

## Three new heavy-lift cargo liners ordered from Poland

A fixed-price contract for three heavy-lift cargo liners has been placed by GCD with the Stocznia Gdanska shipyard in Poland.

This order underlines the confidence which P & O has in the future of its liner trades and its determination to provide the type of ship and service which will best suit shippers' requirements.

The ships, due for delivery during 1977/78, are being built for employment in the various trades which P & O operates to the Arabian/Iranian Gulf.

The order is all the more

interesting against the background of the recently-announced purchase of a further cruise liner by Passenger Division.

All three of the new vessels will have a cargo deadweight of 16,760 tonnes and a bale capacity of 850,000 cubic feet, of which 30,000 cubic feet will be refrigerated. Cargo handling equipment will include a 300-ton Stulken derrick.

Each ship will be 560 ft long overall, 76 ft breadth and a draught of 32 ft. Service speed will be 18 knots.

## Sea Venture to be renamed Pacific Princess

Sea Venture, whose acquisition by P & O was announced in October is to be renamed Pacific Princess, and will join the P & O passenger fleet under the British Flag next April.

Pacific Princess will cruise in the important North American market between April and November together with her sister ship Island Princess, bought by P & O earlier this year, and Sun Princess - formerly Spirit of London - to Alaska, Mexico and the Caribbean. Between December and May Pacific Princess will cruise from Australia.

**Fiat engines**

Built in 1971 by Rheinstahl Nordseewerke GmbH of Emden, Pacific Princess has a passenger capacity of 626, accommodated in 314 all-facility cabins of luxury class. She is powered by Fiat medium speed diesel engines and has a speed of 20 knots and a range of 8,000 miles.

### Photographic competition

There was a most enthusiastic response to the photographic competition for seafarers, sponsored by Information and Public Relations Department.

The entries have been sifted into their classes and the judges will be meeting in the New Year to judge them.

Prizewinners will be notified in due course, and a list will be published in Wavelength as soon as it becomes available.

### Glasgow arrival

Congratulations to Richard Barbour, of Thomas Trapp's Glasgow Office, and wife Barbara on the arrival of a baby daughter Nicola Frances

## Strathdevon launched for GCD

### Second SD14 joins fleet

The second of a fleet of six SD 14 vessels ordered by P & O's General Cargo Division was launched from the South Dock Shipyard of Austin & Pickersgill Limited, Sunderland on 31 October.

The new ship was named Strathdevon by Mrs Bridget Heenan, wife of Mr F E Heenan, Head of MSD, Strathdevon, which entered the water from the same slipway used by her sister ship, Strathdare, launched on 4 July and delivered to P & O early in October, is expected to enter service in January 1975.

Cargo handling equipment has been modified from the standard SD14 to allow full flexibility on a variety of general cargo trades and, if necessary, tramp services worldwide. The most important variation from the standard SD14 specification is the provision of a 50-ton Velle derrick, in addition to a 26-ton and two 10-ton Velle derricks, and two standard 10-ton derricks.

Strathdevon and her sister ships, building at a cost of about £17m, have a cargo deadweight of 14,850 tons and grain capacity of 756,620 cubic feet. Eight refrigerated 20-foot ISO containers can also be carried on deck.

The six P & O ships are part of Austin & Pickersgill's total of 180 SD14s built or on order from the company or its licensees in Greece, Brazil, Argentina and Scotland.

### Royal visitor on Norland



Captain Jim Bodden, Master of Norland, greeting Princess Margaret on board the North Sea Ferries ship during the inauguration of their new passenger terminal at Hull on 31 October. Next to Princess Margaret is Mr Ian Churcher, director and general manager of NSF, and Mrs Bodden is next to her husband. See story on page 11.

## Chairmanships for HT Turner

Mr H T Turner has been appointed Executive Chairman of A S Jones & Company at Bromborough. This follows the appointment of Dr N R Jones to the post of Development Manager in E and ATD.

The appointment is an additional responsibility for Mr Turner, who also becomes Executive Chairman of Thomas Allen Limited, at Stanfords-le-Hope, Essex where he has been Managing Director since

December 1972.

Mr Turner will shortly be nominating a successor to Dr Jones as General Manager of A S Jones.

Mr Turner's new appointment will not affect the separate identities or characters of Thomas Allen or A S Jones Limited. It is however an important step forward in positioning the companies to obtain greater joint advantage from their separate strengths.

## Jedforest Master dies suddenly

Captain Angus MacDonald, Master of Jedforest, 152,600 dwt, collapsed and died while on board his ship on 19 November. He was 42.

The ship was off Cape St Vincent and Captain MacDonald's body was put ashore at Falmouth before Jedforest continued to Gothenburg with a cargo of oil.

Captain MacDonald was married with three young children and his home was at Inverness.

**We wish a Merry Christmas and a Happy and Prosperous New Year to all our readers**

# Ferrymasters new Midland office

A new sales office has been opened in Kettering to cover the Midlands by Ferrymasters, following further growth of the Company's international road haulage services to and from the region. Located at 27, Station Road, Kettering, this new customer service centre is now responsible for all sales, marketing and technical assistance requirements throughout the Midlands.

These services were previously dealt with by Ferrymasters' combined transport equipment depot and offices at Desborough,

Northants, opened in March 1971 to offer an improved service for Midlands customers. The Desborough depot will continue to provide warehouse accommodation, as well as being a major centre for the Company's expanding fleet of locally-based tractors and load-carrying equipment.

Mr Ken Russell, Ferrymasters Area Manager-East, and Mr Ian Radcliffe, Field Sales Manager, are now based at Kettering together with their field sales team of international transport experts.

# Two more vow to drink wine for ever

When someone is made a member of the Commanderie du Bontemps de Medoc et des Graves, he must promise to promote the drinking of Medoc and Graves wines - preferably by example. The Commanderie du Bontemps - an association of wine growers in the Bordeaux region - installs new members twice a year on the occasion of La Fete de la Fleur (Feast of the Flowers) and Ban des Vendanges (when grape picking is decided).

Two of the 60 people chosen this year's Ban des Vendanges are members of P & O which now has a considerable interest in the transportation of wines from Europe. They are John Wilden, assistant general manager (Surface) POFF and Roger Crane, development manager POFF. In previous years Jim Elson, general manager POFF, Howard Davey, development executive POFF, V Griffey, managing director Turner Edwards (Bristol) - bottlers and bonders of wines and spirits - George Morris, trade manager GSN (Trading) and J Turner of P & O Short Sea Shipping have been installed.

The imposing ceremony of instalment was held this year on 14 September in the cellars of Chateau Lascombes. It was followed by a typical French luncheon lasting 3½ hours at which the 450 guests were served with four fine wines, and entertained by local entertainers singing wine songs.



Roger Crane (left) and John Wilden at the installation ceremony with M Charmolue standing behind them.



# Scholarships for Seamen

Scholarships worth up to £150 each are now on offer to young men of British nationality serving on deck in the Merchant Navy to help them to become navigating officers.

These scholarships will be known as The Honourable Company of Master Mariners' Memorial Scholarships, and the money comes from a number of funds established in memory of members of the Company which have been consolidated.

The scholarships will be administered by the College of the Sea, and the money may be spent on correspondence tuition, shore courses or special coaching ashore.

Application may be made at any time to The Secretary, College of the Sea, 207 Balham High Road, London SW17 7BH.

# Robert wins a prize

Deck cadet Robert Oliver, of Passenger Division has first prize in the Honourable Company of Master Mariners 1973 essay competition with an essay entitled *Weather routing from the days of sail to the present and into the future.*

Mr Oliver, at the present completing Phase II of his training is on a coastal voyage on Cumberland.

He joined P & O in December 1971 and his home is in Dovercourt, Kent.

# GHD accountants meet in London

For the first time ever, GHD's UK accountants met together in London from all over the country on 30 October. The purpose of the meeting was to discuss reporting procedures in the Division for monthly budget performance reports 1974-5 with particular reference to sharpening up of reporting and tighter control of working capital including debt collection, stock control and working progress control.

Pictured from left to right standing are AJ Jalland-Hassell (GHD Management Accountant),

D R Beechey (Bethyll Gwyn & Co), J G Connelly (Dowie & Marwood), D Wood (Silly Cox & Co) D L Giles (GHD Management Accountant), T J Twohig (The New Medway Steam Packet Co), H Jackson-Payne (Sealine Services), S N Badiani (Birt Potter Westray), B G Johnson (R & H Green & Silley Weir), D J Bennett (GHD Financial Accountant) and T G Allford (Bishopsgate Insurance Co); and seated are J Shepherd (Escombe McGrath), C J Nancarrow, Head of GHD and DJ Snoxhill (GHD Financial Controller).



# WANTED HOCKEY LADIES

Redbridge Ladies Hockey Club is looking for playing members and would welcome any young ladies, with some hockey experience, to play for them on Saturday afternoons.

Please contact Mrs H Maybank, PD/FNA on 285 8000 Ext 3004.

# Alec Greig retires

Many old friends from within and without the Group, gathered on 30 September to wish Alec Greig a long and happy retirement.

Alec joined BI as a Junior Engineer Officer in March 1936 and served at sea until 1949 when he came ashore as Second Engineer. He spent three years as BI Superintending Engineer in Akyab and three more as Shore Superintendent in Sydney.

His career then included appointments as Assistant Superintending Engineer in Calcutta and Bombay, eight months as Superintending Engineer in Hong Kong in 1959 and Superintending Engineer at BI head office in London in 1961.

Alec was promoted to Superintending Engineer at the Royal Albert Dock office in 1968, and with the Group re-organisation, in 1971 he was appointed Maintenance Manager of Group II which comprises most of the former BI and Strick Line Ships.

As a token of the esteem in which he is held, Alec Greig was presented with a statuette and cheque by J V Downing Technical Manager on his retirement. Our photograph (left) shows Mr & Mrs Greig and Mr Downing.

# BSD engineers help out PD

Before her recent drydocking, Oriana's engine room was inundated by engineers on loan from BSD. The working party of six engineer officers joined Oriana at Southampton on 6 October and left her on 31 October, having completed the necessary repair work well in advance of

her drydocking.

Our photograph shows the BSD men ready for an evening out on Oriana. From left to right are Steve Armstrong 3/EO, Rod Richardson A/EO, Bob Benfield A/EO, Tony Jones 4/EO, Jim Miller 3/EO, Mike Clark 2/EO and Paul Andrew 2/EO.



# Lord Mayor of London visits Bordeaux

(assisted by Escombe McGrath, of course)

The Lord Mayor of London, Sir Hugh Wontner and the Lady Mayoress commenced a 3-day visit to Bordeaux "in state" on 11 October, accompanied by the Sheriffs and their ladies, the Chief Commoner, and three Household officers.

As a group of Pikemen were also required to take part in some of the official functions, and many members of the Common Council and the City Livery Club wanted to attend Escombe McGrath arranged a chartered Trident Three aircraft with British Airways to convey the 100-strong party.

Bill Dickens, manager of Escombe McGrath, Ludgate Hill has handled the travel requirements of the Mansion House since 1957 but

this was the first occasion that he was able to see "the other end" — he says: "The weather was very kind for the whole three days which made a grand setting for the ceremonial occasions. Things were a bit hectic on arrival, as the Lord Mayor's schedule gave him only 70 minutes from touch-down of the aircraft until his departure from his hotel for the first engagement. Members of the official party travelled dressed in their uniforms — thank goodness the Pikemen took their six-foot pikes instead of the usual fourteen-footers!"

On the Friday the Lord Mayor was received by the Mayor of Bordeaux, M. Chaban-Delmas, and on the Sunday by the Mayor of St Emilion, M Vauthier.



Left to right: Mr John Fish, File-leader of the Company of Pikemen and Musketeers; The Lord Mayor; The Lady Mayoress; and Mr Stanley Holmes, Captain of the Company of Pikemen and Musketeers.

## Captain W B Vickers

A former master of Coromandel, Soudan, Arcadia, Iberia, Oriana and Canberra, Captain W B Vickers died on 11 November. He started his career in P & O in 1934 and held appointments in all ranks up to captain, retiring in April last year.

Captain Vickers was educated at the Thames Nautical College, HMS Worcester. He was a Younger Brother of Trinity House and a member of the Honourable Company of Master Mariners.

He held the rank of Commodore in the RNR and was awarded the CBE in 1971.

## Old lady of the sea dies

A Durban woman, who was once known as the 'Commodore Stewardess' on ships of the BI, died in October at the age of 86. She was Mrs G Bowness, the first European stewardess appointed to the British India company's ships in 1934 and who served with the company for 15 years. She retired 14 years ago.

## Mr G Wilson

George Wilson, Electrical Inspector, formerly of The New Zealand Shipping Co and latterly of P & O General Cargo Division, Liverpool, died at home on the 30 October, after a long illness. A number of friends from the sea staff and colleagues from shore staff in Liverpool and London attended the funeral at Southport.

Mr Wilson was born in 1923 and joined The New Zealand Shipping Co in October 1949, serving on Rangitani on her maiden voyage from December 1949 and for the next successive eight voyages as Third and Second Electrician. He was promoted First Electrician in February 1953 and sailed in that capacity on Papanui, Huruni, Northumberland, Cumberland, Thororata, Dorset, Pipiriki, Otaki and Somerset.

After various shore relieving periods during 1966, George Wilson was promoted to electrical inspector with The New Zealand Shipping Co and based in Liverpool from early 1968.

## Mr D Bruce

The funeral took place at Liverpool Salvation Army Citadel on 17 October of Mr David Bruce, formerly of Marwood and Robertson, Liverpool, who died on 12 October.

Dave Bruce joined Marwood and Robertson in 1916 and worked, for the greater part of the time, in the forwarding department until his retirement in 1959.

He was very keen and was a regular member of the office team for many years. In fact, he carried on for some considerable time after his retirement until eventually he was forced to resign due to ill-health.

Several former colleagues attended the funeral, and they extended sympathy to his widow, Doris, and her family.

## Two more Tuckers

Twins were born to Mary and Steve Tucker — Steve is a Chief Officer in BSD — on 3 November. Both boys, they are to be named James Stuart and Paul Stephen. Mary and Steve live in Warminster.

## Captain Stevenson's last trip



Before disembarking from St Ola for the last time as her master, Captain John Stevenson was presented with a fishing rod and wallet of notes from the 14-man crew by Andrew Stanger, agent in Orkney for the North of Scotland, Orkney and Shetland Shipping Company, Captain Stevenson, who served with the company for 21 years and claims to have passed the Old Man of Hoy more times than any other skipper, retired in September (see report Wavelength November).

## Falmouth bravery award

Mr Michael Tuffery, mate of the Falmouth tug St Agnes has been awarded the Bronze Medal and Certificate of the Royal Humane Society. This was for Mr Tuffery's gallant attempted rescue of Captain Laurence Mitchell, the senior Falmouth pilot when Captain Mitchell was killed after falling from Eagle in early September.

## NSF staff marry

Third engineer on North Sea Ferries Norwave, David Wink and Pursurette on Norland, Hazel Walford, were married at North Ferry, Yorkshire recently. David, who comes from Culter, Aberdeen, joined NZSC as a cadet and moved to GCD on its takeover by P & O. He joined North Sea Ferries in May this year.

David and Hazel met at the Missions to Seamen in Rotterdam when Hazel was at the North Sea Ferries accounts department there. Dave came into Rotterdam with Tremeadow which was entering dry dock for repairs following a fire on board. One of Dave's shipmates on Tremeadow who was there when the couple first met, Steve White, was best man at the wedding.

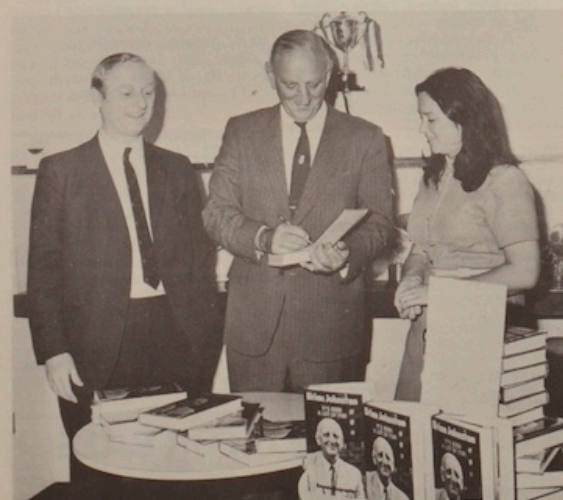
## A 'sweet' story

The old saying is that if there is anything worse than finding a weevil in your apple it's finding half a weevil!

On something like the same lines is the predicament in which a member of P & O staff found himself after consuming a tin of barley sugar recently.

Now, this is not ordinary barley sugar. From time to time emergency rations in lifeboats are renewed and existing supplies are sold. Well, this barley sugar eating purchaser of time-expired lifeboat supplies ate — and presumably enjoyed — his tin of the stuff. Only to find — on reaching the bottom of the tin — a label WARNING that the contents should not be eaten after a date which, incidentally, had passed some months before.

He is reported to still be in the rudest of rude health. But what would be the unfortunate effect if the contents had not been barley sugar but another, and more specialised kind of 'pill'?



Broadcasting personality Brian Johnston was the guest of the Pandor Club Beaufort House on 24 October when he entertained a small but appreciative audience with some of the highlights of his interesting career as a commentator and radio reporter.

One of the reasons for the visit was to publicise Mr Johnston's recently-published book It's been a lot of fun, and he autographed copies sold at the bookstall set up by sports club secretary Tony Robinson, left, and Gina Ellis, Property Division, right.



# What a lovely surprise for North Sea Ferries 1m passenger

A big surprise for Mr & Mrs T Paterson and their family, when they reported at North Sea Ferries Hull terminal for their sailing on Norland to Rotterdam (Europoort) - Mr Paterson was informed of being the company's 1,000,000th passenger and was handed a giant ticket by Councillor Mrs C E Ellis, Deputy Lord Mayor of Hull on behalf of North Sea Ferries of a size to match the size of the first company's new jumbo ferries, the ticket entitles the family to a free return voyage next year to Rotterdam or Zeebrugge, together with £100 for holiday expenses. Mrs Paterson was presented with a bouquet by North Sea Ferries senior hostess, Pat Hepton.

"What a way to start a holiday" commented Mr Paterson, "It is our first experience of taking the car aboard too!" The family live in Kilmarnock, Ayrshire and during the voyage they were entertained by Captain D Wharton, relief

Master of the Norland and champagne flowed all the way. In the picture are, left to right: Mr C S Paterson, UK manager for North Sea Ferries; Councillor Mrs C E Ellis; Captain Wharton, and Mrs Paterson and Mr T Paterson with their children.



## WINTER IN CHIGWELL

A full social programme has been organised for the long dark evenings of winter at Chigwell Sports Ground. The events still to come include:

- 21 December Grand Christmas Discotheque with the Electronic Ruptcha Road Show
- 31 December New Year's Eve Discotheque with the Electronic Ruptcha Road Show
- 4 January Children's Party
- 18 January Dancing to Steve Allan and his band
- 22 February Dancing to Steve Allan and his band
- 22 March Dancing to Steve Allan and his band
- 26 April Dancing to Steve Allan and his band

Watch the notice boards for further details.

## Tell me, deep sea man

The world can often feel very small even to a seasoned traveller like Freddie Shaw, a former NZSC radio officer now retired and living at Lower Shiplake, Henley-on-Thames. Last summer, a new family moved into a house near his. He chatted occasionally, the new resident, a tall distinguished gentleman, and learnt that they had travelled together to Malta on P & O's Devanha in 1925. Even more, this new neighbour - his name was Bryan Anstey - produced a photograph taken of Freddie Shaw on the boat deck on Devanha on that very trip!

They grew to be great friends. Bryan was well known in P & O and was the chartered surveyor who advised the company on the "Ancient Lights" aspect of the P & O Building in Leadenhall Street. However, Bryan Anstey fell ill and died on 6 September this year. But before he died, he composed and dedicated this poem to his friend and neighbour, Freddie Shaw.

Tell me, deep-sea man . . .  
(for Fred Shaw)

Tell me, deep-sea man,  
More about hurricanes.

True, I was born East of Suez  
And have steamed the middle sea,  
- and did we not first meet in "The Bay",  
Where the long Atlantic rollers  
Reared and thrashed  
In conflict with their fellows,  
Hurled back from headland  
And jagged shore,  
And you and I and another  
Were the only three on deck?

But I, I am merely a coastal sailor,  
A short-seas, open-boat man,  
Whilst you - How many times  
round . . . ?

## Ferrymasters introduce new UK/France road haulage service

A new and distinctly separate international haulage service between the UK and France has been introduced by Ferrymasters, operating under the identity of Ferrymasters France. It will provide a specialist service meeting the particular marketing and operational requirements of short sea cross-Channel movements.

Announcing this development, chairman and managing director of Ferrymasters, Mr E Percival, commented "There has been a significant change in the pattern of traffic movements between the UK and France, with increased use being made of driver-accompanied units. Our existing cross-Channel service links are now being rationalised to provide a more efficient haulage route between these growing markets."

He added "through the new operating structure of Ferrymasters

France we will achieve even closer control of movements, to offer customers faster deliveries and quicker turnaround of load carrying equipment. Our new operation complements Ferrymasters' highly-successful North Sea services between the UK, Scandinavia, Holland, Belgium and Germany, with the latter country being served mainly via Dutch and Belgian ports."

Mr R S Green has been appointed manager with specific responsibility for the activities of Ferrymasters France, and a new office has been established in Dover to control and co-ordinate movements on this important new service. Mr Green and the team of UK marketing experts will work closely with Mr R Reviriego, general manager of Ferrymasters SARL, France, who is based at the company's Calais office.

## Northern Ireland Tourist Board presentation



To promote further development of Northern Ireland, the Northern Ireland Tourist Board recently held a presentation for senior executives of the Company.

Pictured above, left to right are: Mr S L Stapley, commercial and development manager, P & O Short Sea Shipping; Sir Harry Jones, Ulster Agent, London; Mr H O McMurray, managing director Belfast Steamship Co; and Mr R B Adams, deputy managing director P & O.

## Len Finley

Len Finley, former chief accountant of Southern Ferries, died after a long illness on 28 September. He joined GSN Co in 1951 at the Victoria Wharf offices and on the closure of that wharf, he transferred to the accounts department at Three Quays.

In 1967 he was appointed accountant in Southampton office and was associated with Southern Ferries from the start of its operations.

## FOR SALE

Three-bedroomed semi-detached house in Beckenham, Kent. Accommodation comprises entrance hall, two large reception rooms, large fitted kitchen, separate w/c downstairs, bathroom and w/c upstairs. Large cellar. Gardens front and rear. Drive in. Ample space to erect garage. Price £13,500 on. Apply Mr T Scott, 0632 480780.

Bryan Anstey  
Aug. 28, 1974

## "Here's health"



Captain Tom Kelso, master of Strathdare and Mrs Patricia Brown, wife of board director Mr Denys Brown, drink the health of the new SD14 and her crew at Liverpool on 22 October.

Mrs Brown was the sponsor at Strathdare's launching at Sunderland in July, and was visiting the ship in Liverpool to present commemorative tankards to the officers and crew prior to their maiden voyage.

# Dateline

## Dateline Dohar

Whilst Floristan was at anchor off Dohar, Qatar, her Second Officer, G W Renshaw, noticed that another vessel's (Polish-Andrzej Strug) lifeboats were trying to defect - or possibly just in trouble after being launched at Emergency Drills.

On the basis of 'you found it - you fix it', 2/O Renshaw was launched in "Flories" No 1 lifeboat with four Indian seamen as crew. As the boat was being lowered past the maindeck, the Serang gave a black look to the "crash" boat's bowman who was muttering under his breath in muted Bombay Bat that "anything was better than another spell on those blasted chipping machines."

Floristan's crash boat made good time in reaching the two Polish lifeboats and took the non-motorised lifeboat in tow. As the tow line was passed 2/O Renshaw shouted across to the cox'n of the Polish lifeboat "Lloyds Standard Agreement - yes?" But this subtle humour was unfortunately - but not unexpectedly - lost on the non-English speaking Pole.

Fully expecting a long tow back to their ship the Polish crew were surprised to find themselves being loomed over by Andrzej Strug which had foreseen that unless she moved closer, they were in for a long and difficult afternoon trying to recover her boats in a rough sea with a Force Four wind blowing.

With full maritime courtesy 2/O Renshaw kept his tow line attached to Andrzej Strug's No. 2 boat until it was under her falls with a painter made fast before asking of her Captain "No cure - no pay?" "OK", shouted back the Polish Captain. "But first you cure proper and bring back other boat." Andrzej Strug's No 1 boat had disappeared under a cloud of bluish diesel smoke as her motor cut out. Thus 2/O Renshaw made his second recovery of the afternoon.

When Andrzej Strug's No 1 boat was safely on its falls, Floristan received her compensation for salvage! A large cardboard carton, clinking pleasantly, was lowered into the crash boat. Suitably rewarded Floristan's boat made its way back to be snatched out of the rough sea on nylon pennants.

On the boat deck the reward was divided amongst the salvors. Due regard was given to the company's share of the salvage award, but after careful consideration it was decided that the Company's share of the libation wouldn't go far amongst 'n' number of shareholders!

Second Officer Renshaw made his way back to the bridge to continue his anchor watch and was heard to remark, "More exciting than doing chart corrections anyway!"

## Dateline Nagoya

A very happy occasion which could be called "From first to last" was the presentation of a 60th birthday present to Mr J R McCorkindale, Commodore Chief Engineer, Bulk Shipping Division on 29 July when he was serving as Chief Engineer Officer on Fernie and making his last voyage to sea. The presentation was made on behalf of the ship's officers by Engineer Cadet M E Wilson - making his first voyage.

The gift was a wall clock and sharing this happy occasion was Mrs McCorkindale who was on the ship at that time.

Mr McCorkindale will have served for over 28 years as Chief Engineer Officer - and there are few who can equal such a record.

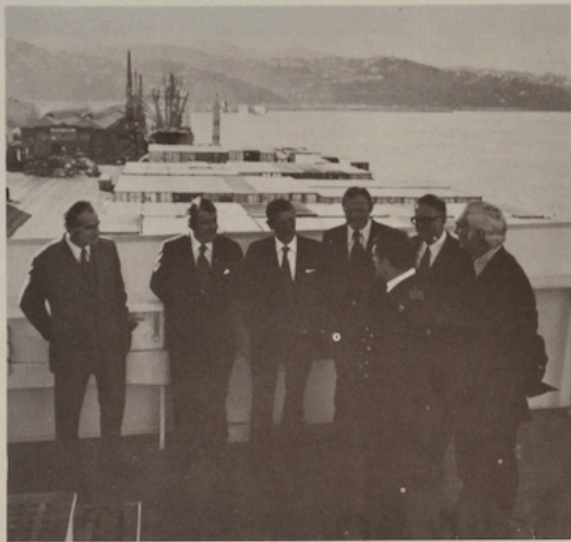
Captain D C Penberthy  
Master, Fernie

## Dateline Wellington

During a recent voyage to Wellington Remuera was visited by a group of executives of the Bank of New Zealand and the Producer Board.

On the bridge of the world's largest refrigerated container ship, Captain Graham Bevis explains the handling of New Zealand meat and dairy produce to the visitors.

Pictured, left to right are - Ian Parker, manager, North End Branch BNZ; Harry Douglas, general manager, NZ Dairy Board; Bob McCay, manager, Wellington Branch BNZ; Capt Bevis; Bob Silvester, manager, International Division BNZ; and Ken Rankin, marketing manager, P & O (NZ) Limited.



## Dateline Sydney

Sydney said 'farewell' to Himalaya on 18 October when she paid her last visit to the port at the end of her long and distinguished career. Flying her paying off pennant, she

passed under Sydney Harbour Bridge under Sydney Harbour Bridge for the last time. Fortunately, N C Carlton, Third Officer on Arcadia was there with his camera to catch the historic event.



## Dateline Dubrovnik

October was a religiously busy month for Uganda's crew. Ramadan

ended in Malta and the Verandah was given to the Muslim crew for worship to celebrate the feast of Id El Fittur and the Officers were given a superb chicken curry to celebrate the occasion.

Eight days' later the Hindu complement gave a party on the occasion of the festival of Durga Puja in the Deck and Engine Room crew mess which was beautifully decorated with Pandals to the Goddess Durga. After a musical welcome the Officers were seated and given a splendid traditional meal.

Uganda's crew is composed of Muslims, Hindus, Buddhists and Christians all of whom were involved with the preparation and service during this ceremony. This we found not only touching but a splendid example to us whose uslands are so troubled with intolerance. Our grateful thanks to the Serangs, the Butler and their crews.

Captain J R Young  
Captain, Uganda



Making a meal of eating apples are Lesley Quirk (TSD), Christine Fudge (TSD), David Francis (SEC/STAT/PRINT) and Martin Ross (Telex).

## Dateline London

Following the successful Pub Night in September, a Halloween Party was held in the Pandor Club at Beaufort House, London. This was a very enjoyable evening which included traditional Halloween amusements. Fancy dress was worn by some of the guests and the guises included a number of witches, a ghost and a skeleton as well as that of our congenial Druid host, Trevor Chilver.

The Clubroom was changed for the evening to give the illusion of a

witches' den - with bubbling cauldron and harmless spiders and snakes. The atmosphere was helped considerably by our maintenance department, to whom we owe a vote of thanks, and also to the many helpers who made the evening such a success.

The music was provided by the Frank Oakley Trio and the buffet of baked potatoes with cheese and sausages was produced - not by the witches - but with the help of the kitchen staff and Mr Piper.

Mrs I D Smith



## Dateline Durban

P & O pensioners living in the Durban area were guests at a pensioners' lunch held on Karanja on 14 October. Invitations had been extended to all pensioners living in South Africa, and also among those present were Mrs Geddes and Mrs Dyke, late of John

T Rennie Ltd - GCD agents in Durban, and Mr Ken James formerly of King and Sons.

With the Master of Karanja, Captain Kazimierz Malowski, in our picture are, left to right - Mrs G E White, Mr and Mrs F J Sowden and Mrs M B Dyke.

## Dateline Hong Kong

Passenger Division recently completed one of its biggest transfers of crew by air, when a total of 811 personnel passed through Hong Kong Kai Tak airport within the week 2 November to 8 November.

The occasion was the withdrawal from service of Himalaya and the re-patriation of her officers and crew to India, Pakistan, England and Australia. At the same time half of the European officers and crew in Oronsay were relieved by charter flight. Oronsay was on a Far East cruise from Sydney and was in Hong Kong for three days.

The officers and crew from Himalaya had been on board since the ship left Southampton in May. Those from Oronsay had been on board since the beginning of August.

P & O Group Air Travel Department negotiated the arrangements for the many flights concerned which were by British Airways, British Caledonian, Air India, Japan Airlines and Cathay Pacific Airlines.

## Dateline Rotterdam

A football team representing the Mission to Seamen, Hull, recently travelled on board Norland to Rotterdam accompanied by the Rev. Chris Chatwynd, Port Chaplain. The "Flying Angels" - the team's name - which includes a number of North Sea Ferries staff, were invited to play in Holland by the Rotterdam Mission to Seamen. It was no Dutch Treat for the "Angels" who lost to the Rotterdam Pirates by 4 goals to 3.

(Photo courtesy of Hull Daily Mail)





# Pandoro - P&O's new Irish Sea



A major user of NIT's service is Monsanto - the fibres group - one of whose consignments is shown here being taken into the warehouse at Preston.

P&O's new £11 million unit load service - with its equally new name, Pandoro - across the Irish Sea from Fleetwood to Larne and Dublin, will give a faster service with quicker turnrounds and greater regularity to existing customers of Northern Ireland Trailers and Ferrymasters (Ireland). Northern Ireland Trailers will be merged to form the nucleus of the new Pandoro organisation, and the present lift-on/lift-off container services are going to be replaced by roll-on/roll-off services, using a new non-tidal berth now being built at Fleetwood.

#### The ships

Two sophisticated purpose-built vehicle-only ferries, Bison and Buffalo, each of 2,250 dwt and costing a total of £8 million, will be used on the new services, which are a significant gesture of confidence in the future of the Irish Sea services. Industrial activity in Northern Ireland has remained buoyant in spite of the troubles, and the last decade or so has seen increasing industrialisation in the Irish Republic.

A new £800,000 non-tidal roll-on/roll-off berth is being built at Fleetwood ready for the new service, and road improvements, linking that port to the M6 motorway by way of the new M55 Blackpool link, are well advanced and due for completion during 1975. Pandoro has chartered the two new P&O advanced-design, German-built vehicle ferries Bison and Buffalo, and ordered a large fleet of new tractors and semi-trailers, together with a variety of semi-trailer types. A new Pandoro livery is being finalised, and NIT and Ferrymasters (Ireland)

equipment will be repainted as appropriate.

A mixed fleet of platform trailers, trailer vans and trailerised bulk-tainers for grain and powders totalling 1600 units is to be operated and this fleet will include a number of 54-ton gross heavy indivisible load carriers. Some 150 tractors will be deployed in Great Britain, 23 in Northern Ireland, and there will be a developing fleet in the Irish Republic.

Bison and Buffalo can each carry up to 130 30-foot loads, or equivalent to 20, 30 or 40-foot loads, on three vehicle decks, with access to the upper deck by a fixed ramp and to the lower deck by a 32-ton freight elevator. The exceptionally heavy loads can be carried on the main deck.

Accommodation includes twin berths for twelve lorry drivers on accompanied vehicles, although Pandoro's own semi-trailers, which will provide the bulk of the traffic, will be unaccompanied. The ships are 125m long overall and 19m breadth. Deutz diesel engines will give them a service speed of 18.5 knots.

#### Daily Service

The crossing from Fleetwood to Larne will take seven hours, sailing outward during the day and returning overnight, while that to Dublin will take the same time, with an outward evening crossing and an overnight return. This standard of regularity, which can only be achieved through using non-tidal berths, means that the customer now knows exactly when his consignment can be delivered. But for P&O there is another benefit. The new ships replace a number of chartered foreign-flag vessels, and so the use of P&O's

ships means not only a saving in foreign currency but freedom from the cost of currency fluctuations.

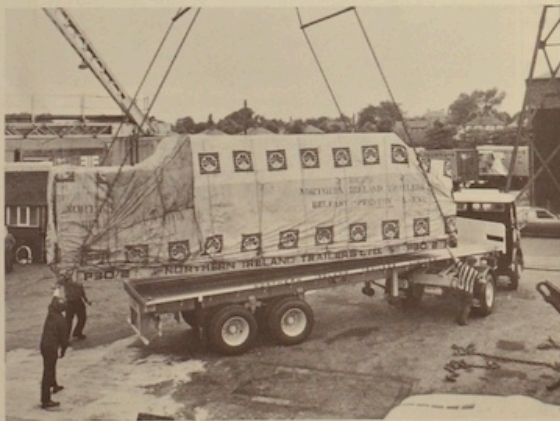
However, for Ted Percival, general manager of P&O Unit Loads, and Leone Donkin, general manager of Pandoro, a wheel really will have turned full circle when the first Pandoro vessel sails from Fleetwood next Spring. Although the vessels may have changed, along with the scale of operations and the size of vehicles, Pandoro will mark a return to first principles on the Irish Sea.

#### Pioneers

Although both men worked together in haulage during the late 1940s, in a company which was subsequently nationalised, the story of the Irish Sea services really began in 1953 with the formation of Northern Ireland Trailers. Then a small independent company, NIT started to build up a small fleet of tractors and semi-trailers, with Ted Percival as general manager and director, and Leone Donkin as operations manager. Too small to justify its own vessels, NIT used one of the pioneer ro/ro services of the Transport Ferry Service, sailing ex-wartime LSTs - tank landing craft - from Preston to Larne.

Three years of steady expansion followed, but almost overnight the future of NIT was placed in jeopardy by the disappearance of the ships! Not through any disaster, but because of their recall by the Government during the Suez Crisis of 1956, for the Anglo-French landings in the Canal zone.

Many companies faced with just such a *fait accompli* would have pleaded force of circumstance, either ceased or suspended



Lift-on/lift-off at Preston; this will be replaced by roll-on/roll-off when Pandoro begins operations next spring.



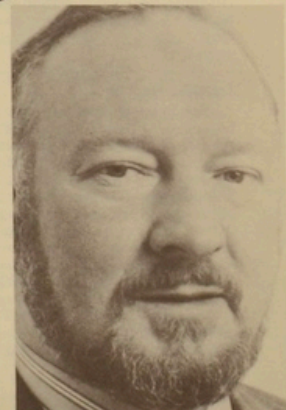
Scenes like these, with Lancaster flats being loaded onto a container ship at Preston in 1971, will be replaced by a modern ro/ro terminal, with semi-trailers and a vehicles ferry when Pandoro starts next spring.



## The management team



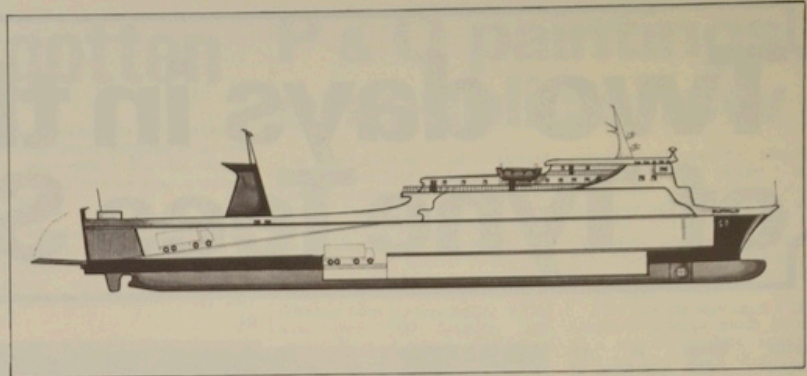
Ted Percival, general manager - P & O Unit Loads



Leone Donkin, general manager - Pandoro

centre spread

# name in unit loads



Far left: the new name on the Irish Sea – an artist's impression of one of the Pandoro ships on the new services from Fleetwood to Larne and Dublin. A historical connection with earlier Irish Sea services is maintained by the ship names, Bison and Buffalo. Above: a cutaway view of Bison and Buffalo, showing the vehicle decks on these two new all-freight ro/ro ships.

operations, or at best looked for an alternative living elsewhere. Fortunately, P&O's management was made of former naval staff. Coastal vessels were immediately chartered and a crash programme was instigated to build new cashmere flats and remove the old iron bodies from the multi-trailer fleet, which was converted to carry the flats.

Within a short space of time, P&O switched from being a user of ro/ro services to having its own fleet to service with the chartered vessels. Making the most of having ships fully at its disposal, a service from Larne to Scotland was opened in 1957, initially sailing to Troon and later moving to Ardrrossan, and paving the way for the eventual formation of NIT (Scotland) in 1966.

Scotland

NIT did not give up roll-on/roll-off services altogether. When TFS resumed its services from Preston, introducing new purpose-built tonnage such as Celtic Ferry and Eric Ferry, NIT had sufficient traffic to be able to use these services as well until their eventual withdrawal in the face of more conveniently situated Irish Sea ro/ro services. In recent years, NIT and NIT (Scotland) have also used the Liverpool and Ardrrossan to Larne services of P & O Ferries.

NIT lost its independence in 1959 with the company's acquisition by Coast Lines, whose own vessels replaced the chartered ships. Part of the agreement with Coast Lines stipulated that Ted Percival should remain in charge at NIT for at least five years, but in 1964 he left to start a completely new service across the North Sea and English Channel for P & O – and Ferrymasters now the other

major constituent part of P & O Unit Loads, was born. Ferrymasters' rapid growth accompanied that of UK-Europe ro/ro services and TIR international haulage during the late 1960s, and before long Ferrymasters, too, was on the Irish Sea, using chartered lift-on/lift-off ships sailing from their own berth at Fleetwood.

The acquisition of Coast Lines in 1971 by P & O, at the time of P & O's own re-organisation, saw NIT separated from the other Coast Lines companies, which were placed in E & AT Division's Ferries and Road Services sectors, and joining the other Irish sea unit load operations, Anglo-Irish Transport, Ulster Ferry Link Line and Leinster Ferry Transport, in the Unit Loads sector, headed by Ted Percival.

Anglo-Irish still operates from Preston, but Ulster Ferry and Leinster used Liverpool, and in 1973 ceased operations after losses created by labour disputes in that port – although their own labour force was never involved.

Improvements

By this time it was clear that NIT and Ferrymasters (Ireland) could only maintain their leading position on the Irish Sea by making drastic and far-reaching improvements to their services, to compete with the greater use of roll-on/roll-off vessels by other operators. Realising the position, P & O gave the go-ahead on preparations for the new Pandoro service – the name Pandoro meaning P & O Roll-On – in 1972.

Pandoro and Ferrymasters are now both part of the new P & O Unit Loads sector. Apart from Leone Donkin, Pandoro's management team consists of Barry

Griffiths as deputy general manager, Leslie Hill (marketing and sales manager), Jack Crompton (field sales manager) and Leone Donkin's brother, Lindsay, as operations manager. The chief traffic manager will be Jim Flett.

The team is no stranger to unit loads or the Irish Sea services. Barry Griffiths originally joined NIT in 1962, while Leslie Hill became commercial manager in Northern Ireland during the following year, and Jack Crompton joined in 1964 before moving on to Ferrymasters in 1965. Lindsay Donkin has been with NIT since 1966.

Experience

The operations manager in Northern Ireland will be Jack Campbell, with John Preshaw as assistant operations manager and Fred McKenna as commercial manager. All are currently with NIT and Billy Earls, NIT's manager at Larne, will also become port manager there for Pandoro. The small team in the Irish Republic includes Joe Potter, as commercial manager and Sean Lynch as traffic manager.

Pandoro will combine the experience and expertise of the existing NIT and Ferrymasters (Ireland) management teams, with the massive investment support which only a major group such as P & O Ferries in providing modern shipping for a P & O Unit Loads service is an example of the 'mutual self-help', which is a major objective of the European and Air Transport Division. Such a considerable degree of streamlining and integration of E & AT activities is to the benefit of the customer and operator.



After more than 20 years on the Irish Sea, Northern Ireland Trailers will disappear and be replaced by Pandoro.



The Ferrymasters (Ireland) service will also disappear with the advent of Pandoro – a mixed assortment of Ferrymasters' units is shown here loading at one of Fleetwood's conventional berths.



Barry Griffiths, assistant general manager



Leslie Hill, marketing and sales manager



Jack Crompton, field sales manager



Lindsay Donkin, operations manager



Jim Flett, chief traffic manager

# Two days in the long life of Tyne Tees Shipping

Newcastle brings to my 'southerner's' mind memories of Geordies, Newcastle United, Newcastle Brown Ale - and alcoholic renderings of 'Blydon Races' ... and now, having spent two days in their company, I can happily recall Tyne Tees Steam Shipping Co. Ltd.

Tyne Tees have been a part of the north-east scene for 110 years - almost a household name in the heyday of coastal shipping and certainly, today, the obvious choice of importers and exporters of general cargo through Newcastle. Tyne Tees was an independent company before joining Coast Lines in 1944 and is now part of P & O Short Sea Shipping.

by Jane Howell

First stop was at the Tyne Tees offices at King Street on the quayside in the shadow of the majestic Tyne Bridge. This was the busiest time of their week, with their only vessel, Stormont, due to sail at five o'clock that afternoon and loading all day at Berth 22 Newcastle quay. Waiting to meet me at the office were Mr William Gibson, port manager of Tyne Tees Steam Shipping Co and Captain Derek Prudham, Relief Master of Stormont. The regular master, Captain Summers was on holiday.



Port Manager, William Gibson.

I had chosen the right day to see them, for they were loading a big rotor for Rotterdam on to Stormont, using a heavy lift crane.

Mr Gibson took Captain Prudham and myself to Stormont at Ouseburn where barrels of chemicals were being loaded into her No 1 hold for'ard. Already stowed away in No 1 were bales of hemp waste, machinery securely packed in wooden crates and some loosely distributed cartons - the typical mixture of general cargo and very characteristic of the Tyne Tees trade with Rotterdam and Antwerp. On the quayside waiting to be loaded, were vehicle chassis, electric light bulbs, aluminium products, toys, oil, castings, heating coils, electric cable, electrical equipment and armoured hose in addition to the rotor and a tail shaft waiting at Berth 26.

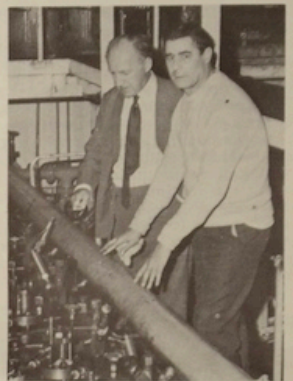
Stormont is a tween decks ship of 1040 dwt with two hatches 38 ft and 44 ft by 18 ft. The after hold on the return journey from



Captain Prudham (right) and Albert Scott, First Officer look down on . . . work in the for'ard hold



Fred Nye, ship's cook.



In the engine room, Mr Sinclair with (right) Stormont's chief engineer, Arnold Domoney.

Rotterdam had held the usual consignment of 500-600 tons of silver sand for the glass industry, and the rest of the cargo from Rotterdam and Antwerp had been power tools, machinery, chemicals, canned meats, iron and steel products and paints.

Captain Prudham explained to me over a cool beer in his sitting room, that the ship would be moved to the new berth at noon.

Up on the bridge it was breezy and cold but there was a good view of the River Tyne as Stormont approached the new berth and eased in behind a ship from Texas. Slung across this ship's decks were two huge steel box-like structures with windows and a flat roof. These were living accommodation modules for oil rigs, fitted out inside ready for use right down to "the fitted carpets, beds, tables and cutlery".

With Stormont safely secured to the quay we went down to the saloon for a delicious lunch. All credit to the cook Fred Nye and cabin boy Tony Charlton.

Captain Prudham and I were joined by Jack Sinclair, superintendent engineer of Short Sea Shipping, visiting Stormont to consult chief engineer Arnold Domoney about her dry docking in November. Stormont, 20 years old and due for Lloyds drill test and overhaul, was originally named Fife Coast and later Fruin before joining Tyne Tees Shipping under her present name.

Shortly after lunch the heavy lift crane began lifting the tail shaft and then the huge rotor into No 1 hold. With only a couple of feet to spare, the rotor was edged down and secured amongst the rest of the cargo destined for Antwerp.

Tyne Tees is such a regular service of long standing that their customers often do not book in their cargoes prior to sailing but just deliver it to the quay on the day of sailing. In fact, on average some 35% of Stormont's cargo is not booked in beforehand. Stormont is always in port on Monday and Tuesday, sailing Tuesday evening or Wednesday morning for Antwerp, to arrive there on Thursday and at Rotterdam on Friday; then back to Newcastle on Saturday evening.



Only a few inches to spare - Stormont takes on a huge rotor destined for Rotterdam.



Albert Scott, Joseph Waddell, Bosun, and Keith Summers, Second Officer (right)



At the King Street offices with (from left to right) Norman Davidson, Dorothy Robson, Geoff Watson, Paul Whincop and Norman Pringle.

The regular clockwork-like schedule and heterogeneous nature of the cargo carried, are typical of Stormont's service. Mr Gibson describes the trade as residual traffic - all kinds of cargo in shapes and quantities which do not lend themselves to containerised or unitised services.

"Very often" he told me "our service fits in with what is wanted by exporters and importers - especially local companies who can just bring their goods down the road. Most people in the area know about our service and we have good relations with our regular customers established over many, many years".

On alternate weeks, Tyne Tees operate a Hamburg Middlesbrough-Newcastle-Hamburg-Bremen service on the GSN Trading vessel, Oriole. This dual operation has been carried on since January this year. Oriole carries similar cargoes to Stormont including a regular consignment of furnace bricks from Austria off-loaded at Middlesbrough. Unlike Stormont, however, Oriole has no fixed sailing day or regular schedule but sails about every 14 days from Newcastle. On the intervening week, she runs from London to Hamburg for GSN Trading.

In addition to handling all the customs clearance and documentation for both Stormont and Oriole operations from Newcastle, the offices at King Street handle their end of the North Trade unit load service to Belfast. This is a regular daily unit load service from the marshalling warehouse at Felling on Tyne to Belfast via Ardrossan, most of the units being carried from Ardrossan on Lion of Belfast Steamship Co.

# Retired but not forgotten

There are many ways to spend retirement after an active seafaring life but surely among the most pleasant must be in a self-contained flatlet rented from the Royal Alfred Merchant Seamans Society at Weston Acres. Certainly the five ex-P & O seamen and women I found there think so and our photograph shows how happy and relaxed they indeed are.

Situated in the depths of the Surrey countryside at Woodmansterne near Banstead, the flats at Weston Acres allow their tenants to live their own lives as they want — either independently or in the comfort of the companionship of colleagues.

Each of them has a delightful room with kitchenette where they prepare their own meals, and in the new wing they also have private toilets. Bathroom and washing rooms are provided for the use of the 29 tenants and there are two television rooms.

George Barnes has lived at Weston Acres for 6 years. He retired from the Orient Line in 1965 having served on Orama, Ormonde, Orvieto and Orion, beginning as a fireman in 1927 and finishing his career as a generator electrician.

James Campbell spent 37 years with the BI retiring as a chief engineer. Among the ships on which he served were the old Chitral, Mata Hari, Bulan, Rajula, and Khandalla.

Reggie Sewell served with Hain Nourse for 31 years and with the BI as second steward. He came to Weston Acres 3 years ago.

Both of the ladies were stewardesses. Doreen Gill joined P & O in 1950 as a cabin and nursery stewardess serving on Ranchi, Mooltan, Stratheden, Carthage, Canton and Cathay for 9 years. She also served on Arcadia on her first ever trip to Alaska in

1970. Florence Parsons worked for many different shipping companies and was with P & O for only 2 years on Strathnaver as a nursery stewardess.

It will give these pensioners great pleasure to be remembered — particularly at Christmas time — together with all other retired ex-P & O staff wherever they may be. **JH**



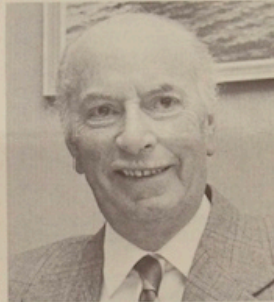
Left to right are Reggie Sewell, Florence Parsons, George Barnes, Doreen Gill and James Campbell.

## "Willy" calls it a day

After over 47 years service with Burns & Laird Lines, Glasgow, passenger manager, William (Willy) L. Rushford, retired at the end of October.

Willy, one of the colourful characters of the Irish trade, joined Burns & Laird as an office boy in 1927. After service in all departments he was appointed passenger manager in 1952. A much respected and well known figure in Glasgow travel circles, he is a member of the Glasgow Publicity Club and the Glasgow Shipowners' Benevolent Association. Willy is also a keen golfer and football fan and is a member of the Cambuslang Golf Club and Queens Park Football club.

All his many friends in the P & O Short Sea Sector wish Willy a long and happy retirement.



## Post Bag

Dear Sir  
Reading the September issue of Wavelength, I was very interested in the story of the two gentlemen who travelled home via the Trans-Siberian Railway. My son and his wife who are both teaching in Hong Kong this summer came home on leave, yes you've guessed it, via the Trans-Siberian Railway.

I was quite fascinated with the story, for it pointed out quite a lot of the places that my son and daughter-in-law visited. They also brought back about 100 slides, and I must say, they showed parts of Russia that one never hears of.

My husband and I laughed when we read of the grime in the carriage, for they told us that they had washed a few 'smalls' and, in a fashion, hung them up to dry, and sure enough, they were covered with grime the following morning. And they also mentioned about the food at the Hotel, and funnily enough they made the same comparison regarding the Russian people, oppressed but too scared to have a photograph taken.

All in all, everything written in Wavelength was almost word for word what my son had told us, even to the last words, "I would be reluctant to repeat the experience, the next time its getting back to

Britain the quickest way 'By Air!'"

My husband, incidentally, is transport manager at Ferrymasters. **D Bonner (Mrs) Hull**

The following letter has been received from a Master, no less, of a P & O vessel:

Dear Sir,  
It was with interest that I read in the September Wavelength of the Photographic Competition for Seafarers with most attractive prizes. Unfortunately, at best it is often several weeks after publication when ships abroad receive Wavelength, indeed this ship had not yet received the September copy.

With such slow delivery and then the time taken processing film it can be seen that many seafarers will be unable to enter the competition having a closing date of 1 November. It would be appreciated therefore if any future competitions could be promulgated earlier giving time for all to compete and encouraging a larger entry.

Reply from the Photo Librarian

This is just not true. The Photographic Competition was first announced in Wavelength in April, and has been in the newspaper

every month except June and August. How much more notice is wanted!?

Dear Sir,  
Mrs Wallace's letter in the November edition of Wavelength has prompted me to write and acknowledge the help and concern given to me by P & O BSD recently. I have been overwhelmed by their kindness; their very real and practical help eased many of my worries and words are inadequate to express my sincere appreciation.

My family and Don's family were kept informed almost hourly of developments on board Garmula at Santos and every stage of my journey home was telephoned to them. They never felt at any time that they were "in the dark" — in fact their contact with BSD was so frequent that they consider many of those people now to be their friends.

I know I speak for Anne Shillito and Morna Chambers in saying that we are immensely proud of our husbands and so grateful that their loyalty was to a wonderful Company.

Mrs Ruth Watson,  
Widow of Captain Donald Watson,  
22 Carnoustie Drive,  
South Shields

# P & O paintings on public show

The exhibition of Daniell watercolours held at Spink & Son, fine art dealers of St James', London during November, was the first opportunity since an exhibition at the Commonwealth Institute in 1960 that the general public has been able to view a substantial number of the works of these talented 18th century artists. There were over 100 drawings and watercolours of scenes of India in those days on show — all of them part of P & O's unique collection. They were bought in 1952 by Sir Donald Anderson, then deputy chairman of the company, from the Bromley-Davenport family.

The influence of the Daniells — Thomas and his nephew, William — was felt well beyond the Indian subcontinent and they helped to promote through their documentation of Indian life and architecture, the contemporary fashion in England for things Indian and Oriental.

Thomas Daniell, and 15-year-old William, were in India from 1786 until 1793, attracted there by the prospect of lavish patronages from wealthy members of the East India Company and Indian Princes. They journeyed throughout the country making rapid on-the-spot sketches of the scenes and buildings they saw. The watercolours and drawings in the exhibition were drawn on their first two journeys in India, the first between 1788 and 1791 from Calcutta westwards across the Ganges Plain to the mountain region of Garhwal and back, and the second, throughout 1792, going southwards to Bangalore, Cape Comorin and on to Madras.

As travellers and artists, they had very little equipment and preferred sketching and water-

colour techniques for reasons of speed. They would sketch prolifically, and when they stopped for a few days in one place, would improve their drawings and fill in the colour. Their main colours were pale blues, greens and browns to best convey the unique quality of Indian light.

The Daniells also used a camera obscura — a device which, by means of a mirror and lens, reflected a view on to a piece of paper thus enabling them to trace the basic outlines accurately and quickly. In this way they were able to make very detailed drawings of the temples and monuments — many now lost or ruined — which were scattered throughout the country.

William acted initially as apprentice to his uncle but gradually took on more responsible tasks, such as drawing from the camera obscura and putting in figures and boats, until he became an artist in his own right.

Between 1795 and 1808, they published their works in the book 'Oriental Scenery' in six parts and containing over 100 colour plates. They followed this up with 'A Picturesque Voyage to India by the Way of China' in 1810. These books revealed to the English public the wonders of Indian sculpture and architecture and helped to popularise the 'exotic' in art. Humphrey Repton, whose designs for the Brighton Pavilion were published in 1808, obtained much of his inspiration and detailed knowledge of Hindu architecture from their drawings.

Among visitors to the gallery were Sue Burrows (PR), Dennis Budd (chauffeur) and Sue Thompson (Administration).



## Purser cadets finish course

A reception was held in P & O Building on 6 November for ten Purser Cadets who had recently completed their three-month induction course. The eleventh member of the group, Philip Prescott, had already joined Oronsay in Hong Kong.

They are (back row left to right) Richard Brown, John Gentry, Peter

Mann, Simon West and Michael Milsom; (seated left to right) Sean Faulkner, Terry Williams, Malcolm Ives, Robert Weaver and Graham Webb.

Graham Webb was also congratulated by Mr G Puckle, Fleet Personnel Manager, on his promotion to Junior Assistant Purser.



## Falmouth artist visits Germany

Following an exhibition of his paintings this summer, Kenneth Gill, a tank cleaner at P & O Shiprepair and Engineering, Falmouth, visited West Germany on a two-week cultural tour. He was invited by Mr John Sawking, author and poet and lecturer in English at the Rhur University in West Germany, to show his paintings and give readings of his poems at a cultural fortnight organised by a society in the University which aims to bridge the gap between the peoples of England and West Germany.



Kenneth Gill

Imagine

What would life be  
If we had no T.V.  
What's there to look at  
What's there to see?  
How would we manage  
What could we do?  
We couldn't converse  
We've forgotten, how to!

Imagine us sitting  
In T.V.-less, rooms,  
Just silence, and blankness,  
Deprivation and gloom,

Lord, thro' the years  
You've sent us, floods  
Famine, - Fire,  
And if in the future  
You feel again, that desire  
WELL!!

Bombard us, with disaster  
Bring us down, to our knees, -  
But for *Pity's* sake, Father,

Don't touch, - our T.V.'s!!!

In addition to following a full programme at the University, Kenneth Gill gave two public readings of his Cornish verses at the Institute of Foreign Affairs in Dortmund and two more in Bochum. He also gave a live interview on the British Forces Broadcasting Service and recorded 30 of his poems for use in future editions of their weekly radio magazine programme. To assist teachers of advanced English at the University, he made some private recordings which will be used in their classes.

Kenneth Gill was interviewed on his return for the Westward Television programme, Westward Diary.

He has only been painting since 1969 but already he has sold many of his paintings and is now hoping to have some of his poems published too. This one - called *The Addicts* - was written this year.

## Belfast Steam hosts Round Table

On board the Liverpool/Belfast car ferry, Ulster Queen on 6 November, the Hoylake and West Kirby Round Table were entertained to supper by the Belfast Steamship Company.

Capt Sam Thompson is pictured here on the bridge of Ulster Queen with from left to right Malcolm Foster (past President), Michael Hall (President), Grahaem Atherton (Vice President) and Nigel Robinson, assistant Passenger Manager, Belfast Steamship Company, Liverpool.



## Bonfire night at Chigwell

Nearly 500 people went to the bonfire and firework display at Chigwell Sports Ground on 2 November. The bonfire was set alight by Mr Harry Beazley, director of P & O, who was visiting the Grounds for the first time with his wife and family. The fine firework display which followed lasted 1 1/2 hours and hot dogs, soup and hot drinks were served.

It was hot and thirsty work

watching the bonfire and fireworks and afterwards, the pavilion, which was built to handle less than one hundred people, strained at the pressure of 500 trying to get served at the bar. But judging by the number of people who stayed on to drink and dance, the event was highly popular and well worth organising. Our grateful thanks to all who worked behind the scenes. (Report by Stan Francis)

# 100 years of 'mail service' in the Gulf

October marked the centenary of the BI's first mail service in the Arabian Gulf, and on a service which, in the area, has become almost a household name, but one ship remains - running between Bahrain and Bombay.

The surviving ship - and she survives despite several sabotage attempts - is the 4,800-ton motor vessel Dwarka, one of four of her class built just after the last war. The other three were Dumra - now on charter, Daressa - sold some time ago, and Dava - which sank in 1962 after a bomb explosion on board which killed many of the passengers and crew.

Except for a short period each year for surveys and overhaul, Dwarka has been in continuous service for 27 years. In fact, the only interruptions in the BI's Gulf mail service in the 100 years of its existence have been during wartime when the ships were used as troopship's and hospital.

Dwarka is 398 ft long and 54 ft breadth and carries quite a large number of passengers for her size. There is accommodation for 62 cabin class and 1019 third class, the latter travelling on wooden decks which are covered with canvas awnings. Below decks are sleeping platforms but passengers have to bring their own bedding.

Master of Dwarka is Captain Frank Bell, who recalls the humorous side of one of the sabotage attempts.

"A number of fires started at one time after an explosion on 'B'



Dwarka, 4,851 grt

deck. Fortunately, these were extinguished quickly and the only casualty, so far as I know, was an elderly lady temporarily locked in a lavatory by the door being jammed by the force of the explosion.

"Her only damage was being soaked by a deluge of water from the fractured cistern and piping!"

The round trip Bahrain-Bombay-Bahrain is just under 4,000 miles and takes 24-26 days, including stops at 14 ports en route and eight days at the terminal ports. During a round voyage Dwarka will embark and disembark about 2,400 passengers, handle some 2,500 tons of cargo and 50 tons of refrigerated cargo and will deliver anything from 800 to 1500 bags of mail.

P & O can still boast the most economic means of travel between

the Gulf and Karachi and Bombay. The seven-day voyage from Bombay to Bahrain for instance, costs BD 32.100 (about £30) for deck passengers or BD 65.000 (about £60) cabin class - with food included.

Until fairly recently people were allowed to buy tickets with or without food - and those travelling "without" would then cook their own food over a primus. This, however, was stopped after the fire risk became apparent.

When Dwarka comes out of service it will be the end of a cargo and passenger carrying era - harking right back to the earliest days of Europeanisation and the commercial exploitation of the Gulf ports. It will end an era in which there was the kind of travel which will not be seen again.

## Do you remember ?.1

John Godley - A BI pensioner now living at Whitstable, Kent - has come across this old snapshot of a Gray Dawes soccer team apparently taken in 1922.

In his covering letter, Mr Godley says: "It was interesting to read the comments of my old colleague C Loveday in Wavelength about the Gray Dawes team taken 61 years ago. I cannot go back that far, but no doubt he will 'go nap' if he happens to see the enclosed."

Now who remembers the names of this team 54 years ago?



## Do you remember ?.2



No prizes here ... we already have (almost) all the names. This was the Orontes cricket team in Brisbane in 1938. The names we have are: Ron Ocklefield (PRS, later steward), Frank Young (BRS), George Lewis (BRS), Alfred Dyer (storekeeper, later Chief Steward), Jack Potten (BRS), - Petit-Dan (Chief Officer), Doug Holland (BRS), Jimmy James (PRS) and - Herepath (Purser).

Can anyone fill in the missing names? And where are they all now?

## BI Cavalcade by W A Laxton

85 Booldana, 86 Bhundara, 87 Kerbela, 88 Kangra and 89 Bancoora

In the last article it was mentioned that in 1878 the BI ordered four new ships for the London-Bombay service. The first pair have already been described, and during 1880 the second two sisters, Kerbela and Kangra, were completed in Wm Denny & Bros' yard at Dumbarton. Although their length, 284' 7", was similar to the earlier ships, the Denny sisters had smaller tonnages of 1992 and 1884 respectively while their compound machinery of 194 nhp from the works of Denny & Company supplied a service speed of 10½ knots. Also three-island ships, they were sturdy looking vessels with a pole mainmast but still retaining two square yards and a gaff on the foremast.

Like many other sisters, Kerbela and Kangra followed very similar lives first on the Home run for which they were designed and later on the Indian coast. Each gave 25 good years of service to the Company until they were sold together in 1905 to Japanese buyers. The new owner of Kerbela was K Yenomoto of Osaka who renamed her Katori Maru. She passed through the hands of two more Japanese firms without further change of name and in 1923 was acquired by her last owner, the Nippon Shokuyen KKK of Kobe who kept her for two years and then sold her for dismantling in 1925.

Kangra's purchaser in 1905 was U Miyai of Kobe for whom she became Kagawa Maru. She, too, had several further changes of ownership under the Japanese flag until purchased in 1924 by the Kamaisha KKK of Shinagawa. By that time her luck must have run out as she left Murooran on 20 November of that year bound for Kamaishi and went missing with all hands. It was believed that she had foundered in heavy weather in Tsugaru Strait.

On either side of the two K's, Dennys delivered in 1880/81 the much larger B class, Booldana, Bhundara and Bancoora. These differed strikingly from the K class in that they were given three masts with gaffs on fore and main and graceful clipper bows and figureheads, the last BI ships to be so designed. More important for those who travelled in them was a substantial poop fitted with large square scuttles to catch any Indian

the outbreak of the First World War.

For some time the Company had been concerned at the time taken to discharge rice cargoes at Port Louis in Mauritius. Booldana's machinery had seen better days but her stout iron hull was still good for many years service so she was sent to Port Louis to serve the Company there as a stationery store ship. As vessels arrived their rice cargoes were transhipped immediately into Booldana and later landed by lighter instead of detaining the transporting ship for any length of time. Booldana served in this humble role for nearly 20 years, but after the construction of a shore granary in 1933 she became redundant and after being further dismantled her hull was run ashore at the entrance to Grand River North West near Port Louis. The remains were still visible in the early 1950's but have probably disappeared by now.

### Mishap

Also delivered to the Company in 1880 was Bhundara which spent most of her life in the East African trade, though she was also well-known on the Australian run. When she was leaving Newcastle, NSW, after coaling in October 1897 she was caught by the tide and before control could be regained, carried swiftly onto the barques Highlands and Rapid which were anchored in the Hunter River. Such was the force of the impact that Bhundara had her bulwarks from forecastle to the bridge stove in and lost three blades from her propeller. The subsequent enquiry

Batavia bound from Australia to Singapore with coal. She was towed off without serious damage but was some time in making port and there were fears that she had foundered before she arrived safely.

An even worse stranding occurred two years later near Cape Otway when she was inward bound for Melbourne on 12 July 1891 after over-running her dead reckoning. In the stormy weather conditions water was soon entering the holds and engine room and strenuous efforts were made to get the passengers and cargo (including an elephant, rhinoceros, monkeys and parrots) ashore. Insult was added to injury when much of the passengers' baggage and personal effects disappeared soon after reaching the land. The ship herself was firmly embedded in the sand and at one stage it was feared that the bottom was stove in, but she was later safely refloated and taken into Melbourne for repairs.

### Trooping

There followed a spell of South African War trooping and then in 1905 she nearly finished her career in a spectacular fashion. It was the time of the Russo-Japanese war, and Bancoora was bound from Calcutta to Yokohama with general cargo. Later one afternoon in the China Sea smoke was seen ahead and gunfire was heard. Immediately it was dark the master altered course well away from the usual shipping lanes and after a couple of hours steaming stopped engines, extinguished all lights and remained stationary until daybreak. During the night a vessel was heard passing close under Bancoora's stern and subsequent enquiries on reaching Yokohama showed this to have been a Russian destroyer sent to intercept her after sighting another ship ahead. It was only the foresight of her commander that saved Bancoora from a similar fate, but the reprieve was shortlived as, after her adventurous 26 years, she was sold for breaking up in 1906.

## Suva says farewell to Himalaya with a Tabua

Captain John Terry, Master of Himalaya, was presented with a Tabua (whale's tooth) by the Fiji Visitors Bureau during the ship's final call at Suva on 12 October. Attached to the Tabua was a suitably inscribed silver plate:

"Presented to Captain J W Terry of the SS Himalaya on the ship's last day in Suva, October 12, 1974, in appreciation of the SS Himalaya's service to Fiji. From the Fiji Visitors Bureau"

Just before Himalaya pulled away from the wharf at 2300 hours the Fijian lady representative of the Fiji Visitors Bureau made an announcement from the wharf.

"On behalf of the people of Fiji we hope you have enjoyed your short stay with us and that one day you will return for a longer stopover."

This is a particularly sad farewell for us as we are saying good-bye to the last time to a ship we have come to know so well. In her nineteen years association with us the P & O liner Himalaya has brought more passengers to Fiji than any other cruise vessel. In addition both our famous bands have travelled on her - the Band of the Royal Fiji Military Forces to North America and the Band of the Royal Fiji Police to Australia.

To all passengers, Captain Terry and your crew we say farewell. To Himalaya we say a final good-bye for a job well done."

The Band of the Royal Fiji Police played the Fijian farewell song 'Isa Lei' as Himalaya pulled away from the quay.

### The Tabua

The Tabua or whale's tooth,

## Princess Margaret inaugurates new ro/ro terminal for North Sea Ferries

Princess Margaret inaugurated the new roll-on/roll-off freight and passenger terminal complex at Hull's King George Dock on 30 October and named it "The Princess Margaret Terminal". The new terminal is a further investment of over £2.5 million by the British Transport Docks Board in facilities provided on King George Dock's No 5 Quay for North Sea Ferries Ltd.

The Docks Board has carried out major expansion and re-development of the terminal to cater for the new 12,500 grt second-generation ships and extended services to Rotterdam and Zeebrugge being introduced by North Sea Ferries. The project provides one of the largest and most up-to-date terminals of its kind for handling both freight and passengers.

The total terminal area is 35 acres with four roll-on/roll-off berths - two for freight and passengers, two for freight only - enabling up to four vessels to be worked simultaneously. Over 30 acres is now available for marshalling freight vehicles and passengers' cars. The buildings, with a total area of 173,510 sq ft provide covered accommodation for cargo and Customs inspection.

For passengers travelling with cars a new terminal building, covering 16,361 sq ft has been built. A second passenger terminal building occupying 24,443 sq ft is provided for passengers travelling without cars and is linked directly to the vessel by covered walkways incorporating a passenger conveyor. Both terminal buildings have attractive lounges and buffets, and extensive customs and immigration facilities. Other features include two banks, and RAC, AA and Tourist Board offices.

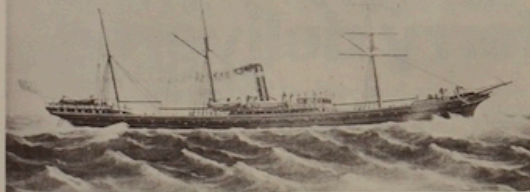
An integral part of the scheme is the provision of new road access to cater for substantially increased traffic flows.

### A leading role in unit load development

The new Princess Margaret Terminal is the latest stage in a BTDB programme which has made Hull one of the country's leading unit load ports. The Board's Chairman, Sir Humphrey Browne, emphasised the leading role that Hull has played in the development of unit load cargo handling which has brought greater efficiency and profitability to the port.

"In the last decade the Docks Board has invested over £20 million in Hull", he said. The port now has ten unit load berths accommodating 31 regular sailings a week to the main ports of the near-Continent and Scandinavia. An important part of Hull's trade has been brought in by North Sea Ferries since they started operating here in 1965.

"We have seen the expansion of the company's traffic not only to and from Rotterdam but also to and from Zeebrugge - a new service introduced last year. In 1973 North Sea Ferries handled freight traffic amounting to over 1½ million tonnes", Sir Humphrey said.



Booldana, 2823 grt.

Ocean breezes for the comfort of the first class passengers who were still berthed there.

Their names were derived respectively from districts in West Bihar, Nagpur and Bengal - the last more usually rendered Bankura and so spelt for the two subsequent ships in the fleet.

### First steel ships

They were notable as being both the largest and the first steel ships in the fleet, their hulls being 322'8" long with a beam of 40'3" giving a gross tonnage of 2880. They were designed for the Indian Ocean trades and their compound machinery of 275 nhp drove them along at 11 knots. The first to be completed was Booldana in June 1880, thus beginning a career which was to place her among the longest serving of all the BI ships. In 1891 she became the first BI vessel to visit New Zealand for nearly 30 years when she was chartered by the Union Steam Ship Company of NZ Ltd for a round voyage from Calcutta to New Zealand ports, a presage of the regular BI service which was to follow five years later. The first decade of the new century saw the disposal of her sisters, but Booldana continued steadily until

found that the collision was caused by the Second Engineer failing to attend promptly to orders from the bridge and the strong current took charge before steerage way could be regained.

Bhundara was again in the news the following year when she arrived at Mombasa from Bombay infected with bubonic plague. The authorities there refused to allow anyone to land so she went on to Zanzibar where the Consul-General wanted her sent back to Bombay. Her unfortunate commander, Captain Stebbing, found himself at the centre of what was becoming an international incident and a furious stream of cables followed before James Mackay (later Lord Inchcape) was finally able to persuade the Colonial Office in London to allow the passengers to be landed into quarantine at Prison Island (Changu). This set a precedent under the recently-signed Plague Convention. Bhundara was finally sold for breaking up at Bombay in 1907.

The last of the trio, Bancoora was not delivered until 1881 and her career was marked by several narrow escapes - the first of which was in March 1889 when she ran aground on the Angelica Reef near



significant only in Fiji, is obtained from the Sperm or Cacholot whale and still plays an important part in Fijian ceremonial. They are presented to distinguished guests and are exchanged at betrothals, weddings, birth and deaths when personal or communal contracts or agreements are entered into. They have been in use among the Fijians for at least 150 years.

The tabua is highly valued not in currency but in tradition and to be presented with a tabua is a great honour. It is not permitted to take a tabua out of the country without official sanction, and any person doing so is liable to prosecution.

When whalers first visited Fiji, they brought ashore whales' teeth

to use for trading purposes and the Fijians were struck by the similarity of these to their wooden Bua-ta. The whalers named them Tabua, derived from the word "tabua" meaning sacred.

All tabua are highly polished and it is believed that they are polished by using coral sand, coconut oil and leaves of a tree known as "masi-n-tabua". But it is also thought that originally the polish was produced by continuous handling and that only in later years were they polished.

Country to general opinion, the tabua has never been used as currency and cannot be used in payment for goods or services.

(Report by J W St Julian, photo by Nitim Lal)

# Campaign to cut £790,000 communications bill

P & O's London offices, and those at Royal Albert Docks and PD Southampton will spend well over £4m on telephones, telexes and postal charges next year. This is as a result of the 50% increase in charges which came into operation this year, making the bill look like this -

Telephones	£340,000
Telex	£240,000
Post	£210,000
	<b>£790,000</b>

- or put another way, the bill is £3000 for every working day.

The answer is to cut down on the use of telephones, make better use of the telex system and use less first class and more second class post. Posters are going up at regular intervals on the notice boards of P & O Building, Beaufort House, Navigation House, Stone House, Three Quays, Royal Albert Dock and Southampton offices advising the staff of simple ways to cut down the bill.

The advice for telephone users is "Cut out the chatter" make calls as short as possible; do not hang on - get them to call you back; ring outside peak hours when charges are lower - that is, avoid 9 am to 12 noon.

It has been estimated that if everyone spent just 2 minutes less on the telephone each day, the saving would amount to £15,000 per year.

Add to this £30,000 - the amount which would be saved if no one made personal calls from the office - and it can be seen that it needs but a little effort to make a significant saving.

Telexes should also be kept as short as possible and not marked 'urgent' when they could wait a few

hours and be sent at a cheaper rate. Staff are asked where possible to send telexes instead of making costly international telephone calls.

The post story is to send letters second class unless they are really urgent. This is particularly relevant

in December when the country's postal system is stretched to the limit by the Christmas mail rush. There is little point in sending letters first class in Christmas week when they may not be received before the holiday.

**CUT OUT THE CHATTER...**

**AND YOU WILL HELP CUT OUR £340,000 TELEPHONE BILL!**

Michael Lustig asks . . . . .

## "Now where have I seen that face?"

In the highly competitive market of cruising, as we all know, a great deal of the initial impetus towards a particular cruise operator stems from the illustrated brochures which, about this time of the year, they all produce. In fact, one of the light reliefs from the dismal grey of English December and January is to look through the sunlit, glamorous pages of the travel brochures and imagine oneself sitting at a bar opposite that tanned blond with the Sophia Loren figure hardly covered by a couple of feet of 2 in wide ribbon laughingly called "a bikini". Or indulging in a tete-a-tete with one's partner in the bar alongside the swimming pool whilst the warm, scented evening air from the tropic shore not far distant puts away all thoughts of energy-hit, strike-bound, sugar-less, expensive-petrol, crowd-commuting winter England.



It has always been a marvel to me that so many passengers on cruise lines are, in fact, accomplished and gifted models - able to so easily pose for pictures looking either glamorous or suave in evening dress (depending on whether it is a him or a her) - or looking healthily gorgeous or wonderfully athletic indulging themselves on the sports deck (again subject to the same rule).



When Passenger Division's excellent 1975 cruise brochure

reached me I was first struck by the very attractive design, then the superlative pictures (not at all like my Instamatic efforts), and the communication of what life can be like aboard Canberra, Oriana and Arcadia for those who, forsaking Margate, Scarborough and Bournemouth, take to the high seas and the wonderful places the ships visit in the Caribbean, the Mediterranean, Africa, South America, Alaska or the Fjords.



But wait, I thought, surely there are some very familiar faces among those crowding round the gaming table, spreading themselves at ease in "one of Canberra's many comfortable lounges", and, dare I say, having morning tea served by a very dishy steward?

This I put to Passenger Division whose reply was frank, to the point and intriguing.

"Readers of Wavelength", they said, "might like to see how many members of the company they can spot who acted as models in some of the splendid photographs and submit them to the Editor. A full list of those appearing will be published at a later date - but there will not be any prizes for the correct answer."

Big of them, I thought. Anyway, even if there are no prizes in the offing, the 1975 Cruise brochure is well worth looking at - and (as they say in the advertisements) it's on the stands now.

### CR Earnshaw

Mr C R Earnshaw, assistant cargo superintendent, GCD has had to retire from his position at the divisional office in RAD due to ill health. He left the company on 11 October.

Ray Earnshaw joined the company as a cadet in 1939 and, having reached the rank of Chief Officer, transferred to shore staff in 1958.

### GCD Ships to have 'instant identity'

Approval has been given by the Registrar General of Ships to re-name seven vessels in the General Cargo Division fleet, including three former Hain Nourse Asiatic sisters - Treneglos, Kohinur, and Jumna which will be named Strathruim, Strathnairn and Strathnaver.

The others are Trebartha (Strathtay), Trefusis (Strathteviot), Narjehan (Strathnevis) and Nurmahal (Strathnewton).

The re-naming is part of the policy to give instant corporate identity to all P & O general cargo ships by naming them all with the "Strath" prefix.

### P&O (NZ) board changes

Changes have been announced in the membership and structure of the P & O (NZ) Limited board in order, it is stated, "to concentrate on the ship and container problems requiring a solution in the next few years".

P & O (NZ) are the newly-appointed agents for OCL's UK-New Zealand container service due to start in 1978. Under the terms of the agency they will be responsible for all the development work leading up to the introduction of the new service.

Following the restructuring, the new board of P & O (NZ) Ltd is Mr G Hunter (chairman), Mr A G S George, and Mr R T M Rose.

Arrangements are in hand to incorporate a special shipping agency company to be called P & O (NZ) Shipping Agencies Limited. The board of this new company will be Mr G Hunter (chairman), Mr W W Fraser, Mr A G S George, Mr R T M Rose and Mr R W Eaton.

Mr Hunter has also been appointed to the Board of OCL (Australia) Limited.

### London draw level in Telex Dart Tournament

In the second leg of the eight-a-side nine dart telex tournament, played at opposite ends of the world on Wednesday 6 November, Pandor Club, London beat Pando Club, Wellington by 985 to 923, to draw level in the six-match series.

Results: Telex Tournament 2nd Leg Pandor Club, London 985 (Men 573, Ladies 412), Pando Club Wellington 923 (Men 467, Ladies 456). Aggregate scores to date: London 1912, Wellington 1897.

Anyone wishing to play, or obtain further information about this unique tournament, should telephone Alan Readman 626 9764 in London, or Charles Miller 45-496 in Wellington.

Pandor Club League, October results: Anglo Overseas 'A' 5 Group Pay 1; Property Maintenance 'A' 5 Gray Dawes, Westray 1; Gray Dawes, Westray 3; Property Maintenance 'B' 3; Anglo Overseas Accounts 4 P & O Perishables 2; P & O Perishables 3 Group Pay 3; Anglo Overseas Entries 4 Bishopsgate Insurance 'B' 2; Anglo Overseas 'A' 3 Bishopsgate Insurance 'B' 3; Property Maintenance 'A' 6 Print and GHD; Anglo Overseas Imports 4 Bishopsgate Insurance 'A' 2; Property Maintenance 'B' 5 Anglo Overseas Accounts 1.

### PANDOR DART CLUB DART TOURNAMENTS 1975

Singles	Pairs	Fours
Ladies Singles	Ladies Pairs	

Open to P & O Sports & Social Club members only.

Closing date 31 December 1974

Entry lists and rules on the Pandor Club Dart Board notice board or telephone the Secretary Alan Readman 01-626 9764/7

### Orkney drive-on ferry delivered

St Ola, the new ferry which will offer the first-ever drive-on service to Orkney, was handed over on 29 October by the builders, Hall Russell & Co of Aberdeen, to the North of Scotland, Orkney and Shetland Shipping Company, part of P & O Ferries.

With a length of 230 feet, St Ola has capacity for 400 passengers, 80 motor cars (or equivalent in goods vehicles) and up to 80 head of cattle.

She is fitted with anti-roll stabilisers, and twin bow thrust units to assist in manoeuvring. Bow and stern doors will speed the loading and discharging of vehicles, enabling three round trips to be made daily if necessary during the summer months, and so giving tourists in the Highlands the opportunity of making day trips to Orkney.

Passengers on the two-hour run will have the facilities of two lounges, a self-service cafeteria and a bar.

St Ola will enter service on the Scrabster (Thurso) to Stromness route across the Pentland Firth as soon as the new drive-on terminal at Scrabster is completed, and this is expected to be in early January.

St Ola left her builders' yard in Aberdeen on 12 November early and arrived at Stromness harbour early the next morning as her predecessor St Ola II was leaving for Scrabster. In the early winter sunlight Orcadians had the sight of the "old and the new" passing on their way in and out of harbour.

In the evening there was a reception on board St Ola at which local civic leaders, dignitaries and customers were shown over the new ferry.

