

# About Ourselves

No. 25 February 1968



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Cover (outside): *Canberra* Silhouette.

(inside): Ships at the Cape.

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## From the Chairman *of the P & O S.N. Co.*



In the last edition of *About Ourselves* I discussed the need for change in a company like ours. I said that for us constant and sometimes fundamental change is not a matter of choice, but is a condition of the Company's continued existence in the forefront of world shipping.

But for the individual there is no doubt that this process brings with it many problems and, indeed, fears.

The individual may well say to himself "That is all very well and understandable for the Company, but what about me? Is my own job going to disappear? Should I consider now trying to get myself into one of the new organisations?"

With many of the detailed answers as yet unresolved, one can answer such questions only in a general way.

Two things are clear.

First, the P & O Group is not shrinking as it changes. It is in fact, growing. As one part diminishes in size and importance, another one is growing. General Steam, for instance has completely changed its identity in but a few years, and with remarkably small disruption in the lives of its staff. Trident Tankers, as an example of new activities, has in a few years grown from nothing to being the largest independent tanker-owning company in the U.K. No shipping Group can show anything like as much shipping development as this one can.

The second point is that in a Group of this diversity and size there is much more scope for the able and conscientious man or woman than in a more specialised concern. I can't deny that the number of ships is likely to diminish as they grow larger and as containerisation comes in. But I believe that since we are not on the run, not just reacting to decisions forced on us by the actions of others, we can plan so that these major changes inflict as little damage as possible in terms of human experience.

These thoughts may give us heart, together with the final proposition that if change is accepted and opportunities grasped, the future of the individual, as well as that of the Company, is best protected.

# Company News

## P & O 'ADS' SERVICE

Go-ahead advertisers have been given an opportunity to give their products an extra sales boost on board ship. P & O are now showing cinema advertising on all their 11 passenger liners, which last year carried nearly 200,000 passengers.

Each ship has five different advertising programmes which are run consecutively with each new feature film. The programmes — made up of advertising spots varying in length from 30 seconds to two minutes — have a maximum showing time of eight minutes and are run before feature films.

Advertisers may place orders in the ships of their choice or, if they wish, in the whole P & O fleet. They may also book into any one or all five of the programmes on a particular ship.

## WORLD PASSENGER MARKETING CONFERENCE

The men responsible for passenger marketing in the main areas served by P & O gathered at the Europa Hotel, London, last October for their annual World Passenger Marketing Conference.

The meeting, which lasted two weeks, paid particular attention to shipboard services for passengers.

Talks were also held on fares, advertising, research, movement of ships over the next two years, and general long-term planning.

Among those attending were Mr. Peter Parry, Director of the P & O S.N. Co., and Managing Director of P & O Lines Passenger Services Ltd., Mr. F. M. Karrasch, Passenger Director, Australia; Mr. Robert Glassford, Passenger Superintendent (Planning) Australia; Mr. Warren Titus, President of P & O's North American organisation; Mr. George Turner, Vice-President (Sales), North America; Mr. John Cherry, Sales Manager, Far East; and from London, Mr. Alexander Stirling, P & O Lines Director and General Passenger Manager, and Mr. Edmund Vowles, Deputy General Passenger Manager.



Supervisors at the course were (standing, left to right), Miss K. Edmonds, Group Management Services; Miss M. B. Southern, Typing Centre W.E.; Mrs. B. Moorehouse, Punch Room, Punch Card Unit; Miss J. V. Drake, Machine Room, P.C.U.; Miss E. Blass, Typing Centre, Passenger Dept.; Miss M. V. Pond, Chartering Dept.; (seated left to right), Mrs. E. S. Olliver, Typing Centre, Passenger Dept.; Miss P. M. Osborn, Public Relations; Miss E. M. Pepperell OBE, Assistant Director, Industrial Society; Mrs. Y. T. Castle, Staff; Miss R. G. Hayward, Telephone Room; Miss V. M. Ayres, Maintenance Cost Dept.

## WOMEN IN CONFERENCE

P & O made history early in November when, for the first time ever, a conference on supervision was held for senior members of the female staff. The 12 women who attended were drawn from different sections of the Company where each held responsibility, to some degree, for the work of others.

The conference, opened by Mr. David Peters, was expertly led by Miss E. M. Pepperell, OBE, Assistant Director of the Industrial Society. She introduced her audience to the field of management, and presented it with the awkward situations that could be only too realistic if each one were running her own expanding business.

The responsibilities and activities of the supervisor were reviewed and analysed. The discussions that followed helped to relate each aspect — communications, planning, staff welfare and training, accepting new methods, control of costs, etc. — to the problems of the audience's own particular section of its departments.

In this all-female gathering, men were not excluded. Of the five who came along to speak, Mr. D. Lee, Management Consultant, gave useful advice on training. Mr. B. W. Mills explained the methods and objectives of Group Management Services — to make work easier, to cut down unnecessary work, and thereby to increase output.

The conference was really looking to the future, aware that women in industry now have an essential part to play and responsibilities to share. P & O is a forward-looking company, and in this Elizabethan age, its female employees need to keep pace with modern trends.

Passenger Conference in session at the Europa Hotel.



*Sunda arriving at Cape Town, with Table Mountain in the background.*

### **MORE CRUISES — A RECORD**

P & O's 1968 cruise programme — originally planned for 30 sailings — has been boosted to 40, making it the biggest on record. However, because of devaluation the Company has at the same time been forced to increase its cruise fares by a modest amount.

The additional cruises — four by *Arcadia* and six by *Chusan* have been introduced to meet public demand. Total number of berths allocated for 1968 now stands at 48,000 compared with 38,000 for this year and 36,000 for 1966.

Incorporated in the extra cruises are five new ports of call: Varna, Bulgaria; Salvador and Rio, Brazil; Bizerta, Tunisia; and Itea, Greece.

The fare increases, which only apply to cruises sailing on or after 17th June, 1968, are 5%.

### **SAILINGS RE-ROUTED**

All P & O's passenger voyages to and from Australia and the Far East for 1968 have been re-routed via the Cape, due to the continued closure of the Suez Canal. 1969 voyages will be similarly programmed. Sailings via Panama will be unaffected.

The position will be reviewed on the Canal's re-opening. Whether any voyages are then re-routed through the Canal will depend on circumstances at the time and on passengers' preference.

P & O's eleven liners, the world's largest passenger fleet, have been sailing via the Cape since the outbreak of the Middle East trouble earlier last June, but this is the first time that long-term plans to use this route have been made.

The re-routed Australian voyages now call at Lisbon and Las Palmas — or, as an alternative to Las Palmas, Madeira or Dakar — as well as Cape Town and Durban. Passenger ships in the Far East Service call at Dakar, Cape Town, Durban, Bombay and Colombo on their way to and from the Straits and Hong Kong.

Commenting on the re-routing, Mr. Peter Parry, Managing Director of P & O Lines said: "In order to maintain an efficient service it is vital that we plan well ahead and are not influenced by the uncertainty which

surrounds the Suez Canal. By scheduling the ships to call at a number of attractive ports and by giving plenty of time for sightseeing we are making certain that our passengers have a really interesting and enjoyable voyage. We are sure that this route will prove very popular."

### **LINER FARES UP**

As a result of devaluation, the costs to P & O of operating passenger ships on routes all over the world suffered an immediate and substantial increase. Unfortunately this came at a time when the Company was already having to absorb additional costs arising from the prolonged closure of the Suez Canal.

In common with other international carriers, P & O therefore decided to increase sterling fares. The increases apply to all bookings made after devaluation and to passengers who booked before devaluation and embark on or after 31st December 1967. Passengers, however, who hold return tickets and who have already started their outward journey will not be affected.

Sterling fares from Australia/New Zealand to the United Kingdom have been increased by 16 $\frac{2}{3}$  per cent, while those from the United Kingdom to Australia/New Zealand, many of which are already at a higher level, are increased by 10% to 12%. Fares from Australia quoted in Australian dollars remain unchanged. The New Zealand dollar fare is the same as the Australian dollar fare.

### **TAXING PROBLEMS**

"Please correct this assessment. I have not worked for the past three months, as I have broken my leg. Hoping you will do the same."

*from a letter to an Inspector of Taxes.*

## P & O LINES PLANNING ACTIVITY

A new planning division has been formed in London to co-ordinate and centralise existing world-wide planning activities.

Amongst the responsibilities of the Planning Division will be the development and expansion of both long and short term studies into global demand for passenger services. It will also look into ship utilisation, cost projections, forward revenue requirements and any other factors affecting profitability.

Mr. Alexander Stirling, a Director and General Passenger Manager, has relinquished his responsibilities for the London Passenger Department and will head the Planning Division. Mr. Edmund Vowles, formerly Deputy General Passenger Manager, has been appointed General Passenger Manager in his place.

## NEW PACKAGE HOLIDAYS

A new series of package-deal holidays which include hotel accommodation and air or coach travel has been introduced by P & O for 1968. The holidays, called Fly Away to Sea, will take in Mediterranean countries and the Canaries and have been specially designed for those who want the best of both worlds from their annual holidays.

Starting April 1st, holidaymakers will be able to either fly to a country and after a stay at a hotel, return by ship, or sail out and return by plane.

Alternatively they can travel by coach to a country and return by ship, or sail to a country and return by coach. The shortest holiday will be seven days and the longest 20 days. All holidays are fully inclusive.

A new brochure entitled "Fly Away to Sea" has been published to help sell these package-deal holidays. It follows the highly successful "Ocean Liner Holiday" brochure.

It was the success of Ocean Liner Holidays that prompted the Company to combine with B.U.A. for the air/sea holiday and with D.N. Hyde-Barker Ltd. for sea/coach holiday.

## CONSTANT TELEPHONE CONTACT

Five P & O cargo ships are to be fitted with new main radio stations enabling them to keep in constant radio contact with the U.K. from Australian and Far East waters.

They are *Ballarat*, *Balrarnald*, *Baradine*, *Bendigo*, and *Patonga*. The refit, to be carried out during the first half of this year, will be by Redifon Marine Division. Communications will be extended to include long-distance single sideband (S.S.B.) operation. Other equipment will include a reserve transmitter, an automatic distress alarm and a radio direction finder.

### c.c. SYDNEY

Instruction for Central Reproduction Section

to make photo-copy of document :—

"Print both sides upside down."

# Group news



Members of the *Nevasa* crew boarding an aeroplane for home.

## FLYING TO A DEADLINE

The situation at Liverpool was crucial. Two hundred and seventy-nine Asian crew members of British India's s.s. *Nevasa* were to begin their leave and the ship was due to sail for Canada in 24 hours.

Perfect co-ordination was essential if the *Nevasa* was to get a replacement crew and keep to her time-table. The wheels of organisation swung into action.

First the passengers disembarked at 09.30 hrs. on October 1st. Three hours later half the home-going Asian crew had left the ship and were speeding to Manchester Ringway for their flight to Bombay at 16.25.

Meanwhile, high in the sky two Air India Boeing 707s were on their way from Bombay with a replacement crew bound for Manchester and London — due in at 14.55, and 08.10 the next day.

The home-going crew boarded their plane, leaving the coaches for the first half of the replacements, who were on board *Nevasa* by 18.00 hrs.

Back to Liverpool where the remainder of the home-going crew boarded five coaches for an overnight journey to London Airport, arriving at 08.15 on October 2nd. Waiting at the airport were their replacements. The same coaches then delivered the replacements to Liverpool where they arrived at 18.00.

*Nevasa*, with full crew, sailed slightly breathless for Canada at 21.00 hrs. the following day.

## GROUP EXPORT SERVICES EXHIBITED

A twinkling, flashing kinetic device heralded the colourful P & O Group stand at the Export Services Exhibition, Olympia, last September.

Here four of the major P & O Group shipping companies that operate regular services from the U.K. combined to give an idea of the many services the Group offers to exporters. They are British India, General Steam, New Zealand Shipping and Federal, and P & O Lines. They were joined on the stand for the first time by two of the Group's air freight companies, E.M.G. Air Services and Dowie & Marwood Air Freight Service.

Of particular interest to shippers and exporters were the new services and ships of the Group. New services included G.S.N.'s new Continental Container Division and Normandy Ferries, in which G.S.N., a member of the P & O Group, is the British partner. Considerable interest was also expressed in P & O's and New Zealand's new fast ships, the 'Straths' and the 'Taupo' class, to the Far East and Australia/New Zealand respectively.



*Mr. James Davis (right), P & O Lines General Manager, talking on the P & O Group stand to Mr. George Woodcock, General Secretary of the T.U.C., who officially opened the exhibition.*

## FIRST ALL-CONTAINER TILBURY/CONTINENT SERVICE

The first all-container service from Tilbury to the Continent started in January. Operated by European Unit Routes Limited, a subsidiary of G.S.N. and a member of the P & O Group, it has three sailings in each direction between Tilbury and Rotterdam per week.

The service is being operated by chartered tonnage initially. The first ship, the 500-ton *Ruhr* was built in March 1967 at Berlin Spandau. The *Ruhr*, owned by Schepers Rhein See Line of Duisburg, Germany, was selected because of her long rectangular hatches which are particularly suitable for containers. Her master is Captain H. G. Pohl of Duisburg.

EUR recently announced that it was examining the possibility of building catamarans for the service. If it

does, this will be the first use of catamarans in short sea trades and also the first time they have been used for containers. EUR has completed a six-month series of experiments with containers at the National Physical Laboratory, Teddington, Middlesex.



*Mr. D. L. J. Mortelman (left) listens as Mr. Donald Grover makes a point at the EUR Press Conference announcing the new service.*



*EUR containers being stacked at Tilbury for shipment to Rotterdam*

# EUR

The service has been so successful that it is probable a second ship will have joined the *Ruhr* by the time *About Ourselves* is published, providing daily sailings from each terminal.

## G.S.N. HOVERCRAFT DIVISION

The General Steam Navigation Company, a member of the P & O Group, has formed a Hovercraft Division. The purpose of the new division, which will be based at G.S.N.'s London headquarters, will be to investigate the use of hovercraft in the short sea and cross-channel trades.

The Company took the decision in view of the obvious freight carrying potentialities of hovercraft now being developed.

Commenting on the Company's decision Mr. D. L. J. Mortelman, Chairman of G.S.N., said in London, "The use of hovercraft in the short sea and Channel trades is a development which I view as inevitable. We intend keeping ourselves fully conversant with all possibilities in this relatively new field."

G.S.N., one of the largest and oldest members of the P & O Group, specialises in the trades between England and the Continent, including Mediterranean ports.

## MORE GIANT TANKERS ORDERED

The P & O Group has ordered two tankers of the 200,000-ton class with Mitsui Shipbuilding and Engineering Co. Ltd. of Japan. The ships will be built in the newly constructed drydock of Mitsui's Chiba yard.

The tankers, similar to two already ordered from Mitsui, will join the fleet of Trident Tankers Ltd., a P & O Group Company and Britain's largest independent tanker owner, in 1970. When the ships are delivered the Trident fleet will be approximately 2,000,000 tons dwt.

Commenting on the order, Trident's Managing Director, Mr. A. B. Marshall, said in London: "These big ships are a further stage in Trident's planned building programme and continue the very successful co-operation that has been established over recent years with Mitsui. We have, of course, maintained regular contact with yards throughout the world capable of handling this tonnage. None of them could offer better terms than Mitsui."

## SAFETY AT SEA COMPANY FORMED

A new company — Marine Safety Services Ltd — has been formed by the P & O Group to offer a consultancy service to the shipping industry on all aspects of safety at sea.

Instead of expecting men to come to a course of lectures, Marine Safety Services will take its highly technical courses on safety, safe operation and emergency organisation to the men in their ships by sending safety consultants to sea. In this way one safety consultant will be able to instruct about 1,000 men each year in the environment most suited to this form of training.

The whole concept of the type of emergency organisation offered flows from a year's research and experiment within the fleet of Trident Tankers Limited — a member of the P & O Group and the U.K.'s largest independent tanker operator.

## ANOTHER STRICK SHIP

The Strick Line Ltd., a member of the P & O Group, has bought the motor vessel *Elysia*, of approximately 11,500 tons deadweight, from Anchor Line for £1 million.

She is the sixth 17-knot vessel to enter the Company's service to Persian and Arabian ports within the last two years.

*Elysia*, re-named *Armanistan*, was handed over to Strick Line in Liverpool in mid-February. Following minor modifications she sailed on her maiden voyage at the end of the month from Grangemouth, Middlesbrough and London.

*Armanistan*, a closed shelter-deck vessel, replaces Strick's 11-knot *Nigaristan* which was handed over to Panamanian buyers in December. The six 17-knot ships have all been built since January 1965.

## END OF AN ERA

The last of the Eagle Steamers which took Londoners on day trips to the sea has been sold. G.S.N. announced in January. She is m.v. *Queen of the Channel*, sold to a firm of London Shipbrokers.

At the height of their popularity before the War the Company operated 14 such ships from Tower Pier and Thames ports. Some operated in the Thames, like the famous old *Royal Daffodil*, and others made day trips from Medway and Chatham.

The *Queen of the Channel*, 1472 tons, was built by William Denny of Dumbarton in 1949. Until 1966 this vessel ran day trips during the Summer months from Tower Pier to Margate and from Thanet ports to Boulogne and Calais.

G.S.N.'s passenger interests are now centred on the car ferry business. The Company is a partner in Normandy Ferries, which has a service between Southampton and Le Havre and is also a principal partner in North Sea Ferries which operates a service between Hull and Rotterdam.

## LOYAL CUSTOMER

The Strick Line Limited has placed an order for a £2 million 17½-knot, 12,400-ton cargo liner with Swan Hunter & Tyne Shipbuilders Ltd. The ship, which will be built at Readhead's Shipyard, South Shields, will assure continuity of employment to mid-1969 for some 900 men. It is the 45th ship to be built at Readhead's for the Strick Line Ltd.

Mr. William Watts, Strick's Chairman, commented, "I am delighted that we were able to place this order with a British yard. Devaluation has obviously given our shipbuilders an edge over foreign competition."

The new ship will be delivered in 17 months and will join Strick Line's 16 other cargo ships on the service between the U.K. and Persian and Arabian ports.

## CONCEDING DEFEAT

We have been advised by Miami office that the Peninsular & Occidental Steam Ship Company of Miami is going out of business.

—could'nt stand the pace, huh?

## CONTAINER FLEETS LTD

P & O has formed a subsidiary company to act as ship managers for the Australian service of Overseas Containers Ltd., called Container Fleets Limited. It will be responsible for the manning, maintenance and internal management of the six OCL vessels.

Although Container Fleets will largely be serviced by existing departments of P & O S.N. Co., P & O Lines Management Ltd. and The New Zealand Shipping Co. Ltd., a small separate Management has been formed. The Company will have its own sea staff, drawn from the existing sea staffs of P & O Lines Management Ltd., The New Zealand Shipping Co. Ltd., and Shaw Savill & Albion Co. Ltd.

The Board of the new Company is: Chairman, Mr. F. I. Geddes, a Managing Director of the P & O S.N. Co., and Director of P & O Lines Management Ltd., Mr. H. T. Beazley, a Director of the P & O S.N. Co. and Deputy Chairman of N.Z.S. Co. Ltd., Mr. R. A. Huskisson, a Director of Shaw Savill & Albion Co. Ltd., and Mr. M. D. Penney who has relinquished his post as a General Manager of P & O Lines Management Ltd. to become a Director and General Manager of Container Fleets.

## REFRIGERATED SHIP LAUNCHED

The N.Z.S. Co's 9,100 G.R.T., 20-knot refrigerated cargo ship *Mataura* was launched on December 18th, 1967, at the Tamano yard of Mitsui Shipbuilding & Engineering Co. Ltd.

The naming ceremony was performed by Mrs. L. K. Cooper, wife of Mr. L. K. Cooper, a Director of N.Z.S. Co.

*Mataura* is scheduled to be delivered on May 15th, 1968.

A sister ship, *Manapouri*, had her keel laid at the same yard on December 20th, 1967.

## PASSENGER ADVICE

From a Hong Kong Night-Life and Shopping Guide given to passengers arriving in the Colony:

### *Comments for single men*

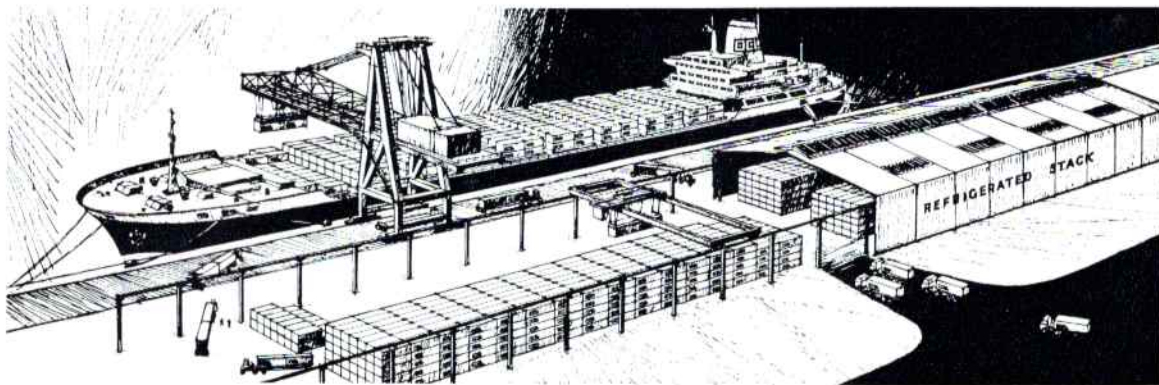
Note: The 'taking out' charge mentioned for ballroom girls and bar-girls does not include anything other than ransoming them from the place where they work for wining, dining and dancing. Many of the girls have steady boy friends or even husbands, but broken engagements and temporary divorces can often be negotiated.

### *Comments for single girls*

While back at home you might not allow yourself to be 'picked up' casually without a proper introduction; pride should not be allowed to interfere with having a good time while on holiday.

*Mataura Launching.*





Artist's impression of container ship loading

# Container Fleets take shape

Container Ship Division has now been formed into a Company on its own: Container Fleets Limited. Incorporated on 21 December 1967, it will act as Ship Managers for the Australian service of Overseas Containers Limited. The new Company will be responsible for the manning, maintenance and internal management of the six vessels being built for O.C.L. on the Australian run. The Chairman is Mr. F. I. Geddes and his co-directors are Mr. H. T. Beazley, Mr. R. A. Huskisson (a director of Shaw Savill) and Mr. M. D. Penney, who is in charge of the day-to-day running of the Company.

The Container Fleets team has gradually been gathering on the third floor of Beaufort House where premises have been available to it since last August. The nucleus of its Management and staff is now in residence there.

Michael Penney, General Manager, moved upstairs from the Management floor at the beginning of December. Captain Paul Ogden, Operating Manager, for a time maintained two desks, one in Beaufort House and the other in the Albert Docks, but the latter has now been forsaken. Stan Mole, Maintenance Manager, has his desk in the new Company's quarters, although he still has to spend much of his time in Liverpool or Hamburg with the Ocean Fleets technical team.

## Experience

Alex Stevens, who combines a degree in Marine Engineering and Naval Architecture with sea-going experience as Chief Engineer with several well-known shipping companies, arrived last August to take up his post as Senior Assistant (Mechanical) to the Maintenance Manager and in between visits to Germany to witness materials tests is drawing up maintenance schedules for the new ships.

Charlie Brownson, Naval Architect, until recently Technical Assistant to the Marine Superintendent of Shaw Savill, transferred in October to become Assistant (Hull) to the Maintenance Manager and is currently investigating stores schedules. Ken Blackett, who joined in November after standing by the building of the "Straths" in Japan, is Assistant (Electrical) to the Maintenance Manager and is engaged in familiarising himself with the ship specification.

The team is completed by Graeme Dunlop, late of Mackinnons, Bombay, and now Assistant (Personnel), Derek Smith, formerly Deputy Maintenance Cost Accountant at Plaistow and now Assistant (Cost Control), and Peter Clark, who joined for a two-year appointment as Assistant (Nautical) to the Operating Manager.

## Work

The last few months have seen a great deal of work and effort by Ocean Fleets Ltd. — the name by which we must now know the Blue Funnel (Alfred Holt) Group — in finalising the design specification with the builders and with O.C.L. The first keel was laid on 1 November at the Howaldtswerke Yard and keels have now also been laid at Blohm and Voss and Fairfields. Prefabrication is under way on the first Deutsche Werft ship. In Sweden the turbines for the ships are already under construction by Stal Laval.

The Company is to have its own sea staff cadre and recruitment of Officers has begun. A summary of the terms and conditions of service for Officers has been despatched to all Officers currently serving in the fleets of P & O Lines, the New Zealand Shipping Company and Shaw Savill.

Stan Mole



Michael Penney



# Art classes

## in Arcadia and Oronsay

by Greville Cottingham



*Mr. Cottingham (with bow tie) explains a point about his still life painting to D. Dennis, B.S.C. (centre), while J. J. Turpin, Dispenser, and J. Anderson, Oiler, look on.*

Afternoon classes were held each day for officers and crew members with an average 8-9 forming the regular attendance figure on each vessel. Catering, Pursering, Engineering and Deck Departments, male and female, were all represented to some degree or other despite the obvious temptations of sunbathing, an afternoon's sleep or late duty hours to follow. They were all beginners without previous experience.

Separate classes for the Goanese members of the crew were organised but these were forced to be disbanded due to lack of support. As well as the scheme being an experiment in itself, the particular course followed aboard both ships had not been tried in quite the same format before; it is pleasing to relate that the results proved it to be successful both from a

logical and artistic point of view. Work in various media, including watercolour and oils was undertaken, providing variety and interest at a very responsive exhibition held in the recreation room before the termination of the voyage, some examples of which are shown here.

In addition to the regular classes, slide shows were organised in conjunction with the ships' photographic societies for the whole crew on the subject of art history and appreciation, the attendance figures and discussion that followed proving the success of this method of entertainment/instruction.

With about 20 lessons of tutoring and practical behind them, I feel confident that the majority have understood sufficient to enable them to carry out some

*"Bottles" by Robert Waies, Bellboy, s.s. Arcadia (oil painting)*



*"Alpine Landscape" by Jean Heap, Stewardess, s.s. Arcadia (watercolour)*



*"Bottles and Cans" by George Cook, Bedroom Steward, s.s. Oronsay (chalk drawing)*



'Still-life' by Terry Thyse, A.B., s.s. Oronsay (oil painting).

form of personal criticism of their work, to be able to discuss amongst themselves works by each other and painters apart.

Of the three girls in the class aboard *Arcadia* Jan Reid (\*we hope this is the correct surname; if not, our apologies to Jan.—Ed.) and Joan Lock have been specialising in oils, whereas Jean Heap with great determination and regularity has come to discover some of the delicate wonders of the watercolour technique applying this to her own mode of expression.

Although Jan's hours have interrupted her progress to some extent, I feel she may well continue with this medium with the aid of books and journals. Joan's work in oils demonstrates her whole attitude to this new experience, a painstaking exacting worker who has vividly come to realise something of the creative pressures and problems of the painter as a spur to her appreciation of Masters and other painters' work.

In conclusion, I should personally like to thank the Company and men on behalf of the Seafarers' Education Service for providing me such an opportunity to work aboard their ships, granting me every assistance and help throughout the voyages, without which so much would never have been achieved in the way it has.

'On the Table' by Keith Wally, s.s. *Arcadia* (oil painting)



by  
Diana French

## On reception



"Morning Charles," — it's twenty past nine on a Monday morning. "Looks as though we're in for a quiet day for once." So I settle down to digest the *London Weekly Diary of Social Events*, a tremendous help at Reception where passers-by, as well as prospective passengers, expect one to be a walking encyclopædia.

Fifteen minutes later and I wish I'd never spoken — heavens, it seems as if the whole of London's itinerant population want to travel P & O . . . and still the shares show no appreciable movement on the Stock Market!

Two well-dressed poker-faced girls brandish their crumpled travel vouchers — "We would like these endorsed to BOAC."

"Have you details of the air booking please?"

"No. Why? Your people didn't tell us about that when we cancelled our tickets."

### No thought

It transpired they hadn't given a thought about flying until today. Now I suppose one of us will have to arrange it for them, as this may save a lot of argument and possible loss of goodwill. This is one of those occasions when one feels the company should make a service charge.

In they pour, and it's as much as we can do to prevent casual callers from flooding the Booking Hall whilst our backs are turned. A stout well-groomed Australian widow empties the contents of a voluminous bag on the desk and demands my attention . . . three youths slip by and make for Jean, who's up to her eyes in paperwork left over from Saturday morning.

"Just a moment, please!" I accost the youths. "Could you wait, and I'll see you in a moment."

### Bundle

Meanwhile the widow produces a bundle of envelopes, and drops an I/F on the deck. I pick it up. "If you go round to the Enquiry Counter they will be able to assist you, madam."

She would not go. "No, dear, my problem is simple, you'll do," she insisted.

"Excuse me a moment," I reply, jotting down the names of the youths and ushering them in for an interview.

I dash back to the door, just in time to stop the onslaught of an Indian family, complete with baby in a pushchair. They want to arrange a passage to Bombay



Miss French's morning.

by the next sailing; nobody is free to see them so they sit and wait, and immediately the children start wailing. The Australian widow still hasn't moved and insists I can deal with her query as she hasn't time to wait but, when a couple of swagmen swing through the door, she toddles off to join the Enquiry Counter queue.

British people will line up for anything and woe betide you if they are taken out of turn.

### Where's the Pub?

Oh, I've nearly lost my voice already and how my feet are aching.

"How far is it to Oxford Street? Show me which bus to take."

"Where is triple A?"

"How do I get to Cunard?"

"Is Bucking-ham Palace close by?"

"Quick, luv, where's the nearest pub?" (in a broad Aussie accent)

"Which way is the baggage department?"

"I want a map of New Zealand."

Even Siva would run out of arms and get them hopelessly twisted while trying to be a multi-signpost in a world where people will not listen, cannot read, but must be shown by action. Perhaps a series of illuminated arrows, controlled by push buttons under the desk, would alleviate the problem a little; or maybe an extension from our new computer!

### Directions

A nun enquires the location of the offices of Bloggs, Bloggs and Bloggs and is annoyed when I cannot immediately enlighten her. The telephone directory provides an address, but she now wants to plot the position on a map.

"New Zealand Shipping Company?"

"Yes, madam, please take the lift to the second floor."

"Oh, a lift! I am so frightened of those things, can you come with me."

A little old French lady practically collapses from exhaustion in the foyer. "Bonjour — I 'av a teekeet" she puffs and wheezes. This one will have to be gently seated until she becomes coherent and stops shaking. When she does — boy! is she garrulous.

Outside the main door, a scruffy young man with hair covering his face, head, neck and shoulders, is grovelling in the litter bin, looking for fags, no doubt. What an advert. for P & O.

### Outlandish

At last there's a lull in traffic and I have time to notice the world pass by. A group of homo sapiens (sex indeterminate) try to cross Cockspur Street in front of oncoming traffic, and now they're stuck. What an outlandish sight they present — one sports a scarlet and

blue upper garment hanging loosely over velvet slacks, another has a shaggy fur waistcoat and astrakhan hat (it's a warm summer day) and they all have miniature cowbells dangling over the solar plexus.

There must be a Palace gathering, because a gentleman, resplendent in morning dress and grey top hat, swaggers by, leaving the fragrant perfume of a Moyses Stevens carnation to freshen the heavy air.

Almost as an insult he is closely pursued by a lass in bright green mini-mini skirt, orange shoes and silver hose. Her friend is arrayed in purple, topped by a huge strawberry-pink bow on her greasy locks. Their escort wears sky blue slacks, pink checked shirt and a military cape thrown nonchalantly around his insignificant shoulders.

Clip clop — here comes the old man on his daily round of flowering plant deliveries, with his pony and gaily painted gypsy cart. He must have a good few yarns to spin, like the dignified old Cockney the other day who told me he was driving a hansom cab around here in 1890.

These traffic lights are quite embarrassing when they turn red. I know it's good for the company to have car occupants gaze in our windows while waiting for the green light, but do they? The men find more amusement from the female on reception and make eyes at her while she's endeavouring to listen patiently to a passenger deliberating on why he's come to the office.

### Labour Exchange

Oh, here we go again . . . this one looks an A5 type passenger. "Where is the nearest labour office please?" he asks. You can never tell from appearances — the girl in a golden yellow bikini really *did* want to book a passage.

In bobs an ostrich, preened for courting . . . no, why, it's a hat! "Yes, madam, can I help you?" The hat wavers a little, "I am Lady Feathery and I'll see Mr. Jones, thank you — I know where his office is," and, fleet of foot, she shoots across the Hall before I am able to warn him.

What next! A harassed woman, clutching an envelope bearing a Gibraltar stamp with a picture of our flagship on its face, is convinced her daughter has eloped on that vessel. "Look, proof," she says, "that my daughter is on your ship." She is reassured that *Canberra* was already in Cape Town long before the letter was posted.

### String Vest

I hope Lady Feathery likes this cruising passenger who's just bumped her as she leaves the Booking Hall. He's wearing trousers with braces hanging down and a loose string vest. Mopping the sweat off his brow, he apologises, "Sorry lady!"

And so it continues, never a dull moment, although by 5 o'clock one is utterly exhausted.

But my prize question comes from a cruising couple. The wife whispered confidentially into my ear, "I didn't like to ask the man I saw in there," she nodded towards George, "but what if something should happen to one of us when we're on the boat? Would we have to be buried at sea? I'd rather be brought back here if that's possible — my friend said you had coffins and things in the hold."



Captain Riddelsdell being accorded a traditional Maori welcome.

## From Abroad

### AUCKLAND—Traditional Welcome

Each year a special Polynesian show is put on for a P & O ship at Auckland. Last October it was *Canberra* which received the honours, with Captain E.G.H. Riddelsdell as guest of honour.

After he was welcomed by President Matthew Chote and by the traditional Maori greetings and challenge, passengers and ship's officers enjoyed the Kia Ora Show, "Sounds of Polynesia".

### SAN FRANCISCO—Seagoing Ducks

Two American ducks were presented to Commodore Clifford Edgecombe on his first visit to San Francisco since being promoted Commodore of the Fleet. The Commodore, who is a keen ornithologist, will keep the ducks on his pond at home in Surrey.

*Commodore Edgecombe fits Fowl Weather with an Oriana cap for his voyage on the ship to the U. K. Mr. Ronald Reuther, Director of the San Francisco zoo, gives a hand.*



### LOS ANGELES—Moving Office

It is not often that a passenger ship, let alone a model of one, stops traffic in downtown Los Angeles. But that happened when P & O Lines moved its reservations office from 611 W 7th Street to One Wilshire Building.

Two of the office staff, Barbara Hanna and Nancy Borngreaver, found traffic policeman Edward Johnson watching over their safety and stopping traffic as they carried a model of Canberra across a main road crossing.

*Barbara Hanna (left) and Nancy Borngreaver carry Canberra across the street, while Traffic Cop. E. Johnson stops the traffic to let them over safely.*



### SINGAPORE—Agents' Seminar

Organising a P & O Agents' Seminar from Penang to Singapore in *Chitral* proved no easy job for John Church, our Area Sales Manager for S.E. Asia. The distances involved meant that some of the more distant agents had to fly over 1,000 miles each way. The record is held by Johnny Chong of Harrison's & Crosfield (Sabah), Sandakan, who had to travel 1,412 miles to Penang to join the ship and 1,034 miles back from Singapore, in addition to some 360 miles covered on board *Chitral*.

Among the representatives was Mrs. Angela Ong from Guthrie Boustead Shipping Agencies Ltd., Singapore. She is the wife of Charlie Ong of Islay Kerr whom many in London still remember from his visit there last year.

### SAN REMO—Maiden Call

Last summer *Arcadia* was the first P & O ship to call at San Remo. It was during Cruise 20 that she arrived at the town, to be greeted with sunshine and hospitality.

While passengers were enjoying themselves ashore a group of local dignitaries lead by Alderman Lolli, Head of the Town Council's Tourist Department, and Commandante Ernesto Falcone, Port Director, came aboard to officially welcome *Arcadia* and exchange gifts.

At a small ceremony on deck Alderman Lolli presented Captain E. Cowen with a San Remo flag and crest. In return, Captain Cowen presented a plaque of the *Arcadia's* coat of arms to both Alderman Lolli and Commandante Falcone. Alderman Lolli explained that

the Lord Mayor was away at the time, otherwise he would have made the presentation himself.

In the evening, true to their chivalrous reputation, the Italians presented bouquets of carnations to all lady passengers and provided entertainment for those remaining on board with a 50-strong local band in local costume.



Captain E. Cowen is presented with the San Remo crest by Alderman Lolli. Staff Captain R. E. Lowther looks on.

#### NORTH AMERICA—Staff Changes

Resulting from continued expansion of our North American sales drive the following staff changes and promotions have been announced:

R. W. Evans becomes General Sales Manager.

A. L. Palmer has been promoted Sales Planning Manager.

D. J. L. Hodgson has been promoted Sales Development Manager, San Francisco.

A. C. Lowman has been promoted Branch Manager, Los Angeles.

T. Coyne has been promoted District Sales Manager, New York.

B. White has transferred to San Francisco as District Sales Manager.

M. Rowarth of Vancouver has been promoted District Sales Manager, Chicago.

#### SAN FRANCISCO—Sister Cities

In his capacity as president of the American-Australian Association George M. Turner Vice-President of P & O Lines (North America) Inc., gave a volume of *The Australians*, bound in kangaroo hide to San Francisco's Mayor John Shelley.

He called on Mayor Shelley with Neil Truscott, Consul-General for Australia in San Francisco, to propose that a sister-city relationship be formed between San Francisco and Sydney. Mr. Turner pointed out that the two cities have much in common and that a formal relationship would encourage cultural, personal and business exchanges.

James Wilson, executive Vice-President of the People-to-People Programme who was instrumental in arranging the San Francisco/Osaka sister-city relationship, attended the City Hall meeting also.

#### SAN FRANCISCO—Special Anniversary

Last October a letter arrived at San Francisco office from an enterprising young man still at school in nearby Burlingame, asking for a favour. He had had a highly enjoyable cruise in *Oronsay* that summer with his family, and he asked if he could buy four tickets to dinner when the ship next called at the end of October. It was to celebrate his parents' wedding anniversary and birthdays combined.

San Francisco public relations staff made arrangements for the family to have dinner on board on 29 October in San Francisco. With splendid co-operation on the part of *Oronsay*, the party was a memorable one according to the father, Dr. Torello, who wrote, "returning to the *Oronsay* after having cruised in her was like a happy homecoming for us. This, plus the many courtesies P & O extended to us made our celebration the most memorable of any we have ever had."

Purser J. H. Buy and Chef Lou Manzi outdid themselves in arranging a festive anniversary party. They surprised the Torellos with a specially decorated table in the dining room, champagne, a serenade by the ship's trio and an anniversary cake.

After dinner Dr. Torello returned the surprise by giving his family an anniversary present — a guarantee of space for four in *Oriana* from Bermuda to the West Coast this coming August.



George Turner (left) presents the book to Mayor Shelley in San Francisco Town Hall.

#### SYDNEY — Electronic Filing

Last November P & O became the first company in Australia to use a fully mechanised filing system.

Four Remington-Rand Lektrier 1-X units have been installed at P & O head office in Sydney at a total cost of \$27,800. These comprise the mechanised centralised correspondence filing system.

The Lektriers tie up with the Company's I.B.M. 360-30 computer which will operate on a global basis from January 1, 1969.

They are electronically operated and a seated operator can bring a folder to the selection position by pressing a button. Auxiliary switches give a supervisor random access to the files. Folders can be located in an average of 10 seconds.



H. Takeuchi

#### JAPAN — Manager Reports

Mr. H. Takeuchi, who has recently been appointed P & O's Japanese Manager for Europe has written the following report on his visit to that continent:—

"It was a great honour to be appointed "Japanese Manager for Europe" — a new title given by P & O. I left Japan on 28th January 1967 and stayed in the U.K., Continent and Scandinavia for a period of a little over 10 months. My main job was to introduce and publicise the P & O and its "Strath" Express Services to the Japanese Community on the Continent — mainly in Germany.

"Thanks to the very efficient manner in which "Straths" were operated, it was not long before P & O and the Straths were well established in the minds of Shippers/Consignees on the Continent and Scandinavia.

"When I was nominated by P & O as the first Japanese representative to be posted in Europe, my Japan Company senior called it a "Cook's Tour of Europe" and a P & O senior referred to me as a "Japanese Guinea Pig in Europe". If this was the case, I would be very happy to say that the guinea pig thoroughly enjoyed his "Cook's Tours of Europe" and returned to Japan happily without being seriously affected by the many experiments tried out in Europe, except, of course, being slightly brain-washed in the P & O way."

#### CAPE TOWN — 'Somali' First Again.

*Somali*, which was the first ship in the new Antwerp dry dock last January, had a similar distinction in Cape Town in October, reports our Cape Town correspondent, Charles E. Wall (ex-Chief Steward).

Two days after *Somali* by-passed Table Bay, she dropped a blade. She had to limp back South to spend nearly two weeks in port. The first few days of this were in awaiting dry-docking facilities until she was able to go into the giant Sturrock dry dock, the first P & O ship, Mr. Wall tells us, to do so. The dock was built during the War.

The *Queen Mary* called before making her last voyage from Southampton to San Francisco. Other ships also called, including *Oriana*, *Cape Town Castle*, and various R.N. ships. The aircraft carrier H.M.S. *Eagle* was open to the public for five days, during which time her complement of 2,600 was suitably entertained. So much so that several ratings were left behind. They had to be put on other R.N. ships going to the Far East.

A local veteran, *Cape Town Castle* made her last call in September. Built in 1938, she has 182 round voyages

to her credit in addition to war-time trooping. Before departure, the Captain and Officers were entertained by the local Military Commander at Cape Town Castle (circa 1668).

In November H.M.S. *Intrepid* passed through on her way to assist evacuation of the British garrison in Aden.

#### LOS ANGELES — Commodore Honoured

Members of the Los Angeles *Oriana* Travellers Club — Southern Californians who have travelled in *Oriana* — celebrated Commodore Clifford Edgecombe's appointment as P & O Commodore by subscribing to a statuette of 'Old Salt' for him. It was presented when *Oriana* next called at the port in mid-December.



Mr. DeWayne Powers, President of the Oriana Travellers Club, presents 'Old Salt' to the Commodore, while club members look on.

#### TOKYO — Last Ride

Mr. John Mitchell, a Director of P & O S.N. Co., took advantage of a visit to Japan in December to enjoy a last ride in a Tokyo tram before the 64-year-old Ginza Line service was closed. Mr. J. T. Brown, Managing Director of Mackinnon Mackenzie & Co. of Japan Ltd. and Mrs. Brown accompanied Mr. Mitchell on the nostalgic ride.

Tokyo's first tram service dates back to 1822, when British-made horse-drawn coaches were used. Electric cars made their debut in 1903. Strangled by Tokyo's mounting traffic, the Ginza Line made a loss of some £31.2 millions last year.

Mr. John Mitchell, (Centre), P & O Director, at the controls of a Tokyo tram, with Mr. J. T. Brown and Mrs. Brown.



## NAPIER (NZ) — *Sight of the Ship*

On a recent cruise in New Zealand waters, arrangements were made for *Iberia* to steam close in shore to the town of Napier in Hawke Bay to enable local residents and holiday-makers to see the ship.

The town co-operated by featuring P & O travel in window displays in local stores, and a radio-telephone conversation took place between Captain W. B. Vickers of *Iberia* and Alderman P. Tait, Mayor of Napier.

Subsequently, Mr. J. D. Cooper, P & O Lines Sales Promotion Manager in New Zealand, called on the Mayor and presented him with an inscribed framed picture of the ship to commemorate the event which created a great deal of interest in Hawke Bay district.

## FIJI — 'Oriana' Stamp

The Post Office of Fiji issued a special series of stamps in October 1967 to commemorate International Tourist Year. The highest value, 2/-, showed a picture of *Oriana* passing close to the shore with a young Fijian girl waving in the foreground.



Fiji stamp

## ADEN — Closed

When the Company's Office in Aden closed down, one of the motor launches was sent home for storage at Tilbury. On its stern were the name and port of registry "HISWA ADEN"

But by the time the launch arrived on 2nd January, some wag had added a few letters to read "THISWAS A SADEND". Very apt.

## TOKYO — Imperial Souvenir

The old Imperial Hotel has been closed and is being broken up to be replaced by a new 17 storey hotel. Because of P & O's long connections with it enquiries were made by Japan agents to see if there was some acceptable souvenir which could be given a permanent place of honour in one of our passenger ships.

In no time the reply came through that a 'rock' would be available for taking away. Unfortunately it turned out to be a huge orb-like bowl on the roof. The trouble and expense of removing it did not seem to be warranted, so Mr. J. T. Brown, Mackinnon's Managing Director, went over to officially accept it on behalf of the Company while making clear that it would not be practical physically to take it away.



Captain Philip Reed greets Mr. H. J. Ham (Centre) Leader of the London Mission, and Mr. Gerald Salmon.

## HONG KONG — British Mission Entertained

A dozen members of the joint London and Birmingham Chambers of Commerce Mission to the Far East were entertained to lunch aboard *Chitral* on 21st October. They were accompanied by two members of the local British Trade Commission.

Apart from the senior ship's officers their hosts included Mr. Gerald Salmon, Managing Director of Mackinnon Mackenzie, Hong Kong, and Messrs. Cook, Dawes and Chu of Mackinnons.

The luncheon was highly successful, and several of the guests decided to ship their goods by P & O in the future.

## CAPE TOWN — New Year's News

Writing on January 1st, Mr. Charles Wall has sent us his latest missive about P & O activities and ships calling at Cape Town. He writes, "It is summer holiday time here at present. The Cape is crowded out and the weather has been fine and warm, especially over Christmas."

P & O ships benefited from the boom in coastal voyages at Christmas-time. Normally coastal voyages at this season are fully booked a year in advance, so P & O coming onto the route, by courtesy of Col. Nasser, was an unexpected boon to hundreds of passengers.

Mr. Wall also points out that *Patonga* was not the first P & O ship to call at Dublin (cf. *About Ourselves* No 24.) He was in *Moldavia* when she called at the port on an "Around Britain Cruise" in 1938.

*Oriana* put up a new U.K./Cape Town speed record when she arrived there on 10th November, 9 days and 22 hours after leaving the U.K. Cape Town reached 100 diverted ships on 31st December, 1967. Durban has had rather more because bunkers are 10/- a ton cheaper.

## BOMBAY — Passenger Senior Retires

Mr. William Hamilton retired as Indian Area Passenger Manager, Bombay, on 19th September last. To mark his long service with the Company, the last few years of which were in Bombay, he was presented with an Indian leather desk set by Mr. Richard Nicholls, his successor, on behalf of the Passage and Baggage Departments of Mackinnon Mackenzie.

Mr. R. J. G. Nicholls (left) making the presentation to Mr. W. E. Hamilton.



### ADEN—New Manager

Our Aden agent, Mr. J. E. Playfair, and his European staff were withdrawn from the Colony before it achieved Independence on 30th November in view of the very confused situation.

In their absence Mr A. Khan has been appointed Acting Manager and he is assisted by Mr. S. A. Kassim.

### SYDNEY—Lions at Sea

As a project undertaken by District 201B of Lions International in N.S.W., all P & O passenger liners are to be supplied with Lions meeting equipment to enable gatherings of Lions to be held on the High seas. The project, which also marks the 50th year of Lions International was launched at a luncheon on board the 45,000 tons P & O liner *Canberra* in Sydney recently. Lion President Harry Templeton (Beverly Hills Lions' Club) presented a Lion emblem, gavel, gong, record book and 201B District Club pennants to Captain E. G. H. Riddelsdell, R.D., R.N.R. at the luncheon which was attended by the N.S.W. Minister for Transport (Hon. M. A. Morris M.L.A.), representing the Premier of N.S.W.



Mr. Morris (left), Captain Riddelsdell and Lion President Harry Templeton.

### HONG KONG WATERFRONT

A very recent photograph showing the changing face of the Colony. Just left of centre actually on the waterfront is the P & O Building.



SYDNEY — Mr. J. D. Bates (centre) receives a presentation on behalf of the Management and staff of P & O Lines of Australia from Mr. R. P. Sudlow, Asst. Manager. On the left is Mrs. Bates. Mr. Bates retired last year as Deputy Chairman of the Company. He is now Chairman of the new Australian Tourist Commission.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

## STUFF YOU TOO

Memorandum from San Francisco to American branch offices:

### STUFFERS

"Pertaining to the above, we have now reached a stage whereby we will be unable to fill any further stuffer requests.

"As you know, this is a seasonal stuffer, and early in the year we will produce a new one which you will again be able to have imprinted free of charge for the various travel agents requesting them."

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### MADE TO MEASURE

WANTED : Apartment-size dog or cat, Long hair.

— Advertisement from P & O Staff News Letter, Sans Francisco.



# 'Entertain him good'

by Capt. P.W.R. Smith, Assistant Marine Superintendent, Trident Tankers Ltd.

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Discussions were held in London in August 1966 on the feasibility of integrating West Pakistani Deck and Engine Room crews of Trident Tankers, a P & O Group Company. It was decided to send a senior representative from London on a tour of up-country recruiting areas in West Pakistan to acquire first-hand knowledge of the living conditions, customs and cultural background of the seamen employed by the Company, to enable correct policy decisions to be made in such matters as conditions of service, crew welfare, recruitment and training. It was also considered that a personal tour of the kind envisaged would be of considerable benefit from the human relations point of view.

This first-ever tour of the Northern Provinces of West Pakistan by a Company representative was undertaken by Captain P. W. R. Smith, Trident's Assistant Marine Superintendent. This article is an abridged version of his highly detailed and descriptive report.

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On the morning of the 19th September 1966, I flew from Karachi to Peshawar with Mr. Munawar Ali Khan of Mackinnon, Mackenzie, who was to accompany me on the tour.

At Peshawar Airport, we were met by the car which was to be our mode of transport for the next five days or so. Its driver, so I was told, owned a fleet of motor rickshaws in Peshawar, and I was soon to learn that he should never have forsaken the handlebars for the steering wheel. Much addicted to one-handed driving, he had an unfortunate habit of not looking where he was going, and had evolved a Highway Code which ran contrary to all the accepted principles of good driving. Nevertheless, he proved an extremely cheerful companion and at each day's end it was often easy to look back and recount with amusement his antics behind the steering wheel.

Also at the airport to meet us was Zarin Shar, the young brother of Jamat Shah, one of our first Chief Petty Officers, who until recently was in service on the *Megna*. He had travelled from Naryab in his own car to meet us, and was to act as host during my visit to the village.

After a brief stop at the hotel in Peshawar to deposit our luggage, we set out for Naryab in the Kohat district, stopping en route to visit the famous Tribal gun factories at Durrah. Durrah is inhabited by the Pathans, fierce-looking tribesmen who were immortalised by Kipling. These traditional guardians of the frontier are a strange warrior race of romantics — aggressively elegant, colourfully attired, hospitable and considerate, and endowed with a wonderful sense of humour. They are a strongly self-possessed people, punctilious over religion and yet fond of pleasure, and have a wonderful tradition of valour all their own.

Kohat is not a particularly prosperous agricultural area, due to the poor quality of soil and the almost complete dependence on natural rainfall. The main crops appear to be wheat, maize, corn and millets, but their quality

did not compare with crops in other districts where irrigation schemes are connected to large rivers which carry plenty of water throughout the year.

The welcome accorded to us at Naryab was enthusiastic and noisy. Decorated arches and welcome signs hung everywhere and there is no doubt that the people had gone to some trouble to make my visit a memorable one. I subsequently learnt from Zarin Shah that this was the District from which the infamous crew of the *Mantua* had been recruited, and the villagers, particularly the retired seamen among them, wished to demonstrate their loyalty to the Company, in the hope that my visit and reception would erase the memory of the mass desertion from this ship in Singapore in 1961. One of the major repercussions of this unfortunate incident was the termination of recruitment in Kohat some five years ago, and the economic consequences, particularly in the case of retired seamen's families, have been deeply felt.

We spent some time meeting retired seamen, and innumerable applications for employment were presented to me. The highlight of our meeting was a formal speech of welcome read to me in English by one of the villagers. We then adjourned to an adjoining room for lunch with our host and the elders of the village. The table literally groaned under the weight of food, rice, mutton, chicken, curry, condiments and even a pink blancmange on which the words "Welcome Captain Smith" were inscribed. After lunch, I proceeded on a tour of the village and visited some of the seamen's homes. In general these were two-roomed mud and stone houses with a flat-topped straw and mud roof, and contained a small courtyard in which a tube well had been sunk.

We started from Peshawar early the following morning, in order that I should have the opportunity of visiting the famous Khyber Pass.

Afterwards, on our way to Swabi in the Mardan District, we stopped in Peshawar to collect our guide for the journey, Nurul Huque, a Bosun in the Company's service, who is shortly to receive training as a Chief Petty Officer. Also there to greet us was Sarfaraz Khan, B.E.M., a retired P & O Engine Room Serang, who completed his active service in 1963.

Swabi, like most of the villages visited during my tour, was quite large with mud and brick houses built together. A variety of crops are grown in the area — including wheat, sugar-cane and tobacco, and sugar and tobacco factories have been established in the district.

Our host at Swabi was Mohd. Iqbal, a retired P & O Engine Room Serang, and we were entertained to lunch in his house. Several retired seamen were present, and I recognised and spoke to many men who had served with me on one or another of the Company's ships.

Swat is an enchanting land of magnificent scenic beauty and rich historical past. Its lush green, fertile valleys, snow-capped mountains like the famous K2, icy lakes, and rushing rivers are some of the gifts which nature has bestowed on this beautiful valley. Added to these beauties of nature are numerous land marks created by man himself over a number of centuries.

Our visit to the village of Kuzabandi followed much the same pattern as on preceding days. We arrived at the Reception Centre at one o'clock and were met by a large gathering of serving and retired seamen. Our host, Patten Miskar, a serving P & O Engine Room Serang, then escorted us to his house, where we were given a most excellent lunch.

The next district on our round of courtesy visits was to be Campbellpore, but the following morning, before leaving Swat, we made a brief visit to nearby Sufaid Mahal, the famous marble palace of Marghzar.

The drive to Campbellpore was not without its moments of high drama. Our chauffeur, whose driving technique had gradually deteriorated throughout the

week, tried desperately hard to leave the road and take a short cut by way of a 1,000 foot drop to the Mardan plain below. Aslam Effendi did nothing for my morale at this time by pointing out the spot where a road oil tanker had plunged to its doom by a similar route. However, we eventually arrived at Campbellpore at about one thirty in the afternoon and sat down to our fourth banquet in as many days. Peer Khan, Chief Petty Officer designate of the Company's new ship *Eridge* was at this reception, as were many other retired and serving P & O Engine Room crews.

Our host was Aslam Khan, First Tindal, who, though he had provided an excellent lunch, had not seemingly succeeded in persuading the villagers that we were not conducting a recruitment tour. Soon after our arrival the village was swarming with would-be seamen, and on hearing the news that another 2,000 were on their way from the surrounding villages, we bade our friends a hasty farewell and drove rapidly in the direction of Havelian in Hazara District.

A brief stop was made at Havelian to have tea with Peer Khan and some of the seamen from the surrounding villages. Among the people gathered to meet me were relatives and friends of their families and last, but not least, the Engine Room Serang of my last sea-going command, the *Opawa*.

After spending a night at Abbottabad we set off on the three hour journey to Battal in Hazara. Good crops of wheat, rice and maize are grown here, and fruit farming flourishes. The area has also rich timber resources, particularly pine, and for a great deal of the journey the road followed the contour of tree covered hills and valleys.

On arrival at Battal we were met by a small gathering of seamen and were then taken to meet Col. Yar Mohammed Khan, a retired Pakistan Army Officer, who was to be our host for the lunch. Battal is a large village constructed in the traditional Pakistan manner, with its own small bazaar and Civic Centre. It seemed quieter

*Oops!*



*Help is at hand to push the car back on the road again.*



and more orderly than the other areas we had visited, and our arrival had not disturbed the normal comings and goings of village life.

From Battal we commenced the four-hour journey to Rawalpindi. Arriving there in the early evening, we had dinner at the hotel with the Company's Dr. M. A. Minhas who examines all our newly-recruited seamen from this area prior to their engagement afloat.

The following morning we made a brief visit to the new capital of Pakistan, now under construction at Islamabad, only 20 minutes drive from Rawalpindi. The city is being built to plan, and many famous names in the field of town planning and architecture are associated with it.

Back in Rawalpindi we were met by Ghulam Mustafa, a Bosun in the Company's service, who had travelled from Muree to meet me. We had sailed together many times in the past, the most recent occasion being on the *Opawa* when that ship was commissioned early in 1965.

Later that day, we said goodbye to our car and driver, who had to return to Peshawar, and then caught a flight to Lahore from where we were to set out the following day on the final visit of the tour.

Lahore is the chief centre of the Muslim culture in Pakistan, and an important seat of learning with its University and affiliated Colleges. It is a city of the very old and the very new, with satellite towns and a growing industrial complex, and I was very disappointed not to have the time or opportunity of visiting and seeing more of its fascinating sights. However, before setting out on the hundred mile road journey to Langrial, in Gujrat District, I made sure we were up early enough the next morning to pay a brief visit to the famous Shalimar Gardens.

We arrived at the village of Langrial soon after one o'clock. Hulam Sarwat, a Bosun, who recently served in *Ellenga*, and who will shortly receive training as a C.P.O., had met us at Lahore to act as our guide for the journey to the village. He introduced us to Engine Room Serang, Mohd. Hussain, who was to be our host for lunch. Also gathered to meet us were several seamen from both Deck and Engine Room Departments, and many villagers, both young and old.

After lunch, we set out on a short tour of the village, as I wished to see some of the seamen's homes. Apart from farmers and agricultural labourers, Langrial also has a small number of craftsmen such as carpenters, blacksmiths and weavers who provide local skilled services. Because of poor communications, each village is of necessity largely self-sufficient in all essential services and goods.

Some of the older seamen own small patches of land and perhaps the odd animal or two, but generally speaking they rely on their income from sea employment to support their families.

Throughout my tour of the villages, and particularly when visiting the seamen's homes, the absence of womenfolk, except for the very young, was quite noticeable. While the seamen and the villagers are quite prepared to discuss their families with you, their Muslim religion forbids them to expose their wives to the eyes of the outside world. Purdah is strictly observed in Pakistan where approximately 80 per cent of the population are Muslim.



*Captain Smith, third from right, in front row, with some of the local recruiting people in West Pakistan, together with village elders and villagers at one of his stops.*

At Langrial, my tour of the Northern Provinces of West Pakistan came to an end, all that remained now was the return journey to Lahore, and a flight back later that evening to Karachi. In six days I had flown over 2,500 miles and travelled another 1,500 miles by road, visiting eight villages and districts in the frontier regions and meeting large numbers of seamen and countless hundreds of their village compatriots.

It had been a fascinating experience, not only to visit places of great historical importance, but also to learn something of the background, culture and way of life of the seamen themselves, for I have sailed with these men over a number of years without ever really understanding their outlook on life or the motives that impel them to follow a career so alien to their natural environment.

## Life Saver

It is generally understood that "every cloud has a silver lining", and this well worn cliché was proved when the *Cathy* was tragically lost during the war.

Many of the crew swam through the oil-covered sea to the beach at Bougie. Two in particular caught the attention of the men who had safely landed on the shore. They seemed to be in difficulty for they were supporting what was presumed to be an injured comrade. Without hesitation the men waded back into the sea to help.

Finally, and with much joy, their precious "mate" was safely landed. It was a keg of rum.

# Ships News

*Gayle Jones hoists a flag signal "Welcome to San Francisco, Oriana" when the ship called there recently. Gayle, wearing seaman's cap, mini-cheongsam and goosepimples, did the job despite 40 mph winds. We wonder if the flags were necessary.*



## CATHAY — Own Badge

*Cathay* now has an 'official' ship's badge.

Designed by Chief Officer George Harris, it shows Antwerp Castle surmounted by the P & O emblem.

The castle is a replica of the ship's former bow badge which was removed when P & O bought the Belgian-owned liner, and is now in the officers' ward room.

The badges are cast in metal and attractively painted in red, gold and silver.



Cathay badge.

## ORIANA — Trophy Regained

Details have now been received of the match, reported in the last issue in which *Oriana* won back the *Oriana* Football Trophy from *Orcades*. The final score was *Oriana* 4 — *Orcades* 2. The following account was written by Louis Purdy:

"It always rains on Sundays", as the saying goes, was certainly very true of the particular Sunday in Sydney when *Orcades* met the *Oriana* on the waterlogged pitch at Centennial Park in the *Oriana* Cup Challenge match.

*Orcades*, the holders, went into the attack in the blinding rain, and it was no surprise when during a goal mouth melee French palmed the ball down to concede a penalty.

Smith of *Orcades* made no mistake from the spot. *Oriana* came straight back from the kick-off. A through pass by Parkinson, smartly picked up by I. Clark was calmly stroked past a bewildered goalkeeper for the equalizer.

### 2nd Half

Soon after the restart *Oriana* was down again in a goalmouth mix-up, the ball being scrambled over the line for *Orcades*'s second goal.

It looked all over for *Oriana* with only 15 minutes left for play, when Boon slipped down the right wing, chipped a perfect pass to Clark, who lashed home a fierce drive from 30 yards. The crowd went delirious and even though drenched and uncomfortable, kept up a steady victory chant.

With nine minutes to go and Captain Brown urging his men on with some good clearances, Brown lobbed a loose ball down field to Copsey. He crossed to Clark who again whipped in a rocket-like shot past a somewhat stupefied goalkeeper for No. 3.

Not content with three, Parkinson sent the ball out to Mebbray who tossed it to Copsey through to the Surgeon, I. Clark, and he hammered home his and *Oriana*'s fourth goal.

Splendid game all round despite the quagmire on which it was played. Goalkeeper Joe Stone covered

himself with glory — and mud — in bringing off some really first class saves. This game should be a warning to the holders not to underestimate the opposition. The Cup now on board *Oriana* is of course on the line for any of the white fleet.

## BALRANALD — Christmas Celebrations

Christmas at sea is a time to relax, whether you are on a giant passenger liner or a cargo ship. *Balranald* was no exception, with the cooks turning up first class meals in separate Christmas dinners for the Ship's officers and the Goanese crew.

Christmas Dinner is the one occasion in the year when the Goanese can sit back and be waited on by the officers. As can be seen from the accompanying photographs, they made the best of it. Afterwards they returned the compliment while the officers had their celebration meal and they even provided a musical trio to entertain their erstwhile waiters.



Asst. Engineer Officer C. S. Farrance (standing, right) waiting on members of the Goanese crew at Christmas Dinner.

## IBERIA — Livening Up the Voyage

As nowadays it is company policy to hire entertainers at almost any port, *Iberia* passengers had a pleasant surprise for the return leg of the voyage to Britain from San Francisco via Panama.

The Steve Potter Trio, a well-known American song and dance team, joined the ship at Los Angeles for the journey to Britain. They proved very popular and were a pleasant change from the ship's more conventional entertainments.

Staff Captain Roy Cookman discusses the entertainment programme with Steve Potter and Cyndi Sturman.



### ORSOVA — Showers for Girls Home

Some 60 girls from *Orsova's* adopted orphanage, the Dilkusha Girls Home, Nausori, were entertained to tea in the Crew Mess when the ship called at Suva in the autumn. They were accompanied by Miss Davey, the Matron, and a few teachers.

The occasion was used by Captain Maurice Trenfield to present a cheque for £200 to Miss Davey for some new showers that are to be built at the Home. This sum was collected on board by the *Orsova* Drama Club, the Leading Hands' Social Club and the Crew Social & Athletic Club.



Captain Trenfield presents Miss Davey with the cheque. Also in the picture are W. L. Harry Minter (left) and Captain Gerald Harrison, Staff Captain.

### CANBERRA — Captains Confer

When *Canberra* called at San Francisco recently, actor David Hedison came on board to have a look around. Hedison is 'Captain' of a futuristic ship *Seaview* in an ABC television programme, 'Voyage to the Bottom of the Sea'.

He met Captain Edward Riddelsdell, master of *Canberra*, on the Bridge and the Captain described the revolutionary design of his ship. He consoled Mr.



Hedison by assuring him he did not think it would be long before *Seaview* became a reality.

### ORSOVA—The Switched On Mission

Crew members from *Orsova* had a ball of a time at the Seamen's Mission during the ship's two Spring calls there. On each occasion a dance was held from 8 p.m. to midnight, and they were both resounding successes . . . no doubt helped by the beer licence which the new Chaplain, the Rev. John Coveney, has been able to obtain.

Since Mr. Coveney arrived at the Mission two years ago the number of seamen visiting it has shot up from about 30 a week to 700—800. This is because he knows what seamen want, and he is prepared to fight for it. The beer licence was one of the first things, and he got that in January this year. Now he is fighting hard for a swimming pool on a piece of vacant land next to the Mission. Obviously, with a climate like Suva's a swimming pool is badly needed. Yet it was noticed that on both of *Orsova's* two visits the Municipal pool was closed.

The biggest obstacle to Mr. Coveney's swimming pool and his other big ideas for the Suva Mission is money, and *Orsova* suggests that as the frequency of fleet visits to Suva is increasing with the increased Pacific and Australian cruising programme, it is in ships' own interests to "do everything in our power to increase the amenities available".

The proceeds of the raffles at the two dances went to the swimming pool fund. It is hoped that other ships will also help the Suva Mission to raise funds for its various projects.

### ORSOVA — Two More Plays

The Drama Group which was founded in May 1965 produced two more plays during *Orsova's* last voyage. They were "Fumed Oak" by Noel Coward and produced by Tony Desborough and "Poor Old Dad" by Rica Bromley Taylor and produced by David Miller.

The Drama Group has now performed eleven plays and one pantomime. It has also collected quite a sum of money which has been given to various charities. Its members have a thoroughly enjoyable time play-reading and rehearsing which they find a pleasant and relaxing way of passing an evening. They advise those ships that are not already following their example to "have a go".

The two new plays were performed twice for members of the Ship's Company and thrice for passengers. All performances were greatly enjoyed, and as a result of collections taken after the passenger performances the Group was able to donate £25 to the Royal National Lifeboat Institution.

Group membership naturally changes each trip as crew members leave and new ones join. Those who participated in the past voyage were: Stewardesses Miss J. Johnson and Miss B. Ward, Playroom Stewardess Miss M. McCallum, Third Steward T. Desborough, Cadet Pursers D. Miller, J. A. K. Rennison, Carpenter R. Chessell, 1st Electrician A. Davidson, Restaurant Stewards P. Smith and B.R.S.s R. Hodge, J. McIlvenney, M. Morgan and J. McKeveatt.

Captain Riddelsdell on the Bridge with 'Captain' David Hedison

### ORSOVA — Frogs for Convalescents

*Orsova* presented a set of racing frogs (wood, not live) to the Women's Auxiliary during her call at San Francisco last summer. They will be used by the Auxiliary to entertain children convalescing at hospitals.

The frogs were specially made for American children, and several were fortunate enough to be invited on board to see them demonstrated and have a go at working them themselves.

### ORIANA — Football Trophy Held

*Iberia* challenged *Oriana* for its football trophy, won back from *Orcades* earlier in the year, at Auckland last September. The game was held at Mount Albert, and the chosen day had been one of continuous rain which only stopped briefly for the game to begin, continuing again to make it a wet and unforgettable afternoon.

However, a good clean game of football was played by both sides. The ball was passed to Ormsby who speedily placed it in the back of *Iberia's* net.

The game continued well for *Oriana* with Walpole scoring another after a break down the pitch. *Iberia* contributed by scoring the third goal in its own net.

Verall scored *Iberia's* only goal, to make the score 3 — 1 to *Oriana*.

### ARCADIA — Original Entertainments

Passengers in *Arcadia* have been surprised to discover all sorts of unusual and original entertainments in the evenings. Under E/O Jean Goater's enthusiastic encouragement many of them also take part.

Two special evenings recently were a "Wild West Night" and a "Bunny Night Club". Passengers and the less shy Officers dressed up in cowboy and Indian outfits for the former, and it is rumoured they spent the entire evening dancing war dances, firing arrows and chasing each other around ship. Rumour also has it that the arrows were made by a certain Mr. Cupid, but the Editor cannot vouch for that. In any case, the Indian gentleman and squaw in our picture do not seem to mind being potted at by cowgirl Goater.

For the "Bunny Night Club" the services of two attractive young lady passengers were obtained, wearing suitable Bunny togs. They acted as usherettes, selling cigarettes and chocolates and helping to serve the midnight buffet. One is too discreet to ask where the Stewards were.

Anyway, Miss Goater reports that "they were extremely popular". You bet they were!

*Entertainments Officer Jean Goater (left) does not seem to scare a band of Indians lead by Hostess Ann Reading (right).*



*Staff Captain Gerald Harrison and Verandah Deckman Joe Carey demonstrate frog races to a couple of small patients from the Stanford Convalescent Hospital.*



*The Oriana football team that beat Iberia. They are, back row, P. Norman (U/S); D. McGhee (A/S), J. Stone (S.P.A.), T. Copey (B.R.S.), R. Port (Writer), D. Mitchell (U/S); Front row, P. Walpole (J.O.S), P. Kent (B.B.), D. Brown (Barman) (Captain) C. Ormsby (D.B.), P. Jones (A.S.), and S. Parkinson (3/cook).*

### CANBERRA—Coronation Backdrop

During her July Pacific voyage, *Canberra* called at Tonga immediately after the coronation celebrations of the new King, Taufa'ahau Tupou IV. Passengers and off-duty members of the ship's company took advantage of the occasion to see and take part in the Island's festivities.

The King succeeds his mother, Queen Salote, who died in the winter of 1965. She had reigned for almost 50 years and had become the darling of the London crowds when she insisted in driving in Queen Elizabeth II's coronation procession in an open coach despite the rain, so the crowds could "get their full value" and see her.

### HORIENT SHIP

We were recently asked to forward a letter to a crew member of 'H.M.S. HORSEOVER.' Just before passing it on to the Navy, we realised she was one of ours!

### CHUSAN — First Reindeer Race

On the last year's North Cape Cruise *Chusan* entertainments staff thought up the original idea of having a reindeer race instead of the customary horse races. An Arctic setting was devised, with frost, icicles and snow. For the races, the wooden horses had their tails shorn and antlers added to become reindeer.

The evening was greatly enjoyed by both passengers and crew as an entertainment with a difference. The only regret was that tobogganing was not allowed.



Reindeer with entertainments team. Pictured are (left to right) Dorothy Grey (W.A.P.), Shirley Roberts (Hostess) Paddy Crombie (Sports QM), Nell Broekman (Dutch W.A.P.), John Batterbee (Entertainments Officer), Jane L'Estrange (W.A.P.) and Glenis Williams (W.A.P.)



Strathconon makes history by being the first P & O cargo ship on a regular voyage to pass through the Panama Canal.

### STRATHCONON — Through the Panama

For the first time ever, last July the P & O diverted some of its regular cargo ships through the Panama Canal. Barring those like *Aden* on charter to another company and the passenger ships which have been going through Panama for well over ten years, this is the first time that a regular P & O service had used the Canal.

The first P & O cargo ship through the Canal was *Strathconon* which went straight across to the Continent. Other "Strath" class ships have followed, several of them reducing the transit time from Japan to Europe.



Queen Mary passes Oriana on her last departure from Southampton.

### ORIANA — The Old and the New

The *Queen Mary* sailed from Southampton the last time on Tuesday, 31st October, 1967. Carrying 1,000 passengers, she was on her way to her permanent home in California where she is now used for business conferences.

The old lady was seen off by a flight of naval helicopters and a crowd of well-wishers many of whom had sailed or worked in her. *Oriana*, waiting to sail the next day, was dressed overall to pay her respects. As she passed, *Oriana's* crew were lined up in sad salute on the port (seaward) side.

A few hours later *Oriana*, built in 1961, sailed for Australia with nearly 2,000 passengers.

### HIMALAYA — Passenger Saved

Assistant Steward Norman Smith was enjoying a quiet laze in the sun on a Palma beach after his watch in *Himalaya* last summer when he became aware of distant cries for help. Sitting up, he saw a small figure splashing some little way out to sea. Ignoring the rough sea and strong cross current, Norman waded in and swam out to him.

It was only when he had brought the man safely ashore that he realised it was a passenger, a Mr. Baine.

Afterwards Norman was congratulated on his prompt action by Captain M. R. Prowse and given a token of appreciation by the grateful Mr. Baine.

Norman, who comes from Ipswich, Suffolk, had only been with the Company for six months at the time. He had joined *Himalaya* for the cruise season as his first ship.

Prior to this he served as a Boy Entrant in the Royal Navy where he gained the Award of Merit for Lifesaving. He is also a member of the Plaistow Swimming Club.

Grateful passenger Mr. Baine (left) says 'thank you' to Norman Smith.



### ORIANA — *Suvan Beauties*

Eighteen beauties invaded *Oriana* in September when she called at Suva. They were finalists in the Miss Hibiscus contest and took full advantage of their opportunity to look around the ship and have lunch.



Commodore Edgecombe with finalists for the Miss Hibiscus Contest on the Bridge of Oriana.

### CHUSAN — *Brass Band Farewell*

The old tradition of brass bands playing off ships was revived by the P & O last season for the majority of its cruises. *Iberia* was first in April, but it was *Chusan* which made 14 cruises that was seen off by bands most often.

Military bands were present at 28 of the season's 35 cruise departures from Southampton and Tilbury. They came from the Royal Marines, the Royal Artillery, the Royal Engineers, the R.A.O.C., the Somerset & Cornwall Light Infantry and the Green Howards.

The brass band tradition originated many years ago when regimental bands saw off their battalions when they sailed to the war. The P & O copied this custom, but it lapsed some 10 years ago.



Royal Marine band playing at the departure of Chusan on one of her cruises.

### ORSOVA — *Ship's Freedom for Football Trophy*

On 7th December the Fleet's "Pride and Joy" — *Oriana* — took up her berth under the Aloha Tower. She arrived in glorious sunshine and with the usual amount of attention which she, quite rightly, attracts wherever she sails.



A. Gall (right) Orsova football Captain receiving trophy from D. Brown, Oriana's football Captain.

All was well in the Commodore's ship — rig excellent, paintwork shining, silverware gleaming. Everything ship-shape right down (or up) to the *Oriana* Soccer Challenge Trophy. Rumour had it that the Commodore kept the trophy nailed down to a shelf in his cabin — and why not — it had only left the ship on one occasion when *Orcades* lifted it for a couple of months. However, on that occasion it was very brief and was very quickly snatched back by the talented and zealous *Oriana* Soccer Team.

That December day was just like any other in the *Oriana* .... Honolulu .... sunshine .... admiring onlookers who gave her so much attention that the poor old *Orsova* had to creep in unheralded and unsung into another berth. *Orsova* had come to Honolulu for two reasons. Firstly, it was on the Company's schedule and it felt obliged to keep to it, and secondly, it had a date with *Oriana* on a football field to discuss, in the friendliest terms, the ownership of the Challenge Trophy. It didn't like the idea of that poor trophy with all those nasty nail holes in it.

At 15.00 dark clouds began to loom on *Oriana's* horizon and at 16.45 the "Friendly Discussion" was over — *Orsova* had saved the Trophy from a fate worse than death. The natives have undertaken not to nail it down on *Orsova* because they feel that she is there to stay, and they are giving her the freedom of the ship.

# These Astonishing Islands

by GEORGE KENT

The Canary Islands are a strange salad of surprise: a tangle of lush Hawaiian greenery mixed with the oil-and-vinegar tang of Majorca, the rocky roquefort of Mt. Blanc, the dry-pepper taste of West Texas. They start at a spot in the Atlantic some 65 miles from the Sahara Desert and move westwards in a gentle 300-mile arc. Once they were remote and had few tourists. Today, thanks to the aeroplane and cruise ships, they have one of the fastest growing tourist influxes in the world.

"Doves resting on the sea," a Spanish poet called them. Hawks might be a better word — for their nature can be violent and ruthless. Their mountains 2,250 to over 12,000 feet high, depending on the island are craggy and jumbled, and only recently ceased erupting, and the beaches on some Canaries are lava black. Yet, despite such scenes, the islands can startle you with their gentle beauty. Most are alive with birds chorusing in every bush and tree, and on all but two — Lanzarote and Fuerteventura — you are overpowered by an explosion of fragrant, colourful flowers. And on the islands there are no snakes, no dangerous animals, few annoying bugs.

For the Canaries are a world of gentle contradiction, where everything but the weather is delightfully topsy turvy. Consider: the Islands are still called the *Fortunate Isles* — but there are 13 of them. Local farmers dig wells that are more horizontal than vertical, and camels rather than mules or oxen haul their ploughs. Canary birds originated there and still twitter in the trees — but according to the Roman historian Pliny the islands are named for the dogs the early explorers found there.

## Trade winds

Canary natives credit only two seasons: warm spring and cool spring. There is little rain. The trade winds cool the islands in summer, the Gulf Stream heats them in winter, and you can swim 365 days of the year. The air, says an old Spanish proverb, prevents you from dying. It is so sweet a poetic thought that received some practical support recently when Arthur Dixon Wright, the London Surgeon, urged his fellow doctors to send their bronchial patients to the Canary Islands. Swedish doctors, he said, have been doing precisely this for a long time, with excellent results.

Today these salubrious delights are enjoyed by just over a million permanent inhabitants — including 6,500 foreigners, mostly British and German. In addition, each year some 200,000 visitors arrive to savour the attractions of the Spanish island group. London and Paris are four hours away by jet and Viscounts or Caravelles touch down daily.



View of Tenerife, looking out over the harbour.

Visitors are nothing new in the Canaries — people have been dropping in on them for centuries. The Romans knew them, and the Greek geographer, Ptolemy, drew a line through the westernmost island now named Hierro, calling it the end of the world. Before the Romans were the Phoenicians, the Carthaginians, and after them nearly all the seafaring, free-booting peoples of the world. Many of the inhabitants they found were a tall, blonde, blue-eyed people called the Guanches, who lived in caves, fed on toasted grain, lizards and fish, and mummified their dead. Their courage was almost the ruin of them: when the invaders, including the Spanish, attacked the Canaries, the defenders fought with such obstinate bravery that they were all but annihilated. The Canary Islanders of today are dark and of middle height.

## Just Rock

Of the 13 islands, some of which are not much more than glorified rocks, seven may be called large. Their names form a melodious and romantic litany: Tenerife, Gran Canaria, Fuerteventura, Lanzarote, La Palma, Gomera, Hierro. You can visit them all in a week or ten days. But these beautiful spots are worth more than a casual hop, skip and jump. Each is a world in itself, with its own individual fauna, flora, folklore and dialect added to the one common denominator: Spanish fire and independence.

The most European islands, Tenerife and Gran Canaria, boast all the conventional trappings of tourist resorts — good hotels, souvenir shops, swimming pools, night clubs. But such sophistication is only skin deep. Five miles from the coast you find villages and countryside that are primitive and unspoiled.

The largest city on Tenerife is Santa Cruz de Tenerife, where sits the Governor General of the islands. General Franco once held this job, and it was from Santa Cruz that he departed to lead the revolution that was to make him the ruler of Spain. The port is a lively one, important as a harbour and famous for a hundred battles with pirates and privateers. It was here that Nelson had his arm shot off and suffered his only defeat. You can still see the flags he surrendered in the Church of the *Concepcion* by the sea.

Less than an hour's drive brings you to the island's principal resort town, pleasant and relaxing Puerto de la Cruz. Tenerife's great attraction, however, lies not in its resorts but in its strange natural beauty. Here grows the dragon tree, which learned writers have celebrated because it drips a sap the colour and consistency of blood. Two of the best known specimens survive in Icod and La Laguna; each is reputed to be more than 3,000 years old.

### Snow

The glory of the island is Mt. Teide, which at 12,160 feet, is the tallest peak under the Spanish flag and has a perpetual cone of snow. It rises from a plain strewn with Druid-like monuments of stone tumbled by old volcanic eruptions. Between the altitudes of 6,000 and 8,000 feet the slopes resound with bird song and flutter with banners of colour from flowers unique to this island and this mountain. The *retama*, a pinkish-white blossom, is especially interesting for its overpowering perfume. If you sleep with it in a room with windows closed, you may wake up with vertigo or worse. I woke with a headache, unsteady on my feet, unable to eat my breakfast — and my experience, I was told, was mild compared with others. The bees, however, love it, as do bee owners. In season, hundreds of trucks loaded with hives come up from the valley, and for months millions of bees plumb the blossoms and make a magnificent honey.

In May, the island goes daft with flowers — a prelude to the world's most beautiful Corpus Christi observance which takes place in the ancient city of La Oratava beneath venerable hand-carved balconies of teak. Its main feature is an unbelievable carpet of flowers six inches deep 20 feet wide, one mile long, a floral foot-path for the bearers of the Host. It is gay, it smells nice — and it is reverent.

### Flower Carpet

At dawn of the holy day, the flowers begin arriving by the ton: roses, geraniums, lilies, marigolds, bird of paradise flowers, by truck, mule cart and camel from fields and villages in the hills. In the dim light, women and children sort and de-petal, dropping the fragrant plumes into spaces indicated by wooden stencils. Then the stencils are lifted. The effect is so like a true carpet that when I first saw it, I asked a man standing near me where such a length of rug was woven. He laughed, and his neighbours joined in. Then he gestured towards the sky and the white point of Mt. Teide, saying with another roar of laughter, "Up there — that's the weaver."

Then the church doors opened and the procession of 100 or more moved softly over a radiant rug woven — I now know — by sun and rain. The people followed and in the end the petal-painted splendour was reduced to a spattered meadow as imagined by a modern painter. This was now the children's hour. Boys and girls rushed out, rolled in the trampled flowers, snowballing each other with crushed blossoms.

Smaller but more populated than Tenerife is Gran Canaria, another flower-flooded island. Its principal city, Las Palmas, is larger than Santa Cruz de Tenerife and

far more important commercially. Lying close to midway between the northern and southern hemispheres, it has become one of the world's most important ports for refuelling. With the Suez Canal shut down, the number of ships using its harbour has tripled, especially the big tankers which must bunker and take on supplies before making the run around the Cape of Good Hope.

### Fertile

La Palma is the green island, the most fertile of all the Canaries, and the one with the gentlest climate. Here if you are lucky — as I was — you will witness the strange sport of *pertiga* in which men using a long stick vault down the mountains, leaping from terrace to terrace. It is not a game for beginners: each year, I was told, a few boys are killed or maimed trying to master the technique.

Of the seven major islands, my favourite is Gomera, a mote of land about 15 miles across at its widest point with a population of only 25,000. Since it is not linked with the others by plane, you must get there by boat. I remember approaching the island late one evening and asking the steward if I would be able to get a hotel room. "I'll find out," he said, and I thought he was going to use the ship's wireless. Instead, he put a knuckle into his mouth and emitted a shrill whistle that sounded like a snatch of bird song. At once an answering trill came back over the water — the beginning of a strange piping dialogue in the darkness, at the end of which the steward told me: "It is arranged. You go to the cafe—there is only one. A waiter is expecting you, and he will escort you to the hotel. Price for the night is 50 pesetas (about 6s.)."

### Whistling

That was my introduction to *silbo*, the whistling language which is probably peculiar to Gomera. *Silbo* is a version of Spanish in which you can communicate anything over distances of five miles and more — an elegant and ingenious solution to a rugged problem in local topography, for Gomera is a rocky little island cleft by steep gorges, and it takes a man an hour or more of scrambling to call on a neighbour 500 yards away. With *silbo* the visit is as instantaneous as the telephone, and a good deal cheaper.

Canberra at Las Palmas





Tenerife harbour, during one of Iberia's cruise calls.

The *silbo* whistler inserts one or two fingers or a bent knuckle into his mouth, sticks the tip of his tongue against his teeth, and begins to whistle meanwhile articulating words as in ordinary speech. The sound is only a rough approximation of the spoken word — but it is loud, and it is intelligible. While it would be difficult to transmit English by the *silbo* system, Spanish is admirably suited to it because it has only a few vowel sounds and no great variety of consonants. The result: Gomerans whistle jokes across the valleys, and shepherds spin yarns over the miles.

## Fiesta

One day while on a hillside I asked my guide where I could get a plate of the fish soup for which the island is famous. "I'll find out," he said and with that he trotted across a gorge to where a gang was working in a field at least a mile away. One of the men looked up and whistled back. The guide then told me I was in luck because the next evening a fisherman was marrying off his daughter and at the party I would be able to partake of a really noble variety of the dish. "But, I am a stranger, I haven't been invited," I protested. He laughed "At a *fiesta* in Gomera everybody is invited."

Though the telephone has appeared on the island, *silbo* still flourishes, a living, life-saving tongue. When someone falls ill in a hut on some faraway outcrop, it is the whistlers who call for the doctor. And when last hours approach, *silbo* summons the priest to the bed of the dying.

Gomera is a place of no great historic importance save for one fact: Columbus stopped and stayed in the capital city of San Sebastian a month after leaving Spain on his great voyage of discovery in 1492. Why he did so no one knows. Perhaps one of his boats needed repair. Or perhaps he was drawn by the presence of Beatriz de Bobadilla, a beautiful woman, wife of the Governor. Whatever the reason, the pause there took him 650 miles south of his original embarkation point, making a landing in the Caribbean inevitable.

You can still see the simple one-storey house in which he lived, the church in which he prayed for success, the well from which he drew the water for his ships. Noth-

ing has changed. The quiet white street is as it was, almost 500 years ago, as is the fortress by the sea where may be Beatriz sat looking out over the harbour, watching three small vessels hoisting sail.

## Lunar

Of all the islands, Lanzarote is the most curious. It is bleak. Many of its beaches and farms are black. It is a silent place in the sea where no birds sing, where few flowers bloom. Yet, for all that, it has a strange lunar allure, (Scientists now know that the moon, far from being white and silvery, is dark grey to black — the colour of Lanzarote.)

Like the other Canaries, this island arose from the sea as the result of eruptions of underwater volcanoes, their slow-moving lava piling up until a land mass was created. The last eruption occurred more than 200 years ago — yet the land remains so hot that in places you can grill a steak a few inches beneath the surface. I watched one man stuff a bundle of thick twigs into a hole and saw it catch fire instantly. And once a mischievous boy tiptoed to a spot close to where I was standing and dumped a bucket of cold water into one of the numerous holes and — swoosh!! — up came a geyser of steam.

The island has little water, as only a few inches of rain fall here a year. Camels take the place of horses and mules because of their ability to go long periods without drinking. The Lanzarote farmer covers his land with black lava to a depth of six to twelve inches — this volcanic issue not only preserves water but has the faculty of extracting moisture from the passing trade winds. The labour involved in such farming is prodigious, but the work is rewarded by bumper crops of tomatoes, fruit and grapes for making wine — the *Canary* and *Malvoisie* or *Malmsey* that the Elizabethans drank (and in a vat of which — as Shakespeare records — Richard, Duke of Gloucester drowned his brother).

## The People

Figs are planted in holes four or more feet deep and to protect them from the winds, are surrounded by the round, well-like walls. Thus one eats fruit from the tree not by climbing but by bending down. But Lanzarote's appeal lies not in the bizarre way it has with growing things but in its people, who are among the world's most hospitable. When we were leaving, our chauffeur not only refused to accept a tip but presented my wife with a small bouquet of flowers. In a land where flowers are coaxed from the earth only with the greatest difficulty, this was the supreme compliment.

In a way, I hesitate to talk about the astonishing islands, in case my words help increase the number of tourists and thus put an end to one of the last of the world's simple and unspoiled Edens. But I believe that it will be a long time before the 2,800 square miles of the Canaries are spoiled. Lanzarote, Gomera, La Palma, Fuerteventura, Hierro — all remain virtually untouched. Even Tenerife and Gran Canaria — the two most frequented — have great stretches of seashore and lovely hinterland that many foreigners have never seen. It's time they did.

# FLEET LIST

(as at 15th February 1968)

	<b>Ballarat</b> 8,800 tons	<b>Bairnald</b> 8,513 tons	<b>Baradine</b> 8,511 tons	<b>Bendigo</b> 8,776 tons	<b>Gannanore</b> 7,065 tons	<b>Comorin</b> 6,236 tons
CAPTAIN	Mortleman-Lewis E. A. W., R.D., R.N.R.	Rose, E. R.	Thompson, W. B.	Hopkins, T.	Firth, R. N.	Savage, G. J.
CHIEF OFFICER	Bayliss, I. C.	Bradley, D.	Chapman, J. L.	Prideaux, A.	Lumb, P. D.	Bonner, J. W.
SECOND OFFICER	Falkner, A. H.	Upjohn, C. J.	Welch, J. W.	Adams, D. A.	Cawthorn, P. C.	Carter, M. J.
THIRD OFFICER	Matthew, R. C.	Wainman, T. R.	Eveleigh, P. J. M.	Stanway, I. C.	Godderidge, C. T.	Gold, M. J.
JUNIOR THIRD OFFICER						
FOURTH OFFICER	Burnell-Jones, C. E.	Turrall, D. E.	Derrick, M. J.	Dick, W. F.	Woollard, I.	Reed, A. H.
RADIO OFFICER	Morris, P. C.	McKie, G. R.	Turpie, T. I. (Actg.)	Raven, T. L.	Gurman, C. R.	Plant, T.
CHIEF STEWARD	Sweby, L. M.	Timmins, S. H.	May, J. A.	Blanchard, T. V.	Tracey, J. T.	Gillman, D. K.
CARPENTER	Thorne, G. S.			McDonald, L. J.		Waterman, A. J.
CADETS	Binnington, R. J. Boulton-Lea, D. C. Child, J. A. Winn, M. R.			Amy, J. I. Hart, R. C. Graves, M. H.	Leeson, J. A. Marden, J. T. Warren, P. V. W.	Seymour, J. Knight, C. D. Richardson, R. S.
CHIEF ENGINEER OFFICER	Paton, D. F.	Nightingale, P.	Ferguson, A.	Westgarth, J. P.	Paterson, M. D.	Craig, A. W.
SECOND ENGINEER OFFICER	Pound, N. W.	McVay, J.	Goodwin, C. M.	Carlisle, J. W.	Nettleship, G.	Moesby, J.
THIRD ENGINEER OFFICER	Woodford, D. S.	Rouse, T. A.	McConachie, W. G.	Brown, J. G. (Actg.)	Berry, R.	Hicks, J. E. (Actg.)
JUNIOR THIRD ENGINEER OFFICER	Maisey, P. D.	Day, D. (Actg.)	Radbourne, D. E.	Cox R. J. (Actg.)		Kirchin, D. A. (Actg.)
FOURTH ENGINEER OFFICER	Miller, P. R. J.	Waters, R. K. (Actg.)	Byren, J. J.	Clark, A. J.	Ferrier-Williams, D. J.	Hinchcliffe, M. (Actg.)
ASSISTANT ENGINEER OFFICERS	Field, K. J. Byham, G. M. Davies, D. J.	Jewell, M. Farrance, G. S. Clark, R. S.	Butterworth, B. K. Clifford, J. Mills, R.	Gould, G. R. Johnson, L. R. Braid, R.	Hills, C. J. Harris, G. Bayliss, A. F. Crocker, R.	Leech, T. Wells, D. W. Mowbray, C. R.
FIRST ELECTRICAL OFFICER	Henderson, I. (Actg.)	James, R. M. (Actg.)	Kendall, N.	Peacock, D. C.	Bowles, P. (Actg.)	Palmer, R. K.
SECOND ELECTRICAL OFFICER						
FIRST REFRIG. ENGINEER OFFICER						
ENGINEER CADETS				Pepperall, R. A. Thow, J. A.		
<hr/>						
	<b>Coromandel</b> 7,065 tons	<b>Patonga</b> 10,071 tons	<b>Somali</b> 9,079 tons	<b>Soudan</b> 9,060 tons	<b>Strathardie</b> 13,057 tons	<b>Strathbrobra</b> 12,539 tons
CAPTAIN	Adie, I. D.	Haggas, M. H.	Wacher, J. F. R.N.R.	Underwood, R. F.	Terry, J. W.	Barrett, G. C.
CHIEF OFFICER	Merrick, A. E.	Barrett, A. D.	Pearce, R. J. S.	Hayward, P. E.	Clark, J. G.	Townsend, S. W.
SECOND OFFICER	Moulin, M. J. F.	Meredith, J. E. W.	Cutmore, P. R. D.	Kilner, J. B.	Jamison, S. S.	Peggs, G. J.
THIRD OFFICER	Grove, G. R. W.	Swann, J. F. Cooper, D. B.	Coles, R. St. A.	Habberley, J. S.	Smith, R. M.	Callaway, S. R.
JUNIOR THIRD OFFICER						Johnson, P. F.
FOURTH OFFICER	Dagnall, M. S.		Woodger, R. P.	Woodhead, J. W.	Tadman, J. R. P.	
RADIO OFFICER	Gray, A. H.	Westwood, J. V.	Gaston, B. A.	Clark, T. R.	Sloan, J. F.	Harding, G. R.
TRAINEE RADIO OFFICER					Bluer, D. W. J.	
CHIEF STEWARD	Thomas, P. J. N.	Walker, I. L. Packer, G. J.	McAllister, W. J. Sanderson, W. E.	O'Brien, P.	Gliddon, R. G.	Morris, A. R.
CARPENTER	Wilson, P. G. Cugley, J. R. Knight, J. S.		Wright, J. H. G. Bird, J. D. S. F. Holt, R. C.	Footman-Williams, P. J.	Vlasto, K. M. Jarvis, P. St. J. Pickford, P. W. Hunt, S. G.	Williams, J. R. Thompson, I. R. Blinch, J. C. Willys, N. D.
CADETS				Macgregor, S. R. Keane, D. N. Lee Kim Lin, J.		
CHIEF ENGINEER OFFICER	Crowe, D. P. C.	Bayliss, N. H.	Lambert, A.	Gardner, A.	Harrison, A.	Morrow, N. S.
SECOND ENGINEER OFFICER	Lindsay, J.	Walsh, J. J.	Wells, R.	Grady, P.	Graham, G. R.	Hall, V.
THIRD ENGINEER OFFICER	Fairley, I. J.	Haddon, C. D.	Pullen, M. J. (Add.)	Bannister, A. (Add.)		Littlejohn, M. T.
JUNIOR THIRD ENGINEER OFFICER		Mathie, J.	Hornby, J. A.	Bartle, R. (Actg.)	Marshall, W. S.	Edge, D. (Actg.)
FOURTH ENGINEER OFFICER	Hodges, K. J.	McIlreavy, D. I.	Andrews, K. B.	Harvey, A. T.	Hughes, P. G. (Actg.)	Mills, A. W.
JUNIOR FOURTH ENGINEER OFFICER			Greenback, M. J.		Rowland, R.	
ASSISTANT ENGINEER OFFICER	Holmes, A. D. Stansfield, S. Carr, R. Nicol, S.	McConnell, W. Blyzno, A. Hudson, R. O.	Smith, F. K. O'Dell, A. J. A.	Rowe, E. Robinson, R. W. Ditte, M. P. Thorpe, K.	Bazeley, G. Johnstone, D. T.	Scott, I. S. Platt, G. C.
FIRST ELECTRICAL OFFICER		Wright, A.	Reid, J.	Dumoulin, C. J.		Crawley, M. T.
ELECTRICAL OFFICER	Robertson, C.				Wyles, B. M.	
FIRST REFRIG. ENGINEER OFFICER		Lamerton, J. H.				
SECOND REFRIG. ENGINEER OFFICER		Mills, E. H. (Actg.)				
ENGINEER CADETS					Mulleneux, R. A. Beaton, D. D. M.	

# FLEET LIST

(As of 15th February 1968)

Rank	Canberra	Oriana	Arcadia	Iberia	Orsova	Oronsay	Orcades	Himalaya	Chusan
CAPTAIN	45,733 tons	41,915 tons	29,871 tons	29,613 tons	28,789 tons	27,631 tons	28,165 tons	27,955 tons	24,061 tons
STAFF CAPTAIN	Riddell, E.G.H.	Edgcombe, C.	Cowen, E.	Vickers, W. B.	Trenfield, M. A.	Cutler, R. J. H.	Green, J. D'O	Prowse, M. R.	Nowell, R. B.
NAVIGATOR	R.D., R.N.R.	C.B.E., R.D., R.N.R., Cdre.	R.D., R.N.R.	R.D., R.N.R.	R.D., R.N.R.	R.D., R.N.R.	R.D., R.N.R.	R.D., R.N.R.	R.D., R.N.R.
FIRST OFFICER	Dallas, A. H. W.	Lincott, T. A. M.	Scott, Masson, D. J.	Chamneys, M.	Harrison, G. K.	Cookman, R. D.	Field, A. J.	McGowan, G.	Howe, G. E.
SECOND OFFICER	Love, P. W. D.	Crichton, J. A. P.	Guthrie, D. C.	McCarthy, T. J.	Hannab, D. H.	Gaffney, D. B.	Goddard, C. H.	Jackson, P. B.	Robinson, E. A.
THIRD OFFICER	Rushan, M. D.	Watkins, T. P.	Paston, J. W.	Swetnam, D. M.	Perry, D. J.	Gibb, I.	Fitzwalker, J. S.	Free, C. F.	Broome, P. C. J.
FOURTH OFFICER	Christey, A. H. D.	Smyle, C. R.	Jackson, R. L.	Mavity, B. G.	Purchase, C.	Short, C. R.	Tinsley, A. R.	Wood, R. T.	Cook, I. B.
JUNIOR FOURTH OFFICER	Nash, B. G.	Campbell, C. R. P.	Curry, D. A.	Jollan, M. H.	Adamson, M. N.	Knigh, R. D.	Mullins, A. P.	Hodges, A. P.	Scorgie, L. S.
CADET OFFICER	Fosco, R. W. L.	Williams, W.	Milner, B.	Loevely, P.	Andrews, R. G.	Messenger, N. R.	Chippfield, B. V.	Burton, G. A.	Hall, R. S.
	Ogilvie, A. E.	Lampe, N. H.	Abbey, C. T.	Hall-Thompson, M.	Ellison, R. C.	Coldham, R.	Willis, D. H.	Ogden, R. P.	Knigh, C. H. C.
	Curr, M. P.	Godfrey, R. M. N.	Plisworth, D. G.	Carter, P. W. T.	Montgomery, D. P.	Curran, R. N.	Morris, P. L.	Durrell, H. E. P.	Reeves, J. E.
SR. CHIEF RADIO OFFICER	Hawkins, R. J.	Le Gear, E. R.	Rainey, W. J.	Williams, H. (Actg.)	Burch, H. R.	French, J. B.	Evans, G. W.	Jameson, C.	Portess, F. H.
CHIEF RADIO OFFICER	Morrison, J. H.	Dowie, D.	Cahill, R. V.	Hargreaves, W.	Berry, H. C.	Easton, D. J.	Cowley, C. D.	Chapman, R. J. E.	Keeling, W.
FIRST RADIO OFFICER								(Actg.)	
SECOND RADIO OFFICER	Clapman, G. A.		Kerslake, D. G. T.	Murphy, H. F.				Rogers, D.A.(Actg.)	Ferguson, G. J.
JUNIOR SECOND RADIO OFFICER	Lancaster, R. D.		Thorn, R. J.	Harris, P. J.				Ruscoe, A. C.	Dornan, T. P. D.
THIRD RADIO OFFICER	Malcolm, D. M.		Murphy, J. M.	O' Connor, K. L.				Lownsborough, R. G.	Dunn, A.
JUNIOR THIRD RADIO OFFICER	Macaskill, N.								
FOURTH RADIO OFFICER	Wallis, B. R.								
JUNIOR FOURTH RADIO OFFICER	Livmore, J. R.								
SURGEON	Watson, S. W.								
ASSISTANT SURGEON	O'Brien, F. V.								
NURSING SISTERS	Menzies, I. G.								
	Edwards, K. M.								
	Skinner, I. M.								
CARPENTER	Richards, W.								
PLUMBER	Richmond, T.								
BOATSWAIN	MacKay, J.								
CADET									
CHIEF ENGINEER OFFICER	Stewart, I. H.	Mazonwicz, T. M.	Thompson, T. W.	Twining, D. W.	Smith, D. H.	Crone, R. A.	McLeod, J.	Skakle, J. H.	Marriott, M. M.
FIRST ENGINEER OFFICER	Bownass, A. W.	King, D. M.	Graham, A.	Crowe, S. G.	Good, E. McD.	Debey, B.	Ayton, A.	Love, B.	Stewart, R.
SECOND ENGINEER OFFICER	Dempster, W. A.	Newby, C. T.	Marsb, G. W.	Juniper, P. F.	Wilkie, T. McG.	Drummond, W.	Nash, I.	Cross, K. J.	FitzGerald, P.
JUNIOR SECOND ENGINEER OFFICER	Norledge, T. K.	Bauchop, C. T. M.							
	Johnstone, W. M.								
	Brogden, M. L.								
THIRD ENGINEER OFFICER	Robinson, R. D.	Line, K.	Turner, D. G.	Green, J. G.	Gough, A. W.	Richardson, P. R.	Wilding, C. A.	Dobbie, R. E.	Weatherston, J. C.
JUNIOR THIRD ENGINEER OFFICER	Sugdon, R.	Hancock, T. R.	Darling, K.	Eckersley, J. S.	Richardson, P. R.	Robinson, P. R.	Selwood, J. A.	MacRae, M. M.	Arnold, G. C.
FOURTH ENGINEER OFFICER	Clare, P. T. J.	Hogan, A. N.	Hilton, M.	Statham, D. J.	Field, K. C.	Robinson, P. R.	Whitby, D. J.	Moore, D. W.	Kelly, K. V.
JUNIOR FOURTH ENGINEER OFFICER	Kingston, R. M.	Massey, W. T.	Walker, C. S.	Taylor, K. W.	Rennie, L. M.	Field, K. C.	Baron, K.	Cooke, D. P.	Dale, P.
	Fox, A. P.	Munroe, J. L. D.	Talbot, M. G.	Sauvary, P. E.	Barracough, A.	Marshall, J. J.	Turner, R. J.	O'Dell, J. A.	Moit, D. P.
					(Actg.)				Wright, C. (Actg)
ASSISTANT ENGINEER OFFICER	McQueen, G. J.	Nicholson, B.	Yeoman, A.	Chippfield, T. D.	Quirk, P.	Watson, A. A.	Dakin, A. R.	Wadsworth, G. S. J.	Nicoll, J. G.
	Buckley, R. H.	Gwynn, G. D.	Wantsall, D. W.	Wall, L.	Bench, N. W.	Hughes, S.	Evans, A. W.	FitzGerald, J. A.	Maddock, D. J.
	Adair, I. R. J.	Stokes, P. F.	Janes, M.	Milligan, T. K.	Betts, J. W.	Fulbrook, P. R.	Frid, K.	Riley, K.	Riley, K.
	Stringer, J. S.	Stokes, D. J.	Selby, D. C.	Caulfield, M. K.	Hunt, K. W.	Mitchell, J. P.	Ainsworth, S. J.	Pitten, G. A. J.	Pitten, G. A. J.
	Clay, M. J.	Bell, J.	Lee, P. R.	Payne, E. L.	Baker, G. K.	Brown, I. R.	Brangwynne, K. J.	Shea, A. D.	Shea, A. D.
	Hewison, A.	Robinson, P. H.	Plumb, R. F.	Gregory, D. J.	Kelly, R.	Pilkington, G.	Smiley, N.		
		Cook, J. C.							
		Murphy, M.							
		Trollope, D.							

FIRST ELECTRICAL OFFICER  
SECOND ELECTRICAL OFFICER  
JUNIOR SECOND ELECTRICAL OFFICER

ASSISTANT ELECTRICAL OFFICER

VENTILATION OFFICER

FIRST REFRIG. ENG. OFFICER

JR. FIRST REFRIG. ENG. OFFICER

SECOND REFRIG. ENG. OFFICER

THIRD REFRIG. ENG. OFFICER

JR. THIRD REFRIG. ENG. OFFICER

BOILERMAKER

Davidson, E.

Corrall, L. J.

Matthews, B.

Fazey, A. J.

Struthers, A.

Jones, M. J.

Hutchinson, J.

Bowyer, R. V.

Sumner, A. S.

Baxter, M.

Stewart, A. C.

Seddy, M. J.

Dunlop, C. I.

Reid, N. (Actg.)

Turner, P.

Temple, R. C.

Flint, K. J.

Miles, M. J.

Batt, P.

Keating, J. D.

Staddon, M.P.

Bennett, P.

Atkins, J. M.

Philips, D.

Robilliard, C.

West, V. C. C.

Ford, S.

Donze, A. L.

Fisk, P. A.

Blackburn, L. M.

Furness, S.

Fisher, L. W. B.

Westwood, K. C.

Lomas, G. M.

Blamire, S. M.

Woolter, P. M.

Reeve, L.

Craig, P. M.

Allman, C. M.

Aspin, K. W.

Wiles, B.

Cheetham, J. C.

Jamison, A. C. (Actg.)

Talboys, R. S.

Riley, W. F.

Balhatchet, D. R.

James, J. D.

Edwards, T.

Williams, B. V.

Steadman, H.

Rust, W. H.

Porter, J. B.

Lyne, G. J.

Pennington, P. W.

Buxton, C. B.

Huelin, R. P.

Guilla, P.

Toombs, B.

Whicker, M. C.

Williams, R. A.

Romham, J. S. W.

Milne Buckley, C. G.

Hawkesworth, M.

Hemstey, W. A.

Cardinell, E. J.

Orchard, J. C.

Dicks, J. C.

Tingay, A. A.

Haynes, S. A.

Gray, D. R.

Bickel, S.

Kiv, V. J.

Powell, J. D.

Sharp, D. R.

Ward, J. B.

Payne, J. V.

Jewell, S. E.

Barringer, H. L.

Davis, G.

Borcham, A. W.

Whiteford, A. F. M.

Smyth, J. J.

Edwards, A. S.

Berridge, R.

Jones, G. A.

Millis, K.

Spurling, R.

Hutchinson, I.

Donkin, W. C.

Bullock, F. S.

MacVoy, R.

Porter, J. B.

Garnett, K. S.

Canham, K. J.

Davis, R. W.

Douglas, A. C.

Newstead, A. M.

Crouch, R. W.

Reynolds, S.

Wyeth, L. C.

Redsher, A. S.

Lyne, G. J.

Mulder, B. K.

Miller, R. W.

Winters, J. E. T.

Nicholls, R. K.

Foskett, C. R.

Whitmore, A. R.

Archibald, P. M.

Van der Wegen, W. P. J.

Hammond, C. B.

Van Veenendaal, A. P.

Barlow, P. J.

Isaacson, J. W.

Davis, J. H.

Moisewitsch, B.

Shunt, P. M.

Reading, E. A.

Munt, D. E. I.

Graham, E. A.

Dunford, R. H. J.

Beck, M. J.

Cresswell, E.

O'Connor, J. (Actg.)

Thompson, D.

Bickford, D. G.

Clayburn, R. B.

Hughes, B. R.

Robertshaw, P. C.

Ross, A.

Flaherty, K.

Griffiths, A. F.

Askew, D.

Taylor, N. R.

Rattray, B.

Brown, A. K.

Bowey, S. A.

Childs, J. A. N.

Stringer, R.

Miles, P. H.

Jennison, P. C.

Meyrick, J. J.

Dixon, I. J.

Gardiner, P. P. F.

Miller, D. G.

Jooordens, I.

Forbes, M. M.

Warner, D. L.

Van Der Linden, J.

Hill, J. A.

Haynes, S. L.

Macintosh, E. D.

Lynch, J. P.

Dorrell, C.

Burton, E. D. E.

Dillon, N. A.

Robertson, E. J.

Reid, J. B.

Brown, L. C.

Grundy, W.

Milne, G.

Roberts, W. T.

Bennett, F. G. P.

Duncan, H.

McKay, A.

Denton, R. S.

Taylor, F.

Reynolds, J. M.

Muse, R.

Chilton, B.

Packham, A.

Martin, W. G.

Hackett, R. (Actg.)

Somers, P.

Blurton, D. G.

Onslow, M. G.

Webb, P. E.

Dawes, M.

Heap, G. L.

Earp, M. K.

Tutton, P. A. D.

Jones, M. T.

Maaset, M.

McClintock, P. F.

Redgewell, S.

Somerville, J.

Thorne, L. A.

Ooyevaar, I.

Bessant, J. M.

Sheen, C.

Henwood, P.

Burton, E. D. E.

Webb, S. P.

Leeft, D. B.

Hartle, J. L.

Milford, J. M.

Davies, D. B.

Manzi, L. J.

Brown, L. C.

Grundy, W.

Ripken, R.

Brooks, R. B.

Caughy, W.

Stephens, G. C.

Fiddling, K.

Butler, R. J.

Martin, S.

Snape, D. W.

Millon, B. J.

Ames, N. S.

Fricker, D. A.

George, R. T. (Actg.)

Brown, P. F. (Actg.)

Williams, M. L.

Morgan, W.

Warren, L. S.

Pollard, T. M.

Holtom, C. D. R.

Hodgeman, G. P.

Harriss, R. M.

Bull, K. R.

Hopper, C. H.

Price, M.

Andrews, M. W.

Smyth, J. C.

Gaus, R. N.

Bennett, R. J. T.

Archer, P. A.

L'Estrange, V. B. J.

Van Dongen, A. J.

Culmer, J. F.

Thiele, L. N.

Young, P. S.

McCleery, F. M.

Ainley, D. J.

Faulkner, P.

Duncan, A. E.

Smith, A. L.

Bovall, R. A.

Mincham, G. A.

WOMAN SR. ASSISTANT PURSER

WOMAN ASSISTANT PURSER

WOMAN JR. ASSISTANT PURSER

TRAVEL ADVISER

ENTERTAINMENT OFFICER First Class

ENTERTAINMENT OFFICER Tourist Class

HOSSTESS First Class

HOSSTESS Tourist Class

CHILDREN'S HOSSTESS First Class

CHILDREN'S HOSSTESS Tourist Class

SV, C. H.

CHIEF STEWARD First Class

CHIEF STEWARD Tourist Class

CHEF

# FLEET LIST

(as of 15th February 1968)

## Strathconon

12,539 tons

**CAPTAIN**  
Blais, D. P.

**CHIEF OFFICER**  
Houghton, J. F. T.

**SECOND OFFICER**  
Hicks, M. F.

**THIRD OFFICER**  
Carvelth, R. N.

**JUNIOR THIRD OFFICER**  
Holt, R. C.

**FOURTH OFFICER**  
Macey, I. D.

**RADIO OFFICER**  
Waters, P. E.

**JUNIOR RADIO OFFICER**  
Waters, P. E.

**CHIEF STEWARD**  
Byrnie, K. P.

**CARPENTER**  
Jackson, S. A.

**CADETS**  
McCurry, R. G.  
Francis, A.

## Sunda

9,234 tons

**Bullock-Webster, R.**

**CHIEF OFFICER**  
Dorrnon, D. A.

**SECOND OFFICER**  
Stokoe, G. A.

**THIRD OFFICER**  
Wilson, J. R.

**JUNIOR THIRD OFFICER**  
Fatchen, M. J.

**FOURTH OFFICER**  
McQuiter, A. D.  
(Actg.)

**RADIO OFFICER**  
Dellow, K.

**JUNIOR RADIO OFFICER**  
Dellow, K.

**CHIEF STEWARD**  
Ross, R. J.

**CARPENTER**  
Bishop, M. A. W.

**CADETS**  
Bell, J. M.  
Harrill, J. C.

## Surat

8,925 tons

**Kingswood, L. C., R. N. R.**

**CHIEF OFFICER**  
Hughes, D. T.

**SECOND OFFICER**  
Rodger, D. A.

**THIRD OFFICER**  
Temple, J. M. G.

**JUNIOR THIRD OFFICER**  
Young, R. G.

**FOURTH OFFICER**  
Drummond, D. B.

**RADIO OFFICER**  
Hodgskin, W. J.

**JUNIOR RADIO OFFICER**  
Pitt, A. C.

**CHIEF STEWARD**  
Vaughan, B.

**CARPENTER**  
Taylor, D. R.

**CADETS**  
Marshall, N. C.  
Harrill, J. C.

## Gathay

13,808 tons

**Harris, E. V., R. N. R.**

**CAPTAIN**  
R. D. R. N. R.

**CHIEF OFFICER**  
Harris, G. E.

**SECOND OFFICER**  
Bingham, M. G.

**THIRD OFFICER**  
Feasey, F. H.

**JUNIOR THIRD OFFICER**  
Pinney, S. R.  
(Actg.)

**FOURTH OFFICER**  
Gibson, K.

**RADIO OFFICER**  
Ridley, M. J.  
(Actg.)

**JUNIOR RADIO OFFICER**  
Hollinrake, J. B.

**CHIEF STEWARD**  
Berrick, E.

**CARPENTER**  
Brookbank, J.

**CADETS**  
Moore, J.  
Beattie, S. J. V.  
Davidson, M. H.  
Caughy, G. F. H.  
Purdy, R.

## Chitral

13,821 tons

**Reed, P. C.**

**CHIEF OFFICER**  
Hanning, D. A.

**SECOND OFFICER**  
Hayward, E. L.

**THIRD OFFICER**  
Church, V. R.

**JUNIOR THIRD OFFICER**  
Robertson, K. B. P.

**FOURTH OFFICER**  
Graham, P. (Actg.)

**RADIO OFFICER**  
Jolly, M. P.

**JUNIOR RADIO OFFICER**  
Ashby, J. R.

**CHIEF STEWARD**  
Saunders, P.

**CARPENTER**  
Pike, J. F.

**CADETS**  
Bailey, A. V.  
Stutt, I. C.  
Alban, S. J.  
Brown, J. R. H.  
Lakin, J. B.

## P & O RADIO OFFICERS IN TRIDENT TANKERS

**Bushra, Mofatt, N. M.:** *Dorty, Richardson, P. S.; Ellenga, Hewlett, R. H. K. (Fr.); Ellora, Silo, C. S. (Fr.); Eridge, Moffatt, D. S.; Enna, Soper, P. R.; Garonne, Smith, H. K.; Grafton, Sims, D. W.; Grafton, Walton, J. F.; Herthrop, Gill, C. J. (Fr.); Kent, Watson, J. D.; Maloja, Wood, K. T. (Fr.); Madwa, Dyson, A. L. (Fr.); Manita, Beck, T. A.; Megna, Atkinson, D. J. (Fr.); Opawa, Enrico, P. C. A.; Orama, Horsburgh, D. I.; Orama, Sanderson, R. W. (Trainee); Orissa, Hall, H. V.; Orissa, Bell, R. G. (Trainee); Orana, Haynes, J. E.; Queda, Kennington, R. M. (Actg.); Qutloa, Taylor, M. (Fr.); Talamba, Keightley, C. (Fr.);*

**Stubbs, J. M.**

**Galvin, I. M. (Add.)**

**Page, D. (Add.)**

**Hancock, D. A.**

**Goodman, A. J. (Actg.)**

**Orwin, B.**

**Hampton, H. R.**

**Fisher, E. H.**

**Biggs, R. L.**

**Walker, D. J.**

**Martin, W. F.**

**Cooper, T. L.**

**Dixon, A. W.**

**Twibee, H.**

**Loosen, G.**

**CHIEF ENGINEER OFFICER**  
Godbold, W. C.

**SECOND ENGINEER OFFICER**  
Robinson, L. H.  
Connolly, G. A.

**THIRD ENGINEER OFFICER**  
Smith, D. C.

**FOURTH ENGINEER OFFICER**  
Kays, R. S.

**JUNIOR FOURTH ENGINEER OFFICER**  
Kays, R. S.

**ASSISTANT ENGINEER OFFICER**  
Kays, R. S.

**FIRST ELECTRICAL OFFICER**  
Pitman, I.

**SR. ASSISTANT PURSER**  
Calvert, R.

**ENGINEER CADETS**  
Denton, R. J. A.  
Harwood, N. W.  
Sutherland, L. J.

**CHIEF ENGINEER OFFICER**  
Jarvis, H.

**SECOND ENGINEER OFFICER**  
Maskell, M.

**THIRD ENGINEER OFFICER**  
O'Brien, L.

**FOURTH ENGINEER OFFICER**  
Footitt, C.

**JUNIOR FOURTH ENGINEER OFFICER**  
McLaren, A. G.

**ASSISTANT ENGINEER OFFICER**  
Chull, C. R.

**FIRST ELECTRICAL OFFICER**  
Bradley, S. J.

**SR. ASSISTANT PURSER**  
Summer, (Add.)

**CHILDREN'S HOSTESS**  
Taylor, R. G.

**CHIEF STEWARD**  
Mitchell, M. S.

**CADETS**  
Onions, R. J.  
White, A.  
Punfrey, V.  
Fox, T. J.  
Hewitt, H. K.  
Berriman, C. P.  
Green, J. V.

**CHIEF ENGINEER OFFICER**  
Chandler, C. A. G.

**SECOND ENGINEER OFFICER**  
Baird, N. A.

**THIRD ENGINEER OFFICER**  
Cole, M. J.

**JUNIOR THIRD ENGINEER OFFICER**  
Long, G. S.

**FOURTH ENGINEER OFFICER**  
Jarvis, H.

**SECOND ENGINEER OFFICER**  
Maskell, M.

**THIRD ENGINEER OFFICER**  
O'Brien, L.

**FOURTH ENGINEER OFFICER**  
Footitt, C.

**JUNIOR FOURTH ENGINEER OFFICER**  
McLaren, A. G.

**ASSISTANT ENGINEER OFFICER**  
Chull, C. R.

**FIRST ELECTRICAL OFFICER**  
Bradley, S. J.

**SR. ASSISTANT PURSER**  
Summer, (Add.)

**CHILDREN'S HOSTESS**  
Taylor, R. G.

**CHIEF STEWARD**  
Mitchell, M. S.

**CADETS**  
Onions, R. J.  
White, A.  
Punfrey, V.  
Fox, T. J.  
Hewitt, H. K.  
Berriman, C. P.  
Green, J. V.

**SECOND REFRIG. ENG. OFFICER**  
Middleton, D. J.

**PURSER**  
Ewan, W. A. J.

**SR. ASSISTANT PURSER**  
Adams, A. M.

**CHILDREN'S HOSTESS**  
Sinfield, L. J.

**CHIEF STEWARD**  
Curtis, C. A.

**CADETS**  
Robertson, A.



### Families

Each of the Society's 13 homes houses families of brothers and sisters, with its own housemother, and the children enjoy an ordinary home life as near normal as possible. The Society pioneered this family group method of child care.

It is astonishing to read that children in the care of the Homes in the early part of this century were housed, clothed and fed at an annual expenditure of just over £17 each. Today it costs over £400.

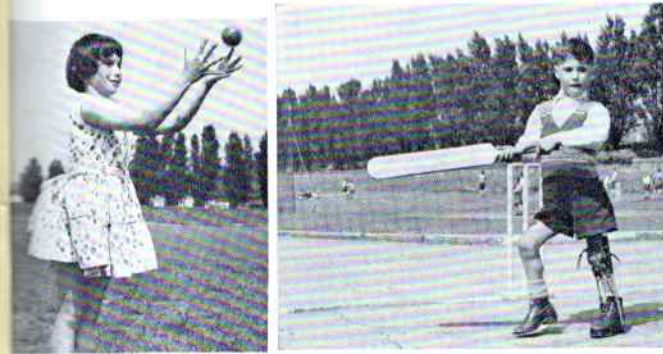
Housemothers are given the maximum responsibility and freedom in bringing up their "families" and receive skilled assistance whenever difficulties arise.

The children have the benefits of spacious playing fields for sports, with a gymnasium and swimming baths, woodwork shop and equipment for climbing ropes and nets. Sandpit, swings, and slides, indoor games, homely fun of play acting and dressing up, and the usual children's activities are available.

When they leave the Homes after-care workers help to assist them into a variety of jobs, but naturally many of the boys follow their fathers' footsteps to sea.

This Society has its own primary school, and the senior children attend a variety of schools in the neighbourhood.

Arrangements are made for the boarding out of boys and girls with foster parents and this method is adopted whenever it is considered in the child's best interest to do so.



Children playing at Newland

## Voluntary aid for seafarers' children

In these days of the flourishing Welfare State people often feel there is a diminishing call for service to others in need; but there are still numerous examples of voluntary service and our country would be the poorer without them.

One of these voluntary organisations, and one of the oldest charities in the country, is the Sailors' Children's Society at Newland, Hull, which began 145 years ago.

Its main purpose is the care of seafarers' children in one of the finest children's homes in the country. There, more than 100 boys and girls from all over Great Britain, whose fathers were, or are, seamen, are brought up and educated. Other Homes are at Whitley Bay, Hornsea, and in the City of Hull. A further 450 children are supported in their homes with widowed mothers around the country.

To have sustained this ever-growing organisation entirely on voluntary funds has been no mean task. Those who do such work in order to help the needy children of British seamen deserve every gratitude and praise.

### Policy

The work of the Society also includes the welfare of seamen in the Humber.

This goes back to the Society's early policy of helping the seaman himself as well as his family, and on the staff in the Humber area are welfare officers for seamen. Homes for aged seafarers have been set up in six ports altogether, where the residents pay a reasonable contribution whilst retaining their independence.

In addition, the Society operates a ships' library service on behalf of the British Sailors' Society and more than 10,000 books a year are placed aboard vessels.

It has sponsored the Merchant Navy Hotel in Hull and in Goole and acts as agents for the Royal Alfred Merchant Seamen's Society and the Shipwrecked Mariners' Society.

But the Society's work is principally concerned with children, all of whom are connected with the sea and is proud to give assistance, whenever it is needed, to those at sea.

Living at the Newland Homes in Hull at the present time are three brothers whose father is a marine engineer in one of the ships of the P & O Lines; other families who have lost a father at sea, are eligible to receive the Society's subsidisation until the children leave school, or other support.

It is impossible for every seafarer to provide against misfortune by his own individual efforts, and local authorities cannot do everything. The voluntary work of the Sailors' Children's Society in Hull, with more than 100 years' experience in child care, has still its indispensable part to play.

# DAMSEL IN DISTRESS



By Ashley Randall *ex-Purser*

Some 30 to 40 years ago, before the advent of air conditioning, men passengers on our ships often opted to sleep on deck in hot climates, such as in the Red Sea. About 10 p.m. stewards would come stumbling up the companionway with beds on their shoulders and go stumbling down again about 5 a.m. so that the decks could be hosed down.

As for the women, as they were not supposed to feel the heat and at all times to appear fresh and as cool as cucumbers (and in my day women travelling East did just that), no such opportunity was theirs. To sleep on deck was something a lady never did, and this led to the following incident :-

In my early 20's during the month of July 1912 I found myself Purser of an ill-fated passenger-cum-mail ship (she now lies at the bottom of the sea off Ushant) ploughing her way through the Red Sea towards Bombay at a late hour on a very hot and sultry night.

It was a time when the monsoon was blowing in the Indian Ocean, consequently there were very few passengers. Everything was very quiet, in fact all that could be heard was the swish of the water past the port holes, which were only a few feet above the water line, (as the Purser's cabin was on the maindeck) and one could feel more than hear the dull rhythmic thud of the propeller.

## Screams

Just as I was about to turn in, the silence was rent by a woman's piercing screams coming from a cabin not far from my own. Being young and romantic, visions of rescuing some fair damsel in distress flashed before my eyes, and I gallantly tore to her aid. I burst open the door of the cabin from which the screams were coming, caught my foot on the coaming and fell on my face on the deck, picked myself up, glared round wildly pre-

pared to do battle, but to my surprise I could not see anything or anybody to do battle with.

What I did see however filled me with some confusion, because lying full length on a bunk was the bare form of a woman, her arm was fully extended grasping a book in her hand — her legs were wildly kicking in the air, her eyes were tightly closed and she was still screaming at the top of her voice.

Even the dullest of intellects have moments of inspiration and I realised immediately that this was a situation which called for the attention of someone more capable than myself. As I turned to dash out again, somewhat puzzled at the woman's behaviour, I glanced over my shoulder, and then it was I saw the cause. A flying fish had shot through the port hole, hit the wall of the cabin above her with considerable force, and the shattered remains had fallen on her bare bosom, where the tail of the fish was still feebly wagging.

The sequel to the incident was that when I tried to leave the cabin again, I found I could not. I had burst open the cabin door with such violence that it had swung back and the lock had sprung, and it was not until a steward had procured a key that I was able to emerge. There was a reception committee of passengers and crew waiting for me, and their attitude was very hostile indeed.

As for the fair damsel I had rescued in distress — such is the reward for virtue — she was very far from being pleased with me because I had thrown the evidence through the port hole and she had to endure some very embarrassing badinage for my being in her cabin. I was very pleased to see her going down the gangway at Bombay, as during the rest of the voyage whenever her gaze dwelt upon me, I felt that she could cheerfully cut my throat.

# MARKETING FREIGHT

By RUSSELL PETERS  
*Freight Marketing Manager*

"Tell me, what do you mean by Marketing?" — It seems an innocuous question, but the more often it is asked, the more varied will be the answers. Marketing is a concept based on two fundamental beliefs. First, that all Company planning policies and operations should be directed towards the customer and secondly, that the objectives of the Company should be to earn the maximum long-term profit. Within the framework of these two principles, every possible combination of ideas and practices can be used to develop a marketing orientated organisation.

There are many definitions of marketing, a different one in almost every book on the subject. They range from the explicit definition of the Institute of Marketing.

"MARKETING IS THE MANAGEMENT FUNCTION WHICH ORGANISES AND DIRECTS ALL THOSE BUSINESS ACTIVITIES INVOLVED IN ASSESSING AND CONVERTING CUSTOMER PURCHASING POWER INTO EFFECTIVE DEMAND FOR A SPECIFIC PRODUCT OR SERVICE AND IN MOVING THE PRODUCT OR SERVICE TO THE FINAL CUSTOMER OR USER SO AS TO ACHIEVE THE PROFIT TARGET OR OTHER OBJECTIVE SET BY THE COMPANY"

— to the sublime and all-encompassing —

"MARKETING IS THE CREATION AND DELIVERY OF A STANDARD OF LIVING TO SOCIETY"

However helpful or otherwise these definitions prove to be, every industry will use or adapt them according to their particular needs. For instance, marketing false eye lashes — hardly the creation and delivery of a standard of living to Society — requires different techniques than marketing computer systems, and the computer industry will have very different marketing problems than the shipping industry. However, let us consider why marketing is necessary and look at the way we are approaching the marketing of our freight services.

## SURPLUS

The need for marketing begins where there is a surplus of goods or services, and consequently, where there is a buyers' market. It follows that where there is a shortage of a commodity, say, rice in India, there will be no need for marketing — the problems will be concerned with production and distribution. Shipping services are operating in a buyers' market and competition in international transport is intense. It is under these conditions that marketing becomes an economic necessity.

Briefly then, in a sellers' market, the emphasis is on production, and, in the shipping sense, this means operation. But in a buyers' market, the emphasis is on the customer and this means — **MARKETING**.

The first objective of our marketing organisation is to develop a reliable and comprehensive system of market research which can provide up-to-date information to management and to those who are concerned with selling and operating our freight services.

We have to know the extent of the market in all the areas in which we operate. We want to know the nature and volume of the various commodities that are being traded, the areas in which they are being manufactured and the ports through which they are being shipped.

## SCOPE

A comparison of the total movement of goods can then be made against what we carry in our ships, and this will immediately show the scope for improvement. We can then make plans to increase our share.

A systematic appraisal of the market will show trends from which we will be able to make better forecasts of



*Keith Reynolds, Director in charge of the Freight Organisation speaks to potential shippers at a reception in Vienna.*



*James Davis, General Manager in charge of Freight Sales and Marketing, literally on a soap box to tell shipping, financial and trade Press in Rotterdam about the 'I'm backing Britain' movement to encourage them to write about shipping products and travelling by P & O.*



'Grand March' at a reception in Mannheim, lead by Wolfgang Bushhorn and Cliff Hockley who are spearheading our drive to get more Continental freight.

potential growth, possible new markets, and a thorough knowledge of the market in each commodity field will give a better understanding of our customers' problems.

Much has already been done to code the information we require in readiness for the new IBM computer, and once the computer service is in operation, the handling of statistics should be greatly simplified.

In planning our cargo ship operations, we must be able to offer the customer the best possible service. He will want reliable schedules, efficient documentation, good outturn and swift delivery of his cargo. If anything does go wrong, he will expect immediate attention to his complaints. This is the sort of all round service that P & O can provide. If we are to capture a larger share of the freight market then we have got to make sure that the most important people — our customers and potential customers — know all about it.

#### LINK

The direct link between the company and the customer is the canvasser. He visits his clients regularly according to their needs and is at once a salesman, a spokesman, a counsellor, a shipping expert and, unfortunately, when things go wrong, an "Aunt Sally". He is the front line man and whether he is working in this country, on the Continent or in the Far East, he will be up against tough competition and needs to be well supported.

Of course, direct selling does not begin and end with the canvasser. It extends throughout the Company and is supported by advertising, sales promotion and public relations.

Our advertising has until recently been confined to the publishing of sailing schedules and shipping press. In a way, the onus has been on the shipper to look at the time-tables. Now, we have to go out and tell our customers what we have to offer and what advantages they can expect by shipping with us. This requires a new approach, and this year's advertising campaign extends to the national press and a wider variety of magazines.

Our activities in sales promotion include invitations to visit our ships, seminars for exporters, receptions and cocktail parties and even a Golf Match in which the

Japanese Business Houses in London compete against each other for the Strath Cup.

The promotion of the STRATHS was perhaps a classic example of co-ordinated marketing. Public relations took up the story from the moment the building contracts were signed and by the time of the maiden voyages, the STRATHS were probably the best-known cargo ships afloat. They had been broadcast, televised, publicised and advertised and there can be no doubt that this planned promotion of the STRATHS made the selling task much easier. Now the STRATHS are established, and being amongst the fastest and most modern cargo ships afloat, they are selling themselves, but they were certainly given an excellent start.

#### PROFITABILITY

So far, we have spoken of Marketing being Research, Planning, Sales Promotion, Advertising and Public Relations all concentrating on the customer, but of course, there is the other half of the story, that is, profitability.

There is always a danger of increasing sales for sales' sake, and all expenditure on promotion must be set against the net revenue that one hopes to obtain. Increasing revenue is a natural aim which stimulates the competitive spirit and is readily apparent. But the control of costs is equally important, and a judicious balance must be actively sought.

Our agencies in each of the countries with whom we trade can be thought of as marketing organisations in their own right. Marketing conditions vary all over the world and it would be suicidal to attempt to impose a uniform system. Each of our overseas agencies will be encouraged to use marketing techniques, but only the guide lines will be laid down.

Mr. Cliff Hockley has been given the task of co-ordinating our efforts on the Continent and will hold regular marketing meetings in the main European countries. More recently, Mr. Wolfgang Buschhorn, of Mare Schifffahrtskontor, has been appointed General Agent for West Germany and again, the accent will be on co-ordination of effort. Marketing a service is, after all, an intricately co-ordinated affair and depends on every person afloat and ashore giving the best service to our customers.

It is said that to the dedicated marketing man, every activity in the Company is controlled by marketing. Perhaps we should think the other way round and say that everyone in the Company exercises some control over marketing.

#### HOT AIR

Extract from *Oriana's* log for 1st. September, 1967 :-

"Berthed Pier 93, Los Angeles.

Noon temperature 991°F. Fine and Hazy".

—bet it was!

# MARINE TRAINING

## JOINT TRAINING ON BOARD SHIPS

There are now eight engineer cadets at sea gaining practical marine engineering experience during Phase II of their training. These cadets will be serving in both steam and motor vessels during this period.

An interesting aspect of the training of deck and engineer cadets has been the successful introduction of a large degree of joint training. During the last voyage of *Strathardle*, the deck cadets have been given practical instruction in the engine room, and engineer cadets have had considerable Bridge experience. Captain J. Clifford has taken a personal interest in the joint aspect of training and has arranged instructive tours ashore, of interest to both departments.

It is felt that the introduction of engineer cadets to the ships must create a healthy competition between cadets generally and we emphasise the importance of joint training to our future officers in view of the present trends in modern shipping.

## NEW ENGINEER TRAINING OFFICER

We welcome Alan Rushton, who has now taken over as Engineer Training Officer from Colin Bauchop, on a permanent basis. Mr. Bauchop has returned to a sea appointment after over two years ashore in the Marine Training Section. Mr. Rushton, prior to this appointment, attended a number of courses on training and personnel management.

## RUGBY FOOTBALL TOUR

The Rugby Tour will take place on 28 February against H.M.S. *Conway* and officers and cadets of any department who may be interested in this match should contact the Cadet Training Officer, Patrick Mitchell.

## MERCHANT NAVY TRAINING BOARD NEW SYLLABUS

A revised and much extended M.N.T.B. syllabus has now been applied to all navigating cadets, with the exception of those on the O.N.D. scheme. Part One of this examination is taken prior to the M.A.R. Course and Part Two in the Senior phase of training. We congratulate the following cadets on achieving marks in excess of 80%, which puts them within the zone for consideration for an Award of Merit, and which indicates that the new examinations are proving a great success:— Cadet Officer J. C. Banks, Senior Cadets I. C. Stutt, J. Lee Kim Lin, M. E. Skipper, W. E. Bland, L. Seow Hood Teck and Cadet M. S. Burgoine.

## ELECTRICAL OFFICERS' CERTIFICATES

These certificates were introduced in September of last year, and it is expected that all future electrical officers will possess an O.N.C. or an Electrical Technicians (T4) Certificate or equivalent. As it was anticipated that many serving officers would wish to obtain this certificate, the Marine Training Section have arranged with all technical colleges participating in this scheme for interested officers to enrol via the company.

Details of courses, enrolment and exemptions can be obtained on request from the Engineer Training Officer,

Mr. Rushton, or from Mr. Hewitt of Officers' Department. The thirteen week 'Block Release' which follows a successful completion of the Correspondence Course will be arranged in conjunction with the Officers' Department.

## ENGINEER CADETS' VISITS TO SHIPS DURING PHASE I TRAINING

With many of our cadets entering the company without any experience of ships or shipping, we hope that frequent visits to P & O vessels calling at ports within reasonable reach of the technical colleges can be arranged. We know that the cadets would welcome an invitation to visit the Company's ships as and when convenient. These visits are of an instructional nature and should not be confined to any one particular section of the ship.

## NEW CADETS

We welcome the following cadets who joined the Company in July, August and September of last year:— **Navigating Cadets:** J. M. Bell, Sevenoaks School; J. S. Knight, H.M.S. *Conway*; J. R. Cugley, School of Navigation, Southampton; S. Timm, School of Navigation, Southampton; D. L. Christie, The Nautical College, Pangbourne; R. W. Fraser, The Nautical College, Pangbourne; J. C. Blinch, H.M.S. *Worcester*; C. F. Campbell, H.M.S. *Worcester*; R. S. Holt, The Nautical College, Pangbourne; J. A. Child, The Nautical College, Pangbourne; J. P. Harris, School of Navigation, Southampton; N. C. G. Marshall, The Nautical College, Pangbourne; D. R. Taylor, T. S. *Mercury*.

**Engineer Cadets:** G. W. Archer, Shrewsbury Technical College; B. W. Arnold, Bournemouth School; K. J. Barnard, Grimsby Technical College; J. M. Bates, Lincoln Grammar School; C. M. Burnett, Havant Grammar School; J. C. Clutterbuck, Hereford Technical College; P. H. Dent, South Shields Grammar School; P. M. C. Feltham, Melton Mowbray Grammar School; R. W. A. Fraser, Leith Academy Senior Secondary; D. W. Frew, Kilmarnock Academy; J. P. Grey, Anderson Educational Institute, Lerwick; S. F. Hoskin, Park Barn Secondary School; R. C. Hutchinson, St. John's College, Leatherhead; D. J. Lund, Worksop Grammar School; G. A. McAllister, Wymondham College, Norfolk; I. G. Moignard, Victoria College, Jersey; M. B. Mullen, Wellington Boys' Secondary; K. E. Nash, Accrington College of Further Education; J. O'Brien, St. Peter's High School, Doncaster; J. F. Pirie, Buckie High School, Banffshire; M. T. Prowse, Kingswood Grammar, Bristol; K. M. Rhodes, Pinner County Grammar School; P. J. Sara, Bitterne Park Secondary, Southampton; I. J. Squires, Sir Joseph Williamson's Mathematical School, Rochester; M. J. Sweetmore, Tewkesbury Grammar School; T. P. Walsh, Dunraven Christian Brothers, Co. Waterford; D. Whittaker, Lancaster Royal Grammar School; D. M. Wicken, Maidstone Technical High School; C. J. Wicks, Woolwich Polytechnic; C. A. G. Williams, The County Secondary, Fishguard.

## PROMOTIONS TO CADET OFFICER

We congratulate the following cadets on their recent promotion to Cadet Officer:—

P. L. Morris, *Orcades*; P. R. Simmonds, *Himalaya*; J. C. Banks, *Oriana*; W. E. Bland; *Patonga*.

## O.N.D. IN MECHANICAL ENGINEERING /NAUTICAL SCIENCE

We congratulate the following cadets who have successfully gained their Diplomas:—

**Mechanical Engineering — Engineer Cadets:** C. J. Wooding; J. A. Thow; L. J. Sutherland; R. A. Pepperall; R. A. Mulleneux; D. D. M. Beaton.

These engineering cadets are therefore exempted from the whole of Part A and part of Part B of their Second Class and Chief's Certificates.

**Nautical Science — Navigating Cadets:** S. J. V. Bearne; B. Vaughan; K. P. Byrne.

These navigating cadets are therefore exempted from English, Mathematics, Principles of Navigation and General Ships' Knowledge paper in the Second Mate's Examination and Meteorology, Elementary Magnetism, Electricity and the Gyro Compass and parts of the paper on Ship Construction and Stability in the First Mate's Examination.

## REFERENCE LIBRARY AT HEAD OFFICE

Cadets are reminded that we hold an extensive range of technical books in the Marine Training Section and they are always welcome to call at Beaufort House to see them and borrow as required.

## MISS SUSAN BAKER

Sue Baker, who has worked in the Section for two years, is leaving the Company to enter training in the insurance world. Sue has been a great asset to our section and has been a considerable help to our training schemes by her loyalty and hard work. We wish her every success in her new career — she will be greatly missed.

## SECOND MATE'S EXAMINATION

We congratulate the following cadets who have gained their Second Mate's Certificates and recently rejoined the Company as Fourth Officers:— R. P. Ogden; P. W. T. Carter; J. E. Reeves.

## OFFICERS TO ASSIST IN RECRUITING

A number of officers and cadets in the past have volunteered to visit their old schools and other schools in their locality during their leave periods to give talks about careers at sea and the possibility of joining the Company as a cadet. These talks have undoubtedly assisted our recruiting programme. Officers from all departments who are interested and can spare the time to assist in recruiting will be most welcome. Lecture notes, literature and films are available and any interested officer should contact the Careers Information Officer, Marine Training Section, who will be pleased to meet him and discuss fully the types of lectures required and to help to arrange for visits to schools.

Any expenses incurred in travelling to and from the school and the officer's home will, of course, be paid by the Company together with any other out-of-pocket expenses.

## The Nut Case



"WILL YOU FIT IT WITH A PILGRIM NUT,  
HE SAYS IT IS NOT AUTHENTIC OTHERWISE."

Although we are concerned permanently with the recruiting of navigating and engineer cadets, officers must be prepared to answer questions about all sea-going appointments in the Company today.

## REMINDER

*Copy for the Family* — Officers and Leading Hands are entitled to ask for a copy of *About Ourselves* to be sent to their next-of-kin. Any who wish to make use of this facility and are not doing so already should write to the Editor, *About Ourselves*, P & O S.N. Co., Beaufort House, Gravel Lane, London, E.1 giving their name and rank, and the name and address of the next-of-kin to whom the magazine should be sent.

**Binders** — Binders are still available for volume VI (issues no. 6–13) and Volume VII (nos. 14–21). Binders together with inside fly-leaves and index, cost 10s. 6d. and will be sent on receipt of cheques. For those wishing to have their copies of *About Ourselves* bound for them, they should send the relevant magazines to the Editor, and he can arrange binding for a further 10s. 6d. making one guinea (£1 1s. 0d.) altogether. Binding takes approximately two weeks. Cheques or postal orders must accompany letters requesting binders or binding.

## PENSIONERS' REUNION LUNCHEON

Old Boys' Day is Tuesday, 18th June. The annual Reunion Luncheon will be held in *Himalaya* at Tilbury.

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# Florence Treloar Girls Visit 'Their' Ship

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By Captain R. D. Cookman, Staff Captain 'Iberia'

To the population of Southampton in general it was probably just like any other Thursday. Pay Day was in the offing, there was a week-end approaching to look forward to. But in *Iberia*, the well-earned five day break between cruises was coming rapidly to an end, and the ship's company was busy preparing for passenger embarkation and departure on another cruise on Friday evening.

Still, there was an unusual air of excitement and anticipation around *Iberia*, lying at Berth No. 107, on that Thursday, 8th June, 1967. We were shortly to meet a very special party of guests—most of the pupils and staff of the Florence Treloar School for Physically Handicapped Girls at Holybourne, near Alton in Hampshire.

Through the good services of the British Ship Adoption Society this "link" was forged virtually from the school's very beginning. In fact, the first letters were being written and contacts made some three months before the school opened in September, 1965. Of necessity, the build-up of pupils has had to be gradual and the number presently stands at 65. The ultimate target is for 100 girls to receive education based, in principle, on the normal grammar school curriculum but a special feature is the provision of Sixth Form work. This will give older girls a choice between an academic course, leading to Advanced Level Examinations of the G.C.E., a "modern studies" course, or a combination of these two.

Hitherto it had been impossible to arrange a visit to the ship, primarily because of the long journey from Holybourne to Tilbury, and also because *Iberia's* short spells in the U.K. nearly always seemed to coincide with school holidays when, of course, the girls go home to their families.

## Convoy

Now, at 2.20 p.m., the big moment had arrived. A small "convoy" of two motor coaches, a Sunshine coach and a mini-bus pulled up at the bottom of the gangway. At last "our" girls were here to visit "their" ship for the very first time. Regrettably, four girls were unable to make the trip. One was taking an art examination and three were in hospital. To the former we wished success and to the latter a speedy recovery.

Captain and Mrs. W. B. Vickers, the Ship's Organising Committee of T. Pybus, Bedroom Steward, Miss E. Harris, Stewardess, and F. Willgress, Welfare Leading Hand, and many members of all departments of the



Girls in wheelchairs being helped from a specially designed coach on arrival. The Staff Captain, Capt. R. D. Cookman is at the quayside to greet them.



Captain W. B. Vickers presents a cheque for £500 to Miss A. A. M. Wells, Headmistress. The Head Girl of the school looks on.

Quartermasters James Christie and Robert Duddy teach Susan Bunce, 11, and Caroline O'Neill, 12, to play deck quots.



ship were there to welcome our friends who, up to now, had only been signatories to letters or whom we had only seen featured in colour slides which had been sent to the ship.

### Television

Representatives of the Press and Television were present to record the arrival and subsequent tour round the ship. In fact, the occasion earned itself a "spot" in "South Today" on television the same evening.

With assistance from many willing helpers the girls, about half of whom were in wheelchairs, boarded in record time and were conducted straight up to the Boat Deck where several group photographs were taken in bright sunshine. The weatherman, in common with everyone else, was in the gayest of moods on this wonderful afternoon.

Escorted by numerous members of the ship's company the girls were taken in small groups on a pre-arranged tour of the First Class and Tourist Class Public Rooms, and passenger accommodation ending up with a visit to the Galley en route to the First Class Restaurant where a bumper high tea was served at 5 o'clock. There were specially printed souvenir menus for everyone and also 80 hand-painted miniature lifebuoys with appropriate wording to mark this memorable occasion. Souvenirs were also sent to our four young friends who were not able to be with us. Together with party hats and decorations there was certainly a gay atmosphere prevailing.

Such good justice was done to the menu that the big cake which the ship's baker had been commissioned to make was taken intact back to the school for subsequent demolition.

### Gift

When tea was over came the time for short but, nevertheless, sincere speech making. It was, indeed, a very proud moment for all of us when Captain Vickers presented the Headmistress, Miss A. A. M. Wells with a cheque for £500 for the supply and fitting of specially designed springboards, diving boards and ladders for the school's indoor swimming pool. This money had been raised not only by the ship's company, but also through the most generous support of passengers at raffles held on Race Meeting Nights.

Also presented at this time to the Head Girl were a large Japanese doll in a glass case, donated by our previous Captain, Captain M. A. Trenfield, a Spanish doll from the ship and a Madeira doll contributed by a physically handicapped passenger.

As may well be imagined the time for departure came all too soon, and amidst much gay laughter, autograph hunting and souveniring—during which several members of the crew lost their uniform caps—the party departed for home at about 6.15 p.m. leaving us all with one thought, with due apologies to Henry Hall of B.B.C. fame—"Here's to the next time". In the meantime we hope that it will not be too long before "their" ship can arrange a visit to "our" school.

In conclusion may we echo most sincerely a few words from a telegram received just before sailing from the girls—"Thank you all for a marvellous day".



"Reflections, Isle of Arran"

## Look for Balance

says Gerry Stream  
in judging the  
1967 photographic competition

For the third year running, P & O Lines have asked me to judge your photographic contest, and I am greatly honoured — I'm going to award myself a cardboard Lonsdale Belt.

Entries in both the black and white and colour sections were up on last year, but I must confess the standard of the pictures was not as good. I'm not referring to the quality, which was as good as ever, but the narrow range of subjects — there was a host of views and not such good composition of pictures.

For a photographer like me it's hard to explain in words about the composition of a picture, but when you have all the time in the world to take a picture of a still or posed subject, then you should look for a balance in the picture or a rhythm in the outlines of the subjects — like an orchestra really. If the rhythm slips out, then the balance of the music is upset. *Amateur Photographer* and I'm sure other photographic magazines illustrate this by dissecting photographs every week.

**But back to the competition, and I'll start with the black and white section.**

Winner is I. R. Schwarze, of s.s. *Orcades*, with "First Class Family Butcher", a picture that's alive and retains



"First Class Family Butcher"



"Comorin at Port Swettenham"

the interest by having something to study or read in every nook and cranny.

Second is "From Whence Cometh My Strength" by Troy Garrison of San Francisco, a very nice countryside scene.

Third is a very nice picture of *Comorin* at Port Swettenham by Captain Rose, *Balranald*.

In the black and white section I also commend "Reflections Isle of Arran" by R. D. Whitaker of Passenger Department, "Samoan Coastline" by J. D. Goss, Brisbane, and "Music Hath Charms", by I. R. Schwarze, *Orcades*.

In the colour section I award first prize to: A. M. White of Herne Bay for his picture showing wonderful hair texture.

Second prize to W. P. Burrell of Sydney for his picture of *Oriana* in dry dock, "High and Dry", a good imposing picture. And for third prize, "This Window Shopping is Thirsty Work" by R. D. Lancaster, Radio Officer. Not a good quality picture, but he's seen a humorous subject on the spur of the moment and caught it with his camera.

I also commend "Pelican" by Mrs. G. Enever, Brisbane, "Abseiling Scout Cragg" by R. D. Whitaker again, and "Part of the Harbour, Piraeus" by J. Dunster, s.s. *Oronsay*.

Well that's it! My thanks to P & O for asking me to judge the contest again, and my thanks to all of you at P & O Lines who enjoy photography and enter your pictures in the contest.

Despite my rantings earlier on in this article, don't take photography too seriously or you'll take the fun out of it, and please enter again next year. Those who didn't win this year should keep good heart and keep on trying, and my congratulations to this year's winners.

**Gerry Stream** *European Commercial Division Manager, United Press International*

The full prize list of winners is as follows:—

#### BLACK & WHITE

**First Prize (£15)** — "First Class Family Butcher" by I. R. Schwarze, Pastrycook, *Orcades*.

**Second Prize (£10)** — "From Whence Cometh my Strength" by T. S. Garrison, Public Relations Director, San Francisco.

**Third Prize (£5)** — "*Comorin* at Port Swettenham" by Captain E. R. Rose, *Balranald*.

**Commended** — "Reflections, Isle of Arran" by Robert D. Whitaker, Passenger Department, London.

**Commended** — "Samoan Coastline" by J. D. Goss, Passenger Department, Brisbane.

**Commended** — "Music Hath Charms" by I. R. Schwarze, Pastrycook, *Orcades*.

#### COLOUR

**First Prize (£15)** — "Heidi" by A. M. White, Grill Waiter, *Oriana*.

**Second Prize (£10)** — "High and Dry" by W. P. Burrell, Sydney office.

**Third Prize (£5)** — "This Window Shopping is Thirsty Work" by R. D. Lancaster, J/2/Radio Officer, *Canberra*.

**Commended** — "Pelican" by Mrs. G. Enever, Brisbane Office.

**Commended** — "Abseiling Scout Cragg" by R. D. Whitaker, Passenger Department, London.

**Commended** — "Part of the Harbour, Piraeus" by J. Dunster, Deckman, *Oronsay*.

There was a total of 110 pictures entered by 23 competitors compared with 84 by 25 last year. Of these 29 were in black and white (14 in 1966) and 81 (70) in colour.



"Music Hath Charms"

### All Year Entries

In view of the increasing interest in the competition by members of the Company throughout the world, at sea and ashore, from this year on entries will be accepted all year round. No longer will ships or overseas agencies have to wait until the competition is announced in *About Ourselves*, which with the vagaries of distribution has been known to arrive after closing date.

The rules and deadlines will now remain the same each year. There is no limitation on subject matter or on the number of entries from one competitor. On the back of each photograph should be written its title, and the name and address

(or ship) of the sender with his rank or title in the Company. The sender should also certify on the back of the print that the photograph was taken by him or herself. Colour transparencies should be placed in envelopes with similar details. The competition will still be in two sections, black & white and colour, with three prizes in each.

**The closing date each year is 31st May.**

So whenever you have a good picture or slide, send it in to the Editor, "ABOUT OURSELVES", P & O S.N. Co., Beaufort House, Gravel Lane, London E1., the envelope marked "Photographic Competition".



"Heidi"



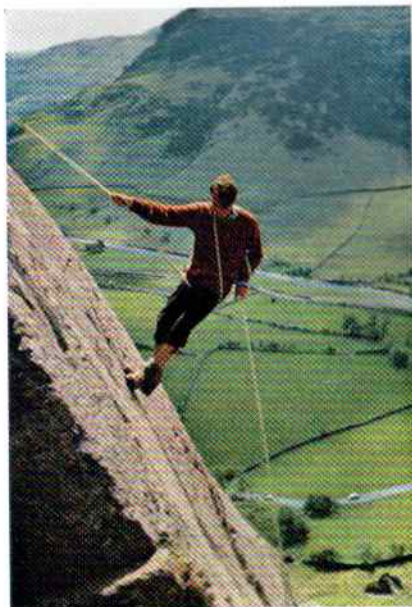
"High and Dry"

"Samoan Coastline"





*"This Window Shopping is Thirsty Work"*



*"Abseiling  
Scout Crag"*



*"From Whence Cometh my Strength"*



*"Pelican"*



*"Part of the Harbour, Piraeus"*



Dunkley

# The King is dead

## long live the King



Edgecombe

Commodore James L. Dunkley, O.B.E., R.D., R.N.R., has 'swallowed the anchor' after a lifetime at sea, the last three years of which were as Commodore of the P & O Fleet. He became the Company's Marine Superintendent on 1 February, 1968, on the retirement of Captain Paul Sargent, D.S.C., R.D., R.N.R.

He is replaced as Commodore by Commodore Clifford Edgecombe, C.B.E., R.D., R.N.R., who is already known colloquially as "Commodore" because of his R.N.R. rank — a very rare double. Commodore Edgecombe is Master of *Oriana*, which he has commanded — barring periods of leave — since she was delivered in 1961.

Commodore Dunkley's last voyage was one of the most eventful of his career. Only a few hours out from Port Said he received sudden instructions to turn his ship round and proceed via the Cape. The Arab/Israeli war had just broken out. The call at Cape Town was his 'first' as well as *Canberra's*.

At Melbourne, his daughter joined the ship for the last leg of the voyage to Southampton.

### PARTIES

Farewell parties followed, with P & O offices holding parties to wish the Commodore 'adieu'. The first was at Melbourne, combining 'bon voyage' to his daughter and 'farewell' to him. Then came Sydney, with Mr. Neville Pixley, Chairman of P & O Lines of Australia Pty. Ltd., presenting him with a specially bound copy of *The Australians*. In San Francisco a luncheon was held at Joe Dimaggio's on Fisherman's Wharf, at the end of which Mr. Warren Titus, President, P & O Lines (North America), Inc. presented the Commodore with a marble-based pen set.

It was not quite the Commodore's last voyage, how-

ever, as he was still in command of *Canberra* for a fortnight's cruise. Towards the end of this came the shipboard farewells. The Officers gave a Cocktail Party for him in the Wardroom.

Then a couple of nights before arrival Staff Captain Lefevre presented the Commodore with a cheque from the European members of the ship's company, with which he intends to buy a small suitably engraved silver salver. At the same time the Chief Pantryman presented him with a chiming clock on behalf of the Goanese crew. Then Trevor Shakespeare, the pastry cook, presented him with a large cake he had specially baked for him, with "Farewell Commodore" written on the icing in flag language.

### GESTURE

As *Canberra* approached Southampton, the Commodore — always a one with an eye for the spectacular — appeared on the Bridge in full view of the passengers and hurled his cap overboard in a final gesture to the sea. With a twinkle in his monocle he admitted later that it was only an old foraging cap, and that his best one was safe and sound.

Commodore Edgecombe, the new Commodore, joined the Orient Line in 1935 after pre-sea training at H.M.S. *Worcester* and was promoted Captain in 1955. He comes from a sea-going family, his great-great-grandfather having been Admiral Sir Charles Bletsoe who fought with Nelson at Trafalgar.

During the war he served in cruisers, destroyers, and submarines and was commended three times for mine-clearing operations. He is married, with a son and a daughter, and lives at Reigate, Surrey.

The Commodore bids passengers farewell at the end of his voyage.

Chief Pantryman Fernandez presents Commodore Dunkley with a ship's helm striking clock on behalf of the Goanese crew.

The new Commodore in his favourite pose—surrounded by beautiful girls. These young ladies are Hawaiian fashion models returning from showing Hawaiian swimwear, muumuus and holamua in Australia.



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# From the Departments

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## ANDERSON GREEN

Mr. A. S. Bennett has been appointed Managing Director of Anderson, Green & Company Limited, the chartering subsidiary of the Peninsular and Oriental Steam Navigation Company, with effect from 1 October 1967. Mr. S. J. Tucker and Mr. P. A. Sullivan became Directors of the Company on the same date.

## CORRESPONDENCE

Clive McDermott (Passenger Department) took over as Resident Clerk from Brian MacDonald on 28th December. Brian had done a three year 'stint' having been appointed in November 1964.

## CREW

### Merchant Navy Supervisors' Course No. 2

The British Shipping Federation Limited recently started a series of courses for Petty Officers and Leading Hands of all departments. The courses are each of five days and are held at the New Imperial Hotel, Hove. They are residential. The programme covers personal relations, work planning, discipline, safety, training and an appreciation of work study and a visit is made to the National Sea Training School, Gravesend.

R. E. Prescott, Third Steward, and C. G. Mitchell, Boatswain, attended the course from 22 to 27 October. Mr. Mitchell sailed in *Oriana* on 31 October so we have not at the time of going to press heard his views, but Mr. Prescott has reported that the course was very well worthwhile in all respects. He said that the study groups gave opportunities for an exchange of ideas for which there is so rarely an opportunity on board and he particularly mentioned the very favourable impression gained by all members of the course from the Gravesend Sea School and the work which is being done there.

He had had a very intensive and busy week but it had all been enjoyable. It is hoped to have two members on each of the courses during the next year.

### Transfer

Miss Rose Hedges, who joined the Orient Line label room in 1957 and later became a telephonist at the West End Passenger Department, transferred to sea staff on 14th September and is now a telephonist in *Iberia*.

## ENGINEERS

### New Superintendent Engineer

P & O's two Superintendent Engineers, Mr. A. Donnelly and Mr. H. Knight are to retire on March 31st 1968. Mr. H. Ferguson Black, presently Deputy Superintendent Engineer, will be appointed Superintendent Engineer, and former Chief Engineer B. V. Hill who transferred to Shore Staff last year, becomes Deputy Superintendent Engineer from April 1st.

Mr. Donnelly, who is 63, joined P & O in 1927. He was appointed Superintendent Engineer in 1962. He is married and lives at Westcliff-on-sea, Essex.

Mr. Knight is 61. He joined the Orient Line in 1946, and was appointed as their Superintendent Engineer in 1954. He is married and lives at Epsom, Surrey.

Mr. H. Ferguson Black is 55. He joined the Orient Line in 1934. He was appointed to the shore staff in 1953. He is married and lives at Upminster, Essex.

Mr. Bernard Hill is 40. He joined P & O as an Assistant Engineer in 1948. He recently spent ten months in Japan where he was principal inspector supervising the constructions of P & O's three Strath Class super-cargo liners. He is married and lives at Brighton, Sussex.

## MARINE

Captain James Dunkley O.B.E. R.D. R.N.R., Commodore of the P & O fleet since 1964, became the Company's Marine Superintendent on February 1st, 1968, when Captain Paul Sargent, D.S.C., R.D., R.N.R., retired.

Captain Sargent was appointed Orient Line Marine Superintendent in 1953, P & O Marine Superintendent (Maintenance) in 1965 and Marine Superintendent in 1967. Commodore Dunkley's last command was *Canberra*. (For article, see p.40 "The King is Dead, Long Live the King.")

## OFFICERS

### Certificates

We congratulate the following officers on having passed the Board of Trade Examinations:—

Masters — Second Officers G. R. Hall, R.H.N. Wilkin; First Mate's — Third Officers, G. A. Burton, R. S. Hall, J. F. Swann;

Second Mate's — First Radio Officer D. W. Sims; First P. M. G. — Junior Radio Officer K. L. O'Connor; First Class Steam Certificate — Third Engineer Officer M. L. Brogden;

Second Class Steam Certificates — Third Engineer Officers J. Harrison, T. R. Hancock, R. E. Atkinson, R. E. Dobbie, W. A. Richardson;

Second Class Motor Certificate — Third Engineer Officers, N. McFall, W. S. Marshall;

Steam Endorsement to 1st Class Motor Certificate — Third Engineer Officer R. Wells.

### Appointments

*M. F. Hicks* 2nd Officer who has been temporarily attached to Marine Department as Assistant Nautical Inspector returned to sea when he joined *Strathconon* as 2nd Officer on 13.11.67.

*R. M. Moore* 3rd Officer, Fuel Section Marine Department assumed the responsibilities of the Assistant Nautical Inspector, also continuing his duties as Bunkering Assistant.

*D. B. Miller* 2nd Officer was appointed Assistant Cargo Superintendent K.G.V. Docks with effect from 1.6.67.

*C. M. R. Lloyd* 2nd Officer was appointed to the Marine Training Section of the Officers' Department on 11.9.67, in the temporary capacity of Careers Information Officer.

*M. L. Broughton* 2nd Radio Officer, was temporarily appointed to the Electronics Department on 28.9.67. to

relieve K. B. Jones, 1st Radio Officer, who has resigned from P & O Lines to join Kelvin Hughes.

S. S. Furniss of Passenger Department has been appointed Travel Adviser in *Canberra*.

## PASSENGER

### Computer Project

The ultimate aim of the Passenger Computer Project is to increase the passenger ship revenue by making better use of passenger accommodation. The computer will provide information on the state of bookings in all parts of the world which is more accurate, more complete and more up-to-date than the information available through our present manual methods and will enable better control to be exercised than is now possible. However, if this control is to be fully effective, it is essential to ensure that the right information is provided and that the right organisation is devised for using it.

Mr. George Lifford has been given the responsibility of ensuring that a suitable system for the control of passenger accommodation by computer on a world-wide basis is developed and will act as a link between the passenger services Management and the Computer Systems Staff for this purpose.

Mr. Alan Davy has also been appointed to act as a link between the Passenger Department and the Computer Systems Staff in order to ensure that the system being developed meets the London Passenger Department's local requirements. Similar appointments have been made in Sydney and San Francisco to ensure that their local requirements are also met.

### Appointments

A number of new appointments have been made within P & O's Passenger Department.

*Richard Esdale* has been promoted to Assistant Agency Sales Manager and took up his duties as Assistant to Leonard Stuckey, Agency Sales Manager, on Wednesday, 13th September. Mr. Esdale was previously P & O's Agency Sales Supervisor and was well known to Agents in the West End of London and in Ireland.

*Frank Butt*, previously in the Passenger Reservations Department, becomes Area Sales Representative, taking over the area previously covered by Richard Esdale.

*J. A. 'Dusty' Miller*, formerly Assistant Agency Sales Manager, has moved to P & O's West End Office and has been appointed Assistant Booking Hall Manager. He takes over from *Eric Bailey*, who has become Assistant to the Passenger Administration Manager, Michael Coster.

*Tim Hughes*, whilst retaining his position of Assistant Passenger Administration Manager, will now devote his full attention to the training of Passenger Department Staff and will work closely in conjunction with P & O's Chief Training Officer.

*Brian Eyles* returns to the Passenger Department to become the Senior Berthing Clerk on B G 2 whilst *Michael Taylor* leaves B G 3 in the same department to take over similar duties in the Co-ordination section.

*Michael Procter* has arrived back in the U.K. after a tour of duty in Aden and has now joined the City Passenger Department and is working in Berthing Group 3.

## MANAGEMENT SECRETARIES

Following the tragic death of Miss Marsden, Pat Lofting has taken over as Chairman's Secretary. She is replaced as Secretary to Mr. J. G. Davis by Tania Monham, formerly Secretary to the Group P.R. Manager, Peter Thomas, who has gone back to Australia.

## PUBLIC RELATIONS

Tony Bennett has been appointed Public Relations Manager in succession to Peter Thomas who has taken up a similar post with Overseas Containers (Australia) Pty. Ltd., in Sydney.

Kesang Tenduf-La, who joined the P & O in 1966, has been appointed Senior Public Relations Executive.



*Tony Bennett*

## PURSERS

Roger Porter has succeeded Lionel Griffiths as the Assistant Superintendent Purser in charge at the Docks. Mr. Griffiths has served afloat and ashore with the Company since 1931. Mr. Porter is a former sea-going Purser. He joined the Orient Line in September, 1949, and his last ship was *Cathay* in 1964.

### Shipboard Entertainments

John Batterbee (ex-Entertainment Officer) was appointed to the London Office Shore Staff on the 1st January 1968, to assume responsibility for all arrangements related to shipboard entertainments.

His title is 'Entertainments Manager' and he operates within the Pursers' Department, directly responsible to the Superintendent Purser.

## SECRETARY

Mr. F. G. MacHaffie, Assistant to the Secretary P & O S.N. Co., has been seconded to the Chief Accountant's Department to assist with the Rochdale Inquiry and the preparation of the Group Accounts with effect from 2nd October 1967.

During this period Mr. R. J. O. Bridgeman is assisting the Secretary, P & O S.N. Co.

*Lionel Griffiths (Left) hands over to Roger Porter.*



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# Personal News

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## HONOURS

We congratulate :-

MR. J. G. CLOKE, Engine room Store Keeper, *Oriana* on being awarded the B.E.M. in the 1967 Birthday Honours.

MR. L. J. WIGHTON, Carpenter, ex-*Canberra*, on being awarded the B.E.M. in the 1968 New Year's Honours.



Mr. and Mrs. J. G. Cloke with Mr. J. P. W. Mallalieu, Minister of State, Board of Trade, and Mrs. Mallalieu (right), after the Minister had presented Mr. Cloke with his B.E.M. on 17th November last.



Mr. and Mrs. J. E. Rennards and Mrs. T. Richmond (right) with the Minister. Mr. Rennards had also received a B.E.M. (awarded in the 1967 New Year Honours) from the Minister.

## ANNIVERSARIES

We congratulate :-

MR. C. G. W. WILKINSON, pensioner, ex-Freight Department, and his wife Florence on celebrating their Golden Wedding anniversary 25 Feb 68. Joined the Company Feb 1912, retired 31 Mar 57.

## EXAMINATION SUCCESS

We congratulate :-

MESSRS. D. R. BAKER (Passenger), A. S. HASELDINE (Passenger), E. C. SPRAY (Freight Administration), A. P. WHITEFELD (Australian Lines), on passing their Part I of Certificate in Shipping at the City of London College;

MR. R. H. BREWER (Chartering) on passing his Final in the Institute of Chartered Shipbrokers;

MESSRS. A. R. MARGERSON (Rates & Conference), T. W. SHAW (Chartering), B. J. SWAN-TAYLOR (Passenger), on passing their Graduateship in the Institute of Transport;

MR. F. W. BUTT (Passenger) on passing his Final-Part II in the Institute of Travel Agents;

MR. L. D. SLEE (O & M) on passing his Part I of a B.Sc (Econ);

MR. S. BEARNE (Cadet), on being awarded the National Diploma in Nautical Science.

## 21st BIRTHDAYS

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

MISS M. A. ABBOTT, Freight Administration Department, 19th January 1968

MISS M. D. AUSTIN, Freight Administration Department, 22nd November 1967.

MISS D. S. BAKER, Officers Department, 2nd December 1967

MISS B. A. CLIFFORD, Passenger Department, 9th November 1967

MRS T. A. COLE, Data Processing Unit, 9th October 1967

MISS M. G. DOCHERTY, Steamers' Shops, 22nd January 1968

MISS C. DUDLEY-BRYANT, Passenger Department, 1st October 1967

MISS D. H. FOTHERGILL, Passenger Department, 25th October 1967

MR. T. H. HAKINS, Accounts Department, 7th January 1968

MR. W. B. LAIDLAW, Passenger Department, 5th October 1967

MISS P. MACKIE, Passenger Department, 24th November 1967

MR. K. M. MOOGE, Freight Administration Department, 18th November 1967

MR. G. J. POOLEY, Accounts Department, 22nd November 1967

MISS A. E. RANKIN, Passenger Department, 31st October 1967

MISS D. P. RILEY, Market Research & Statistics, 10th November 1967

MISS P. M. ROLPH, Market Research & Statistics, 12th December 1967

MR. T. W. SHAW, Chartering, 26th November 1967

MISS J. P. WALLIS, Marine Training Department, 5th January 1968

## ENGAGEMENTS

We congratulate :-

MISS ANNA BARTHOLOMEW, Marketing Research & Statistics, on her engagement to MR. B. K. EAGLES, ex-the same Department, 5 Mar 67.

MR. A. P. BUNKIN, Passenger Department, on his engagement to Miss W. Stroud 16 Dec 67.

MISS J. A. CHARLES, Management Secretary, on her engagement to Mr. J. R. N. Falconer of Surrey, 7 Oct 67.

MISS S. DELIEU, Passenger Department, on her engagement to Mr. Alan Groves, 25 Dec 67.

MR. STUART FURNISS, Travel Adviser, *Canberra*, who recently left Passenger Department, on his engagement to Miss Barbara Hill of Sheffield, 24 Dec 67.

MISS CAROL GRIFFIN, Secretary to Mr. Rolt, West End, on her engagement to Mr. Neil Warwick of Malden, Surrey, 3 Dec 67.

MISS A. JEWERS, ex-Market Research & Statistics, on her engagement to Mr. A. R. Taylor of Wales, 29 Aug 67.

MR. A. R. LOVE, Passenger Department, on his engagement to Miss A. C. Frith, 25 Dec 67.

MISS F. PERRY, City Telephone Department, on her engagement to Mr. R. Gorrie, 2 Nov 67.

MISS D. P. RILEY, Market Research & Statistics, on her engagement to Mr. I. A. Murray of South Africa, 28 Dec 67.

MISS R. TANNER, Passenger Department, on her engagement to Mr. M. Jones at the end of August.

MR. TIMOTHY R. M. WAINMAN, 3rd Officer *Balrinald*, on his en-

agement to Miss Robyn Lindsay, New South Wales.

MISS C. WEBB, Passenger Department, on her engagement to Fusilier Derek Chamberlain 28 Sep 67.

MISS S. WILSON Market Research & Statistics, on her engagement to Mr. S. Heather of Loughton, Essex, 25 Nov 67.

## MARRIAGES

We congratulate :-

MISS SUSAN GILLETT, West End Passenger Department, on her marriage to Mr. Phillip A. Johnson at Hatch Hill, Middx., 16 Sep 67.

MISS C. A. HANSEN, Typing Centre, Passenger Dept., on her marriage to Mr. C. C. Hayman at St. John's, Loughton, 7 Oct 67.

MR. C. T. McDERMOTT, Passenger Department & Resident Clerk, on his marriage to MISS E. M. BATCHELOR, Passenger Department at Crocken Hill, 9 Dec 67.

MR. DEREK F. WARMINGTON, Passenger Dept., ex-S.A.P. s.s. *Oriana* on his marriage to MISS PETRONELLA BROEKMAN, ex-W.A.P. s.s. *Chusan* at Eindhoven, Holland 1 Dec 67.



Mr. and Mrs. Clive McDermott, both of Passenger Dept., at their wedding. Mrs. McDermott is the former Miss Elizabeth Batchelor.

The former Miss Susan Gillett (right) leaves St. Anselm's Church, Hatch End, after her wedding to Mr. Phillip A. Jackson.



## BIRTHS

We congratulate :-

MR. M. L. BROUGHTON, Electronics Dept., and his wife Jean, on the birth of a son, David Philip, 13 Dec 67.

MRS. CHRISTINE BUTLER, who recently left the West End Office after five years' service, on the birth of a daughter, Stephanie.

MRS. SALLY CRABB, ex-Superintendent Purser's Secretary, and her husband Peter, on the birth of a daughter, Nicola Jane, 11 Sep 67.

MR. RON FILLARY, Management Messenger, and his wife Irene, on the birth of a son, Kevin James, 25 Oct 67.

MR. J. B. GRIFFITHS, ex-Senior Assistant Purser, now in Staff Department, and his wife Patricia (nee DELPY) ex-Nursery Sister *Orsova*, on the birth of a son, Mark Barrington.

MR. R. HATFIELD, Officers Dept., and his wife Pamela on the birth of a daughter, Katherine Anne, 20 Jun 67.

MR. S. S. JAMISON, 2/0 *Strathardle* and his wife Jane, (nee MACPHEE) ex-WAP, on the birth of a son, Ian Alexander, 3 Nov 67.

MR. JOHN MURPHY, Assistant Advertising Manager, and his wife Jean, (nee FITZGERALD) formerly of Passenger Department, on the birth of twins, Christopher John and Joanna Claire, brother and sister to Timothy, 1 Nov 67.

MR. HUGH RELTON, Deputy Manager, Conference Department, and his wife Jill, on the birth of a son, Timothy Simon, brother to Samantha, 20 Aug 67.

MR. D. R. TRUDGETT, Freight Marketing & Sales, and his wife Yvonne (nee BOUGHTON) ex-WAP on the birth of a son, Nicholas David, brother to Jonathan Mark, 20 Feb 68.

## RESIGNATIONS

MR. J. BURGESS-ALLEN, Officers Dept., joined Orient Coy. Aug 49 at sea, transferred to shore 2 Jan 58, resigned 30 Sept 67 to retire to the country in Devon.

MISS P. COZENS, West End Book-

ing Hall, left Coy. 3 Nov. 67 to return to Australia in *Iberia*. Hopes to rejoin the staff of our office in Sydney.

MISS B. CROW, West End telephonist, left Coy. and flew back to Australia after two and a half years' service.

MISS ANN DUNNETT, Correspondence Dept., resigned on 17 Nov 67, after nearly 9 years to work in Oxford, where she shares a flat with MARY HALE, ex-W.A.P. and ex-Correspondence Dept.

MR. N. M. WATT, Passenger Dept. left Coy. 30 Nov 67, after serving with Group Companies since 1940, to start a new life with his wife and family 'down under'.

MISS D. L. WYATT, Head Office telephonist, left the Coy. on 8 June 67 and sailed to Australia in the *Northern Star*.

## MISCELLANEOUS

MR. R. W. FROST, a refrigerator greaser in *Orcades*, (ex-*Aden*) visited his 'adopted' school, the Carnforth School for educationally subnormal children, Grimsby, Lincs, during his leave in December. He was presented with a plaque with the school badge and motto as well as with a personal gift of socks from the school's ship club.

Mr. Frost took many gifts for the children that he had collected during his last voyage, including two long-playing records of Japanese folk music and two pois, musical instruments used in Polynesia.

While there, he watched pre-Christmas activities including a dress rehearsal of the pantomime, "Aladdin", produced by the senior pupils.

MR. E. A. GREENHAM, former Welfare Leading Hand, *Canberra*, has been presented with a book token by the Lord Mayor Treloar College for Physically Handicapped boys, Alton, Hants, as a record of its appreciation for all he has done for them whilst serving in their adopted ship, *Canberra*.

MR. L. GRIFFITHS, ex-Assistant Superintendent Purser, wishes to thank friends ashore and afloat for the magnificent gift presented on his retirement.

## RETIREMENTS

BEATTIE, R. A., Chief Naval Architect, born 10 Oct 05, joined The New Zealand Shipping Co. 1 May 58, appointed P & O Group Naval Architect 4 Aug 64, ret. 30 Apr 67.

BLACK, H., Engineers Department, Tilbury, born 7 Oct 02, joined Orient Coy. 26 Apr 26, as Jr. Eng., ships include *Otranto*, *Oronsay*, *Orford*, transfer to shore (City) May 34, (Tilbury) 18 Feb 46, ret. 7 Apr 68.

BURMAN, W. H., Second Butcher, born 5 Aug 09, joined Coy. 28 Jun 44, ships include *Oriana*, *Strathnaver*, *Empire Fowey* ret. 24 Oct 67, due to ill health.

CORDER, W. N. Messenger, born 24 Aug 02, joined Coy. Oct 33, as Wine Std., ships include *Strathaird*, *Strathnaver*, *Strathmore*, transfer to shore 4 Jul 60, ret. 31 Aug 67.

DYTER, W. A., M.B.E., Chief Steward, born 3 Nov 07, joined Coy. 1923 as Bell Boy, transferred Orient Line 18 Sep 26, promoted Chief Steward 1943, ships include *Sameveron*, *Empire Orwell*, *Oriana*, appointed M.B.E. 1963, ret. 18 Jan 68.



W. A. Dyter

FARNELL, F., Bosun, born 1 Jun 10, joined Orient Coy. 12 Mar 38, ships include *Otranto*, *Orontes*, *Orcades*, ret. 14 Aug 67 due to ill-health.

GRIFFITHS, L., Asst. Supt. Purser, born 10 Sep 02, joined Coy. 31 Aug 31, as Purser, ships include *Viceroy of India*, *Mooltan*, *Empire Fowey*, transfer to shore 1 Jun 47, ret. 9 Sep 67.

GRIMES, E. F., Messenger, born 2 Sep 02, joined Coy. Sep 20, in Printers Shop, transfer to Messenger 7 Mar 50, ret. 31 Aug 67.

HAMILTON, W. E., Indian Area Passenger Manager, Bombay, born

7 Sep 12, joined Coy. 18 Mar 35, as Purser Clerk ships include *Comorin*, *Strathmore*, *Narkunda*, transfer to shore 1 Jan 47, ret. 30 Sep 67.

HASSOCK, J. S. 2nd Steward, born 22 Aug 07, joined Coy 15 Jul 27, ships include *Arcadia*, *Viceroy of India*, *Strathnaver*, ret. 30 Aug 67.

HOMERSHAM, H. P., Freight Admin, born, 13 Nov 09, joined Orient Coy. 21 Jun 26, as clerk Accounts Dept, then Stores and Forwarding Dept., becoming Head of Forwarding, 1957, ret. 31 Jul 67.

MILLS, L. J., Bedroom Steward, born 9 Dec 02, joined Branch Line 1919, ships include *Arcadia*, *Strathnaver*, *Himalaya*, ret. 25 Aug 67.

MUTTER, F. W., Winchman, born 4 Oct 02, joined Coy. 1 Aug 28, last ship *Iberia*, ret. 3 Oct 67.

REID, J., Chief Butcher, born 23 Aug 07, joined Coy. 16 Jun 26, ships include *Oronsay*, *Orsova*, *Canton*, ret. 6 Oct 67.

STOCKWELL, W., Director, born 1904, joined Coy. as Junior Clerk 1920, becoming Coy. Secretary Jul 50, and Director of P & O Lines Management Ltd. 1 Apr 63, ret. 31 Dec 67.

TERRY, A. G., Staff Chief Steward, born 21 Sep 02, joined Orient Coy. 1919 ships include *Oronsay*, *Osterley*, *Orsova*, appt. Superintending Steward Apr 47, transferred to shore 1 Mar 60, ret. 20 Sep 67.

THOMAS, R. H., 1/Ref/Engineer, born 27 Mar 30, joined Coy. 2 Oct 50, ships include *Strathnaver*, *Strathaird*, *Aden*, ret. 30 Sep 67.

TOMLINSON, J., Crew Department, born 10 Nov 02, joined Coy. Oct 26, as writer, ships include *Stratheden*, *Himalaya*, transferred to shore 1 Jan 56, ret. 9 Nov 67.

WILSON, F. S., Engineers Dept., Tilbury, born 16 Oct 02, joined Orient Coy. 5 Jan 26, as Jr. Engineer, ships include *Otranto*, *Osterley*, *Oriana*, transferred to shore Jan 53, ret. 15 Oct 67.

## DEATHS

ATTWOOD, W. Passenger Dept, born 10 Oct 91, joined Coy. Sep 10, retired 31 Dec 51, died 21 Jan 68.

BOWEN, A. J. 1st Radio Officer, born 18 Sep 26, joined Coy., 22

Mar 54, ships include *Himalaya*, *Ballarat*, *Chusan* died in service 12 Oct 67, buried at sea, leaves brother. CAUSTON, F. A., Deputy Head of Purser's Cash Dept., born 13 Dec 74 joined Coy. Sep 95, ret. 30 Sep 39, died 10 Nov 67, leaves son, Mr. D. F. H. Causton, Pass. Dept. W/E.

CORNWALL, A. J. 5th Floor Messenger, (Label Room), born Aug 15, joined Coy. Sep 30, as Messenger Boy, suffered from ill health for a long time, died in service 20 Dec 67, leaves widow and four daughters.

CORNWALL, G. E., BedRoom Steward, born Dec 93, joined Coy. 22 Jul 20, ret. (ill health) 15 Oct 59, ships include *Himalaya*, *Iberia*, *Strathaird*, died 2 Dec 67, leaves sister.

DICKINSON, C. C., Captain, born 19 Apr 80, joined Coy. 7 Jan 02, promoted Captain 28 Sep 27, ships include *Britannia*, *Salsette*, *Macedonia*, ret. 28 Dec 31, died 17 Oct 67, leaves widow.

DYE, C., Chief Engineer, born 5 Oct 82, joined Coy. 22 Jul 03, promoted C/E 9 Oct 28, ships include old *Arcadia*, *Ranchi*, *Rajputana*, ret. 1 Nov 37, died 29 Dec 67, leaves widow.

EASTERBROOK, Mrs. P., wife of Captain W. J. Easterbrook, formerly Cargo Superintendent in Singapore, 5 Sep 67.

EASTON, W., D.S.M., Bosun, born 3 Jan 93, joined Coy. 14 Sep 18, ships include *Moldavia*, *Empire Fowey*, *Canton*, ret. 22 Jul 54, awarded D.S.M. Apr 43, died 20 Sep 67, leaves widow.

HALL, J. Printer, born 16 Nov 98, joined Coy. 23, ships include *Himalaya*, *Strathaird*, *Chitral*, ret. 28 Feb 61, died 29 Sep 67, leaves widow

HAMER, J. D., Printer, with Orient Coy., born 16 Nov 98, ret. 31 Jan 54, died 21 Aug 67, leaves daughter.

HARDY, W. T., Freight Department Docks, born 18 Jul 80, joined Coy. Feb 00, ret. 1 Dec 40, died 16 Dec 67.

HARRIS, F. J., General Steward, born 1874, joined Coy. Sep 97, ships include *Egypt*, *Valetta*, *Oceana*, resigned Sep 00, died 6 Jan 68.

HILTON, D., Head of Purser's Cash Department, born 5 Jul 83, joined Coy. 1 Sep 01, ret. 31 Jul 48, died 3 Sep 67, leaves son.

JOHNSON, W., Winchman, born 16 Sep 81, joined Coy. 8 Dec 15,

ret. 14 Jun 48, died 16 Nov 67, leaves widow.

LOCKHEAD, D. A., Chief Engineer, born 11 Jan 93, joined Coy. 10 Dec 14, promoted C/E 20 May 48, ships include *Mantua*, *Strathallan*, *Shillong*, ret. 31 Oct 50, died 26 Aug 67, leaves widow.

MARSDEN, Miss J. A., Chairman's Secretary, born 5 Jul 27, joined Coy. 19 Nov 48, as Shorthand Typist became Chairman's Secretary 1 Apr 60, died 13 Oct 67 in service, leaves sister.

McCLINTOCK, W., Carpenter, born 26 Jun 02, joined Coy. 21 Feb 38, ships include *Corfu*, *Empire Fowey*, ret. 31 Mar 59, died 6 Dec 67, leaves widow.

MEEK, A. G., Pay Department born 97, joined Coy Apr 20 as Barman, promoted Chief Steward 4 Jul 28,

ships include *Delta*, *Ranpura*, *Kidderpore*, transfer to shore 15 Nov 40, ret. 30 Jun 60, died 29 Dec 67.

MILLAR-LAWSON, W., Engineering Adviser, born 14 May 25, joined Coy 8 Sep 47, as Asst. Eng., ships include *Canton*, *Ranchi*, transferred to shore 3 May 49, died 5 Oct 67 in service, leaves widow and three children.

MURPHY, B. C., Chef, born 03, joined Coy. Feb 27, ships include *Stratheden*, *Himalaya*, *Chusan*, ret. 31 May 63, died 27 Dec 67.

NORRIS, C. S., Export Freight Department, born 29 Apr 94, joined Coy. 29 Apr 12, ret. 28 Apr 59, died 13 Oct 67, leaves widow.

PROUDFOOT, W., Bedroom Steward, born 26 May 99, joined Coy. 29 Sep 16, ships include *Ranpura*, *Strathmore*, *Strathnaver*, ret. 9 Apr

62, died 13 Jan 68, leaves widow. SAFFERY, Passage Department, born 1 May 86, joined Coy. Jul 03, ret. 30 Apr 46, died 17 Dec 67.

TAYLOR, A., Accounts Department, born 3 Oct 98, joined Orient Coy. 1 Oct 15, in Accounts Dept, ret. 31 Dec 60, returned Jan 61 as temp. clerk Accounts, died 27 Oct 67, leaves widow, son and a married daughter with two children.

WALLACE, H., Bedroom Steward, born 03, joined Orient Coy. 26 Aug 29, ships include *Otranto*, *Orion*, *Oronsay*, ret. 19 Apr 67, died 26 Dec 67.

WHITROE, E. G., Pay Dept, born 21 Sep 05, joined Coy. 6 Mar 25, as BRS, ships include *Strathmore*, *Arcadia*, *Himalaya*, transfer to shore Jul 60, ret. 30 Nov 62, died 23 Sep 67, leaves sister.

## OBITUARIES

### N. C. BANNISTER

His many friends — ashore and afloat, serving and retired — were saddened by the news of the death in Sydney on December 7th of Neville Charles Bannister, a retired member of the Australian Staff of the Orient Line.

"Jerry", as he was known to succeeding generations of colleagues and countless passengers, joined the Orient Line in London in 1910. He came to Australia in 1916 and served in the Passenger Departments in various branches, but principally in Sydney. He retired in 1957.

### A. J. BOWEN

Aelwyn Joseph Bowen, First Radio Officer, died from a heart attack on 12th October 1967 whilst serving aboard s.s. *Himalaya* and was buried at sea off Trinidad in the presence of the ship's officers and crew members.

Aelwyn Bowen, a native of Llanelly, joined P & O on 22nd March 1954 from Marconi International Marine Company Ltd. He obtained his 1st P.M.G. Certificate and B.O.T. Radar Maintenance Certificate at Southampton University in 1951.

Mr. Bowen's ships included *Ballarat*, *Strathmore*, *Chusan*, *Salmara*, *Iberia* and *Himalaya*. He was promoted First Radio Officer on 1st July, 1961.

Aelwyn Bowen's sense of humour made him popular with brother officers and passengers alike and he will be sadly missed both afloat and ashore.

### W. M. LAWSON

On Friday 6 October we heard the sad news that Mr. W. Millar Lawson had died suddenly.

The news was made the more tragic by the fact that his death followed almost immediately upon the birth of their first son and third child and two days later the sense of tragedy became more intense still when we

learnt that the baby boy had also died.

Bill Millar Lawson was admired and respected for his technical ability as an engineer and everybody took to him, largely on account of his gentle approach to life and his friendly and soft spoken manner.

### MISS J. A. MARSDEN

Joyce Marsden's death in hospital on 13th October came as a stunning blow to us all.

Joyce came to the Company in her teens as a shorthand-typist. With her impeccable standard of work she climbed quickly on sheer ability, being promoted Management Secretary at an early age. On Sir Donald's succeeding Sir William Currie to the Chair, she became Chairman's Secretary.



Presentation by Mr. Keith Reynolds, Director, to Engine Room Serang Shad Ali in *Arcadia* to mark his retirement on 1st September last. The presentation was on behalf of the ship's Engineer Officers, and consisted of an Aneroid Barometer inserted in a ship's wheel. Also in the picture is Chief Engineer Thomas Thompson.

She was one of the main influences in getting the Pandor Club started. Some years ago she helped found a dramatic society in P & O following this up with other sport and social activities under the Company's umbrella.

Her loyalty to the Company was most marked. No matter in what company, she was never afraid to make it clear that in her opinion P & O came first. If ever she came across anything in a department or ship that she considered less than the standard required, her distress was only too obvious.

#### A. TAYLOR

His many friends will be sad to learn of the death in his 70th year of Alec Taylor at his home on Friday 3rd November.

He joined Anderson, Anderson & Co., Managers of the Orient Line, in October 1915 in the Insurance Department but spent most of his life in various sections of the Accounts Department.

From 1960 onwards Alec Taylor had the unique experience of having been retired by the Orient Line, asked to come back, retired again by P & O and asked to come back again and was in the office on the day he died.

His two great loves, apart from his family were music — he was organist at his local church — and cricket — particularly Essex cricket. Although not a player himself, he was a very fine umpire and was a regular at Orient Line cricket matches in the 30s.

He was the last of the office staff links with the formation of the Orient Steam Navigation Co in 1878, for his father joined the Company at that time and became Chief Accountant before he died in service in 1910.

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Appreciation of CAPTAIN P. SARGENT, ret'd Marine Supt., has been held over for the next issue.

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*Mr. H. S. Spashett (left) being toasted by Captain R. E. J. Fox in Chusan on the occasion of his joint birthday and retirement party on 24th October. He and Mrs. Spashett went on an autumn cruise in the ship as guests of P & O, to mark Mr. Spashett's 37 years with Escombas, Southampton. Mr. Spashett, an Assistant Manager with Escombe McGrath, officially retired on 31st October last.*

## APPRECIATIONS :

### L. GRIFFITHS

Lionel "Griffo" Griffiths recently retired as Assistant Superintendent Purser in the docks after 36 years with the Company.

He joined as a Purser in 1931 after an eight-year stint as an Assistant Purser with Shaw Savill, his first ship being *Balranald*. During the war he was in the Viceroy of India during the North African landings and later, when she was sunk after two days of continuous air attack.

After the war he decided to quit deep sea service, and in 1946 joined the shore staff. Since then "Griffo" has been kept busy looking after the fleet's ships at all U.K. ports, watching over repairs, controlling the catering and seeing that the vessels were maintained as efficiently and speedily as possible.



*W. Stockwell*

### W. STOCKWELL

Mr. William Stockwell, a member of the P & O Group Executive and a Director of P & O Lines Management Ltd., retired on 31st December, 1967. Mr. Stockwell, who joined the P & O as a Junior Clerk 47 years ago, has for the last few years been specially responsible for the P & O Steam Navigation Company's properties throughout the world.

His last major job was supervising the erection of the new P & O building in Leadenhall Street, London, which should be ready for occupation in mid-1968.

Having joined the P & O S.N. Company in 1920, Mr. Stockwell became Secretary in July 1950. On April 1st, 1963, he was appointed a Director of P & O Lines Management Ltd.

# We Hear that ....

## IT ONLY GOES TO PROVE!

Meteorologically interested readers will be fascinated by the trace recorded on *Oriana's* barograph during her passage through the Panama Canal last summer, sent in to *About Ourselves* by Second Officer Roger Jackson.

Transit commenced from Balboa at about 1500 GMT on 4th July. As can be seen from the trace, where the pressure falls sharply *Oriana* passed through the two chambers of Miraflores Lake just after this time.

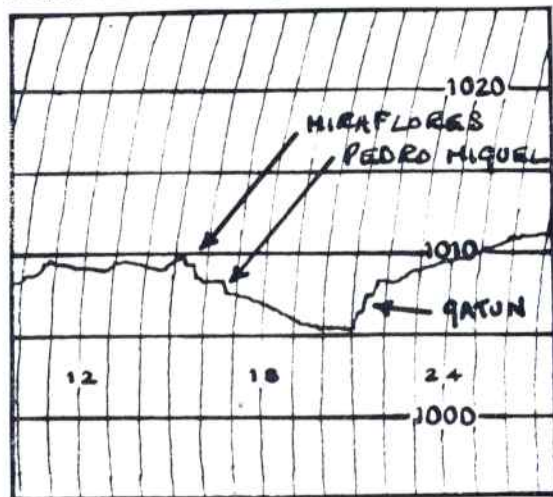
Transit across Miraflores Lake is indicated by the flat part of the graph, then a further drop in pressure indicates through the single chamber at Pedro Miguel Lock. The gradual fall in pressure between 1700 and 2100 records the usual diurnal variation experienced in low latitudes.

At 2100 and onwards, the passage through the three chambers of Gatun Locks may be seen as a series of steps, as the barometric pressure increases.

The average 'lift' of the locks is 32 feet, and as may be seen, this is indicated by a rise or fall, as the case may be, of about one millibar.

What was that about boiling a kettle of water on top of a mountain?

Barograph of the Panama crossing.



## BIRD FOND OF GROG

Robert, a young (lady) bird who travels frequently on *Canberra* with her owner, Miss Margaret Maddick, Nursing Sister, got into trouble last summer. She flew off one morning and disappeared from her home in Yelverton, Devon.

Miss Maddick reported the loss to the police, but without much hope of her recovery. However she had forgotten one thing. Robert is a boozy bird — she loves her grog.

Sure enough, the following evening she turned up at the next-door village at opening time — outside 'The

Skylark' pub. Two visitors spotted her sitting in a gorse bush, awaiting an invitation to come and have a drink. When they called over to her, she flew straight into their hands.

She was taken in to the landlady, who not being used to seafaring boozy birds, popped her into a crisp tin and informed the police. It was only when Miss Maddick came to collect her pet that her drinking habits came out. "Her favourite drink," said Miss Maddick, "is brandy, but she will condescend to drink beer."

## BELL FOR SCHOOL

Captain A. H. W. Dallas, lately of the s.s. *Aden* presented *Aden's* 8" bell to his village school at Milford-on-Sea, Hants., during his Christmas leave. He has a 'personal link' with the school, through the British Ship Adoption Society.

He was able to retrieve the bell before *Aden* went to the breakers last year.

At Captain Dallas' request the bell has been called 'Friday Bell' only to be rung to announce end of school on Friday!

## H. K. MARINERS' CLUB

A new Mariners' Club has been opened in Hong Kong, replacing the former Sailors' Home and Missions to Seamen. It is right next door to the Ambassador Hotel and offers excellent facilities at modest rates.

Every effort has been made to provide comfort for seafarers in keeping with modern standards. All bedrooms and public rooms are air conditioned, while ample opportunity is given for various forms of relaxation ranging from a tenpin bowling centre and a swimming pool to billiards and television in English and Chinese.

Facilities include a restaurant, laundry, shopping centre, bars and snack bars and the usual lounges, reading rooms, quiet rooms and writing rooms. There is sleeping accommodation for 141 men, mostly in single rooms.

## CRICKET ANNIVERSARY

Ken Smart, Communications Manager in Passenger Department, celebrated an anniversary last summer when he went out to bat against the Ministry of Transport. Not a conventional anniversary; a cricketing one.

It was the 40th anniversary of the annual cricket match against the Ministry of Transport (originally Board of Trade), which started in 1927.

Ken had played in the match every year (except during the war years, when the game was discontinued.) Quite a record — 41 years of cricket.

## GIRL WINS P & O SCHOLARSHIP

For the first time in six years, the annual P & O *Canberra* Scholarship has been won by a girl.

She is 23 years old Carolyn Horton of Gawler, South Australia, one of six young men and women representing the young farmer and rural youth movement of each Australian State, who enjoyed a six months' tour of the U.K. under P & O's *Canberra* Award scheme last year.



Carolyn Horton

Carolyn, the first South Australian winner since the Award began in 1959, can either accept a scholarship worth \$A 2000 (£933 stg) for a course at an Australian university or college; or a cash grant of \$A 1500 (£700 stg) to spend on an approved agricultural project.

The winner of the 1967 Canberra Scholarship was decided from the combined results of a three-part examination, held in London and on board the *Orcades* during their homeward voyage.

#### INSTANT COPIES

Santa Claus, it appears, has not passed by without his usual generosity this year, after all. Safely guarded behind a closed counter door, and jealously operated by a pair of efficient young hands, the latest in Copy-Duplicating can now be seen within the precincts of the Central Reproduction Section in Correspondence Department.

Those of us who have shaken off the effects of the Christmas spirit liquor or otherwise, or the even more recent New Year hang-over, may well have noticed that Xerox copies are coming back quicker and cleaner than ever. This is largely due to the introduction of a new and faster Rank Zerox copier which can produce copies at the rate of 2,400 per hour. This compares with the 720 copies per hour of the previous machine it replaced. Three times as fast!

It is also possible to dial up to 499 copies which can easily be produced through the hydraulically-controlled suction feed tray holding 2,000 sheets of paper. Cost is the ruling factor, however, and this would only be worth while with very important jobs.

Time marches on, and the Central Reproduction Centre has to keep pace with it.

#### LANGUAGE PROBLEM

In P & O we were all delighted to see a letter recently from our friend Alfred Holt, of the swinging city of Liverpool, which referred to the 'Fair Trade Commission' as the 'Fur Trade Commission'.

The smiles froze on our lips, however, when a letter was discovered that had gone out from this office with a typing error referring to the eminent Yorkshire port of Hull as 'Ull'.

It is not only in the N.W. that the services of Professor Higgins are required!

As a popular song of the moment says "Thank you very much".

#### CHRISTMAS DOUBLE

There was a double celebration in Tourist Class during *Canberra's* Christmas Cruise. Two couples who were married on the same day fifty years ago, in 1917, celebrated their Golden Weddings on board.

They were Harry and Margaret Saville of Oldham, who were married on 28th December, 1917, at St. James Church, Oldham, and Edward and Olive Darby of West London, also married on the same day but at Holy Trinity Church, Latimer Road, North Kensington.

Captain Edward Riddelsdell and other senior ship's officers toasted them in champagne in the Captain's cabin on their anniversary, and they were also presented with large cakes specially baked for the occasion.

#### TABLE DELIGHT

We often forget the thrill experienced by passengers and visitors coming on board a ship for the first time. To us it may all be routine. To them it is an exciting adventure, awaited with eager anticipation.

We reproduce below a letter expressing such sentiments, received by Commodore James Dunkley on his last call at Los Angeles before coming ashore:-

"Captain,

"I've never been even close to a large vessel before and July 23, Dr. E. S. that sailed with you 5 years ago

*Captain Riddelsdell (centre) drinks a toast to Mr. and Mrs. Saville (left) and Mr. and Mrs. Darby.*



has invited me to go on board to see your Ship. I don't know when I've looked forward to anything with more anticipation than I'm doing about this. I do so appreciate your inviting the public to come aboard. Thank you so much.

"I hope you were raised on a farm. If so, you just might enjoy this squash from my garden. It's only about the fourth one so far this season. I enjoy it almost as much grated fine and eaten raw as I do having it cooked in just a small amount (8 min) of water as you can without it burning with just a small amount of salt and butter and just a dash of nasturtiums flowers, leaves and stems cut up fine and put over it. These lemons have not been sprayed so I hope your chef will make you a delicious lemon pie.

"Another thing I'd be delighted to do for you in appreciation, if you have the time is to give you one of the best Osteopathic treatments you have had for years, (or so my patients tell me). I have no idea how you'd contact me with all the visitors, unless you put it on the inter-com. I'm fat, 60 plus, freckled, and used to be red-headed but I guess it is greyish red now.

"If you would let me know what vegetables you like best I'll try to have some of them grown for you organically maybe the next time you dock if it is far enough in the future. If you go into your office on 7th St. here in L.A. you can let Mrs. Jackson know and she can call me, or you can have your secretary drop me a line. Of course if you take time to take an Osteopathic treatment you can tell me then. Enjoy your squash.

"May God give you a wonderful trip for this next sailing and may you have many interesting people on board. Thanks again for your kindness in letting us have an enjoyable day.

Sincerely,

(Signed) Dr. E. J.

"P.S. The greens are Swiss chard, comfrey (the broad rough textured leaves very rich in Calcium can be used in mixed greens or as tea. Excellent for poltices of burns or deep cuts or even Cancer). Nasturtiums very good in salads also the squash blossoms, but they can be dotted with butter and put under broiler for about 3 minutes. Enjoy yourself with memories. The squash I think is Table Delight (Hybrid)."

#### TAKE A CHANCE DRAW

The 1967 Ocean Princess, Miss Vivien Grundy, 22, of Chelsea made the draw at P & O's West End Office last year for the winners of our 'Take a Chance' scheme. Miss Grundy is the daughter of Mr. W. Grundy, Chef of *Orsova*.



Vivien Grundy making the draw

The 'Take a Chance' scheme offers cruise passengers a First Class cruise at reduced prices if they are prepared to take a chance and go when berths are available. This enables us to fill up ships if they are not selling as well as we would like, and it enables the passenger to have a cut-price cruise.

Intending passengers are given five weeks' notice of a cruise, and they are given a total of three chances if they are unable to take up the first offer. The scheme is based on two fares, £100 for a 12 or 13 day cruise and £115 for a 15 or 16 day cruise.

#### HOW FRESH IS FRESH?

The latest *Passenger's Guide to Sea Travel* informs would-be passengers that "fresh milk is always available" for children.

This makes one wonder how fresh is fresh. Obviously milk from a cow or delivered by the milkman is fresh. But is it still fresh after it has been sitting in a container for a week or two? Or do ships have some other ingenious way of getting over this hurdle?

Keeping a straight face, the Editor consulted Pursers Department to see if they could throw any light on the matter. After reading the relevant passage the Assistant Superintendent Purser frowned. He agreed it was a dangerous statement. Milk had been known to go bad, and then the mechanical cow would be used, "but only for a day or two". It would be safer to say it was "generally available".

Perhaps we should be more observant when on board ship, straining our ears for deep sonorous sounds that might solve the bovine secrets of the bilges?

# Pandor News

## A.G.M.

The Annual General Meeting of the Club was held in Beaufort House on 1 June 1967. Several changes occurred in the election of new Officers. Mr. Peter Parry, having served as Chairman so well since June 1962, relinquished this position and Mr. James Davis was elected his successor. Edmund Vowles continues as Vice-Chairman and Leo Hermes as Treasurer. The Chairman introduced Gordon Lang, the new Secretary, to members and paid tribute to all the good work done by his predecessor, Reg Dudman of Steamers Shops Department, who had been Secretary since June 1963.

In July 1967, Mr. Lang was forced to resign as Secretary because of ill health. This was sad news since he was a welcome visitor to Beaufort House each Tuesday and Thursday. In November 1966, West End Office Assistant Secretary Tony Robinson had taken up his new appointment in the Passenger Relations Section, Beaufort House. He was, therefore, able to co-ordinate most of the club's business as Acting Secretary under the inspired new chairmanship of Mr. James Davis. In October 1967, Mrs. Audrey Cope relieved Tony Robinson and accepted the position of the club's new Secretary. She is now cheerfully busy about her Beaufort House duties.

A.H.S.R.

## CRICKET

Last year the Pandor Cricket Club had an enjoyable if not entirely successful season.

Although the midweek side won four of its five matches, the Saturday side could only avoid defeat on three occasions. However, if the results may not be impressive, there were some notable performances. For the mid-week side D. Smedley's 98 and 68 against G.S.N. Co. and Ministry of Transport respectively and G. Didier's 51 against the latter were the batting highlights, while the bowling honours went to K. Smart with 5 for 31 against G.S.N. Co. and 5 for 19 against the Ministry of Transport and R. Bowen for his 5 for 19 against Streets'. We were also fortunate in finding an excellent wicket-keeper in D. Wooldridge.

There were some sterling efforts by members of the Saturday side — T. Tulton's 56 and E. Bailey's 60 not out against Royal Mail and J. Allen's 52 against Tulse Hill, T. Mitchell's 7 for 63 against B. I. and E. Bailey's 5 for 41 against Cyphers.

One match deserves special mention — the annual match against the Ministry of Transport. This fixture began in 1927 and Ken Smart has played in every match against them. A wonderful record! In this game Pandor won by 40 runs, Didier taking the last wicket off the fourth ball of the last over thanks to a one handed diving catch at short leg. Although the margin of victory was fairly comfortable, the M.O.T. seemed to have a good chance of victory until the last 40 minutes, when K. Smart broke the back of their innings in his 5 for 19 spell.

The other event of note was the Single Wicket competition in which there were 28 entrants. The winner was E. Bailey. In view of the enthusiasm shown this year, it is to be hoped that the competition for which there is a cup will become a regular annual event.

Although the weekend side is a young one, there is plenty of potential. We do however need players with some experience to provide the necessary blend of youth and experience that would not only raise the cricketing ability of the side, but also provide incentive and a challenge for the younger members of the Company. In the coming season the committee would be very pleased if some members of the sea staff would arrange to play for the club when their ships are at London.

J.D.C.A.

## DANCE

The annual Pandor Club Dance was held on 7th December at Quaglino's again this year. It was a great success with excellent food and dancing to Tommy Kinsman's Band.

The Committee is now in a quandary, since both this dance and the one at the Lyceum last year were so successful. Questionnaires have been circulated to find out which is preferred, whether people like the alternate year arrangement, or whether they would rather have two dances each year, say one in the summer and one in the winter.

W.A.W.

## Dramatic Society

### 'HAY FEVER'—BRITTLE AND FROTHY

by James Davis

It is a slightly depressing feature of the 1960's that the lure of television prevents so many from venturing abroad to see "live" theatre. Certainly, the audiences at King George's Hall on November 29th and 30th for the latest Pandor Dramatic Society production were scarcely worthy of the very high standard of performance given on these nights.

It is an ambitious thing to try and cope with the very brittle and frothy humour of Mr. Noel Coward (incidentally, the play was slightly up-dated to overcome the anachronisms of a play written in the 1920's). The pace must be kept very brisk and the characterisation of the drawing room society so beloved to Mr. Coward must be very accurate or the point is lost. In both these respects the Pandor Club's "Hay Fever" did extraordinarily well.

Janet Withers as Sorel Bliss and Michael Ellison as Simon Bliss acted extremely well together and produced

*Margaret Henstock, (centre), flirting with a house guest (Ralph Buxton) during party games. Also in the picture are (left to right) Janet Withers, Lynn Ramage, John Allen, Joy Andrew and Dennis Griffin.*





*Breakfast-time gossip about mother — by William Hickey. Picture shows (left to right) Margaret Henstock, Margaret Dunne and Janet Withers.*

exceptionally credible performances.

Margaret Henstock as Judith Bliss was once again the lynch-pin of the whole production and managed wonderfully to convey the character of the mother in this eccentric family, who cannot believe (or maybe doesn't want to) that she is no longer the matinee idol of some years before. Miss Henstock's *leger de main* on the piano was an unexpected bonus of talent.

Particularly good also was Margaret Dunne as Clara the over-burdened and long-suffering servant, and it was hard to believe that she had taken over the part at only two or three days' notice.

Obviously, it is never possible to mention everyone, so let it be said that there were no weaknesses in this production of Derek Edwards, who had already produced two or three plays for the Dramatic Society, and who once again showed his mastery of keeping the action moving.

This was not the type of play to achieve immense guffaws from an audience because the lines and action trickle on in a stream of light-weight wit, rather than having special "punch" lines (a slightly disappointing thing for an amateur cast) but those who were prescient enough to go showed their appreciation of an excellent evening at the end. It is at that time that all the hard work which goes into these productions is proved worthwhile.

## SWIMMING

For the first time in eight years the Pandor Swimming Club won the London Shipping Amateur Swimming Association Gala. Strictly speaking Pandor have never won the cup, as in 1958 it was the P & O Swimming Club that were the victors since the Pandor Swimming Club was not formed until after the merger in 1960.

It was through enthusiastic support from the women swimmers that Pandor were able to win the Weir Challenge Cup; but for the women Pandor would have only scored 32 points out of the total of 72½ which we in fact achieved.

The women's and men's diving finals were held prior to the Gala and it was in these early events

*"We've done it!" says Pandor Swimming Captain Ken Mackenzie holding the Weir Challenge Cup.*



*The happy team with cups. They are (left to right) (back row), Mrs. Beryl Wilkins (Typing Centre), Brian Elliott (Pursers), Gillian Lidbury (Passenger), Ken Mackenzie (Passenger), Susan Barnes (Freight Admin.), Glenis Tavener (Accounts), Anna Bartholomew (Statistics), George Talley (Passenger), Mary Pond (Chartering). (Front row), Anne Morley (Typing Centre), Penny Osborn (Public Relations) and Mrs. Rosemary Lunn (Statistics). Cups held are, (left to right), Cadenhead Cup (women's diving championship), Port Line Cup (women's backstroke), Orient Cup (women's inter-shiping team race), Weir Challenge Cup (for club with highest number of points in gala), Blue Star Cup (women's freestyle sprint).*

that Pandor could smell victory. Although not too successful in the men's diving, where we came 4th, Miss P. Osborn (Public Relations) and Miss A. Bartholomew (Statistics) finished 1st and 3rd respectively in the women's. Miss Osborn has, in fact, entered this event 8 times in the past 9 years and has won on each time. Surely a great achievement.

On the 14th September 22 Pandor Swimmers took part in the Annual Gala confident that we could succeed. The only way to fully appreciate our success is to list below personal and team achievements.

- Womens' 88yd Freestyle* — 4th Miss S. Barnes (Freight Admin)
- Girls' 44yd Freestyle* — 2nd Miss A. Morley (Typing Centre)
- Men's 88yd Backstroke* — 3rd T. Shaw (Chartering)
- Men's Breaststroke* — 3rd B. Elliott (Pursers)  
4th G. Talley (Cruising)
- Women's Freestyle* — 1st Miss P. Osborn (Public Relations)  
2nd Miss M. Pond (Chartering)  
4th Mrs. B. Wilkins
- Men's 88yd Freestyle* — 2nd G. Talley (Cruising)  
3rd M. White (Cruising)  
4th K. Mackenzie (Passage)
- Women's 440yd Breaststroke* 1st Miss G. Lidbury (Passage)  
3rd Miss A. Bartholomew (Statistics)  
4th Miss G. Belcher (Officers)
- Mixed Medley Team Race*— Pandor 2nd
- Men's Medley Team Race*— Pandor 3rd
- Men's Team Race* — Pandor 3rd
- Women's Team Race* — Pandor A 1st  
Pandor B 3rd

The final result showed that PANDOR had beaten TENDIMUS SOCIETY (56 points) and MAORI (33 Points) with a grand total of 72½ pnts. K.L.M.

# WHO'S WHO around the Company

This issue, *Who's Who* visits the West End office. Its staff are the people who directly or indirectly service our passengers. Some, like Clerks and Travel Advisers the passenger will see, but the others are the 'faceless ones' whose existence he may not even suspect, but without whom his voyage could not take place.

**1** R. H. B. Lord—Second I/C of Shore Excursions since the merger. Joined Orient Line 1928. Served in Stores, Passenger Department and Crew Welfare.

**1** R. H. B. Lord



**2** G. A. V. Whyte—Cashier, West End, since November 1965. Formerly in Accounts Department. Joined Company in 1932.

**2** G. A. V. Whyte



**3** Miss D. Andrews



**3** Miss D. Andrews—Interviewing and Booking Clerk. One of the attractive ladies dealing with passengers. Joined Company in 1955 as filing clerk.

**4** R. D. Rolt—West End Manager. Joined Company in 1927 and has always been in Passenger Department.

**4** R. D. Rolt



**5** H. Chetcuti



**6** S. G. Hampton



**5** H. Chetcuti—I/C Passengers' Baggage. Joined P & O in 1957 from English Coaling Company, P & O Agents in Port Said. Speaks fluent French, Italian, Maltese and Arabic—as well as English.

**6** S. G. Hampton—Messenger. Joined Orient Line in 1921 as a Bellboy at sea. Came ashore in October 1932, becoming Baggage Foreman and later W/E Head Messenger with the Orient Line.

**7** J. A. Osborne—Baggage Foreman. Joined Company in 1928 as Messenger Boy. After war in Fire Service returned to baggage section becoming foreman in February 1956.

**7** J. A. Osborne



**8** Miss P. Clayton



**9** G. G. Jones



**8** Miss P. Clayton—Travel Adviser. Joined Company in 1963 from a Bond Street Travel Agency. In 1966 spent two hectic months travelling round the world to gain first-hand knowledge for better advising passengers.

**9** G. G. Jones—Travel Manager since 1965. Formerly Booking Hall Manager. Joined Company in 1931.

**10** R. J. K. Cornell—I/C West End accounts. Joined Orient Line in 1946 in Accounts Department, City.

**10** R. J. K. Cornell



**11** L. E. Kimpton



**12** J. H. Ray



**11** L. E. Kimpton—Company Historian and Curator of Archives. Also produces Port Leaflets. Formerly in Advertising. Secretary of Pandor Golf Club. Joined Company in September 1924.

**12** J. H. Ray—Head Messenger West End. Joined Company in 1927 as Messenger Boy. Appointed Chief Posting Clerk after war, became Head Messenger in 1961.

## Letters to the Editor

### FIRST P & O SHIP'S RADIO

Oak View Cottage  
Shipbourne  
Tonbridge  
Kent

Dear Sir

There was a notice in the last issue of the death aged 92 of Captain G. H. S. Furlong. In the years about 1911/1912 when I was in Colombo Agency we would always receive a wireless message from *Sunda* confirming or amending expected time of arrival. It might be thought that there was nothing very odd about that. The fact was that then no P & O ships were fitted with wireless except the *Sunda* which was the personal property of Chief Officer Furlong who was an early wireless enthusiast.

Yours faithfully  
H. N. Hollis  
(Pensioner)

### OLD BOYS' GET-TOGETHER

Alfreda  
24 Springbok  
Alfold  
Cranleigh  
Surrey

Dear Sir

I was very interested in R. H. B. Lord's (Shore Excursion Section) article in *About Ourselves*. I think his idea of forming an "Old Comrades Association" would be fully appreciated by all the "Pensioners". As it is the only time the Pensioners meet is once a year at the Reunion Luncheon on board one of the Company's ships.

Perhaps a meeting could be arranged at Beaufort House, or Cockspur Street, every three months, this would help to keep the "Pensioners" in touch with current affairs.

Yours faithfully  
Ernest E. Cadman  
(Pensioner)

Dear Sir

In the last issue of *About Ourselves* there was a suggestion that a list of Pensioners' addresses should be published.

I am NOT in favour. You might get odd people calling at unwanted hours. I have not my copy now, I always post it on to Mr. Elphick – a barman in the Company for many years.

Yours faithfully  
H. N. Hollis  
(Pensioner)

(These are the only two letters received on this subject. This implies most pensioners do not want such a list. – Ed.)

### A CHANCE IN A MILLION

161 Tulse Hill  
London SW2

Dear Sir

The invitation read: "Mr. and Mrs. R. M. Thwaites request the pleasure of your company at the marriage of their daughter, Julia Lane, to M. Nicolas Pierre Huni on Thursday, 30th September, at 3.30 o'clock and afterwards at the Hyde Park Hotel".

Mr. Thwaites, of course, I knew to be a Managing Director of the P & O Line. Pierre F. Huni, of Transmarine S.A. Paris, father of the bridegroom, was an old friend whom I had first met when he and his English partner, the late Henry Boyd, C.B.E., were gallantly engaged in dragging from the oil-covered waters of the River Loire many of my injured fellow survivors from troopship *Lancastria*, after she was sunk by enemy bombs on 17th June, 1940. So soon as possible after the War I had sought out Pierre F. Huni and enrolled him as the second Honorary Member of the Association of *Lancastria* survivors; our first Honorary Member was the late Sir Winston Churchill, K.G.

And now my wife and I were guests at the wedding of Pierre Huni's son, a proud and happy occasion for us, especially when we were introduced to all the members of the Huni family, including (and this was the "chance in a million"), Pierre Huni's brother-in-law, M. Maurice Mirabaud.

Maurice and I shook hands, clinked glasses, and then just stared at each other. We stared and stared, then parted to talk to others, but soon we gravitated toward each other again and continued to stare. His English was little better than my French, but each of us knew that we had met before, but when and where? I had to box cleverly, for during my service in most theatres during the War I had met many Frenchmen, but not all had been on the Allied side! Still, the matter had to be settled, so after our third glass of champagne I asked: Algiers? (non); Tunis? (non); Oran? (non); Syria? (non); and then the penny dropped – RHEIMS I said, and his face changed dramatically, "I was wounded under Rheims" he replied.

My memories went back to the black days of May and June 1940, and of how we had been ordered to evacuate Rheims at an hour's notice. I recalled too, of how I had returned unofficially to that deserted city with a team of volunteers to salvage the £250,000 worth of stores in warehouse there.

I remembered that beautiful May morning when, having dispatched (before dawn) my convoy of lorries, I climbed to the roof to take my turn to watch with field glasses for the approach of German forces. Presently, my sentry in the street below called up to me; "a French officer coming down the street, Sir", so I went down to greet the Frenchman. He saluted smartly and with some difficulty gave me to understand that he would be obliged if he might stable his squadron of light tanks in my large canteen (originally a garage) in the Rue de la Pais.

Knowing that the place was never likely to be of use to us again, I assented and taking the keys from my desk, walked off with him. I found the canteen to be already full of tanks, the rear wall of the building having been

demolished to give them entry! What the devil could I say? I handed the keys over to the young Frenchman and received his solemn promise to return them to me when his squadron was ready to move on. He duly returned them after dark that night, staying a few minutes to share one of my few remaining bottles of champagne.

And so we met again, after 25 years, at a wedding party in a London Hotel! What a contrast! Within a few days of our first meeting I was to be swimming for my life in oil-covered sea, and he, desperately wounded, a prisoner of the Germans! To be sure we took another glass or two, to celebrate our "chance in a million".

Yours faithfully  
C. V. Petit, Major (Rtd.)

(Known to many readers as "Hunky Dunk" of the journal *Chief Steward & Ship Stores' Gazette*.)

### LANDLUBBER ON "SIR W. CHURCHILL"

Beaufort House  
Gravel Lane  
London E1

Dear Sir

In two recent issues, articles were published by officers about their experiences in the training schooner, *Sir Winston Churchill*. You may be interested in the other side of the coin, the experiences of a trainee.

The actual voyage that I went on was unfortunately hampered to start with by adverse weather conditions, and from Monday to Thursday lunchtime was spent anchored off the Isle of Wight. The strongest gust that was recorded reached 103 m.p.h.

We eventually sailed at 1400 hours, having heard on the weather forecast that the wind had dropped to force 7, gusting force 8. With just the staysail set together with a storm jib broken out between the fore and mainmasts we were able to obtain a speed of eight knots.

Our first provisional port of call was to be Cherbourg, but as it was 22.30 by the time we arrived off the Cherbourg Peninsula the Captain decided to go straight on to St. Peter Port, Guernsey, where we docked at 08.30 the following morning. The *Sir Winston Churchill* was the first ship to call there for four days, and if only we had known earlier, we could have done a roaring trade in newspapers, owing to the fact that no aeroplanes had been able to land for several days.

Friday morning was spent cleaning the ship. In the afternoon and evening the whole crew except those on anchor watch were allowed ashore. The following morning we motored out of the harbour at 11.30 hours and set sail for Fowey aided by a force 6 wind.

To start with only the outer and inner jib, the staysail, and the mizzen were set. By Sunday morning, however, the wind had dropped considerably and the foresail and mainsail were set. By Sunday afternoon the wind had almost completely died, and the motor-boat was launched in mid-Channel to enable the trainees to take photos of the *Sir Winston Churchill* with nearly all the sails set. Swimming was also permitted for those with nothing better to do. I am glad to say that I was on

watch at the time so that I had a valid reason for not indulging in self-inflicted torture. During the afternoon I went aloft to take some photos from the crow's nest.

We eventually moored in Fowey harbour at 20.00 hours on Sunday evening. The following morning everyone had an hour ashore, and at 12.00 hours a demonstration of breaking out the square topsail was given for the harbourmaster and the Mayor of Fowey. At 12.30 hours we cast off from the mooring, at the same time hoisting the mizzen and sailed out of the harbour followed by a flotilla of small boats. After a fairly calm voyage we sailed up to the buoy in Cherbourg harbour at 1700 hours on Monday evening. After a French admiral and the Cunard representative in Cherbourg, with whom I had an enlightening talk about passenger services, had visited the schooner all the trainees were allowed ashore for the evening.

By the time we sailed at lunchtime on Tuesday the wind was blowing at force 6, gusting force 7. To add to the excitement we had to beat up the harbour approach into a short, steep sea at the same time as we were presented with a bowl of stew for lunch. Constant bearings had to be taken on stakes marking rocks running out into the sea to starboard as we were being blown the whole time towards the lee-shore. Having cleared this hazard we were faced with the task of clawing off the French coast. After 24 hours' sailing we were still only 15 miles off the French coast. At about 0900 hours on Thursday morning the wind died completely, and we had to motor back to Portsmouth, an unfortunate finish to a most enjoyable trip.

On board the *Sir Winston Churchill* there was a full-time crew consisting of a captain, a chief officer, a navigator, a chief engineer, a bosun and a bosun's mate, and a cook and a galley-boy. There were three watch officers, three watch leaders, and 36 trainees, who all changed each voyage. The watch officers, the watch leaders, and the trainees were divided into three watches, each consisting of one watch officer, one watch leader, and 12 trainees. Duties on watch included manning the helm, look-outs, a messenger, a log-keeper, and the rest on stand-by. The watches off-watch would be responsible for hoisting, lowering, or trimming the sails. Each trainee would also spend one day working in the galley and one day as a bosun's day-worker, when he would swob the decks before breakfast, mend the sails, and generally help the bosun. Others would spend a day in the engine-room helping the chief engineer, or would have to clean out the captain's and officers' quarters.

The majority of trainees were sponsored or semi-sponsored which, I think, was not always a good thing as some firms sent boys who had very little interest in sea-sailing with certain unfortunate results. However, the majority of the trainees came intending to enjoy themselves, and as far as I was concerned, this aim was achieved.

Yours faithfully  
T. W. Shaw  
(Chartering Dept.)

## First Editor

Several readers have written in to comment on the statement that Mr. B. D. O. Jones was the first Editor of *About Ourselves*. They are quite correct in thinking he was not, and the (present) Editor apologises for any distress this misstatement may have caused. Mr. Jones' obituary was a last minute 'Stop Press' insertion, and it should have been checked more carefully.

Miss J. Grosvenor (formerly Editor of *The Trident*) was the first Editor. She was assisted by Miss M. Norman with Mrs. Shirley Cook (nee Gulliford) as her Secretary. Mr. Jones took over as Editor in 1955.

The Editor also thanks those readers who wrote expressing their sympathies and respects on Mr. Jones' tragic death. He regrets lack of space prevents his publishing them.

## GIN PENNANT

15 Cottenham Drive  
Wimbledon  
London S W 20

Dear Sir,

The story behind the picture which shows the Orient flag being worn as a "gin pennant" by H.M.S/m *Otway* at Valcuna Bay in 1933, is:— In 1928 the Australians had two new submarines *Oxley* and *Otway* built in England. They had many 'Teething Troubles' and the cruisers became discouraged and handed them back to the Royal Navy about 1931. We sent out two crews to collect them in *Otranto* and they got so matey with the ships officers that they were given (I hope!) an Orient House flag, which was always used as a 'gin pennant' by *Otway*. I served in *Oxley* from 33 — 35 so had plenty of opportunity to witness this practice!

I feel you may find this old shellback's yarn of passing interest.

Yours faithfully,  
John H. Middleton.

*Otway's startling Gin Pennant*



# Money for News

Ever fancied yourself as a news hound? One of those shadowy sleuths no one ever sees, but who always turn up when something's happened.

If you have, here is your chance. *About Ourselves* is launching a news competition, together with the Group Public Relations Department. There are quarterly prizes of £10 and an annual prize of £50.

Here's what you do: every time you see something connected with the Company that is news, tell Public Relations Department as soon as possible, by phone, memorandum or letter. If you delay, you may be too late. A tip in time is better than a tome next week.

A panel of judges comprising Mr. James Davis, General Manager, Prince Yurka Galitzine (Group Public Relations Consultant), Mr. Tony Bennett, Public Relations Manager, and Mr. John Szemerey, Editor of *About Ourselves*, will consider the tips, pictures and news-stories received in each quarter, and award £10 to the one that has resulted in the best publicity to the Company.

At the end of the year the panel will re-consider all news stories received during that year and award the top prize of £50 to the one getting the best coverage. This annual winner need not necessarily be one of the quarterly winners, because although one tip may have resulted in good publicity in one quarter, another may produce more coverage over the whole year.

What type of stories are wanted? Anything that is news and reflects well on the company. For example an interesting passenger — not necessarily a V.I.P., but perhaps an ordinary man with an unusual story or reason for his trip. Or unusual cargo — such as the first containerised elephant! Or a particularly brave rescue of a passenger or colleague at sea.

News is made every day. All around us. Do you have it in you to spot it? Are you the P & O's first News-Spotter? And remember, it is not only the 'tip' or the story, but the speed with which you tell PR Department that will determine the coverage your story receives — and your chances of that £50 prize.

The first quarterly winner, and his story or tip, will be announced in the next issue of *About Ourselves*.

Members of Management, Advertising Department and Group Public Relations Department are not eligible to compete.

Good luck, news hounds!



P & O S. N., Co

P & O Lines Management Ltd

P & O Lines Passenger Services Ltd