggest passenger carrying vehicles in the world. The sea staff necessary to man this fleet runs into about 800 officers and over 1800 leading hands and ratings. Shore staff in departments under the Fleet Manager's control number 180, based partly in London and partly in Southampton.

This key position in Passenger Division co-ordinates the responsibility for a mass of functions concerned with the operation of a fleet of ships based partly at Southampton, partly in Australia and partly on the West Coast of North America; and the man who shoulders this responsibility is Mr Leonard Scott - a Tynesider who has spent all his working life in shipping.

As if in preparation for looking after eight major passenger ships, Len served his apprenticeship in marine engineering where, later, he obtained his MOT (as it then was) qualifications.

After spending some time with Vickers supervising machinery and dry dock repairs for all classes of vessels he returned to sea with Christian Salvesson to complete his sea-going qualifying time. Later he was Chief Engineer with Niarchos (London) Ltd., and was then transferred to their shore staff as assistant superintendent engineer to establish control and monitoring systems for fleet supplies and spare gear, as well as the normal superintendent engineer responsibilities.

From 1956 to early 1964 Len was with Naess Shipping New York, Anglo Norrness London, and eventually J & J Denholm, Glasgow, becoming group superintendent in the combined Naes Denholm Organisation with overall responsibility for 15 ships of the Fleet.

It was following this in 1964 that he came into P & O as assistant superintendent engineer in Trident Tankers and in 1969 was appointed technical director of that company. Following the re-organisation in 1971, he was appointed group manager technical services and in 1973, after a period of secondment to Passenger Division, as technical/Southampton manager, he was appointed fleet

manager in September of that year. He is also deputy to H F Spanton, Head of Passenger Division.

Len Scott is married and has two sons and lives in Sunbury on Thames in Middlesex.

In practical terms, the overall condition and operation of the ships, ranging over condition of the boilers and hull, the safety and feeding of the passengers and the intricacies of manning each ship in all departments to the level of experience and suitability required, are all ultimately the responsibility of the fleet manager.

Budgeting for the massive impact of ship maintenance and repairs looms large within the fleet manager's sphere and to influence matters effectively a comprehensive understanding of machinery and hull maintenance is required, together with full appreciation of the divisional marketing strategy, so as to tie in other aspects of passenger requirements with the maintenance programme.

Also included is the major aspect of passenger catering, customer services on board and entertainment - again all to be matched to marketing requirements.

As if this were not enough, fuel oil considerations fall within the fleet manager's orbit and in recent months daily planning meetings have been necessary to ensure not only availability of fuel oil at the many ports, world wide, used by the passenger fleet, but also to ensure that with the escalating prices the costs to the division are controlled.

Golfing round the Med.

Two cruises planned on CANBERRA

The success of P & O's first golf cruise, on ORIANA last October, paved the way to the addition of two full-fledged golf cruises in this year's programme. Both will be in the Mediterranean area and will be from 9-22 June and 29 September to 12 October. They will be on CANBERRA, now an open class ship and ideally suited to for a golf cruise - with sheltered upper deck space for three practice nets and a superb '19th hole' where golfers can relax in typical golf club atmosphere. A specially reserved area will be made available for indoor putting practice.

International golf instructor Ken Adwick is to be the resident professional for each cruise and will conduct free golf lessons on board each day at sea. In addition, there will be plenty of golf films throughout the cruise and competitions are being arranged at ports of call.

All golf facilities on CANBERRA are free and it is planned to limit the golf party to 100 on each cruise so that golfers can enjoy free tuition at sea and leisurely golf on land.

The June cruise will call first at Majorca for a day's gold at Son Vida, then on to Barcelona for the second round of the P & O competition at the magnificent San

Cugat course. Third round will be at the el Penon course in Tenerife in the Canary Islands.

Top quality prizes of gold equipment will be awarded for competition at each port of call and a superb silver P & O salver will go to the player with the best aggregate score at these three ports.

There will be individual prizes for ladies and men at each course.

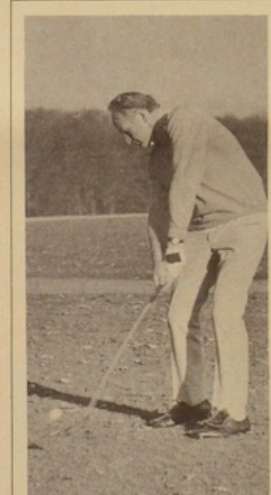
Final golfing port of call on the June cruise will be a nine-hole competition at Santo da Serra golf course, Madeira.

The cruise leaving Southampton on 29 September will offer the same range of prizes and a similar P & O trophy. It will call first at Barcelona for golf at the San Cugat Club, then Palma (Son Vida Golf Club), before heading to Malaga where the interesting course at the Malaga Golf Club will be the venue.

The charming course at Estoril, near Lisbon, will be the fourth and final golfing port of call, after which CANBERRA will call in at Vigo before returning home.

Prices on the June cruise start at £129 for a single person sharing a four-berth cabin and these prices are guaranteed despite the oil crisis.

Costs will have risen slightly by the time the September cruise leaves Southampton and the minimum price will then be £135.



Ken Adwick, the professional golfer on the Canberra Golf Cruise, is associate professional at Woodlands Manor near Brands Hatch. He has held appointments at Trentham, Letchworth, Burhill and Shooters Hill.

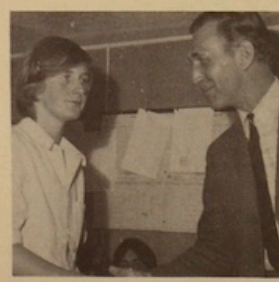
Ken Adwick writes regularly for Golf World and his articles have been published in America, Japan and Europe. It is to him that many competition golfers turn for advice on their game.

And another first for ARCADIA!

A delightful female electrified the atmosphere during the fancy dress parade - and provided talking points for long after - by 'streaking' through the Pool Bar, Dorchester Room, Camelot Room and Devon Room AND making the return run!

As this 'streaker' was well proportioned and the event was well timed and organised there were few objections.

This is formally claimed as another 'first' for ARCADIA. Captain A H W Dallas Captain, ARCADIA.



Well done, the ORIANA boys!

During the ORIANA voyage to the UK from Sydney in April Mr Dennis Lilleyman, assistant fleet personnel manager from London presented awards to boys on the ship. Below right: Most Promising Deck Boy - John

Waters; centre: Most Promising Catering Boy - Howard Winstone; below: Catering Boys John Martin, Peter Betteridge, Nigel Kirby and Keith Withers received prizes for the best kept cabin during voyage 43.



Jo-Ann says "Thank-you" to her new friends

Bill, John Mac and Stan,
Thank you all for making our cruise such a happy one. It is the first time I have seen Mummy laugh for a long time. She has been in bed since we came home with pneumonia and still is there. I wish we were with you all again. A big X to you all.
Lots of love
XXX Jo-Ann XXX

This letter was written by a young passenger on ORIANA's final Australian cruise.

"Bill" is ORIANA's entertainments director Billy Mayne and his staff-entertainments officer John Seaman, and entertainments leading hands "Mac" McQuillan and Stan Selwood.

Maintaining P&O standards at Briton Street

Passengers are entitled to – and get – the very best of service and facilities on every P & O passenger ship, which means that at the end of every cruise the closest attention must be paid to ensuring that losses and breakages are made up, that cleaning and maintenance of furniture, carpeting and soft furnishings is carried out and that stock levels of every piece of hotel equipment from a tea-spoon upwards is maintained and in first-class working order and appearance.

Briton Street, Southampton is the home of Passenger Division's hotel services department, and under the overall leadership of Bob Hewson this is the department which controls, through several specialised sections, every aspect of the passenger facilities in each of the passenger ships.

One of these is the furnishing and equipment section headed by A J B (Bert) Booth and it has an area of responsibility which falls readily into two – furnishing and equipment.

To the furnishing side falls the job of maintenance, cleaning and repair and replacement of furniture, curtains, carpets and soft furnishings on all Passenger Division vessels. In addition, they also keep abreast of those developments and technical advances in the furnishing trade which are of particular interest to the shipping interior decorator by reason of hard-wearing properties, fire-resistance and safety qualities.

The furnishing and equipment team are called upon to submit their proposals when it has been decided to re-furnish any of the public rooms or suite cabins or, for instance, to create an 'open bar' arrangement on board.

It is, of course, essential to preserve a fine balance between the aesthetic and the practical when considering these design proposals, and as the project develops assistant furnishing manager John Harrison produces an artist's impression of the completed scheme and then the necessary detailed working drawings.

At this stage the materials, carpeting and furniture are selected and presented for management approval, schedules are compiled and contractors invited to quote for supply of the materials or for carrying out the project.

On the equipment side, chief stocktaker Bill Crawshaw is backed up by two stocktakers – Gerry Nye and Cliff Taylor.

Everything checked

Starting with the ship's arrival in Southampton – sometimes before by joining the ship at the last port – they check all the hotel service equipment and establish a list of all the losses and breakages which have occurred during the voyage. This will include all linen, cutlery, crockery, glassware, pots and pans and just about everything else in the galley. Then there is the contents of the children's playrooms, ashtrays, coathangers, floor polishers and carpet sweepers, and all the thousand and one other items necessary to keep the passenger side of a liner at sea working smoothly and efficiently. "Behind the scenes" places such as bonded rooms, dry stores and bar stocks all fall within the stocktakers' field of activity.

This very detailed stock check completed, the stocktakers then order from store or from suppliers the necessary quantities to bring all the items up to their prescribed levels, bearing in mind that it may be many months before the opportunity arises to 'top up' the ship again.

With the present-day marketing trend towards some ships remaining away from their home port for extended periods, the checking may



"Some-one, somewhere..."

Among the P & O pensioners who were not able to accept invitations to the luncheon on ORIANA and who might be glad of a letter from their former colleagues are:-

Captain J H Biggs CBE who retired in 1944. Captain Biggs almost bedridden, is living in a nursing home. He can be contacted c/o J E Dell and Loader, Solicitors, Shoreham House, John Street, Shoreham by Sea, Sussex.

Mr R C Waggett, formerly in Accounts Department and who retired in 1959. His eyesight is failing, but he would still like to hear from old friends at his home, 1 Etchington Court, London N3.

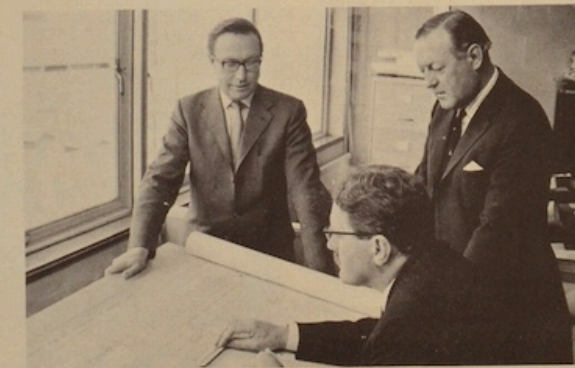
Mr F C Faulkner, now totally blind, was a butcher and retired in 1953. His address is 90 Effingham Road, Lee, London SE12.

Formerly a secretary in the naval architects department, Miss J E Pratt retired in 1959. Her address is Hotel George IV, Regency Square, Brighton BN1 2FJ.

(A report and pictures of the luncheon will appear in Wavelength in June).

(left) Chief stocktaker Bill Crawshaw.

(below) Stocktakers Gerry Nye, left, and Cliff Taylor making up their HIMALAYA stock report.



Bert Booth, left and Bob Hewson, right, discussing a new bar for the Lookout on ORIANA with furnishing manager John Harrison.

have to be done abroad and a team recently joined SPIRIT OF LONDON at Acapulco and completed the job by the time the ship arrived at Los Angeles. Here they transferred to ARCADIA and started all over again – flying home from Vancouver after a very hectic eleven-day operation.

The furnishing and equipment section is not large – yet it controls an annual budget of well in excess of £1m in order to maintain the passenger fleet to the required standards – a standard which has come, over the years, to be accepted P & O standard – just that bit better than anyone else.

Belated congratulations to Chief Officer Bryan Chipperfield and his wife Josephine on the birth of a son, Nicholas Graham, on 20 December 1973.

Bryan was with P & O before moving to CFL, serving on ORIANA, HIMALAYA, ARCADIA AND ORCADES. Josephine was also on ORCADES, as a Junior Woman Assistant Pruser.

Christopher D Sampson, Junior 2nd Radio Officer on CANBERRA announced his engagement in February to Miss Kathy Kelly of Mitcham, Surrey. They will be married in the near future.

A Wonderful Fortnight

There's *nothing* like a cruise – especially a school cruise, says Winnie Dykes who comes from Paisley, Scotland.

The welcome aboard from the Indian crew greets us – such nice men with their cheerful brown faces – from Calcutta we're told, and our John brings tea and daily news sheet with a cheery "Good morning". We live a life of luxury for a fortnight – even have our bath water run by a busy bath man – who says "Ready in ten minutes," and holds up five fingers (?). In the dining room each man serves only six people and food is piping hot – we notice there are warming cupboards, which are used. We try not to over eat but this is difficult – the cooking is splendid.

On the day of the Buffet Lunch on the open deck, we take the opportunity to congratulate chef. He says "Excuse me, but are you Scottish – and have you a recipe for Haggis?" He tells us he is going to have a shot at it on Hogmanay. Jolly good it was too

with tatties and neeps (potatoes and turnips to you!). The young British officers are most attentive to passengers in their free time, where *do* they get such nice young men? All with short back and sides too! There are lectures about our ports of call with coloured slides, and we find that this makes our visits so much more enjoyable. We enter for everything – shuffleboard, quoits (I threw one into the sea!), fancy dress, quizzes etc. The quizzes in groups of six were a great success – the drawing room was packed and a lot of fun was had. We spectated at the children's fancy dress, and costumes were ingenious – native lady, Christmas tree, pair of bloomers, pirate, gypsy – just a few of the titles! In the assembly hall we attend (as well as lectures) school concert, films and talks by experts on their own subjects. Of course, we sunbathed, bought souvenirs and made new friends. We have been on two school cruises now and we shall certainly go again.

ORIANA routed by Tonga Army (and policemen too!)

When most people in England were enduring the chilly winter, ORIANA crew were playing cricket at Nuku'alofa – and getting beaten!

They only managed 78 all out against the Tonga Police (total of 161, but came closer to victory when they knocked up 98 against

the Tonga Army's 104. In a second match against the Police, ORIANA scored 116 all out in reply to the policemen's 128.

The football record was only marginally better, with twelve matches played, five won, two drawn and five lost.

At		
San Francisco	Officers 1	Ratings 7
Honolulu	Hawaiian All-Stars 3	ORIANA 1
Auckland	HIMALAYA 3	ORIANA 1
Sydney	HIMALAYA 3	ORIANA 0
		(for HIMALAYA CUP)
Suva	Leading Hands 1	Others 6
Suva	Travel Lodge 3	ORIANA 1
Auckland	ORONSAY 2	ORIANA 4
		(for P & O Cup, Oriana retained trophy)
Suva	Marist Brothers 1	ORIANA 1
Suva	Suva Police 1	ORIANA 1
Honolulu	ARCADIA 5	ORIANA 1 (for P & O Cup)
Bermuda	Royal Navy 3	ORIANA 4
Barbados	FRANCE 0	ORIANA 1

MVN Bradford Staff Captain, ORIANA

All set for Gala Day!

Among the special attractions for the 1974 Gala Day – to be held at Worcester Park on Saturday 29 June – will be display by the Metropolitan Police Dog Demonstration Team.

Maori Club social secretary Mike Jakins, told Wavelength that 888 people went to the 1973 Gala Day, and it was hoped – and expected – that this figure would be exceeded this year.

"This is a family afternoon of fun", said Mike, "and especially for the youngsters – with displays, competitions, donkey rides, roundabouts and races."

Everyone working in any of P & O's London offices will receive, in early June, a personal invitation and a reply card to book their teas.

Anyone working outside London, including sea staff officers and ratings, who wishes to go to Gala Day has only to drop a note to: Gala Day, c/o FD/GAA, Navigation House, stating the number of adults and children under 15 in their family group.

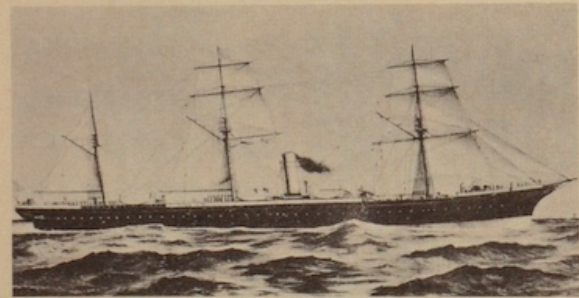
Mike Jakins confirmed that this year coaches will run from East Ham as in previous years and from the Bl sports ground at Chigwell. In addition, there will be a shuttle coach service from Malden Manor (SR) station to the Maori Club from 2 pm to 4 pm.

This certainly seems to be the makings of a good afternoon out for all the family. Remember the date – 29 June – and put it into your diary.



Going through the photo library recently these two pictures came to light and recall an interesting story around the TONGARIRO, 4,163 grt which was built in 1883 by John Elder and Company for the New Zealand Shipping Company. In 1898 she was sold to the Beaver Line and the following year, as the photograph above shows, she was bought by the BI and renamed ZIBENGHLA.

TONGARIRO was one of five ships ordered from John Elder in the 1880's for the then new mail, passenger and cargo service between the United Kingdom and New Zealand. She was broken up about 1910.



"Fire down below, Ladies!"



Discovering the hard way that there is more to being a woman assistant purser than just shorthand and typing, are five women trainees (from left to right) Judy Enright, Marilyn Mathews, Katie Shellcross, Linda Tattershall and Lauraine Mulberry. They attended a two-day fire fighting course at the School of Navigation, Warsash in January as part of their training.

The fire brigade had some headaches in trying to fit them into the standard breathing apparatus - and into the man-sized protective clothing and boots too!



This nostalgic photograph of ILLAWARA passing the Tilbury Hotel was taken in 1905. She has long since gone but her memory remains with many of her cadets, among them the young man, now a pensioner, standing second from the left.

Mr Andrew Hutton OBE, who sent us these photographs, retired from General Steam Navigation Co as marine superintendent in 1954 having progressed through the ranks from 1920. He remained as a director of what is now the Medway Co until 1954 and the Ramsgate Harbour Board. His final command was master of GUILLEMOT on the Med station.

Another familiar face is that of Captain D M S Stuart DSC, a late Commodore of P & O who is reclining on the deck in the foreground of the photograph.



Golden anniversary

Captain and Mrs Harold Edmondson celebrated their golden wedding anniversary on 29 April, with a luncheon party at the Crown Hotel, Lyndhurst, Hants. Among the guests - all with more than 40 years acquaintance and friendship with the happy couple - were Captain F L Sampson DSC, Captain A Kay OBE and Mrs Kay, Commodore R H Bond OBE and Mrs Bond and Commodore (CE) A R Nelson OBE. Also present were Mr and Mrs Peter Edmondson.

Captain G K Harrison dies

Captain G K Harrison who has been ill since June last year, died on 1 May in the Promenade Hospital, Southport. Wreaths were sent on behalf of the management and sea and shore staffs to the funeral which, at the request of his widow, was attended by close family only.

Chief Officer and Mrs Richard Spread after their wedding which took place in Cornwall in February. Mrs Spread was Miss Patricia Kemp, ex-Woman Assistant Purser.

Seminars close on a happy note



At the thirteenth and last of the present series of seminars for junior travel agents held in selected towns in England, Miss Linda Hillier of Escombe McGrath, Southampton, won first prize in the quiz, a P & O cruise next year. Presenting her with her prize at the Polygon Hotel, Southampton are (left to right) Colin Cooper, Robin Davey, John Cherry and Mike Longhurst - all of them looking much happier than when they last appeared in Wavelength (see the rogues gallery March p.7).



Naming of POST ENDEAVOUR



Pictured at the naming of POST ENDEAVOUR are, left to right, Mr C D Lenox-Conyngham, chairman, Panocean; Mrs O L Larssen; Mr J E Randag; Mrs Nadia Randag; Mr J N Maltby, managing director, Panocean; and Mr O L Larssen, managing director, Horten Verft. (see page 2).

A sub called ORION for RAN

A new ORION is being built - but not this time for P & O. This ORION is a submarine being built at Scott Lithgow, Greenock, for the Royal Australian Navy. Her connections with the company are strong, however. She is an Oberon class submarine which, together with the Porpoise Class are known as P & O Class submarines, and, the RAN officer supervising her launch and trials is an ex-P & O man.

Lieutenant Derek Webster served with P & O from 1961-7 having been sponsored through Gordonstoun School, Outward Bound School, Ullswater, and Southampton School of Navigation by the company. He has been a submariner for 6 years.

To make the connection complete however, we are looking for a suitable relic from the old ORION scrapped in 1963, which could be presented to the new vessel on behalf of P & O. Perhaps some ex-Orient Line persons have hidden trophies or could make helpful suggestions in this respect.

Robert Plenderlieth buried at sea

The burial took place at sea in the Bay of Biscay of Robert Plenderlieth, ex-Chief Radio Officer, on 1 May, the day after his death whilst cruising with his wife on CANBERRA. Mr Plenderlieth was born in 1909 and joined the company in 1954. He retired early in 1968 through ill-health when serving on IBERIA.

James Innes retires



After a lifetime with one company, Mr James Innes celebrated his retirement with his colleagues at a luncheon on KYPROS in Glasgow on 10 May. He joined J & P Hutchison in 1926 and worked mainly on business for Moss Hutchison Line. He stayed with the company throughout its various changes - the latest being takeover by F C Strick in 1972. Taking the air on deck with James Innes are on his right, Captain I McAllister, Master of KYPROS, and on his left Mr T T Geddes, Mediterranean Trade Manager, GCD and Mr H Coulter, director of F C Strick.

Captain H Stewart retires



Captain H Stewart, MBE, MSc, retired as director of the Southampton School of Navigation, Warsash at the end of March. He was presented with a rose bowl by Mr F C Murphy, GCD (right) on behalf of P & O. Mr H T Beazley, Head of GCD is seated left.

Captain Stewart joined the staff of the school in 1938, commanded the training vessel for almost 20 years and in 1956 won the first Tall Ships Race from Torbay to Lisbon with MOYANA. His seamanship on the return voyage when the ship was overcome by hurricane winds and he ordered the vessel to be abandoned, won the respect of seamen and contributed to the award of the MBE in 1958. His contribution to the teaching of nautical studies at all levels has been immense.



Crew showtime on CANBERRA

After weeks of very hard and often very late rehearsing, some members of the ship's staff presented their own show for the passengers during CANBERRA's round-the-world voyage. Originally programmed for two nights, it proved to be so popular that the cast agreed to do a third show.

The theme of the revue was music from such shows as *Camelot*, *My Fair Lady*, *Cabaret*, *Mame*, and *Jesus Christ Superstar*. It was directed by restaurant waiter, Roger Peplow, produced by assistant head waiter, Paul Brun. Restaurant waiter Robin Warren, was stage manager and the music was provided by the Vince Holland Trio.

Photograph: Kneeling or sitting on stage, left to right Isobel Hayward (Steiners), David Pidgeon (bellboy), Raymond Johnson (waiter), Roger Peplow (waiter), Bridget Coleman (Steiners), Tam Lintott (bellboy), Charles Page (waiter), Roy Wilkins (musician), Phil Cox. Standing: Mike Swailles (musician), Richard Spalding (asst head waiter), Evelyn Jackson, Lennie Young (section waiter), Robin Warren (waiter), Margaret Newman, Janet Davies (Steiners), John Curry, Chris Chapman (cruise director), Bob Oakley, Jimmy Cartwright (US), George Baker (welfare leading hand), Paul Bruno (asst head waiter), Barry Gaggin (waiter), Roger Davenport (writer), and Captain D A Hansing (Deputy Captain). Chris Chapman Cruise Director, CANBERRA

Medals won from a wheelchair

A past employee of the Orient Line, Mr Ian Cathcart won two medals at the Paraplegic Commonwealth Games in New Zealand earlier this year. Mr Cathcart, paralysed from the waist down since he was 19, competed in the fencing competition in which he won a gold for the team event and a bronze in the individual event. He also took part in the bowls competition but was not placed. Already a qualified archery coach, Mr Cathcart started fencing in 1961 and he hopes to fence in the next Paraplegic Olympic Games.

He worked for a short time in 1951 in the Bills of Lading Department of the Orient Line and lives now with his wife and young son at Tunstall Avenue, Hainault, Essex.

John MacKinnon Aitchinson

John MacKinnon Aitchison, chief engineer with the BI until his retirement in 1934, died recently. Born in 1878, he joined the company in 1900 and was presented with a clock in 1968 on the occasion of his 90th birthday. He served in many ships during his long career, was torpedoed and sunk aboard two BI ships, and eventually retired from the company whilst aboard TAIREA.

The Aitchison family's association with BI extends back over many years. John Aitchison's uncle, Daniel MacKinnon served some 30 years as chief engineer with the company; his nephew John Mackinnon died in the services of P & O whilst a prisoner of the Japanese in Hong Kong; his cousin Jane MacKinnon married Captain Nelson Grey who commanded MALDA and carried the late Duke of Windsor, then Prince of Wales, to Africa; and finally, his son D L Aitchison served his apprenticeship aboard the old BI cadetship DEVON from 1935/8. He is now a marine surveyor in the United States.

New, and nearly new

Uniforms - some brand new and others slightly worn - belonging to Stephen Jackson who left ARCADIA to join ABC television, are offered for sale. A bargain for anyone of Stephen's size, we are assured that all items are in good condition. Stephen is 5ft 11in, jackets are all 40 in chest and trousers 30 in waist and 31 in inside leg.

Send your offers for each item to Wavelength and we will send them on to Stephen.

Brand new - One pair long trousers, two jackets

Almost new - One doe skin suit Whites worn on only four trips Five jackets and five trousers (long).

Two Proctla evening shirts (16in) and three monkey jackets.

Also for sale, one transformer from 110v to 230v Price £5.



The younger son of Mr W A Masters (Anglo-Overseas Transport), Richard William Masters was married on March 30 to Miss Karen Bird at St Stephens Church, Tye Green, Harlow, Essex. The reception at the Saxon Inn, Harlow, was followed by a buffet dance held in the pavilion of the BI sports ground at Chigwell. Richard and Karen spent their honeymoon in Cambridge.

NEVASA students

Waiting on the quay at Itza after a visit to Delphi, are some of the 1,277 students who recently cruised around the Mediterranean in NEVASA. Theirs was probably the largest number of students ever to be carried on an educational cruise at one time, and in addition there were 93 party leaders and 85 cabin passengers. The ship's five boats were able to cope adequately with ferrying all these passengers ashore, taking only one hour 25 minutes on disembarkation and two hours on embarkation.

CR Smylie Chief Officer, NEVASA



P & O DEPARTMENTAL AND ASSOCIATED COMPANIES TEAM LEAGUE (SIX-A-SIDE) 1974/5

APPLICANTS ARE INVITED TO JOIN THE ABOVE LEAGUE



Full details from:- Hon. Secretary, A A Readman, Gray Dawes, Westray (Underwriting & Management) Co. Ltd. 33 Eastcheap, London EC3. Telephone 01-626 9764/7

ENTRIES CLOSE 13th SEPTEMBER 1974

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Airsea go a-venturing

Ty-Carret - a lovely Welsh house only a mile from Glazbury in the Brecon mountains - has been booked for the Airsea Adventure weekend in July.

Derek Langham, London branch manager of Airsea Freight, says the Wye Valley "will echo to the sounds of joy" from his staff, and the weekend provides an opportunity for them to meet and take part in the activities which are provided.

The programme starts on Saturday morning, with a pony trekking ride to the top of the Brecon Hills, arriving back in time

for the evening meal, and visits to the local Welsh pub. On Sunday the party will go canoeing, first at Glazbury for instruction and then an exciting 4½ mile paddle from Glazbury to Ross-on-Wye.

Including transport from London or Liverpool, food, accommodation and the hire of pony and canoe, the cost is a mere £10.20. Such a weekend can be arranged for other parts of the group and anyone interested in organising something on these lines can get first hand information from Derek Langham (01-511 0321).

Diesel generators ease the energy crunch

One year old in March, Pandair's Chicago terminal has played an important part during the winter months in keeping Britain afloat in the gloom of the energy crisis. Diesel powered electric plant has been shipped by Pandair for Kohler International Ltd of Kohler, Wisconsin to customers throughout Great Britain.

This is the largest air freight shipment Kohler have ever made, totalling thus far about 300,000 lbs, with the machine weighing individually up to 16,000 lbs.

The generators are transported by road from different parts of the United States including Salt Lake City, Minneapolis, Dallas and metropolitan Chicago, to O'Hare and loaded aboard direct flights to London-Heathrow.

Pandair's London office have maintained a 24-hour service, seven days a week, to handle the increased traffic.

Atkinson's son

Radio Officer on EAGLE, David Atkinson, has told us of the birth of his son, Stuart Douglas, on 19 April. David was a Second Radio Officer in Passenger Division until January this year when he joined Southern Ferries.

The first of the season's Granny Smith's apples arrived recently at Swansea aboard the reefer ATALANTI from Chile. Passing a critical eye over the crop are fruit importers from Convent Garden and Mr C Morgan (centre) cargo superintendent of Bethell Gwyn & Co Ltd. ATALANTI left Valparaiso loaded with her cargo of apples and onions on March 21 and unloaded at King's Dock, Swansea on April 11.

NI Trailers prepare for future operations expansion

As part of their planned expansion policy, Northern Ireland Trailers (Scotland) Ltd, have recently announced the completion of additional offices which will effectively double available accommodation at the company's Glasgow headquarters.

The new offices have been built over the existing single storey premises and careful planning through all stages of construction has ensured a minimum of disruption to existing office services and facilities.

As traffic between Scotland and Ireland continues to grow, the additional office accommodation now available will ensure that the company is well equipped to maintain their total systems control over all cargo movements.

Commenting on this development general manager James Campbell said, "This is the first of a number of important improvements planned for 1974 which will enable us to expand operations even further, while still providing the highly efficient and reliable service on which the Company's success has been built."



J C Campbell

Northern Ireland Trailers (Scotland) have been operating a regular roll-on/roll-off service between Scotland, Ulster and the Republic of Ireland since 1972. Operating through the ports of Ardrossan, Belfast, and Larne the company provides a fast, efficient door-to-door service for unit loads with groupage facilities at Glasgow for less than full loads.

Sudden death of Arthur Young

Within a few days of being a speaker at the General Steam Navigation 35 Club dinner, Mr Arthur Young died at the age of 79. He was a founder member of the 35 Club, having had nearly 50 years service with the General Steam Navigation Company.

During his business career, Mr Young was mainly identified with the French trade, particularly Bordeaux wines and spirits. He was freight manager for many years.

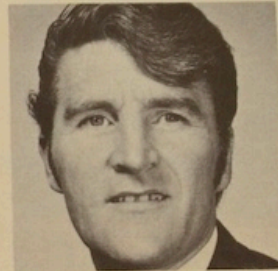
GSN were represented at the funeral by Mr R C G Thornton.

Pandair regional management appointments

Bill Green, formerly sales manager for the north-west of England, has been promoted to regional sales manager, northern region, and John Scott, formerly sales manager, Scotland, has been promoted to manager, Scotland.

Bill Green's responsibilities now include sales at Pandair branches in Bradford, Chester, Glasgow, Liverpool, Manchester, Newcastle, Preston, Prestwick, Tees-side and Yealand. His appointment is a logical progression and in line with company policy of decentralisation to give greater autonomy to individual regions.

John Scott, in addition to having certain sales responsibilities, will now be responsible for all Pandair's existing branches and for the development of new branches in Scotland. The appointment of a



Bill Green

manager in Scotland reflects the importance which Pandair attaches to the area and its potential economic and industrial development resulting from offshore oil and gas discoveries.

Top of the crop



Teamwork and awareness of the market keep Airsea Freight up front

Airsea Freight, London, are still pushing ahead and are, according to branch manager Derek Langham, front runners in the new idea of total service to the exporting community.

A year ago the transport section was the Cinderella of the London operation but now it is the means of tempting new business to the organisation - offering a comprehensive collection service which covers a greater part of the south of England.

With built-in guarantees of delivery to the vessel nominated and incorporating the expertise of Scott Packing at Silvertown (a member of the Airsea Freight group) the London branch is forging ahead and getting new business almost daily.

Says Derek Langham: "The secret is teamwork and the ability to realise that a forwarding agent with the coverage that is offered by Airsea Freight has a tremendous future. This is particularly so now that people are becoming more reliant upon the freight forwarder who has the kind of set-up we have at Airsea Freight at Silvertown."

Presentation at NI Trailers social

One of the highlights of a highly successful social evening held by Northern Ireland Trailers on 22 March was a presentation to Mr Frank Brange of a portable television set. This was subscribed to by his workmates and was presented to him by chief traffic manager Jim Flett, together with a donation from the company. Mr Brange is a truck driver with the company, and Mr Flett took this opportunity to speak about the value of the company's drivers and the responsible job they do.

The social was held at the Bull & Royal Hotel, Preston and was attended by about 400 people. They included the wives and friends



of members of Northern Ireland Trailers, Ferrymasters (Ireland) Ltd and Anglo Irish Transport Ltd, among them Mr and Mrs E Percival, Mr and Mrs L J Donkin and Mr J B Griffiths, general manager of Northern Ireland Trailers and Mrs Griffiths.

Our photograph shows Mr Brange (left) receiving his TV set from Mr Flett.

BI cavalcade

68 CHANDA
69 PEMBA
70 CHINSURA
71 COLABA
72 BYCULLA

by L A Laxon

For the first time since 1869, 1876 was a year in which no ships were delivered to the BI. Additions resumed in 1877 when three vessels were completed, the sisters CHANDA and CHINSURA and the PEMBA. Both the C's were products of the Dumbarton yard of William Denny & Bros and had gross tonnages of 2022 and 2033 respectively. They were iron flush-decked vessels 316 feet long, 33 feet 2 inches beam, and their compound inverted engines of 220 hp were supplied by Denny & Co. A feature of the sisters' design was a new style of patent davit, the capabilities of which were demonstrated by Denny's having a boat lowered and hoisted up and down CHANDA's side with 40 of their workmen in it.

CHANDA, named after a district in Nagpur, was the first to be delivered, and early in her career achieved some rather unwelcome publicity. She was to have been the BI representative at the opening of the Bombay Docks on New Year's Day, 1880, but was delayed on the coast and reached Bombay only early on the morning of the celebrations. Her official place was taken by KHANDALLA, but as she entered the roadstead a launch came dashing out with the news that she would just be in time to bring up the rear of the procession. Unfortunately by the time CHANDA reached the dock gates the tide was on the ebb, and it caught her stern, swinging the head towards the north wall. In an effort to retrieve the situation the pilot reversed the engines, but that only accentuated the cant to port and the ship's company soon found itself spread-eagled on the deck as the vessel was carried bodily by the tide against the south wall knocking the stem three feet out of plumb, pinning the dock gate and jamming the propeller against the wall. Eventually a line was got onto two launches which pulled the ship free of her undignified predicament.

After this *contretemps* CHANDA returned to an exemplary life, mainly on the Indian coast, and was finally sold to local shipbreakers in 1902 to be demolished at Bombay the following year.

Her sister, CHINSURA, which took her name from the Bengal town on the banks of the Hughli, was delivered in September 1877 and had a much shorter career. Southward bound along the east coast of India from Calcutta, she had the misfortune to go ashore two miles south of Gopalpore at Dowdswell's Beacon, False Point, on 13 May 1883. She finished up two miles inside the reef and was soon full of water, becoming a total loss.

Excellent performer

Between the arrival of the C's, the 1536-ton PEMBA had been completed further up the River Clyde at the Pointhouse yard of A & J Inglis. She was a two-masted flush-decked vessel, 280 feet long and propelled at 10 knots by compound inverted engines provided by her builders. As her name indicates, she was designed for the Zanaibar service in which she gave excellent performance apart from a stranding in 1883. Eventually PEMBA followed CHANDA on to the sale list in 1902 and, like her, was broken up at Bombay the following year.

The early deliveries of 1878 were the first two specialised cargo ships designed for the BI fleet, the very early forerunners of the bulk carriers of today. They were the sisters COLABA and BYCULLA completed by William Denny & Bros in April and May 1878. Unlike most of the products of the famous Dumbarton yard, these were no beauties, but strictly utilitarian.

About parrots

It is with regret that I have to report the death, in India, of the P & O parrot. How old it was I do not know - but towards the end it was featherless and looking very old indeed.

I remember the parrot from as far back as the early twenties when it was in the care of Sir Leslie Hudson, head of Mackinnons in Bombay. He had received it from a retiring P & O Commander who had landed it there on his last homeward voyage.

When Sir Leslie retired the parrot remained in the Seniors' House at Bombay and had a sequence of owners there until Jack Flockhart, on transfer to Karachi in 1936, took the parrot with him. In due course it came into my care at Karachi and when I was transferred to Calcutta in 1947 the parrot came with me.

It remained in the burra sahabs house there until the 1960's when it accompanied Mohie Das, retiring chairman of Mackinnons, into retirement. It is from Mohie that the sad news of the passing of the parrot has reached me.

BI's "Polly"

This parrot was a good talker - the last phrase I remember being "Boy, chota peg leo" which it frequently called on hearing me enter the house in the evenings after office.

The BI also had a parrot. It lived in the BI Marine Club in Bombay and was an excellent talker. In the early 1950's, when promotion in the BI fleet was rather slow, a young officer taught it to say "Retire - you b...d" which it was frequently encouraged to repeat!

But perhaps the best turn of the BI "polly" was a "sound picture" of a billiards match - the click of the balls followed by suitable words such as "Good shot", etc.

Alas, the P & O "polly" is no more, but I wonder what has become of its BI cousin and if it still lives?

E J Pakes

Photographic competition for seafarers

Big cash prizes are to be won in the photographic competition for deep sea divisions sponsored by the Information and Public Relations Department. All photographs should depict P & O AT WORK. The panel of judges including some top names in professional photography will be chaired by Robin Sanders, Head of Information and Public Relations.

Black and white and colour prints and 35 mm colour transparencies will be judged in three classes.

Class 1. People at work with P & O employees at the focus of attention.

Class 2. The working environment showing everyday work on deck or inside, with or without human interest.

Class 3. Creative - an opportunity to show off your photographic and dark room skills to illustrate P & O at work.

Each class carries cash prizes. £100 for 1st, £75 for 2nd and £50 for 3rd.

Even if your photograph does not win a prize it may be good enough to be included in the company's photographic library, in which case you will be offered the current commercial rates for copyright - £15 for colour and £8 for black and white.

Photographs most likely to win prizes will be those of a similar standard to the pictures in the Group's Annual Report and Accounts 1973.

Entries should be sent to Mrs Kim Reed, Photographic Librarian, Information and Public Relations, P & O Building, Leadenhall Street, London EC3V 4QL. Closing date for the competition is 1 November 1974.

Each entry should be clearly identified with the photographer's name, rank, ship or address and a description of the subject matter, and all unused photographs will be returned. No undeveloped films will be accepted.

Photographers in other divisions will have an opportunity to show their skills in later competitions.

Show me a sign!

Congratulations to Dennis Della-Valle, assistant manager (production) at Passenger Division's Peel Street production and stores unit.

He has just been successful in obtaining full membership of the Master Signmakers Association.

Please hoist your trousers for the next dance

Oxford bags may be all the rage ashore but aboard ORIANA, the band is playing its own tune as far as fashion is concerned. Not surprisingly, they are less than enthusiastic about the new uniforms which arrived from the tailor recently and featured the ultimate in "baggy" styles. Our picture shows them cutting a dash in their new made-to-measure (?) suits.

We understand that the entertainments manager is now looking for hollow-chested musicians at least seven-feet tall.



50 not out!

On Thursday 9 May, in most unseasonal weather, a cricket match took place at the Civil Service Sports Ground, Chiswick between the Department of Trade and Industry, and the Department of the Environment.

What, you may ask, has this to do with P & O? There is a direct connection because they were competing for the Inchcape Cup which was originally presented by our present Chairman's grandfather for a cricket match between the Board of Trade and Peninsular and Oriental Steam Navigation Co and Messrs Gray Dawes & Co. This first match took place on 21 June 1924. From 1926 until the war the Cup became a trophy for an internal Board of Trade inter-office contest, and since 1947 it has been played for in an annual match between the Board and the Ministry of Transport - surviving changes in the nomenclature of both departments until the present day.

This year's game therefore was the 50th anniversary of this keenly contested fixture. The holders of the Cup, the Department of the Environment, captained by Frank Wildman, retained it by scoring 200 for 4, between 2 and 4.30 pm when the innings was closed. This was thanks primarily to a splendid classical innings of 134 not out by Steven Jacob, a six-footer who used to open the bowling for Surrey with the present England

bowler Geoff Arnold. In reply, the Department of Trade and Industry, captained by Lionel Hoskins, had scored 169 for 7 when the innings closed at 7 pm. Narine, from Guyana, scored 47, Henn 48 and Westmorland 34 not out.

At the anniversary dinner in the pavilion afterwards, Mr James Baxter, chairman of the Ministry of Transport CC, was in the chair. A toast to the guests was proposed by Mr Patrick Shovelton, Deputy Secretary, Department of Prices and Consumer Protection. The principal speaker was Sir Max Brown, Permanent Secretary, Department of Trade. Lord Inchcape, who was unfortunately not able to be present, was represented by Mr A H S Robinson of BI Education Cruising and secretary, The Pandor Club.

Many within P & O will remember this marvellous annual fixture, usually held at Worcester Park between P & O and the old Ministry of Transport. It is believed that P & O last played in 1961. A former chairman, the late Sir William Currie, was largely responsible for ensuring that the match was played amid generous hospitality and in a country-house setting. Both former and current players present on 9 May expressed the hope that next year an XI from within the P & O Group could be raised to do battle as of old at Worcester Park.

Learning the hard way on ARDSHIEL

Ian Shirreff, a trade assistant in Bulk Shipping Division's tanker department, spent five eventful days aboard ARDSHIEL last December. Ian, a 24-year old batchelor, joined Passenger Division in 1968. He was sponsored by P & O on a business studies course at the City of London College and returned with his BA degree last October. He is a junior officer in the Royal Naval Reserve

It was a wet, windy night in December when I boarded ARDSHIEL, greeted her Master, Captian DA Lambell, and settled in for a few days afloat on one of the largest (214,085 dwt) of the Group's supertankers. Even while I was being introduced to the 15 officers, the ship was discharging some 65,000 tons of her cargo of Nigerian crude oil into Shell storage tanks at the rate of 13,000 tons per hour, while at the same time loading bunkers at 300 tons per hour. I had been sent to accompany the ship on this unusually short voyage from Tranmere to Gothenburg to learn about the problems of tanker operation in practice and to familiarise myself with the terminology used everyday aboard one of the ships for which I am responsible ashore.

As we steamed through the buoyed channel into Liverpool Bay, a ship about 2 miles ahead of us reported that she was broken down and drifting, and might have to anchor across the channel to prevent her going aground. It was then that I learnt to respect the size of ARDSHIEL. She is 1064 ft long, and 157 ft 9 in wide, and takes up to 6 miles to stop from full speed when loaded. Fortunately, the stricken ship ahead got underway again and our pilot breathed a sigh of relief.

The morning of that first day

was fine with a slight south-easterly force 4 to 5 blowing but the weather rapidly deteriorated the next day to gusting hurricane-force winds and raging seas. While weather permitted, I accompanied 4th Engineer John Townsend on deck to dip the No 1 fuel tank which had had time to settle after being topped up at Tranmere. By midday, however, the deck was swept by hurricane force winds, but I saw the peak of the storms from the safety of the bridge. It was an amazing sight. I watched with awe as snow and spume torn by the wind from the tops of the waves drove across the deck in great curtains. The emergency radio aerial and several windshield wipers were swept away. The ship arched, bent and sagged as she rode the waves but ARDSHIEL took it all in her stride and punched her way northwards past the Hebrides.

On the bridge

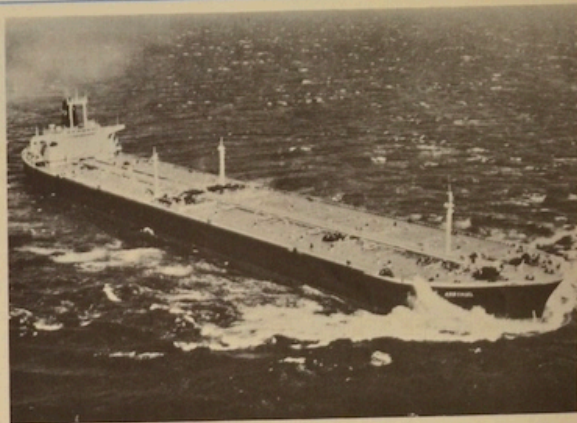
Three days out from Tranmere, the storms began to abate and I was allowed to spend an hour at the wheel. I hold a bridge watchkeeping certificate in the RNR and I found ARDSHIEL's bridge-controlled engines and radar photoplot with its relative motion capability, particularly impressive.

by Ian Shirreff

Much of my time was spent below decks, however. Extra Second Officer Dennis Barber was my guide around the cargo control room. From there, with the help of three main consoles, the entire operation of cargo loading and discharging and bunkering can be directed and controlled. The consoles show a plan of all deck lines, pipes, valves and pumps, the level of cargo, bunker and ballast tanks, and the operation of the pumps. I was told that bad distribution of the cargo during loading or discharging could break the ship's back, but the Loadicator calculated the movements and forces of the cargo to help the chief officer, Mr. D. Hutchinson in his estimation of the bending moments and forces involved.

Unattended machinery

Automation is also a feature of the engine room. ARDSHIEL is one of the few British flag ships to operate a UMS (unmanned machinery spaces) system which enables the engine room to be unattended at sea from 1700 to 0800 hours while being guarded by a sophisticated system of alarms. Chief Engineer Norman Pattison who showed me this and more conventional sights of the engine room, was in fact summoned by the alarm during the voyage. One of the two forced draught fans supplying air to the boiler had failed and because the boiler was not receiving enough air, two fires had to be put out. As the steam pressure fell, speed was reduced to 6 knots and the engineers set about the repair work. By this time, however, fog



Ardshiel, 214,085 dwt, at speed.

was an added weather hazard and reduced speed was necessary despite this mishap.

The fire alarm system was also activated during the voyage. Officers and crew went quickly to their emergency stations and I went to the bridge as instructed. It was, fortunately, only a false alarm.

The last place I investigated was the sole domain of Radio Officer David Ayres. ARDSHIEL carries only one radio officer and he is kept busy not only manning the sets, but also looking after all electronic equipment other than in the engine room.

Mind the wind!

I ventured on deck once more while we were at sea and helped Deck Cadet Darius Dastur to dip the tanks. The wind was still very strong and I had to be careful not to get bowled along the exposed deck and over the side. The

temperature was near freezing point and I was glad to get back inside for an extra strong curry!

By 2000 hours of 21 December, four days after leaving Tranmere, we were 20 miles from the Swedish coast and the approaches of Gothenburg. The pilots only operate in daylight hours because the channel is so narrow and it was dawn before ARDSHIEL was slowly passing up the channel to dock in the deepwater oil jetty. Keeping me busy to the end, the Master suggested that I should stay on board to see the discharging operation, and in fact, I stood a four-hour cargo watch with the extra second officer. I had to dip the tanks again, make regular inspections of the pump room, keep an eye on dials in the control room and help calculate the pumping rate.

On the final evening we had a small farewell party, and I should like to thank again the officers and their wives for making my trip so enjoyable.

Tanker future not so grim

by Jane Howell

In the aftermath of the Arab-Israeli war last year and the oil crisis that followed, pundits have been busily spreading doom and despondency about the future of the tanker trade. At worst, they say that some 50m dwt will be laid up in the next two years, and at best, that tankers now being built may be cancelled or converted to bulk carriers.

Derek Hall, Head of Bulk Shipping Division, holds a much more optimistic view, however. Asked to comment to Wavelength about the situation, he said, "The tanker market is going to be difficult for the next two years - for the rest of this year and 1975. The pessimists may be right in the short term, but I don't take their long term point of view nor do I see the future as a completely new energy situation. The same people were quoting similarly depressing figures in early 1972 - just before the biggest boom in the tanker trade for many years."

New tanker tonnage on order in shipyards throughout the world amounts to 185m dwt, representing an increase of 133.6m dwt on the world's existing tanker fleet even after slippage and scrapping of old tonnage is taken into account. The most generous calculations suggest that it would need almost four years of average growth in demand for oil and a 20% increase in oil movements to absorb fully all these new tankers. And this at a time of depressed economies in consuming countries resulting from inflationary oil prices.

The cut-off of supplies late last year and massive increase in well-head prices, reduced demand for oil, and the industrialised countries made economies and

turned to alternative sources of energy. A three-fold increase in bunkering charges, added to the much higher cost of building new tonnage, has reduced the margins for shipowners and increased the probability of putting many tankers into mothballs.

Derek Hall's optimism in what appears to be a very gloomy situation, rests on certain factors ignored by the pundits. Firstly, the oil companies no longer hold complete control of the market from well-head to refinery. The shortage of oil, in the United States in particular, has ensured that many more charterers are in the race, creating a very diffuse market. As a result, the negotiating advantage has shifted from the oil companies to the shipowners.

Secondly, he considers that the effect of slow steaming of VLCC's is greater than estimated, as is the rate of slippage and conversion of new tankers orders.

Thirdly, the presence by 1975 of 45m dwt of combination carriers, able to carry dry cargo or oil, is of great significance as this total so closely approximates the 50m dwt expected to be laid up. These carriers cannot be excluded from any calculations of future trade trends.

Neither does Derek Hall foresee a worldwide defection from oil as the



main source of energy to alternative sources such as nuclear power and newly-discovered deposits in the North Sea and oil-bearing sands, because they will take longer to come to full production than expected. Meanwhile, we will learn to live with oil at its higher price.

Tankers on order

P & O Bulk Shipping Division has one, and Anglo-Nordic has three, VLCC's of over 700,000 dwt on order for delivery in 1977-78. "These are all fixed price deliveries," said Derek Hall, "a great advantage in this inflationary world. They are of a class large enough to overleap the competition which may be created by re-opening the Suez Canal and will continue to show the economy of 'going the long way around'."

"The opening of the Suez Canal will change the pattern of trade but as the level of canal dues is not yet set, it is uncertain what the margins of difference will be. I think the impact will be less than people fear."

BUSIRIS birthday party

Officers and petty officers of BUSIRIS celebrated the birthday of chief steward Mr A A Coutinho on 10 April somewhere between Brunie and Durban. Captain JM Hanna, seated on the right of Mrs Coutinho, sent us this picture of the occasion with his crew in a jovial party mood. The subject of the birthday celebrations is standing on the right.



Births

Congratulations are in order to three officers from Bulk Shipping Division, and their wives on the arrival of new members to their families.

Captain Simon Harwood and his wife, Patricia, of Newton Abbott, a girl Joanna Louise on 25 April.

Randall Douglas Phillips, Second Engineer, and his wife Lynne, of Glasgow, a boy Graeme Randall on 29 April.

Vivien Cook, Chief Officer, and his wife Kathleen of Wirral, Cheshire, a boy Jonathan on 5 May.

NZSC Re-union

Tuesday, 9 July is the date of the 1974 re-union for pensioners of the New Zealand Shipping Company, and this year - for the first time - the lady pensioners will have their re-union

lunch together with their male ex-colleagues and sea staff.

The re-union will be at the Maori Club, Worcester Park, and invitations will be sent out in the usual way.

With Heron Island in the Group, GHD now has most varied operational role: activities are world-wide

With the expansion plans for Heron Island, the inland resort in the Australian Great Barrier Reef, General Holdings Division is now the most diverse in the Group in terms of multi-role operations. GHD now controls such activities as offshore supply, insurance, retail travel, hotels and leisure, ships' agencies, ship-repair and ship stores and furnishings.



Head of General Holdings Division is Clifford Nancarrow.

A large part of the division is P & O Australia Limited which acts as shipping agents and operates cold store, stevedoring, wharfing, mechanical equipment and carpentry units and a six-vessel offshore supply organisation. It also looks after P & O's Fiji investment in Southern Pacific Properties and the company's investment in Heron Island Pty Limited, which owns and operates the Heron Island holiday resort island at the southern end of the Barrier Reef.

In New Zealand, P & O's ships agency services, wooldumping and leisure interests - including a motel in the Bay of Islands - are supervised by P & O New Zealand Limited from headquarters in Auckland. Stevedoring and wharfing activities are linked with associated companies.

In India, Pakistan and Hong Kong the Mackinnon Mackenzie group of companies act as agents for shipowners and are also engaged in chartering, trading, travel, tourism, forwarding and warehousing. The group also owns a number of barges.

P & O's 31 per cent share in Hong Kong's expanding Cathay Pacific Airways is another of the

responsibilities of General Holdings Division.

Back in the United Kingdom the R & H Green and Silley Weir Group carries out all kinds of ship repairs as well as marine and general engineering work. It has repair establishments on the River Thames and owns two dry docks on the river at Blackwall. The New Medway Steam Packet Company Limited carried out similar work to the Green and Silley Weir Group at Rochester, and at Falmouth, Silley Cox and Company Limited are also engaged in ship repairing.

Research and development and advisory services are a growing aspect of P & O Pilgrim Engineering Developments Limited, while Marine Safety Services advises shipping companies on all aspects of safety at sea.

Sealine Services (Marine Supplies) Limited caters for the group's stores and furnishing requirements from its headquarters in Basingstoke and in addition provides a comprehensive supply service to other shipowners.

The Bishopsgate Insurance Company, which owns the Leadenhall Insurance Company, underwrites all classes of marine and non-marine insurance throughout Britain and Australia. It also has agencies on the Continent.

Add to these activities shipbroking, chartering, trading and marine transport consultancies in Britain and South Africa, and a picture emerges of a widely diversified division covering a broad spectrum of international business.

John Line retires from M M Bombay

The celebration to mark the departure of John "Aussie" Line from the Bombay office of Mackinnon Mackenzie was a reciprocal affair - he gave a farewell party at the British India Marine Services Club for his friends and associates in the shipping world, and the shore and sea personnel gave him a party at the Royal Bombay Yacht Club where he was presented with a rosewood chest.

John Line joined British India Steam Navigation's Bombay office as assistant superintendent in 1956 after many years service at sea with BI. He was then transferred to the Hong Kong office as shore superintendent (Far East) and was responsible primarily for the LST/LSL fleet based there. He was re-posted to Bombay in June 1971 as superintending engineer and on the amalgamation of BI with P & O



was re-designated maintenance superintendent, P & O General Cargo Division.

Taking over from Mr Line is Peter D'Souza, who joined BI in 1956 after service at sea with another shipping company. He came ashore to the engineering department in 1962 as assistant and was subsequently re-designated assistant maintenance superintendent. He is the company's present technical incumbent in India.

SAYESO gets under way

The group Save as You Earn Stock Option Scheme was duly started with the first announcement being made on 27 March with an offer price of 120p for £1 Deferred Stock. The announcement date was in accordance with the rules, but was somewhat unfortunate as it occurred the day after the Budget Speech which created uncertainty both as to the rate of SAYE and to the treatment of options tax.

In spite of this uncertainty response from the group was

reasonable, with about 400 employees applying and being granted options on £300,000 stock.

The next announcement is due to be made on 20 June with the closing date on 3 July and interested employees who are likely to be away at that time should arrange to be kept informed. Whilst the Finance Bill proposals are unlikely to become an Act by that time the implications should be clearer and an amendment is being prepared to the pamphlet. Pamphlets are available on request from Communications Department, at Beaufort House.

Spare Time at Sea

Spare Time at Sea published by Stanford Maritime Ltd for Seafarers Educational Service, price £2.50.

There has been a revolution in merchant shipping since Ronald Hope first published his book, *Spare Time at Sea*, 20 years ago. Crew accommodation and facilities have improved immensely since then but now, with brief and infrequent stays in port, it is even more important to develop an active social and private life on board.

Dr Hope went back to sea to write this new edition and his suggestions on ways to use spare time are sound and well tried. A guide rather than a complete answer to keeping usefully occupied, the book contains modern and not-so-modern ideas and few, if any, five-minute-wonders. Although he emphasises the social side of shipboard life in innumerable games

and communal activities, the individual and his need for privacy is never forgotten and there are comprehensive chapters on hobbies, both indoor and outdoor and studying.

It is interesting to note that in his chapter on Crossing the Line, Ronald Hope quotes from the script used by Commodore Dunkley, CBE, at this ceremony when he was commander of ARCADIA.

WANTED, Morris 1000 Traveller, and towbar for same. Also wooden house extension approx. 9 ft x 7 ft and small wooden shed 5 ft x 3 ft, will collect. Please phone 01-283 5220, extension 7053.

POST BAG

More letters on page 3

Dear Sir,
Few, if any, would dispute that "Wavelength" in addition to being an excellent staff newspaper is an instrument which strengthens the ties between the many P & O staffs throughout the world. On this latter theme it occurs to me that the introduction of a competitive spirit would further enhance the comradeship which already exists. I am thinking in terms of a world-wide P & O postal golf competition. As a guide, I would suggest that such a competition could be conducted along the following lines:-

1. Team entries from any P & O group company. If more than one team entered, teams to be classified "A", "B" or "C" etc. (viz. P & O Australia "A" Team, P & O Australia "B" Team).
2. Team of 10 members in Stableford Competition on handicap (5 highest scores total team's points in competition).
3. Members of a team must be financial members of a golf club and have an official handicap.

4. Competition to be the first round of 18 holes played on a nominated weekend - say, during April/May or August/September.
5. Each member of a team can play separately at any course provided he submits a properly marked card to his company organiser on the first Monday following the nominated weekend for the inter-company competition.
6. Competition controller to be a member of London office staff, possibly in Public Relations Division or Pandor Club.
7. Entries close in London 30 days before competition dates.
8. Team results to be in hands of Competition Controller 30 days after competition dates.
9. In the event of adverse weather closing a course the competition round may be played one week later.
10. Competition results to be published in "Wavelength".

The organisation necessary for such a competition would be minimal requiring only a Competition Organiser in London and Organiser/Correspondents in the competing Companies overseas.

D H McCall
P & O (NZ) Ltd
Wellington

★★★

Dear Sir,

The London Veteran Seafarers' Association, founded jointly in 1963 by marine charities, is organised under the auspices of the Royal Alfred Merchant Seamen's Society to encourage those retired seafarers living in their own homes in London and the Home Counties to meet socially and thereby keep in touch with their former shipmates and continue with the old yarns!

Holidays are arranged, outings to the coast, places of interest, river trips or just a cup of tea somewhere and transport is provided from a convenient point in London. If you are married and there are vacant seats your wife will also be welcome.

Do come and join us. Send brief details of your service and a postal order for 12p to the above address and this will enrol you as a member and entitle you to a label badge.

We are also hoping to form a Southampton Veteran Seafarers' Association, and I would be very pleased to hear from anyone in that area interested in joining us.

Gillian Bird
Secretary
Weston Acres
Woodmansterne Lane
Banstead, Surrey

★★★

Dear Sir,
I wonder if Captain A A Kay or Mr Rutter, Chief Engineer, pictured at the BI pensioners reunion, ever knew the nickname given them by their junior officers?

Captain A A Kay's was a natural "Old Ack-Ack" while Mr Rutter was referred to as "Tex". Never saw him on a horse though!

I recently read a book from the public library called "Sailor in Steam" by J Murray Lindsay and it gave a good account of the early days of steam and since the author had the good sense to join the BI he has some grand accounts and pictures too. (He was 2nd mate on TAKLIWA when she went aground leaving Tokyo Bay. She got herself off again. The book makes very good reading.

C F Burnet (Willie or Steve)
(ex 2/0 BISN Co)
Ingrebourne Gardens
Upminster, Essex.

Mr John Slater

Mr John William Slater, 53, general secretary of the Merchant Navy and Air Line Officers Association, died on 24 April following a fall at the Association's offices.

Born in the Shetland Islands, Mr Slater served his apprenticeship before the mast and subsequently sailed on cable ships, general traders and cargo liners. He gained his Master's certificate and was a member of the Honorable Company of Master Mariners.

Appointed assistant district secretary at MNAOA head office in December 1957, he became national secretary in June 1956, acting assistant General Secretary in January 1967 and then General Secretary in June 1971 following the retirement of Mr Douglas S Tennant.

John Slater was first elected to the Trades Union Congress General Council in 1972 and when he was re-elected in 1973 he polled 9,134,000 votes.

HIMALAYA to be taken out of service

Liner's last cruise in October, after 25-year career

The 28,000-ton cruise liner HIMALAYA is to be withdrawn from service after the completion of her Australian cruising season in October.

The ship, which is currently engaged on a programme of cruises out of Southampton, left to start her Australian cruising season earlier this month.

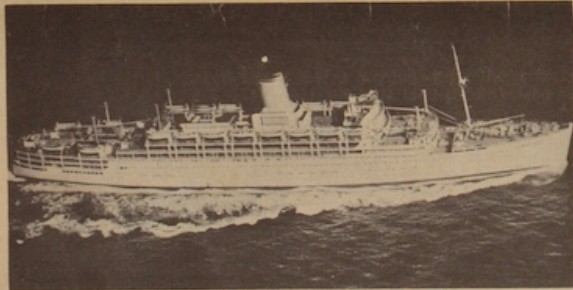
She will be the fifth of the group's liners to go within four years but this still leaves P & O as the world's largest passenger ship operator.

Built in 1949 by Vickers Armstrong Ltd at Barrow-in-Furness, HIMALAYA has steamed over 2½ million miles in her 25-year career, initially mainly on line voyages between Britain and Australasia but subsequently on UK and Australian-based cruise operations. She has a crew of 570 - 282 Europeans and 288 Asians

— who will be transferred to other ships in the P & O passenger fleet.

Future Australian cruises will continue to be undertaken by the 42,000-ton ORIANA and 28,000-ton ORONSAY, supplemented by the 30,000-ton ARCADIA, which is being transferred from the west coast of the United States in October.

P & O have previously scrapped ORSOVA, 28,789 tons, ORCADES 28,398 tons, CHUSAN, 24,000 tons and IBERIA, 30,000 tons. When HIMALAYA goes they will be left with ten cruise vessels. Only one, the 15,000 ton SPIRIT OF LONDON is custom-built for the cruise market.



HIMALAYA

P & O and the Channel Tunnel

Group puts "fair competition" case to Parliament

Fearing that Government backing — and, therefore, public money — may be used to give unfair advantage to Channel Tunnel operators against private cross-Channel shipping companies, P & O has lodged a petition before Parliament to put its own case forward.

Though the Group recognises that very substantial Government backing is needed to ensure that a vast project gets on its feet, there are fears that such backing could be misused to create unfair competition.

P & O's concern is to ensure that

in its own and the nation's interest, it and other British shipping companies should be allowed to compete on level terms with the Tunnel when it is built. The Group stresses that it neither objects to nor is averse to normal commercial competition, however keen.

Here we are!

It is really quite surprising the addresses which are put on to envelopes for WAVELENGTH. It seems that non-one quite knows where we are!

So here it is — in the typographical equivalent of "Loud and Clear" Wavelength P & O Building Leadenhall Street, London EC3

Are the ships at sea really forgotten?

by Michael Lustig

"We never hardly see anyone from London on the ships in port now. It seems that so long as we are making the money and giving them jobs they just stay in their offices and forget all about us." This, from a Chief Officer, came when we were discussing the relationship of ships and the people who administer them from the London offices, and the interest in ships and ships' crews taken by the shore staff. We were at lunch on a General Cargo Division vessel, and there was the Master, Chief Officer, Second . . . and me.

It all started when I put to my hosts the idea of a ships' news page in Wavelength which, whilst being greeted with enthusiasm as an idea, was thought hardly likely to even get off the ground because the mysterious "they" would not let it. And the extent of this scepticism was as surprising as its basis was deep-seated.

"For instance", asked the Chief Officer, "how much freedom have you got as to what you put in the newspaper?"

Wavelength has complete freedom within the limits of company policy, good taste and general interest.

"Do you have to let them see what you are going to put in — do they censor it," was the next question.

My reply that this was not so, was greeted with the astounding statement that "it is probably taken out of the post before you get it!"

Censored?

One wonders, how these ideas get started and do they really gain currency within the fleet, and if they do it is just because the ships are away from home and feel so much out of things?

But the mainstream of conversation was not centred on the management's influence over internal information — at least, I suppose by "them" our Chief Officer friend meant the management.

It was more a conversation about this interchange of information, and how the sea staff like to keep tabs on what is going on, who is doing what . . . and where. Ideas swung from "We

Date line... Panama

Liz Raite, our Kiwi Sparklette, has now been elevated to Senior Radio Officer. 'Tis said that this may help with her marriage dowry! Liz, of course, comes from Wellington. After a spell of three years with Panocean, Bruce Warner our Purser/Chief Steward has returned to GCD and is looking forward to renewing friendships and acquaintances in New Zealand (and its racetracks). Also renewing an old acquaintanceship is Graham Penny, our excellent Chief Cook. He hopes to be home in Cardiff with his wife Patricia in time for the minting of a new Penny in mid-August. Captain D C Blackman Master, TAUPO

Pandor announce new squash competition

Pandor squash rackets club have announced a new summer competition which will be known as the Hosking Cup, following the donation of this new trophy by Mr R F A Hosking, the club's former chairman.

The competition will be run throughout the summer months until 30 September on a league basis with individual members handicapped by the Club committee. The draw has been placed on the notice board in the gallery and all members are invited to join the competition up until the end of July and play as many other competitors as possible before the closing date. Matches will be decided by playing 3 games, American scoring, with points awarded as follows:

A match won by 3 games to 0 Winner 4 Loser 1; Total 5
A match won by 2 games to 1 Winner 3 Loser 2; Total 5

Where time expires during the third game:

2 games to 0 Winner 4 Loser 1; Total 5

1 game all-either replay or split points 2½-2½

The winner of the Competition will be the player at the end of the season with the most points. In the event of a tie, the winner will be the player who has played the most matches, and if this still produces a tie, there will be a play off.

Darts

Record entries in lunch-time contest

The previous record entry for any Pandor Dart Club competition was well beaten when seventy-six staff entered the one week lunch-time competition, held in the Club Room, between 22 April and 26 April. The tournament, designed to be simple and ideal for beginners, consisted of scoring as many as possible in twelve consecutive darts, with one attempt allowed per day.

The well-deserved winner was seventeen-year-old David Hunn of Gray Dawes Westray who has been playing darts for less than a year. On the first day he set the 312 target that everyone had to chase. Several entrants made valiant attempts to reach this score, but one bad or modest throw would inadvertently let them down. On the Thursday, however, the score was beaten; a total of 333 by David Hunn again. Three cup prizes were awarded to the three highest scorers and second and third places went to Evans (PD) and S Young (GHD) respectively.

Top Ten Places, with scores:-

- 1 333 - D Hunn (Gray Dawes Westray),
- 2 310 - D Evans (PD),
- 3 307 - S Young (GHD),
- 4 293 - A Davey (Entertainments),
- 5 280 - A Squires (Computer Bureau),
- 6 262 - A Readman (Gray Dawes Westray),
- 7 254 - C Simpson (AOT/Accounts),
- 8 249 - J Poole Snr (AOT),
- 9 248 - J Page (Gray Dawes Westray)
- 10 245 - P Whittingham (E & AT FIN),