

# About Ourselves

No. 23 May 1967



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## CONTENTS

- 1 Index
- 1 From the Chairman
- 2 Company News
- 4 Group News
- 5 Counting the Cost
- 6 Captain Cook at Kealakekua
- 8 Marine Training
- 10 Training for Managers
- 11 Round the World Club
- 12 Ship News
- 20 New Training School
- 22 The Tall Ships Race
- 23 Shipboard Memories
- 24 Himalaya Makes History
- 25 From Abroad
- 28 Personal News
- 32 Appreciations
- 33 Obituaries
- 34 Insurance Angles
- 35 Australians Visit P & O
- 36 Ideas Corner
- 37 Arabian Nights — P & O Style
- 38 We Hear That
- 41 Letters to the Editor
- 43 Pandor News
- 45 From the Departments
- 48 Officer with a Paintbrush

Cover (outside): *Strathardle's* fireboat welcome at London.

(inside): Sydney arrival.

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## From the Chairman

*of the P & O S.N. Co.*

The Group is sometimes criticised for continuing to exist as a collection of separate companies instead of joining together into one closely-knit unit. Surely it would be much more efficient and economical, they say, to have one centralised management administrative and servicing organisation. Because we don't, we must be hide bound by tradition, and blind to proper business methods.

We do not think it is as simple as that. In some respects centralisation is desirable. That is why for some years we have been increasing the number of areas and functions which are dealt with on a Group basis. They have now been fused together into a 'Group Executive' which is responsible direct to the parent P & O S.N. Co. Board.

It would be oversimplifying matters, however, to say we should then centralise all departments of all Group Companies. One of the main strengths of the Group lies in each company being a specialist in its own trade or business. There is a world of difference between operating in cargo liner and tramp or bulk carrier or tanker or passenger business. Even different cargo liner trades need different expertise.

The real advantage of the larger unit lies not in ship management and husbandry, nor in ship operation, but in buying power, technical resources, relations with outside organisations, public relations, and Management recruiting and training.

The creation of the P & O Group Executive recognises this fact. Where it is to our advantage to concentrate, and this is always changing with new developments like automation, the computer and new management techniques, we concentrate. But where it is more efficient to let different management organisations get on with their different jobs, we do just that.

*S. F. Anderson*

# Company News



The formal handing-over ceremony, where P & O Managing Director F. I. Geddes (standing, right) and Mitsui Managing Director Isamu Yamashita exchange Strathardle's documents of ownership.

## STRATHARDLE DELIVERED MONTH AHEAD OF SCHEDULE

*Strathardle*, first of three new 21 knot 14,000 ton super cargo liners being built for P & O by the Mitsui Shipbuilding & Engineering Co. Ltd. of Japan, was delivered a month ahead of schedule, on 20th January. The vessel, received on behalf of P & O by Mr. F. I. Geddes, a Managing Director of the Company, achieved a speed of 24.46 knots during her trials.

At a speech following the handing over ceremony Mr. Geddes said, "*Strathardle* is a tribute to Japanese industry. From keel laying to delivery you at Mitsui have produced this fine vessel in seven months — a month ahead of schedule: a remarkable feat and one that I assure you has not gone unnoticed."

Commenting on the role that P & O has played in promoting international trade Mr. Geddes drew attention to the Company's fleet. "With almost 300 ships in the P & O Group," he said, "we have played and are playing our part in actively promoting trade between nations. It is not without interest that in the last ten years the P & O Group has built 108 ships of 1.2 million tons, costing £200 million. At this moment we have 14 ships building and on order with a price tag of £35 million. Of this, ten ships of 619,000 tons at £30 million are building in Japan. And Mitsui have almost 85% of this order."

## NEW FAR EASTERN SERVICES

Cargo services between the U.K./Continent and the Far East are being revised as a result of the introduction of the new "Straths". A completely new Strath Express Service will complement replanned Japan Mail and Japan Express Services when *Strathconon*, the third of the 'Straths' comes into service this summer.

The services have been specially programmed so a shipper can get a fast transit time from a Far Eastern port to any major British or Continental port on at least one of them. The Strath Express Service, for example, sails direct from Japan and Hong Kong to Rotterdam and Hamburg, giving a record fast transit time. Hong Kong/Rotterdam takes only 21 days, and Hong Kong/Hamburg 24 days. Again, the Japan

Express Service calls at more U.K. ports and also at Manila and Otaru, saving transshipment with cargoes to and from these ports. And the Japan Mail Service gives fast direct transit from the Far East and Malaysia to Gibraltar and London.

From the ports' point of view they also get better service with more frequent calls. Port Swettenham, Hong Kong and Yokohama have three calls a month; Singapore and Kobe have two; and Penang, Manila, Otaru and Nagoya have one. Similarly London has three monthly arrivals and sailings, Rotterdam has two, and Antwerp, Hamburg, Gibraltar, Hull and Grangemouth one each.

The Strath Express Service officially came into being with *Strathbrora's* maiden voyage from Kobe on 5th May and from London on 23rd June. The new Japan Express Service started with *Sunda* from Yokohama on 4th May and *Somali* from London on 12th June. The revised Japan Mail Service came into being with *Chitral's* voyage from London on 5th May, and with *Cathay* from Kobe on 17th May.

## "FLOAT AND FLY" HOLIDAYS

For the first time P & O are to operate three "Float and Fly" packaged holidays this year with prices from £62 to £150 and a maximum foreign travel allowance deduction of only £11.

The Spring holidays entail taking the outward section of cruises, staying at a hotel at a port of call and flying home. Land arrangements have been made by two leading tour operators — Gellatly Hankey & Co (Travel) Limited, and Horizon Holidays Limited.

"We have several cruises during Spring on which there is a considerable amount of accommodation still available," explained Mr. A. M. Stirling, a Director of P & O Lines Passenger Services Ltd. "This gives us an opportunity to offer a new kind of holiday combining the pleasure of a short cruise with an exotic stay ashore. In fact, this is the answer for those who want the best of both worlds."

The first began on April 22nd and offered five nights aboard *Iberia* and four nights in Teneriffe. It is also possible to arrange an extra week's stay at the hotel for a supplementary charge.

## IN A NUTSHELL

"What is the P & O tradition?" asked Mr. Michael Bailey, shipping correspondent of *The Times* when replying for the guests at the annual Press Reception.

"Surely it is not to cling to dead forms, but to adapt constantly afresh in fulfilment of its simple purpose, which is to sell shipping and transport to the world with courage, ingenuity, and breadth of mind so as to profit not only P & O but also Britain.

## BOOK EARLY FOR CHRISTMAS

Announcing *Canberra's* Christmas (1967) Cruise on 6th January at the end of her last Christmas Cruise, Mr. A. M. Stirling, a Director of P & O Lines, explained, "I know it might seem slightly strange to announce a cruise so far ahead. The fact is that booking trends are changing, and in any case, we wanted to give those passengers who travelled in *Canberra* this Christmas news of next year's cruise."

*Canberra* will sail from Southampton on December 23rd on a 13-day cruise to Freetown, Las Palmas, Madeira and Lisbon, returning on January 5th. Fares will be from £89 Tourist Class and £158 First Class. *Canberra*, whose passenger capacity is greater than any other liner in the world, will have accommodation for 1,850 passengers on the cruise.

## PASSENGER SUPERVISORS' COURSES

Two courses were held for senior Passenger Department executives at the Rembrandt Hotel, London, in January on the principles of supervision. These were done with the recent changes in the Department in mind, to enable the executives to make best use of the new structure and to come up with further good management suggestions.

The courses, entitled "The Principles and Practices of Supervision", lasted two and a half days each. They began after office hours with an introduction by Mr. R. M. Thwaites, Chairman, P & O Lines, and the first talk after dinner on "The Need for Professionalism in Management" by an outside expert.

The following two days included a series of talks by consultants and our own supervision experts, Capt. J. C. Stratford, Chief Training Officer, and Mr. B. P. Sykes, Passenger Administration Manager, and a group project where syndicates of the executives discussed how to improve the training of Management and supervisory staff in the Passenger Department.



"Eyes front" for Commodore Dunkley in a pose of strict neutrality between W.A.P.s. Vivian Kiy (left) in the old uniform and Patricia Mitchell in the new.

## GLAMOUR AT SEA

Women Assistant Pursers have had two boosts to their ego recently. Firstly, they have been given new uniforms specially designed for the Company by Hardy Amies. And secondly, they are being given free courses in grooming and make-up by Revlon.

The first ship to sail with W.A.P.s in their new uniforms was *Oriana* in February. The smart blue uniforms, designed to be business-like as well as fashionable, replace the previous Wren-style uniforms which have been in use for some years. All 52 W.A.P.s serving in our passenger ships are being fitted with them as their ships return to the U.K.

Hardy Amies has also designed a new evening dress for W.A.P.s. This is in orient blue shantung with a bold V neckline enhanced by wide shoulder straps and set off by brass buttons.

The Revlon course was an idea from discussions with that company about the possibility of doing useful joint publicity promotions. As a result all new W.A.P.s have the one-day course, where a Revlon beauty expert gives them advice on everything from skin care to eye make-up. Those already at sea will also have the opportunity of taking the course when on leave.



Mr. J. T. Davies addresses senior Passenger Department executives on modern management techniques.

## TRAVEL ADVISER

*Canberra*, sailing from Southampton on 16th January, was the first P & O ship to have a full-time Travel Adviser on board. He was Mr. Barry Frapwell, a 27-year-old New Zealander, whose job it is to help passengers make travel and hotel arrangements for when they leave ship.

Mr. Frapwell has been in the travel business for seven years. His appointment is largely experimental, although it fulfils a long-felt need aboard ships. Other ships will also be receiving Travel Advisers as trained personnel become available.

Mr. Frapwell has had first-hand experience of P & O, because when he first came over to the U.K. from his home country he sailed in a P & O liner.



Barry Frapwell



Cliff Hockley

The departments are as follows: Finance, General (relations with Govts., etc.), Secretary, Bunkers, New Business, U.K. Properties, Naval Architects, Public Relations and Management Services.

## 'PERIM' SOLD

*Perim* has been sold to Astroguarda Compania Naviera S.A., Panama, a member of the Mavroleon group. She will be handed over in London before going to be scrapped in the Far East. She was built in 1945 and it would have been uneconomic to put her through her next special survey.

## NEW CONTINENTAL FREIGHT APPOINTMENT

Mr. C. W. Hockley has been appointed P & O Group European Freight Manager. This is a new appointment to co-ordinate and rationalise the freight marketing efforts of three P & O Group Companies on the Continent.

He will be particularly responsible to the three P & O Group Companies now developing their Continental marketing activities: P & O Lines Management Ltd., The New Zealand Shipping Co./Federal Steam Navigation Co., and British India Steam Navigation Co.

Mr. Hockley will develop contacts with major shippers and importers, and report generally on significant developments in Common Market transport policy and matters affecting P & O Group business in Europe. This is in addition to the normal activities of agent liaison.

He is based at the General Steam Navigation Company Offices (a P & O Group Member), Rotterdam.

Before his new appointment, Mr. Hockley was Manager of G.S.N. Co. Ltd.'s Rotterdam Office. He was with General Steam for 28 years, the last 19 of which he has spent on the Continent.

## GROUP NEWS

### GROUP EXECUTIVE FORMED

The increasing amount of co-ordination between P & O Group Companies and the growing need for concerted Group action in various sectors of the business call for a more defined shape to be given to Group machinery and the need to clarify its functions.

Consequently on 10th February a P & O Group Executive came into being. Its position in the P & O Group hierarchy is between the Board and the individual member companies. It has nine constituent departments, responsible for finance, general matters, the Secretary's office, new business, U.K. properties, naval architects, public relations, and management services.

Each Group department has a Director or Manager in charge of it, with experts drawn from the various Group Companies supporting him. The heads and responsibilities of the departments are as follows:—*Finance* — J. Mitchell (Director), T. P. Daly (Group Chief Accountant) — finance, cash, group accounts, trade investments, financial statistics and records; *General* — T. F. Bird (Director) — shipping relations with governments, shipping international relations, management selection and training;

*Dangerous Cargo* Captain J. Cosker of The New Zealand Shipping Company's *Rakaia* does not look too happy with *Suzy* the leopard who has just been loaded on his ship at Hamburg for shipment to New Zealand. Also on board was a panther, *Achmed*. Between them they ate five pounds of meat per day—*Suzy* had horse, and *Achmed* preferred cow. Just in case they developed a taste for humans also. Captain Cosker hired a gun for the trip.







*Captain Cook Monument. On the left is the one remaining coconut tree, the rest being mesquite. Black lava rock surrounds the Australian-built landing*

## OFF THE BEATEN TRACK

# Captain Cook at 'Kealakekua'

by Commodore J. L. Dunkley O.B.E.

Ever since my interest had been aroused in Captain Cook I had hoped some day to see the spot where he was killed.

I had visited Marton, his birthplace, Great Ayton, where he went to school, and Whitby, from where he first went to sea. I have often passed his house in Mile End Road and have been to Kurnell on Botany Bay where he first landed in Australia. All these places are very easy of access but the point where he was killed on Kealakekua Bay is well off the beaten track. It was not until I saw the prospect of myself being on board the *Oriana* when she called at Hilo in December, 1966, that I started to think seriously of making the trip.

Kealakekua Bay, however, is on the opposite side of Hawaii Island from the port of Hilo. This is the largest of the Hawaiian Islands and very rugged so that road travel is not very fast. The plan I first thought of, of motoring round the island had to be shelved as this would have been barely possible in the day, and would leave no time to see the monument.

I was advised that the only really practicable way of doing the trip was by air. Accordingly through the good offices of the Company's agents and their friends in the islands, it was arranged.

We flew from Hilo airport across the island by way of the "saddle" between Mauna Kea and Mauna Loa, volcanoes rising to over 13,000 feet, and the highest in the world. The terrain is mostly black lava rock with little vegetation once clear of the coast.

We struck the West Coast south of Kealakekua Bay and flew north to get a view of the Bay and the Captain Cook monument; then on past Kailua to the Kona airstrip.

Here we were met by the President of Kona Chamber of Commerce who had a girl with him to adorn us with leis, a very necessary formality in the islands. We then went by a very good road through Kailua and Keauhou to Captain Cook. This is the name of the village nearest to Cook Point on Kealakekua Bay.

From here a less good track leads down to Napoopoo at the south end of the Bay. All along the road was a wonderful show of flowers and also coffee plantations. Of the flowers there was the finest show of poinsettias I have ever seen and with ginger in various colours, frangipani, oleander, hibiscus, Cup of Gold, orchids and anthuriums in profusion, the roadside was in places literally a blaze of colour. The coffee was also attractive covered with ripe red berries.

The road rises to 1,500 feet, and then drops down again past the Sun Rise Coffee Mill to the coast at Napoopoo.

Here Russel A. Apple, the Superintendent of the National Parks, and Amy Greenwell were awaiting us—the former with boats and crews and the latter with a well stocked ice-box. Russ Apple is at work on making a national park at Honaunau and rebuilding the City of Refuge on the point, three miles south of Napoopoo.

Amy Greenwell is a local resident of a well known old established family and an expert on Captain Cook.

The pier at Napoopoo was not in the best of condition having been damaged by a seismic surge a few years ago. These surges are due to earthquakes in the Pacific and several have caused a great deal of damage. One washed away all the low lying parts of Hilo, and the danger of another is ever present.

Due to the shallowness of the water alongside the

pier, only a small outrigger canoe could get alongside and by its aid we were ferried out to a larger boat which took the main party across the bay—I rode the outrigger all the way with a little outboard engine and paddles to provide a "transverse thrust" when necessary.

It is only a mile across the bay to a landing which was made by the Australian Navy. There it is comparatively easy to land right in front of the obelisk commemorating the death of Cook nearby.

The background of the bay is a steep 500 foot cliff with a little grass and scrub on it. At Cook Point it is lower and covered with thick mesquite or kiawe, a leguminous tree which was imported from France by the first French missionaries. In Cook's day the point was well covered with coconut palms and supported a large population which is no more. Today a few cattle browse on the mesquite and that is all.

### The Site

We found the obelisk and site well cared for — the obelisk had fairly recently had a coat of snowcem or white paint and the "canon" posts and the surrounding chains painted red.

The local press had heard of my proposed visit and announced that I was going to lay a wreath. So Theo. Davies, our Agents, had kindly produced one from the back seat of the plane and that was laid with due ceremony and appropriate photographs.

The plot on which the monument stands is generally thought to be British territory, but in fact it was ceded to the then British Consul in Honolulu in 1874, a Mr. Wodehouse, by Princess Like Like Miriam Cleghorn, and apparently still belongs in theory at least to his heirs, but is cared for by the Admiralty through the British Consul in Honolulu. A local caretaker keeps the jungle at bay and from time to time visiting commonwealth warships do any necessary repair work. A tablet at the back of the obelisk recorded such repairs effected by H.M.S. *Morecombe Bay* a few years ago.

The actual spot where Cook fell is 50 yards or so to the west of the monument along a rocky bit of shore overgrown with mesquite. The rocks are black lava and a pretty poor landing spot, I should have thought, though this lava may not have been there in 1779. But evidently this was the best landing point for Cook, and

in the water is a plaque recording the fact that it was here that he fell. The swell was such that the water was not still enough to get a picture, though I tried. There is a track inland from this point to a spot where tradition says Cook's body was cut up. This track continues up the hill and some of it can be used by a jeep or on foot to the main road, but the water approach is the easiest and also the best to appreciate Cook's activities here.

While on the rocks Amy Greenwell opened the ice-box, and we were all suitably refreshed with almost anything we could wish for from milk to gin, which with the temperature in the 80-s was very welcome.

Having had a good look around and having to consider time we made our way back to Napoopoo as we had come. Thence I was whipped off by Russ Apple to see the City of Refuge while the rest of the party looked at Napoopoo which also has connections with Captain Cook.

This part of Hawaii is of great historical importance for it was in this district that Kamehameha the Great established his power in 1791 and became the first King of the Islands. Near Kailua the first Christian church was built and it was hence that Christianity spread over the islands. Many relics of the old Hawaii exist here but since their history was never written down and much of it has been lost in legend not a lot is really known of the earlier days before Cook's discovery of the islands in 1778. I think it would repay a longer visit but whether or not I shall ever be able to make that I know not.

We took lunch at the Manago Hotel at Captain Cook through the kindness of the Chamber of Commerce and then made our way back to the Kona airport. There we were immediately airborne and made the trip back to Hilo via the north side of Mauna Kea over Parker's ranch, said to be the largest American ranch in private ownership. From the air one can see herds of cattle, plenty of grass and trees planted here and there to form windbreaks.

I left Kona airport at 1500 and was on board the ship again at 1545 in ample time for a 1700 departure, after one of the most memorable days "off the beaten track" that I have ever had.

*Landing party at the Monument; left to right, Russ Apple, Christine Pike (niece of John Thornton), John Thornton (Shipping Manager, Theo Davies), Cdre. Dunkley, Amy Greenwell, Alden Avery (pilot of the aircraft) and Mark Nakamura (President, Kona Jaycees).*



# MARINE TRAINING

Mr. Walter Kerr (centre) talking to (left to right) Mrs. C. Sambrook, Area Careers Advisory Officer, Nuneaton, Mr. J. H. P. Rae, H.M. Inspector of Schools, Mr. G. O. Puckle, Head of P & O Crew Department, Mr. A. J. Skew, Principal Careers Advisory Officer, Warwick, Mr. P. J. Adams, King Edward VI School, and Mrs. W. Phillips, Area Careers Advisory Officer, Stafford.



## DRIVE FOR BEST RECRUITS

The Company launched an intensive recruiting drive for over 2000 young men at a conference at the Shakespeare Hotel, Stratford-on-Avon, recently. The conference was attended by some 60 headmasters, careers masters, careers advisory officers and youth employment officers from the Midlands.

P & O's Marine Training and Recruiting Officers told the meeting all about life at sea and the prospects for boys and young men entering the Company.

The Company employs 5,500 officers and ratings. Each year it needs to recruit 25 Navigating Cadets, 150 Engineer Cadets and Junior Engineer Officers and 2000 ratings.

Mr. Walter Kerr, a General Manager of P & O, told the conference that far too little was known about careers in the Merchant Navy. The Company needed to have the highest calibre of recruits to man its ships, so it had for the first time in the history of the shipping industry applied the concepts of marketing to recruiting.

A similar careers day has also been held in Birmingham. The Midlands had been chosen for the recruiting drive only after a thorough survey of the whole British Isles. The Company was concentrating on an area bounded by Birmingham, Warwick and Stafford.

## NEW RECORD BOOKS FOR DECK BOYS AND CATERING BOYS

We have always been justly proud that the training of our ratings at sea has been well in advance of training in the shipping industry as a whole.

We introduced training record books a number of years ago to standardise training in all ships and to ensure continuity when ratings moved from one ship to another. However, the Merchant Navy Training Board has now prepared record books for deck and catering ratings for general use in the Merchant Navy and we congratulate the Board on producing two first class books.

Naturally our individual requirements as a passenger ship company will differ in many ways from standard Merchant Navy practice. But, with suitable adaption, the Training Board Record Books will cover our requirements for deck and catering boys more comprehensively than at present, and we intend to change over to the new system as soon as conveniently possible.

## NEW NAVIGATING CADETS

We welcome the following cadets who joined the Company in January of this year:- M. A. W. Bishop, H.M.S. *Worcester*; D. C. Boulton-Lea, Southampton; R. C. Hart, H.M.S. *Worcester*; S. A. Jackson, H.M.S. *Worcester*; P. St. J. Jarvis, Southampton; R. A. Parris, Southampton; N. D. Willys, H.M.S. *Conway*.

## CRICKET

The annual cricket tour against the nautical colleges has been arranged this year for the 29th and 30th June. Unfortunately we were unable to arrange a fixture with Pangbourne as the date coincides with Founders Day.

All Officers and Cadets who would like to be considered for the tour should contact the Cadet Training Officer, Mr. P. R. Mitchell.

## COLLISION RULES ON TAPE

Many officers look back with dread at the number of hours taken up by learning the Collision Regulations by heart and no doubt many cadets feel equal apprehension at having to commit them to memory in the future.

With this arduous task in mind the Seafarers Education Service has arranged for Miss Anona Winn, the well-known broadcaster and television star to record the regulations on tape. The tape, which runs for nearly two hours, is intended particularly for cadets studying for the 2nd Mates Certificate, and is to be followed shortly by a second tape in which the rules will be

interspersed with an expert commentary intended for those studying for Mates' and Master's Examinations.

The tape together with printed versions of the Collision Regulations and commentary may be bought from the Seafarers Education Service for £3.0s.0d. post free, or alternatively, the tape may be borrowed for 10/- allowing cadets and officers to make their own copies.

Applications should be made to:-  
 The Secretary  
 Seafarers Education Service  
 207 Balham High Road  
 London SW17

### 100 YEARS AHEAD OF HIS TIME

Captain Wakeford, Director of the University of Southampton, School of Navigation, paid tribute to a former P & O Commander when he named the thirteenth M.A.R. course after Captain Robert Methven.

It is the practice at Southampton to identify each new M.A.R. course with the name of a distinguished British merchant seaman. Captain Methven certainly deserves this description. He joined P & O as a Chief Officer in 1851 having served his time in sail, and within two years at the age of 37 was promoted to Commander. His first ship was *Valetta*, a brand new paddle ship of 832 tons. Whilst in command of this ship, he wrote a book, "The Log of a Merchant Officer", dedicated to the President of the Board of Trade in an earnest attempt to improve the education, training and status of seafarers. Much of the detail in this book is quite naturally related to problems of that time, but the "demand for a higher diploma for ship's Officers" and the principles he suggested for a course ashore of liberal studies including

art, languages and recreation between the first and second year at sea, brings the book fully into 1967.

Captain Methven proved his theories in practice: he passed his Extra Masters Certificate in 1854 and remained at sea in command until his retirement at the age of 65. His book, "The Log of a Merchant Officer", is now a prized possession in the P & O Museum, and today's cadets could certainly learn much from the way he kept his weekly journal.



The Careers Information Officer, Mr. G. E. Harding (right centre), talking to Mr. C. F. H. Graves tutor, and pre-sea stewards, at a parents' evening at Thanet Technical College. The boys in the photograph are all hoping to join P & O on completion of their present training.

An extract from Captain Methven's Journal, showing how he illustrated his writings.





Mr. Thwaites (left) presents the watch to Cadet Seymour.

#### BEST CADET

Cadet Jonathan Seymour has received a gold watch for being the best all-round cadet at the School of Navigation, Warsash - a year after he won it. It was finally presented to him at the P & O Head Office, London, on Tuesday, 29th November, 1966, by Mr. R. M. Thwaites, a Managing Director.

Mr. Seymour, 19, had won the P & O Gold Watch Prestige Prize in the Autumn Term last year. However, he left Warsash and joined the P & O in January, 1966. Consequently he missed receiving his watch at the College's annual Prize Giving this year, already being at sea in the 7,000-ton P & O cargo liner *Cannanore*.

#### SECOND MATES' EXAMINATION

We congratulate the following cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers:- M. S. Dagnall, M. J. Derrick, C. J. C. Johnston, D. P. Montgomery, R. Myton, I. Woollard, R. Woodger.

## Tinny Baby

The following letter was received from an intending passenger recently. There is no record of her eventually sailing on *Oriana*. She may, of course, have transferred to another ship.

Dear Madam,

Just these few lines in answer to our telephone call, the cabin C.135 on the *Oriana* will do as I told you on the phone we don't mind the half fair but she is a prem baby and is very tinny and she will have to have a cot the cabin will be plenty big enough. We have added this fair up and it comes to 875 paying half fair in the same cabin 135. The new prize you sent us today is £948 7s. why is their extra charge for this cabin the first cabin we booked was cabin C.135 which will do I hope this meets with your kind approval. I remain yours truly.

Mrs. X

# Training for Managers

by M. D. PENNEY

General Manager  
P & O Lines Management Ltd.

"We think you ought to go on a course, and try to learn to be a manager. There's a three month course in London in the autumn. You'll have to do some work for a change, because they only let you out on Sunday afternoons to go home and mow the lawn."

So I bought my family a television set for company, and went. With 44 other managers, I arrived as bidden at the school for dinner on the evening of Sunday, September 25th.

It was all very civilised; a very good glass of claret was followed by kind words of welcome from the Principal; but in closing he asked us to read about 50 pages of the case history of a manufacturing company, Albert Harrison Ltd., before retiring.

It was exciting reading. What a splendid company! What fine values, expressed in interviews with the management! A world-wide reputation for quality, shopfloor to Boardroom employees, lots of hard cash and no debts. How wonderful for this country that such companies existed!

But wait a minute.

Surely we were not brought here to form an admiration society. Some of the tabulated figures do not tie up with the splendid statements. Does MY company look like this in cold print?

Next morning the school was different, somehow.

M. D. Penney



There we all were, very conscious of how efficient we were at operating ships, or aircraft, making chemicals, designing computers, selling paint and petrol, or whatever.

The process of deflation was started when the lecturer said: "Well Mr. Smith, would you like to tell us what you made of Albert Harrison Ltd?"

Immediately Smith earned the undying sympathy of 44 people. This chap seems to know what he is talking about, thought 44. Thought Smith (learned later): "What on earth do I say?"

The process of deflation proceeded apace.

By Wednesday I recognised the surroundings and my own outlook. I had been taken back 25 years by a time machine — was that a cane in the lecturer's hand? no, relief, it was a blackboard pointer.

Thursday. Mathematics? I had thought — well, that will be easy for a pastmaster of spherical trigonometry like myself. "The most profitable price for the product under these circumstances can be found quite easily by differentiating between

$$2x^2 \times 14x = 31 \text{ and } x^2 - 3x - 19 = 0"$$

The Arts and Classics graduates in the class grasped their newly acquired slide rules rather tighter.

Here was a consolation; at least after this I can answer my daughter convincingly when she produces that New Mathematics textbook.

During week two I realised that I knew nothing about very little; which Group Company was advertising for 3rd Officers?

By the end of week four, the pendulum had swung the other way; the time machine had gone forward 35 years. Why, in the space of a couple of hours a group of eight of us had dealt with all the problems — group organisation, product policy, transfer pricing, personnel, production, marketing, finance and control accounting — of a group of companies in the chemical industry going rapidly down the drain. They could not fail to succeed after our deft touch.

We studied human behaviour. Now here was a subject easy to assimilate. Who is not a brilliant psychologist? I must have learnt a lot. "When you went on this course," said my family, "we thought you'd come back a lot more brainy but it seems you are twice as dim as before."

Towards the end of the course we had Wives' Open Day; luncheon and a cocktail party, with between them a simple series of lectures for the wives from those who had lectured us; a fleeting acquaintance with price and the elasticity of demand, of the marketing mix and of motivation. Heard at the cocktail party: "I think he was most interesting about the price of elastic."

But this kaleidoscope of light hearted impressions is only a very small part of the story. In fact we spent twelve very hectic and busy weeks learning a great deal — from the Faculty of the London Graduate School of Business Studies, from each other and from selected reading. We studied business and management.

At the outset we had all been convinced that the problems in our own industries were peculiar to those industries, and could only be solved by industry specialists. As time wore on we found that the principles of management were the same whether operating ships

or selling paint; that many of the techniques available to managers could be applied in any field; that any manager, however good or bad, could become better with training and so serve better those groupings of people who in turn the Company served — the owners, the customers, the employees and the nation. We grew to recognise the fact that we were managers and this is just as important as any other profession.

At the end of twelve weeks I had 44 new friends in widely different industries, not forgetting the team from the School. We were unanimous in our wish to meet again in the future to continue exchanging experiences.

We were finally let out just before Christmas after a congenial final dinner. Struggling home with books and files, I called on my local ironmonger to buy six cuphooks.

"What you need," I said, as he burrowed about ineffectually in his shelves and boxes, "is a proper system of inventory control. If you consider carefully your present re-order levels and quantities, and look at these in the light of your cost of capital, wholesaler lead times, quantity order discounts, out-of-stock probabilities and accounts receivable, you will find

that the formula  $R1 = \sqrt{\frac{4WP}{Rq}}$  will solve your problems."

"What I need," he said, producing the cuphooks, "is a lot more boxes and some customers who pay their bills."

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## Round the World Club

Formed in the West End Passenger Department, and now spread throughout all the world passenger departments of Passenger Services, is an organisation called 'The Round World Club'. Membership is limited to those who have in the course of their duties with the Company, and in connection with passenger affairs, have been to the United Kingdom, Australia and North America, and stayed in each for a period of time. It is felt that some tangible expression of all the goodwill created between offices by these exchange visits will be maintained by the formation of this club. New members arriving in the U.K. on future tours can look forward to some interesting initiation ceremonies.

The 'Round Worlders' have asked Mr. Albert Morris to be their first President in London. One of his first duties will be to call an informal meeting of all United Kingdom members to discuss further plans for the club.

A club tie has been designed by members, and the exclusive design of the club motif — a golden globe encompassed by a red band incorporating the letters R. W. on a navy blue background — has already caused much favourable comment. These ties are available now from Messrs. Redsell, Blencowe, Wilton and Bailey at the West End Office, who will also help with any inquiries for membership. This quartette, for the time being, are helping to get the club underway until officials can be appointed.

It is hoped that by the time *About Ourselves* is published the clubs in Australia and North America will also be well established.

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*The new Lotus by Canberra.*



# SHIP NEWS

*Girl pipers welcome the Himalaya party to Tilbury.*



### CANBERRA — *New Lotus for Australia*

The new Tasman Formula Lotus racing car was shipped out in *Canberra* in January for its first public appearance in the Warwick Farm Race, near Sydney, on 19th February. The new car, which embodies both manocque and space frame and is capable of 160 m.p.h., was scheduled to be driven by Graham Hill, the Australian former World Champion.

### IBERIA — *Adoption Links*

*Iberia* has now been linked with the Florence Treloar School for handicapped girls for just under a year. During that time the girls have written and received dozens of letters and postcards to and from the ship.

The "School Committee" on board *Iberia* has, through raffles and collecting boxes, raised more than £350, and has recently sent £120 to enable the School to purchase three canoes. The initial proposal of the School was to name them after P & O ships. If that idea is implemented, there should be some good competitive racing ahead.

Each voyage *Iberia* forwards the School one or more dolls in National Dress from countries visited. A colourful collection is already under way, and to judge from the girls' letters it is very much admired.

Latest of many items of general interest to have been sent to the School is a tape recording describing a number of ports of call with emphasis on a visit to Disneyland. Approximately 100 colour slides have also been sent to illustrate this recording.

Needless to say, both girls and staff of the school have indicated how much they are looking forward to a visit to *Iberia* and it is hoped that it will be possible to arrange this during the summer.

### CANNANORE — *Half - Term Visit*

Boys and girls of the Hardley County Secondary School, Fawley, Hants., gave up their half-term last November to visit their "adopted" ship, *Cannanore*. They made a whole day outing of their visit to the ship at Tilbury, going there in a specially hired bus.

They were received on board by Captain R. N. Firth and his Officers, together with a colourful selection of Deck and Engine Room Serangs and a few ratings in full dress. After being taken on an intensive tour of the ship, they were regaled with high tea at which Captain Firth presented the school with a framed picture of *Cannanore*, a model kangaroo and a large selection of interesting pictorial literature.

### HIMALAYA — *Giant Group Arrives*

The largest ever party travelling as a group arrived at Tilbury in *Himalaya* in March. The group, consisting of 1,237 Australians on a World Discovery Tour organised by the *Australian Women's Weekly*, was welcomed to port by a band of the Dagenham Girl Pipers.

The tour lasts four months and includes visits to South-East Asia, the Middle East and Europe. It returns to Australia in *Oriana* in May.

This is the second year running that the *Women's Weekly* tour has travelled to and from Europe in P & O ships.



The cast of "Sailor Beware", showing (left to right) Margaret McCallum, Allan Lewis, Fay McClintock, Patricia Craig, Tom Deady, Russ Jones, Mary Nolan, Bill Bremner and Anne Lees.

### ORSOVA — *Drama Group Gift*

"Sailor Beware", a three-Act comedy put on by the *Orsova* Drama Group recently was a great hit with both crew and passengers. A collection taken after performances enabled the Group to donate £25 to the Seamen's Centennial Appeal.

The play was produced by Tony Desborough (Baggage Steward) and Ian Butcher (Dispenser). It was performed twice for the Ship's Company and three times for passengers.

The Drama Group, founded in May 1965, consists of members from all departments. During its first year and a half of existence it has performed seven plays and a pantomime.



Pastry Cook Dawson with his 'P & O' cake.

### ARCADIA — *Cake Admired*

Mr. P. R. Dawson, pastry cook in *Arcadia*, baked a special cake for the centre piece of a buffet held on board in Los Angeles recently. The buffet luncheon cocktail party was given for the British/United States Chamber of Commerce. H.M. Consul General, Mr. A. A. E. Franklin and Mrs. Franklin were the guests of honour.

The cake and buffet as a whole were generally admired. One guest was heard to ask which shop had supplied it.



Captain G. K. Harrison congratulates the Manager of the Asian team, John Barretto.



The children enjoy tea under the watchful care of Orsova's Social Club members.

### ORCADES — Football for Asians

A Football Challenge Trophy has been presented to *Orcades'* Crew Sports & Social Club to be competed for each voyage between the European Ship's Team and the Asian Ship's Team. It is hoped this will encourage more Asians to join the Club.

Of the two matches played to date, the Europeans have won both. The first at Sydney was a very closely fought one, with the Europeans just scraping home. They managed a slightly more comfortable margin in the second match. However, although they now hold the Trophy, the Asians are eagerly looking forward to capturing it from them. Quite possibly by the time this article appears in print they may have done so.

The Asian team is managed by John Barretto (G.S.), Its members are: Alfred Barretto (Laundryman), goal; Minguel Dias (U.S.), Alfred Furtado (Baker's Mate); Francisco Menezies (Topass), Brasinho Alfonso (Scullion), John D'Souza (Scullion); Lawrence Fernandes (Jr. U.S.), Paulo Braganza (Jr. U.S.), Jose Rodrigues (Jr. U.S.), Camillo Dias (G.S.), Jose Ferrao (Jr. U.S.).

### ORSOVA — Adopted by Orphanage

*Orsova* has unofficially 'adopted' a Suvan orphanage. This results from a visit by children from the Dilchusha orphanage when the ship called at Suva after Christmas. Although it is outside the auspices of the British Ship Adoption Society, the children were so taken to heart by *Orsova's* Officers and crew that it was decided to go ahead with the adoption.

A total of 56 girls aged one to 18 were in the party, accompanied by the Matron, the Port Chaplin and a helper. They arrived soon after lunch and were met by 'guides' from all departments who took them on a comprehensive conducted tour of the ship, including the bridge. This was followed by a half hour cartoon show in the ship's cinema.

The tour came to its climax with a grand tea in the Crew Messroom. The children were regaled with sandwiches, cakes, jellies, fruit, ice cream, cordials, lemonade, coca cola and many other sweets and delicacies. During tea they met Santa Claus who had a present for every one of them. A very large Christmas cake had also been made for them, but as their tummies were very full it was decided to take it back to the orphanage with them for New Year.

As a result of this visit which is unlike anything that has ever happened in the children's lives before, they have assumed adoption of *Orsova* and call her 'their' ship. It therefore followed that *Orsova* adopted them and becomes the first 'O' ship to adopt a school. She is, however, the second one to have 'unofficial' links, the other being *Ballarat*, whose school is Barker College, Sydney.

### ORIANA — Ocean Travel Fortnight

About 1200 people, some from as far as Wales and the Midlands went to Southampton on Monday, 31st October last, to look around the 42,000 ton *Oriana*. It was the first time a P & O liner had been open to the public at Southampton since the Ocean Travel Fortnight Scheme began in 1961; in previous years a ship or two had always been made available at Tilbury.

The visitors, in groups of about 20, were shown over the public rooms, passenger accommodation, galleys and restaurants. They also saw the deck and swimming pools.

Over 70 guides were on duty, ranging from the 'old hands' like Public Room Steward Chris Young, to staff from Escombes, Southampton, and Head Office, London.

Children were given paper sailor hats and adults were handed souvenir Menu Cards and booklets describing *Oriana*. They were also given a general information leaflet from which they learned about the ship and its routes.

W.A.P. D. L. Warner equipping children with paper sailor hats on arrival.





Public Room Stewards David Lawes and Tony O'Malley in their 'Lunatic' dress, at the 'Control Centre Bar'.

### ORSOVA — Space Night

.....4,3,2,1, and Whooshhhh!

Off with a bang went a recent gala night on *Orsova*. The theme of the evening was 'Saturday Night on Saturn'.

Passengers were invited to attend in suitable 'Lunatic' costume. This was exactly what they did, with all the costumes being very original and quite a few of them out of this world.

The ball-room was suitably decorated for the occasion, and it was a long time after the evening had finished that everybody came down to earth again.

### ORCADES — Active Sports & Social Club

The Crew Sports and Social Club has been very active on *Orcades'* last voyage. Two new innovations have been a Crew Magazine and having the Asian rep on the Club Committee calling out numbers at Bingo.

The magazine, which is run jointly by Nightwatchmen Graves and Lloyd, has some strange characters who to anyone other than the crew would be meaningless. However, the crew know them well and follow their adventures like the comic picture characters they portray. With the help of Jimmy James, Crew Barman, the magazine has already raised a considerable sum for the Spastics' Society.

L. P. D'Silva, Assistant Pantryman, has become a regular feature of Bingo nights. He started by calling out the numbers for the first few games one night and proved such a success that he was asked to continue on other occasions also.

Apart from the ever popular port visits (including one to Disneyland, where the cameramen among the crew went mad, taking miles of film) and visits to the Bridge and Engine Room, a great success recently was a grand boxing and wrestling tournament. It was held on the Well Deck and was packed to capacity as well as being broadcast from coast to coast (port to starboard). Blindfold boxing with four Bellboys in the ring together

raised the biggest laugh of the night. Tag team wrestling followed, being well rehearsed so the 'goodies' won after a hard fought battle — we always rather suspected they would!

Further boxing nights are planned, and some of the Asian club members have offered to have a go this time.



While Commodore Dunkley and Captain Blois receive a souvenir from the local Chamber of Commerce, Purser French compares toes with the Aloha King.

### ORIANA — Hawaiian Welcome

A special welcome awaited *Oriana's* senior officers on the ship's maiden call at Hilo, Hawaii. The Aloha King and Miss Aloha Hawaii 1966 were at the quayside to present them with leis and Arthuriums, and the Chamber of Commerce presented them with a commemorative scroll. The Commodore was also given a replica of the Key of the City.

Purser French had just a short while beforehand broken his ankle, so his leg was still in plaster. However, the weather was warm enough for him to ignore the fact and go along to enjoy the ceremonies.

### CANBERRA — Is This a Record?

Bellboy Michael Payne had one day to go to his 18th birthday when *Canberra* left on a long voyage last summer. However, he had to complete the voyage as a junior rating.

To put the time to good use he took instruction for his lifeboat certificate, passing the examination when the ship was at Vancouver six weeks later.

WLH E. A. Greenham asks if this is a record for a junior rating. Any comments, readers?

Captain E. G. H. Riddelsdall presents Bellboy M. Payne with his lifeboat certificate. Mr. E. A. Greenham (W.L.H.) looks on.





Captain Riddelsdell explains the workings of the ship's telegraph to Mrs. America during her prize voyage.

#### CANBERRA — Royal Traveller

Mrs. Joy Noufer of Houston, Texas, who is this year's reigning Mrs. America, travelled from Nassau to San Francisco in the Autumn aboard the *Canberra*. The voyage through the Panama was one of her prizes when she was crowned last May.

#### ORONSAY — Royal Ascot at Sea

A very popular experiment on a recent voyage in *Oronsay* was a Royal Ascot at Sea 'out-on-deck' race meeting. Passengers were dressed in typical 'Ascot dress' with gaily decorated hats for the ladies and up-turned waste-paper baskets disguised as traditional grey toppers for the men.

#### BALLARAT — Containerised Fruit

The first consignment of containerised tinned fruit from Australia was discharged from *Ballarat* at KGV on 21st November.

Three containers, each with a loaded weight of about 20 tons, carried a total of 2,689 cartons or 65,536 tins of preserved fruit. They were discharged straight over the ship's side onto waiting lorries.

The containers were despatched by the Shepparton Preserving Company from their works about 120 miles from Melbourne. On arrival they were taken straight to their destinations by lorry, saving considerable time and expense in transit.



The victorious Orcades football team, with the 'Oriana' Trophy.

#### ORCADES — Football Victory

A small piece of history changed hands recently. This was the Fleet's Soccer Cup.

After chasing *Oriana* for more than three years, *Orcades* finally caught up with her in Auckland, storming home to a 4 — 2 victory. Although the weather was wet and the grass long, the football was fast, clean and sporting.

The keenly fought contest produced unbounded enthusiasm, hitherto unseen, in the *Orcades* team and throughout the ship.

Goalscorers were Penney (2), Race and Townsend. The team consisted of Croson; Lowther, Copsey; Bissett, Pearson, Penney (Captain); Race, Eldred, Emmons, Townsend, Chamberlain.

A few weeks later the ship retained the trophy after a match with *Iberia* in Sydney, beating her 4 — 0. Suitably inscribed medallions were struck and presented to the winning team.

#### IBERIA — Shipboard Talent

Passengers in *Iberia* had a pleasant surprise at Christmas to find that among the crew was a very talented and successful artist. He is T. Barchi, B.C.S., who painted a big Christmassy landscape picture in very attractive colours for brightening up the First Class Restaurant.



Mr. T. Barchi in front of his painting

A container from the Melbourne factory being loaded direct onto a lorry for transport from the docks.



*Somali enters the new dry dock at Antwerp. The Trident Company's tanker Orissa is discharging in the background.*

### SOMALI — First In

*Somali* was the first ship to use the new Antwerp drydock when she called there for quick repairs in January.

On Saturday, January 21st, in the presence of a large gathering of civil dignitaries and shipping representatives of many countries, Prince Albert of Liege pressed the button to flood the new number 2 drydock built by Beliard Murdoch.

In a fresh breeze the docking went perfectly — most fortunate as *Somali* was under the scrutiny of many experts from both home and abroad.

On the following Wednesday the ship was presented with a picture to mark the opening of the dock. The picture depicts the sailing training ship *Mercator* moored in the Scheldt with the city in the background.

For those who like technical details, the length of the dock is 885 feet 10 inches, the width at the gate is 122 feet 4½ inches with 27 feet of water over the adjustable blocks. The dock can fill in less than one hour and empty in 2½ hours. It is served by a 60-ton moving crane.

### BALRANALD — "Salmara" School Adopted

Captain E. R. Rose saved the children at the Alderman Catleugh School, King's Lynn, from a big disappointment when *Salmara* was transferred to E. & A. Having recently taken command of *Balranald* he got the support of his Officers and crew to adopt the school when its five-year link with *Salmara* ended on her leaving P & O service.

Captain Rose had done much to establish the original link while in command of *Salmara*. We are left wondering what will replace that interesting quarterly, *Salmara Siren*, that he used to publish for the school. *The Ballads of Balranald? Balranald Blower? Balranald Blues?* or just *B. B.*? We wait in trepidation.

### SOMALI — Honda Invasion

The first 19 of the 1,000 Honda S 800 sports cars destined for British markets this year arrived at King George V Dock in *Somali* on Monday, January 9th.

The S 800, which is capable of over 90 m.p.h., will sell in the UK at £779. It is powered by an 800 c.c. engine developing 70 b.h.p. and has an unusual arrangement of no less than four carburetors.

*Somali* also discharged 500 Honda P 50 mopeds.

### CANBERRA — Prodigal Returns

Commodore J. L. Dunkley could not resist saying 'hello' to his old ship, *Canberra*, when she and his present command, *Oriana*, met at Sydney recently. There on the Bridge to welcome him was his old friend Captain E. G. H. Riddelsdell, who is now in command.



*P. Harper presents members of the Yokohama team with a plaque on behalf of the Iberia team.*

### IBERIA — Tenpin Bowling

A friendly rivalry has grown up between *Iberia's* Sports and Social Club and the Seaside Bowling Centre, Yokohama.

The link started last summer when the Manager of the bowl invited the ship to challenge his crack team, The Crazy Team. The Sports and Social Club obliged, supplying two teams under the Captaincy of P. Harper, 3rd Butcher, and created a sensation by almost beating their Japanese opposition. The final score was 4513-4633, with Harper being the highest scorer. Souvenir shields were presented to the ship, to the top scorer and to *Iberia's* No. 1 team for the "High Team Score".

When *Iberia* called at Yokohama in November the ship again challenged the Crazy Team. After a very warm welcome it was defeated rather more decisively, by 3842-3230. However, the honours for top score again went to Harper, whose total was 339 (159+180). Afterwards the ship presented a handsome plaque to the Japanese team to commemorate the event.

It is hoped to hold further meetings on future visits to the port.

### ORONSAY — Tips for the Ladies

A popular feature on *Oronsay* voyages is "ladies' hour", when Chef Sean Kinsella talks about cooking, giving useful hints and recipes. It is held in the Ballroom as audiences are anything up to 200 at a time, including a fair sprinkling of men.

Chef Kinsella holds four or five "Ladies' hours" during each voyage. One tip which passengers always find particularly interesting and useful, he says, is about cooking a soufflé.

The uncooked soufflé should be placed into a tray of hot water and boiled for about 10 minutes. It should

then be put into the oven and cooked in the usual way. When it is taken out of the oven it does not sink as so often happens because the boiling has cooked the bottom of the souffle first. Simple, but ingenious.



Chief Engineer R. A. Crone (left) and Captain J. A. Clifford are greeted with flowers by Kobe's Sea Queens.

### STRATHARDLE — Official Welcome

*Strathardle* received an official welcome at Kobe on her maiden call in January. A delegation from the City Hall boarded the ship and welcomed the Captain and his ship to the port on behalf of the Mayor of Kobe.

A plaque was presented to the ship to commemorate the occasion, and the two reigning Miss Sea Queens presented Captain J. A. Clifford and Chief Engineer R. A. Crone with bouquets of flowers. The delegation was headed by Captain W. Moriguchi, the Kobe Harbour Master.

### ORIANA — Christmas Day Missed

While most British liners at sea had a traditional English celebration on Christmas Day, there was one that missed Christmas: *Oriana*.

She did not oversleep or forget, but just crossed the International Date Line on December 25th on a Pacific voyage from Honolulu to Suva.

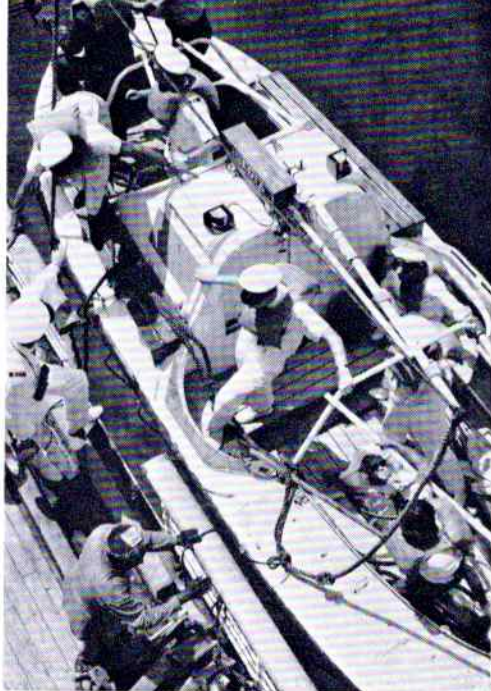
Officially, if she had obeyed the rules, she would have lost the day. However, by juggling with the calendar and skipping from December 22nd to 24th, the ship was able to keep not only Christmas Day, but also Christmas Eve.

Thus one day out of Suva *Oriana's* 1000 passengers and 878 Officers and crew celebrated Christmas all the same, feasting on turkey, suckling pig, boar's head, baron of beef and saddle of lamb before going on to the traditional Christmas pudding.

### CANBERRA — Endowment for School

A substantial sum had been collected towards the endowment of an annual "Canberra Prize" at the Lord Mayor Treloar College, Alton, Hants. This comes from the gifts collected by *Canberra's* crew and taken to the College at the end of each voyage by Mr. E. A. Greenham, Welfare Leading Hand.

In addition, Mr. Greenham always brings lots of foreign stamps and pictorial literature of the many places visited by the ship, together with other gifts of interest.



*Iberia's* boat carrying the patient being hoisted back on board ship.

### IBERIA — Transfer at Sea

Whilst at sea off Aden recently, Chief Engineer A. A. Emery of B.I.'s *Nuddea* was taken ill with a haemorrhage. He was transferred at sea to *Iberia* and landed at Aden the next day.

We are pleased to say that Chief Engineer Emery has now recovered and rejoined his ship.

### CHITRAL — Why Fly? It's Safer by P & O

An exotic passenger joined *Chitral* at sea, 300 miles West of the Maldives. A bird. Tiring from flying it decided that it would risk being returned to its port of embarkation and dropped down on deck, remaining a spoilt and pampered passenger until Colombo where it disembarked.

Although excellently photographed by Bosun J. C. Mackay, none of the expert ornithologists on board could put a name to it. The Editorial staff, more experienced at bird spotting in home waters, also drew a blank. Guesses vary from a Cormorant to 'Mother Cary's Duck'. Any intelligent and printable suggestions welcome.



Surprise passenger.



Lady Chichester talking to her husband on Oriana's radio telephone.

### ORIANA — Lady Chichester

Lady Chichester, wife of lone yachtsman Sir Francis Chichester, sailed out to Australia in *Oriana* to meet her husband at Sydney. Leaving England some weeks after her husband she called him up on the ship's radio-telephone when the two vessels were within 400 miles of each other in the Indian Ocean. Soon, however, they were again out of radioing distance, and Mrs. Chichester (as she then was) had to wait the best part of two weeks before she could witness *Gipsy Moth IV's* victorious arrival at Sydney.



The Silver Strands darts team being presented with their prizes by Captain Riddelsdell (right). They are (left to right) Fred Riches (3rd Stwd.), Ron Wise (linenkeeper), Jack Hawood (3rd Stwd.) and Fred Lawes (Crew 2nd Stwd.). In the right foreground is the W.L.H., Mr. E. A. Greenham.

### CANBERRA — Darts Winners

The Silver Strands darts team won *Canberra's* team knock-out competition in the Autumn. When Captain E. G. H. Riddelsdell was presenting their prizes, Fred Lawes (Crew 2nd Steward) thanked him for their victory, explaining to everyone's amusement that if it had not been for him they would have been knocked out in the first round.

### COROMANDEL — Ship with the Mostest

Cargo ship life might be expected to be a little dull compared with that on the big white ships, but *Coromandel*, on her recent B. I. voyage to India had a

hostess on board!! Accompanying her husband, the third Engineer, was 'Liz' Hamilton, lately Tourist Hostess of *Arcadia*. Not surprisingly she was smartly elected onto the Wardroom Committee to co-ordinate the Social side of life.

As well as the ever-popular deck golf quoits, deck tennis tournaments, and the pleasures of the swimming pool, quizzes, bingo, pilot sweeps and whist drives flourished. Captain O'Connell's Scalectric cars were nearly driven into the deck!!

The highlight of the outward voyage was a frog race meeting, held on the Captain's Deck, after much contrivance by the Chinese carpenter and the Chief Officer. This was a great success, and Mrs. V. Henson, one of the passengers, was so pleased that she presented the ship with a silver cup as a prize for this and future occasions.

Who was the first winner?..... Gordon Hamilton! Objections were over-ruled!!!

P.S. The following delivery note was received from Calcutta by *Coromandel's* Chief Officer during the above voyage:

"Supplied: one Ravish boat from 25/10/66 to 31/10/66 to the above vessel."

We are advised that this was purely coincidental and must have been an error, as the gentleman who ordered or used the vessel has not been found.

### ARCADIA — Maiden Call at Hilo

*Arcadia* made her maiden call at the port of Hilo, Hawaii, in January. To mark this occasion a special reception party, headed by the 'King' and 'Queen' of Hawaii, greeted the ship on her arrival, and Captain J. D'O. Green accompanied by Staff Captain R. E. Lowther and Purser F. Pateman, went ashore to greet them.

Traditional Maile Leis were given by Miss Aloha Hawaii, and Captain Green was presented by the Chairman of the County of Hawaii with the key to the city of Hilo, made of Koa wood.

Musical entertainment was given by the choir and band of the Hilo County High School whose performance was of a very high standard.

Captain Green (right), Purser Pateman (left) and Captain Lowther with the 'King' and 'Queen'.



### ORSOVA—Roaring Twenties

Shades of the 1920's were brought back to Orsova passengers last December when Miss Vivian Duncan joined the ship as a guest entertainer from Los Angeles to Sydney. Miss Duncan is the surviving member of the popular Duncan Sisters team that soared to fame in the Roaring Twenties.

Miss Duncan was going to Sydney to revive "Topsy and Eva", a show in which she and her sister originally starred. It was at that time an unprecedented success, breaking attendance records in every major city en route to ultimate success on Broadway.

*Miss Duncan presents a Key of Los Angeles on behalf of the city corporation to the Mayor of Auckland. Captain M. Champneys looks on.*



*Dressed for the occasion!*

### IBERIA—Fancy Dress for Christmas

Members of the crew excelled themselves in dressing for a fancy dress party to celebrate Christmas in Iberia. Pictured are (left to right) Messrs. W. Cox (printer) E. Peill (3rd Baker), J. Seddon (3rd Baker) and A. Duplock (printer).

### DOUBLE TROUBLE

"I hate that Mr. X. When I asked him if he wanted double spacing on the carbon copies as well as the original he just screamed at me."

— *overheard in Beaufort House*



*Staff restaurant, where catering trainees spend a week waiting on their teachers as the final stage in their pre-sea training. The food is prepared by catering trainees specialising in cooking under the supervision of a superintending chef.*

## New Training School for Changing Needs

The world's largest and most modern training establishment for Merchant Navy ratings was officially opened by Mr. Douglas Jay, President of the Board of Trade, on 10th May. This is the new National Sea Training School, Gravesend, which takes over from the former training schools at Sharpness and Gravesend. The school provides courses for deck and catering ratings throughout the year.

It has, in fact, been in operation since September of last year, although for the first few months it was still in the course of being completed by the builders.

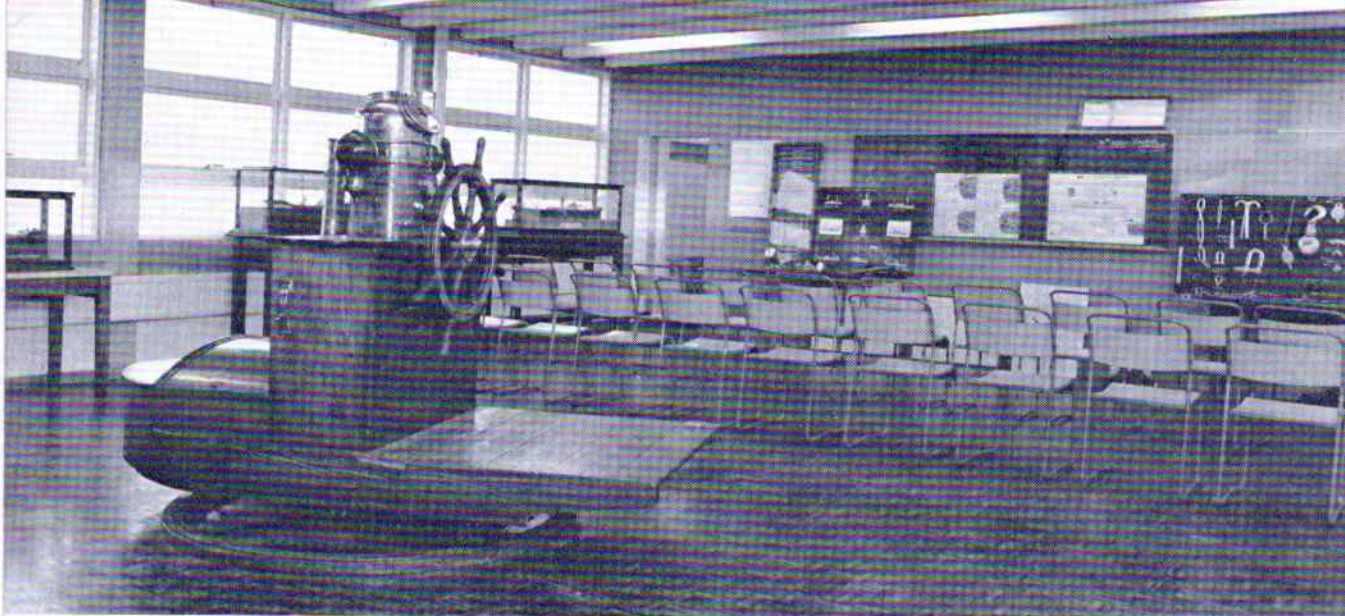
Situated on a spacious site on the South shore of the Thames, the school cost nearly £1 million to build and equip. It replaces the two older schools and has accommodation for 576 boys. Instructional and recreational facilities are unequalled in any similar school.

Teaching and guidance are given by a staff of 72. They are all highly qualified former seafarers, under the command of the Captain Superintendent, Captain Peter Adlam, 39, a former Shell Tankers master. Several of the staff are resident and take part in the sporting and recreational activities of the boys.

Some 2,800 will pass through the school each year — about two-thirds of those going to sea. The weekly intake averages 60.

### Three Courses

There are three courses at present: one, a 12-week course for prospective deck boys; two, an 8-week



*A seamanship classroom.*

course for prospective catering boys; and three, an 8-week course for prospective catering boys specialising in cookery with the object of obtaining their ship's cook's certificate in due course.

All the boys are instructed in sufficient elementary seamanship, fire-fighting and life-saving techniques to enable them to face an emergency at sea.

The school is designed so that the pattern of training can be adapted to meet changing needs. It comprises an L-shaped block of 36 dormitories to South and West, a classroom block to the North, and a combined assembly hall and games hall to the East, arranged round a training courtyard.

The courtyard contains two classrooms for lifeboat training and two working assemblies of ships' hatches and derricks. These together with the mock-up ship's bridge over the seamanship classrooms are the most impressive nautical elements of the building. The 'bridge' is fully equipped with navigational equipment including a working radar installation.

#### **Character**

The aim of the school is to give boys some basic knowledge of ships, a grounding in their future work, and some 'character training'. They need this to provide a base upon which they can build in the light of future training and experience, and to prevent them feeling 'lost' when they join their first ship.

A seaman lives in his ship when afloat, and many of the boys joining the Merchant Navy are unaccustomed to being away from home and living a communal life. A high value is therefore put on the residential nature of the school.

Boys sleep in dormitories. There are 16 in each, deck and catering trainees living together. They are responsible for keeping the dormitories tidy so they will have acquired automatic habits of tidiness when they start work aboard ship. Similarly they have to look after their own laundry, making use of washing machines and irons in the fully equipped laundry room.

Particular attention is given to spare-time activities.

These compare favourably with those at public schools. Each boy is encouraged to join at least one of the many hobby clubs that are active at week-ends and in the evenings. They cover a wide range of interests from painting and music to model-making and wrought iron work. There are also voluntary evening classes in such subjects as mathematics, English, art, photography, economic geography, current affairs and carpentry. In addition the Duke of Edinburgh Award Scheme is operated, and a great variety of indoor and outdoor games are played.

#### **Dances**

Occasionally dances are held with nearby girls' schools, and these are a great success both with the girls and boys. They enable the boys to get used to social behaviour and meeting the opposite sex.

At week-ends, parties of boys go for expeditions in the school's motor launch on the Thames. This together with the other extra-curricular activities, is aimed at helping to build character and to give the boys interests which will enable them to live a full life at sea.

The school is administered by a Board of Governors consisting of representatives of the Board of Trade, Department of Education and Science, Shipping Federation, Employers' Association of the Port of Liverpool and the National Union of Seamen. It is financed jointly by the Shipping Federation with the Employers' Federation of the Port of Liverpool, and the Department of Education and Science.

#### **QUEER CUSTOMS**

"I am returning two cabin keys which I found in my overhauls after leaving *Orcades*."

— from letter received from an Engineer,  
ex-Dock Staff *Orcades*



Sir Winston Churchill rounding the Skaw lightship in the Tall Ships Race, 1966.

# The Tall Ships Race

By James Cochrane, *ex 2nd Officer*

Saturday, 9th July, 1966, was a momentous day in Falmouth. The sea and sky were blue, the headlands were alive with spectators (one press report said 50,000), and the Bay was alive with craft — from rowing boat to gin palace, sailing dinghy to square rigged ship. The occasion was the start of the "Tall Ships Race 1966".

The competitors were divided into three classes: Class A consisting of square riggers, Class B of fore and aft rigged vessels not of ocean racing type, and Class C of ocean racing yachts.

Class C started first, followed fifteen minutes later by Class B, and then thirty minutes later by Class A. Looking back at the Class A start it was a most impressive sight to see the great square riggers towering above the myriads of small craft in the Bay.

For those of us in *Sir Winston Churchill* preparations for the race had started a week previously. The Watch Officers, myself (as Navigator), and the Purser had joined the previous Saturday in Plymouth, while the Trainees who formed the crew had joined on the Sunday. Sunday evening and Monday morning were spent in instructing the Trainees and on Monday afternoon we sailed out of Plymouth bound for Falmouth. We had a pleasant and leisurely trip round to Falmouth, an ideal opportunity to carry out more instruction, and no risk of encountering adverse weather with an inexperienced crew, most of whom had never previously been to sea.

We arrived in Falmouth on Tuesday afternoon and immediately found ourselves the centre of attraction — social, press and plain sight-seers. A Plymouth Councillor, Chairman of the Parks and Recreation Committee, had written to a Plymouth paper complaining that the ship was slovenly, paintwork chipped, brass unpolished, sails untidily furled, etc. (At the time of which he complained, the schooner was lying in Plymouth with no Trainees on board at all — merely the five permanent crew.) Anyway, this letter was a magnet to the Press

and the reporters arrived looking for a story. Some local dignitaries were a little upset by Captain Griffiths insisting that we were going to sea again on Wednesday and Thursday for training purposes — it had been expected that we would stay in port for the rest of the week, taking part in small boat events and opening the ship to the public! In the end all were satisfied: we went to sea on Wednesday and Thursday but took part in the evening events, and Friday was spent in applying paint and polish.

## Rivals

Our principal rivals in Class B were the two sister ships *Falken* and *Gladen*, Swedish gaff schooners of 232 tons T.M. We were Scratch vessel in the class and had to give them one hour. We made a good start, but they were soon out in front and drawing further away all the time. By noon on Sunday, they were both about twelve miles ahead of us, but then we began to catch up.

Possibly it was the champagne party at lunchtime that fortified us, but we raced through the Dover Strait on Sunday night, touching over eleven knots at times, carrying a favourable tide with us for twelve hours (a navigator's dream!) By noon on Monday, *Falken* was three miles astern and *Gladen* ten miles astern. Our lead might have been greater had we not fractured the main gaff during the night, and lost speed while effecting repairs.

The only other major casualty that occurred concerned the champagne. One of the Watch Officers decided to celebrate his birthday and provided the champagne. As the Purser was stocking the fridge in preparation for the pour-out a bottle slipped, fell back into the crate and exploded. Two other bottles broke as well, and a piece of flying glass cut the Purser's arm — the galley was covered in champagne, blood and glass. Needless to say we were all (Purser included) more annoyed about the spilt champagne than the spilt blood!

All R/T equipped vessels in the race were required to report their positions at 1300 BST daily to the guardship H.M.S. *Dainty* which spent her time steaming up and down, keeping track of all the competitors. The tension in the chartroom as one o'clock approached, and as the various vessels were reporting, was indescribable. On Tuesday we were still ahead, and by Wednesday were well into the lead with *Falken* 42 miles astern and *Gladen* 71 miles astern. We crossed the finishing line at 1334 on Thursday, but *Falken* had crept up on us and was only one hour and nineteen minutes behind us — on corrected time, nineteen minutes behind us — so it was a really close finish.

Our overall time for the race was 118 hours 49 minutes, giving us an average speed of 6.78 knots over the 806 miles we covered. The theoretical distance for the race was 790 miles, so we did not cover much extra distance by virtue of having to go only where the wind would permit. We had following winds during much of the race, and they were never really strong enough for *Sir Winston Churchill*, but this favoured a lot of the smaller vessels. Three of Class C crossed the line before us, and on corrected time four of the smaller vessels in Class B beat us. However, we beat *Falken* and *Gladen*, thus winning Class B(1), which was all that really mattered to us.

# Shipboard Memories

Mr. O. L. Buggé asks (*Letters to the Editor*) if we could not print some stories of unusual and amusing happenings on board P & O ships. This is a first-class idea, and the Editor is happy to oblige. Here is the first one by Ernie Cadman who recently retired, having spent 22 years at sea. Further stories of amusing experiences will be welcome from sea or shore staff, current or retired.

During his term as a Bedroom Steward in *Himalaya*, Ernie told us how one of his 'clients' was deposited on board by an obviously relieved nurse. The gentleman introduced himself as 'Tom' and immediately wanted to get on first name terms.

That night he decided to have his meals in his cabin. All passed peacefully until the ship passed through the Bay of Biscay. He then complained to Ernie that a crowd of women were gossiping about him right outside his cabin door. Ernie went outside and walked up and down but could not see a single soul. He decided to keep Tom happy and duly reported that he had moved them on.

"Yes, I heard them run," replied Tom, pleased as punch.

Ernie realised he had a 'nut case' on his hands and raced to the ship's Doctor to report his discovery. The Doctor advised Ernie to keep a watchful eye on Tom and report back if he got worse.

At three in the morning an agitated night-watchman woke Ernie and told him he'd better get a move on down to Tom's cabin.

There they all were — Officers, Doctors and seamen, all lined up outside the cabin, Tom had locked himself in and was ringing up everyone in the ship.

Pretending he was bringing a cup of tea, Ernie was able to coax Tom into opening the door. With undue ceremony he was immediately removed to the hospital.

Next morning Ernie was summoned to the hospital. As he walked into the ward he was greeted by a shout from Tom — "Send for the Captain! Have that man arrested." Tom had apparently heard Ernie ask the Sister to put Prussic Acid in his tea.

"Of course I did," explained the ever-diplomatic Ernie. "It will make you better."

"Oh," said Tom, "I didn't know that."

Less than an hour later Tom was quite sane wondering why he was in hospital. He was placed into friends' hands at Melbourne, leaving behind a greatly relieved Bedroom Steward.



The mail canoe pushing off from *Himalaya* with the mail cans safely aboard. Rumours that the 'islanders' were *Himalaya's* Officers in disguise are strongly refuted.

## HIMALAYA MAKES HISTORY

by D. F. Longson,  
*Passenger Superintendent's Dept., Sydney*

A white paddle propelled outrigger canoe, four Tongans, and two watertight mail canisters helped *Himalaya* make post-war cruising history for the Company recently at Niuafu'ou, one of the outlying islands of the Kingdom of Tonga, when a successful mail drop was accomplished.

Letters from Niuafu'ou, better known as "Tin Can" Island, have always been virtually collectors' pieces because, as there is no good anchorage, at one time the regular means of mail delivery was for the ship's carpenter to seal the mail in 40-pound biscuit tins and throw them overboard to be towed ashore by waiting "postmen". Hence the nickname "Tin Can Island".

The outward mail was made ashore into several parcels and tied to the ends of sticks about three feet long. Two or three natives usually swam out, each with a stick topped by a parcel of mail, supported by poles of fau wood of six to seven feet in length. These poles were very buoyant and easily carried the weight of a recumbent body. The parcels of outward mail were placed in buckets lowered from the deck of the steamer.

Mail drops at Niuafu'ou have been a feature of Matson Line Voyages for some time, but the number and weight of letters from a 350 passenger ship is likely to be considerably less than those from a cruise ship carrying 1,260 passengers and 650 crew. However,

after negotiations with the Chief Postmaster at Nuku'alofa, the capital of the Kingdom of Tonga, it was agreed that a limited number of letters (one per passenger and crew member) would be accepted provided the containers were not too large or heavy and were of a size easily manageable by one person in a canoe.

We selected a suitable envelope and after weighing 1,900 of them, and making allowance for the weight of one page of special notepaper in each envelope, this volume and weight were given to the Marine Superintendent, Captain J. M. Little, who worked out the size of the required canister as measuring 36 inches long with a diameter of 9 inches. On checking with the Chief Postmaster that this size could be handled without difficulty, we were informed that it was customary to include in the canister cigarettes and confectionery etc. for the canoeist. To do this meant increasing the size of the canister, but this would render it likely to damage on forcible contact with the water, and so two canisters measuring 20 inches long by 12 inches in diameter were constructed and placed on board *Himalaya*, it having been worked out previously that they would float only half submerged. They were painted orange.

### more valuable

Special souvenir envelopes bore the inscription, "*Himalaya* Sunshine Cruise August 1966 Despatched by Tin Can Mail at Niuafu'ou Island Tonga 10th August 1966", and provision was made for a 1½d., 3½d., and 4d. Tongan stamp, supplies of which were placed on board at Sydney. It is interesting to note here that the stamps bore the late Queen Salote's picture, and so will make the covers even more valuable in time. The one sheet of notepaper to be enclosed in the envelope bore on the reverse a description of Niuafu'ou Island and the history of the mail drop.

A rendezvous point immediately off Alele-'Uta was agreed and the mail canoe would proceed out to approximately 8 cables. We were advised by Nuku'alofa Agents that "should a person be seen on shore waving a large white sheet, it is intended as a signal for your vessel to move around to the Eastern side of the island to a position approximately 15 degrees 37.6' South 175 degrees 36.3' West, known as, and shown on the chart as "Petani". The shifting of a vessel from one side of the island to another is not a common occurrence, and only happens when fresh to strong winds blow from a westerly quarter.

In due course, having given the Chief Postmaster 24 hours notice of arrival, *Himalaya* rendezvoused with the canoe and the "postmen" shown in the photograph, and the two canisters containing 1,500 letters — not forgetting the etceteras — were lowered over the side into the canoe. Admittedly not as dramatic and romantic a performance as in the old days, but still of considerable interest to all on board.

It now remains with the letters to arrive at their destination — expected to be up to three months from the date of despatch.

# FLEET LIST

(as at 15th April 1967)

	<b>Aden</b> 9,943 tons	<b>Ballarat</b> 8,792 tons	<b>Balranald</b> 8,513 tons	<b>Baradine</b> 8,511 tons	<b>Bendigo</b> 8,782 tons	<b>Cannanore</b> 7,065 tons
CAPTAIN	Dallas, A. H. W.	Wacher, J. F. R.N.R.	Rose, E. R.	Thompson, W. B.	Hopkins, T.	Firth, R. N.
CHIEF OFFICER	Parson, P. H. A.	Christey, A. H. D.	Goddard, C. H.	Harrison, D. J.	Coull, I. A.	Foot, A. J.
SECOND OFFICER	Corrigan, N. F.	Falkner, A. H.	Tavender, P.	Bennett, M. de B.	Rodger, D. A.	Jamison, S. S.
THIRD OFFICER	Carveth, R. N.	Matthew, R. C.	Adamson, M. N.	Tyzack, R. D.	Harley, P. F.	Williams, W.
JUNIOR THIRD OFFICER	Dick, W. J. F.	Turrall, D. E.				
FOURTH OFFICER			Wainman, T. R.	Fairgrieve, J. B.	Clark, P. S.	Dickins, G. T.
RADIO OFFICER	Bagent, N. M.	Pocklington, R.	Rayson-Hill, D. G.	Horsburgh, D. I., (Actg.)	Donnelly, C.	Footman, D. J.
CHIEF STEWARD	Gliddon, R. G.	Boxall, R. A.	McAllister, W. J.	Taylor, R. G.	Blanchard, T. V.	Kent, T. W.
CARPENTER	Christie, W. R.	Avent, B. J.			McDonald, L. J.	
CADETS	Bland, W. E. Coombe, G. P. D.	Martin, N. Burgoine, M. S. Frost, A. I.	Willis, D. H. Fowler, M. R. J. Wilson, A. R. A. Pike, A. N. Strudwick, K. R.	Durell, H. E. P. McFuller, A. Thomson, I. R.	Banks, J. C. Macrae, C. P. Urquhart, A. S. Thorogood, F. J.	
CHIEF ENGINEER OFFICER	Case, E. J.	Paton, D. F.	Nightingale, P.	Bayliss, N. R.	Craig, A.	Harrison, A.
SECOND ENGINEER OFFICER	Goldsmith, C.	Love, B. R.	Burn, R. G.	Goodwin, C. M.	Kirton, P. A.	Steward, R.
THIRD ENGINEER OFFICER	Cunningham, B. G. (Actg.)	Nettleship, G.	Rouse, T. A.	Ireland, J. B.	Jenkins, K. M.	Page, D. W.
JUNIOR THIRD ENGINEER OFFICER	Huffadine, B. W. (Actg.)	Haddon, C. D.	Tatton, P. A. (Actg.)	Radbourne, D. E.	Poole, B. R. (Actg.)	
FOURTH ENGINEER OFFICER	Redwood, T. (Actg.)	Maisey, P. D.	Day, D.	Petrie, W.	Lines, J.	Dobie, J. V. (Actg.)
ASSISTANT ENGINEER OFFICER	Twigg, H. Brown, A. E. Hampson, H. R. Stringer, J. S. Roberts, D. F. (Actg.)	Miller, P. J. Burton, M. C. Lund, G.	Barnes, B. Fisher, G. R. Waters, R. R.	Nicholls, C. E. Clifford, J. Munroe, J. L. D.	Gould, G. R. Gwyn, C. D. Clark, A. J.	Jewell, M. E. Field, K. J. Caiger, E. Houston, C. Wells, B. M. (Actg.)
FIRST ELECTRICAL OFFICER	Bunney, K. (Actg.)	Calvert, R.	James, R. M. (Actg.)	Kendall, N.	Shaw, D. E.	
SECOND ELECTRICAL OFFICER						
FIRST REFRIG. ENGINEER OFFICER	Francey, T.					

	<b>Gomorin</b> 9,236 tons	<b>Goromandel</b> 7,065 tons	<b>Karmala</b> 7,678 tons	<b>Patonga</b> 10,071 tons	<b>Perim</b> 9,550 tons	<b>Somali</b> 9,080 tons
CAPTAIN	Savage, G. J.	Field, A. J.	Haggas, M. H.	Kingswood, L. C. R.D., R.N.R.	Terry, J. W.	Mordaunt, B. S. C.
CHIEF OFFICER	Bonner, J. W.	Collett, N. I.	Smylie, C. R.	Hughes, D. T.	Chapman, J. L.	Pearce, R. J. S.
SECOND OFFICER	Short, C. R.	Kilner, J. B. (Actg.)	Upjohn, C. J.	Earnshaw, D. R.	Hall, G. R.	Hartwell, F. A. C. P.
THIRD OFFICER	Moulin, M. F.	Moore, R. M.	Eveleigh, P. J.	Chipperfield, B. V.	Hall, R. S.	Swann, J. F.
JUNIOR THIRD OFFICER		Humphreys, T. R. P.		Turner, P. M. S.		
FOURTH OFFICER	Messenger, P. A.		Reed, A. H.			Woodger, R. P.
RADIO OFFICER	Ridley, M. J.	Walton, J. F.	McKie, G. R. (Actg.)	Fowler, M. J.	Beck, T. A.	Day, D. F.
CHIEF STEWARD	Waterman, A. J.	Thomas, P. J. N.	Sweby, L. M.	Dellow, K. E.	Thompson, J. R. S.	Tracey, J. T.
CARPENTER				Packer, G. J.	Henderson, J.	Sanderson, W. E.
CADETS	Woodard, L. J. Gilmour, I. F. Pickford, P. W.	Parris, R. A. Courtneay, A. P.		Carter, P. W. T. Joyce, J. L. Rees, R. H.	Ogilvie, A. E. Lawrence, B. J.	Browne, R. S. Fennelov, R. D. Acland, I. A. D. Mak, K. T.
CHIEF ENGINEER OFFICER	Screech, J. D.	Crowe, D. P. C.	Ditchfield, R. R.	Southcott, H. E.	Marriott, M.	Lambert, A. E.
SECOND ENGINEER OFFICER	Pound, N. W.	Bedford, T. D. (Actg.)	Grady, P.	Lindsay, J.	Corbett, B. D.	Moesby, J.
THIRD ENGINEER OFFICER	Nash, I.	Howe, D. S.	Gough, A. W.	Kirchin, D. A.	Robinson, R. D.	Parle, F. J.
JUNIOR THIRD ENGINEER OFFICER	Rust, J. A. (Actg.)			Hunt, A. C.	Goodman, A. J. (Actg.)	Thorne, R. J. (Actg.)
FOURTH ENGINEER OFFICER	Low, M. A.	Kelly, T. J.	Harrison, J.	Marsh, P.	Byrne, J. J.	Hornby, J. A.
JUNIOR FOURTH ENGINEER OFFICER						Fuller, J. V.
ASSISTANT ENGINEER OFFICER	Hinchcliffe, M. Hodgkinson, A.S. Crook, G. E.	Jackson, P. D. Stansfield, S. Hodges, K. S. Nicol, S.	Rees, G. L. Shea, A. D. Hunt, T. W.	Rostron, F. D. Tarrant, A. F. Woodall, J.	Peek, K. G. Kelly, K. V. Gregory, D. J. E.	Smith, G. B. Mason, J. Andrews, K. B.
FIRST ELECTRICAL OFFICER	Ellis, R.	Robertson, C.	Palmer, R. K. (Actg.)	Reid, J. E.	Grant, D. W.	Heaton, A.
SECOND ELECTRICAL OFFICER			Hockley, K. R. (Actg.)			
FIRST REFRIG. ENGINEER OFFICER				Lamerton, J. H.	Sumner, R. R.	
SECOND REFRIG. ENGINEER OFFICER				Griffiths, A. F.	McQueen, G. J.	



ASSISTANT ENGINEER OFFICER	Nicol, J. Grosvenor, T. D. Knight, P. J. Parker, D. Currie, G. J. Burney, J. A.	Stokes, P. F. Ferguson, K. A. Pennington, C. W. Ramsey, M. Williams, A. Robinson, P. R. J. Waller, S. O'Dell, J. A. N.	Smith, D. G. Hogan, A. N. Selby, D. L. James, M. Yeoman, A. Grieve, D. J.	Meilor, T. G. Waine, D. M. Taylor, K. W. Keys, R. S. Milligan, T. K.	MacKay, M. Turner, R. J. Chilton, D. Reeves, A. T. V. Bell, J. Barracough, A. Hudson, R.	Ratray, B. Cook, J. C. Wake, G. Field, K. C. Hunt, K. W. Baker, K.	Morgan, R. W. Frid, R. D. Selwood, J. A. Taylor, N. R. Johnstone, D. T. Chaplin, D. Dalkin, A. R.	Gentle, C. J. Simpson, J. G. Warwick, R. S. Cooke, D. W. Caulfield, M. Hewison, A.	Wright, C. Moir, D. P. Sullivan, C. J. Hill, J. H. Hewison, J. W.
FIRST ELECTRICAL OFFICER	Ripken, R.A. (Supy.)	Douther, T. J.	Davidson, E.	Smyth, J.	Davidson, A. C.	Wiles, B.	Cresswell, E. W.	Dunford, R.	Caughey, W. G.
SECOND ELECTRICAL OFFICER		Cheetham, J.	Holdstock, W.	Dowson, M. K.	Beck, M. J.	Matthews, B. (Actg.)	Porter, P. W.	Allan, I. J.	Stevens, C. G.
JR. SECOND ELECTRICAL OFFICER	Bradley, P. Roberts, W. T. Edwards, A. S. Challenor, W. K. Stevenson, J. Gilmore, R.	Vowles, B. R.							
ASSISTANT ELECTRICAL OFFICERS		Shawcross, J. H. James, J. D. Talboys, R. S. Smith, I. M. Ellaby, C. Sweetman, J. Steadman, H.	Spurling, R. Hutchinson, I. Turley, J. Mills, K.	Wilson, J. Clish, G. Struthers, A. Cooper, J. C.	Everden, J. E. Heslop, D. Hartley, R. D. May, M. G.	Thompson, D. Wanless, J. Watt, A. S. Bennett, F. G. P.	Berryman, C. P. Fazey, A. J. O'Connor, J. David, R.	Bowles, P. Williams, B. V. Duncan, H. W. Marr, K.	Jackson, R. M. Hodges, N. H. Dumoulin, C. J. Ames, N. S.
VENTILATION OFFICER					Donkin, W.	Robertshaw, P. C.			
FIRST REFRIG. ENG. OFFICER	Reveler, B.				Rust, W. A.		Taylor, F.	Harrison, M.	Cloughton, C. W.
JR. FIRST REFRIG. ENG. OFFICER	Green, T. M.	Baxter, M. J.	Bullock, F. S. McAvoy, R. Bradley, S. J. Porter, J. B.	McGuffie, E. Knights, L.			Santi, G.	Firth, B. Stuart, W.P. (Supy.) Flaherty, K.	Etherington, J. George, R. T.
SECOND REFRIG. ENG. OFFICER	Mackintosh, W. D. (Actg.)		Muse, R.	Tanner, D. J.					(Actg.)
JR. SECOND REFRIG. ENG. OFFICER	Stewart, A. C. (Actg.)			Steddy, M. (Actg.)			Askew, D.		
THIRD REFRIG. ENG. OFFICER	Dunlop, C. L.	Gurnett, K. S. Freeman, A. R. (Actg.)	Lyne, G. J.	Canham, K. J.				Caton, W. F. (Actg.)	FitzGerald, J. A.
JR. THIRD REFRIG. ENG. OFFICER	Humble, J. D.	Betts, D. J. (Actg.)	Duff, S. H.		Clark, R. S. Beach, N. W. (Actg.)	Hughes, S.	Pope, J. B. (Actg.) Dwelly, M. N. (Actg.)	Mills, E. A.	
FOURTH REFRIG. ENG. OFFICER									
BOILERMAKER	Turner, P. L.	Guile, P.	Crouch, R. W.	Reynolds, S. O.	Wellings, M. S.	Thompson, G. C.	Morgan, W. C.	Burgess, L. W.	Lloyd, D. P.
WINCHMAN									
PURSER	Temple, R. C.	French, E. L.	Pateman, F. P.	Warren, L. S.	Arkieson, A. P.	Brown, R. S.	Miles, P. H.	Barnett, W. H.	Pullinger, D. A. M.
TOURIST PURSER	Ewan, W. A. J.	McGregor, P. A.							
DEPUTY PURSER	Miles, M. J.	Hodgeman, G. P.	Williams, R. A. Mulder, B. K.	Simpson, J. C. Buckley, C. G. M. Mayrick, J. J. Smith, G. J. Brittain, P. W.	Onslow, M. G. Hughes, J. R.	Parker, J. R. M.	Hurst, T. I. (Actg.) Harries, R. M.	Burleigh, D. G. Smart, M. F.	Pollard, T. M. Brown, L. S. Holton, C. D. R. Harris, J. C.
SENIOR ASSISTANT PURSER	Sutcliffe, M. H.								
ASSISTANT PURSER	Batt, P. Nicholls, R. K. Keating, J. D. Staddon, M. P. Tilby, P. W. J. MacDonald-Bell, A. R.	Poyntz, J. M. Long, S. R. Pike, W. L. Symons, C. R.	Foskett, C. R. Rutter, R. W.		Hawesworth, A. P. M. Bonham, J. S. W. Bennett, P.	Dixon, I. J. Jordan, C. T. Henchoz, I. D.	Webb, P. E. Pearce, D. S.	Dawes, M.	
JUNIOR ASSISTANT PURSER		Morris, J. E. Miller, I. K.	Hemsley, W. A. M.	Ritchie, J.					
PURSER CADETS						Herman, R. M.	Heap, G. L.	Bull, K. R.	
WOMAN SR. ASSISTANT PURSER					Rennison, K. S. Ashworth, V.	Hooper, C. H. Hunter, I. E.	Miller, D. G. Atkins, J. M.	Earp, M. K. Hill, R. J. Salmon, S. J. Gaus, R. N.	
WOMAN ASSISTANT PURSER	Cochius, M. H. Robilliard, C.	Mitchell, P. M. Twine, E. A. Dirks, J. C.	Whitmore, A. R. Archibald, P. M.	Hall, E. A. Smyth, J. C.	Warner, D. L. Forbes, M. M. Joordens, L. McClintock, P. F.	Rogier, T. Mathieu, H. G.	Orchard, J. C. Brown, J. M.		Williams, G. Broekman, P. J. A.
WOMAN JR. ASSISTANT PURSER	Maconochie, M. T. Plumb, C. Burchell, J. D. Knott, J.	Hill, J. A. Kiy, E. J. Tingay, A. A. Bickel, S. Couvee, A. M. A.	Wiersma, H. A. J. Alexandre, J.	West, V. C. Hammons, C. A. Haynes, S. A.		Traies, S. M. Thorne, L. A.	Van Der Linden, J. Ascott, L. J.	Emery, B. P. Parish, S. V. W.	Gray, D. R. L'Estrange, V. J. B.
TRAVEL ADVISER	Frapwell, B. H.								
ENTERTAINMENT OFFICER <i>First Class</i>	Fisher, L. W. B.	Bessant, J. M.	Goater, J. M.	Ruddin, P.	Riley, J. J.	Sharp, D. R.			Batterbee, J. I.
ENTERTAINMENT OFFICER <i>Tourist Class</i>	Westwood, K. C.	Sheen, C. E.	Isaacson, J. W.	Ward, J. B.	Lynch, J. P.	Burdekin, J. C.	De-Lyle-Turner, C.	Hunt, L. E.	Thiele, L. N.
HOSTESS <i>First Class</i>	Dillon, N. A.	Hird, P. A.	Walters, D. A.	Christie, E.	Webb, S. F.	Jewell, S. E.			Roberts, S. E.
HOSTESS <i>Tourist Class</i>	Blamire, S. M. Ashton, P. George, S. M. Davis, G.	Kessler, B. A. Chandler, J. E. Barringer, H. L.	Henwood, P. Davies, C. M. Reed, J. B.	Worton, J. North, D. M. Sharpe, M. M.	Dorrell, R. C. Robertson, E. J. Craig, P. M.	Burton, S. E. D. E. Chamberlain, I. W. Hartle, J. L.	McCleery, F. M. Leeffe, D. B. Reeve, L. Barrett, D. I. L.	Young, P. S. Smith, H. Faulkner, P. Palmer, F. V. S.	Walsh, C. R. Winter, A. A.
CHILDREN'S HOSTESS <i>First Class</i>									
CHILDREN'S HOSTESS <i>Tourist Class</i>									
CHIEF STEWARD <i>First Class</i>	Edney, S. E.	Dyter, W. A.	Maley, T. G.	Davies, D. B.	Chappell, E. W. A.	Martin, J. F.			Smith, A. L.
CHIEF STEWARD <i>Tourist Class</i>	Brown, L. C.	Rendle, G. M.					Ockleford, R. A.	Picking, A.	
CHEF	Baker, W. C.	Ruddock, G. L.	Cox, J.	Rogers, D. J.	Manzi, L.	Kinsella, S.	Pearce, M. W.	Bayne, D. J.	Mincham, G. A.

# FLEET LIST

(as at 15th April 1967)

	<b>Soudan</b> 9,060 tons	<b>Strathardle</b> 14,000 tons	<b>Strathbroira</b> 14,000 tons	<b>Strathconon</b> 14,000 tons	<b>Sunda</b> 9,235 tons	<b>Surat</b> 8,925 tons
CAPTAIN	Underwood, R. F.	Clifford, J. A.	Barrett, G. C.	Blois, D. P.	Cooke, C. B.	McGowan, G., R.N.R.
CHIEF OFFICER	Bradford, M. V. N.	Blackburn, J. K.	Clark, J. G.	Hannah, D. H.	Ellingham, R.	Merrick, A. E.
SECOND OFFICER	Cavaghan, M. S.	Pollitt, P. S. H.	Pegg, G. J.		Campbell, C. P. R.	Griffiths, A. F.
THIRD OFFICER	Habberley, J. S.	Messinger, N. R.	Mullins, D. E.		Syrett, D. W.	Burton, G. A.
JUNIOR THIRD OFFICER		Noakes, J. J.				
FOURTH OFFICER	Pinney, S. R.		Lockyer, P.		Fatchen, M. J.	Minter, B.
RADIO OFFICER	Clark, T. R.	Lancaster, R. D.	Enrico, P. C. A.	Haynes, J. E.		Lockhart, P. M. (Actg.)
JUNIOR RADIO OFFICER					McQuater, A. J.	
CHIEF STEWARD	Barber, R. H. S.	Holden, R. R.	Gourley, P.		Browne, K. C. V.	Hodgskin, W. J.
CARPENTER					Cramp, B. C.	Coalbran, C. H.
CADETS	Leeson, J. A. Macgregor, S. R. Keane, D. N. Hunt, S. G.	Cooper, P. J. Bass, R. P. Robinson, A. W. Jarvis, P. St.	Poyntz, R. G. J. Wardle, A. P. Jarvis, A. R. Hart, R. C.	Banks, J. C.	Neilson, G. Chadwick, A. C. Willys, N. D. Jackson, S. A.	Reed, J. M. Bouton-Lee, D. C. Bishop, M. A. W.
CHIEF ENGINEER OFFICER	Lakin, J. B.	Crone, R. A. Godbold, W. C. (Supy.)	Evans, M. P.	Hill, B. V.	Ferguson, A.	Fisher, E. H.
SECOND ENGINEER OFFICER	Slater, J. D.	Franks, J.	Hall, V.	Walker, H. M.	McVay, J.	Berry, R.
THIRD ENGINEER OFFICER	Corless, G. W. McLennan, B. J. Williams, S. J. (Actg.)	Conway, M. (Actg.)	Graham, G. R.		Fleming, S. A. (Actg.)	Fowler, C. R. (Actg.)
JUNIOR THIRD ENGINEER OFFICER		Hughes, P. D.	Edge, D. (Actg.)		Hicks, J. (Actg.)	Richardson, W. (Actg.)
FOURTH ENGINEER OFFICER	Taylor, R. Storey, J. H.	Wade, T. C. H.	Mills, A. W.		Martin, W. F.	McIlreavy, D. I. (Actg.)
ASSISTANT ENGINEER OFFICER	Patience, R. J. Ramsey, D. P. Rowe, E. Bazeley, G.	Rowland, R. Stow, J. K.	Ryder, H. W. Scott, I. S.		Massey, W. T. Williamson, A. J. Orwin, B.	Quirk, P. V. Clark, G. T. Cass, J. A.
FIRST ELECTRICAL OFFICER	Plunkett, K. A. (Actg.)	Pitman, I.	Pace, J. Crawley, M. T. (Supy.)	Blackett, K.	Chulk, C. R. (Actg.)	Henderson, I.

	<b>Cathay</b> 13,790 tons	<b>Chitral</b> 13,790 tons		<b>Cathay</b>	<b>Chitral</b>
CAPTAIN	Woolley, F. B., R.N.R.	Fox, R. E. J., R.D., R.N.R.	CHIEF ENGINEER OFFICER	Thompson, T. W.	Sadler, J.
CHIEF OFFICER	Harris, G. E.	Houghton, J.F.T.	SECOND ENGINEER OFFICER	Bannister, A.	Lyons, R. M.
SECOND OFFICER	Bingham, M. G.	Miller, D. B.	JUNIOR SECOND ENGINEER OFFICER	Baird, N. A.	Hibbert, D.
JUNIOR SECOND OFFICER	Spread, R. J.	Cornelius, B. A.	THIRD ENGINEER OFFICER	Anderson, G. R.	Galpin, J. R.
THIRD OFFICER	Reed, M.	Church, V. R.	JUNIOR THIRD ENGINEER OFFICER	Postlethwaite, B. (Actg.)	Newman, A. J.
FIRST RADIO OFFICER	Twomey, T. P. (Actg.)	Gibson, K.	FOURTH ENGINEER OFFICER		Hicks, P. B.
SECOND RADIO OFFICER	Chapman, K. M.	Harding, G. R.	ASSISTANT ENGINEER OFFICER	McGlashan, A. S. Sauvary, P. E. Chipperfield, T. D. O'Brien, L.	Dixon, T. C. Heslop, J. D. Fox, T. J.
CADETS	Lampe, N. H. Blencowe, D. A. Stipper, M. E.	James, R. S. Rowe, N. A. F. Foskett, R. T.	FIRST ELECTRICAL OFFICER	McLaren, A. G.	Dibsdale, M.
SURGEON	Ashby, J. M.	O'Shea, M. J.	SECOND ELECTRICAL OFFICER	Brooks, R. B.	Stubbings, C. P.
NURSING SISTER	Pickersgill, I.	Ross, A. M.	FIRST REFRIG. ENG. OFFICER	Fricke, D. A.	Long <sup>4</sup> P. J.
CARPENTER	Brookbank, J.	Pike, J. F.	SECOND REFRIG. ENG. OFFICER	Santi, M. G.	Robinson, J. K.
PLUMBER	Moore, J.	Bulley, A. V.	PURSER	Mayhew, H. W.	Hale, A. G.
BOATSWAIN	Newby, E.	MacKay, J.	SR. ASSISTANT PURSER	Jones, P. R.	Belsher, A. S.
			CHILDREN'S HOSTESS	Allen, P. M. G.	Ainley, D. J.
			CHIEF STEWARD	Ladlow, L. K.	Standing, R. W.
			CHEF	Rogers, G. H.	Shubert, H. W.

## P & O RADIO OFFICERS IN TRIDENT TANKERS:

*Bustris*, Mennie, G. W. A.; *Derby*, Soper, P. R.; *Ellenga*, Blyth, J. I.; *Ellora*, Rogers, D. A.; *Eridge*, Moffatt, D. S. (Actg.); *Erne*, Hicks, D. E. (Actg.); *Garonne*, Plant, T.; *Grafton*, Hall, H. V.; *Kent*, Turpie, T. I. (Jr.); *Malofa*, Pulman, M. L. (Jr.); *Malwa*, Gurman, C. R. (Actg.); *Mantua*, Price, A. G.; *Megna*, Drummond, D. B.; *Opawa*, Hall, A. J. (Actg.); *Orama*, Rice, J. D. (Actg.); *Orama*, Keightley, C. (trainee); *Orissa*, Groat, R.; *Ottawa*, Taylor, M. (trainee); *Queda*, Smith, H. K.; *Quiloa*, Thorne, R. J. (Jr.); *Talamba*, Whitchurch, P. A. (Actg.); *Ottawa*, Bewley, R. W.



*The team examining the North American computer reservations set up in San Francisco. In the picture are (left to right) Messrs. D. G. Lee; Warren S. Titus, President of P & O Lines (North America) Inc.; Jack Drenckpohl, Data Processing Manager, San Francisco; P. E. Parry; Jonathan Warner; Walter Leach, Research Director, San Francisco; D. H. Pickles; George Turner, Vice-President, Marketing, San Francisco; and John Sanderson, Passenger Traffic Manager, San Francisco.*

# From Abroad

## **SAN FRANCISCO** — *How the Other Half Works*

A team of four, headed by Mr. P. E. Parry, P & O Lines Passenger Services Managing Director, spent ten days in January observing the working of the computer in San Francisco office in preparation for the installation of an IBM 350 computer at Head Office. They swapped ideas with their American opposite numbers, noted traffic systems, stored information and discussed the data processing programme in London.

The team comprised Mr. Parry, Mr. D. H. Pickles, Chief Systems Analyst, and consultants D. G. Lee and Jonathan Warner.

The IBM 1401 installation in San Francisco in 1963 inaugurated computer reservations in the steamship industry. The London installation is the first step in setting up P & O's world-wide passenger reservation system.

## **MELBOURNE** — *Dave Richmond*

Commodore J. L. Dunkley writes:— "In Melbourne there was for many years an institution known as "Dave".

"He was the Shipping Liaison Officer for Fleet Forge with P & O and other steamers — but he was known to us as "The Fleet Forge", or just "Dave".

"Early in 1966, when I heard of his impending retirement I knew that some of us would like to show our appreciation of his qualities and service to us. Because of his personality, his knowledge of ships and engineering, to say nothing of his cheerful and never changing temperament and enthusiasm for the job, he was invaluable to any ship in trouble.

"On circulating the ships of the Fleet, I was surprised at the number of officers interested in contributing to a farewell present and the money subscribed was far more than necessary to purchase the Ship's Bell Striking

Clock which he and I had decided on as a suitable and acceptable present.

"This was obtained in London and an inscribed plate attached to the frame reading "Presented to Dave Richmond by his friends at sea in the P & O on the occasion of his retirement, November 1966."

"Then came the sad news after leaving the U.K. that Dave was sick and the best we could hope for was to make the presentation in hospital instead of at a buffet cocktail party we had planned in the *Oriana*. Alas on the day before arrival at Melbourne came the news that he had passed away. It was no solace to me that the funeral was taking place on the 23rd November, the day we had planned for the presentation, and I could be there. It was a brave show of flowers and friends, the volume of both, adequate evidence, if any were needed, of the esteem in which Dave was held by every one who came into contact with him.

"On my return to Melbourne Mrs. Richmond and her youngest daughter Pat were invited to the Office for me to make the presentation to her and the accompanying photograph was taken.

"I hope those of you who subscribed will take this as acknowledgement of your thoughts as I have no list to enable me to write to all of you. I paid some duty and sales tax on the clock and the balance of the money subscribed I passed on to Mrs. Richmond. After the presentation we adjourned for a drink at the "London" as Dave no doubt would have wished us to do. It was an added sadness of his last days that he could not look forward to coming on board the *Oriana* for this presentation — but I hope he is aware of our kind thoughts for him and shares Mrs. Richmond's pleasure in having the clock on the wall."

*Pat Richmond, Mrs. Richmond, Commodore J. L. Dunkley and Alistair MacKinnon (Director, P & O Lines, Australia) at the Dave Richmond presentation.*





Victorian Young Farmer Peter Small receiving his Canberra Scholarship citation from P & O Lines of Australia Pty. Ltd. director Harold Flett at a ceremony aboard *Baradine* at Melbourne on 9th December. Captain W. B. Thompson looks on.

#### MELBOURNE — Canberra Award Winner

The 1966 £800 Canberra Award, presented annually by P & O to Australia's top young farmer, was won by 25 year old Peter Small of Victoria. Peter was one of six young farmers, one from each Australian State, who recently completed a six-month agricultural study tour of the U.K. under the Canberra Award Scheme, sponsored by P & O.

The party sat oral and written examinations in London at the end of their tour, and a written paper during their voyage home in *Himalaya*.

As an alternative to the £800 (SA2,000) scholarship for further study at an Australian university, agricultural or technical college, Peter may take £600 (SA1,500) cash towards an approved agricultural project or machinery.

Peter Small helps run his family's 2,400 acre property on a partnership basis. They have 4,000 merino sheep, 350 acres of wheat and 150 acres of oats.

#### SAN FRANCISCO — World-Wide Conference

The concept of "hotels that pass in the night" was a major topic of discussion at P & O's annual World-Wide Passenger Sales Conference held in San Francisco in October. Mr. Peter E. Parry, Managing Director of P & O Lines Passenger Services Ltd., London, was chairman of the conclave.

During the 10-day meeting, held at the Sir Francis Drake Hotel, Company executives from London, Sydney, Hong Kong, San Francisco and Vancouver evaluated the year's business and operational and marketing plans for 1967-1968. The agenda also included discussion of plans for the fullest use of the lines' computer system in allocation and control of accommodation.

The concept that our 11 liners are floating hotels was central to every point on the agenda, which included programming, fares, research and development, advertising, public relations, marketing, sales promotion and shipboard services.

#### MIAMI — Upgrading

Following a notable 81% increase in revenue last year, and in recognition of the potential for P & O's services in the south-eastern United States, the Company's Miami district office was upgraded to branch status on 9th January. This makes a total of three branch offices in North America. Mr. A. Leslie Palmer, tour and interline sales manager at the North American headquarters in San Francisco, became branch manager; and Mr. Richard Kendall, previously Miami district sales manager, returned to San Francisco to become administrative assistant to Sales Manager Richard Evans.



Ian Back

#### SAN FRANCISCO — New Recruit on Union Closure

Mr. Ian Back has joined the staff of San Francisco office, becoming Operations Manager. He had been San Francisco Branch Manager of the Union Steam Ship Co. of New Zealand since 1961 until it closed its San Francisco office earlier this year. Union had been P & O's port agents there for the past 13 years.

Mr. Back is in charge of all P & O's North American ports of call.

He joined Union in 1936 on the sea staff, ending up as a purser. After the war, most of which he spent as a prisoner of the Japanese, he was appointed to Western Samoa, being transferred to San Francisco in 1952.



Captain P. C. Reed presenting the P & O Trophy to Mr. Donald McWilliam.

#### ADELAIDE — Wine Trophy

The Royal Agricultural and Horticultural Society of South Australia's P & O Trophy for Export Wines, which was awarded to McWilliams Wines Pty. Ltd. at the 1966 Adelaide Wine Show, was presented by Captain P. C. Reed to Mr. Donald McWilliam, Director and Assistant General Manager of the company, at a luncheon held aboard *Balranald* at Port Adelaide on 2nd November.

Among those present at the luncheon, which was arranged by our Adelaide agents, Elder Smith Goldsbrough Mort Ltd., were the President, Treasurer and Director/Secretary of the Royal Agricultural and Horticultural Society of South Australia, members of the Adelaide Wine Show Committee, the Manager of the Australian Wine Board, the Assistant Regional Director of the Department of Trade, and Mr. T. L. Bettany, Manager of P & O Lines of Australia Pty. Ltd., Port Adelaide.



*Making final arrangements for the conference are, left to right, Mr. M. J. Cullen (Chairman, Lever Bros. (M) Ltd.), Mr. M. T. Darley (P & O Group Representative), Chief Engineer T. W. Thomson, Mr. A. Mackenzie Smith (Marketing Director, Lever Bros.) and Mr. Tan Hong Leng (Marketing Manager Lever Bros.).*



*Mr. Warren Titus, President, P & O Lines of North America, examines the five-year-pin worn by secretary Jacki Gallagher (eight years' service with San Francisco office).*

#### **SAN FRANCISCO — Service Pin**

A series of specially-designed gold pins have been produced by San Francisco office for long service with P & O (North America). They are for 5, 10, 15, 20 and 25 years respectively.

Seventy-three North American employees have already received their five-year pins, and a further 17 become eligible next year. Since the award is for service with P & O, service is being reckoned from April 1959, the date of incorporation as Orient & Pacific Lines Agency.

The five year pin is of 14 carat gold and is available either as a lapel pin or tie pin for men, and as a pin or bracelet charm for the ladies. The five year pin is without a jewel. The 10-year award will have a ruby, the 15-year a sapphire and the 20-year an emerald. The 25-year pin will have a diamond.

#### **MALAYA — Lever Bros. Sales Conference Aboard Cathay**

A very successful sales conference was held on board *Cathay* in October whilst in transit between Penang and Singapore. Forty-one members of Lever Brothers (Malaya) Ltd's staff, including directors, managers and salesmen, embarked in Penang on 29th October, and held their annual sales conference while the vessel was in Port Swettenham on 30th and 31st October.

For the majority of the salesman, this was the first time they had ever travelled on board ship, and although many were somewhat overawed at the start of their short voyage, they soon settled down to enjoy the relaxing life aboard.

During the voyage a sports competition between the various Malaysian areas was held, and a "Cathay Cup" presented to the winners, which will be played for at all future conferences.

#### **SAN FRANCISCO — When in Rome**

Brollies afurl, three North American executives braced themselves for business meetings in London during March and April. They were Public Relations Director Troy Garrison, Planning Director Wally Kane and Research Director Walter Leach.

Mr. Garrison went on March 1st to attend the P & O Group's first international PR conference. Opened by Sir Donald Anderson, it was attended by PR heads from London, Sydney, San Francisco and the Continent as well as by PR consultants and Group Company personnel. They reviewed the Group's PR Policy and its world-wide co-ordination. Working liaison and greater co-operation between area offices was also discussed.

Later that month Mr. Kane flew to confer with London and Sydney programmers to work out the 1969 world-wide sailing schedule. And Mr. Leach spend two weeks in April discussing research projects and the development of a world-wide computer system with his U.K. and Australian counterparts.



*Messrs. Walter Leach (left), Troy Garrison (centre) and Wally Kane practise at being Limeys before their trips to London. But those umbrellas! Really!*

# Personal News

## HONOURS

### We congratulate:—

MR. A. F. MOLLAND, Naval Architects Dept., on winning a Lloyd's Register travelling scholarship. Worth £600 plus more than twice that amount for travelling expenses, the scholarship will give Mr. Molland three months each at the Lloyd's offices in Sweden, Germany and Japan.

CADET C. J. RANKIN on being awarded the Royal Humane Society's Testimonial on Vellum for his courageous rescue of a fireman at Wellington, New Zealand, on 16th August, 1966, while he was serving in *Aden*.

MR. J. E. RENNARDS, Boatswain, *Canberra*, on being awarded the B.E.M. in the New Year Honours. CAPTAIN J. F. WACHER, on his appointment to the Technical Committee of the Institute of Navigation. It is believed this is the first time a P & O officer has served on the committee.

## BIRTHS

### We congratulate:—

MR. A. S. N. BENNETT, Public Relations Office, and his wife Myrtille, on the birth of a son, Marc Anthony Stuartson, 6 Mar 67.

MR. M. F. COSTER, Passenger Administration Manager, and his wife Anne, on the birth of a daughter, Caroline Louise, sister to Susan, 13 Mar 67.

MR. M. D. DENCHFIELD, Chief Accountant's Dept, and his wife, on the birth of a son, Ian David, 13 Jan 67.

MR. T. GOLDSPIK, B.R.S., *Orsova*, and his wife, on the birth of a daughter, Hayley, 31 Mar 67.

MR. P. GROSSMITH, Chief Baker, *Oriana*, and his wife Marion, on the birth of a son, Rudi, a brother for Franz and Kurt, 26 Dec 66.

MR. J. E. MARSHALL, Far Eastern Line, and his wife, on the birth of a daughter, Catherine Amanda, 3 Oct 66.

## ENGAGEMENTS

### We congratulate:—

MISS M. E. BENBOW, Maintenance Cost, Plaistow, on her engagement to Mr. B. Gilson, Duncan Wallet & Co. Ltd., 8 Oct 66.

MISS JEANNE BURKETT, Cruising Department, on her engagement to Mr. E. L. Saunders of Hendon, 1 Jan 67.

MR. A. B. TAIT, Jr. 3rd Engineer, *Oriana*, on his engagement to Miss T. M. Harward of Tiverton, Devon, 12 Dec 66.

MISS D. TURNER, Repairs & Stores, Plaistow, on her engagement to Mr. A. Cooper of Manor Park, 17 Dec 66.

MR. D. F. WARMINGTON, Assis. Purser, ex-*Chusan*, on his engagement to Miss P. J. A. Broekman, W.A.P., ex-*Chusan*, 1 Jan 67.

## 21st BIRTHDAYS

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

MISS A. M. ABRAHAM, Computer Section, 9 Oct 66;



Miss Eileen Crone with a silver tea service and jumbo watch wall clock that she received from Orsova's Officers and crew. With her are (left) Chief Steward E. W. A. Chapell and Captain M. Champneys, Staff Captain.

MISS J. I. R. ASH, Management Secretary, 13 Feb 67;

MISS E. M. BATCHELOR Passenger Department, 15 Apr 67;

MR. R. A. BAUM, Public Relations Department, 20 Feb 67;

MISS E. F. BURROWS, West End Accounts, 27 Oct 66;

MISS L. C. CHILTON, Management Secretary, 9 Dec 66;

MISS S. DUNBAR, Passenger Department, 8 Jan 67;

MISS K. EDMONDS, Computer Section, 15 Nov 66;

MISS A. G. FRITH, Passenger Department, 25 Dec 66;

MRS. A. GRAINGER, Tel. K.G.V., 2 Feb 67;

MISS C. A. GRIFFIN, Passenger Department, 21 Mar 67;

MISS F. E. HUNTER, Budget Section, 3 Oct 66;

MISS T. A. LYLE, Correspondence Department, 23 Jan 67;

MISS C. A. MARTIN, Management Secretary, 21 Mar 67;

MR. M. R. PEGG, Pay Department, 23 Oct 66;

MR. D. R. PILGRIM, Freight Administration, 9 Oct 66;

MISS P. A. ROBSON, Passenger Department, 21 Jan 67;

MR. M. D. TAIT, O & M., 2 Oct 66;

MISS G. TAVERNER, Accounts Department, 28 Dec 66;

MISS C. A. VARLEY, Passenger Department, 7 Jan 67;

MR. M. J. G. WHITE, Passenger Department, 22 Feb 67.

## STAFF EXCHANGE

The following visitors have been here under the overseas training scheme:

MR. K. C. TANG — arrived by air from Hong Kong 4th September and returned by air 1st October 1966.

MR. H. TAKEUCHI, Japanese Manager in Osaka, arrived by air 29th January 1967 and leaves 2nd December. He is here as Japanese Manager in Europe.

MR. R. J. G. NICHOLLS, an assistant in Mackinnon Mackenzie, Bombay, is attached to London Office from 5th April to 21st July and returns to Bombay in September.

MR. N. H. L. ENEVER, Berthing centre, Sydney, arrives in *Orsova* 26th May and will be with us until 8th September when he returns in *Canberra*.

MR. P. FLEAY, Passenger Department, Perth, arrives in *Oriana*, 16th July, and returns in *Iberia*, 14th November.

MR. W. J. SWARTTOUW, a member of Stev. Co. "Quick Dispatch", Rotterdam, was attached to London Office from 13th September until he returned to Rotterdam in *Orcades*, 25th January.

MR. PEK HOCK THIAM, a member of Passenger Department, Singapore, arrived in *Cathay*, 20th September and left 10th February for a continental tour; he joins *Orsova* at Port Said to return to Singapore.

MR. T. R. WIJEMANNE, Mackinnon Mackenzie assistant in Colombo, arrived 1st February and stayed with us until his return in *Himalaya*, 23rd March.

MR. P. C. LAU, Hong Kong, in charge of Kowloon Office, arrived by air 27th February until his flight back on 20th April.

MR. U. EDLEFSEN is until July attached to the freight organisation from our new agents in Bremen, Mare Schifffahrtskontor G.M.B.H. & Co., K.G.

MR. H. L. FISHER, Traffic Supervisor, Passenger Department (to be an Assistant Berthing Group Manager on his return) is at present on a tour of North America, Australia and the Far East. He left in *Orsova* in November for San Francisco and returns from Singapore in *Orsova*, arriving 26th May.

## MISCELLANEOUS

MR. R. M. THWAITES, Chairman of P & O Lines, was taken ill in the office on 8th March. He is recovering but is unlikely to be back before an interval of about two months.

CAPTAIN JOHN PAICE, ret., who lives in Florence, Italy, survived the Florence Disaster as he happened to be in Switzerland at the time.

MR. ARTHUR FAIRWEATHER, ret. Head Messenger, was in December found doing a roaring trade in Christmas cards for charity in a shop in Hove run by the brother of Mr. W. A. Williams (Staff Dept.)

MR. D. F. (DON) HARTLEY, whose retirement was announced in issue No. 17, returned on 3rd October, since when he has been assisting in the Cruise Ticket Issuing Dept., West End.

MISS PATRICIA CROSS, Public Relations, has become an Associate of the Institute of Linguists in French and German. She received her certificate from the Lord Bishop of London at a ceremony at the Mansion House in the presence of the Lord Mayor.

MR. H. V. PEMBLE, ret. Shore Bosun, was presented with a Tape Recorder and Cheque by Captain Simms at a ceremony at Tilbury Dock Office on March 20th to mark his retirement. He sends his thanks and good wishes to all his friends ashore and afloat.

BLOOD DONATIONS were given by 70 members of the P & O staff at a session of the National Blood Transfusion Service on 16th March. It is the highest number since staff first made donations in 1963.

*Mr. Harry Fisher (right) being seen off from San Francisco on board Arcadia by Mr. Bill Jakeman, P & O tour escort on Run Away to Sea Adventure voyages.*



LEARNING TOGETHER at the Bromley High School are four daughters of P & O and Group companies' personnel. They are Mary Shephard, daughter of Mr. J. G. H. Shephard (Chief Accountant, Escombe, McGrath), Hedda Bowen, daughter of Mr. A. W. Bowen, (Chief Accountant, New Zealand Shipping), Brenda Mallett, daughter of Mr. B. S. Mallet (Sr, Correspondence Clerk, P & O Passenger Dept.), and Jane Williams, daughter of Mr. W. A. Williams (Head of P & O Staff Dept.) The four girls are in the same form wrestling with G.C.E. 'O' levels which they take this summer.

"ARETHUSA" OLD BOYS' RE-UNION is being held to celebrate the Training Ship's 101st anniversary this summer, depending on old boys' response. Anyone interested should write to Mr. Charles J. De Val, 175, Mackenzie Road, Beckenham, Kent, or to Mr. K. G. Pitkethley, c/o H.Q. Greater London Ambulance Service, 150 Waterloo Road, London SE1. They will pass full details on to those interested.

## RETIREMENTS

ABBOTT, R. A., Chief Steward, born 4 Dec 07, joined Branch Line 12 Oct 27, transfer to P & O 10 Apr 30, ships include *Strathaird*, old *Chitral*, *Aden*, prom. Ch/Std. 16 Jun 58, ret. 20 Jan 67.

ALLCHIN, B. E., 2nd Barman, born 16 Dec 06, joined Orient Coy. 22 Mar 29, ships include *Orford*, *Oronsay*, *Orsova*, ret. 10 Mar 67.

AMOS, J., A/S, born 1903, joined Orient Coy. 1 Mar 30, ships include *Orama*, *Orcades*, *Orsova*, ret. 5 Feb 67.

BRAKEFIELD, L. Pursers Dept., born 28 Dec 06, joined Orient Coy. Sep 23 in Stores Dept., since 1960 i/c Deck, Engine and Pursers' Stores & Stationery, ret. 31 Dec 66.

CAZALY, L. C., B.R.S., born 12 Jan 02, joined Coy. 7 Jan 42, ships include *Strathmore*, *Chusan*, *Arca-dia*, ret. 11 Nov 66.

CRONE, MISS E., Hostess, born 22 Nov 32, joined Coy. 7 Sep 61, ships include *Iberia*, *Canberra*, *Orsova*, ret. 5 Feb 67.

DIX, G. W., Dispenser, born 28 Mar 01, joined Coy. 20 Nov 50, last ship *Iberia*, ret. 11 Nov 66.



Captain M. A. Trenfield presents George Dix, Dispenser, with a farewell gift during his last voyage in Iberia.



Commodore J. L. Dunkley presents Miss E. Hannah, Stewardess, with a farewell present from the ship's company.



W. Pillar at his retirement presentation.

DURLING, G. J. W., B.E.M., Greaser, born 27 Apr 00, joined Orient Coy. 25 Oct 19, ships include *Otranto*, *Orion*, *Orcades*, ret. 26 Jan 67. Awarded B.E.M. July 64 for long and meritorious service in the Merchant Navy.

GATE, R. H., Stationery and Printing Dept., born 25 Dec 01, joined Coy. Feb 20, ret. 31 Dec 66.

HANNAH, MISS E. C., Stewardess, born 29 Dec 06, joined Coy. 24 Jun 57, ships include *Arcadia*, *Strathmore*, *Oriana*, ret. Jan 67.

HARE, C. T. R., Purser, born 11 Dec 06, joined Coy. 7 Mar 30 in Pursers Dept., transfer to sea 1934, ships include *Narkunda*, *Strathallan*, *Iberia* ret. 10 Dec 66.

HARRISON, C. E., Chief Butcher, born 16 Sep 09, joined Coy. 6 Sep 29, ships include *Strathaird*, *Strathmore*, *Iberia*, ret. (ill health) 31 Dec 66.

HUGHES, A. A., Tourist Shopman, born 8 Oct 08, joined Orient Coy. 15 Feb 35, ships include *Orontes*, *Chusan*, *Himalaya*, ret. 12 Jan 67.

HUNT, W. E., 2nd Steward, born 9 Jul 02, joined Coy. 7 Mar 50, ships include *Ranchi*, *Himalaya*, *Aden*, ret. (ill health) 15 Nov 66.

HUTTON, MISS M. R. Training Dept., born 14 Apr 07, joined Coy. Feb 38 in Passenger Dept., Accounts and Officers Depts. until Mar 62 when moved to Training Dept., ret. 14 Apr 67.

JENSON, R., P.R. Barman, born 14 Sep 17, joined Coy. 13 Mar 36, ships include *Rajputana*, *Strathnaver*, *Corfu*, ret. (ill health) 31 Oct 66.

JILLINGS, E. F., B.R.S., born 20 July 11, joined Orient Coy. 3 Aug

29. ships include *Orion*, *Orford*, *Orsova*, ret. (ill health) 11 Dec 66. KEMP, A. S., B.R.S., born 26 Jan 00, joined Coy. 5 Sep 49, ships include *Strathaird*, *Iberia*, *Arcadia*, ret. 11 Nov 66.

MARTIN, F. C., Bosun, born 28 Jan 07, joined Coy. 25 Nov 48, ships include *Carthage*, *Strathaird*, *Cathay* ret. 28 Jan 67.

PAGE, L. P. T., Greaser, born 3 Nov 01, joined Orient Coy. 18 Oct 24, ships include *Orsova*, *Orion*, *Oronsay*, ret. 29 Dec 66.

PILLAR, W. J., Chief Butcher, born 7 Aug. 06, joined Coy. 30 Jun 34, ships include *Viceroy of India*, *Strathnaver*, *Iberia*, ret. 1 Mar 67.

REDSHAW, P. H., Freight Administration, born 28 Nov 03, joined Coy. Jan 21 in Freight Dept., finally becoming Chief P & O Canvassing Rep., ret. 31 Dec 66.

REES, W. H., Chief Steward, born 22 Jan 07, joined Coy. 29 Jul 32, ships include *Strathmore*, *Khyber*, *Cathay*, promoted Chief Steward 17 Jun 51, ret. 21 Jan 67.

SHARLAND, A. J., Chief Radio Officer, born 16 Jul 01, joined Coy. 10 Feb 54, after service on P & O

ships with Marconi, ships include *Strathnaver*, *Himalaya*, *Chusan*, ret. 21 Dec 66.

SYKES, B. P., Passenger Administration Manager, born 22 Jan 11, joined Orient Coy. 1 Nov 27, as Branch Manager, City, served in every section of Passenger Dept., appt. Passenger Staff Manager, 2 May 60, becoming Passenger Administration Manager, ret. 31 Mar 67. WALKER, J., 1st Elec. Offr., born 30 Sep 06, joined Orient Coy. 30 Dec 27, ships include *Orsova*, *Oriana*, ret. 9 Oct 66.

WILLACY, J. G., Chief Steward, born 27 Feb 02, joined Coy. 10 Oct 49, ships include *Strathmore*, *Iberia*, *Aden*, promoted Chief Steward 12 Aug 57, ret. 18 Nov 66.

## DEATHS

ATTERTON, R., Printer, born 8 Nov 07, joined Coy. 14 Sep 27, ships include *Stratheden*, *Strathaird*, *Iberia*, ret. 13 Jun 66, died 7 Nov 66. Leaves sister and brother.

BAILLIE, P., Head of Import Freight Dept., born 21 Oct 80, joined Coy. Oct 98, ret. 30 Apr 44, died 2 Feb 67. Leaves widow.

BARWICK, H. S., Steamers Shops Dept., born 4 Sep 89, joined Orient Coy. 1906, ret. 31 Oct 59, died 23 Nov 66. Leaves widow.

BATCH, G. D., Passenger Dept., born 6 Jul 02, joined Coy. Oct 20 in Tilbury Dock Office, transfer to W/E Passenger Correspondence Section, ret. 30 Apr 60, died 26 Jan 67. Leaves daughter.

BAXTER, MRS. L. O., Stewardess, born 13 May 93, joined Coy. Jan 28,

## OLD BOYS' DAY

The next Pensioners' Reunion Luncheon will be held on board *Himalaya* at Tilbury Docks on Thursday, 15th June, 1967.

ships include *Himalaya*, *Corfu*, *Stratheden*, ret. 5 Aug 56, died 6 Jan 67. Leaves daughter.

BETHELL, G. E., Head of Repairs and Outfits Dept., born 2 Jun 95, joined Coy. Aug 12, ret. 30 Jun 55, died 3 Jan 67. Leaves daughter, Miss M. Bethell, Cruising Traffic Supervisor, W/E.

BORLAND, W. J., 1st Ref. Eng., born 19 Feb 18, joined Coy. 20 Jun 50, ships include *Chusan*, *Canberra*, *Himalaya*, died in service 10 Feb 67. Leaves wife.

BUGGE, J. B., ex-2nd Officer, born 27 Jul 98, joined Coy. 22 May 19, after being P & O Cadet, ships include *Nore*, *Poona*, old *Ballarat*, resigned 18 Dec 33, died 8 Jan 67. Leaves brother, O. L. Buggé of W/E Passenger Dept.

CHAPPELL, MISS J. E., Management Secretary, born 23 Apr 03, joined Coy. Oct 19, ret. 30 Apr 63, died 19 Feb 67.

GABRIELSON, T., A/B., born 1894, joined Orient Coy. Dec 27, ships include *Orford*, *Orion*, *Oronsay*, ret. 14 Sep 64, died 9 Jan 67. Leaves sister.

GOTHARD, W., Pursers Dept., Tilbury, born Apr 02, joined Orient Coy. Jan 24, died in service 15 Feb 67. Leaves widow.

KENNEDY, F. T., Head of Correspondence Dept., Branch Line, born 5 Apr 71, joined Branch Line Jan 10, ret. 31 Dec 29, died 24 Nov 66. Leaves niece.

LANGAN, M. B., Carpenter, born 17 Aug 19, joined Coy. 24 Sep 62, ships include *Somali*, *Perim*, died in service 7 Nov 66.

LEGG, J. M., O.B.E., Captain, born 22 Apr 84, joined Coy. 13 Feb 06, ships include *Plessey*, *Mantua*, *Ettrick*, ret. 30 Apr 43, died 7 Mar 67. Leaves sister. Appointed O.B.E. Nov 42 for courage and devotion to duty in action with enemy.

MUIR, DR. B., Surgeon, born 1877, joined Orient Coy. ships include *Orontes*, *Orford*, ret. 39, died 8 Feb 67.

MULVANY, MISS M. T., Senior Telephonist, born 23 Apr 89, joined Anderson Green Coy. Nov 10, ret. 30 Apr 54, died 13 Apr 67. Leaves nephew.

NEWELL, R., 2nd Steward, born 21 Feb 90, joined Coy. 12 Dec 13, ships include *Strathnaver*, *Mooltan*, *Empire Fowey*, ret. 1 Mar 55, died 26 Sep 66.

PARFITT, L., D.S.C., Captain, born 27 Mar 89, joined Coy. 9 Aug 07, ships include *Candia*, *Naldera*, *Carthage*, ret. 15 Apr 45, died 19 Nov 66. Leaves widow. Awarded D.S.C. for bravery in D.E.M.S. during hazardous passage to N. Africa Nov 42, awarded Lloyd's War Medal Oct 44.

PEAT, J., Chief Engineer, born 1 May 74, joined Coy. 31 Aug 96, ships include *Arabia*, *Dongola*, *Maloja*, ret. 27 Apr 33, died 17 Dec 66. Leaves son, Mr. S. W. Peat, also a retired Chief Engineer.

PETERS, G. R., Captain, Marine Supt., born 22 Aug 06, joined Coy. 4 Oct 26, ships include *Delta*, *Jey-pore*, *Somali*, transfer to shore as Dep. Marine Supt. 2 Oct 55, appointed Marine Supt. May 62, ret. (ill health) 28 Feb 67, died 24 Mar 67. Leaves widow and son.

SKINNER, F. C., Pursers Dept., born 15 Feb 15, joined Coy. 26 May 47, as Storekeeper, ships include *Strathmore*, *Empire Fowey*, *Arcadia*, transfer to shore 6 Dec 65, died in service 8 Dec 66.

THORPE, S. C., Pursers Dept., born 2 Jun 05, joined Orient Coy. 1924, transfer to P & O 3 Apr 42, appointed Chief Steward 31 Jul 51, ships include *Orvieta*, *Himalaya*, *Chusan*, transfer to shore as Staff Chief Steward Feb 60, died in service 19 Jan 67.

TREE, P., Laundryman, born 11 May 93, joined Coy. Aug 12, ships in-

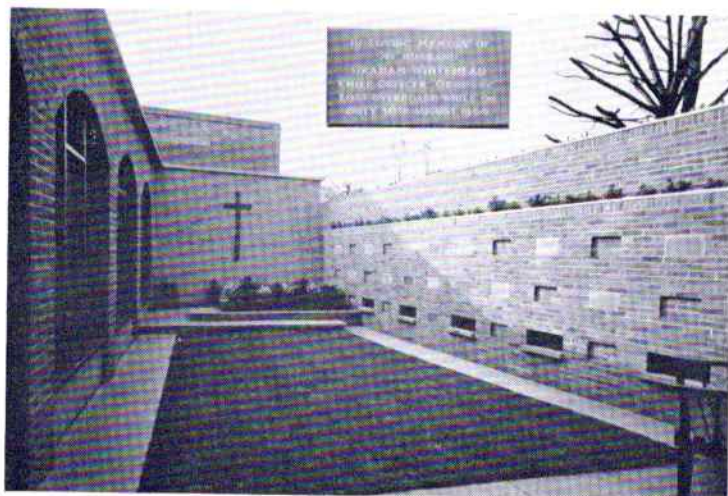
clude *Strathallan*, *Canton*, *Carthage*, ret. 1 Sep 56, died 18 Apr 67. Leaves widow.

WILLS, J. H., 2nd Steward, born 2 Aug 13, joined Coy. 24 Jan 50, ships include *Iberia*, *Arcadia*, *Salsette*, ret. (ill health) 30 Apr 66, died 13 Dec 66. Leaves widow.

## MEMORIAL SERVICES

MR. G. B. WHITEHEAD, Chief Officer. A Memorial Service was held on 1st January in *Oronsay*, his last ship, for Graham Whitehead who was lost at sea last August. It was conducted by the Rev. Canon J. W. Clift, M.B.E., Senior Chaplain of the Missions to Seamen, and attended by Mrs. Whitehead and her four children as well as Mr. R. M. Thwaites, Captain P. Sargent, Captain E. Cowen, members of Management and a large number of Mr. Whitehead's colleagues and friends from sea and shore. It is believed this is the first time such a service has been held in a P & O ship. CAPTAIN G. R. PETERS, Marine Superintendent. A Memorial Service was held on 4th May at St. Andrew Undershaft, St. Mary Axe, for Captain Peters. It was attended by members of Management and many of his friends from sea and shore. Names cannot be given here, unfortunately, as the magazine was already being printed at that time.

The Missions to Seamen Gardens of Remembrance at Southampton, where a Memorial Tablet (inset) has been placed at the request of Mr. G. Whitehead's widow.



## APPRECIATIONS

### L. BRAKEFIELD

Leslie Brakefield joined Orient Line in September 1923 and was posted to their Stores Department. He remained there until the merger in 1960 when he was put in charge of the section dealing with Deck, Engine, and Purser's Stores and Ships' Stationery. His knowledge of these types of Ships' Stores was unrivalled.

At the outbreak of World War II he was evacuated with most of his Orient Line colleagues to Redheath, Croxley Green, and later to Shirley House, Watford. Shirley House had been a preparatory school and he was the only male member of the staff who could have a bath without tucking his knees under his chin.

He eventually joined the Army and served in the R.A.O.C. for four years with service in the U.K. and in Germany.

It was only after the merger that his ex-Orient colleagues learnt that his Christian name was Leslie for he had always been known as "B", or to his more intimate colleagues "Little B".

He was a very keen sportsman before the War and was Diving Champion of Orient Swimming Club for many years.

Apart from being a more than average player at Squash, Badminton, and Tennis, he played Soccer for many years until an injury finished this activity. He took part in most of the activities of the London Shipping Athletic Association representing the Orient Line in the Cross-Country, Road Walk, and also on the track.

### MISS M. NORMAN

Margaret Norman retired in October, 1966. She had been with Electronics Department since July, 1954, seeing the department grow from the early days.

She joined the P & O in June 1936 in the Passage Department when Mr. Chapman was Staff Clerk. She moved to Croxley Green in September 1939, remaining there until August 1942 when she returned to City Office to assist Colonel Ewart in Publicity and Prisoner-of-War Department. From 1944 she worked with Miss Grosvenor in the publication of the *Trident* magazine until her joining Electronics ten years later.

### C. T. R. HARE

Purser Clifford Hare has swallowed the anchor. After 36 years at sea with the P & O he has retired home to Bexley to be with his wife and enjoy the things for which he did not have the opportunity or time aboard ship; reading, listening to classical music and "perhaps to take up golf".

Mr. Hare left his last ship, the 30,000-ton P & O liner *Iberia* at the end of her round-world voyage on 22nd August, and finally retired in December.

He joined the Company in March, 1930, in the Purser's Department. Four years later he received his first sea-going appointment, as Purser's Clerk in *Narkunda*. He was promoted Deputy Purser in August 1940 and Purser in October 1948. His first ship as Purser was *Chitral*.

Mr. Hare, 60, who is married with two grown-up children, has served in most of the Company's passenger ships.

### P. H. REDSHAW

Percy Redshaw of Freight Administration Dept. retired on 30th December last.

The name of Redshaw has quite a significance to the P & O., since his father was Import Superintendent in the Company for many years. Furthermore, his brother Sydney was a master mariner who served at sea for most of his time until the second world war in P & O ships.

Percy himself joined the Company in 1920 and by the time of his retirement had completed nearly 46 years service. Apart from World War Two, when he was in R.A.S.C. and experienced the extreme rigours of very active service in several theatres of War, he was with the Freight Department. He served the usual stint on Bills of Lading, and thence proceeded throughout most of the Departmental sections until eventually he was posted into the canvassing team and subsequently became chief P & O canvassing representative.

He is married and has one daughter aged twenty-seven.

### B. P. SYKES

Brian Sykes, known to all of us as "Bill", retired on 31st March 1967, after just 40 years first in Orient Line then P & O — Orient and finally P & O.

His experience in these companies was manifold and included service at each of the Orient Line offices in the City, West End, Australia House and Kingsway. During all this time he took endless pain to train his staff and many of us will always be grateful to him for the good grounding we gained. Latterly as Passenger Staff Manager and then Passenger Administration Manager, he was responsible for more formal training and this appeared to be much to his liking.

Bill, who joined the Territorial Army in 1938, served throughout the 1939-1945 war in the London Rifle Brigade, mainly in Egypt and the Western Desert, but also in Palestine, in a semi-political role on which he was very reticent to comment!! He finished his army service as a Major.

His self discipline learnt during this time afterwards held him in good stead and his well groomed and indeed youthful appearance bore witness to this. It also undoubtedly helped him through a very painful and trying period more recently when he suffered considerably with leg trouble.

*Purser C. Hare (left) is presented with a silver cigarette box by Captain M. A. Trenfield on his retirement.*



Overseas travel with the company contributed to his wide experience and I was fortunate enough to accompany him on an Experience Trip to Australia in 1953/4. It was certainly an "experience" for me!! And a useful period of training!

Bill will be retiring to the "Robin Hood" at Botany Bay near Enfield, Middlesex, to assist his brother-in-law. He will make an excellent "mine host" and all his many friends in P & O wish him a long and very happy retirement.

#### CORRECTION

In the appreciation of Captain P. G. Lawrence in the last issue, it was erroneously stated that he was one of the survivors of the *Rawalpindi*. In fact he was a Lieutenant in *Chitral* which picked up the survivors.

#### OBITUARIES



Captain G. R. Peters

#### CAPTAIN G. R. PETERS

Geoffrey Ridgway Peters died in Greenwich Hospital on Good Friday, 24th March, and was cremated at the South Chiltern Crematorium on Friday, 31st March 1967.

Captain Peters was the second generation to serve the P & O Company as his father, Captain R. A. Peters joined the Company as Fifth Officer of s. s. *Deccan* on 1st February 1875 and commanded ships with such familiar names as *Coromandel*, *Ballarat*, *Somali*, and *Sunda*. His last command was *Syria* and he retired on pension in April 1913.

He returned to sea, however, during the dark days of the 1914-18 War and commanded the Nourse Line ship *Mutlah* for a voyage.

Captain Peters was a P & O Cadet of the 1921 Class in H.M.S. *Worcester* and served his time in *Mongolia* and *Peshawur*. After obtaining his Second Mate's Certificate he was appointed Fourth Officer of s. s. *Delta* on 4th October 1926.

He was Chief Officer of *Jeypore* on the Bombay Station at the outbreak of war in 1939 and in 1941 he was transferred to the French liner *Ile de France* as Second Officer.

In January 1953 he was promoted to the rank of Captain and appointed Staff Captain of *Stratheden*. His first command was *Somali* in 1955 and in October of that year he transferred to the Shore Staff as Deputy Marine Superintendent, being appointed Marine Superintendent P & O in May 1962.

"Pete" was a man of sound judgement who was never panicked into hasty decisions and though he held strong views he was always prepared to be guided by another's argument. He will be greatly missed by all who knew him both in his official capacity and as the loyal friend that he was to so many of us.

A Memorial Service for him on 4th May at St. Andrew Undershaft, St. Mary Axe, London, was attended by many of his friends and former colleagues.

#### MISS M. T. MULVANY

Marie Therese Mulvany, who died on Thursday, 13th April after a short illness, was one of the first women telephonists to be employed by London business houses. She had retired from the Orient Line in April 1954 as senior telephonist after 43½ years' service. During her long career she had only been absent once, and then through illness.

Her young-sounding voice was familiar to thousands of callers and her store of memorised numbers was phenomenal. During the first World War, in addition to her office duties, she assisted at various Service canteens and in Military hospitals. In the last war, although living in one of the heavily raided areas, she was never missing from her office duties.

She was a wonderfully good and good-hearted person, and there must be many of her former office colleagues who will miss the birthday, wedding anniversary and Christmas wishes that she continued to send to the end, not only to members of the staff, but to their wives and children as well.

## BINDING VOLUME VII

Binders are now available for Volume VII of *About Ourselves*. This covers issues nos. 14-21. Together with index these cost 10/6d and are available from The Editor, 'About Ourselves', P & OSN Co., Beaufort House, Gravel Lane LONDON E.1.

For those who wish to have their copies bound for them, they should send the relevant numbers to the Editor in a parcel marked 'FOR BINDING'. He can arrange to have them bound for a further charge of 10/6., making one guinea (£1.1s.0d) altogether.

To save invoicing and administrative costs, it is requested that cheques or postal orders be included in the letters requesting binders and/or binding.

**PRIVATE TREATMENT IN ILLNESS  
THE BRITISH UNITED PROVIDENT ASSOCIATION**

If you wish to be one of the increasing number, now about 10 million people, who insure against the cost of private treatment in illness, you may join the Company's B.U.P.A. Group and take advantage of the reduced rates of subscriptions.

Detailed tables of benefits and subscriptions for Sea Staff are shown below:—

**NOTES ON SUBSCRIPTIONS**

**A** The subscription payable is assessed each year in accordance with the age of the oldest person included in a registration.

**B** An additional subscription is payable for the inclusion of each of the first two dependants in a registration. Third and subsequent dependants who are nominated and accepted are included without extra charge in the Standard Scheme.

**C** A child on ceasing to be eligible to be included in the parent's registration on reaching age 18 may continue as a separate subscriber.

In such a case the subscription for the new registration is reduced by a permanent annual rebate of 10% (in addition to a Group rebate if applicable).

**\*D** When a registration includes a person aged 55 or over at the date of joining the Association, the subscription is increased by 10%.

**N.B. SHORE STAFF SUBSCRIPTIONS ARE A LITTLE MORE THAN THOSE QUOTED.**

Applications to join should be addressed to the Hon. Secretary, B.U.P.A., Group, Pay Department, P & O Lines Management Ltd., Beaufort House, Gravel Lane, E.1.

# Insurance angles

Age at Entry or Annual Renewal		Scale 9			Scale 10			Scale 11			Scale 12			Benefit A Supplement		
		£	s	d	£	s	d	£	s	d	£	s	d	£	s	d
<b>Subscriber without dependants</b>																
18-29	Annual	4	8	0	5	13	0	7	1	0	9	11	0	13	0	
	Monthly		7	4		9	5		11	9		15	11		1	1
30-49	Annual	5	18	0	7	11	0	9	8	0	12	14	0	17	0	
	Monthly		9	10		12	7		15	8		1	1	2	1	5
*50 & over	Annual	6	9	0	8	6	0	10	6	0	14	0	0	18	0	
	Monthly		10	9		13	10		17	2		1	3	4	1	6
<b>Subscriber with one dependant</b>																
18-29	Annual	8	2	0	10	8	0	12	18	0	17	10	0	1	3	0
	Monthly		13	6		17	4		1	1	6	1	9	2	1	11
30-49	Annual	10	15	0	13	16	0	17	5	0	23	6	0	1	11	0
	Monthly		17	11		1	3	0	1	8	9	1	18	10	2	7
*50 & over	Annual	11	16	0	15	5	0	18	19	0	25	13	0	1	14	0
	Monthly		19	8		1	5	5		1	11	7		2	2	9
<b>Subscriber with two or more dependants</b>																
18-29	Annual	10	10	0	13	10	0	16	17	0	22	16	0	1	10	0
	Monthly		17	6		1	2	6		1	8	1		1	18	0
30-49	Annual	14	0	0	18	0	0	22	10	0	30	8	0	2	0	0
	Monthly		1	3	4		1	10	0		1	17	6		2	10
*50 & over	Annual	15	7	0	19	17	0	24	14	0	33	9	0	2	4	0
	Monthly		1	5	7		1	13	1		2	1	2		2	15

**PERSONAL ACCIDENT INSURANCE**

Officers and Petty Officers may take out a personal accident insurance at Lloyd's through Gray Dawes, Westray & Co. Ltd., giving the following compensation if they should sustain bodily injury as below, caused by accident (age limits 16 to 65 years):—

- (a) Death £1,000
- (b) Loss of one or more limbs, or one or both eyes £1,500
- (c) Temporary total disablement (up to 10 weeks) £10 per week
- (d) Permanent total disablement other than (b) above £1,000
- (e) Hospital charges or medical expenses incurred by the Assured 50 gns.

Annual Premium £3. 18s. 9d. (for Engineer Officers the premium is £4.14s. 9d.).

Increased compensation up to a maximum of £10,000 per person can be obtained for proportionately increased premiums.

For further particulars apply Pay Department, P & O Lines Management, Ltd., Beaufort House, Gravel Lane E.1.

**PERSONAL EFFECTS INSURANCE**

Officers and Petty Officers are recommended to insure their belongings against loss or damage. Insurance can be effected at Lloyd's by Gray Dawes Westray & Co. Ltd. Annual rates of premium vary from 21/-% to

30/-. Company's employees are however, entitled to a discount of 10% on these rates. Proposal forms and further particulars may be obtained from Pay Department.



"WATCH THAT PRESSURE FRED!"

# The Australians Visit P&O

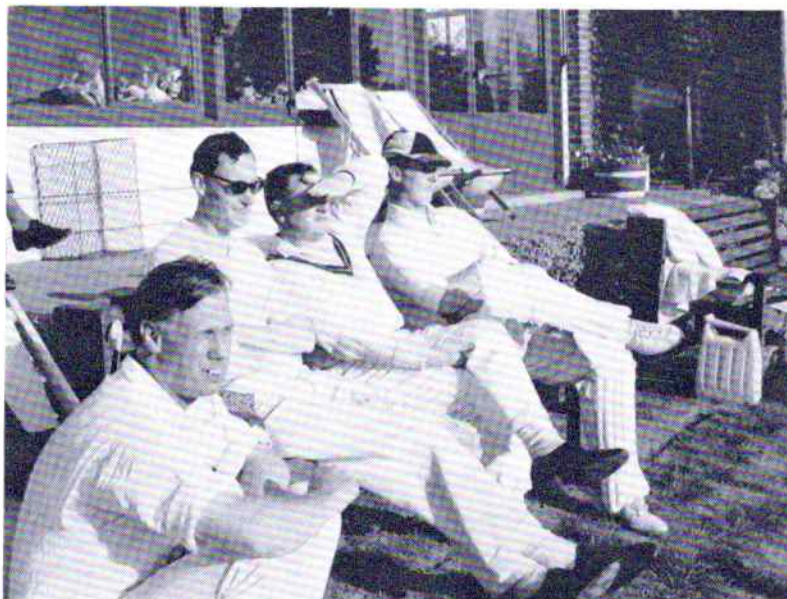


by A. H. S. Robinson,  
Correspondence Dept.

Most of our readers will have heard of, if not actually visited, our magnificent sports ground at Kidbrooke. On the cricket ground there last year an historic match took place, details of which may be of interest to not only Pandor cricketers here but also to readers throughout the world; particularly "Down-Under".

For many years I have been Match Secretary of the Cricket Society which is a world wide organisation that anyone can join who is interested in any aspect of cricket. Our many activities include the running of a Cricket XI — and on Sunday, 29th August, we played the Australian Country Cricket Touring Team at the P & O's sports ground.

Our XI was as usual captained by Chris Box-Grainger, known to many P & O members through his professional productions of some of our Dramatic Society's plays. The team included Bob Anderson, until of late a source of great inspiration in many P & O Club matches. Also present were A. C. Walton, Oxford University and Middlesex C.C.; and C. S. Davies, Warwickshire C.C. and M.C.C.



Members of the Cricket Society XI await their turn to bat. They are, l to r, Chris Box-Grainger, Nigel Haygarth, Stephen Lynch and Chris Walton.

It was a beautifully hot day and Alec Warner had prepared a fine batting wicket for what was the last match of the Australians' Tour. Their Manager, Reg Noblet was of course present, and they were captained by Jim Pick who was Vice-Captain of the South Australian Country XI which played Mike Smith's M.C.C. XI at Mount Gambia, Australia, in December, 1965.

A large crowd which included some interested P & O staff members basked in the sun and saw the Australians crack up 188 runs for the loss of only 3 wickets when they declared at tea. Maybe the excellence of the refreshments after their earlier toil in the field was too much for the Society XI. Due primarily to some unaccountably accurate leg spin we were all out for 126. It was a splendid game played with keenness and enthusiasm by all on a ground as good if not better than many others met by the Australians on their Tour earlier.

Some of you may have at times met members of the Australian Country Cricket Teams. Five of the 1965 Tourists were persuaded by me to cast aside thoughts of Qantas or return Sitmar tickets and sail home via Panama in *Canberra* September. They were Jim Pick, Don Webb, Adrian Butler, Kevin Crosby and Gordon Tiller. In 1961 the entire team had travelled to these shores with our Company in *Himalaya* thereby following the sound judgement of their National Test Teams.

## Welcome Amateurs

In something of the same way as agriculturists here give a warm welcome to Canberra Award-Winning Farmers, so should we in cricket circles to these fine amateur Australian cricketers. The cost of their tours to the U.K. amounting to over a thousand Australian pounds is met from their own pockets. Their visits do

the world of good to cricket as a whole, not least because of the natural courteous friendliness of their members.

A word in conclusion regarding the origin of such tours may be of interest and not out of place. During the past dozen or so years several teams of amateur Australian cricketers have been to this country. The first was in 1954 and toured under the name of the South Australian Touring Cricket Team. In 1956 a team made up of players from South Australia, Victoria and New South Wales came here and for regularity's sake retained the name of the S.A. Touring Cricket Team. This had to be run by an advisory committee since sadly the manager died upon arrival. Two members of that committee have since brought teams to this country; Mr. G. Wallace-Smith formed the Australian Old Collegians' Team; Mr. R. W. Noblet, that known as the Australian Cricket Team.

The first A.C.C. Team had a most successful tour in 1961 under Reg Noblet, and that was when I first really met them. They should not be confused with the various Old Collegian teams to the U.K. The Collegians are for the most part fellows who attended schools in Australia that are in the cities roughly equivalent of our Public Schools. The Country Cricketers as their name suggests, come from vastly scattered rural out-back regions. It is nothing for them to travel about 300 miles for a game on a Saturday afternoon.

It is fervently hoped that the next A.C.C. Team will be over in 1969 or 1970. I hope that once again Reg Noblet will find himself, for the success of the team, able to manage it. I hope that they will again be able to travel P & O, and I hope that another fixture may be arranged at our P & O ground so that you may all be able to come and meet them. You won't regret it.

## IDEAS CORNER

RESEARCH  
AND DEVELOPMENT

Several awards of amounts ranging from £5 to £35 have already been paid to shore and sea staff of the P & O Group for ideas, submitted to the P & O Research and Development Co. Ltd., that can be commercially exploited.

World patents may run to £3,000 on a single invention. Development costs could be several times this amount. However, a good idea may reap rich rewards for the originator as well as for the Company, making such investment worthwhile.

One idea that has developed into a remarkable success is the 'Pilgrim' Propeller Nut.

Propeller shafts have always been slightly vulnerable, ever since steam engines replaced sail. The fatigue strength of tail-shafts has been the subject of extensive research and development in all maritime countries for many years, and strange as it may seem, the problem is more acute today than ever it was. The damage rate of single screw propeller shafts in the large tankers and bulk carriers is higher than it has had been in any type of ship yet built.

One reason is the very box like shape of the hull which produces a flow pattern of widely varying velocities of water in which the propeller has to operate — producing the shock forces which apply increased bending stresses to the tailshaft. Another reason is

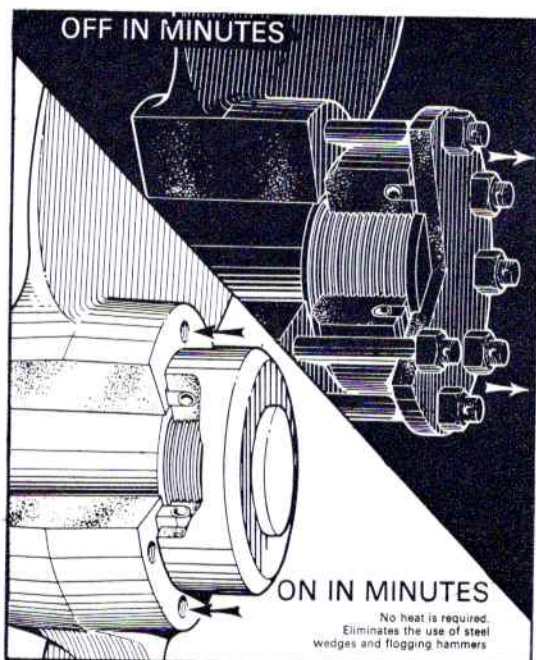
that with the very large powers required to propel these mammoth ships, the size and weight of shafts and propellers necessary to transmit this power has now reached such proportions that using the conventional methods of wedges and flogging hammers, it is not possible to obtain a sufficient grip force between propeller and tailshaft. It must be remembered that steel shafts are invariably used and "bronze" propellers are necessary to withstand the chemical attack of sea water. Unfortunately "bronze" has an expansion rate due to temperature changes — almost twice that of steel — which means that the grip of the propeller on the shaft must be sufficiently hard to allow for the loss of grip which is produced when a ship enters tropical waters having had its propeller fitted in the U.K. in winter.

Mr. Tom Bunyan, who invented the Pilgrim Nut while head of the Engineering Research Department of Lloyd's Register of Shipping, before he joined P & O, was deeply involved in such problems and has produced a very simple and effective method of making sure that the correct fit is obtained with even the largest propellers fitted today. The Pilgrim Nut has a built-in jack which consists of a rubber tube — rather like the inner tube of a motor car tyre. The circular slot in the nut which takes the tube is closed with a sliding circular piston ring. A grease gun connection is made to the tube. It can be seen that by screwing the nut up against the back face of the propeller, the piston ring will force the propeller up the tapered end of the tailshaft when the grease gun is operated. The forces which must be produced by the piston ring will of course, be large.

### Load

A rough value of the load in tons required to force fit a propeller (assuming a keyed connection) is the diameter of the tailshaft in inches squared i.e.  $L(\text{tons}) = D^2$ . So for a 30" diameter tailshaft the force fitting load equals 900 tons when the propeller is fitted at 0°C air temperature.

To remove the propeller, the nut is reversed, a back plate secured by studs to the propeller, and by again pumping up with the grease gun, the propeller will



How the Pilgrim Propeller Nut works.

come away at a pressure of about 60% of that which was required to fit it.

The development of the Pilgrim Propeller Nut has taken a remarkably short time because of its simplicity — its reception all over the world has been a most exciting experience. One British and seven foreign licencees as far afield as Japan, will shortly be selling these nuts in large quantities. The British licencee estimates that by the end of the present financial year over £50,000 worth of Pilgrim Propeller Nuts will have been sold by him for new and existing ships. The foreign licencees are only just getting under way! Naturally the P & O Research and Development Co. Ltd. get a useful royalty from such sales.

Other ideas that have been successfully developed are:—

#### 'Pilgrim' Valve

This was the first idea developed by P & O R & D. *Canberra's* ballast and fuelling system is entirely remotely controlled using pneumatically operated 8" and 6" Pilgrim Valves, which have a most satisfactory service performance.

The Shaw Saville Company automatically specify Pilgrim Valves for similar services on their new ships.

#### The 'Pilgrim' Nut

The G.K.N. Company are the world licencees of this development which is similar in principle to the propeller nut. A large number are now in service in power stations, rolling mills and ships' line shafting, pressure vessels etc. The demand is increasing as more and

more industries become aware of the unique features of precision tightening to high bolt stresses — using an Allen key.

#### Watchman's Fire Patrol

Another suggestion, an electronic watchman's fire control device was further developed by P & O R & D and has already been fitted in three New Zealand Shipping Co. ships. A licence to manufacture and sell it has been arranged also with a British company.

Several other developments are already on the market or in the development stage and will be described in future issues of *About Ourselves*.

The moral of this, however, is that there is good money in good ideas. So any of our readers who has one is advised to take the trouble to write it down on paper and pass it on to the P & O R & D. He may be surprised by what it could mean in terms of solid cash.

#### Editor's Note

"Pilgrim" is the name of the brain children of Tom (not John) Bunyan, a Director of the P & O Research & Development Co. Ltd.

### Arabian Nights—P & O Style

by G. H. Fraser, B.E.M., *Nightwatchman*, Cathay.

S.S. *Arabia*, 8,000 tons, Captain Palmer. Homeward bound from Australia and Bombay. Was torpedoed and sunk in the Mediterranean about 20 E 35 N at 1130 hours on 6th November, 1916, in fine weather. The torpedo entered after midships by the Surgeon's cabin. Most passengers were on deck at the time, and there did not seem to be panic anywhere. All deadlights were shipped and watertight doors closed at the time. Boats were manned and lowered to the Hurricane Deck by order of Chief Officer Smith, who was known as Gunboat Smith to the crew, and passengers embarked while we waited for the order to abandon ship. Soon after we got away the ship began to settle, and as she slid away it was a sad sight, with her fore-castle head gleaming white in the sun. Two boats were picked up by an armed trawler which set a course for Malta. The others were picked up by a cargo steamer bound for Port Said.

There were about 120 of us and all would have been all right in fine weather, but in the afternoon the wind came up from the North West and by dark it was blowing a gale. Passengers were accommodated in the magazine and some ladies in the Captain's cabin and crew cabins. We had on board the famous Lord Lonsdale who was a King's messenger travelling home from Port Said. He sat in the stern with his dispatch case and I remember seeing him drinking his tea out of a condensed milk tin. By mid-day on the 7th the weather moderated but it was still too rough for many to venture out on deck. In the later afternoon we sighted Malta but it was not until we entered Valletta harbour that the deck was crowded and we were thankful for the view and to the trawler crew who had supplied plenty of tea, sea biscuits and jam for those of us who could eat.

# We Hear That . . .



Representatives of Sellotape and P & O examine a full-page colour advertisement featuring the joint promotion in the Daily Express on 31st October. It cost Sellotape £14,000. In the picture, left to right, are: Messrs. Charles Cox (Sellotape), Tony Bennett (P & O), Bill Starmer (Sellotape), Len Stuckey (P & O), Ken Dickinson (A. Pemberton Advertising Agency), and Miss Mary Collins (Daily Express Deputy Travel Editor).

## JOINT PROMOTION

One of the more successful joint promotions in which we participated last year was with Sellotape Products. As a result another similar promotion has been organised this year, costing some £60,000 in national press advertising alone.

Joint promotions are publicity campaigns where two or more companies co-operate to their mutual advantage. In this case we provided Sellotape, free of charge, with two family cruises in 1967 and 100 model kits of *Canberra* as prizes for a competition they were running, in exchange for prominent mention in their advertising in the National Press, in posters and in shop-window display material.

The Competition invited the public to discover the number of uses to which Sellotape could be put in a printed photograph of a family adding an original suggested use of their own. The two family cruises were prizes for the member of the public who won the competition and for the retailer from whose shop the winner purchased his roll of Sellotape entitling him to enter. The model kits were for runners-up. Sellotape have also booked 108 berths on *Orcades* to Gibraltar at the full market value to be given as extra prizes.

In return for our contribution, we have received prominent mention in all Sellotape's national press advertising on which they are spending £60,000. The advertising ran from October last through to March this year. We are also featured largely in all the display and 'point of sale' material which Sellotape have sent to almost 40,000 of their retail shops and outlets throughout the U.K.

## LE BON MOT

Captain A. J. Field tells us that when exercising Man Overboard drills in *Oronsay* he made an announcement to reassure passengers that all was well and it was only practice, saying:—

"There is no emergency. This is purely an exercise. No-one has in fact fallen overboard, but a buoy has been thrown from the wing of the Bridge."

Not long afterwards the following appeared on *Oronsay's* "Programme Covering Ship's Stay in U.K.":—

"RELIEF G. Howe will assume duties of Staff Captain, vice Field."

## CHRISTMAS SPIRIT

The West End office has a new leased line telex set-up. There were the usual teething troubles after installation, resulting in a series of frustrating and complicated breakdowns causing the Resident Clerk to have to get out of bed at all hours of night in order to sort the trouble out.

Shortly before Christmas he sent a message of Christmas greetings to the Sydney telex centre and dedicated the following lines to them, with the leased line telex in mind:—

"Up in the mornings no for me,

Up in the morning early.  
(Robert Burns)

"Great man is no robot.  
(Confucius)

"I lift up the hand of the man who is inactive.  
(from the Egyptian Book of the Dead)"

To his surprise the next morning he received the following reply:—

"Many thanks for your kind message but to us up here we know you are upside down and the MacDonalds, Tairds, McKays, McGregors and especially the Johnny Walkers, Bulloch Lades, Haigs, not forgetting the Campbells in this office disassociate themselves from you and to fortify you in the coming year remind you that Faith, mighty faith, the promise sees, laughs at impossibilities and cries . . . it shall be done."

## SHIP ADOPTION

Personal links have been established through the British Ship Adoption Society between Captain A. H. W. Dallas, now in command of *Aden*, and his own village school, The Church of England Primary School, Milford-on-Sea, and between Mr. R. W. Frost, Refrigeration Greaser, *Aden*, and his local school, The Carnforth Day Special School, Grimsby, Lincs.

The difference between personal links of this sort and adopted ships is that with such a link a school keeps in direct touch with its adopted person, irrespective of

where he goes and what ship he is in, whereas with adopted ships the link is with the ships themselves. There is, of course, no reason why anyone in an adopted ship should not also be personally linked to a school.

With ship adoption flourishing in many of our ships (see reports under "Ship News"), we thought the following extract from last year's Annual Report of the British Ship Adoption Society would be of interest:

"It is now thirty years since the ideals of Ship Adoption were first practised and the keen interest from both educational and shipping circles remains unabated. That there is still a very lengthy list of waiting schools eager to take advantage of the benefits of Ship Adoption is striking proof that the educational value of our work is appreciated. However, the year under review has been yet another most difficult period for the shipping industry and, as usual, this has reflected on the Society's endeavour to maintain the number of ship/school associations. Many larger vessels are being built, replacing several smaller ships, so that, whilst the tonnage of ships of the Red Ensign remains high, the number of vessels has decreased which, coupled with the usual loss of ships, to breakers and to foreign flags, has brought down the number of ships and personal associations to 752, twenty-nine less than last year. Progress has been made and the year ended 30th June last 43 "personal" links were established, off-setting the normal losses by retirement or death, which totalled 40. It is pleasing to record that, since the 30th June, 1966, quite a number of offers to forge personal links have been received from crew members."

### JACKS OF ALL TRADES

This story goes back to the days when men were employed on board as Stewards come Musicians. The men were lined up on the quayside and the Second Steward went to pick out the required number. He said to one man, "What instrument do you play?" The man replied, "Trumpet, Sir." The Second Steward said, "Right, go and report to the Chief Steward for your duties."

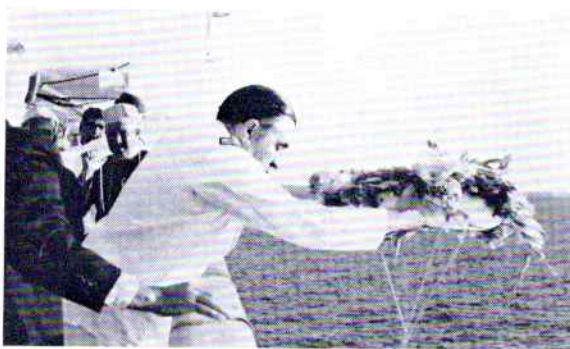
On reporting to the Chief Steward, the man was told as follows:

"You turn to at 6.30 a.m. for a flour carry which lasts you until 8.30 a.m. After five minutes' break you report to the restaurant for two sittings of breakfast, after which you return to the main bar for a beer carry until noon. You then have an hour meal break and report to the lounge to play light music during afternoon tea. Between afternoon teas and dinner, report to the galley for a scrub out. You then turn to in the restaurant for two sittings of dinner and then after half an hour's meal break, go to the ballroom to play dance music until midnight. Now do you want an allotment?"

The Steward replied, "what, do you mean I've got to keep a ruddy garden as well?"

### H.M.A.S. CANBERRA REMEMBERED

The loss of the Australian cruiser H.M.A.S. *Canberra* at Savo Island (Solomons) was commemorated at a brief service held at sea on board the P & O Liner *Canberra* early on Saturday 30th October as the ship was passing the spot where the cruiser was lost during World War II.



Captain E. G. H. Riddelsdell casts a wreath at the H.M.A.S. *Canberra* Remembrance Service.

In bright sunlight soon after dawn, *Canberra* reduced speed two miles off Savo Island while the service took place. It was attended by many hundreds of passengers and crew.

Five wreaths in memory of those lost in the sinking of H.M.A.S. *Canberra* and three U.S. Navy cruisers — the U.S.S. *Vincennes*, *Quincy* and *Astoria* — were cast into the sea.

In one of the darkest episodes of World War II, the four cruisers were sunk on the nights of August 8th, 1942, with the loss of over 1,000 men, including 85 from H.M.A.S. *Canberra*.

The first wreath, from the H.M.A.S. *Canberra* Survivors Association, was cast by the Association's President, Mr. H. J. Alford of Long Jetty, N.S.W., who travelled in the liner especially to attend the service. Other wreaths from the Australian Commonwealth Naval Board, the United States Navy, the city of *Canberra* (ACT) and P & O were also cast on the sea.

In a brief address at the service, Captain E. G. H. Riddelsdell said, "We are here to commemorate the combined Australian and United States action which took place near this spot 24 years ago. We remember before God the men of that task group who were lost and especially those from our namesake ship H.M.A.S. *Canberra*."

At the end of the service, *Canberra* resumed passage bound for Far East ports as part of a 28-day cruise from Australia.

### ODE TO MODERNISATION

One day,  
Not far away,  
We shall have naught to do.  
In mid '67,  
Manna from Heaven?  
A computer replaces me and you.  
Or will it?  
Who'll fill it,  
With data and that sort of stuff?  
Best hang around,  
Hold your ground,  
It'll blow up soon enough!  
Then me and you,  
Will do.

PAM



One of the winning menus. This is of the mythical Baku, who is supposed to eat nightmares and enable those in whose room his picture is hung to sleep sweetly.

#### PRINTING PRIZE

Our Japanese menu card series, printed by W. S. Cowell Ltd., has won an award for outstanding technical achievement in a competition organised by *The Lithprinter* under the heading of the Photo Litho and Offset Awards 1966.

Congratulations Advertising (who were responsible for its design) and Stationery & Printing (who were responsible for having it printed).

#### DEFYING DEATH

A request for information from Indonesia, the first since Sukarno's "Crush Malaysia" campaign collapsed, contained the following section written in scarlet for additional emphasis:

"To avoid the thefts from Post Office, so long so much and defying death, as often we to witness in many years ago, so that when you of course to help us please you *must* sending with *Registered* mail and to mention it clears, weight and how much the contents, above our address. When you not to sending it with Registered, positiveness we not received!"

So we see how lucky we are. Obviously the Post Office is not all that bad after all. At least with our G.P.O. there is a game chance of packets that are not registered arriving safely. In fact, probably a better chance than if they are registered!

#### "RETIREMENT FROM THE SEA"

A booklet under the above title has recently been published by the Seafarers' Education Service.

Containing as it does articles on "State Pensions", "Hobbies", "Earning Money", "Investments", and many other subjects, all written by experts, the booklet is one which should be helpful and of interest not only to those about to retire but also to those whose retirement may still be some years ahead.

Copies are being put on board all passenger ships that carry Welfare Leading Hands who will arrange their sale at 5/- each, through the canteens.

The Seafarers' Education Service have also agreed to supply copies direct at 5s. 6d. each, including postage in the United Kingdom; orders should be sent to:—

The Seafarers' Education Service  
Mansbridge House  
207 Balham High Road  
London SW17

#### NEAR UTOPIAN CONDITIONS

The following rules for clerical staff in a company's Sydney Office recently came to hand. The Management of the day thought they were offering staff 'near Utopian Conditions'. Perhaps after reading this people grumbling that pay, holidays and conditions are not what they might be will think twice before asking for their Utopia.

M . . . . and S . . . .

Merchants and Ships Chandlers

Sydney Town 1852

Rules for the Clerical Staff

1. Godliness, Cleanliness and Punctuality are the necessities of a good business.
2. On the recommendation of the Governor of this Colony, this firm has reduced the hours of work, and the Clerical Staff will now only have to be present between the hours of 7 a.m. and 6 p.m. on week days. The Sabbath is for Worship, but should any Man-of-War or other vessel require victualling, the Clerical Staff will work on the Sabbath.
3. Daily prayers will be held each morning in the Main Office. The Clerical Staff will be present.
4. Clothing must be of a sober nature. The Clerical Staff will not disport themselves in raiment of bright colours, nor will they wear hose, unless in good repair.
5. Overshoes and Top-coats may not be worn in the Office, but Neck Scarves and Head-wear may be worn in inclement weather.
6. A stove is provided for the benefit of the Clerical Staff. Coal and wood must be kept in the locker. It is recommended that each member of the Clerical Staff bring four pounds of coal, each day, during cold weather.
7. No member of the Clerical Staff may leave the room without permission from Mr. Ryder. The calls of nature are permitted, and the Clerical Staff may use the garden below the second gate. This area must be kept in good order.
8. No talking is allowed during business hours.
9. The craving for tobacco, wines or spirits is a human weakness, and, as such, is forbidden to all members of the Clerical Staff.

10. Now that the hours of business have been drastically reduced, the partaking of food is allowed between 11.30 a.m. and noon, but work will not, on any account, cease.
11. Members of the Clerical Staff will provide their own pens. A new sharpener is available on application to Mr. Ryder.
12. Mr. Ryder will nominate a Senior Clerk to be responsible for the cleanliness of the Main Office and the Private Office, and all Boys and Juniors will report to him 40 minutes before Prayers, and will remain after closing hours for similar work. Brushes, brooms, scrubbers and soap are provided by the Owners.
13. The new Increased Weekly Wages are all hereunder detailed:—

		s	d
Junior Boys	(to 11 years) .. ..	1	4
Boys	(to 14 years) .. ..	2	1
Juniors	.. .. ..	4	8
Junior Clerks	.. .. ..	8	7
Clerks	.. .. ..	10	9
Senior Clerks	(after 15 years with the Owners) .. ..	21	0

The Owners hereby recognise the generosity of the New Labour Laws, but will expect a great rise in output of work to compensate for these near Utopian conditions.

#### P & O "CANBERRA" SCHOLARSHIP

The Young Farmers are with us again. They sailed into Southampton on 4th April in *Oronsay*.

As usual, there are six of them, one from each Australian state, and the ninth group of winners of the annual P & O Canberra Award. They will spend the next six months touring the U.K. looking at British agriculture in particular and British life in general.

The winners, selected as the best representative of the junior farmer and rural youth movement of each Australian state, are Ronald Atkinson, 25, from Swan Hill, Victoria; Valerie Blechynden, 22, from Wembley, Western Australia; Margaret Carpenter, 21, from Warra, Queensland; Stuart Clarke, 24, from Gunbar, New South Wales; Carolyn Horton, 23, from Gawler, South Australia; Ross Jones, 24, from Cuprona, Tasmania.

They were welcomed to London by the Lord Mayor, Sir Robert Bellinger and Mr. F. E. Harmer, C.M.G., Deputy Chairman of P & O, at a luncheon reception at the Mansion House on Tuesday, April 11th.

#### THE PRICE OF INSISTENCE

An intending passenger recently wrote the following postscript to a letter about his booking:—

"A young man in his early days in the xxxxxx Line was besieged by an American for a passage in a fully booked sailing. Under pressure he eventually found a small un-numbered square vacant on the accommodation plan, and issued a ticket without a cabin number. When he and his senior went to see the ship off it was found he had booked the passenger in the lift!"

He has been sailing P & O ever since.

## Letters to the editor

#### PASSING OF AN ERA

22 Durnsford Avenue  
Wimbledon Park  
London SW19

Dear Sir

Thank you for my copy of your No. 22 issue.

The cover had me flummoxed for a while — it rather looked as if you were trying out your first lesson in Arabic — but after a little squinting I grasped the idea.

I felt very sad about the passing of ORIENT, although I appreciate that the title of the Company as it stood was pretty cumbersome. I know it is not the in thing to dwell on memories of the past in these days of planned obsolescence and orbits in space, but nevertheless we older citizens cannot so abruptly alter our ways of thinking.

Has anyone considered how terribly frustrating it is going to be to the ex-sea staff who try to liven up the regulars at their 'local' with stirring tales of their years with Orient Line and are then met with a dead-pan 'never 'eard of it' expression? Very hard on their morale and blood-pressure.

Yours faithfully  
Miss I. M. Dundon  
(Ex-Secretary to Accountant,  
Anderson, Green & Co. Ltd.)

(The disappearance of 'Orient' will probably lead to old timers' stories being listened to with greater awe and respect than ever, as they talk of the far-off days when they had to repel pirates from seizing the *Oriana* in the China Seas. But seriously, I can assure Miss Dundon that it will take more than a change of name to make people forget the Orient Line! — *Ed.*)

#### PEALS OVER THE WATER

Christ Church Vicarage  
Warwick Road  
Thorpe Bay  
Essex

Dear Sir

Christ Church, Thorpe Bay is a minute from the sea, and we have just received a Ship's Bell from the P & O.

It is from the *Orion*, and we are delighted to have and put it to good use.

An interesting fact is that two members of my congregation served in the *Orion*. Dr. David Morely was the Medical Officer and his wife Elizabeth was the Sick Bay Sister. They met on board and married. The doctor tells me that he married the "belle" of the *Orion*, and now we have it.

I myself was Vicar of Tilbury Docks from 1944-1954, and of course was familiar with the P & O ships docking. We used to be thrilled with the sound of the ship's horns, and what a noise they made on V.E. Day and V.J. Day, it was marvellous.

Now the bell, quiet so long, will once again ring out over the sea, I thought this might interest you,

Yours faithfully,  
(Rev.) William A. Winfield  
Vicar

#### ABOUT WHOM ?

West End Office

Dear Sir

If I may express an opinion about the magazine, I would like to see in it more articles on shipping and travel topics in general, and about ourselves in particular. I am sure that our Pensioners and long service stalwarts have a vast store of anecdotes and experiences of years gone by with which to regale us; all sea staff in particular, if only they could be persuaded to put pen to paper. War experiences and so forth I am sure would appeal to your readers. Also some of the involved and weird letters we must receive from the public from time to time.

Yours faithfully  
O. L. Buggé

Good idea, Mr. Buggé. See p. 23 — *Ed.*

"Alfreda"  
24 Springbok  
Alfold  
Cranleigh  
Surrey

Dear Sir

Re K. S. Giles (Printing & Stationery) letter in the December issue. I disagree with his views, that the A. O. gives a false impression I find in every page something of interest to all P & O Personnel whether ashore or afloat. I do not think you could improve on the Journal.

Yours faithfully  
Ernest E. Cadman  
(Pensioner)

Dear Sir

In the December issue you asked for suggestions on the balance of material in *About Ourselves*. I would like to see more space given to news from pensioners and, if necessary, the space allotted to Company News reduced. As Mr. Giles has pointed out, much of the information under this heading has already been published and I agree with him that a more personal touch is required.

A very important aspect of this is encouragement to retired members to write to you, but so many of them are never heard of until the Obituary Notice is printed.

Could you in the next issue ask all pensioners to send you items of personal interest, and if there is space, I would suggest printing a full address list so that they can write to each other. Maybe there are some living within easy reach of each other and would like to meet. Ultimately, an "Old Comrades Association" could be formed, but this is looking too far ahead at the moment.

As space is probably very limited in *About Ourselves*, an alternative could be to print a pensioners' address book.

Yours faithfully  
R. H. B. Lord  
(Shore Excursion Section)

The "Old Comrades Association" sounds a good idea. How about it Pensioners? — *Ed.*

#### NOT SCARED OF HELL

89 Carrick Knowe Road  
Edinburgh 12

Dear Sir,

During our recent studies at Southampton, we were fortunate to have accommodation with a much travelled Civil Constructor-come-general handyman and his sister. This Contractor, known to us as "Duncan", had a great deal of 'worldly' knowledge, part of which he had expressed in drawings and a poem; his drawings being the basis of an Art Exhibition in Vancouver, approximately 20 years ago.

The poem describes an event in "Duncan's" life, about 1934, when he found himself a Travelling Contractor in Bombay, and with no immediate contract on hand. Following a conversation with a Greek Captain, he signed on a small pilgrim vessel bound for Jeddah. His job as "Ship's Doctor" was a busy one, covering cases from smallpox, childbirth, and human repairs after fighting, and also lunacy. Conditions on board were far from pleasant; with an inoperative sanitary system, overcrowding, "routine" breakdowns in intolerable heat, and a smell described meekly as nauseating.

Here, then, with "Duncan's" permission, is his poem:

"Ode to a Pilgrim Ship" (s.s. *Amateah*)

Oh *Amateah*, you did me well  
You took me out through the Bombay swell,  
Fried me for all of eighteen days,  
Took me to rivers, towns and bays,  
Showed me the baseness of the Greek,  
Proved how little rewards the meek,  
Mocked at piety, scoffed at wit,  
Laughed at loyalty, worth and grit,  
Bore me up when the monsoon came,  
Threatened to teach me the Dolphin's game,  
Gave me the Second Mate's filthy bed,  
And blacked his eye for reward instead,  
Smashed all the crockery, scalded the cook,  
Impelled a Darweesh to run amok,  
Bumped me and banged me and set me down,  
With a hundred pilgrims in Jeddah town,  
Yes, *Amateah*, you did me well,  
And I'm no longer scared of going to hell!

Yours faithfully,  
A. B. Tait,  
4th Engineer Officer, Oriana

## SEA STAFF SERVICE

39 Murray Avenue,  
Bromley,  
Kent.

Dear Sir,

I note in the last issue of *About Ourselves* you ask for readers' views on the balance of material in the journal. Frankly I feel this is a very good journal indeed, and very well balanced, and does indeed cover a wide range of most interesting subjects. I always eagerly await my issue, and read it from cover to cover, as indeed do all my family and a good many of my friends, who receive thereby a very good insight into the shipping world. However you ask for suggestions.

I as you know am the widow of a serving member of the P & O fleet, (my husband was on *Oronsay*, when he collapsed in Feb. 1962). An appreciation from me of Sea Staff Service, was printed in the No. 11 (Summer 1963) issue.

If there is anything that could perhaps balance the material, I think maybe a further appreciation of this branch 'Sea Staff Service' could be printed. They need the tact and wisdom of Solomon, and the patience of Job. They are financial advisers, marriage guidance counsellors, with psychiatry and sociology thrown in. Their wonderful work and immense kindness to people suddenly bereaved, their understanding and help when a serving seaman is taken seriously ill, and their understanding of people feeling they are the only ones awaiting news so anxiously, is acutely clear to me now. At the time of my husband's severe illness, I was constantly on the telephone, not only during the day, but also to the night clerk, and never once was I told I wasn't the only wife who had a loved one so dangerously ill and far away.

At the time one is overwhelmed; it is only afterwards when trying to adjust and make a new life, that one begins to realise the magnitude of Sea Staff Service's work. Even now four years after my husband's death I still receive the most kindly and personal letters from Mr. Connolley and Captain Askin. They are always delighted to give me any help or advice I may need, and when I visited them last summer before a cruise in *Orcades* was most warmly welcomed as an old friend.

I have brought myself rather into this letter, which I hadn't meant to do, but it is difficult not to do so, when one has received so much kindness from Sea Staff Services. I only hope that among all the mass of sad items they have to deal with, they do indeed get a little light relief. I think and hope this must be so, with all the problems there must be from so many men at sea and families on shore.

Maybe there are other personal services that could also be brought to the attention of staff reading the Journal. I shall look forward to reading about any views published in the future.

Yours faithfully,  
Gladys D. Halls (Mrs.)

## TAXING PROBLEMS

"I received your income tax form, but had to go into hospital an hour afterwards."

—from a letter to an Inspector of Taxes.

# PANDOR NEWS

## NEW SECRETARY

Mr. G. M. Lang, a former Purser with the Company, has been appointed Secretary of the Pandor Club. He retired in September, 1959, and his last ship was *Carthage*. He has a permanent office on the 5th floor of Beaufort House and his presence is already being felt in increased efficiency — certainly by the Editor, who was very pleasantly surprised the other day to receive a phone call asking when he wanted the next lot of Pandor News items for *About Ourselves*!

## FOOTBALL

On a very sunny afternoon Pandor won the annual match with Escombes 2 — 0, but the victory was not gained in the convincing manner many expected.

From the kick-off a certain amount of complacency developed amongst the Pandor side which was not shugged off despite a spirited display from Escombes.

Despite very neat approach work by the Pandor Wing-Halves and Inside-Forwards, the finishing was very laborious and Escombe's goal-keeper (whose handling throughout was superb), was rarely troubled from inside the penalty-area.

The pattern in the second-half was very similar to the first, but after 80 minutes play a goal finally came, when, from a goal-mouth scramble, Robbins was on hand to net from close-range. Pandor's play was at last beginning to possess more bite and in the last minute from an accurate centre by Robinson, Rawlings gave the keeper no chance with a good header.

Team: R. Bowen; A. Johnson; G. Robbins; T. Mitchell; A. Ross; K. Waite; T. Hakens; J. Perry (Capt.); B. Rawlings; K. Robinson; A. Love.

*Bowen (Pandor) saves from Simpson (Escombes, left). Also in the picture (left to right) are Mitchell (Pandor), Wells (Escombes) and Johnson (Pandor).*



## SQUASH

Now that the Season is half over, a brief reflection on the club's progress may not be out of place.

So far, the results show an improvement on last season. Two matches won, with one drawn, out of the matches played is better than previous showings. The standard of opposition has been about the same as before, so we feel — not without justification — that our standard of play has improved. A lack of training facilities has hampered us in some respects, but a reliable core of experienced players together with an influx of new talent has helped in the formation of a useful team.

Of our current players, four names are worthy of mention. Regulars, such as L. D. Stockwood (Escombe, McGrath) and R. A. Peters (Marine Training) have played consistently good games and newcomers J. C. Allen (Pay Department) and K. Ingram (Hain Nourse) proved particularly valuable additions to the team. Mention of these four does not mean that they alone are worthy of note since lack of space precludes the mention of our other stalwarts. In fact all those who have played this season, have, without exception, proved their worth.

For the remainder of the season, we hope that a few more favourable results will be recorded. During next season, we hope to field three teams, namely a first team, 'B' team and a ladies team.

Results: (Up to 31st. January 1967).

19.10.66.	v.	Furness Club	Away	Lost	2 — 3
25.10.66.	v.	Tendimus Club	Away	Lost	0 — 5
29.11.66.	v.	City Police	Away	Won	4 — 1
13.12.66.	v.	B.B.C.	Away	Lost	1 — 4
20.12.66.	v.	Furness Club (B. Team)	Home	Draw	2 — 2
4. 1.67.	v.	Maori Club	Home	Lost	0 — 5
18. 1.67.	v.	Furness Club	Home	Won	3 — 2

## ATHLETICS

Pandor had three representatives in the London Shipping Athletic Association Cross-Country Championships (1966). These were held from the H.Q. of Blackheath Harriers at Hayes, Kent. The Pandor entrants were all awarded L.S.A.A. Standard Medals. They finished as follows:—

- C. J. Hindley (Trainee-Purser Cadet) 6th  
28 mins. 48 secs.
- J. S. Trigwell (Accounts Department) 12th  
31 mins. 50 secs.
- C. Barfield (Freight Admin. — Forwarding) 16th  
33 mins. 18 secs.

## DRAMATICS

*George and Margaret*, the Dramatic Society's December play, was a light hearted comedy in a Christmas setting by Gerald Savory. Set against a background of the impending arrival of George and Margaret, two of "mother's dear friends", deplored by the sons and daughter of the family and "put up with" by a surprisingly tolerating and rather hen-pecked father, we were soon living the lives of two bewildered parents — ideally matched and enacted by Margaret Henstock and David Lipscomb — coping with the parental problems of



Scene from the play, with (left to right) David Lipscomb (Malcom Garth-Bander), Margaret Henstock (Alice Garth-Bander), Ann Dunnett (Gladys), Keith Lauder (Claude), Michael Ellison (Dudley), Janet Withers (Frankie) and David Irving (Roger Frempton).

bringing up a boisterous family and willing them to accept the arrival of the two rather "unsavory" guests.

A thrilling and exhilarating performance released Mike Ellison from beneath Mr. Sherwood's wing in Correspondence Department and transported him to a world in which he far excels beyond any amateur actor's dreams. His portrayal of the studious music loving son whose best friend, staying with the family for a few days, falls in love with his sister, was one to make the society proud of his membership.

Again beautifully matched was his "stage sister" which brought to the fore a new face and an unforgettable piece of acting from Janet Withers (Sea Staff Service). An air of complete self abandonment and sheer devilment prevailed throughout her entire portrayal of the "babe" of the family and she continually kept the female side up, in out-witting the men and tenderly luring her brother's guest into revealing his true sentiments for her. As is the case with all good comedies (and real life, according to the Chairman of the Dramatic Society) the course of true love never runs smooth and not before considerable "Is he or isn't he?" "and" Will he or won't he?" did our young heroine find herself in the arms of David Irving.

Usually a keen follower behind the scenes and appearing for a brief second in our last Christmas production David Irving — the lad from "down under" — found himself right on top this time and stepping out for his first memory test in front of the lights' !!

Leaving the Rugby pitch for once, sporting a fractured forefinger — done on the field of sport, we were assured, and not during rehearsals with his leading lady — stepped Passenger Department's Keith Lauder. Playing the eldest son, mad keen on architecture, set on putting his younger brother and sister on the right road, and secretly engaged in romance with the maid, his appearance brought us another "first timer". This character called for a hard but sensitive portrayal and in Ann Dunnett —

playing the maid — Keith certainly met his match. As far as a "maid" can tame the "master's" son she certainly did, and the audience warmed to this tender and innocent romance delicately played on both sides.

While the play unwound and the family became engaged in their respective "carryings on" Margaret Henstock and David Lipscomb kept a very sound and weathered eye on things, and the play galloped along at a spirited pace with lines being punched from all angles.

The last pages of the play unravelled quickly, and making a flying and far too brief acquaintance with the audience was the family's maid. A long anticipated entrance brought a "gem" of a character study before our eyes. Not one word did she utter but the universal knowledge that upon that stage was a West End typing pool "Queen" had the theatre in an uproar. Salted peanuts were being munched furiously by a row of female "workers" in front of me but all was thrown aside — much to my horror — and a chorus of support such as one could surely only hear on a hockey pitch, had us shuddering in our seats when "our" Beatrice arrived on the scene. Thank you, Miss Pennefather for your terrific "Rutherford" entrance.

This Easter the Dramatic Society is giving the "boards" and a forlorn Producer — Derek Edwards — a rest, but will be back at Christmas.

A.B.

#### PHOTOGRAPHIC COMPETITION

The time for our annual photographic competition is here again. Last year the judge, Mr. E. G. Stream of United Press International, commented on the surprisingly low number of entries in the Black and White section. We hope that this time there will be many more in this section, and that at the same time the Colour section remains as popular as ever.

Sea and shore staff, both at home and abroad are eligible to compete, as well as Pensioners. Entries can be of any subject matter, and there is no limit to the number submitted by any one person.

There are two sections in the Competition as usual, for Black and White photographs and for Colour slides or prints. Prints (B. & W. or Colour) should be not less than 4 in. x 3 in. in size. The sender should certify on the back of each print that the photograph was taken by him — or herself. Colour transparencies should be placed in envelopes with similar details.

Entries, marked "Photographic Competition", should be sent to The Editor, "About Ourselves", Beaufort House, Gravel Lane, London E.1. The deadline for their submission is being put back to 1st August, 1967, in view of the rather later than usual notice.

Prizes will be: First Prize, £15; Second Prize £10; Third Prize, £5, for both Black and White and Colour sections.

The right is reserved to reproduce prizewinning photographs in *About Ourselves* without payment of fee.

## From the Departments



Capt. P. Sargent

#### MARINE

Captain P. Sargent has been appointed Marine Superintendent following the retirement through ill health of Captain G. R. Peters on 28th February. Captain J. Simms was at the same time appointed Dock Superintendent, Tilbury, and Captain M. H. D'Aeth, Dock Superintendent, King George V Dock.

Captain Sargent had been Orient Line Marine Superintendent since 1953 and since the merger he had held the title jointly with Captain Peters, first as Marine Superintendent (0) and latterly as Marine Superintendent (Maintenance).

He started his career on H.M.S. *Conway* in 1920 and served his apprenticeship with the Clan Line. He joined the Orient Line in January 1932 and served at sea in various capacities. His last voyage was as Captain of *Oronsay* in 1953.

Captain Sargent is a retired Captain R.N.R. and served on the R.N.R. Advisory Committee for a number of years. He was also A.D.C. to H.M. the Queen 1954-1955.

Captain Sargent, who is 61, is married and has two children. He lives at Leigh-on-Sea, Essex.

#### FREIGHT

Mr. J. M. Corbet Singleton has been appointed Trade Manager (Australia) with O.C.L. Consequently he has relinquished his appointment as General Manager with the P & O. His responsibilities for Freight Sales Australia have been taken over by Mr. J. G. Davis and for Claims, Freight Administration Department and for

the Freight Organisation staff by Mr. W. Kerr.

As a result of a report by Mr. J. F. Rayment, formerly General Freight Sales Manager, further adjustments have been made in the Freight Organisation in the field of marketing and freight sales. "Freight Sales" Department has been renamed "Freight Marketing and Sales" Department, with Mr. J. G. Davis taking overall Management responsibility. Mr. Rayment has been created Freight Marketing Manager, assisted by Mr. R. Bryson who used to be in charge of canvassers. Mr. M. S. Robinson and Mr. David Durnford-Slater became Australian and Far East Trade Managers respectively.

A new arrival is Mr. L. J. Holland (lately of G.S.N.) who becomes U.K. Sales Manager in charge of canvassers and provincial agents particularly.

## SECRETARY'S OFFICE

With the move of a large part of P & O's Passenger Department to the Company's Head Office at Beaufort House in the City, some reorganisation of staff has been found necessary.

Mr. R. M. J. Green, 46, has relinquished his post as Assistant Secretary of the P & O S.N. Co. to enable him to devote his full time to the Company's new building in Leadenhall Street and the reorganisation at Beaufort House.

Mr. F. G. McHaffie, B.Sc.C.A., 26, has been appointed Assistant to the Secretary, P & O S.N. Co., with effect from March 1st.

Mr. J. D. R. Knight, 38, has been appointed Assistant to the Secretary of P & O Lines Management Ltd., and P & O Lines Passenger Services Ltd., also with effect from March 1st.

## CONTAINER SHIP DIVISION

A separate division is being formed to take care of the six container ships that the P & O will be managing for Overseas Containers Ltd. This will be known as the Container Ship Division, P & O Steam Navigation Company, and will deal with all functions of the management of the ships to the requirements of O.C.L. It is not anticipated that the shore staff of the Container Ship Division will be large because there is clearly an advantage in using, so far as is effectively possible, the established departments of P & O Group Companies (mainly P & O Lines and N.Z.S. Co. as the companies principally affected by this new venture) for specific functions but it will have its own management team.

It is the present intention that the container ships should have their own sea staff, for the pattern of employment will be quite different from that in existing vessels. It is also intended to adopt wholly U.K. manning. Whilst a final programme for the ships has still to be decided, present indications are that they will make 63 day round voyages, with minimal stays in Australian ports and only 4 days in Tilbury; this will mean a distinctive pattern of relieving sea personnel for leave quite different from present patterns. Clearly it is not possible, at this early stage, to define what the terms and conditions of service will be. However, once these have been established they will be promulgated, so that sea staff in both P & O Lines and N.Z.S. Co. can consider

whether or not they wish to transfer. Opportunities to transfer will also be offered to the sea staff of Shaw Savill Albion & Co. Ltd.

At present it is intended to constitute the Division formally on the 1st January 1968; but planning must start straight away and three appointments designate to the Division have been made. These are:

M. D. Penney	<i>General Manager Designate</i>
Capt. P. Ogden	<i>Operating Manager Designate</i>
G. S. Mole	<i>Maintenance Manager Designate</i>

The specifications of the six ships are still being finalised, but the following outline information will be of interest. The ships, L.O.A. about 700 feet, will be single screw with steam turbines of 32,000 SHP, giving a sea speed in excess of 21 knots. The service will be about every 10 days out of Tilbury. Space for about 1130 20' x 8' x 8' containers will be provided, a number of them refrigerated and all the containers will be handled with special shore cranes.

## COMPUTER

Captain J. F. Wachter, who has been in charge of the Computer Project, has returned to sea. Mr. B. W. Mills will join the Company on 19th June as Management Services Manager, but until his arrival Mr. D. H. Pickles, Chief Systems Analyst, is in charge of the Computer Department, responsible for its administration and reporting to Mr. P. E. Parry.

Mr. C. Frazier has been appointed Computer Operations Supervisor with responsibility for computer operations and also for the D.P.U. Mr. I. A. Squires continues as Mr. Frazier's assistant and has been appointed Deputy Computer Operations Supervisor.

The appointments of D.P.U. Supervisor and Assistant D.P.U. Supervisor lapse.

## PURSERS

Mr. R. M. Porter, Purser, has been appointed an Assistant Superintendent Purser. He had already been attached to Mr. Davidson's staff in Beaufort House since 1st March 1965.



## OFFICERS

### Promotions

We congratulate:—

Chief Officer D. J. Scott Masson on his promotion to Captain and on the award of the Reserve Decoration, Acting Pursers D. C. Blurton and A. G. Hale on their confirmation in the rank of Purser.

### Certificates

We also congratulate the following on obtaining their Certificates:—

MASTER'S—Second Officers J. M. Hanbidge and E. L. Hayward;

FIRST MATE'S—Third Officers M. J. F. Moulin and M. Reed;

B.O.T. RADAR MAINTENANCE—Junior Radio Officer G. R. McKie;

MOTOR ENDORSEMENT TO 1st CLASS STEAM CERTIFICATE—Second Engineer Officers I. F. G. Beard and A. D. Tosh and Third Engineer Officers B. Brown and D. R. Hibbert;

STEAM ENDORSEMENT TO 1st CLASS MOTOR CERTIFICATE—Second Engineer Officer G. R. Graham and Third Engineer Officer A. M. Rushton;

FIRST CLASS STEAM CERTIFICATE—Third Engineer Officer, M. Daubney;

SECOND CLASS STEAM CERTIFICATE—Third Engineer Officers R. D. Robinson and T. A. Rouse;

CERTIFICATE OF COMPETENCY IN MAINTENANCE AND OPERATION OF AUTOMATIC STEERING GEAR—1st Electrical Officer J. Pace;

SHIP'S COOK CERTIFICATE—Trainee Chief Stewards T. Blanchard, J. A. May and S. H. Timmins.

### Appointments

J. K. Blackburn, Chief Officer, who has been attached temporarily to Planned Maintenance, proceeded to Japan on 23rd October 1966 to join the building team at Tamano prior to his appointment to *Strathardle* as Chief Officer.

I. M. Nicoll, Second Officer, ex-*Cannanore* and *Himalaya* has been attached to Planned Maintenance Department since 14th October 1966.

J. E. Hancock, Chief Officer, was attached temporarily to Overseas Containers Limited from 22nd November 1966 to February 1967 when he returned to sea as Chief Officer, *Orsova*.

M. J. Raven, Chief Officer, ex-*Baradine* took up a temporary appointment with Overseas Containers Limited in February 1967.

K. B. Jones, Acting First Radio Officer ex-*Iberia*, has been temporarily attached to the Electronics Department for London Office duties since 5th September 1966.

M. L. Broughton, Second Radio Officer ex-*Canberra*, has been temporarily attached to Officers' Department in connection with Radio Officer appointments since 7th November 1966.

D. P. Glavin, Chef, has been temporarily attached to the Work Study Group in Beaufort House from 16th January 1967.

## PASSENGER

On February 27th about 140 members of the London Passenger Department settled in to their new quarters at Beaufort House.

The occasion was taken to reorganise the Department dealing with Line Service bookings in preparation for the introduction of our IBM 360 Computer. Instead of separate Berthing and Reservation sections, three Berthing Groups have been formed to handle all booking procedures. To answer general enquiries and offer requests from Agents and the public, twelve Reservation Sales men have been appointed. As their name implies, they are trained to sell accommodation, both on the telephone and by letter, and ensure that each enquirer's demand are met as closely as possible.

Our computer consultants have warned us that if you put rubbish into the computer you get rubbish out. "Too right!" as our Australian friends would say. We believe that our Berthing Group system will enable careful control to be kept on computer input information and make quite sure that no rubbish goes in!!

A Booking Hall remains at Cockspur Street to receive personal calls from passengers and the Cruise and Shore Excursion Departments have also stayed behind.

With the move and reorganisation there have been several staff changes. Edmund Vowles has been appointed Deputy General Passenger Manager (to A. M. (Sandy) Stirling). Norman Rolph is now Passenger Traffic Manager and Mike Coster Passenger Administration Manager; Colin Gorton and Tim Hughes are, respectively, their new assistants. Ray Blencowe, Alan Davy and Len Wilton take over as Managers of the three Berthing Groups.

Richard Rolt will be looking after the Cockspur Street Office as West End Manager.

The Sales Section also moved to Beaufort House and are working under Peter Wise, appointed Passenger Sales Manager last October.

The department is very pleased with its new office, and happy with its re-organisation, the success of which is already being reflected in soaring morale — and increased efficiency.

## MAINTENANCE COST

As will have been seen in a previous issue certain re-organisation is taking place in the Stores and Laboratory formerly at Tilbury. They and the Work Rooms have now moved to the Globe Works, off Whitehall Lane, Grays. All requests for the services of Laboratory, Stores and Workroom still have to go through the Maintenance Cost Accountant, Plaistow.

## CANDID COMMENT

Seen on top of Beaufort House:—

**LOWETH**

We know that, but do we have to advertise it?

# Officer with a paintbrush

By Thor Dahl

a ship visitor at  
S.C.I.'s Port Newark Seamen's Centre.



Chief Officer Chapman at work on one of his paintings

It was one of those hot and humid summer days in New York when the thermometer climbs into the nineties.

At Port Newark there was not a breeze, not a whisper of air.

In the afternoon I made a round of the ships to distribute newspapers and magazines and to post "Welcome" posters from the Seamen's Institute.

When I boarded the British cargo ship *Aden* of London, all was quiet. Most of the crew, except those on watch, had gone ashore to find a place to cool off.

In passing the ship's officers' quarters to put up one of our bulletins on the official billboard, I noticed that the door to the Chief Officer's cabin was open and there, in a white jacket and shorts, was the man, looking very relaxed and cool. He smoked a pipe, had a brush and palette in his hands, and seemed to be adding the finishing touches to a painting placed on an easel in front of him. When he noticed me his head nodded in a friendly manner, and he asked if I needed directions.

I responded that I was a ship visitor from the Seamen's Institute, which explained why my arms were filled with books and magazines. He asked me inside his stateroom and offered me a cup of tea. Would I like to take a look at his paintings? He was justifiably proud.

This was the ship's Chief Officer, J. C. Chapman, who on this warm afternoon preferred to stay aboard ship to relax and potter around with his hobby—painting.

Paintings were fastened to the bulkheads of his cabin, and others were visible in the corners. He remarked that a sea-going life certainly offered endless opportunities

for his particular hobby; he could constantly see new places, drawing inspiration from the people and the land.

On his easel was a watercolour painting of a scene he remembered from a visit to Venice.

Every seaman I meet has a story, and Mr. Chapman's certainly was an interesting one. I made notes during our conversation, and I learned that almost from his birth in Hampstead, London, in 1927, ships and seascapes have fascinated him. Hampstead, he told me, is often called the Montmartre of London, because many artists live and paint there. Mr. Chapman's father had been interested in painting as a hobby, and from him the young boy received encouragement.

At sixteen he went to sea as a cadet. That was in 1943, and following World War II he served three years aboard British troop ships in the Mediterranean. During this time he sketched hundreds of towns and villages and peasants which he used later as subjects for water colour and oil paintings.

He has been a frequent visitor to art galleries and says that his favourite masters are Giorgione, Canaletti, Monet and Utrillo. He classifies his own work as basically impressionistic in which he prefers muted, conservative colours.

He exhibited his watercolours at an International Exhibition under the auspices of Jean Cocteau at Villefranche in 1957, and some of his oils have been shown in London at the Imperial Institute as part of the Army Art Society exhibition. He still holds a commission as Lt.-Commander in the Royal Naval Reserve and goes on Royal Navy cruises and training.

He takes a special interest in the good ship *Aden* where he organises social and athletic events for the other crew members. When the *Aden* docked at the Norton Lilly piers at Port Newark, the crew participated in a spirited soccer match before continuing their voyage to Australia.

I asked if he spent many evenings on board the ship while in port and whether he had seen New York and the World's Fair. His answer was that he was planning to visit the Museum of Modern Art and the Guggenheim Museum in New York, but what he was especially looking forward to at the World's Fair was the new Winston Churchill exhibit with his many paintings of famous fellow-countrymen.

"There's always plenty to see and do both on land and at sea," said the talented Chief Officer-cum-artist.

South  
Devon  
(in oils)





P & O S.N. Co

P & O Lines Management Ltd

P & O Lines Passenger Services Ltd