

Wavelength

A Cockney send off for Spirit of London

Our new cruise liner, the Spirit of London, was given a real Cockney send-off when she was christened in a quiet Italian shipyard near Genoa last month.

The vessel was named by the Queen of London's Pearlies, 69-year-old Beatrice Marriott while a London "Bobby" and a liveried Lloyd's waiter looked on — and while a fanfare was played by four State trumpeters.

Spirit of London is under construction at the Cantieri Navali del Tirreno e Riuniti. In a year-round programme she will sail from Los Angeles to Mexican ports between January and June of next year and from San Francisco to Alaska between June and September, followed by a further series of Mexican cruises in October.

The 20-knot, one class ship will carry about 750 passengers in 381 cabins, all

with toilets, baths or showers, multi-channel radios and telephones. The extensive public areas include a three-tier lounge, a nightclub a 200-seat cinema and a 400-seat restaurant.

Mrs Marriott, who once sold vegetables down Petticoat Lane, described the invitation to name the Spirit of London as "the thrill of a lifetime". Then she added that although there are over 30,000 pearl buttons on her coat she intended to add a few more to bring the Spirit of London luck.

An 89 seater BAC 111 was chartered from Dan Air to fly a cross section of Passenger Division staff to Italy for the naming ceremony. A ballot was held to select those who went.

More pictures of the event — and also the launching which took place on 10 May — will appear in the next issue of *Wavelength*.



Sixty-nine-year-old Beatrice Marriott, Queen of London's Pearlies, doing the Lambeth Walk with three Italian shipyard workers.

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All welcome at July Gala Day

The Maori Club are hoping for a record turn-out at their annual family gala day on 1 July. The gala is to be held as usual at Worcester Park, Surrey, but for the first time it will be open to all Group employees and their families.

Last year over 450 turned up to enjoy "the fun of the fair" and this year too there will be something for everyone including a nursery playground, childrens races, a single wicket cricket match and lots of side-shows. And for each boy or girl whose birthday falls on 1 July there's something extra special!

Organiser, Eric Davies, told *Wavelength* that a special bus service has been arranged for those who live east of Surrey. Coaches will leave Nelson Street, East Ham at 1.00pm and return there in the evening. Buses will also run a shuttle service between Malden Manor Station and the club between 2.00pm and 4.00pm.

One final thing. To arrange the right number of afternoon teas please fill in the coupon below and return it as soon as possible to Gala Day, c/o PSD, P & O Building, Leadenhall Street.

Name

Company Address

*I will be coming with my wife/husband/fiance(e) and children who are aged

Can you help in the morning (putting up tables, decorations etc)?

Can you help during the gala (childrens races, competitions etc)?

*Delete as necessary.

£24,000 pools win for syndicate

Five members of our Passenger Division's UK Area have won over £24,000 on the pools. And it's all thanks to that unlucky for some number — thirteen!

The man who filled in the coupon put an 'X' against match 13. Then he juggled with the number, doubling it, trebling it, reversing it and so on.

The result? A cheque for £24,014.50 to be shared equally between him and his four colleagues.

15 share name-a-ship prize money

Prize money of £400 in our "Name a Ship" contest is to be shared among 15 entrants instead of 3.

Although there were a number of good entries the Group Management Committee reluctantly came to the conclusion that there was no suggestion they felt able to adopt as it stood. Therefore they did not feel they could select a first, second and third prize winner.

It has been decided instead to divide the first prize of £250 equally among the senders of the 5 best suggestions, the second prize of £100 among the senders of the next best 5 suggestions and similarly the third prize of £50 among the 5 entrants who tied for third place.

Those selected have been judged on the quality of the suggestion, its suitability for its purpose, the amount of thought put into it and its presentation.

The prize winners named below will shortly receive their cheques. A great deal of thought and effort was put

into the competition by many of the entrants but taken overall the response was disappointing, both in the number of entries received and in the way many tackled the problem of naming our ships.

As the competition announcement stated, any new policy, because of the cost, was more likely to apply to new ships than to existing ones. This indicated the desirability of carefully analysing existing Group "class" names which have already made some impact to see whether they could be woven into a new scheme. This aspect was hardly considered by any of the entrants. Pando as a prefix attracted more supporters than any other suggestion, but many other prefixes and suffixes were put forward, including Go-Po-Co, which may be rather a mouthful but certainly makes its meaning clear!

The prize winners were: £50 — D F Smedley, Systems Project Controller, Management Services, Finance

Division (London); G H Turner, General Cargo Division (seconded to Mackinnon Mackenzie in Bombay); G Wilson, European and Air Transport Division (Falmouth); F A G Franssen, Freight Sales Manager, European and Air Transport Division (Rotterdam); W T Bainbridge, Advertising Department, Passenger Division (London) £20 — R Rawsthorne, Cadet, General Cargo Division (London); G T Massey, General Stores, General Holdings Division (Falmouth); A E Lubbock, Filing Clerk, Bulk Shipping Division (London); L A Hatcher, Dockmaster, General Holdings Division (London); S A H Bilgrami, General Holdings Division (Mackinnon Mackenzie & Co Private Ltd, Bombay).

£10 — J M Whitlock, Supplies Production and Stores, Passenger Division (London); M J Ball, Chief Officer, General Cargo Division (London); L F Sinclair, Catering Super-

intendent, European and Air Transport Division (Liverpool); H B Fernandes, Chief Steward, Bulk Shipping Division (S S Ardlui); and Gerald Cowling, Chief Officer, Trecarne, General Cargo Division.

policy

In the meantime the following Group naming policy has been adopted: Bulk Division Tankers: 'Ard' as a prefix; BYC OBO O/O: It may not be realised that the present names are all names of different Hunts in this country. This series will be continued. L.P.G.: As the number of new ships may not be very great the present naming policy will continue (names beginning with G and ending with A); L.N.G.: These are likely to be few in number (at least for some time) because of their very great cost. They are also likely to be owned in consortium and so there may well be a consortium naming policy.

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Geddes shield again goes to Ardvar

Congratulations to Ardvar which, for the second year running, has been awarded the Geddes shield for safety awareness and practices during 1971.

The shield was presented to Ardvar's master, Captain Richard Bailey, who commanded her in 1970, by Fleet Manager, Patrick Stuart-Williams and although the shield itself will remain in BSD's Navigation House headquarters, a permanent replica has gone on display in

the winning tanker.

Presented to Trident Tankers by Lord Geddes, the Geddes shield has been awarded annually since 1968 to a ship in the Trident fleet but from this year every ship in the BSD fleet will be eligible to compete for the award.

Judging is carried out by Marine Safety Services, part of our General Holdings Division and BSD. The shield was won in 1968 by Eridge and in 1969 by Mantua.

Captain G A Marchant, Captain R Bailey, Captain B D H Thomson, Mr E P Stuart-Williams, Chief Engineer N Pattison and Mr R J S Drummond pictured during the presentation of the Geddes shield to Ardvar.



Two cadets receive college awards

Our congratulations to Engineer Cadet Charles Cook and Deck Cadet Kelvin Moore who have been awarded prizes by the colleges they attend.

Charles has won the prize for the best progress in the first year of the Ordinary National Diploma Course at the Hull College of Technology and Kelvin has received an award for gaining the highest marks in the first year of the Ordinary National Diploma Course at Pangbourne College.

Charles' prize is given annually by the Institute of Marine Engineers and Kelvin's prize, a wristwatch, is awarded by the Honourable Company of Master Mariners.

It was presented to him on board the Wellington by the Honourable Company's Master, Commander A. Henney, OBE.

Lincoln tankers change hands



Six pewter mugs which were originally presented to the former New Zealand Shipping Company tanker Lincoln, by her sponsor, Lady Geddes, are now in regular use on the OBO carrier, Eridge.

They were presented to the ship during a short ceremony in Rotterdam attended by Fleet Manager, Patrick Stuart-Williams, Assistant Fleet Manager, Bill Halliday and members of Eridge's crew.

Lincoln was sold in 1965 and as Lady Geddes is also sponsor of the Eridge, it was decided that the mugs, believed to be over 50 years-old, should be passed on to this particular tanker.

Our photograph shows 3/O H H Gale, 2/O T W Moray, Captain D A Lambell, Mr E F Stewart-Williams, C/E/O R Hay, 2/E/O J A Lowes and 3/E/O R D Phillips drinking a toast with their 'new' pewter mugs.

Gazana sails on maiden voyage

Gazana, P & O's first liquefied gas carrier, has now entered service.

The 22,000dwt vessel - the seventh to join the Group's fleet in six months - sailed

on her maiden voyage from Liverpool three months ago. Destination Venezuela.

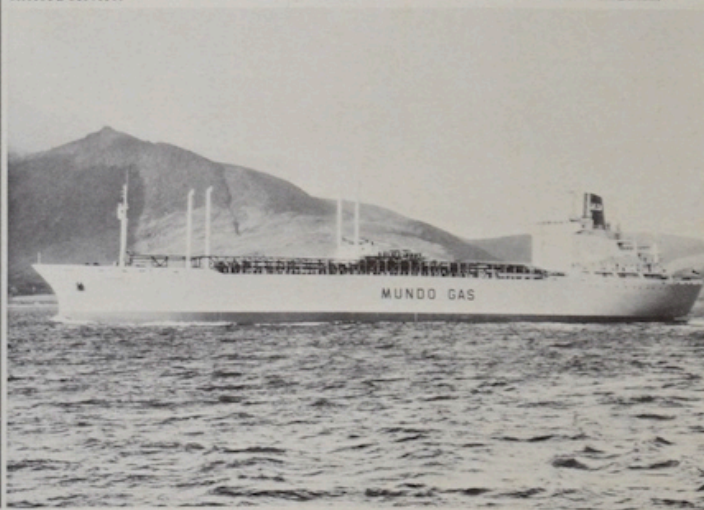
Built at Cammell Laird and commanded by Captain Peter Shepherd, Gazana is one of three LPG Carriers ordered by P & O as part of a £15 million investment programme to meet the increasing world demand for the transportation of non-pollutant fuels such as propane and butane.

The other two vessels are Gambada, which is also under construction at Cammell Laird's Birkenhead yard and Garmula, 38,000dwt, at present being built by Moss Rosenberg Verft A/S in Norway.

The two British built ships will each carry 20,000 cubic metres of liquefied petroleum gases and Garmula, 52,000 cubic metres.

Gazana is on long term charter to Mundo-Gas, in which P & O acquired a 30 per cent holding 18 months ago.

BSD now operate 24 ships totalling more than two million tons deadweight.



Would you believe it!

Doing the rounds in Navigation House at the moment is a story which is supposed to have been overheard at a well known Birkenhead shipyard. It concerns the returning Japanese soldier, who at a Press Conference after his 25 years' absence had a number of queries about world affairs.

First he inquired about the health of President Roosevelt and on hearing that he had long passed away said simply "Ah so."

Next he asked about Winston Churchill only to be told that he too had died. "Ah so" he replied again.

There was a brief silence but then the returning warrior looked up and asked, "And Gazana - has she been delivered yet?"

I fell ill— so doomed ship sailed without me

Dear Sir,
In the last issue of *Wavelength* you published an article on sunken treasure with photograph of the Egypt which went to her doom half

a century ago (May 1922). My interest was aroused in this because I had made the previous three voyages in this ship as 2nd Storekeeper and intended re-signing again had not fate intervened and decreed otherwise.

A few days before her departure, I was stricken with an attack of malaria which prevented me from sailing on that fateful voyage and some of my gear which had not been landed went down with her.

It was in thick fog off Ushant that the French steamer, Seine (an icebreaker I believe) rammed her amidships or thereabouts, flooding the storeroom almost immediately and where I probably would have been at the moment of collision.

As far as I can recollect from information given at the time, she sank in the space of 30 minutes or so with the loss of approximately 100 lives. In later years most of the gold and silver bullion she had been carrying was salvaged by the Italian vessel *Artiglio*.

I have often wondered whether there are any others still surviving who were members of the crew during that period.

V E Wooldridge
(Pensioner Ex Pay Dept)

The Chimes,
Ringers Green,
Great Bentley,
Colchester,
Essex.

Memories of fifty years ago . . .

Dear Sir,

It is a pleasure to receive a copy of your *Wavelength* as each number brings something of interest, be it either a picture of someone you know, a ship you have been on, or a place you have been associated with, and for a pensioner like myself these items rekindle memories that go back fifty years.

Your last issue shows a picture of the ss *Egypt*, and on the following page, one of Bombay — gateway to India, and both these pictures highlight events that happened so long ago.

In February 1922, I sailed from the Clyde as 4th Engineer on the *Sir George Lloyd*, a suction dredger which we delivered from the builders for the purpose of reclaiming the Black Bay of Bombay. The land reclaimed has, over the years, been built on and has now blended in as part of the port, and contains playing fields, bazaars and tall buildings.

In April 1922, I joined the ss *Egypt* on what was to be her last voyage home from the East, and as a passenger after weeks on a dredger, this was luxury indeed.

During our short stay at Port Said, I recall looking down on the 'bum-boats' already selling trinkets and other treasures from the diggings leading to Tutankhamun's Tomb, which was then about to be opened.

Although the Arabs' necklaces and brooches had a strong Birmingham smell about them, they sold like hot cakes with every buyer spending over £1 getting a free box of Turkish Delight.

Later in 1922, I started my sea career with the 'H' Line, and there has lain my interest since.

Wavelength has now become for me a contact with the past, and with the present, and I hope to enjoy reading many more numbers in the future.

N. Lyall

23 Clairville Court
Wray Common Road
Reigate, Surrey,
RH2 0RP



Young Richard's special visit

Dear Sir,

The recent docking of the *Opawa* at Falmouth provided my 11 year old grandson, Richard Appleton, with an opportunity not to be missed.

Richard, who intends to make the Merchant Navy his career, received an invitation from the company to board the *Opawa* and to be shown over by one of the officers.

The *Opawa* has a very special place in the hearts of Richard and his family, as his paternal grandfather, T T Appleton was 2nd Engineer on the first *Opawa*, and lost his life on board this ship when she was sunk by enemy action in 1942, this being recorded in the company's book "Ordeal by Sea".

It was therefore natural that when her namesake docked in Falmouth recently, application was made, and permission received to board her.

My daughter, Roberta, son-in-law John, and Richard spent both an enjoyable and interesting morning aboard and after being shown over from bridge to engine room by the Second Officer, they were entertained by the Chief Officer and his wife.

Their thanks are extended to the officers of the *Opawa*, and to the company for making this very pleasant experience possible.

R J Webb

"Bijou",
Arwyn Cottages,
Falmouth,
Cornwall.

Why 300 Canadians nearly mutinied

Dear Sir,

Now in my dotage I am scribbling up some reminiscences of my life for the interest of my two sons, one of whom has served in the Royal Armoured Corps and the other in the Royal Navy.

Anyway, in June 1942, I was appointed O.C. Troops in Rapura en route for Malta and the Middle East.

It is a voyage I shall not forget! A couple of days out the 300 Canadian air crew nearly mutinied because they were all huddled together, sometimes 18 to what would have been a two bedded state room in peace time.

I went to see the dear old "Wing out" RNVR Captain and said, "Sir, surely in a ship of this size the unfortunate troops could be given a bit more room?". His comforting reply was "Sorry, Wing Co but you see she is stuffed so full of Kapok that we reckon we can take six torpedoes before we sink".

I quickly passed on the tidings and the grumbles ceased. I then did a tour of

the deck and was a little taken aback to see on all the breech blocks of the heavy guns the date 1902!!

Anyway, to cut a long story short we were diverted from "bomb alley" to Malta, and disembarked at Freetown and the good ship went off to the South Atlantic.

J C T Rowe
(Wing Commander,
RAF Retired)

Mill End Farm
Chagford
Devonshire

ANTICUS

Name and address supplied.

Caledonia was my first P & O ship

Dear Sir,

I was very interested to see a photograph of the old *Caledonia* (*Wavelength* No 3) as she was the first P & O vessel or which I served.

I sailed in her from Tilbury soon after World War I broke out as Quartermaster, but when the ship arrived in Bombay I was transferred to the *Sardinia* for 12 months on station trading between Bombay, China and Japan.

I came home on the old *Arabia* which was torpedoed in the Mediterranean on her next voyage.

After completing 12 years

with the company I retired in 1926, the *Ranchie* being my last ship. I was on her maiden voyage — a trip round the Isle of Wight with Lord Inchcape on board — and then we completed a cruise to Norway before going into the Bombay service.

I am now a resident at this address after 45 years in the Merchant service.

F J Mummy

Royal Alfred Home
Upper Park Road
Belvedere
Erith
Kent

It's Vasna in hospital colours again

Dear Sir,

I must thank you for the regular arrival of *Wavelength*, which I read with much interest.

Reading of the hospital ship, *Rohilla*, brought to mind an extraordinary sequence which occurred to me over a period of thirty years in relation to another P & O vessel, which served as a hospital ship. When a youngster with W Mackinnon

& Company, Glasgow, in 1917, the BI vessel, *Vasna*, intended for the fast Gulf run; was completed by Alexander Stephens, and commissioned at once as a hospital ship. I was privileged to sail on her trial trip in the Firth of Clyde, in her hospital colours.

After war service, I ultimately went out to Mackinnon Mackenzie & Company, Calcutta and I

never saw the *Vasna*, as she was on the Gulf run by then. In December 1939 I was returning to Hong Kong on the *Narkunda* and we called at Bombay en route.

In Bombay Harbour I saw the *Vasna*, in hospital colours once more! After some years as a P.O.W. in Hong Kong and Japan, I was recovered near Nagoya, and taken by an American hospital ship to Yokohama, in September

1945. As we lay in harbour, prior to transfer to the hospital ship *Tjitalengka*, suddenly there appeared, and tied up alongside us, the old *Vasna*, in hospital colours for the third time!

I went aboard to make by number with Captain Bond, who was in command, and gave me a warm welcome. He invited me to have dinner on board, but I did not feel fit enough to do so, and in any

The hero who gave up his life

I was most interested to read in the last issue of *Wavelength* the articles referring to the old *Caledonia* and of the tragedy of the *Egypt*.

My parents and I travelled home from Colombo to London in the *Caledonia* when I was one year old, returning to Ceylon in the same ship as I approached two. On the return voyage I celebrated my second birthday and had my first haircut in the barber's shop aboard.

At the risk of being disbelieved, I clearly remember a potato race arranged on deck for the passengers and, for some inexplicable reason, my terror of the potatoes arranged at intervals along the deck.

This vessel was very famous at the time for being the fastest single screw steamer afloat, handsomely beating ships built by competitors at a later date especially to improve on her passage times.

With reference to the sinking of the *Egypt*, this resulted in a tremendous amount of discussion in England, with long and possibly inaccurate press reports in all the Dailies.

At the time of the sinking, a young officer walked up to a lady passenger, who for some reason had no lifejacket on, and with the words — "Madam this is yours" — gave her his own. Unhappily this young gallant lost his own life.

My Mother had always insisted on dragging me to Church every Sunday (I was eleven years old then) and in a very popular and well known Baptist Church in the town where we lived, a truly powerful sermon was preached on the ensuing Sunday. The text of the sermon was the well known phrase, "No greater love hath any man than this, that he lay down his life for his friend".

I'll take the money!

Dear Sir,

The recently revised interest in the P & O published accounts reminded me of a conversation some years ago with an elderly aunt.

This aunt is a shareholder in the P & O and at being asked what she did with her copy of the accounts, she gave the following reply:

"I take a quick look at the pictures and put it into the dustbin."

When I argued that the production cost of this document was some three or four shillings (in old fashioned money) she replied: "Well in that case, would you ask the Chairman to send me the money instead".

D E Welby

(Accountant)

Anglo Overseas Transport Co,
16 New Street,
London EC2P 2LE

I told him that I was not yet accustomed to eating with a knife and fork!

I believe *Vasna* was broken up later. From her first commissioning to her near demise twenty-eight years later, I never once saw *Vasna* in her famous black and white livery, but three times in hospital colours!

J M Sandford

12 North Grange Road,
Bearsden, Glasgow G61 3AE



Sea Urchins celebrate 50th anniversary

The Sea Urchins—retired Merchant Navy Officers who are members of the Royal Naval Reserve Officers' Club—celebrated their 50th anniversary with a reception on board Ulster Queen in Princes Dock, Liverpool. Centrepiece of the top table was a casket made from the timbers of ships on which former presidents had served. Seen here admiring the casket are, from left, Captain S Thompson, master of Ulster Queen; Captain R G Morrison, Chief Marine Superintendent, Coast Lines; Commander R G O'Neill, president of the Sea Urchins; and Lieutenant Commander F C Mugford, secretary and treasurer.



Normandy Ferries' Le Havre Director retires

Alex Wooley, Operations Manager, Normandy Ferries (centre) presenting an old picture of Southampton to Monsieur Pierre Boileve, who retired in March as Director of Normandy Ferries, Le Havre. Monsieur Boileve began life as a regular officer in the French Army, graduating from St. Cyr and serving in the French Artillery during the war. Afterwards, he went to sea, first as Purser of the Antilles and later as Purser of the France. Although he has no intention of writing his memoirs, his many interesting acquaintances included Prince Youssouf, the assassin of Rasputin, and many famous politicians and film stars. Also seen in our picture is M. Bob Toussaint, the new Director of Normandy Ferries, Le Havre.

Pandair streamlines its UK operations

Pandair Freight has reduced the number of its UK regions from eight to four so as to streamline operations and give the managers of the new enlarged regions greater autonomy.

They are: North, Midlands, South—Exports, and South—Imports.

G Leonard has been appointed Regional Manager, North and under him are three area managers.

They and their branches are: R H Anderson, Glasgow, Newcastle and Teesside; N Cardus, Chester and Liverpool; and L Johnson, Bradford, Leeds, Manchester and Preston. J Scot has been promoted to Sales Manager, Scotland.

G Doyle has been appointed Regional Manager, Midlands and under him are three area managers also.

They are: G Clark, Castle Donnington, Leicester and Northampton; J Tudor, Birmingham, Coventry and Wolverhampton; and D H Yates, Bristol, Gloucester and Newport.

H Clark has been appointed Regional Manager South—Imports. He is responsible for imports handled by branches at Heathrow, Gatwick, Southend and Dublin. B Allum has been appointed London Import Manager, Heathrow, Pandair's biggest import branch.

R A Piper has been appointed Regional Manager South—Exports. Under him are two area managers—G V Jones, East Bedford, Yiewsley and Luton; and M C Paskins, Dagenham, Gatwick and Southampton.

APPOINTMENTS

Offshore oil and gas rig suppliers, T Small & Company have appointed Derrick Swallow as their Regional General Manager in Great Yarmouth. He joins the company from Grimby shipping agents, A E Berry & Son, where he was manager. Derrick worked in Nigeria for ten years with Intercotra, a Nigerian company engaged in providing support services to the international oil industry.



R S Green



Harry Green, who, as reported in the last issue of Wave-length, has been appointed Depot Supervisor of Northern Ireland Trailers' new depot at Yeadon Airport.



H E Meyer

Ferrymasters have announced the following Board appointments: R S Green (Executive Director of UK operations based at Felixstowe), G B Whitehead (Executive Director of Marketing and Administration based at the company's headquarters in Altrincham), H E Meyer (Director based at Berchem, Belgium), J Van Schijndel (Director based at Vlaardingen, Holland).



J Van Schijndel



G B Whitehead

A C Simpson has been appointed Maintenance Manager of the North of Scotland, Orkney and Shetland Shipping Company. He was previously Assistant Superintendent Engineer, Liverpool.

Obituary

We record with deep regret the deaths of:

James W. Ratledge who died on 10 February in his 91st year. Mr Ratledge joined Samuel Hough Ltd in 1906 as secretary. In 1913 the company amalgamated with F H Powell & Co and Jno, Bacon, which later became Coast Lines Limited. In 1927 Mr Ratledge became a director of Coast Lines and in 1937 he was appointed Assistant Managing Director, an appointment he held until his retirement in 1947. After giving up his executive duties he remained on the Board until 30 June 1952. Always very active in staff welfare, he played a leading part in the formation of Coast Lines Superannuation Fund.

David James Williamson, Marine Superintendent/Superintendent Engineer of the North of Scotland,

Orkney and Shetland Shipping Company who died on 22 March aged 61 years. David joined the company as Chief Engineer of m.v. Earl of Zetland on 15 January 1947 and transferred to m.v. St Clair during the building stage on 16 October 1959. He was appointed Superintendent Engineer on 1 September 1962 and held the further appointment of Marine Superintendent from July 1971. Born in Walsay, Shetland David served his apprenticeship with a ship repair yard in Lerwick. He first went to sea about 1935 with Shaw Savill. During the war he was captured by the German surface raider Penguin (HK 33) on 20 November 1940 and imprisoned in France and Germany.

Captain George Goldman who died on 28 February, aged 76 years. Captain Goldman joined Coast Lines as second mate in 1920 and was promoted master in 1931. He served in all the company's vessels and retired in 1961.

Pandair say farewell to Jack Everton

Pandair Freight has lost a popular member of its staff to retirement - Jack Everton.

Jack said his final farewell to colleagues and staff at Pandair's headquarters at Braywick House, Maidenhead at the end of March.

He started his working career in the thirties with the Grace Line in his native Liverpool. In the war years he served first with the Royal Welch Fusiliers, then the RAOC on radar research, and finally the Royal Corps of Electrical and Mechanical Engineers on its formation in 1942.

The war over, Jack went



home to Liverpool and joined the Forwarding Department of Dowle and Marwood.

Five years later he was appointed Assistant Forward Freight Manager.

In 1955 he began his long career in the air freight industry when he formed Dowie & Marwood Air Services. Under his guidance the

company grew into one of Britain's leading air forwarding organisations. He was appointed a director of the company in 1963.

On the formation of Pandair Freight in the Autumn of 1970 - following the merger of P & O Group air freight interests - Jack was appointed Pandair director responsible for research and development.

From this date on he was a forceful man-behind-the-scenes in helping to publicise Pandair's aims, services and growth.

Never one to let time slip by, Jack, a JP since 1963, now intends to devote many hours on the Bench as Deputy Chairman of Manchester's Juvenile Court, an appointment he has held since 1967.

We all wish him well throughout his days of 'leisure'!



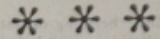
Space age crash helmets

Two of Pandair's Teesside staff, Mrs Josie Longstaff (right) and Miss Jennifer Saunders wearing American manufactured crash helmets - part of a consignment of nearly 1,000 which have been imported into this country during the past year. The helmets are made from unbreakable lexan a material used to protect astronauts - and were developed during the United States Space Research programme. Pandair was commissioned to bring the helmets from Los Angeles for distribution throughout the UK and Europe.

Items for sale

■ Finding myself now permanently transferred to the GCD, I am left with some white uniforms which I shall no longer require and which may be of use to others in the Passenger Division. I would gladly sell them off at a price far more reasonable than any existing outfitter could offer. Naturally they are all in good condition. Details are as follows: White Jackets, 9, Size 42" chest (P & O Design), 33" inner arm, Trousers 9pr, 5 at 32" waist, 33" inside leg, 4 at 34" waist, 33" inside leg, 2 Mess Jackets 42", £20 or near offer for the lot!

Captain A J Field, General Cargo Division, P & O, Leadenhall St, London EC3



■ 8 mm Paillard cine camera (3 lenses) with projector for sale. All necessary accessories, and all in perfect working order. Ring Highcliffe (Hants) 3209 any evening.

When I was a boy, my son

The Liverpool River was green and clear
When I was a boy my son
Full of fine great ships with famous names
Familiar to everyone.

The River's banks were of clean white sand
When I was a boy my son
And Merseyside fondly set all its clocks
By the sound of the "one o'clock gun".

The air on the river still smelt of salt
When I was a boy my son
And the silver grey fish were not brought to a halt
Choked in untreated sewage by the ton.

The landing stage vaunted its proud painted bulk
When I was a boy my son
Not neglected and haunted, a vandalised hulk
As it's now been allowed to become.

There were five wasted years of war still to come
When I was a boy my son
Of blackouts and bombing and death by the gun
In a conflict that nobody won.

Beetles were still only a garden pest
When I was a boy my son
A trip to the moon was a Jules Verne jest
And rockets just firework night fun.

I wonder how you'll reminisce my son
In twenty-six years to come?
Will you bore the pants of two fine lads
With "When I was a boy my son"?

L Sinclair



25,000th visitor to OTD promotion wins holiday in Salzburg

The 25,000th visitor to the Ocean Travel Development promotion - Sheffield Goes to Sea - Britain's first shop window for passenger shipping, held in September last year, was lucky to win a week's holiday for two in Salzburg, Austria. This was donated by the Austrian Tourist Board in association with North Sea Ferries who run a daily car ferry service from Hull to Rotterdam. The winner was Peter Holberry, a Sheffield cutlery worker who is seen here at the start of his holiday with his wife and Captain Ellerby, master of the m.v. Norwave one of the North Sea Ferries vessels.

Invoices pour in as Geoff asks is this a record!

Which P & O company has the greatest through-put of invoices and accounts documents? Ask Geoffrey Hill, Accounts Manager of Pandair Freight, and he will reply without any hesitation, "Pandair".

Certainly the statistics that he produces would tend to prove him right - 400,000 plus invoices per year is an awfully large number, and he would be interested to know if he is right.

Any challengers would be wise to claim quickly, for if President Nixon accepts the recommendations of his examiner on the Civil Aeronautics Board a whole new international trade in and out of the United States will be operated by Pandair which could dwarf even the large figure quoted already.

Geoffrey came to P & O in 1938 when he joined the Passenger Department in Cockspur Street. During the war he was commissioned into the Indian Army's 13th Frontier Force Rifles, and tells a very interesting story concerning the language of a Staff Sergeant at a parade in the Octu at Bangalore which was intentionally dodged by a very well known P & O personality whose name may not here be mentioned.

He returned to 122 Leadenhall Street after the war and, after transferring to the West End, was appointed Assistant Head of Accounts Department. Later he became head of the Passenger Accounts Department. In

1967 he was appointed Accounts Manager for E.M.G. Air Services, the headquarters of which at that time were at Iver, with the Accounts Department at West Drayton. With the growth of air freight and the corresponding growth of E.M.G., Geoffrey expanded his department until it became a computerised-operation based upon the use of the P & O computer.

Now with a staff of 75 at the Pandair Headquarters at Maidenhead, Geoffrey manages one of the most remarkably efficient organisations of its type in the country.

Geoffrey will not readily forecast the future growth of his department, but, doubtless, if asked in a year's time how many invoices Pandair was producing, he would thank you kindly for the enquiry and modestly admit to a cool ½ million.



Geoffrey Hill

John Leadenhall's Diary

Cricket club bestows top honour on loyal member

Many people at P&O, particularly on the passenger side, will recall Ken Smart, who retired a year or so ago.

All his life Ken has been a keen cricketer and for 33 years has been a loyal member of Sevenoaks Vine Cricket Club. Now after all that time the club has bestowed upon him its highest honour — honorary life membership.

Ken was told the news at the club's annual meeting, during which the club presented him with a silver tray. In a speech afterwards he said: "I do not think anyone here tonight can know what the Vine Cricket Club means to me and the tremendous part it has played in my life".

Mix-up ends with RNAR man getting two ranks

Sydney berthing operator, Frank Braiden, can't help but confuse you. But it's not his fault — the fact is Frank must be about the only person in the world with two legitimate naval ranks.

He is a Petty Officer Instructor with the Naval Reserve Cadets and also an able seaman in the Naval Reserve.

"It's an unusual set-up", Frank told me, "but it came about quite by accident".

Instructor

"I joined the R.A.N. Reserve three years ago as an able seaman. Shortly afterwards I was asked to become a civilian instructor with the Naval Reserve Cadets."

Frank's involvement with the Naval Reserve was quite straightforward until he was promoted Petty Officer Instructor with the cadets, yet still retained his rank as able seaman in the Reserve.

"Normally one shouldn't hold the two ranks at once, but my papers must have got mixed up somewhere," he said.

Frank serves as a crewman aboard the Archer, an Attack-Class fast patrol boat, which is used for fishery protection and as a training vessel for the R.A.N.R. He has also done numerous coastal patrols in the vessel.

Somerset

Ken who is 63, is one of only four honorary life members of the Vine Club and one of its longest serving and consistent players. Since 1938 he has taken over 1,500 wickets, his best analysis being 8-11 against Lloyds Bank in 1951.

During his early days with the Vine, Ken opened both the bowling and batting and once he and F Castle, who later played for Somerset, shared in an opening stand for 220 for the first wicket against Haileybury College.

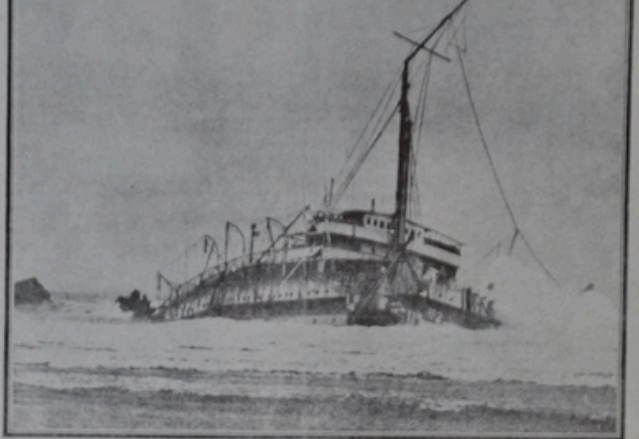
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NO. 3480 MONDAY, NOVEMBER 2, 1914 24 PAGES

IMPRISED ON WRECKED HOSPITAL SHIP: MEN JUMP INTO RAGING SEA AND SWIM FOR THEIR LIVES. 1903-1914



The hospital ship Rohilla, which was sunk by the German U-boat U-109 on November 2, 1914, is seen here as she sank off Saltwick Nab, Yorkshire. As was reported in the last issue of Wavelength, a silver plated coffee jug was washed up from the wreck a few weeks ago.



Men from the hospital ship Rohilla are seen here as they were rescued by the British Royal Navy on November 2, 1914, after she had been sunk by the German U-boat U-109 on November 2, 1914. The men were rescued by the British Royal Navy on November 2, 1914.

The sinking of Rohilla

A few of my readers may recall The Daily Mirror's front page of Monday, November 2, 1914, which, as can be seen here, carried a photograph of the hospital ship, Rohilla as she sank off Saltwick Nab, Yorkshire. As was reported in the last issue of Wavelength, a silver plated coffee jug was washed up from the wreck a few weeks ago.

Treasure hunters recovered a fortune from P&O wreck

Over lunch the other day I had a very interesting chat with a friend of mine who for several years now has spent much of his spare time trying to locate sunken wrecks. I suppose he could be described as a semi-professional treasure hunter.

Anyway he'd been reading the last issue of Wavelength and had come across the article about all the gold and silver lying at the bottom of

the ocean.

The story told of a number of ships that went down with valuable cargoes — among them P & O's 7,912 ton Egypt, which in May 1922 was rammed and sunk by the French steamer, Seine, off Ushant, Egypt apparently was carrying five tons of gold and 45 tons of silver worth a million pounds.

I must confess I was under the impression all of it was

still there but my friend tells me that much, if not all of it, was recovered way back in the 'thirties.

It appears that an Italian company with the name of Sorima discovered the wreck on 27 August 1930 at — and I quote — 48°6'N, 5°30'W.

Salvage operations started soon afterwards but on 7 December that same year the salvage ship, Artiglio was lost with five lives when ammunition

aboard the Egypt exploded during blasting.

The following year work was resumed with Artiglio II but without success. Still the treasure hunters continued, however, and on 22 June 1932 the first gold was recovered.

Work went on for another three years and in the end the gold and silver recovered totalled more than a million pounds worth.

Hong Kong film wins first prize

Cathay Pacific Airways' new film "Discover Indonesia" has won first prize in the Orient section of the 1972 P.A.T.A. film festival.

The 15-minute colour movie was directed and produced by the Hong Kong airline by Toku Kariya of the Shibui Film Studios in Tokyo. The film covers the main Indonesian tourist destinations of Bali and Jakarta.

By virtue of the P.A.T.A. award, Cathay Pacific's film will automatically be entered in this year's San Francisco Travel Film Festival.

Keith H. Sillett, Cathay Pacific's General Sales Manager, accepted the award on behalf of the airline at the recent P.A.T.A. conference in Kuala Lumpur.

Falmouth bantams are tops

Breeding bantams isn't exactly my idea of a pastime. Having said that, however, I was very interested to hear that a group of men employed in the repair yard of Silley Cox and Co. in Falmouth not only claim it to be their main hobby, but are also making a name for themselves in the poultry world.

One of the men is Tom Mason, who works in the Falmouth Docks and Engineering Company's no. 2 pump room. Tom tells me that he and his colleagues between them have some of the rarest breeds in England, among them Spanish Buttercup, Yokohama and Malay. This latter breed is the speciality of fitting shop chargehand, Dick George, the ex England international rugby player.

Tom says that over the years he has shown winners at many shows but he is particularly proud of his successes at Olympia and the Royal Cornwall.

For anyone thinking of taking up the hobby, he has one piece of advice: attend a show first before selecting the breed you intend to rear.

U172 — her career was short but deadly

Many of those who survived the torpedoeing of Orcaades II 30 years ago this October (Wavelength No. 3) must at some time or other have wondered what kind of career U172 led before she, too, came to a watery end.

Submarine U172 I'm told, was built in Bremen and launched on the 5 August, 1941. She was commissioned that same year on 5 November. During surface navigation the boat's displacement was 1,120 tons, and in submarine navigation, 1,232 tons. Her overall length was 76.76 m,

her breadth 6.76m. her normal draught when navigating on the surface 4.70 m and when submerged 9.60 m.

The MAN diesel engines were designed for 4,400 HP and the electric motors for submarine navigation, for 1,000 HP. The boat's maximum surface speed was 18.3 knots and the maximum speed below surface was 7.3 knots. Her diving time was approximately 35 sec.

U172 was armed with six torpedo tubes of 53.3 cm each and could take on twenty-two torpedoes or forty-four TMA-mines. Four

torpedo tubes were arranged at the bow, and two at the stern. On deck, a 10.5 cm gun, a 3.7 cm anti-aircraft gun and two to four 2 cm anti-aircraft guns were arranged.

The submarine operated in the Caribbean from June to August, 1942, during which time she sank ten ships totalling 40,745 grt. In October, 1942, she sank six ships, totalling 48,054 grt, in the South Atlantic and in the autumn of 1942, she sank two ships, totalling 11,994 grt off the coast of Brazil. In March, 1943, U172 was again

in the Central Atlantic and during an attack on the Allied Forces Convoys UGS 6 and RS 6 in the late summer of 1943, she sank four ships, totalling 22,946 grt, in the waters of Brazil.

She met her end on 12 December, 1943, West of the Canary Isles. On that day, she was refuelled by the submarine boat tanker U219 but during the process, was detected by aircraft of the protection unit of convoy GUS 23. The planes were from the US escort-carrier, Bogue.

Following a prolonged

pursuit by water bombs, the boat was sunk by the American destroyers, George E Badger, Clemons, George W Ingram and Dupont. Thirteen members of the crew were killed.

The submarine's Commander, Karl Emmermann, was born in Hamburg on the 6 March, 1915. In 1934, he entered the services of the Imperial German Navy and was Commander of the boat from the date of commissioning in November, 1941, until October, 1943. In October, 1943, he became leader of

the 6th submarine flotilla, and in August, 1944, he took over the trial group for the new German submarine type XXIII. Subsequently, until March, 1945, he was Commander of the modern German submarine U3037, a type XXI boat.

He was released from a British POW camp in September, 1945 and lived in Hamburg for many years. He was awarded the knighthood of the Iron Cross on the 23 November, 1942 and the Oak Leaves to the Iron Cross on the 4 July 1943.



Foreman shipwright retires after 47 years

Foreman shipwright, Isaac Cyril McKenzie, was presented with a gold pocket watch by his colleagues when he retired from R & H Green and Silley Weir after 47 years' service. Isaac joined G & SW way back in February 1925. In April 1930 he went to sea as ship's joiner in P & O's Maccæonia. When she was sold he joined the Mantua and sailed in her under Captain Legge and Chief Officer N W Webster until December, 1935. After a spell back at the Royal Albert Dock as a shipwright, Isaac did a relief voyage in the Mongolia under Captain Townsend and Chief Officer Morris. Then it was back to the Royal Albert again until April 1949 when he joined the Corfu as ship's carpenter. In June the following year he finally left the sea and returned to G & SW. He was promoted foreman in 1968. Our photograph shows Isaac (fourth from left seated) with his fellow shipwrights. Back row, from left: D Veares, S Waters, J Nicholls, H Coalbrân, N Williams, R Dartnell, B Marchant, D M Donnell, H Rushbrook, N Barrett, T Bolger and P Noler. Seated, from left: C Reed, R Geddes, S Hutcheon, Isaac McKenzie, L Lewis, L Geddes, B Treweek and J Wing.

MSS stage two-day course for officers

Lectures and demonstrations covering everyday safety at sea, fire fighting, and rescue techniques, formed the basis of a two-day course for senior officers, held on board our General Cargo Division's ship, Westmorland, by Marine Safety Services.

MSS specialises in all aspects of marine safety, on board training, and world wide advice to shipping lines on safety programmes, backed by MSS expert consultants.

The course was held to inform divisional ships' officers and fleet managers on the uniform safety policy for

ships of the General Cargo Division and overall standardisation of all safety equipment.

MSS supply safety training and equipment advice to some 110 tankers, bulk, LPG, OBO and chemical carriers, container vessels, freighters and refrigerated freighters within the P & O Group.

Outside P & O, it provides similar services to five other shipping companies.

Ship fires

The briefing included a day of lectures concerning the division concept of emergency organisation, ship fires and other emergencies and a second day of practical demonstrations.

The demonstrations included the rescue of a man trapped in a "fire". For this exercise a "fire" in the Westmorland was simulated by smoke bombs.

A second demonstration featured a rescue of a man in an oxygen-deficient atmosphere - a particularly skillful rescue, hazardous to anyone except trained personnel.

Rescue

Foam-making equipment and breathing apparatus was also demonstrated to observers.

Other subjects covered included handling hazardous deck cargoes, handling fires in port, damage control, machinery space fires, general rescue operations and accommodation and storeroom fires.

Lecturers on the first day included Captain H W H Long (General Manager MSS), G B Standing (Assistant General Manager MSS), R C Page (Panoocean Shipping and Terminals) and E Harrington (L Division, London Fire Brigade). Captain T Robinson and L R O'Sullivan (consultants with MSS) assisted on the second day.

Gas

The MSS concept of emergency organisation has stood up to the most rigorous testing in actual real shipboard emergencies. In one such event seven persons were satisfactorily rescued from a gas filled space. MSS consultants generally take 10-14 days aboard individual ships to fully instruct officers and crew on safety and emergency training procedures.

Albert Dock Sick Club disbands

A club formed over sixty years ago by a group of engineering and ship repair workers to assist them and their work-mates in times of sickness, has been disbanded.

The club was formed in the Royal Albert Docks when wages and conditions were not as they are today and in the days when there was no National Insurance scheme. A set of rules was drawn up and the club became known as the Albert Dock Engine Works Sick and Funeral Fund. There was a secretary, a treasurer, three trustees and six committee members.

Changes

Over the years, the club has seen many changes. It was once known as R & H Green and Silley Weir Ltd's Friendly Society and in recent years has been called the Albert Dock (E.16) Sick Club.

The unhappy task of winding up the club fell on secretary, C G Tweedy and chairman, W Holmes who said that due to changes taking place within the works where the club is conducted, there had been a considerable loss of membership, resulting in a loss of income and insufficient funds to pay expenses. Therefore, a meeting of members had decided that the club should cease all business.



Ken's studio is a shed—but he's painting his way to success

Scraping sludge at the bottom of an oil cargo tank and exhibiting oil paintings in a main street studio seem poles apart. But one man who appears to be doing both successfully is 46 year old Kenneth Gill.

Ken, a tank cleaner at Silley Cox's for the past seventeen years, took up painting three years ago. He has never had a lesson and has refused to read any books of instruction, relying solely on his own feelings for what he does.

He started by buying a set of oil paints in January, 1969. The first few pictures he did are at home in his studios - a 7' x 5' shed. As he felt more confident with his work he began to show it at his 'local', the "Red Lion" at Penryn. Mine hosts, plumber chargehand, Walter Retchford and his wife, Kathleen, encouraged him from the beginning and it was here that Ken sold his first picture.

In August 1971 E.C.C. &

Co., held a competition "Art in Industry". This attracted almost 1,500 entries from professional and amateur artists. Among them was Ken's "Dry-docked" - a picture of a tanker in Silley's Queen Elizabeth Dock. Two hundred or so entries were selected for showing at the St. Austell Arts Club and "Dry-docked" was one of them. After the showing Silley, Cox bought the picture and it now hangs in the office of the Personnel Manager, R. Higginson.

One of the many pictures Ken has sold went to the Captain of the USNS Bowditch, who said it would occupy a place of honour in his American home.

Ken says he couldn't imagine not painting now, but admits that minor repair and decorating jobs at home are sadly neglected in the cause of art. But he adds, "Painting is wonderfully rewarding; mentally, spiritually - and financially!"

Weddings, Births & Engagements



▲ Miss Lynne Garnett, a manifest typist in Dowie and Marwood's Liverpool office, and Mr Leonard Miles after their wedding at Alexandra Hall Registry Office, Crosby, near Liverpool.

◀ Miss Mary Riley of Dowie and Marwood and Mr Arthur John Winters after their wedding at Trinity Road Registry Office, Bootle.



Mr and Mrs John Rainbow after their wedding at St George's Presbyterian Church, Palmers Green. The bride, formerly Miss Lynn Ramage, works in the Passenger Division's Personnel and Administration Department. John was at one time 2nd Cook in Canberra.

Engaging time at BSD

Not content with their present lot in Navigation House, several members of Bulk Shipping Division have been seeking more productive forms of occupation.

Frances Costello, Supplies Department, married Mr Albert Smith at St Mary's Church, Hornchurch, on 27 November 1971.

John Bull, Operations Department, married Miss Barbara Brown at St Paul's church, East Molesey on 14 February.

Jim O'Sullivan, Development Unit, married Miss Angela Hagger at All Saints, Hockerill, Bishops Stortford on 25 March.

John Cugley, Operations Department, is to marry Miss Gillian Ball at St Barnabas Church, Hadleigh, on 15 July.

Trevor Fairhurst, Oil Bulk Unit, is to marry Miss Jayne Melville-Smith at Malvern Priory later this year.

David Robinson, Personnel Department, is to marry Miss Diane Foxhall later this year.



Captain F N Cook, Personal Assistant to the Chairman and Directors, Sydney, and Mrs Katie Galbraith who were married at the Naval War Memorial Chapel, HMAS Watson, Sydney. It was a quiet family ceremony with Captain Cook's son David acting as best man and Mrs Cook being attended by her daughter, Gayl. Captain Cook's daughter, Venetia, who is in Scotland telephoned her congratulations to the couple shortly after the wedding.



Christine Wheeler and David Wilson who met while working in Sydney office data processing department were married at St Mark's Church, Darling Point, on 8 April. David is still in the department, but Christine now works as a receptionist in the Passenger Department. Christine, incidentally, is a niece of E & A Purser, Frank Wheeler.

Sorry we're late but . .

The Birt Potter & Hughes correspondent apologises for late notice of the following arrivals to members of the staff during recent months. This has been caused by the alcoholic stupor induced in celebrating same having just worn off.

John Montgomerie, a son, James Nicholas - 15 October.

Alan Steed, a daughter, Tracy Ann - 27 January.

Alastair Chalmers, a daughter, Bridget Michelle - 31 March.

We feel note should be taken of the enormous increase in the birth rate which we feel has in some part been induced by the low freight market conditions allowing brokers too much spare energy!

Our congratulations to them all.

Friendship blooms into shipboard wedding

P & O played cupid when a lonely middle-aged Japanese widower married a lady friend of ten years' standing on board the Canberra at Kobe.

Ever since his first wife died some years ago, 41-year-old Sadao Tama had one dream while he worked at his job as an accountant with the Nikkan Sports newspaper in Osaka. He dreamed of ships and faraway places. He sought companionship in a club of sea fans and they talked and corresponded about the pleasures of sea travel.

Sadao's special love was the Canberra, which he frequently described as "graceful as a sea bird."

Before long, however, Sadao discovered another love - 27-year-old Miss Mie Shintaku, a neighbour with whom he had been acquainted for ten years.

Mie shared his dream of travelling on a great white liner to foreign lands.

In traditional style, Sadao asked a matchmaker to propose marriage to Miss Shintaku.

The two became engaged and they decided that more than anything else they wanted to be married on board the Canberra and to spend their honeymoon travelling to the foreign lands they had talked about.

Sadao contacted Swire Mackinnon, P & O agents in Japan, to ask whether a shipboard marriage could be arranged. Letters and telex messages went off to the P & O head office in London and to the Captain of the Canberra. The answer came back - yes!

The Reverend Shinya Kurosu of the Adventist Church of Kobe married the

couple while Canberra was berthed at Kobe. The Crystal Room, one of Canberra's many public rooms, served as a chapel for the wedding ceremony. A reception followed in the Menzies Room. Canberra's bakers produced a beautiful wedding cake decorated with pink rose petals for the occasion.

The new Mrs Tama said it was the first time she had been on board the 45,000-ton Canberra. "Sadao talked about it, but I never thought a ship could be so huge. It's like a big, big floating hotel," she said.

Sadao and Mie have now returned to Japan following a two-week honeymoon, including five days on Canberra and a visit to Hong Kong and Manila.

Said Sadao: "You can be sure that Canberra will always occupy a very special place in our hearts."



On behalf of P & O and the ship, a member of Canberra's Bureau staff presents newlywed Mr and Mrs Sadao Tama with a token cash gift following their wedding on board the liner at Kobe.

The Gilberts—where tourists rough it and like it . . .

In 81 years of British rule there's been so little development it doesn't matter. Father Time forgot the Gilberts, buried in the mass that is the Central Pacific, 1,500 miles north of Fiji.

It's all a blessing in disguise for a traveller looking for the old South Seas and islands far beyond the bright lights of distant Suva or Pago Pago.

If the traveller is prepared to 'rough it', without almost all accepted tourists' mod cons, he'll have an experience well worth his while in the Gilberts.

The white, slender coraline atolls, skirting the equator with unknown names such as Kuria and Maiana, can be counted among the rare regions of earth hardly changed by man over the past 100 years.

Conditions are still similar to the rip-snorting days of Bully Hayes' seadog black-birds and the mighty King Binoka's 36 rolypoly concubines of the 1860's and 1870's.

Robert Louis Stevenson and 19th century 'loners' like the Scottish lad George Murdoch and cannon-fire Tom Redfern are gone — but their bases are left.

Remaining today are, awash on an Abemama reef for over 60 years, the wreck of the White Rose, last pirateer of the South Seas, and, on feared Tabiteuea Atoll, the gruesome, 200-year-old bones of Kourabi, legendary son of a long-dead Queen of Beru.

Also, the Gilberts have King Binoka's pool, where the royal concubines regularly bathed naked; George Murdoch's well-preserved Kuria home and his huge lime and coral prisons; the lonely but beautiful Onotoa Graveyard boasting 50 grey coral tombs; Sir Arthur Grimble's haunted Island resthouses, where whispering ghosts confer at night in the tall rafters.

There are forgotten, dilapidated trade stores and houses to explore, barnacled cannons buried in the sand, pathetic gravestones to discover with Yorkshire and Boston names, wrecks of old schooners, ship ballast and scarred cutlasses dispersed on seldom-visited spots such as Aranuka and Nonouti.

The atolls, of course, aren't everyone's cup of tea!

Heat is in the 90s every day and the Gilbertese sun is fierce; imported food is in short supply and sophisticated night life is nil. Cars and electricity hardly exist.

Otintai (Gilbertese for sunrise) on Tarawa, is the Gilbert's one hotel. With 11 rooms and a bed tariff of £3 per day, air-conditioning and hot water are unheard of. Otintai has no buttons to push for room service or a paging system. You just yell if you want something or someone.

However, the hotel, in the able hands of Melbourne-born

Peter Barker, who is married to one of Tarawa's prettiest misses, more than makes up with character and lively service (or what it loses in lack of pinball machines and juke-boxes).

Single men have been booked into the same room as single women; desserts have been served before soups; apricot pies have been served with gravy; bras and panties have been returned to male guests . . . I collected an orange singlet instead of my brown socks when my laundry turned up.

Otintai is one of these small, out-of-the-way and rapidly disappearing island spots which gets away with oft haphazard operations because there's always something happening. The girls are pretty and friendly, the lagoon is two feet from guests' beds and the whole atmosphere is so different from city life.

Tarawa itself swings. Capital of the Gilberts and also the southerly Ellice Islands, it has attracted many thousands of immigrants in recent years from outer atolls. They've come for the bright lights, jobs, regular dances and feasts or just to be 'where the action is'. Now 13,000 of the colony's 55,000 people live on Tarawa.

Commercial centre is Betio, an islet reached only by launch; government headquarters are at Bairiki, two miles away; and 15 miles further east, along the dusty narrow Tarawa Road, is Bikenibeu, which includes the Otintai, two government departments and the colony's main schools.

Ten miles further from Bikenibeu lies Bonriki, the Gilberts' 'international airport' which greets weekly touchdowns by Air Pacific's Hawker Siddeley prop-jets en route from Fiji to Nauru, not to mention several calls a month by light aircraft on delivery from the US to Australia.

Bonriki is also the base of the colony's two-year-old

internal air service operated with Air Pacific's Heron aircraft. Twice-weekly services operate to white lagoon-mud strips on Abemama and Tabiteuea to the south, and Butaritari to the north.

A Tarawa-Abemama flight takes 40 minutes; a Tarawa-Tabiteuea flight via Abemama, takes 90 minutes; and a Tarawa-Butaritari flight takes 55 minutes.

Abemama is the spot for Robert Louis Stevenson fans. On his travels out of San Francisco on the chartered schooner Equator, to finally die in Apia, Western Samoa, the Scottish author lived for four months on Amemama in 1890 as guest of the last monarch of the Gilberts, Binoka.

Binoka, a 20-stone despot who bettered European traders with his shipping and trading empire, had a European house built for Stevenson and his wife. The house stood near Binoka's own two-storied mansion overlooking the atoll's vast lagoon. Today, both houses are pulled down. The foundations of Stevenson's house remain, as Binoka's present-day descendant, Acting High Chief Paul Binoka, showed me.

A hundred yards away is King Binoka's upraised tomb and a mile down the road — by Japanese motor bike — are the remains of two old trade centres, run by George Murdoch and one-eyed Captain 'Jimmie' Smith in the 1880's.

Tabiteuea, to the south of Abemama, has Kourabi's bones, dutifully preserved in a big basket with beautiful shells at Eita Village. They include very large leg and arm bones and an enormous skull, indicating a man seven feet tall.

Old Eita villagers, who ceremoniously wash Kourabi every five years, swear the bones are over 200 years old. Legend has it that Kourabi was the last Gilbertese giant.

Maiana, near Tarawa, may not have a local giant, but it turns on the wildest and most

genuine dancing in the Islands (and that included Bora Bora, Manua, in the Samoas, and Papecte).

I downed a great feed of chicken, breadfruit and coconut milk in the maneaba (eating house) of Tebangitua Village. Then, no holds barred, winsome bare-breasted girls and their boyfriends, wearing long black strands of human hair wrap-around mats, went to town.

The old hula, hand dances, rhythmic clapping (not to mention an uninhibited Gilbertese twist) and group singing made it quite a night. Villagers insisted that there be no charge whatsoever. My impressions were they had been forgotten so long it was great at last to have any visitors.

Maiana's dancing isn't rare in the Gilberts. It's part of the all-round welcome to visitors to any of the outer islands which is almost embarrassing. Embarrassing especially when you are swamped with gifts of more food than you'll eat in a week and the corresponding insistence that nothing is required in return.

But that is a problem only visitors themselves can solve. Locally, other problems are there . . . the atolls are a hotch-potch of outpost colonial rule, political aspirations 20 years behind the rest of the South Pacific and general acceptance that when phosphate mining ends in 1975 the local economy will collapse.

It's easy to enter a chinwag at the Betio Club, a Governor's cocktail party or a government reception at the Otintai for a visiting dignitary (who most probably is seeing the Gilberts for the first and last time). What's to happen in 1975? It's anybody's guess.

Ken McGregor



New Decca radar range

P & O experts recently attended a presentation in London of a new range of solid state Decca marine radars, suitable for all vessels from fishing boats to supertankers. With Decca and design experts at the presentation were R Carpenter, marine inspector, Bulk Shipping Division, (far left) and J A Scott, an electronics inspector, with the Technical Services Division (second from left).

House journal editor joins TR Magazine

Last month witnessed the departure of three familiar faces from the Information and Public Relations Department.

Michael Taylor was the first to leave to take over the editorship of 'TR Journal', the magazine of Telephone Rentals. Mike's career with P & O spanned some thirteen years which took him through the freight and passenger departments of P & O Lines, and, shortly after having a book reviewed on television, to public relations where he became Editor of 'About Ourselves'.

It was under Mike's guidance that the journal won an award in the 1969 National House Journal Competition. The next to go was Dick Brown who was only with us a few months. Unfortunately ill-health made it imperative for him to return to his native Scotland where he will be taking up a public relations post with a local authority. Beverly Clarke, the third of the trio and the Editor's former secretary, left to take holiday employment in Jersey. Said Bev, "I haven't fixed myself up with a job yet. Who knows I might end up pulling pints!"

Technicians go international!

Most P & O Group departments have an overseas flavour of some kind or other.

None, however, can equal the speed with which the Technical Services Division has gone international.

It all began in January 1969 when TSD started work as a department with a staff of 19 and an order book of two ships. Since then, globe-trotting has become a way of life for its boffins.

Today, 28 technicians — nearly one in four of TSD's 118 strong staff — are abroad, supervising the construction of 32 Group and consortia ships costing £160m. in coun-

tries as far apart as Italy, Sweden, Norway and Japan.

Ships currently under construction range from a fast container ship, a passenger liner and liquefied petroleum and natural gas carriers, to oil-bulk-ore, chemical and specialised refrigerated cargo carriers — the "Wild Reefers".

Overseas at the moment supervising work on Spirit of London in Genoa are A M Ferguson, principal inspector; M Marriott, engine inspector; G Williamson and E Denton, Hull inspectors; J E Pace, electrical inspector; and V Holloway, pipe inspector.

Watching over two OBO's way north in Sweden are hull

inspectors Don Madeley and Don McWalters; principal inspector, Mike O'Keefe; engine inspector, L Ball; electrical inspector, C A Turner; and assistant engine inspector, T Mulgrew.

Over the border in Norway, A Temple, J B Fraser and D McPherson, hull inspectors; F T Luckham and M Evans, principal inspectors; and J Anderson, engine inspector are supervising the building of GCD "Wild Reefers" and Panocan's chemical carriers.

Furthest away from home in a highly industrialised Japan and a not so mystic east, are R Ford, senior

inspector and T Smith, hull inspector, who are keeping a close eye on BSD's ore-oil carrier.

If you want to see the world join TSD . . . or so it seems.

Apparently the caption to a photograph of the Spirit of London's inspection team which appeared in the last issue of Wavelength caused some confusion. The following note was received from TSD.

"I take it that when the boys are saying 'Salute', the reference is to the photographer, not to one of the party (M Crawley) shown in the photograph second from the left. In which case the

person should be Dennis Ellisdon. However, it is possible that the author of that part of the article had a knowledge of a celebration for Mike Crawley and that they are quite correct in suggesting it was to him they were drinking.

When last heard of, Ken Wallace, who on line six from the bottom is spoken of as the Plumbing Inspector was indeed a Plumbing Inspector at Southampton not a Project Naval Architect from Technical Services Division. It is D Ellisdon who is the Project Naval Architect."

Our apologies to all concerned. — Editor

Pandor Club win London Shipping Cup

The reorganised Pandor football team won the London Shipping League Pinto Basto cup when they cruised to a 2-0 win over Lambertins, writes John Rowland.

From the beginning Pandor showed they meant business. After 10 minutes centre forward David Ventham rattled the crossbar with a piledriver from the edge of the penalty area. Four minutes later the same player rose above Lambertins' defence to head the ball on for Ron Ballard to volley it into the net.

Pandor kept up constant pressure and Ventham once again outjumped the opposing defence just before half-time only to see his header smack against the crossbar.

However, midway through the second half Pandor's non-stop pressure was rewarded. Ray Ellis received the ball on the halfway line and sped down the left wing to the edge of the penalty box. Lambertins, expecting the cross, were stunned when Ray cracked the ball into the roof of the net from the acute angle.

This wrapped it up for Pandor. They netted twice more through Ballard and Gregson but these efforts were ruled offside.

Lambertins, although generally outclassed never gave up. In the last fifteen minutes they swept forward time and again only to flounder against the rock-like Pandor defence. In the closing minutes one of their strikers hit a shot which looked goalbound. However, 'keeper Ray Wilkins, pulled off a magnificent save.

So ended a most enjoyable match and season for Pandor. Strangers at the beginning the team moulded together into a very effective unit. Perhaps, most important was the very friendly atmosphere built within the team.

This was due, in no small part, to the excellent facilities provided at Chigwell together with the efforts of Mr and Mrs Francis and Mr Chumley the groundsman, to whom we give our sincere thanks.

Anyone interested in playing football for the company next season should contact either David Ventham or John Rowland in GCD who will be pleased to hear from them.



Serbistan the last ship to sail under Strick Line flag

The Serbistan, the last ship to sail under the Strick Line flag, left London on 25 April and will return to Britain as a P & O ship. On 1 May while on passage to the Persian Gulf she and 15 other Strick Line vessels were integrated into the P & O General Cargo Division fleet. Pictured prior to the ship sailing are Captain Barmie Leeson, Assistant Fleet Manager, General Cargo Division (left) who is seen being introduced to the master, Robbie Robinson by Strick Line Director, E P Hope Smith. Captain Leeson said, "As the ship will be at sea for some time I was delighted to have the opportunity of welcoming those on board into the new organisation in advance."

Sea staff's art on display

P & O was well represented by its sea staff at the April exhibition at the Royal Exchange, London, of "Art and the Merchant Navy", staged by the Seafarers Education Service.

An annual event, the exhibition showed the public the best art - paintings,

drawings, handicrafts, photographs, etc - being produced currently by merchant seafarers.

Work by P & O people included the following: a ship model by Wing Wong, a seaman on General Cargo Division's Strathardle; paintings by Captain R E Baker,

SOS message calls retired master back for duty

Twelve days after attending his farewell lunch, Captain Joe Christie, who was a master in our Bulk Shipping Division, was flying to Amsterdam to take command of another vessel following an SOS from one of the Group's business partners.

Captain Christie was gardening at his home in Stonehaven, Aberdeenshire when he received the telephone call which was to take him and four other P & O staff to Sierra Leone. Fleet Personnel Manager, Derek Brammer, commented: "I literally raked him out of his garden!"

The drama began at 5.55pm on Friday 7 April when Ewen Geddes, BSD Development Manager received a telex request for a British crew from Van Huttum en Blankevoort NV, our Dutch partners in a marine aggregate venture. Their British registered dredger was unable to sail without a minimum number of British officers on board and the company which normally provided them with crews had let them down.

On Saturday Margaret Brown, who is in charge of officer travel arrangements, was contacted at home and made five reservations on a Monday morning flight to Amsterdam while Derek Brammer set about the formidable task of finding a British crew over the weekend!

At 7 pm on Saturday after a day of telephoning and sending telegrams he had solved the problem and the dredger sailed for Freetown, Sierra Leone early on Tuesday morning.

On board were Captain Christie, reported to be

"absolutely delighted" to be back at sea again; Chief Engineer Bruce Halliday who was on leave, Chief Officer A J Lawson (on study leave), Second Officer William Dowie (on leave) and Radio Officer Ian Robson who was standing by the Oronsay at Southampton.

Ewen Geddes said later: "We have an excellent liaison with our Dutch partners and we were delighted to be able to help them."

Stoke City take a cruise

Footballer of the year, Gordon Banks and his Stoke City colleagues are to take a P & O cruise before playing in the Anglo-Italian Tournament.

The Football League Cup winners leave Southampton on 19 May in Canberra for Palma, Athens, Naples and Barcelona.

The party will consist of 13 players, plus Mr Albert Henshall, Stoke Chairman, and his wife, two other directors and their wives, Club Manager, Mr Tony Waddington and the trainer and physiotherapist.

Mr Waddington commented: "With the League Cup and the FA Cup in addition to a full league programme, Stoke players have been under terrific pressure. We felt that the team just had to have a break before the Anglo-Italian Tournament. John Camkin, the BBC radio football commentator and Chairman of Camkin Travel, convinced us that the ideal holiday would be a P & O cruise. Gordon Banks and the boys are now very much looking forward to joining Canberra and lazing in the sun all the way to Naples."



A cheery wave from Captain Leckie commanded

Mer

Melita and Makaria, Mo Hutchison Line's two new fast cargo ships, sailed from Liverpool at the end of March.

Except for their names the two vessels are completely identical down to the la

Eagle saves

Two 22 year old French yachtsmen were rescued from a drifting liferaft south of Ushant by Southern Ferries' Eagle.

The vessel altered course when her master, Captain Gordon Renshaw picked up a distress call from the French coastguard at Brest reporting a yacht overdue. Gale force winds were blowing at the time.

Though no trace was

Retirement gifts for BI's last two Commodores

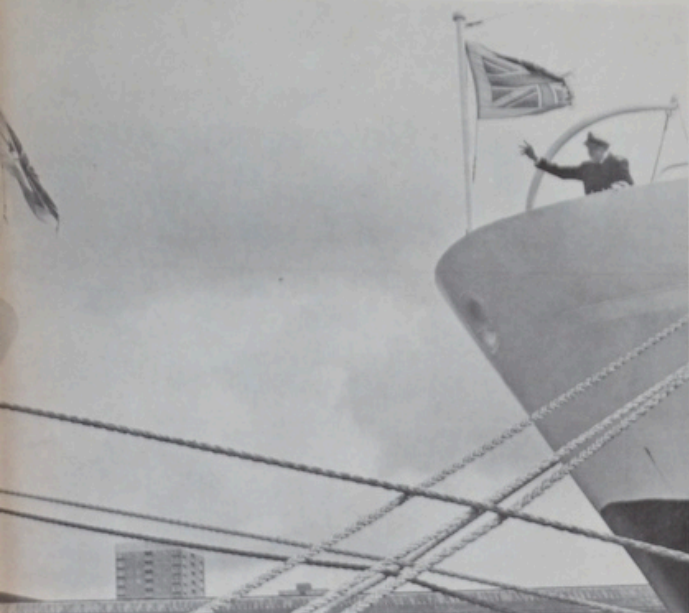


Captain F H Blackett and Chief Engineer JT McAvoy, the last two Commodores of BI, were presented with mementoes on the occasion of their retirement by Mr R B Adams, Chief Executive of the General Cargo Division on 14 April.

Captain Blackett (left) whose last command was Karanja, received an engraved silver salver, while the Company's present to Mr McAvoy (right), who last served on Chakdra, was an onyx clock.



A cheque for £100, re Southern Ferries' Eagle, Burns, who is organising Southampton, on behalf of Gordon Renshaw. Eagle £108, which will be presented to Southampton.



John Pascoe (left) aboard the Makaria to Captain Robert Leckie aboard sister ship Melita on her maiden voyage.

twins sail to the Med.

detail in design and tonnage. One little difference is in age - the Melita is just over three months older than the Makaria, which was making her maiden voyage.

The sisters were off on a five-week round trip to ports

in the eastern Mediterranean laden with general cargo.

Taking out the Makaria on her first trip was Captain John Pascoe of Southport, while Captain George Roberts of Heswall was on the bridge of the Melita.

Captain Pascoe, 27 years with Moss Hutchison, the past 15 as master, said "I've made maiden voyages before but this will be my first time in command."

It should be a grand experience. I'm proud to be doing it".

yachtsmen

ound of the yacht at its last reported position, Eagle sighted the two yachtsmen clinging to their liferaft.

They were taken on board and examined by the ferry's doctor, who said that apart from shock they were in good health.

The survivors told the Captain that following the loss of its sails their yacht quickly became waterlogged and sank beneath them.



Courage, Frank, Courage!

Frank Thomasson, our Personnel Services Director, wearing the uniform of a woman police constable, was arrested recently in a marriage bureau beneath a Soho strip club, writes Brian Hicks.

Our vicar and several other respected local people fell about laughing.

Fortunately for Frank, he was released shortly afterwards. The police inspector in charge of the case had fallen violently in love with a lady who was one of three Yorkshire people visiting Soho with Frank. She had inadvertently wandered into the strip club dressing room and become involved with the girls, who had dressed her in a flimsy outfit with fishnet tights, a feather boa, etc.

The inspector had entered the marriage bureau in disguise to trap Frank and his companions after they escaped from his police station where they were being held for questioning follow-

ing their involvement in a brawl at an expensive restaurant. When the police entered, Frank and his companions tried to escape. Frank 'borrowed' the uniform of the only wpc present and the other two men in his party dressed as strippers.

They were caught by the alert inspector, however, and were on the point of being taken into custody when the sight of their lady companion melted the inspector's heart and

If you think this is all a bit far-fetched, you're right. Frank Thomasson was appearing as Mr Bickerstaff in the very successful production of 'Instant Marriage' a musical comedy by Laurie Holloway which was staged by Ian Henty at Burnham (Bucks) Park Hall in April. If the audience response on opening night was matched during the rest of the week, the cast, musicians and production team were well rewarded for their efforts.

Stanley Fowler leaves P & O

Stanley Grant Fowler, or, as he was better-known, "Jim" Fowler, has left the P & O Group for a directorship with Wm Cory and Son Ltd.

A well respected and popular member of the former New Zealand Shipping Company, Jim's name was a by-word with members of NZCo's sea staff.

He spent much of his work time handling ship management and the recruitment and training of cadets and in this field he displayed a personal interest.

Educated at Rugby and Caius College, Cambridge, Jim completed six years at sea with the RNVR, including service on anti-submarine trawlers and landing ships, during World War II.

He joined the NZS Co on demobilisation in 1946, and was appointed general manager in 1960, executive director in 1963 and a managing director in 1969. In 1971 he was appointed the company's Deputy Chairman and Managing Director.

Following the re-organisation of P & O in October 1971, he became Group Manager, Contracts and Administration, with the Technical Services Division.

A keen sportsman, Jim won a half-blue for athletics at Cambridge for hurdling, represented the Maori Club for many years and maintained a keen interest in rugby after the War, playing with Harlequins First Team.

He was on the boards of HMS Conway and Worcester more recently and connected with several ships charities.



Miss Eleanor Bliss of our Passenger Division and Mr Kenneth Payne, former Baggage Steward in Arcadia, who were married at Caxton Hall on 28 March.



Miss Grace Robertson Collins of our General Holdings Division and Mr Ian Thomas Mocoock who were married at Dagenham Parish Church on 26 February.



Zaida opens new service

Captain H C Walker, master of the 6,300 ton refrigerated cargo ship, Zaida, presenting a desk set for Tokyo Governor Ryckichi Minobe to Mr S Yokoyama, Deputy Chief of the Tokyo Harbour Bureau. The presentation was made to commemorate the start of a new shipping service between Japan and New Zealand, which our General Cargo Division is managing for the Crusader Shipping Company. Mr Yokoyama accepted the gift on behalf of the Governor in a ceremony held on board Zaida in April shortly after the ship arrived in Tokyo on her maiden voyage from New Zealand.

presented by the crew of the new Merchant Navy Club in the Apostleship of the Sea. by Eagle's master, Captain crew have raised a further to a children's orphanage at

GENERAL CARGO DIVISION

Eric Sharp first went to sea over sixty years ago. Now at the age of 82 he lives with his thoughts in retirement at Le Petit Jardin, Coin Colin, St. Martins, Guernsey.

In the far off days of 1911 I, a young and enthusiastic Marconi operator, received instructions to sign on the troopship Rohilla lying at Southampton awaiting the commencement of the trooping season and her first voyaging as a trooper.

She was the commodore troopship, specially built for the job by Harland and Wolff of Belfast and the pride of the B.I. Fleet. She had come out too late for the 1910 season and had made a voyage or two on the home run to Calcutta when she had nearly driven the baggage officer demented as her interior arrangements were designed for troops and their baggage and not passengers and their luggage.

However now in the autumn of 1911 she was ready to do her real job. Even after all the intervening years I vividly remember the thrill that went through me as the launch approached the stately vessel swinging to her anchors at the head of the line of troopships lying in Southampton Water.

What a queen she looked compared to the others - Rewa, Plassy, Dongola, Somali - with her sleek hull, knife like bow and great cream coloured funnel.

As I looked at the towering masts I knew that I would have a wireless station second to none. Her famous builders never turned out a finer ship and I got to love her in the same way that the entire crew from master to deckboy loved her - the only steamer I've ever come across that aroused the same emotions in the crowd as did the great sailing ships of yore.

She was graceful on the water; she responded to every call made upon her and she handled like a tug. From my technical point of view she was perfect: the towering masts lifted the twin aerials into the sky and there were few ships that could touch her for range in spite of the crude apparatus of those early days - fixed gap transmitter and magnetic detector. Coming up to the line one

Happy memories of the old BI

trip we were struck by lightning and the receiver got such a jolt that the man on watch was hurled across the cabin, but the gear didn't turn a hair and I was in immediate touch with land nearly 500 miles away - a remarkable daylight range for 1911.

She was commanded by Captain "Jimmy" Smith, a most delightful man whose sole thought was for the ship. Very rarely did he mingle with the army personnel but he thought of their comfort and as we had enormous reserves of power he always eased down in really bad weather and made up time later. Trooping speed was 13½ knots but Rohilla could do 20 knots with ease - in fact at the time she was the fastest deep sea ship afloat apart from the Western Ocean cracks.

On the trips out east we could always pass the mail boats of all nationalities. On one run to South Africa we were leaving Cape Town for Durbaa as the White Star Suevic was arriving and she had left home a week before us. In those days we could chat over the air to our heart's content and the operator of the Suevic had some caustic things to say about fast ships.

All hands were delighted when a chance presented itself for the ship to show her

paces. We were cruising gently up the Portuguese coast one trip when I picked up a message from the Admiralty saying, "If you can arrive Southampton 8 a.m. ... do so".

I took it up to Captain Smith on the bridge and as he read it I said, "Do you notice the insult, Sir". "What do

and of course tied up at 8 a.m. as requested.

Mr Turnbull was a grand man, tall with a fine beard and a Kiplingesque love for his engines. No wonder, for the twin quadruple up and downers were so beautifully built and balanced that there was not the slightest vibration at any speed and the engine

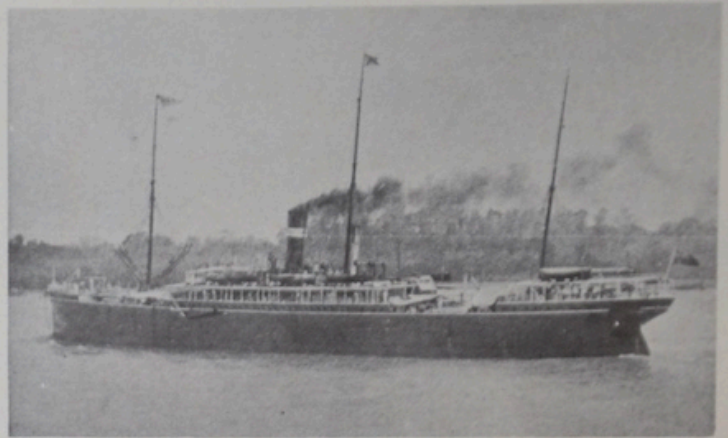
of troops and went out into the father and mother of a south west gale. The resulting chaos on the troop decks was indescribable with everybody seasick and being thrown about all over the place. The unfortunate men had only embarked that morning and didn't know their way around. The result of this

ing the punkah with his toe - how much nicer than the punkah was than a fan. She was the home of at least a million cockroaches of massive proportions and at dinner the Captain always served the soup with the cover of the tureen tilted at a safe angle to prevent them falling in and the squeals of the lady passengers when fine specimens sought sanctuary in their hair still echo in my memory.

I was unfortunate enough to contract enteric fever and after keeping watch all day and being delirious all night the antics of our Indian doctor were most amusing - in retrospect. Every morning before breakfast he came to my cabin and standing with a thermometer at the furthest extremity of his outstretched arm he took my temperature and always with the same remark, "Ah, yes, Mr Sharp you have a temperature. Good morning, see you tomorrow." I was put ashore at Hong Kong and spent three months in the old Peak Hospital.

The Thongwa having come and gone the B.I. sent me to Japan as a passenger on the old Dunera to recuperate. She was an ancient ship with three masts, one funnel, no wireless and more cockroaches than the Thongwa, but she was a little beauty and a wonderful sea boat as was demonstrated when we were hove to all day in a typhoon after leaving Kobe for Hong Kong. Incidentally she carried an experimental instrument called a "barro-cyclonometer" invented by a Jesuit priest in Manila and which was supposed to give the bearing and distance of the centre. On arrival at Hong Kong I accompanied the 2nd officer to the met. office with the records, but they proved to be very disappointing. However we had the satisfaction of finding that we had been in the fastest moving typhoon ever recorded.

In Calcutta I said goodbye to Captain Dickson and the comfy old Dunera and joined the P&O liner Nore for London. It was an eventful



Dunera



Thongwa

you mean Sparks?" "The word is!" I replied. He grinned and said "Go along to Mr Turnbull (Chief Engineer), give him my compliments and tell him to give her all he's got and to light up the reserve boiler".

Very soon we were belting along at a steady 19 knots

room crew kept them spotless.

I think Rohilla was the first ship to transit the Suez Canal in less than 12 hours. I well remember a distracted French pilot wringing his hands and exclaiming, "Mon Dieu, Mon Dieu look at ze banks, look at ze banks" as our bow wave creamed along them. She was taken through at that speed with the 'Privilege' flag at the fore for the sheer love of seeing her do it. Incidentally, the highest speed I ever saw her do was 20.4 knots through the Great Bitter Lake when she overtook and passed eight ships in order to be first into the next section of the Canal.

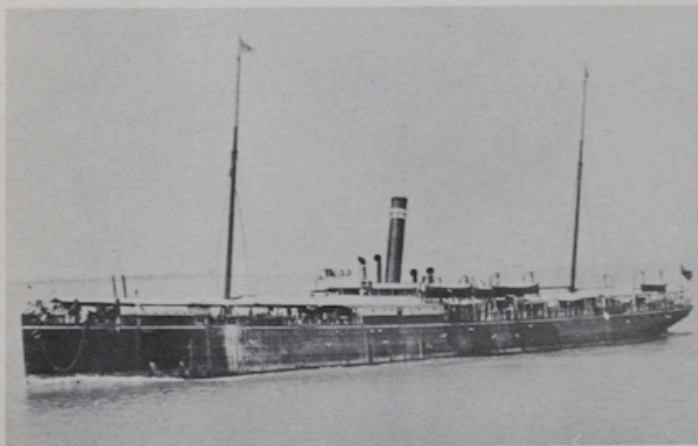
At this time her Chief Officer was Mr Bond, who later became Marine Superintendent in London; senior 2nd, John Lock F.R.G.S.; supernumary 2nd, Mr, later Capt Winstanley; and junior 2nd and troop deck officer, Mr Batchelor. I think Mr Moon was 3rd.

In those days the troopers left Southampton docks in the afternoon and proceeded directly to sea. One trip we left with a full complement

dreadful experience was an Admiralty order saying that in future troopers would anchor for the night off Yarmouth in order to allow the men to get accustomed to their quarters.

I spent two happy seasons in Rohilla with cross-channel work in between and then I joined the Malda, Captain Robertson, on the home line run, en route for a spell on the coast. What happy ships all the "M's" were - comfortable passenger accommodation, good sea boats, and happy relationship between passengers and ship's officers. It must be remembered that while the B.I. was wholly independent it was considered a part of an officer's duty to promote the comfort and happiness of the passengers.

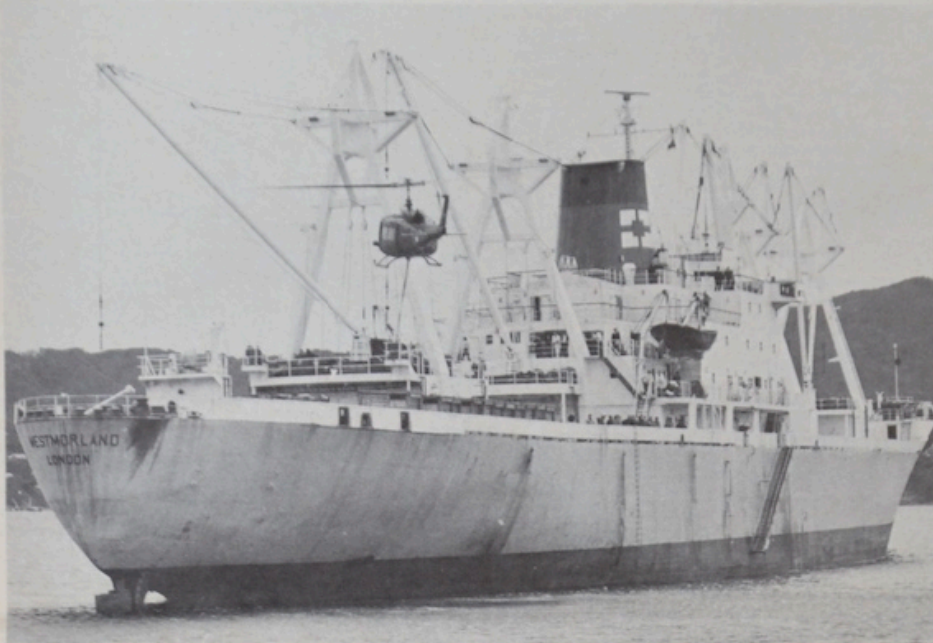
I left Malda at Calcutta and was lucky in being appointed to the Thongwa, the only wireless equipped ship not on the actual coast. In those days only the Rangoon Mail, the "E's", and "T's" carried radio. She was on the Calcutta-Japan run and was a real old timer with saloon in the poop and a punka valla sitting in the alleyway work-



Malda

Continued on page 14

OPERATION BULL - SHIP ...



▲ Crates of French stud bulls line the rear deck of Westmorland waiting to be attached to the helicopter. The skill of the pilot is evident as he steadies his craft within feet of the derricks. Fortunately it was a calm day. Small Ward Island is in the background.

◀ The Iriquois helicopter is dwarfed by Westmorland as it applies full power to lift one of the crates for transportation to Somes Island in the background and the maximum security quarantine complex.

... or the day bulls had wings

Ships of the Group find themselves in all sorts of situations. One of the more unusual which was handled with flair took place in Wellington Harbour, New Zealand.

Westmorland entered harbour carrying a shipment of what were termed exotic cattle - 30 stud bulls from France. There were ten Blond d'Aquitaine, nine Limousin, seven Pie Rouge or French Simmental and four Maine Anjou, all carefully selected to serve in a long-range programme aimed at evaluating the potential of such animals to improve New Zealand's beef herds.

Maximum quarantine requirements were promulgated by the Department of Agriculture and security measures were set in train which would have done justice to Cape Kennedy. The cattle, totally enclosed in crates had to be landed directly from the ship to the department's maximum security quarantine complex on Somes Island in the middle of the harbour. The problem was how.

The R.N.Z.A.F. came to the rescue by offering an Iriquois helicopter and their operations staff, with a touch of humour, dubbed the project "Operation Bull-Ship". As luck would have it, Westmorland's visit coincided with that of women's liberation exponent Germaine Greer who used an almost identical but unmentionable word in public, was hauled into court and fined for it. This was too much for the New Zealand Press, who had a field day with quips and cross references. Wellington's "Dominion" cartoonist Eric

Heath excelled himself (see below).

Special arrangements were made with the Wellington Watersiders' Union, P & O (N.Z.), the stevedoring company, the Harbour Board and Police. Watersiders assisting with the off-loading were provided with special protective clothing and had to shower and change clothing before leaving Westmorland after the job was finished. The area of the deck where the crates had been stowed were thoroughly cleaned and disinfected under strict veterinary supervision.

Captain I.Y. Batley brought Westmorland within 400 yards of Somes Island

and the helicopter pilot produced some remarkable flying skill to lift the thirty crates off smoothly while his rotors were within only feet from the D-frames of the Hallens derricks at the stern of the ship.

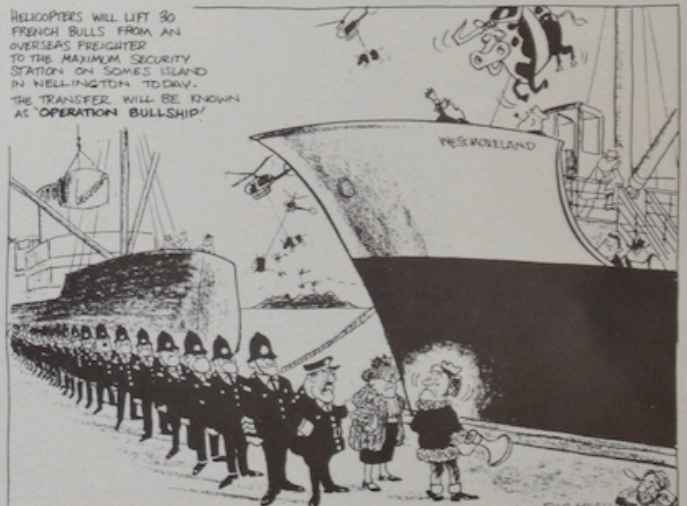
The bulls showed no ill effects from their short but dramatic elevation to the quarantine station. They were extensively tested during a 28-day isolation period on farms in France. Then followed almost two months of quarantine in Brest and another 30 days of virtual quarantine on board Westmorland. They still have several months of isolation ahead on Somes Island until

they are sent to Ruakura Agricultural Research Centre for a cross-breeding programme out of which the New Zealand meat producing industry hopes to gain new hybrid vigour and growth characteristics.

The director-general of Agriculture, Dr. A.T. Johns, in thanking the many people concerned in "Operational Bull-Ship", said, "The officers and crew of Westmorland and the company's top officials gave complete co-operation. The operation went off exactly as planned and I know that its success was due to the very detailed planning and preparation between all members of the various groups involved."



▲ Safely on land at last! The helicopter detaches the hawser after carefully placing its valuable load within the isolation area on Somes Island.



HELICOPTERS WILL LIFT 30 FRENCH BULLS FROM AN OVERSEAS FREIGHTER TO THE MAXIMUM SECURITY STATION ON SOMES ISLAND IN WELLINGTON TODAY. THE TRANSFER WILL BE KNOWN AS 'OPERATION BULLSHIP'

"IT HAS COME TO OUR SHELL-LIKE EARS, OR - THAT YOU HAVE BEEN BANDING A NAUGHTY EIGHT-LETTERED WORD AROUND THE WATERFRONT."

Life with the old BI

Continued from page 12.

passage as the World War broke out as we left Port Said and between there and Malta we were passed uncomfortably close by the German cruisers Goeben and Breslau on their way to Turkey.

At Malta we were told that the ship was to be fitted up as a hospital ship but in a couple of days the orders were changed and we shipped officers' wives and families instead.

The highlight of the trip was off Ushant late at night when a hail out of the darkness failed to elicit a response with the result that a couple of shots were fired across our bows. We hoisted and shortly after I was routed out of my bunk to go to the bridge where I found a French Naval officer covering the captain with an outside revolver. It turned out that I was the only French speaking person on board so my job was to persuade the Frenchman that we were a genuine British passenger ship bound for London - the ship's papers were not available. My luck was in and we were allowed to proceed, which we did after retrieving the ship's papers from the lifeboat they had been put in for safety!

London

In due course we docked in London and I was seconded to the Admiralty for service with the Royal Naval Air Service. I was on the first Kite Balloon ship, Manica and one of my shipmates was an old B.I. friend in the shape of Batchelor and he and I made history by being the first people to have lunch in a balloon at the top end of 1,000 ft of wire from a ship in the Mediterranean!

During the Gallipoli campaign I ran across many B.I. ships from the old Apcar packets to the brand new Karoa and Karapara with the beautiful Vita thrown in as a hospital ship.

After the war I found myself on the Manora, sister of the ill-fated Malda, a passenger and cadet ship commanded by that singular personality, Captain Stedman. Whatever his singularities he certainly looked after his cadets and if they didn't learn their trade under Captain Stedman and Chief Officer White it was entirely their own fault. He had been boxing champion of Calcutta and if a row blew up between two cadets out came the boxing gloves and they fought it out on the boat deck. He was also very keen on the ship's initiation ceremony for new cadets but my experience of that would take too long to tell.

For some reason I was his white haired boy and as he had a lofty disdain for his junior officers they often got me to wheedle something out of him. For instance he had a fixed position in the Meddy when the change from whites to blues was allowed. This trip it was bitterly cold but whites had to remain and I was asked to try to do something about it. I saw the old man, told him straight that

we were all freezing and that I for one was going into blue whether he liked it or not. It worked like a charm and we all changed pronto!

Although he was eccentric all the crowd liked him but were always ready for a chuckle at his expense. We were lying in Aden and at the next berth was one of the B.I. cargo ships - a 'C' I think - and as she was fitted with special steam winches, Captain Stedman took the opportunity of going aboard with a number of senior cadets in order to demonstrate them. He went over their mechanism and catching hold of the handle of a steam drain cock said, "This is the drain cock" and opened it quite forgetting that his foot in a carpet slipper was underneath. The result can be imagined and there was much subdued mirth on the Manora as he hobbled round for a week or two.

Outward bound we had had a peculiar experience. Owing to bad stowage of cargo at home we were forced to leave Madras three feet by the head and we encountered a very bad cyclone on the way north. It was as thick as a hedge when a sudden break in the darkness showed us the turret steamer, Fairway (ex the famous Nonsuch to old timers) hove to slap across our bows. No sooner had we cleared her than the murk came down again. A long time after a sudden break enabled the bridge to get a sight and they found that we were miles north of the Sandheads. As we turned round and headed south the dark closed in again. Once more a break and dead ahead was the Sandheads pilot boat! There was just time to get a pilot on board when the pall descended once more and we were two days and three nights getting to the jetties. Needless to say the pilot nearly threw a fit when he saw our trim!

After Manora I joined the new Mantola for her maiden voyage with Captain James in command. Like all B.I. passenger ships she was a homely, comfortable vessel but that first trip was a bit of a trial. She had geared turbines and as the accuracy of gear cutting then was not what it is today we had to steam at reduced speed in order to wear the gears in. In consequence everything except the collier King Alfred passed us.

The highlight was in the Red Sea when Ellerman's City of York - already a veteran - came up astern belching smoke. She came in as close to us as she dared and with all her passengers dangling low ropes over the side and yelling themselves hoarse she raced past as if we had

summoning the fire brigade. Before long the after deck was a mass of hose pipes and so much water was pumped in that the ship settled onto the bottom of the dock.

At the height of the pandemonium we were treated to the finest example of British phlegm that could be imagined. Captain James, who was not a tall man, had to go ashore and as the gangway was aft he had to pick his way over the dozens of hose pipes. He was halfway to the gangway when one of the firemen accidentally swung his hose round and the seat of the Captain's pants got the full force and he was lifted into the air. A lesser man would have raised hell but not James - he merely straightened himself out and without a glance to right or left proceeded on his way.

We spent several weeks in port after being pumped out and had the satisfaction of getting our own back on the City of York. She was at the berth ahead with all passengers on board ready to sail when her midship hold went up. We all trooped on board to help get the passengers ashore and we rubbed it in that they wouldn't be able to pass us on the way home! An Andrew Weir ship fully loaded with jute was set alight on the other side of the dock and the City of Cairo narrowly escaped.

After spending quite a long time in B.I. ships I had nothing but pleasant memories of the ships and their officers and when I left the sea for the shore staff I was always glad when duty called me to a B.I. ship where I could yarn with the officers about old times.

Now at the age of 82 I am retired in my native Guernsey where I have the satisfaction of seeing one or two retired B.I. captains and saying the time honoured, "Do you remember...".

BY
ERIC SHARP

been at anchor! In due course we arrived at Calcutta and after discharging went into Kidderpore. Very few people will forget that day for there descended fifteen inches of rain in 8½ hours! A wall of water 3ft deep poured over the jetties bringing with it the entire wood block surface of Hastings St; the tank in Dalhousie Square disappeared under water and boats were rowing along Chowringhee!

On our way up river we had passed a Dutch ship on fire and learnt that she had been set alight by Indian rebels. We were half loaded with jute when in the early hours all the after holds went up in smoke. The officer of the watch spotted it and got the ship's hoses to work after

City leave comeback too late

GCD City Office 4
Barnes
Whiting (2)
Ventham

GCD Docks office 5
Keane
Brown (pen)
Ballard 3

There has always been great rivalry between the Dock Office teams and the City Office teams in both the NZS Co and BISN Co, and now they are both combined in the P & O General Cargo Division this sporting rivalry lived on and resulted in a challenge match in the old traditions of the companies.

The date was set for Wednesday 29 March, and the venue was the BI Sports ground (now Group Sports Ground) at Chigwell, Essex. Both sides were confident of victory especially the City who were looking upon the game as a mere formality.

The conditions were ideal for football as the two captains, Ray Wilkins for the City and Alf Pooley for the Docks, shook hands and the coin was tossed. This was to be only a small consolation for City as they won the toss and decided to play with the sun at their backs.

Once the game was underway it was apparent that although the City played the better football the Docks were by no means going to be accused of lack of effort. They started at a disadvantage by being forced to play ace striker 'Big' Ron Ballard as goalkeeper. However, after 10 minutes regular 'keeper Cyril Page arrived to allow 'Big' Ron to take up his accustomed position.

With this added incentive the Docks found that by pumping long balls down the middle the Docks' strikers had the measure of the City defence. By using this tactic the Docks found themselves

4-0 up at half-time two of the goals falling to Ron Ballard, one to Dermot Keane and one to Bob Brown who slotted home a penalty after the ball was handled in the City penalty area.

By now the City were really worried: they had had their chances but by the brilliance of Cyril 'the cat' Page in goal and the inability of the City forwards to convert their chances into goals they could not put the ball in the net.

After a tactical talk at half-time the City were now convinced they had the answers but they soon found that the defence was caught out again and it was 'Big' Ron who scored with a half-volley shot which crossed the goal line just under the cross bar, a brilliant goal!

Perhaps it was this that spurred the City on and with the belief that their superior football must produce goals sometime, City's break came when Cyril Page was pulled up for taking too many steps with the ball and from the resultant free kick Barry Barnes tucked the ball just inside the left hand post. 5-1.

Now the game came to life. City were playing some very attractive football which produced their second goal which came from a 'cast of thousands' goalmouth incident, the ball coming out to Micky Whiting who shot wide of the 'keeper. Confidence was now flowing all through the City side and Dave Ventham was able to increase the score to three.

There couldn't be much time left and in their desperation the Docks who were trying to hang on to a dwindling lead gave away a vital free-kick just outside the penalty area and while they were trying to organise their defence Micky Whiting scored direct from the free kick.

Try as they might the City just could not get the equaliser and were being continually frustrated by the 'never say die' attitude of the Docks' defence. The Dock team must have felt relieved when the final whistle went, for in the second half they had scored one, had four put past them and seen shots from City forwards hit the woodwork twice and had emerged as eventual victors.

We must acknowledge the noble efforts of Mrs Francis who provided an excellent buffet for everyone present which was much appreciated.

Teams: City: Jezzard, Wilkins, Rowland, Morgan, Garner, McCall, Whiting, Haig, Barnes, Ventham, Thompson.

Docks: Page, Pooley, Seabrook, Newton, Stacey, Hammond, Dixon, Sherlock, Brown, Keane, Ballard, Sub. Valentine.

Ray Wilkins



Woodarra's officers in 1927

Mr. J. Hogg, formerly Superintending Engineer, now retired, has sent us this photograph of the Officers of the Cadet ship, Woodarra, taken in July 1927. Back Row. F. Griffin (5th Eng Off); - Smith (5th Eng Off); J. Findlater (5th Eng Off); J. Swan (5th Eng Off); Kevin Kilty (5th Eng Off) Middle Row. W. Kerr (4th Eng Off); W. Kemp (3rd Eng Off); A. Russell (Refrigerator Eng Off); Doctor; D. B. Lattin (Sen. 3rd Off); R. Alexander (Jun. 3rd Off and Instructor); R. Hayman (Radio Officer); Front Row. J. Hogg (2nd Eng Off); A. Stewart (Ch Eng Off); J. V. Reilly (Captain); H. Goater (Chief Officer); B. W. Smith (2nd Off).

100 pensioners at NZS Co luncheon



Mr HT Beazley, a former chairman of The New Zealand Shipping Company, welcomes the pensioners.

"The good old days" were recalled by a hundred pensioners of The New Zealand Shipping Company when they met in March for their twenty-eighth annual reunion.

Memories of yesteryear flowed forth like a swirling river as the old boys - with the exception of David Hemans and Michael Alcock that is - recalled their service with The NZS and Federal Companies. Just how much service is anyone's guess, but added together the total put in by them all must run into a few thousand years!

For many of them the reunion began in Beaufort House, from where three special coaches ran them to the Royal Albert Dock.

There aboard the Group's one and only cadet training ship, Otaio, Captain F G Bevis, other officers and members of the crew, were

waiting to greet their guests and provide them with a buffet luncheon worthy of a first class cruise liner.

Once aboard it was again time for old friends to renew acquaintances in between drinks served by the Otaio's stewards.

Two "old-timers" who were quick to spot one another were 85 year old Freddy Knuth and 84 year old Ernest Colmar.

Freddy joined the Federal Company way back in Queen Victoria's reign in 1901 and served the company until 1946 when as chief cashier he retired.

Ernest left it until 1915 before he joined The NZS Co's sea staff. He retired in 1950 after having climbed the ladder to victualling superintendent.

Two former chairmen of The NZS Co were among the hosts - P & O's Deputy Chairman, Mr C A W Daves

and Chief Executive of our General Holdings Division, Mr H T Beazley.

It was left to Mr Beazley, however, to welcome the pensioners to the reunion, and he told them that "to see all of you gives us tremendous encouragement."

In particular he welcomed Captain Nelson Rice, CBE, Captain C P Robinson, CBE, George Ormiston, CBE and Captain J S B Holley and read out a telegram of good wishes from three members of the staff attending a course at Eastbourne.

Captain Holley replied on behalf of the guests although he said he didn't know whether he was qualified to do so. "I don't know whether I'm retired redundant or redundant retired," he said amid laughter.

Referring to the reunion and the choice of venue, Captain Holley said Otaio represented all the traditions

of The NZS Co. He then went on to say that more changes had taken place during the last 12 months than during the previous 100 years.

"We all have to accept them," he said. "People in the divisions will have the example of those here today who have served the company and the Group for many, many years."

Captain Holley said he hoped the reunions would continue - a remark which earned a lot of applause - and then, on "behalf of generations of sea and shore staff and dependants" thanked The NZS Co for the "excellent consideration given to us over the years. My experience goes over 40 years to the depression when a quarter of the world's shipping was laid up," said Captain Holley, "and the consideration given to sea and shore staff at that time was superb."



Freddy Knuth (left), who will be 86 next month chatting to 84 year old Ernest Colmar.



A S Budd, C B Sharpe and Captain Nelson Rice.



Captains J S B Holley, R J B Dunning, J J Youngs and J R Vincent, who are all former Marine Superintendents



Captain H C R Dell, S G Fowler and R F A Hosking.



G Ormiston, J V Downing and Captain R G Rees



J E D Holloway, T M Steward, C H Boyle and E F J Darling.

Death of Captain James E. Johnson

Captain James Edward Johnson died on 1 March in the Edward Hain Hospital, St Ives, Cornwall after a long illness. He was 42.

Captain Johnson was the elder son of the late Mr & Mrs J Johnson and son-in-law of former Hain-Nourse Master, Captain John S Matthews.

He began his sea-going career in February 1948 when he joined the Hain Steamship company as a Navigating Cadet. He was promoted to Third Officer in August 1950, Second Officer in August 1954, Chief Officer in June 1962 and Master in May 1969. That same month he took over command of Nurjehan but less than 18 months later his career was cut short when he was forced to retire due to ill health.

Even in retirement, however, he maintained a link with the sea and only a short time before his death he was elected to the committee of the St Ives branch of the RNLI and later appointed launching authority.

Captain Johnson was buried at Longstone Cemetery after a funeral service at the Wesley Church, St Ives. Among the many mourners were thirteen Master Mariners, nine of whom held command in the Hain Steamship Company and Hain-Nourse while the other four served in the company up to the rank of Chief Officer.

Captain Johnson leaves a widow, Mrs Patricia Johnson, a brother, Mr T K Johnson and a sister, Mrs W J Thomas.

Congratulations to

Miss Dorothy Smith, Dowie & Marwood, Liverpool Office telephone operator, on her engagement to Mr John Burns on 11 March.

Miss Susan Joy, Dowie & Marwood, Liverpool Office Accounts Department, on her engagement to Mr Raymond Williams on 19 February.



Mr. R. B. Adams in Qatar

Mr R B Adams, Chief Executive, P & O General Cargo Division, visited Doha, Qatar while on his extensive tour of the Gulf area earlier this year. He is seen here meeting Shaikh Jassim Bin Mohamed Al Thani, (left), chairman of Qatar National Navigation and Transport Co Ltd and Mr Gable Shaashah, also of QNNTC. Previous to his Gulf visit, Mr Adams, as chairman of the Japan-Arabian-Persian Gulf Conference, had visited Japan for a meeting of Conference principals.

Scholarship farmer arrives in UK

This year's winner of the P & O (NZ) and WR Fletcher (NZ) Farm Cadet Travelling Scholarship has arrived in Britain in Otaki.

He is 20-year-old Keith Holmes of Frankton, New Zealand, who will spend about eight months in the UK studying various aspects of British farming.

Brought up on a dairy farm in the Waikato, Keith has recently been on a South Canterbury sheep farm. He is a member of the YFC in his district and enjoys Field Days and Club activities. His interests include rugby, squash, tennis, fishing and swimming.

Keith arrived in Hull, where he was met by P & O and put on a train for London. There he was taken in hand by an agricultural representative from the New Zealand High Commissioner's Office.

Strick Line's Commodore to sail into retirement

From a boy sailor in a three-master topsail schooner to commodore master of Strick Line in a career spanning more than 50 years at sea is briefly the story of Commodore Sidney Booker who is to retire to his home town of Barry in Glamorgan.

With a long history of seafaring in the Booker family - it produced ten master mariners, many of

whom became Bristol Channel pilots - it was no wonder that Captain Booker followed the calling of the sea.

At 14, he took a job as a boy sailor in the 350-ton schooner Mountblairy, employed mainly as a coasting vessel.

For him there was none of the trials of extended ocean voyages, salt tuck and hard rations. The tiny vessel was always supplied with fresh vegetables and meat in her short haul trade.

"We were pretty well looked after, but I have seen many changes in my long career, particularly in the development of navigational aids," he said.

Speaking in his day room of the Strick cargo liner Nigaristan, he said he had not one moment of regret about his life at sea.

Blue Star

He joined Strick as a cadet in 1922, then had a short spell with Blue Star Line where he got his second mate's ticket before rejoining his present company.

At 16, while serving in the Mora, he saw the stranding of his ship.

He said the Mora was wrecked about seven nautical miles north of Port St Vincent, Portugal. He was one of three survivors of a complement of 30.

"Twenty-seven of my shipmates were drowned. We recovered nine bodies and the three of us buried the dead at a tiny village nearby. It was a grisly business for a youngster," he said.

Captain Booker, whose ship is now on charter to Hellenic Lines, of Greece, trading to the United States from Southern Africa, said he got his first command in 1943. He was appointed commodore three years ago.

During World War II, he won the King's Commendation for acting as convoy commander in ten convoys in the Western Atlantic over a ten-month period.

He still feels that the old days were best. "We made our own amusements and somehow life was very happy."



Trecarne gives orphans a treat

Children at the St Francis Orphanage, Port Victoria, Seychelle Islands had a surprise treat from the crew of Trecarne. With the profits from the crew bar the men threw a party for the youngsters in the crew's recreation room and presented each child with sweets and toys. Later the officers and crew donated a sum of money to the sister in charge to spend on those children at the orphanage who were unable to attend. Our picture was taken during the party.

Dowie and Marwood's dance a big success



Dowie and Marwood's annual dinner dance at the New Grafton Rooms, Liverpool was a huge success. Mr J. R. Leggate and Mrs Leggate, together with Mr. and Mrs. H. A. Sutherst and Mr. & Mrs. G. W. Fulcher were hosts to 191 guests - 12 of whom were sea staff from Manapouri and Huntingdon.

Personnel Manager, R. H. Wignall writes: "This was our fourth consecutive visit to the Grafton Rooms and the meal, the service and the bands were all up to the high standard we have come to expect. We sat down to dinner at eight and danced almost non-stop until two. Some voiced an opinion that the bands were too noisy but this was

early on in the evening and after midnight I heard no more of these complaints.

"Mr Leggate addressed the assembly after dinner and Mr Brian Harvey (Deputy Travel Manager) proposed the toast to our Chairman and Directors.

"Our thanks go to Miss Dorothy Munnerley (Travel Manager), Chairman of the Social Committee who organised the entire evening and made it a night which will linger in our hearts for many a long year.

"It was not impossible for our London Directors to be with us on this occasion and their company was greatly missed."

Mr Robert Hunter (Container Section Forwarding Department) receives a prize from the Chairman, Mr J R Leggate - 2 tickets (rail & admission) for the Ideal Homes exhibition.

Officer links up with School

Sirdhana's Second Officer, L A Bowman, has established a personal link with the Inverkeithing Primary School. File, reports the British Ship Adoption Society.

Bottle turns up on beach after 2,200 mile 'trip'

An eight year old Australian boy, who a year ago put a note in a bottle and threw it overboard from Iberia, has received a reply from a man in a small Phillipino village.

Andrew Barr, whose father Jim Barr works in P & O's General Shipping Division in Sydney, hurled the bottle overboard to mark his first crossing of the Equator.

At the time young Andrew was travelling with his family between Suva and Guam on the Women's Weekly Shopping Cruise.

The letter he received was inside a stamp smothered

envelope and came from the village of Borongan in Eastern Samar.

The writer explains that the bottle was picked up on Canjaway Beach on 6 December 1971 after a journey of some seven months and 2,200 miles. He apologises for not writing earlier but says he was saving up for the stamps.

The full letter reads as follows:

"On December, 6, 1971, woll I was soking the Canjaway Beach it so happing that I found a bottle which a peice of peper in side that bottle, dipin that bottle frobey de'd I can get that peper. After that I found a name of Family of D Barr, on the name of Andern D Barr how cross equator going Guam, so place don at be worey I was to tell to answer you be cause of money to pe'ad the satamp.

Think your friend how found you bottle.

Sontagh O Caratey"
The only comment from Andrew's dad was that in his thirteen years' service in freighters and tankers all over the world he threw hundreds of bottles overboard but never had a reply.

The moral, perhaps, is to put messages in them first.



L.J. Wheeler, Travelling Inspecting Chef (left) and S.A.C. Hutton, Superintending Purser, checking through the new wine list for P & O ships.

Why Sydney office envy these two men

L J Wheeler, Travelling Inspecting Chef, and S A C Hutton, Superintending Purser, hold two of the most enviable — yet nevertheless demanding — positions in P & O's Sydney office.

Mr Wheeler, a master chef, spends five out of every twelve months sailing in our cruise liners, inspecting the food and services.

Mr Hutton, on the other hand, spends at least half the

year on our liners making sure all runs smoothly, and that the ships are complying with company regulations. It is his job to see that the passengers are happy.

"Australians have a very definite taste," Mr Wheeler said. "More meat is eaten on board by Australians and New Zealanders than by any other cruise passenger. They favour grills and have far healthier appetites than the average British traveller."

Mr Wheeler, who joined P & O twenty years ago, should know. He has trained in every aspect of cooking and service since the age of thirteen, and worked in hotels all over Europe.

Mr Hutton, after six years in the Navy, joined P & O as a Purser and at one time was Deputy Superintending Purser in London. Fifteen years ago he went to Australia to take up his present position.

Marilyn's contest prize goes begging

Winning a year's supply of dog food she didn't need wasn't quite like scooping the pools, as popular Marilyn Roberts found in April.

When word of the win leaked out in her office she received dozens of phone calls interspersed with barks and "woofs".

She was ready to murder the next caller when *Wave-length* rang.

A reservations and berthing clerk with P & O's Beaufort House, London, Continental Area staff, Marilyn said she had found a friend who could use the food for her pet.

More's the pity as Marilyn has a dog, *Bimbo*, which only eats home-cooked butcher's food — not the canned variety.

Marilyn, with P & O three years, won the food for her comments while attending a recent television commercials preview at Kensington.

For someone who has never previously won a prize of any description she could have alternatively won a year's supply of toothpaste or soap.

But no... "woof, woof" ... it was dog food.

LETTER

THE spirit of London

Dear Sir,
The name given to our new ship brought to mind a true life story that your readers may like to hear about and share with us a *Spirit of London* that we shall never forget.

The New Zealand Shipping Company's Nottingham arrived in Auckland early September 1960 and amongst the members of the crew for a Doctor's appointment was one, Jack Oakley No 65, Refrigerating Greaser.

There was nothing unusual with this routine request except that after being referred to a surgeon he was admitted into hospital and his age was revealed — (age 74 years). Jack Oakley was a typical old timer, a Londoner from Woolwich and had spent most of his years in the Company's service and somehow or other was always able to sign on for "his last trip".

He was operated upon and the surgeon disclosed that Jack would only have about three months to live.

On numerous trips to the hospital it was obvious that he was the 'pet' of the ward due to his remarkable sense of humour, constant cheerfulness and courage, in fact on several occasions we understand that he had the whole ward in fits of laughter with his stories of his sea experiences.

He was repatriated on our *Ruahine* and his last words were, "I should be out here again in a few months time!"

It was about six months later that we received a letter from Jack Oakley. He sent a £1 note and said, "Thanks for looking after me Chief, would you use the quid to drink my health."

I am sorry in a way that the £1 note was passed to the Mission — It should have been used to drink a toast to "Jack Oakley — Spirit of London."

L G J Kitney

P & O,
30 Quay Street,
Auckland, New Zealand



Beauty tips for female pursers

The training of our Women Assistant Purser includes a day's individual instruction with *Revlon International, London*. There the girls learn not only how to highlight pretty features but how to care for the skin in climates ranging from that in *Madeira* to that in *Mexico*. Seen in our picture (from left) are Jane Cooper of *Revlon International*, Janice Shingleton, Julia Mubey, Shirley Hudson, Susan Convery, Clare Yales, Lark Newman, Sheila Tattershall, Valerie Loud, Wendy Vincent, and Diane Ashworth.

retirements

We extend our best wishes to:

Robert Spencer Brown who retired on 1 April after nearly 35 years service. Mr Brown joined P & O in September 1937 as a purser's clerk in *Ranchi*. He later served in *Cathy* and the *Strathallan* before joining *Ranpura* in September 1938. When *Cathy* was requisitioned in Bombay in September 1939 he accepted a commission as Py. Sub. Lieutenant. He was later promoted to Paymaster Lieutenant RNVR.

In 1946 Mr Brown returned to P & O and served for one voyage as assistant purser in *Mooltan*. After having served in *Strathmore*, *Stratheden* and *Corfu* he was promoted to Deputy Purser in August 1949. He was promoted Purser in September 1957 and during the last few years served in *Orcaades*, *Iberia*, *Oronsay* and *Chusan*. Mr Brown is a member of the *Caterers Food Association* and of the *Hotel and Catering Institute*.

Obituary

We record with deep regret the death of:

J Lias, former hospital Attendant/Dispenser who died on 1 March at the age of 75. Mr Lias retired in July 1961.

Thomas Melville, former Chief Engineer, who died in hospital in Perth on 14 March at the age of 78. Mr Melville joined the Orient Line in 1915 and retired on the last day of December 1954. A native of Dunvegan, Newburgh, Mr Melville began his engineering career in the *Tayside Floorcloth Co*, Newburgh and completed his apprenticeship at John Brown's Clydebank. During

the war he served on the troopship, *Huntsgreen*. In 1948 he supervised the construction of the engines for the *Orcaades* at *Barrow-in-Furness*, where, after his retirement he returned for three years to help supervise the building of *Oriana*. Mr Melville held the *Carnegie Life Saving Medal* and *Watch* for trying to save a steward at *Immigham Dock*. He leaves a widow and son.

Alfred James Brabban, former Chief Engineer, who died on 4 March at the age of 74. Mr Brabban joined P & O in 1919 and retired in August 1957. Cremation took place at *Eastbourne* on 10 March.



After 43 years in shipping Tony calls it a day

Twickenham born Tony Scarisbrick, who was purser in the first Oronsay when she was sunk in the South Atlantic in October, 1942, has retired as Sydney's Passenger Manager.

To mark the end of his service, his colleagues in Australia presented him with glassware and a coffee service. Afterwards, while thanking them, he made particular mention of his secretary for eight years, Margaret Brennan.

Tony Scarisbrick joined the Orient Company in 1929 and five months later went to sea as Second Assistant Purser in Orvieto.

to the present Oronsay at the time of building and stayed in her until retiring from sea service in May, 1953.

On joining the company's shore staff in Australia, he spent 10 months as Passenger

Manager in Brisbane before being transferred to the Passenger Superintendent's Department in Sydney in August, 1954.

In January, 1958, he was Orient Line Sydney Passenger

Manager, and upon inception of P & O Lines of Australia Pty. Ltd. he became Deputy Passenger Manager.

He was appointed Sydney Passenger Manager in December, 1964.



Tony Scarisbrick chatting with his secretary, Margaret Brennan at his farewell presentation.

Canberra Award Winners arrive in Britain

A five months study tour of the UK has started for six young farmers from Australia who sailed into Southampton in the 30,000 tons Iberia on Wednesday, 19 April.

The farmers - five young men and one girl - who are the 1972 winners of the annual P & O 'Canberra' Award, were chosen as the top representatives of the young farmer and rural youth movement of each State.

At London's Mansion House on 24 April, they were welcomed to Britain by the Lord Mayor, Sir Edward Howard, Mr Anthony Stodart, the new Minister of State at the Ministry of Agriculture, and Mr Ford Geddes.

The Australians' tour will take them to many parts of the UK to visit agricultural, research and industrial organisations, the Royal Farms at Windsor and the major agricultural shows at Kenilworth and Edinburgh. They will also spend eight weeks living with farming families.

Because of the implications for Australian agriculture of Britain and the Common Market, the Award winners are expected to visit Europe as part of their tour. Final arrangements have not yet been made but it is hoped they will spend a week in Holland in September.

At the end of the tour the six young farmers will compete against each other for the P & O 'Canberra' Scholarship. This is worth \$A2,500 (£1,166) to the winner, who will be able to attend an Australian university or technical college, or to take a cash grant to spend on an approved agricultural project.

Six British young farmers - the Australians' opposite numbers - are already on their way to Australia. They sailed from Southampton in Oriana on 30 March.

Captains meet

Passenger fleet captains, past and present, taking a stroll down 'memory lane' after the Oriana's arrival at Southampton in March. With Captain Philip Reed (centre) are (left) Captain Arthur Clay, whose last ship was Iberia, and Captain Leonard Howard, former P & O Commodore, whose last ship was Arcadia. Both retired in 1964. Captain Howard, who now lives near Midhurst, West Sussex, returned to the U.K. in Oriana after visiting friends in Australia. Captain Clay, whose home is at Whitstable, Kent, had been to stay with relatives in San Francisco.

Oronsay

During the next 11 years he served in most ships of the Line, and in April, 1940, was appointed Purser of Orion.

Later that year he transferred to the first Oronsay and remained with her until she was sunk.

After five days in a life-boat, he and other members of the crew were picked up and spent the next two months as 'guests' of the Vichy French.

Upon release and repatriation, Tony was appointed to Otranto. In 1944 he returned to Orion.

He remained Purser of Orion when she reopened the post-war Orient service to Australia. He was appointed

Young Timothy's contest entry wins special prize



Second Officer J.J. Greenhalgh of Himalaya, presents Timothy Eustace of Auckland, with a model of Canberra, during Himalaya's recent stopover in Auckland. Timothy won his prize for a 'highly commended' entry in the P & O 'Diamonds Are Forever' contest.

A second visit to the film "Diamonds Are Forever" helped 12-year-old Timothy Eustace of Auckland, New Zealand, answer a couple of difficult questions and win a special consolation prize in a P & O competition run concurrently with the showing of the James Bond film in New Zealand.

Although there was only one official prize in the contest - a Pacific cruise for two in Canberra leaving Auckland on 26 September - the judges recommended that Timothy be rewarded for his outstanding entry, which only just failed to take the major prize.

Lunch

So P & O (N.Z.) invited Timothy and members of his family (Mr & Mrs David Eustace and their second son, Phillip) aboard Himalaya for lunch and a general "exploratory visit" during one of the ship's cruise stopovers in Auckland.

While aboard Himalaya and after a detailed inspection of the bridge with Second Officer J.J. Greenhalgh, P & O's Auckland passenger

manager, Barry Hickman, presented Timothy with a kitset scale model of Canberra - the ship that features in "Diamonds Are Forever."

First

For Timothy, the contest was the first he had ever actually entered. "A friend's grandmother had a brochure which helped me identify the nine P & O liners in the competition," said Timothy, "but to answer the questions about the film, I must admit I had to go along twice."

In stating why he would like to cruise on Canberra, Timothy listed the comfort and luxury of the great liner and the fact that he had not left New Zealand's shores before and was fascinated at the prospect of visiting the exciting ports of call in the Pacific.

The winner of the competition was Mrs J. Taylor of Dannevirke. The competition entailed identifying the silhouettes of nine P & O liners, answering questions about the film and saying why the competitor would like to travel on Canberra.



The temple of Bacchus - from left, Lynda Ascott (Hostess), Deidre Moss (Hostess), Judy Naylor (Children's Hostess), Tom Hart (Electrician), Martin Price (Radio Officer).

Roman General and captives - from left, N. Messinger (First Officer), Edna Duffield (Dance Instructor), Marian Davies (Singer).

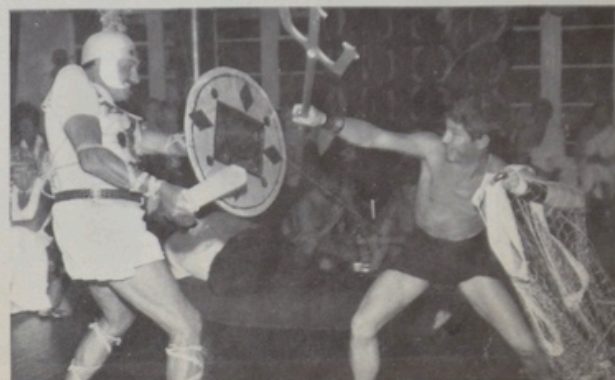
Chusan's Roman Night

Chusan's answer to Frankie Howard's 'Up Pompeii' has come in the form of a Roman Night complete with gladiators, soldiers and slaves. We don't know whether the jokes are as near to the mark as Frankie's but we do hear that the show has gone down well with passengers.

Another favourite put on by the Chusan is the Victorian Music Hall. Once again we understand that those who have seen the act consider it to be a first class performance. Well done Chusan!



Senators inspecting the soldiers.



Gladiator fight.



Entry of the slaves.



The entry of Bacchus - from left, Davy Kaye (Entertainer), Tom Hart, (Electrician), Judy Naylor (Children's Hostess) and Deidre Moss (Hostess).



The Black and White Minstrels.

... and Victorian Music Hall



A song from yesteryear - from left, B. Langston-Carter (Entertainments Officer), N. Messinger (First Officer), E. John (Nursing Sister), J. Richardson (Third Officer), E. Hendricks (WAP).



Two pretty busy girls

These two pretty misses on board Orsova make sure all passengers are having a good holiday. Miss Elsa Van 'T Hof, from Oldenzaal, Holland (left), and Miss Ruth Griffin, of Lincolnshire, have quite a job to do. As well as being Entertainment Hostesses, they give all sorts of advice and help to passengers. What to wear, places to visit, restaurants to go to in ports, how to make a Neptune costume for little Johnny, a Cowboy out of Dad, or even a flu injection suit for Mum (Yes, it did happen for one fancy dress affair). "The only day that rattles me," said Ruth, "is sailing day. I've just farewelled about 1,200 passengers and I have to make friends with 1,200 more in a few hours time."

Hurricanes deliver big blow to Iberia in Oriana Cup

It was a big day in Sydney when the soccer teams from Iberia and Orsova met each other in the Oriana Cup.

Iberia arrived at Five Dock Football Oval in full splendour with a striped double decker bus and a fire engine which they had borrowed from the Texas Tavern.

Both "Hansing's Hurricanes" and "Hannah's Roadrunners" (appropriately named after their Staff Captains) were well supported. And with the onlookers waving banners and flying flags, the match got off to an exciting start.

Orsova opened the scoring after 15 minutes and 5 minutes later added a second. A third was added before Iberia went on the attack and scored to make it 3-1. However, before the interval Orsova added a fourth goal when K. Appleyard landed the ball in the net.

In the second half, both teams faded due to the incredible heat. Nevertheless, Iberia scored a second goal 15 minutes from time but they had left their come-back too late and Orsova finished winners by 4-2.



Staff Captains David Hannah (left) and Derek Hansing with a friend pictured during the match.

Canberra's female officers take a Leap Year plunge



A mass wedding? Not quite. This photograph was taken at the start of a special Leap Year party given by all the female officers in Canberra for their male counterparts. The 'brides' all wore net veils topped by a white rose and carried pink and white posies. A champagne punch was served and Captain W.B. Vickers cut a two-tier wedding cake to the strains of The Wedding March. Back row (from left), Glenys Cox (Hostess), Mini Koopman (WAP), Rosemary White (Ch Ho), Ank Bakker (WAP), Sandra Ayling (N/Sis), Angela McLennan (WAP), Annette George (JWAP), Elizabeth Robertson (N/Sis), Laura Browne (Hostess). Front Row: Janet Smith (JWAP), Julia Hynd (Ch Ho), Sylvia Barker (Hostess), Jackie Cook (Disc Jokey), Elsbeth Schmeink (WAP), Janet Sneddon (A/Surgeon).

Name a ship contest winners

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E & AT Division Ferries: These already have a distinctive flavour, eg Ulster Queen and Ulster Princess. Our Norwave sails with our partner's Norwind: Dragon with Saga's Leopard and so on. This general pattern will continue. Other short sea cargo: If there is likely to be a substantial class we would probably adopt one of the prefixes that has come out of this competition. General Cargo Division: General Cargo ships: to start with "Strath"; Wild reefers: new ships to continue with the prefix "Wild". General Holdings Division Trawlers: continue with the prefix "Ranger"; Off-shore vessels: continue with the prefix "Lady". Passenger Division: Ships similar to the Spirit of London to continue the pattern established by her; Other passenger vessels to be decided according to their type.



Professor Barnard goes cruising

Professor Chris Barnard, the world famous heart surgeon, with his wife, Barbara pictured during Chusan's January cruise from Cape Town to Luanda and South America. It was the first time Dr Barnard had ever travelled by sea.