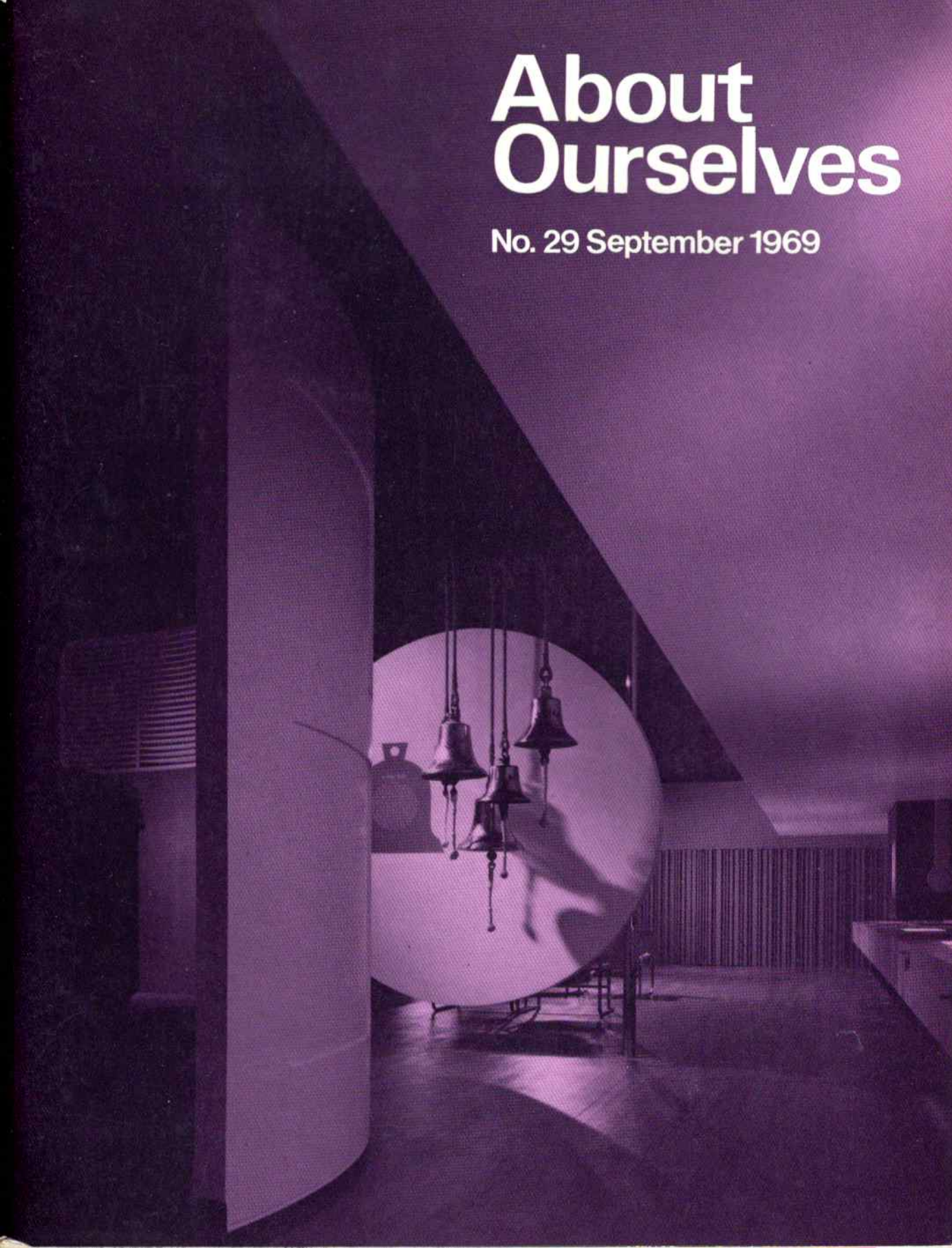


About Ourselves

No. 29 September 1969



IBERIA (I)

There have only been two P & O steam ships named *Iberia*.

The first was built on the Thames in 1836 at Curling and Young's yard entirely to the ideas of Messrs. Willcox and Anderson of what would be required for the Iberian mail contract which at that time they were seeking to get.

She was a wooden paddler of 600 tons (516 by modern measurement) with one funnel, rigged as a three-masted schooner with a clipper stem.

Originally her funnel had a bell top which was at that time thought to assist the prevention of smoke blowing down on to the deck.

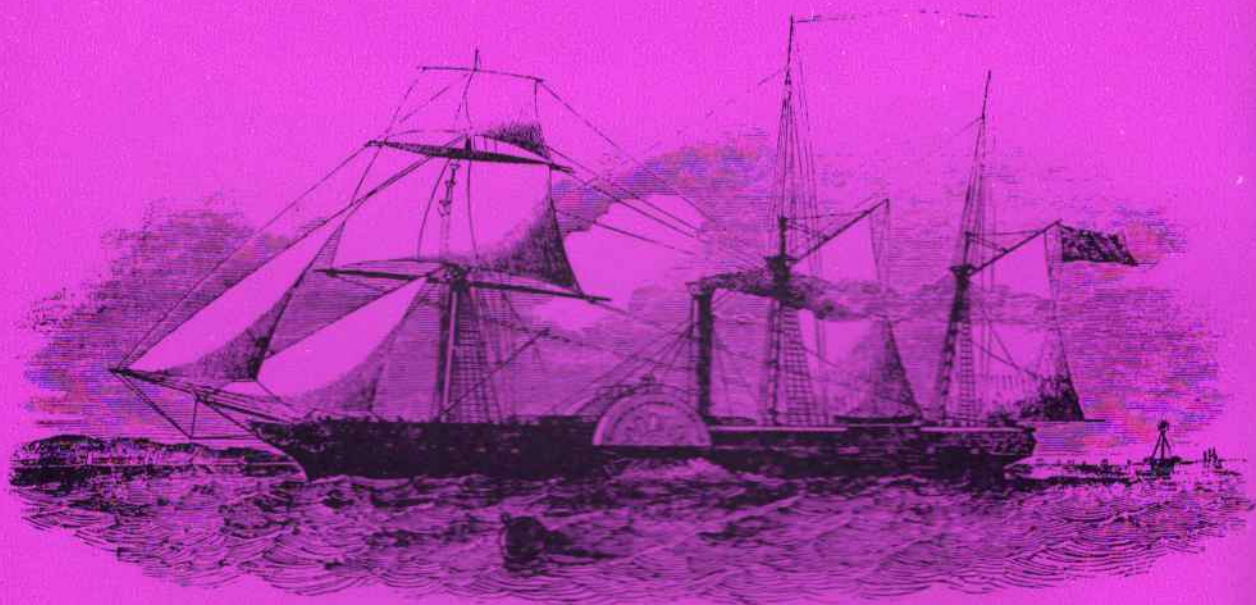
She was 155' 4" long, 24' 2" broad with a 15' 7" depth of hold and a maximum draught of less than 12'. Her side lever engines of 190 I.H.P. were capable of driving the ship at 9 knots. She bunkered 150 tons of coal and carried 290 tons of cargo. She cost £22,000.

The first *Iberia* carried 37 1st class and 16 2nd class passengers and a crew of 41.

In September 1837 she was the first steamer to be despatched under the Iberian mail contract to Vigo, Oporto, Lisbon, Gibraltar, and Cadiz.

When she replaced the Government mail packets she reduced the round voyage from Falmouth to Lisbon by 5 days, against the time previously taken for the single journey.

She was never in Far-Eastern waters but sailed first on the Iberian run and later on the Branch Services between Malta and Corfu, Constantinople and Alexandria, being sold after a valuable career of 20 years.



From the Chairman

of the P & O S.N. Co.

After a Summer such as we have had in London when the sun has very often been streaming through our office windows, those of us who moved into the new building have had every chance to appreciate our new working conditions.

I think we can all take pride in the new P & O building because it is attractive and functional in itself and part of a group that is so far unique in the City. We have meanwhile taken the opportunity of upgrading our other buildings and even if no amount of face lifting can make Beaufort House as beautiful as its name implies, a severe pruning of the heavy growth of drainpipes on the southern facade will improve its looks enormously. Inside, it is undergoing the sort of treatment that will make it much pleasanter to work in, which is even more important than its looks.

Apart from the better working conditions, the getting together under one roof of so many of our Group Companies has acted as a catalyst within the Group, and people are now actually laying eyes on colleagues in Group Companies who had formerly been only a name, if that.

Thus we have a lot of advantages from our new homes, in addition to the greater productivity that should result from working in the right sort of conditions. Beaufort House is not yet free from the sound of the pneumatic drill and other percussion instruments in the builders' orchestra, but this will pass, and we in Leadenhall Street now have "instant trees" and an open air aspect in exchange for tribulations now past.

Since I last wrote a piece for the magazine Sir Colin Anderson has retired from the P & O Board. He master-minded the new building, and it will remain as a final tribute to so much that is outstanding which he contributed to design in the Company afloat and ashore.



About Ourselves

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Cover (outside): A photograph showing a part of the new P & O Group Exhibition Centre which is located on the Lower Ground Floor of P & O Building

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GROUP NEWS



P. Thomas.

GROUP EXECUTIVE-PUBLIC RELATIONS

In order that he can devote himself fully to his responsibilities as Director in Charge of Marketing of P & O Lines, Mr J. G. Davis has been relieved of his Management responsibilities in respect of Group Public Relations.

On 8 April Mr P. Thomas, who was formerly Group Public Relations Manager under Mr Davis's direction, returned to take up the new post of Director of Information.

Mr A. S. N. Bennett continues as Manager of Group Public Relations Department.

Mr Davis will continue to have overall responsibility for P & O Lines PR activity.

Members of the P & O Group Annual International Freight Agents Meeting held in May at Horigen near Zurich, Switzerland.



P & O LINES

WE LEAVE TILBURY

Following the decision in March to operate our passenger fleet exclusively from Southampton, the company are to streamline their dock organisation.

A team comprising a section of key staff currently based in London and the majority of the staff previously employed by our Southampton agents, Escombe McGrath & Co., will handle the increased passenger ship business at Southampton. The new organisation will be operational not later than October 1, 1969.

The Company's Tilbury Office will close at the end of October and by that date our offices at Plaistow and Grays will also have closed.

In addition to P & O Lines' ships, the new Southampton organisation will cater for other ships in the Group. Captain J. Simms our Dock Superintendent at Tilbury will become Southampton Manager when the office opens. Escombe McGrath & Co. Ltd will continue to operate their travel, shipping and forwarding services in Southampton.

P & O Lines' personnel in Southampton will be housed in two offices. The main administrative centre will be at P & O House, 10 Briton Street, Southampton and the Company will also occupy premises in Peel Street, Northam, Southampton.

JAPAN AGENCY CHANGE

The P & O Group have decided that on 1 January 1970 their Agencies hitherto held by Mackinnon Mackenzie & Co. in Japan will be transferred to Messrs. Butterfield & Swire (Japan) Ltd. The decision to transfer from Messrs. Mackinnon Mackenzie & Co., who have handled the P & O Group Agencies for so many years, and are themselves part of the P & O Group, is taken with the greatest regret. This does not mean that we will be lessening our shipping effort in the Far East. On the contrary all existing P & O Group services to and from Japan will continue to operate under the agency of Mackinnon Mackenzie until the end of this year and thereafter under the agency of B & S.

The rationalisation of our Group lines' interest in Japan through container companies has

led to the decision to combine the Agency arrangements.

These developments add to the already firmly established commercial association between ourselves and the Swire Group, exemplified by the P & O financial interest in Cathay Pacific Airways.

We have been trading with Japan since 1859, and in more than a century strong and enduring links have been established with the trading companies, shippers, shipowners and shipbuilders. In the last five years, for instance, shipbuilding orders worth about £50 million have been placed by the P & O Group in Japanese shipyards.

More information regarding this agency change will be given in a later edition of *About Ourselves*.

B I

INTERNATIONAL STUDENTS SAIL "UGANDA"

The Bromley Education Committee made a block-booking for 660 of the pupils in their schools for *Uganda's* cruise which sailed on 10 July for Ponta Delgada in the Azores, Madeira, Teneriffe and Casablanca.

The cruise had a special international flavour, for 150 of the fellow passengers of the Bromley pupils were students from schools in France.

British India has organised many cruises in the past where foreign students travelled with young people from the UK and it is agreed by all parties that there is considerable social value in this kind of arrangement.

MS "AMRA"

The cargo liner *Amra*, built for operation by British India Steam Navigation Co. Ltd, was launched at the Readhead Shipyard of Swan Hunter Shipbuilders Ltd on 30 June 1969. The ship was named by Mrs R. B. Adams, wife of the Managing Director of British India Steam Navigation Co. Ltd.

Amra has been built to meet the specific requirements of trade between Japan and the Middle Eastern countries. An increasing volume of plant material and heavy industrial equipment requires shipment these days and *Amra* has been designed to cater for this type of heavy awkward cargo—long length pipes, transformers, barges, converters, etc. Cargo handling equipment includes a 300-ton derrick. The ship has two decks with an extended forecastle, machinery and accommodation being aft. The hull design incorporates a transom stern and bulbous bow. She will have a service speed of 17 knots and a summer load draft of 31ft 6in with a deadweight of about 13,950 tons.

G S N

NEW NORMANDY FERRY

A £4½ million order for a 10,000 grt ferry has been placed with a French shipbuilding consortium and will be delivered to Normandy Ferries in the spring of 1971.

At present known as "NF 3" the ship will have a speed of 23 knots and will be capable of carrying 270 cars.

The vessel has been designed to be equally suitable for use as a car ferry and for cruising. Most of the 225 cabins will be adaptable to provide two, three, or four berths as required and will have a capacity of 450 passengers in a cruising role and 750 when used as a car ferry.

Normandy Ferries operate in association with SAGA (Paris) and Irish Shipping Ltd (Dublin).

G S W

NEW CHIEF ACCOUNTANT

Mr J. K. Brown, ACA, has been appointed Chief Accountant to the R & H Green and Silley Weir Group of Companies. He joined the parent Company in 1963. He succeeds Mr B. H. Graham, FCA, who has retired, relinquishing the post after 24 years.

FALMOUTH APPOINTMENT

Mr D. R. Hall will take up the appointment of Assistant General Manager of the Shiprepairing Company, Silley, Cox & Co. Ltd, Falmouth. An ex-seagoing Engineer, Mr Hall was formerly a Director of Charles D. Holmes and Co. Ltd. For seven years he was surveyor with the Board of Trade in Hull and Southampton.



J. N. Maltby

PANOCEAN NEW APPOINTMENT

Readers will recall that in the last edition of *About Ourselves* details were given of a new company known as Panocean Shipping and Trading Ltd.

Information has now reached the Editor that a Managing Director has been appointed to the Company, his name being Mr John Newcombe Maltby.

Mr Maltby worked with the Shell Group of Companies from 1951 and by taking up his new appointment relinquishes the position of Manager in charge of Planning and Supplies for the Far East.

For information to our readers who may not have seen the last edition of *About Ourselves*, they might like to know that Panocean Shipping and Trading Ltd was formed in January 1969 to undertake world wide operations in the carriage of bulk-liquid products. Panocean is owned equally by The Ocean Steam Ship Co. Ltd and The P & O SN Co. Four chemical carriers of approximately 24,000 tons each have been ordered from Cammell Laird & Co. (Shipbuilders and Engineers) Ltd of Birkenhead.

STRICK

"TABARISTAN" SAILS

Strick Line, who run in association with Ellerman Lines, a joint service to Middle East Ports, said goodbye to their new ship *Tabaristan* on 5 June when she left London on her maiden voyage to Arabian and Iranian Ports.

Tabaristan, a vessel of 13,800 dwt, was built by the Readhead Division of Swan Hunter Shipbuilders Ltd and was delivered seven weeks ahead of schedule. She achieved a speed of 20 knots on her trials and was the forty-fifth ship to be built at this yard for the Strick Line. An unusual feature of the ship is that she is the first P & O Group vessel to go metric. The draft readings on *Tabaristan's* bow and stern are given in metres as well as in feet, to prepare ship's personnel for the metric change-over which comes into force in 1971.

When the vessel left London she had aboard a 110 ton tug and a 110 ton barge for Dubai, and a 53 ton light float for Bahrain, all lifted aboard by the vessel's mammoth 150 ton capacity Stulcken derrick.

Ship historians may be interested to know that the Company's name comes from Frank Clarke Strick who started operating in 1885 with two barges, hauling coal up and down the Bristol Channel. From these humble beginnings he built up a shipping combine carrying coal to and from the Mediterranean. With the commercial development of the Middle East with a finding of oil, the Strick Line extended their operations to Arabian and Iranian Ports and today we can see just how far this extension has gone, bearing in mind that the Company

The 13,800 dwt cargo ship *Tabaristan*.



now has a fleet of seventeen modern general cargo liners with another, the *Nigaristan*, on the way.

90 YEAR LINK

A father and son link covering nearly 90 years' service came to an end on 30 June with the retirement of Captain Allen Brown as Senior Marine Superintendent. Captain Brown has served the Company for fifty years, joining as a Cadet in 1919. His father served with Strick Line for thirty-six years, retiring as a Chief Engineer in the late 30's, having joined the Company in 1902.

Captain W. J. Ellis took over from Captain Brown on 1 July. He joined Strick Line in 1937 becoming Marine Superintendent in 1957.



A view from the bridge showing the heavy lifting gear.

Photo shows the engine control room which has been designed for an unmanned engine room at night together with controls for the main engines from the bridge.



TRIDENT

NEW SUPER-TANKER ARRIVES UK

Readers will recall seeing a photograph in the last edition of Mrs Mizukami naming *Ardtaraig*, Trident's new super-tanker which was completed in 315 days.

Since the last edition this new 215,000 ton tanker has completed her maiden voyage from Japan and arrived at BP's Angle Bay Terminal at Milford Haven on Saturday, 14 June.

Ardtaraig is the largest ship in the P & O Group fleet and is on a ten year time charter to BP. Three sister ships are currently building at the Chiba yard of the Mitsui Shipbuilding and Engineering Company Limited, Japan, which will be named *Ardshiel*, *Ardlui* and *Ardvar*.

Designed especially for the Cape route, *Ardtaraig* has a complement of 39, a service speed of 15½ knots and is 1,064 feet long—100 feet longer than the QE2.

UNION

NEW ROLL-ON/ROLL-OFF FERRY

An order has been placed with Swan Hunter Shipbuilders Limited, Wallsend, for an 8,900 grt Roll-on/Roll-off passenger and vehicle ferry.

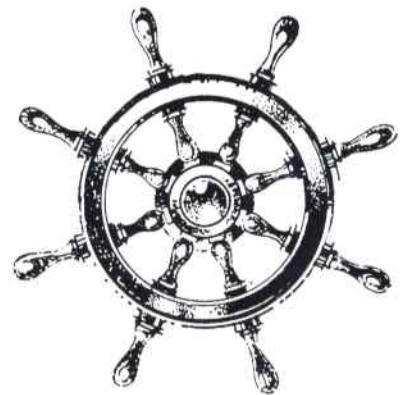
The vessel, which is scheduled for delivery in November/December 1971, will be operated in New Zealand between Wellington and Lyttelton by the Union Steamship Company of New Zealand Ltd.

With a service speed of 21 knots, the ferry will be capable of carrying up to 200 cars and 844 passengers.

Bow showing dual measurements.



SHIP NEWS



ORONSAY — *To Cruise or Not to Cruise . . . ?* When *Oronsay* sailed from Southampton on 25 May on Cruise 907 for calls at Lisbon, Palma, Corfu, Malta and Casablanca, she had on board a party of 67 members of the Royal Shakespeare Theatre Club, accompanied by their Club Secretary, Miss Katie Flanagan and

actors, Terence Hardiman, and his wife, Rowena Cooper, and John Kane. Unfortunately Eric Porter was unable to sail with them. Two directors of the Royal Shakespeare Company, Mr Clifford Williams and Mr David Jones, also joined the Club party for part of the cruise.

On *Oronsay's* bridge with Captain Roger Cutler are (from left) Miss Flanagan, Rowena Cooper, John Kane and Terence Hardiman.





Mak Kam receives his clock from Purser Whicker.

CHITRAL — Mak Kam Presentation

Mak Kam, *Chitral's* No 1 Leading Steward, left us at Hong Kong in April on account of ill-health, after serving continuously in *Chitral* during his eight years with the Company. He hopes to return to sea after a period of recuperation.

Mak Kam is seen here being presented with a clock, a token of appreciation from the European members of the Purser's Department, by Purser Michael Whicker.



Police Superintendent Hempstead receives the plaque from Staff Captain Crichton.

IBERIA — Fiji Police Band

On the evening of 22 March a presentation, in the form of an *Iberia* plaque, was made to the Fiji Police Band as a token of the ship's (Company's) appreciation of the splendid concerts given by them aboard and on the wharf at Suva.

ORONSAY — Burns' Night Celebration

Although many Scots would be horrified at the sight of a lass wearing the kilt in a mini style, Children's Hostess Peggy Gillies, ably supported by Second Chef Derek Dalton and Restaurant Head Steward Phil Prescott, displayed traditional Scottish charm when she piped-in the Haggis during *Oronsay's* Burns' Night celebration dinner.

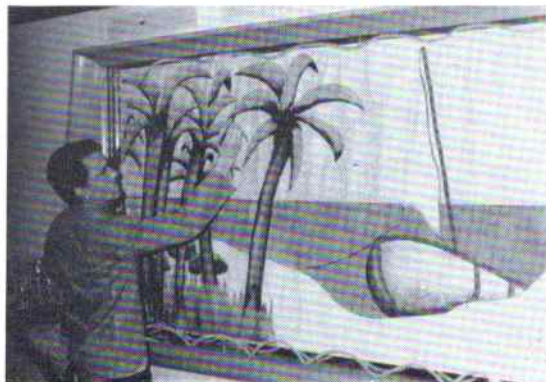
Accompanying Piper Peggy Gillies are Derek Dalton with the Haggis and Phil Prescott ready to dispense the customary dram.



ORONSAY — Artist Aboard

Section Waiter David Webb, a former commercial artist, often displays his talents by decorating the Restaurant for Gala Night events and has done much to brighten the Leading Hands' Bar with his desert island murals.

David Webb is seen here putting the finishing touches to one of his works of art in *Oronsay*.





BR—J. Hewison 4/E, C. Haddon J3/E, B. Waller 2/E, H. Lane R/O, G. Lewis E/C, K. Gurnett 2/R.
FR—Leggatt PO, P. Knight A/E, B. Firth 1/R (capt.)
M. Tatum E/C, M. Lowery A/E.

PATONGA — A draw with Port Brisbane

Second Engineer Officer B. Waller writes: *Patonga*, taking up the challenge from the *Port Brisbane*, the cream of the New Zealand Coast, kicked off in brilliant sunshine at the Wellington Alexander Park Ground earlier this year.

We went straight into the attack and after eight minutes, Haddon, centre half, had a penalty saved by the *Port Brisbane* goalkeeper. One minute later, *Patonga* went ahead with a goal from centre forward Knight, aided by inside forward Firth. Although we were subsequently hard pressed by the loss of Knight, an outstanding player, due to injury, Lewis, in a lone attack gave us a two goal lead by the fifteenth minute.

Port Brisbane, kicking off after the interval, pressed home their advantage and scored two quick goals mainly due to errors of our defence who had up till then had the opposition worried. In defence, Haddon, Hewison and Lane, all having played well, took control again and the match was played out to a well deserved draw.

The officers of the *Patonga* much appreciated the assistance given by the Reverend David Matchett, without whose help the match would not have been possible.

HIMALAYA — Soccer at Suva

Under the captaining of Alan Emmons, *Himalaya* retained the P & O Soccer Challenge Trophy after winning 2-1 against *Chusan* at Suva earlier this year. The goals were scored by Bryan Mathews and Clarry Claringbull. Needless to say, it was a hard fought yet much enjoyed match despite the heat, muddy pitch and occasional drizzle.

The supporters from both ships, some of whom are seen in the accompanying picture, obviously did their best to create a 'cup final' atmosphere.

Further challenge matches were played including those against *Oronsay* (4-4) and *Orcades* (3-2) both at Sydney, and once again *Himalaya* retained the Trophy—for the sixth time in a month and despite injuries suffered by Alan Emmons and Bryan Mathews.

HIMALAYA — Pirates Aboard!

For the first time the Australian *Woman's Weekly* magazine and P & O Lines got together and arranged a 17 day Treasure Hunt Cruise of the South Seas, with the result that *Himalaya* became a Pirates' Treasure Ship for 1,310 passengers in February this year.

The culmination of the cruise was an hilarious Pirates' Ball when Graeme Burkitt, a 20 years old motor mechanic from Melbourne, received from Captain Maurice Trenfield a prize of two tickets for the five months long world tour in one of our ships being sponsored next year by *Woman's Weekly*.

The prize, worth A\$6,000 had been safely locked away in an old treasure chest complete with brass mountings and an old brass lock (made by Laundryman Dennis Moore) and competed for by answering two questions—at what hour would *Himalaya* cross the Tropic of Capricorn southbound from Suva to Auckland and how many miles had the ship steamed from Brisbane Wharf to the Tropic?



Himalaya F.C., 1969

Some of the 'cup final' spectators. Photo by Stinsons of Suva





A corner in the Junior Ratings' club room in Canberra.

CANBERRA — Junior Ratings

As an encouragement for Junior Ratings and to provide an interest as well as their own recreation space, they were offered the temporary use of an unoccupied peak in their accommodation. This they literally transformed, with ingenuity and skilful "scrounging" into quite a comfortable little club room.



George Turner cuts the cake.

ORIANA — North American Celebrations

San Francisco Office staff celebrated the 10th Anniversary of P & O Lines (North America) Incorporated on 3 June 1959 with a cocktail party in *Oriana* followed by a dinner at the White Whale Restaurant, Ghiradelli Square.

A special cake was baked by *Oriana's* Chief Baker, Alfred Hannett, and the accompanying photograph shows George Turner, President of P & O Lines (North America) Inc., cutting the cake. Watching him l to r are Judy Worton *Oriana* Hostess, Captain Walter Vickers and Pat Feenhy of San Francisco Office.

Captain Trenfield and Staff Captain Lefevre, surrounded by Pirates in the jungle on 'Himalaya Island'.





Their Royal Highnesses The Sultan and Tengku Ampuan of Selangor were recent travellers in Oriana from Singapore to the United Kingdom and are seen here with Commodore Edgcombe who retired in March this year.



Some members of Canberra's staff provided a splash of colour at a recent Edwardian Casino Night. They are left to right (front row): Miss J. Rutherford, Miss C. K. Hall, Miss J. Cann, Mrs E. Eaton, Mrs E. A. Franklin. Left to right (back row): Miss V. Needham, Miss E. Penny, Les Eaton, Miss R. Caus, David Williams.

Who do you recognise? (see page 32)



An elderly Japanese woman, clutching a fragile paper tape, bids farewell to *Chitra* which sailed from Yokohama on 27 May on her final voyage from Japan.



FROM THE DEPARTMENTS

ADVERTISING

On 30 June Mr J. R. Murphy became Advertising Manager UK taking over from Mr H. F. Jackson who now moves to a new position as Passenger Marketing Manager UK. Under the general direction of Mr E. W. Vowles, General Passenger Manager UK, Mr Jackson will be responsible for co-ordinating all the various aspects of passenger marketing in the UK.

FLEET PERSONNEL

Our congratulations to the following:

Promotions

P. W. Love and D. A. Hansing on their promotion to Captain with effect from 1 May 1969 and 4 May 1969 respectively.

Certificates

The following officers on having passed the Board of Trade examination:

Master's Certificate — Second Officer M. H. Julian.

First Mate's — Second Officer R. G. Young, Third Officers R. C. Ellison, C. H. C. Johnston, D. P. Montgomery and G. W. Renshaw.

First Class PMG Certificate — Second Radio Officer J. F. Sloan, Acting Radio Officers C. V. Astley, M. Taylor, Junior Radio Officers M. J. Raybould and M. A. K. White.

Radar Maintenance Certificate — Junior Radio Officer M. Parkinson.

Second Class Steam Certificate — Third Engineers R. G. Mills and J. G. Niccol.

First Class Steam Certificate — Second Engineer J. Englefield.

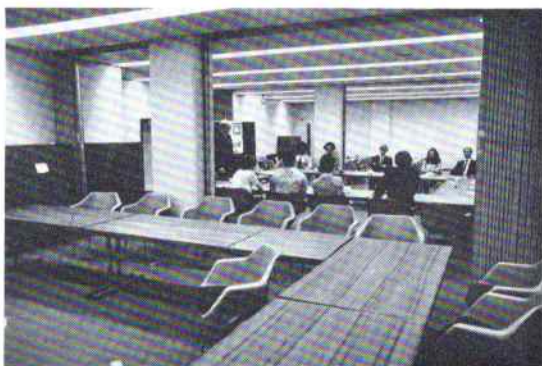
First Class Motor Endorsement — Second Engineer J. C. Young.

Appointments

M. S. Frost, Second Officer, was appointed Assistant Nautical Inspector on 29 April 1969 to relieve A. F. Griffiths, Second Officer who joined Hain Nourse as Assistant Fleet Personnel Officer on 23 June 1969.

GROUP TRAINING CENTRE

Following a review of Training requirements in P & O Group Companies last year the Group Executive decided to appoint a Group Training Officer and to provide facilities for a Group Training Centre. Mr D. L. Taylor, MA, took up duty as Group Training Officer on 1 March 1969 and as part of the reconstruction of Beaufort House the Training Centre has now been completed. It is located in the basement of



Students undergoing a lecture in the new group training centre.

Beaufort House and provides four training rooms, each very comfortably furnished and with a full range of modern visual aids and other training equipment.

These facilities are now available for both Group Training activities and individual company courses and seminars.

PASSENGER

Mr N. J. Rolph previously Passenger Traffic Manager has moved to Planning Department, whilst Mr C. C. Gorton previously Assistant Passenger Traffic Manager becomes Passenger Traffic Manager.

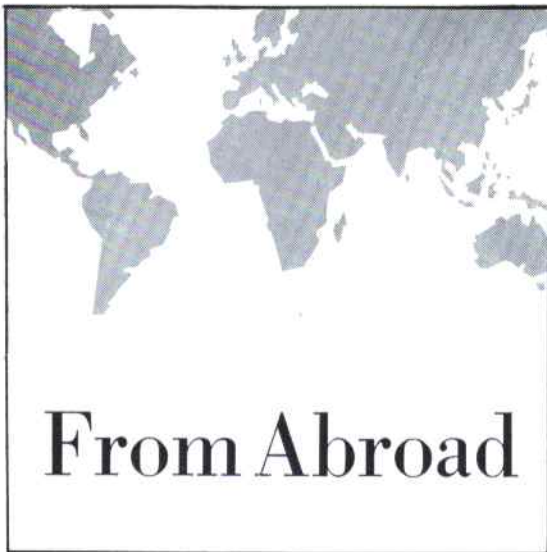
Mr P. C. Hearle takes over as Assistant to Passenger Traffic Manager leaving Mr B. A. Eyles, who has just returned from his overseas training scheme tour, to take over the post vacated by Mr Hearle.

In the actual Reservations Section of the Passenger Department the five teams have now been reduced to three, the new supervisors being Mr E. A. Armstrong, Mr B. S. Mallett and Mr L. R. Pearce.

The Cruising and Shore Excursions Department are expected to move to Beaufort House on 15 November this year.



N. J. Rolph.



From Abroad

HONG KONG — Annual P & O Freight Agents Meeting

Twelve delegates attended the annual two-day meeting of P & O Freight Agents in the Far East in March.

The meeting held at the Mandarin Hotel, was also attended by Mr Keith Reynolds, Director of P & O Lines, London, Mr Robert Lamb, Manager of P & O London and Mr C. W. Hockley, P & O's European Freight Manager based in Rotterdam.



Some of our "Freight Men" who attended the Annual Freight Agents Meeting in Hong Kong. Left to right: C. W. Hockley, Y. T. Chow, Chinese Freight Manager, Mackinnon Mackenzie & Co. of Hong Kong Ltd, Robert Lamb, Keith Reynolds, J. T. Brown, Director of Mackinnon Mackenzie & Co. Ltd of Japan, A. V. Cook, Freight Manager Mackinnon Mackenzie & Co. of Hong Kong Ltd and H. Takeuchi, Freight Manager at the Mackinnon's Osaka Branch.

SINGAPORE — "Bah Chee" Retires

A dinner party was given at the Eastern Palace Restaurant in honour of Mr Ang Soon Hoe,

Assistant Manager of the P & O/BI Joint Dock Offices, who retired on 28 February 1969 after serving the companies for 36 years.

During the celebration dinner, Mr John H. Mills, Chairman of Islay Kerr & Co. (Private) Ltd, presented Ang Soon Hoe with a gold watch and conveyed good wishes for his well-earned retirement.

"Bah Chee" is well known to most of the sea staff and many have played golf with him over the years.



Ang Soon Hoe receiving his gold watch from John Mills.

HONG KONG — Floating University Tour

A party of 99 students, members of the Mainichi South Pacific Floating University Tour, travelled in *Canberra* in March last year from Japan to Honolulu via Hong Kong and Sydney and then flew back to Japan.

Mainichi Travel Services, which is part of the Mainichi newspaper group, are promoting a party of 150 students on the same route and in the same ship in March 1970.



Some of the Japanese students on the University Tour join young Australians in a familiar chore.

HONG KONG — P & O Cup 1969

The Classic P & O Cup, one of the major events on the calendar at Hong Kong's internationally famous Happy Valley Race Course, recorded its 21st anniversary in March.

The 1969 P & O Cup was run for horses in class

6 over a distance of about 1 mile, 171 yards and a capacity crowd saw seven year old mare, Furioso, ridden by top jockey, Danny Lee, who scored an effortless three length win. Mr Stanley Ho (Owner) received the winner's cup from Mrs Cherry, wife of P & O's Sales Manager for the Far East, John Cherry. The P & O Cup was first presented to the Royal Hong Kong Jockey Club in November 1947 by the Company to mark the resumption by the



The P & O Cup presentation by Mrs Cherry. Left to right: J. V. Cherry, P & O Sales Manager for the Far East, G. M. B. Salmon, Managing Director of Mackinnon Mackenzie & Co. (HK) Ltd, A. H. Potts, Colonel, the Hon J. D. Clague, Dr D. Liang, Stanley Ho, owner of Furioso, jockey, Danny Lee, the Hon Dhun Ruttonjee, Dr the Hon Sir Sik-Nin Chau (partly obscured), P. G. Williams and J. A. H. Saunders, Chairman of the Stewards, Royal Hong Kong Jockey Club.



George Turner receives his citation from Dan London, Commissioner of the San Francisco Port Authority.

Canton after eight years war duty of the Far East passenger service maintained by P & O since 1845.

A commemorative luncheon party was held in *Cathay* on 1 May, and amongst those attending was His Excellency The Governor of Hong Kong, Sir David Trench.

SAN FRANCISCO — *An Honour is Bestowed*
George M. Turner, President of P & O Lines (North America), Inc., has been made a Commander in the Port of San Francisco's Order of Maritime Merit. The citation reads: "In recognition of invaluable, unselfish and lasting contributions to the maritime industry and to the development of world trade through ocean commerce."

SAN FRANCISCO — *E & A Flag Handed Over*
The latest addition to Vancouver Sea Cadets house flag collection was a flag from E & A Line brought to the Port of Vancouver in *Canberra*, and presented on behalf of the company by Staff Captain Anthony Dallas.

SAN FRANCISCO—*Visitor from Wales*
When Stella Owen, National Hostess of Wales, came aboard *Canberra* at San Francisco for a travel agent's luncheon, she was surprised by a cake decorated with a leek, the garden herb symbolic of Wales. The cake was prepared by Chef Sean Kinsella.

Miss Owen came to San Francisco to invite local residents to Wales for a summer of celebration when Prince Charles will be proclaimed Prince of Wales.

SAN FRANCISCO — *Paintings Exhibited*
Thirty-five of the 51 watercolours painted by San Francisco artist Al Snyder during the



Staff Captain Dallas hands over the E & A Line House Flag to Lt.-Comm. W. J. Walmsley, CO of the cadet group, Petty Officer Richard Harrison and Cadet Robert Tennant watched by our Vancouver Branch Manager Donald Palmer.

Oriana Caribbean Christmas Cruise were exhibited in the lobby at 155 Post Street from 1 May to 23 May.

Mr Snyder's sketches range from the vibrant landscape of Barbados to the delicate pastel walls and houses of Curacao. At sea, his sketches catch, among other things, Entertainment Officer David Sharp snoozing in a deck chair!

Some 1,700 former passengers in the San Francisco Bay Area were invited to view the exhibition.



One of Al Snyder's watercolours—the doorway of a Willemstad dress shop.

KARACHI — *Snakes Alive!*

Mr Ahmad Faruque, Mackinnons, Karachi, writes:

When *Somali* was at Karachi in March, an urgent telephone call was received in the Agency Office from the ship's Duty Officer that discharging operations had stopped in the Tween Deck of Hatch No. 4 as labour were refusing to work this particular hatch because a "large" snake had been seen amongst the cargo! With a sailing deadline to be met, immediate consultations took place in the office to see what measures should be taken to get rid of this nuisance. Finally, it was decided to send a Steamers Assistant to handle the situation; his instructions being to offer the snake a saucer of milk (this bright suggestion emanating from a TV fan who had seen Sherlock Holmes' "The Speckled Band"). If this measure was unsuccessful, as all except the sponsor thought it would be, volunteers were to be obtained to shift the cargo with a view to locating the snake. As a last resort, he was instructed to summon the Port Health Officer to fumigate the tween deck.

The arrival on board *Somali* of the Steamers

Assistant coincided with the snake making an appearance and together with the Third Officer, who had seen the reptile "move", the two brave stalwarts took suitable action to deal with the situation. The success of their expedition was displayed at the end of a stick and one could hear heated discussions as to the species of snake found including the words "harmless water snake", "no, it could be a baby cobra". However, someone who remains unidentified had gained enough courage to touch the snake, and on checking the markings, it was found to be a "Made in Hong Kong" species! It was quite undamaged despite the combined attack by P & O and Mackinnons, which speaks well of the manufacturer of the rubber product.

No one has yet been able to ascertain where some of the other officers disappeared to while this operation was being conducted but unconfirmed reports state that some of them were seen down Hatch No. 5, while the Captain was observed putting on protective rubber gloves and standing by as a reserve to the strike force!

It is understood that the "reptile" now resides in Mackinnon's office.—Editor.

NORTHERN CALIFORNIA — *Ambadress*

In April, Jean Underwood was named P & O's Ambadress in Northern California. Her diplomatic duties will encompass speeches before men's and women's service clubs and civic organisations; radio and television appearances.

Jean's pilot two-month ambassadorial tour was launched via a special mailer which was sent to service clubs and other civic organisations in Northern California. Within a week after the mailing, she had 23 speaking engagements, radio and television appearances scheduled. She will talk about what to wear on voyages, interesting ports of call, celebrities at sea and the sea experience itself.

An employee of P & O since 1963, Jean has



worked in reservations and as an Adventure tour escort. She has travelled widely in the South Pacific, Caribbean, Orient, Australia, N. Zealand, Europe and Africa.

Jean Underwood.

Chitral & Chusan go continental

Next year, after she has completed her final Far East voyage, *Chitral* will be blazing a new trail with P & O Lines.

With the blocking of the Suez Canal it has become steadily apparent that ships of the configuration of *Cathay* and *Chitral* can no longer be profitable on long-haul routes such as the Far East. The disappearance from the seas of "combination" ships of this type has been going on for some years and the routes over which they can still be profitably employed are few indeed. However, the right employment has presented itself, which will enable us to keep *Chitral* in service for longer than we previously envisaged.

The Company has long wanted to establish itself in the very important holiday and cruising market of the Continent and Europe, and *Chitral* is now scheduled to undertake a programme of 12 cruises from Genoa between March and September 1970. This will enable us to "test" the market with a view to its development in the future.

It is expected that the passengers will come mainly from Germany, Switzerland, Holland, Belgium, Austria, Italy and possibly France. There may also be a few, but only a few, from the UK.

An additional feature of this serious entry into the Continental market will be four cruises to be made by *Chusan* out of Amsterdam.

The combined Continental cruise programmes of *Chitral* and *Chusan* entails a sizeable and complex marketing operation. A meeting was therefore held in Frankfurt on 26/27 June to agree and co-ordinate a plan of campaign. The meeting, which was chaired by the Marketing Director, Mr J. G. Davis, was attended by representatives from the Head Office Marketing Unit, Hotel Services, Advertising and Public Relations, as well as the General Agents from the main European countries to be involved in selling the cruises.

The 1970 Continental cruising programme marks a new stage in our passenger activities. The cruise potential on the Continent is enormous. Provided we are successful in our promotional campaign and also are able to satisfy our Continental customers with the P & O product (i.e. with what we offer in the ships themselves) this will be a source of considerable new cruise business. This venture will also make a modest contribution to Britain's balance of payments.

It will need new thinking and much hard work from many, ashore and afloat, but presents a worthy challenge.



The 13,821 tons gross *Chitral*.

The 24,000 tons gross *Chusan*.



PERSONAL NEWS

ENGAGEMENTS

We congratulate:

MISS JENNIFER A. BUDD, Nursing Sister ss *Orcodes*, on her engagement to MR K. B. P. ROBERTSON, Junior Second Officer ss *Himalaya*, 11 May 69.

MISS V. CORING, Cruising Department, on her engagement to MR A. POLLARD, 8 Jun 69.

MISS MAUREEN HASTINGS, Hotel Services Division, on her engagement to MR L. NIXON, 3 May 69.

MISS DIANE RICHARDSON, Cruising Department, on her engagement to MR JAMES ANGELL of London, Dec 68.

MISS LINDA WHALLEY, Group Accounting Division, on her engagement to MR IAN MCGHEE of Cumnock, Ayrshire, 15 Jun 69.

MARRIAGES

We congratulate:

MISS CLAIRE RICKARDS, Market Research Assistant, on her marriage to MR DAVID PEACH, at Chelsea, 6 Jan 69.

MISS SUSAN WILSON, Market Research and Statistics Dept, on her marriage to MR STUART HEATHER, at St John's, Buckhurst Hill, 19 Apr 69.

BIRTHS

We congratulate:

MR A. S. N. BENNETT, Public Relations Department Manager, and his wife Mickey, on the birth of a daughter, Annabel Louise Julia, 8 Jun 69.

MR R. G. A. BLENCOWE, Passenger Berthing Manager, and his wife Julia, on the birth of a daughter, Caroline Mary, 8 Jul 69.

MR PETER COULSON, Mar-

ket Research and Statistics Department, and his wife Christine, on the birth of a daughter, Rebecca Jane, 17 Feb 69.

MR A. R. HENDERSON-EDWARD, Documentation Section, Passenger Department, and his wife Carol, on the birth of a daughter, Michelle Fiona, 22 Jun 69.

MR R. HUDSON, Hotel Services Organisation, and his wife Carole, on the birth of their second daughter, Nicola Jane, 15 Jun 69.

MR DAVID SMITH, Group Accounting Division, and his wife Ellis, on the birth of a son, Christopher Luke, 29 May 69.

RETIREMENTS



Quartermaster McIntyre receives his gift from Staff Captain J. A. Lefevre.



Bo'sun Mitchell.

ASKIN, H. M. T., Captain, born 28 Nov 06, joined Coy. 23, ships include *Rajputana*, *Maloja*, *Canton*, *Strathaird*, ret.

30 Nov 68.

BAYLEY, L. G., Freight Administration Department, born 1 Jan 11, joined Coy. 30 Mar, ret. 30 Nov 68.

CROFT, S. W., Bedroom Steward ex *Arcadia*, born 2 Jan 02, joined Coy. 29 Jul 43, ships include *Strathnaver*, *Iberia*, *Arcadia*, ret. 19 Apr 68.

FINCH-WHITE, A. H. G., Public Room Barman ex *Orsova*, born 11 Jul 10, joined Coy. 26 Apr 48, ships include *Empire Orwell*, *Orion*, *Orsova*, ret. 23 Nov 68 due to ill-health.

HICKS, G. D., Senior Night Watchman ex *Himalaya*, born 27 Aug 04, joined Coy. 4 Oct 50, ships include *Ormonde*, *Otranto*, *Himalaya*, ret. Feb 69 due to ill-health.

KAVANAGH, J. F., Public Room Barman ex *Arcadia*, born 22 Aug 04, joined Coy. 3 Oct 31, ex Branch Line, ships include *Balranald*, *Strathaird*, *Arcadia*, ret. 11 Apr 69 due to ill-health.

McINTYRE, A. M., Quartermaster born 28 Dec 00, joined Coy. 2, 2 Aug 41, ships include *Ranchi*, *Iberia*, *Himalaya*, ret. 22 May 69.

MITCHELL, J. R., Bo'sun, born 9 Sep 07, joined Coy. 22 May 45, ships include *Himalaya*, ret. 30 Aug 69.

SCOTT, G. F. J. C., Accounts Department, born 8 Jun 11, joined Coy. 5 May 30, ret. 31 May 69.

Captain M. A. Trenfield presents a barometer to Engineer Commodore Skakle.



SKAKLE, J. A., Engineer Commodore, born 11 Jun 09, joined Coy. 20 Aug 31, ships include *Himalaya*, *Chusan*, *Canberra*, ret. 17 Jun 69.
SMITH, A. J., Head Waiter ex *Cathay*, born 22 Nov 10, joined Coy. 9 Oct 53, ships include *Oronsay*, *Orsova*, *Cathay*, ret. 11 Feb 69 due to ill-health.

DEATHS

ANDREW, D. R. H., First Refrigeration Officer, born 12 Jun 95, joined Coy. 23 Aug 16, ret. 19 Jun 60, died 21 Jun 69.
BAGLEY, J., First Barkeeper Orient Line, ret. 31 Dec 56, died 11 Apr 69.
BANKS, W. T., Captain, ret. 61, died 2 May 69.
COATES, E. M., Marine

Superintendent, born 12 Nov 91, joined Coy. 7 Nov 12, ret. 31 Dec 52, died 5 May 69.
DICKSON, S. W. S., Commodor, born 2 Jun 93, joined Coy. 18 Feb 14, ret. 2 Jun 53, died 1 Jun 69.
JENSON, J., Public Room Barman, born 14 Sep 17, joined Coy. 36, ret. Oct 66, died 26 Jun 69.

APPRECIATIONS

OLD SALT RETIRES

John Robert Mitchell, 60 year-old bo'sun, who has been P & O's unofficial pin-up for the past 11 years, retired after 25 years as a bo'sun with the Company when *Himalaya* reached Britain on 4 May.

His real claim to fame is that his photograph has been studied by countless numbers of passengers all over the world. Nobility, statesmen and people from every walk of life who travelled in P & O liners have had a good look at John.

The reason?

A photograph of him trying on a lifejacket was taken many years ago and together with official instruction cards were placed behind the cabin doors throughout the fleet.

"There must be well over a million people who have seen me on the safety-at-sea instruction cards. Some recognise the face and speak to me," he said before *Himalaya* left Sydney.

During the last war two ships which John was serving in were sunk. The *Quistconck* was torpedoed in the Atlantic and RFA *Derwentdale* was sunk by aircraft during the invasion of Italy. He survived both disasters without injury.

With John's retirement P & O will still retain a close connection with him because his brother Clifford was posted to *Canberra* on 8 May as bo'sun, and two of John's three sons are also in the fleet. Brian, 27, is an assistant carpenter in *Canberra*, and Clifford, 25, an assistant butcher in *Chitral*. John also has three daughters.

He retired to his home in Lowestoft, Suffolk.



RETIREMENT OF CAPTAIN M. ASKIN

The Superintendent of P & O Sea Staff Service, Captain M. Askin, retired 30 November 1968. Captain Askin, aged 62, first joined the Company from HMS *Worcester* as a P & O Cadet in 1923 when he was appointed to the cargo ship *Palermo* and later *Peshawur* and the passenger ship *Naldera*. He was appointed Fourth Officer in 1926, Third Officer in 1930 and Second Officer in 1937.

At the outbreak of war he was commissioned as Lieutenant RNR and served in the Armed Merchant Cruiser HMS *Canton* until 1941. During this time *Canton* was employed on the Northern Patrol and on Atlantic Convoys. His next appointment was in command of the Armed Yacht, HMS *Dunlin* in which he served until 1943 when he was promoted to Lieutenant Commander. Shortly afterwards he was invalided home and appointed to the Staff of Commodore (D) Western Approaches in Londonderry as Escort Oiling Supervisor, Seamanship Training Officer, and later as Commander of the Dockyard.

Captain Askin returned to P & O in April 1948 as First Officer of *Strathaird* and subsequently as Chief Officer. He was promoted to Captain in 1953 and again served in *Strathaird* as Staff Captain until 1955 when he assumed the duties of Assistant Marine Superintendent in London. Shortly afterwards he was appointed Superintendent of the Company's newly formed Sea Staff Service.

We Hear That . . .

Officials of the World Ship Society meet the Lord Mayor of Bristol. (L to R): Mrs. Hosegood, W. O. Hosegood, Chairman of Bristol Branch, The Rt Hon The Lord Mayor of Bristol, Mrs. M. E. Castle, OBE, JP, Col. Gilbert S. Castle, MC, TD, DL, J. G. Davis, President of the Society, M. Parsons, Secretary of Bristol Branch.



WORLD SHIP SOCIETY

The Annual General Meeting of the World Ship Society, of which Mr J. G. Davis is President, was held in Bristol on 2 May 1969 and attended by no fewer than 170 members.

The accompanying photograph was then taken in the Lord Mayor's parlour, prior to the Civic Reception and Meeting, which took place the following day on board the ancient frigate *Flying Fox*.

The World Ship Society, catering for the requirements of those interested in all kinds of ships, was founded in 1946 and now has well over 3,000 members in all parts of the world. Backed by its own glossy monthly magazine *Marine News*, it has as its objective the stimulation and arousing of interest in ships throughout the World catering equally for the needs of both the amateur and the serious research worker. Members are put in touch with one another so that information and research data can be exchanged. The Society possesses a Central Record of Shipping Information which is a most important source of reliable and accurate information.

Membership of the Society is particularly invaluable to those serving in the Merchant Navy, this membership entitling them to participate in the activities of the local Branches situated in the various ports of call their ships may make during the voyage.

Readers wishing to obtain details of membership of the Society together with a sample copy of the magazine *Marine News* may obtain this on application to Mr. Stanley Miller, 35 Wickham Way, Haywards Heath, Sussex.

STRATH CUP

The Fourth Annual Meeting for the Strath Cup was played at the Temple Golf Course on 15 June in the most perfect English summer weather.

The Strath Cup was presented by Sir Donald Anderson in 1966 for annual competition among the Japanese merchant houses in London. This year's winners were: Mr K. Hokari and Mr Y. Mimura of Toyo Menka Kaisha Ltd, with a winning total of 58 Stapleford points. Mr Nishiwaki of the Japanese Embassy won the first prize for the individual highest score with 37 points.

Representatives from the Japanese Embassy, C. Itoh & Co., Marubeni-Iida, Co. Ltd, Mitsubishi Shoji Kaisha, Mitsui & Co. and Toyo Menka Kaisha, Ltd, competed in the 1969 Strath Cup Match.

An action shot taken during the competition at the Temple Golf Club.



SHIP ADOPTION SOCIETY

On the 4 June, the Brays Grove Comprehensive School, Harlow, Essex, of *Orsova*, their adopted ship, were pleased to welcome Staff Captain Harrison of *Orsova* together with Mr Williams, the former Welfare Leading Hand and Miss E. J. King, Assistant Purser, who spent the whole day at the school touring all parts of the extensive buildings and meeting most of the pupils. They were entertained to lunch by the Sixth Form and afterwards there was a short presentation ceremony when gifts of a lifebuoy and display knots were given to the school. In return Captain Harrison and the other officers received pottery, needlework and woodwork gifts from the pupils.

Arcadia sent a cheque for £65 to the Cloudesley Secondary School for Physically Handicapped Children, London, NW1, with which the ship is happily associated.

Canberra presented a cheque for £87 to the Lord Mayor, Treloar College, Froyle, Alton, Hants., during May. A splendid model of the F.111A aeroplane was sent to the College for one of the pupils by J. McKay, former bo'sun on board *Canberra*, and his gift has given much pleasure to Michael Ward.

SOUTHAMPTON — *San Francisco Link*

The following letter was recently sent by Alderman Mrs H. K. Johnson, Mayor of Southampton, to the Honourable Joseph Lalioto, Mayor of San Francisco:

"I learn with interest that the arrival at San Francisco on the 3 June of the P & O Liner *Oriana* marks the tenth corporate anniversary of the P & O Lines (North America) Inc., and I write to offer my sincere good wishes on this auspicious occasion to you and to the citizens of San Francisco.

"The Port of Southampton has of course special ties with the Port of San Francisco in view of our mutual connections with the P & O Lines. We are very proud of the fact that the P & O Line was the first shipping company to use Southampton Dock when it was opened in 1842.

"The spirit of friendship and goodwill engendered by the continental crossing of the ocean between our two countries by the passengers in the P & O ships using our two great Ports, is a very valuable export for the United States and Great Britain, I trust it may long continue and indeed grow".

I am, Mr Mayor,
Yours very sincerely,
Alderman Mrs H. K. Johnson,
Mayor.

HUGH LLOYD

Comedian Hugh Lloyd, star of the BBC series "Hugh and I", sailed in *Canberra* for Sydney from Southampton on 22 May. He is to play the lead role of Mr Crouch in the Sydney production of the farce "Not Now Darling".

STAFF MANAGEMENT ASSOCIATION

Mr W. A. Williams, Head of Staff Department, has become Chairman of the City Group of the Staff Management Association which, in its turn, is part of the Institute of Personnel Management which has had branches in many parts of the country for many years. It is, however, only in the last few years that a branch became established in the City of London and Mr Williams has been a Committee Member of this branch almost since its inception.



W. A. Williams.

SKAL CLUB

Bill Mowle, Passenger Manager in Melbourne, has been elected President of the Melbourne Skal Club.

P & O and their General Agents are well represented in Skal Club membership. At the present time, apart from Bill Mowle, we find that Edmund Vowles is Chairman of the London branch and will become President next year, whilst John Cherry, Sales Manager for the Far East, holds a similar position in Hong Kong.

PRESENTATION AT ROTTERDAM

D. B. Dyer, P & O Continental Sales Manager, presented a stereo tape recorder to Mrs Bryderwellan, who acts as a tour conductor for Dutch passengers, on the occasion of her 25th round voyage to Australia. The presentation was made in *Arcadia* during her recent call at Rotterdam.



D. B. Dyer making the presentation to Mrs Bryderwellan.

P & O CANBERRA AWARD

The 11th group of six Australian Young Farmers, this year's winners of P & O *Canberra* Award, arrived at Southampton in *Oriana* on 9 April for their six months' tour of the UK, which includes visits to the Royal Farm at Windsor; Windsor Castle, where they met Lady Slim; and to Edinburgh and Ulster.



A meeting at the Mansion House with the Lord Mayor of London, Sir Charles Trinder. (L to R): Mark Cameron (Tasmania), Franco Camarri (WA), Jeanette Leonard (NSW), Robyn McDonald (Queensland), Kym Trethewey (SA) and David Kallady (Victoria).



Actress Judith Arthy of Queensland, now appearing in the London play "The Secretary Bird", entertains the six Canberra award winners at the Mansion House.



Down on the (Royal) Farm at Windsor.



With Lady Slim at Windsor Castle.



They view the 'end product' at Smithfield Meat Market.

LETTERS TO THE EDITOR

OLD FACES

6 Herbert Road
Edgecliff
NSW 2027

Dear Sir

I have been wanting to write to you for a long time and when I was in London in 1967, I enquired of the name of the Editor, but I put off doing so, procrastination being a common failing. When I received the October 1968 magazine with the Readership Survey last week, I had the necessary urge.

I spent 32 years (1914/46) at sea in the Orient Line, and since living in Australia have had three trips to England, 1954, 1961 and 1966/68, so I have a deep and abiding love of the sea and for the Company. Thanks to concessions which have been generously extended to the retired staff, I have had three cruises in the Pacific which have also kept me in touch. Thus your magazine is of much interest and a source of great pleasure.

With advancing years, my chief interest is news of old friends either through retirement or decease. They are regrettably becoming fewer. On my return to Australia in *Oriana* last year I had a long yarn with our late Chairman, Sir Austin Anderson, and Lady Anderson complained that all we talked about were dead people. However, reminiscing is pleasant.

Inevitably, owing to loss of records and memories, errors creep in, so may I be permitted two corrections? "Jerry" Bannister joined the Orient Line in Sydney in 1910, not in London (see No. 25). "Jimmy" McIlroy was with Shackleton's expedition in 1912, not Scott's.

As I like hearing of old friends, I missed seeing a single "Orient" face on pp. 21/3, but was glad to have news of my old Assistant Hampton (1924) on p. 45, also Henwood.

With all good wishes,

Yours sincerely,
R. L. Watt, MBE

ROUND WORLD FIRST

The Shieling,
136 North Road,
Hythe, Kent

Dear Sir

On the inside of back cover of No. 25 of *About Ourselves*, line 11, with reference to *Chusan*:—"In 1959 she was the first P & O ship to make a round the world voyage"!

With due respect I think this is incorrect.

Between November 1946 and May 1947 *Palana*, which I then commanded, made a voyage from London, via Suez, and usual ports to Australia and Auckland, New Zealand, returning via Panama Canal and Curacao to Hull, this completing "a round the world voyage".

Yours faithfully,
Henry S. Allan (Captain ret.)

Quite correct. But *Palana* was owned by The New Zealand Shipping Company at the time, although manned by P & O. So *Chusan* was the first P & O ship to "put a girdle around the earth" as our cover contributor originally suggested. — *Ed.*

15 Repton Gardens,
Gidea Park,
Romford,
Essex

Dear Sir

In your last issue you gave a prominent place to the two *Chusans* and the fact that the first ship of that name started the mail service to Australia. As always there is a story behind the story and your readers may be interested to know some of the things that happened during that historical voyage to Australia.

The ship sailed from Southampton at 2.00 pm on the 15 May 1852 and it is apparent that she was being pushed along for on the 21st fire was seen to be coming from the funnel. The mainsail and mizen had to be furled, the ship's course was altered and the fire hose was "screwed on".

On the 26 May Mr Chance the Chief Engineer reported Mr Black the 2nd Engineer for neglect of duty in as much that he allowed one of the shaft bearings to remain without water, he was also alleged to be insubordinate.

Next morning the ship arrived at St Vincent having made the passage from Southampton at 8.33 knots. The Captain was obviously not a man to stand any nonsense for at 11.30 am, accompanied by the Chief Officer, Chief, 2nd and 3rd Engineers he went ashore to the British

Consulate where an enquiry was made into the conduct of Mr Black. Mr Black was unlucky for the Consul ordered him to be put ashore and when the ship left on the 30th he remained behind in the care of the Consul.

On the 11 June en route to Table Bay one of the ship's boys, a John Dunn, was put in irons for insolence and neglect of duty. There was more trouble on the 16th for on that day it was discovered that some of the crew had stolen and consumed four dozen bottles of soda water and an equal quantity of lemonade. The value of the stores was deducted from the pay of the guilty and they were severely reprimanded.

The ship arrived at Table Bay on the 25 June and sailed four days later. During the stay in port John Blacket one of the firemen was sent to prison for eight days for refusing duty and it must be assumed that he was left behind.

On the 14 July there was trouble between the Chief Engineer and Mr Bencroft, the Chief Officer, over repairs to the Fore mast for according to the log "Mr Chance shewed great reluctance in permitting the use of the forge to repair the iron work of the fore yard conducting himself in a violent and improper manner towards Mr Bencroft, the Chief Officer".

The next entry in the Log tells of the first life to be lost in bringing the mail to Australia. At 5.30 am on the 29 July in a strong NW gale with heavy seas all hands were sent aloft to furl the main topsail and John Whittle, AB, fell off the yard arm overboard. The ship was stopped and a boat was lowered but in spite of every exertion the only recovery was that of the life belt which had been thrown after him. The man had disappeared.

The ship arrived at Port Phillip at 9.35 pm on the 29 July and the mails were discharged the following day. The 30 July must have been quite a day for H. Russel, an AB, was logged for refusing work and conducting himself in a mutinous manner to the Chief Officer. By order of the Governor a Sergeant and six Police Officers were put on board to guard the ship and prevent desertion.

There was still a long way to go before the end of the voyage and much more was to happen. The full story cannot be told in a letter, but the few facts I have related show that the mail service to Australia was not accomplished without danger, loss of life and human problems.

Yours faithfully,
M. Girvan
(Retired Supt. Engineer)

P & O WELCOME

San Diego,
California,
USA

Dear Sirs

A few months ago my brother and I went aboard the ss *Arcadia* when it was docked at San Diego. Since we live in Coronado, we were just a mile away from the ship.

We went to the High School in Coronado so we went on board to welcome them and see if we could get a flag (Red Ensign) for our school. On board we met Junior 2nd Officer David W. Strett. I must say that he was very kind to us. He gave us a Red Ensign and a P & O house flag. This was kind enough but then he took us to the 1st class lounge and treated us to coke. On the way out we met a steward who gave me a small "Life Ring" with the ports of call on it. He gave my brother a hat band with ss *Arcadia* on it.

This is just a small thank you to the people who make P & O one of the best lines in the world.

Yours truly,
Rob Tidwell

Well done, *Arcadia*. It is this sort of kindly personal attention to ordinary visitors that makes our reputation what it is. — *Ed.*

USEFUL PRESENT

The Wheelhouse,
Redlands Road,
Sevenoaks,
Kent

Dear Sir

I would like to thank all my friends who so kindly contributed to my magnificent retirement present. I was most surprised and quite overwhelmed when I received from Stuart Connolly a cheque for £281 4s. 0d.

With this large sum I have bought a really magnificent cabinet television and also some furniture for my study including a restful arm-chair in which I can recline and think of all of you both afloat and ashore who have been so generous.

Yours faithfully,
Maurice Askin
(Captain, Ret.)

D-Day or the day a penny became P

D-Day is coming. The day when money can be counted on thumbs and fingers. Or toes. The day when "d" is no longer the abbreviation for a penny. Scores are out. Dozens are out. D-Day.

D-Day stands for decimalisation. D-Day is 15 February 1971. From that day old coins and methods are out. Instead of multiplying by 12 or 20, just add zero. Shillings are out. Pennies (d) are out. In are pennies (p). Only the pound (£) sterling remains.

D-Day stands for progress. The pound is not worth 240d but 100p. The penny (d) is scrapped. So is the 3d bit. Ditto the tanner. Instead we have the new penny or p. This is worth 2.4d. Five new pennies, or 5p, equals a shilling. Ten new pennies is two bob. Both 5p and 10p are now in circulation. Same size as the bob and florin they will replace. Both can be used now.

D-Day will be a muddle. Prices will go up. Wages will stay still. But D-Day stands for progress.

Pity the man who wants to spend a penny. The penny (d) will no longer fit. Should he try $\frac{1}{2}$ p (1.2d)? or must he spend a full p? Even if he can make do with half a p, he is spending 0.2d more than he used to.

Mr You-Know-Who has obviously never had to spend a d. He would soon discover that the £ in his pocket is not worth a pound when 100p have to do the job of 240d and he is caught short 140 times.

What is more, Mr Taxpayer is paying £128 millions so Mr You-Know-Who can be caught short 140 times for each £ in his pocket. But that is progress, with a p.

Why this meteoric advance to space-age numbering? That we should conform. To help tourists. To help computers. To help education of simple souls who cannot think in scores or dozens. To save clerical time. Speedier calculation and improved efficiency.

Change-over to decimalisation is being done gradually. People can get used to it easier in stages. Bit by bit comes. Eventually today's currency is not worth anything and D-Day's here.

What is the P & O doing about it? And the Group? Plenty. It has appointed decimalisation officers. Lots of them. One for each company. To ensure staff are fully informed.

M. T. Poiney is P & O Lines Decimalisation Officer. T. P. Daly, alias Group Chief Accountant, is DO for the Group. His job is to ensure co-ordination between Group Companies. DO Poiney will act kindly uncle. Decimal problems and problems with the p should be referred to him. Problems with the penny, problems with the pound. DO Poiney will sort them out.

From now to D-Day, staff to be fully informed and trained. Machines to be changed. Stationery to be changed. Obsolete stocks run down. Staff tuition and training with machines and coins. Exercises with mock-up money. Specialist tutor for each machine operator or accounts clerk. Uncle DO will watch over you. Like it or not, 100p to the £. Shilling ceases becomes five new pence. Florin ditto, 10p. Half crowns out, but no replacement worth $12\frac{1}{2}$ p they stop being legal tender 1970. Sixpence goes on few months longer until D-Day. 15 February 1971.

Pennies (d) the same. But are replaced by new pennies. New coins therefore, $\frac{1}{2}$ p, 1p, 2p, 5p, 10p, and 50p values. The 50p replaces 10s note next October.

Then what's the effect? Life will cost more. Prices will be evened up. Articles costing 18s 9d convert to $93\frac{1}{2}$ p (£0.93 $\frac{1}{2}$). What is the betting they will sell at 95p? Or 98p?

Car parking will cost more. No 6d meters. Penny packets of bubble gum cannot sell under $\frac{1}{2}$ p. Postage must go up. No coin equals 4d.

But it will be easier. No complicated arithmetic each time wife goes shopping. Ten apples at 3d, plus potatoes at 2s 9d, and meat at 13s 6d will add easily. $10 \times £0.03$ plus 14p and $67\frac{1}{2}$ p: $£0.3 + £0.14 + £0.67\frac{1}{2} = £1.11\frac{1}{2}$. Easy.

Tourists will find it easy. Exporters will find it easy. Computers will find it easy. Middle-men taking percentages will find it easy. School-children will find it easy. Everyone will wonder how we managed with £ s d for so long. Who wants penny packets of bubble gum, anyway?

A Four page picture souvenir of the Pensioners

The yearly event that all pensioners look forward to occurred on 19 June when a train load of our friends left Liverpool Street Station on a special train bound for *Oronsay*.

Aboard the vessel the Chairman greeted guests and soon our former employees were chatting amongst their old colleagues nineteen to the dozen. Luncheon followed after which Sir Donald addressed those present and all too soon the day came to a close. This year we are publishing four pages of photographs to enable our pensioners to recall the event in future months.

THE JOURNEY

- 1 Pensioners gather at Liverpool Street Station Prior to boarding their special train.
- 2 A reunion on the platform.
- 3 Conversation piece aboard the train.

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FLEET LIST

(as at 15 June, 1969)

	Cannanore 7,065 tons	Coromandel 7,065 tons	Pando Cape 8,792 tons	Pando Cove 9,236 tons	Pando Gulf 8,752 tons	Pando Head 8,925 tons
CAPTAIN	Underwood, R. F.	Adie, I. M.	Barrett, G. C.	Savage, G. J.	Firth, R. N.	Clifford, J. A.
CHIEF OFFICER	Lumb, P. D.	Watkins, T. P.	Perry, D. J.	Carter, M. J.	Pegg, G. J.	Hughes, D. T.
SECOND OFFICER	Cawthorn, P. C.	Wilson, J. R.	Andrews, R. G.	Coles, R. St. A., R.N.R.	Lee, G. G. R.N.R.	Godderidge, C. T.
THIRD OFFICER	Lampe, N. H.	Cooper, P. J.	Coldham, R.	Ogden, R. P.	Grove, G. R. W.	Sullivan, M. R.
JUNIOR THIRD OFFICER	Poyntz, R. G. J.		Durrell, H. E. P.	True, D. C.		
FOURTH OFFICER		Simmonds, P. R.			Pratley, P. J.	Alban, S. J.
RADIO OFFICER		Mennie, G. W. A. (Actg.)			McKie, G. R.	Hicks, D. E.
JUNIOR RADIO OFFICER	Barradell, R.H.		Silo, C. S.	Gillman, D. K.		
TRAINEE RADIO OFFICER	May, J. A.	Wheeldon, S. R.		Thomas, P. J. N.	Timmins, S. H.	Robson, I.
CHIEF STEWARD		Leaver, D. B.	Gliddon R. G.			Hodgskin, W. J.
CARPENTER			Coalbran, C. H.	Frost, A. I.	Pike, A. N.	Sampson, A.
CADETS		Evans, J. P.	Warren, P. V. W.	Hampson, P. A. G.	Liston, R. I.	Richardson R. S.
		Jeffrey, K.	Owen, M.	Watson, L. A.	Barker-Simson, J.F.	Green, J. H.
			Hyshe, R.			Champion, M. R.
CHIEF ENGINEER OFFICER	Morrow, N. S. G.	Ditchfield, R.	Hudson, R. E.	Bannister, A.	Southcott, H. E.	Stubbs, J. M.
SECOND ENGINEER OFFICER	Burton, M. C.	McAuley, A. H.	Weatherstone, J. C.	Moesby, J.	Millard, R. B.	Goodwin, C. M.
THIRD ENGINEER OFFICER		Pitt, D. S.	Low, M. A.	Hall, D.	Harrington, D. D.	Cox, R. J.
JUNIOR THIRD ENGINEER OFFICER	McCully, D.	Smith, F. K.	Buckley, R. H.	Munroe J. L. D.	McGlashan, A.S.	Hampson, H. R.
FOURTH ENGINEER OFFICER			Adair, I. R. F.	Flower-Ellis, R.	Field, K.J.	Johnson, L. R.
JUNIOR FOURTH ENGINEER OFFICER	Smith, M. E.	Fullagar, J. T.	Cleave, D.	Hunstone, H.	James, A.	Evison, K.
ASSISTANT ENGINEER OFFICERS	Wilson, A.	Stringer, R. A.	Chilton, A. J.	Lewis, D.J.	Pappin, P. F.	Tuck, C. P.
	Martin, R.	Hughes, D. W.	Prin, R.A.	Bandy, R.	Daniels P. J.	Owen, M. G.
	Chester, P. H.	McGraffin, E.				
		Stevenson, J.	Bunney K.	Corrall, L. J.	Palmer, R. K.	Dumoulin, C. J.
FIRST ELECTRICAL OFFICER	Bartholomew, T.					
ELECTRICAL OFFICER						
FIRST REFRIG. ENGINEER OFFICER						
SECOND REFRIG. ENGINEER OFFICER						
ENGINEER CADETS				Curriss, J. A.		
				Peek, M. C.		

	Pando Point 8,753 tons	Pando Sound 8,782 tons	Pando Strait 9,235 tons	Patonga 10,071 tons	Somali 9,080 tons	Soudan 9,060 tons
CAPTAIN	Mordaunt, B. S. C.	Field, A. J.	Scott Masson, D.J. R.D., R.N.R	Lowther, R. E.	Harrison, D. J.	Kingswood, L. C. R.D., R.N.R.
CHIEF OFFICER	Ellingham, R.	Rushan, M.D.	Roger, D. A. (Act.)	Upjohn C. J. (Act.)	Mavity, B.G. R.N.R.	Bayliss, I. C.
SECOND OFFICER	Burton, G. A.	Clarke, W. J. C. R.N.R.	Hall, R. S.	Sims, D. W.	Knight, R. D.	Carveth, R. N. R.N.R.
JUNIOR SECOND OFFICER						Tyzack, R. D. W.
THIRD OFFICER	Bland, W.E.	Reed, A. H.	Turrall, D. E.	Dickins, G. T.	Woollard, I. R.N.R.	Byrne, K.P. (Act.)
JUNIOR THIRD OFFICER	Martin, N.			Carr, M. P.		
FOURTH OFFICER		Footman-Williams, P. J.	Pockett, D. A.		Wallace, C. S.	
RADIO OFFICER	Cowell, M. C.	Pitt, D. J.	Turpie, T. I.	Lane, H. D.	Gurman, C. R.	Ayres, D. M.
JUNIOR RADIO OFFICER	Thompson, J. C.	Prescott, R. E.	Kent, T. W.	Lawes, F. W.	Barron, M.	Barron, M.
TRAINEE RADIO OFFICER	Jarvis, A. W.			Leggett, T. V.	McAllister, W. J.	Sweby, L. M.
CHIEF STEWARD				Farquhar, R. S.	Tue, T.	Olive, V. C.
CARPENTER	Wilson, A. R. A.	Bird, K. R.	Mendoza, C. P.	Hamilton, M. R.	Fennelow, R. D.	Norton, P. H.
CADETS	Littleton, J. E.	Birchenough, J. J. H.	Woodward C. C.		Karlsson, R.	Quance, J. N.
	Read, R. C.	Hoddinott, M.W.			Mole, P. J.	
CHIEF ENGINEER OFFICER	Bownass, A. W.	Nightingale, P. RNR	Clarke, A. D.	Craig, A.	King, D. M.	Paton, D. F.
SECOND ENGINEER OFFICER	Nash, I.	Fairley, I. J.	Kirchin, D. A.	Line, K.	Bedford, T. D.	Lewis, D. J.
THIRD ENGINEER OFFICER	Raddburne, D. E.	Goodman, A. J.	Hancock, R.	Hewison, J.	Wolstencroft, C.	King, J. L.
JUNIOR THIRD ENGINEER OFFICER	Greenbeck, M.	Hinchcliffe, M.	Watters, I. G.	Lowrey, M. R.	Brown, J. G. G.	Ditchburn, M. B.
FOURTH ENGINEER OFFICER	Stansfield, S.	Owston, P. A.		Hillier, J.	Burchell, A. E. J.	Rowe, E. K.
JUNIOR FOURTH ENGINEER OFFICER						
ASSISTANT ENGINEER OFFICERS	Thomas, D. P.	Stephens, I. F.	Bellamy, D. R.	Knight, P. J.	O'Dell, A. J.	Ditte, M. P.
	Hatfield, C.	Duxbury, M.R.	Ballard, A. R.	Stokes D.K.	Webb, P. M.	Williams, M.
	Jones, D. L.	King, G. D.	Bird, J.H.		Worsfold, K. S.	Roberts, W. B.
					Underdown, W.	Ward, R. M.
FIRST ELECTRICAL OFFICER	Grant, D.	Reid, J. E.	Turley, J.	Talboys, R. S.	Hartley, R. D.	Young, J. W.
ELECTRICAL OFFICER				Firth B.		
FIRST REFRIG. ENGINEER OFFICER				Gurnett, K. S.		
SECOND REFRIG. ENGINEER OFFICER	Prowse, R. J.			Gibbs, M.		
ENGINEER CADETS	Towers, J. A.			Geeham, N.B.		

FLEET LIST

As at 15 June 1969

	Canberra 45,000 tons	Oriana 41,423 tons	Arcadia 29,664 tons	Iberia 29,614 tons	Orsova 28,790 tons	Oronsay 27,631 tons	Orcades 28,164 tons	Himalaya 27,955 tons	Chusan 24,261 tons
CAPTAIN	Riddellsdell, E. G. H., R.D., R.N.R.	Vickers, W. B., R.D., Cdr., R.N.R.	D'O Green, J., R.D., Cdr., R.N.R.	Ayles, S., R.D., R.N.R.	Prowse, M. R.	Wacher, J. F., R.D., R.N.R.	Harris, E. V., R.D., R.N.R.	Trenfield, M. A.	Cutler, R. J. H.
STAFF CAPTAIN	Chester, J. M.	Lincoln, T. A. M.	Hancock, J. E. (Actg)	Crichton, J. A. P.	Love, P. W.	Cookman, R. D.	Bonner, J. W.	Hansing, D. A.	Howe, G. E.
CHIEF OFFICER	McCarthy, T. J.	Smylie, C. R.	Clark, J. G.	Guthrie, D. C.	Harris, G. E.	Chapman, J. L., R.N.R.	Merrick, A. E.	Goddard, C. H., R.N.R.	Gaffney, D. B.
NAVIGATOR	Falkner, A. H.	Fitzwalter, J. S.							
FIRST OFFICER	Nash, B. G. R.N.R.	Campbell, C. R. P.	Giff, I.	Bingham, M. G.	Jones, C. M. R.N.R.	Purchase, C.	Wilkin, R. H. N. R.N.R.	Meredith, J. E. W., R.N.R.	Jackson, R. L.
SECOND OFFICER	Pocock, R. W. L.	Mullin, D. E.	Carr, D. A. R.N.R.	Adams, D. A.	Julian, M. H., Minter, B.	Messinger, N. R.	Kilner, J. B.	Feasey, F. H., Robertson, K. B. P.	Bennett, de B. M., Reed, M.
JUNIOR SECOND OFFICER	Mathew, R. C. R.N.R.	Noakes, J. J.	Syrett, D. W.	Swann, J. F.		Young, R.G.	Eveleigh, P. J. M. R.N.R.	Derrick, M. J.	Priestley, R. P.
THIRD OFFICER	Woodger, R. P.	Clark, P. S., R.N.R.	Johnson, P. F.	Skipper, M. E.	Hornett, P. C.	Pilsworth, D.G.	Gold, M. J.	Vlasto, K. M.	Davidson, M. H.
FOURTH OFFICER	Godfrey, R. M. N. R.N.R.	Ross, R. J. R.N.R.	Greenhalgh, J. J.	Exley, R. B.	Curran, C. J. N., R.N.R.		Turner, B. V.		
JUNIOR FOURTH OFFICER	Browne, J. R. H.	Robinson, A. W.	Brooking, A. C.				Johnson, J. M.		
CADET OFFICER				Rees, R. H.	Stevens, J. G. M.	Willys, N. D. Fennelov, R. R.		Craig, B. W.	Bass, R. P.
CHIEF RADIO OFFICER	Meaney, J. F.	Le Gear, E. R.	Hargreaves, W.	Geraghty, P. M.	Berry, H. C.	French, J. B.	Cowley, G. D.	Williams, H., M.E.	Jameson, C.
SNR. CHIEF RADIO OFFICER									
FIRST RADIO OFFICER	Morrison, J. H.	Baker, F. D. S.	Twomey, T. P.	Chapman, G. A.	Leatham, R.	McGovern, J. J.	Stewart, B. J.	Chapman, R. J. E.	Keeling, W.
SECOND RADIO OFFICER	Lancaster, R. D. M.E.		Murphy, H. F.	Ferguson, G. J.				Stewart, C. P.	Price, M. R.
JUNIOR SECOND RADIO OFFICER	Clark, T. R., (Actg)								
THIRD RADIO OFFICER	Wood, K. T.		Richardson, P. S.	Dyson, A. L.				Williams, B. J.	Bluer D. W. J.
JUNIOR THIRD RADIO OFFICER	Walker, R. W.								
FOURTH RADIO OFFICER	Walton, P. M.		Macaskill, N.	Hall, S. N.				Sampson, C. D.	Davenport, J.
JUNIOR FOURTH RADIO OFFICER	White, M. A. K.								
SURGEON	Wilson, R. G., M.B., Ch.B. D.P.H.	Bishton, R. E., M.B., Ch.B., D.R.C.O.G.	Williams, E., M.D., M.R.C.P.	Cowen, M. J., M.B., Ch.B., D(Obst), R.C.O.G.	Lowe, S. F. L., M.B., Ch.B.	O'Brien, T. E. B., M.B., Ch.B.	Mitchell, J. M. H., M.B., Ch.B.	Gormly, P. J., M.B., Ch.B.	Wybourn, J.T., T.D. M.B., B.S.
ASSISTANT SURGEON	Christie, J. S., M.B., Ch.B.	Fleming, W. S. M.B., Ch.B.	McMurray, G. N. M.B., B.Ch.	Holroyd, J. D. L. M.B., B.Ch.	Harwood, R.A.E., M.B., B.S., L.R.C.P. M.R.C.S.		Wilson, D., M.B. Ch.B.,	McCracken, A. L., M.B., B.Ch., D.Obst., R.C., O.G.	Hall, K.
NURSING SISTERS	Skinner, L. M.	Burbage, J. M.	Robinson, P.	Ross, A. M.	Thomas, P. M.	Rathbone, S.	Douthwaite, C. M.	Warne, C. J.	Sharp, B.
	Sanson, W. D.	Woodward, J.	Tolhurst, D. J.	Anderson, D.	Duggan, K.	Lewis, J. L.	Mulcahy, M. B.	Dawson	Ashcroft, J. M.
	Newsholme, M. A.	Waddams, L.							
CARPENTER	Richards, W.	Scott, A. G.	Chard, L. G.	Jones, M.	Bray, F.	Jones, C. R.	Chessell, R.	Sanderson, W. E.	Slater, A. E.
PLUMBER	Richmond, T.	Rawlings, F.	Doree, R. A.	Lemon, J. S.	Burman, L.	Bealing, K.	Oppler, F.	Mann, S.	Doree, C. R.
BOATSWAIN	Mitchell, C. G.	Phillip, W.	O'Sullivan, J. L.	Wain, W. G.	Crean, T. P.	Warriner, G.	Philip, G.	MacKay, J.	Keyl, H. M.
CADET							Joyce, J. L.		Acland, I. A. D.
							Pickford, P. W.		Jarvis, A. R.
ENGINEER COMMODORE									
CHIEF ENGINEER OFFICER	Howell, J. O.	Mazonowicz, T. M.	Maunder, R. M.I. Mar.E.	Twining, D. W., M.I., Mar.E.	Brown, R. D.	Crone, R. A.	McLeod, J. M. M.I., Mar.E.	Constable, G. D., M.I., Mar.E.	Marriott, M. M.
FIRST ENGINEER OFFICER	Dempster, W. A., R.N.R.	Pullen, M. J. R.N.R.							
SECOND ENGINEER OFFICER	Bauchop, C. T. M.	Dobie, J. J.	Graham, A.	Crowe, S. G.	Fitzgerald, P.	Drummond, W.	Connolly, G. A.	Love, B. R.	Pound, N. W.
JUNIOR SECOND ENGINEER OFFICER	Harvey, A. T.	Tombs, A. E. C.	Turner, D. G. (Actg)		Buxton, E.	Young, J. C.	Rogers, W. S.	Waller, B.H.C.	Sugdun, R.
	Raine, J.								
	Bowen, J. D.								
THIRD ENGINEER OFFICER		Hepworth, R. A.	Conway, M.	Newman, A. J.	Lipscombe, A. C.	Walker, D. J.	Rostron, P.	Whitby, D. J.	Marshall, R.
JUNIOR THIRD ENGINEER OFFICER	Taylor, R. W.	Anderson, G. R.	Heslop, J. D.	Taylor, K. W.	Bayne, C. J.		Ramsey, M. G.	Niccol, J. G.	Selwood, J. A.
	Gould, G. R.								
	Marshall, R. A.								
FOURTH ENGINEER OFFICER	Hilton, M. L.	Hogan, A. N.	Caulfield, M.	Barracough, D.	Hughes, S.	Robinson, P. R. J.	Sullivan, G. J.	Selby, D. L.	Fridd, R. D.

JUNIOR FOURTH ENGINEER OFFICER	McQueen, G. J. Sauvary, P. Clay, M. J. Goulding, M. F. Fox, A. P. Hewison, A. Learmont, A. Hearward, M. Johnstone, C. Bartlett, R. A. McCurran, F. Cooke, R. J.	Massey, W. T. Agnew, A. T. Betts, D. J.	Kelly, R. Clissold, B. P.	Footit, C. Cade, R. C.	Collinson, M. K. Booton, B.	Dalkin, A. Hills, C. J.	Kelly, K. V. Moir, D. P.	Wadsworth, G. J. Ainsworth, S. J.	Hodges, K. J. Maskell, M. R.
ASSISTANT ENGINEER OFFICERS		Walker, G. Murphy, M. Trollope, D. Gardiner, D. Bowdrey, D. C. Wedd, S.	Macey, M. F. Balmforth, T. Jowitt, R. J. Potts, N. Cooper, P. H. Haylett, S. W.	Taylor, J. E. Green, M. Harvey, M. Glessinger, G. A. Clegg, R. V. Cutler, A.	Stow, R. V. Simpson, B. L. Laws, G. W. Hunt, S. J. Potter, B. J. Christwick, J. Steel, F. T. Smyth, J. Newton, S. T.	Matthews, P. W. Machin, K. J. Betts, J. W. Sharpe, R. F. Otter, K. Heasman, T. J. Moss, K. W. Caughey, W. G. Thompson, D.	Boulter, M. R. Haigh, D. W. Colclough, C. S. Beament, D. R. Hackett, R. Donaldson, P. W. Hutt, I. Davidson, A. C. Roberts, W. T.	Wilson, G. F. White, I. R. Dinsdale, M. Lindon, B. Rea, J. Guildord, R. B.	Ballam, P. E. Darlow, K. J. Murdin, R. Gold, B. T. Rea, J. Guildord, R. B.
FIRST ELECTRICAL OFFICER	Dibsdall, M. C. H.	Douther, T.	Whiteford, A. F. M.	Wiles, B.					
SECOND ELECTRICAL OFFICER	Beck, M. J.	Jamison, A. C.	Hutchinson, I.	Edwards, A. S.					
JUNIOR SECOND ELECTRICAL OFFICER	Richards, G. A. H. Jones, M. J. Bowyer, R. V. Hutchinson, J. Robertson, A. M. Hill, D.	Loosen, G. J.							
ASSISTANT ELECTRICAL OFFICERS		Hodson, C. J. Baister, J. E. Beck, F. Harris, R. D. Marshall, P. L. Edwards, T. M. Steadman, H.	Quin, P. M. Wright, M. J. Harding, D. M. Hughes, B. R.	McMullen, J. McKinnon, I. Wood, J. R. Latham, J. B.	Howe, E. D. Cameron, D. Carlisle, R. J. D. Tremain, I. J.	China, D. R. Cooke, I. J. O'Grady, J. S. Gibbon, P. F.	Carlin, D. M. Hart, J. E. Ryan, R. Noble, D. W.	Fiddling, K. Collins, R. A.	Worsley, J. Smith, G. P. Crosby, J. M. Milton, B. J.
VENTILATION OFFICER									
FIRST REFRIG. ENG. OFFICER	Fricker, D.		Donkin, W. C.	Long, P. J.	Cloughton, C. W.	Robertshaw, P.	Taylor, F.	Baxter, M. J.	Ross, A.
JR. FIRST REFRIG. ENG. OFFICER	Clayton, P.		Stuart, W. P.	Santini, M. G.		Flaherty, K.			
SECOND REFRIG. ENG. OFFICER	Buxton, C. B.		Lyne, G. J.	Dobbs, A.		Clare, P.	Tanner, D. J.	Middleton, D. J.	Gentle, C. J.
SNR. SECOND REFRIG. ENG. OFFICER		Stewart, A. S.			Collins, M. H.			Muse, R.	Taylor, N. R.
JR. SECOND REFRIG. ENG. OFFICER	Humphries, S. D.		Cook, K. F.	Gray, J.					
THIRD REFRIG. ENG. OFFICER	Kendall, F.	Huelin, R. P.	Woollett, M. J.	Johnson, P. T.	McNicholas, M.	French, K.	Kenyon, P. A.	Kerr, J. R.	Baker, R. J.
JR. THIRD REFRIG. ENG. OFFICER	Finch, T.	Bogg, G. J.	Mullen, B.		Hall, C. C.		Pelan, K.		
BOILERMAKER	Lloyd, D. P.	Campbell, A. E. Turner, P.	Donaldson, E. Crouse, M.	Davies, E. C.	Martin, R. W.	Stringer, R.	Gulliford, K. MacArthur, R. W.	Paterson, W. C.	Crouch, R. W.

PURSER	Temple, R. C.	Tonks, B. R.	Pinches, E. W. H.	French, E. L.	Williams, R. A.	Buy, J. H.	Ewan, W. A. J.	Blurton, D. C.	McGregor, P. A.	
TOURIST PURSER	Simpson, J. C.	Flint, K. J.		Burleigh, D. G.						
DEPUTY PURSER	Belsler, A. S.	Hodgeman, G. P.	Pollard, T. M.		Harries, R. M.	Holtom, C. D. R.	Jennison, P. C.	Jones, I. R.	Meyrick, J. J.	
SNR. ASSISTANT PURSER	Batt, P.	Milne-Buckley, C. G.			Keating, J. D., R.N.R.	Hawkesworth, M.	Webb, P. E.	Tilby, P. J. W.		
ASSISTANT PURSER	Henchoz, I. D. Nicholls, R. K.	Hemsley, W. A.	Poyntz, J. M. Hawker, M. J. J. Phillips, D.	Rutter, R. W. Bull, K. R.	Hustwitt, J. J. R.N.R.	Cardnell, E. J.	Earp, M. K.	Hooper, C. H.	Heap, G. L. Coulter, M. J.	
JUNIOR ASSISTANT PURSER	Price, M. Blasdale, B. J.	Hindley, C. T. H. Burr, R. B. Pratt, P. J. L.	Sheldon, A. P. J.	Collins, D. J.	Tutton, P. A. D. Bonning, H. B.	Melson, C. Chirgwin, H. W.	Walsh, J. M. Ashbourne, R. K.	Andrew, M. W.	Saunders, D. L.	
PURSER CADET					Robinson, P. C. Sparks, K. F.	MacFarlane, B. J. McCaughy, R. R.	Cameron, A. G. Leck, J. D. Smyth, J. C.		Traies, S. M.	
WOMAN SNR. ASSISTANT PURSER	Whitmore, A. R.	Kiy, V. J.		Forbes, M. M.	Blackburn, L. M.	Dirks, J. C.				
WOMAN ASSISTANT PURSER	Gaus, R. N.	Archer, P. A.			Harwell, P. J.	Cochius, M. H.				
WOMAN JNR. ASSISTANT PURSER	Bakker, A. M. Bishop, E. A. Mitchell, S. F. Smith, M. E. Reid, J. Collins, S. Turner, J. R. Furniss, S. S. Isaacson, J. W. De Lyle Turner, C.	Ramage, L. E. Randall, P. M. Van Der Wel, G. M. Woodroffe, D. M. R. Sullivan, L. M. Moore, C. J. Rooke, J. Winsall Hall, W. S. G. Sharp, D. R.	Watling, C. D. Carey, J. A. Evans, P. M. McLennan, A. M.	Blackley-Goble, P. J. Wilschut, H. M. Davies, J. C. Scott, K. M. Usher, P. R.	Blackburn, L. M. Harwell, P. J. Dunnett, A. V. Wijsman, G. J. H.	Blackburn, L. M. Harwell, P. J. Dunnett, A. V. Wijsman, G. J. H.	Dirks, J. C. Cochius, M. H. Armstrong, S. J. Newborough, S. A.	Ooyevaar, I. Walbrecht, W. Goldsmith, D. K. Doyle, A. V.	Williams, S. B. Birchby, I. E. Jardine, V. E. Chandos, S. J.	Leenknecht, H. L. M. Slade, C. J.
TRAVEL ADVISER										
ENTERTAINMENT OFFICER <i>First Class</i>					Diggins, J. M.	Sheen, C. E.			Thiele, L. N.	
ENTERTAINMENT OFFICER <i>Tourist Class</i>					Edward-Jones, H. C.	Robertson, D. J. B.	Hunt, L. E.	Moiseiwitsch, B.	Spilsbury, H.	
HOSTESS <i>First Class</i>					Webb, S. P.	Booth, J.			McCleary, F. M.	
HOSTESS <i>Tourist Class</i>					Yates, A. M.	Barker, S. M.	Dillon, N. A. Reading, E. A. Chambers, E. M.	Munt, D. E. Blamire, S. M. Moss, S. M.	Brown, L.	
CHILDREN'S HOSTESS <i>First Class</i>	McVean, M.	Davis, G.	Slorach, A. P.	Allen, P. M. G.	Sinfield, L. J.	Grahame, E. A.	Ainley, D.	Robertson, E. J.	Cliff, S. M.	
CHILDREN'S HOSTESS <i>Tourist Class</i>	Rutherford, J.	Barringer, H. L.	Nickerson, E. J.	Sharpe, M. M.	Gepp, P. D.	Neah, H. M.	Stokes, R. M. Picking, A.	Moss, A. Rendle, G. M.		
CHIEF STEWARD										
CHIEF STEWARD <i>First Class</i>	Martin, J. F.	Aspin, K. W.		Boxall, R. A.	Dellow, K. E.	Standing, R. W.				
CHIEF STEWARD <i>Tourist Class</i>	Walker, I. L.	Lambourne, C. R.								
CHIEF DU W.A.P. HOSTESS	Kinsella, S.	Mincham, G. A.	Grundy, W.	Cox, J.	Manzi, L.	Cornwell, H. Van Der Linden, J. Heij, K. N.	Rogers, G. H.	Pearce, M.	Bayne, D. J.	

Reunion Luncheon

- 4 Members of the party join their coaches which conveyed them from Tilbury Riverside Station to Oronsay.
- 5 All aboard—the party ascend the gangway.

THE WELCOME

- 1 Sir Donald Anderson welcomes J. T. Alderton.
- 2 A. E. Bell
- 3 Miss M. Norman.
- 4 Captain J. Sparkes.
- 5 Captain R. G. Freeman.

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THE GET-TOGETHER

- 1 L. C. (Tiny) Story, Mrs. L. Mortimer, Miss M. R. Hutchet.
- 2 Purser J. H. Buy, D. K. Albany, J. Vogt, F. Baty.
- 3 M. F. Coster, B. P. Sykes, M. T. Poiney, A. C. Terry.
- 4 The band which entertained passengers prior to luncheon.
- 5 M. M. Boyce, F/Elec. Off. W. Coughey, J. Forsythe, MBE
- 6 Standing—R. H. Gate V. E. Woolridge, E. F. Grimes Sitting—J. H. Hayfield G. Burton, R. Moody
- 7 Capt. A. E. Coles, RD, RNR Commodore L. A. Hill, DSC, RD, RNR Capt. P. Sargeant, RNR Capt. R. J. Brittain Capt. R. W. Roberts, OBE, DSC N. Pixley, MBE, VRD M. T. Poiney.
- 8 N. Fortaine, M. J. Murphy, P. A. Bendellow, A. J. Sharland, A. Plenderlithe, B. C. McCorry, J. F. Clark, Miss M. Norman, N. Portess, D. A. E. Barnes.
- 9 J. H. F. Cooke, A. L. Brown, L. Brakefield, A. A. Emmett, F. E. Tame, C. T. H. Johnson, F. E. Branch.



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THE LUNCHEON

- 1 A general view of Oronsay's restaurant during the meal.
- 2-3 Sir Donald Anderson addresses guests.
- 4 Standing—Jun. 2nd Engr. J. C. Young, S. M. Bailey. Sitting—W. Girvan, E. J. Blackledge, W. H. Lane.



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WHO'S WHO around the Company — The Marketing Unit

1 A. J. M. Mackinnon — Marketing Executive (promotion). Joined P & O S.N. Co. November '67 as a Public Relations Executive, later transferring to the new Marketing Unit when it was formed.

2 L. D. Carr — Recently transferred to the Passenger Relations Section of the Marketing Unit having joined the P & O Passenger Department July 1948. During 1959 went on Exchange Scheme to Australia going later to Hong Kong and Bombay before returning September 1967 when he joined Passenger Co-Ordinators.

3 M. J. K. Stark — Clerk, Passenger Relations Section. Joined P & O April 1961 serving first in the West End office of the Passenger Department before being transferred to Correspondence Department. Also joined the new Marketing Unit on its inception. Mr Stark had previously been with Mackinnon Mackenzie from 1937 in various offices in Japan, Colombo and Hong Kong

leaving that organisation in 1960 to join our Company in England.

4 G. J. Pooley — Assistant Clerk. First came to P & O as a student studying for his Higher National Diploma, later joining the Company on a permanent basis in May 1969.

5 A. J. Walch — Clerk, Central Allotment Control. Joined Passenger Department P & O December 1959 and during his spell with this Department has been attached to the Cruising, Berthing and Correspondence sections.

Transferred to present position earlier this year.

6 Miss C. M. Clare — Secretary PA. Joined Company December 1968 just prior to the formation of the Marketing Unit with whom she was immediately attached.

7 I. K. King — Central Allotment Control. Joined *H.M.S. Worcester* as P & O Sponsored cadet 1923 later serving in *Padua, Peshawur, Narkunda, Mongolia* and *Ranchi* before coming ashore and joining the

Passenger Department 1934. Was instrumental in the formation of the Passenger Co-Ordinators Department in 1962. Joined his present Department on its inception but will be retiring on pension later this year. In 1945 he was awarded the OBE for his services in connection with the allied landings in Sicily.

8 J. H. G. McGregor — Head Passenger Conference and Fares. Joined P & O February 1936 and has been connected with the Passenger Department for the duration of his service, becoming Head of the Rates and Conference Department in 1966. Joined his present Department on its formation.

9 R. Donovan — Clerk, Central Allotment Control. Joined West End Passenger Department August 1961 being seconded to Hong Kong on a 3½ month tour in November 1968, returning to take up a position in the Passenger Co-Ordinators Department.

10 A. D. Winsor — Marketing Executive (Product

Development). Joined Company September 1947 and took part in the Exchange Scheme to Australia and New Zealand 1963/4 and on his return was made Tour Development Manager, becoming Sales Promotion Manager in March 1968. His career started in the Orient Line Forwarding Department and just prior to the merger was attached to Anderson Green, his last appointment before being attached to the Passenger Department.

11 A. B. Davy — Marketing Executive (Traffic). Started his career at the P & O Tilbury Dock Office before being transferred to the West End Passenger Department January 1960. Went to Australia on the Exchange Staff scheme returning to take up position of Traffic Supervisor, becoming Berthing Group Manager, followed 7 months later by a further promotion this time to Computer Liaison Officer September 1967. Joined Marketing Unit on its inception.



A. J. M. Mackinnon



L. D. Carr



M. J. K. Stark



G. J. Pooley



A. J. Walch



Miss C. M. Clare



I. K. King



J. H. G. McGregor



R. Donovan



A. D. Winsor



A. B. Davy

"WHO'S WHO" takes us this time to our new Marketing Unit. Formed as recently as 27 January 1969 this division acts as a link between departments and Management on all marketing both here in this country and also on a global basis.

PANDOR CLUB SPECIAL

ATHLETICS

A small team from Pandor Club took part in the Inter-Shipping Athletic Championships at University of London Track, Motspur Park, on Thursday, 26 June, and did extremely well to bring back 1 Gold and 7 Bronze Medals.

G. POOLEY retained the Putting the Weight Trophy which he won in 1967 and 1968. He was also 3rd in High Jump.

R. WOODROFFE was 3rd in Putting the Weight and 4th in Throwing the Javelin.

G. HERRIES was 4th in the 3000 metres Walk.

C. BARFIELD was 7th in the 1500 metres.

S. TALBOT was 8th in Putting the Weight.

S. BENNETT was 8th in Throwing the Discus.

Perhaps our most pleasing result was in the Medley Relay with a scratch team. R. WOODROFFE was "persuaded" to run the 880 yds although he was still competing in the Javelin at the time, he ran an extremely good race handing over to G. POOLEY in 3rd place. Woodroffe was completely exhausted after this effort. Pooley was overtaken and handed over to D. PIKE in 4th place. Pike made up some ground but could not quite pass the man in front, handing over to C. BARFIELD in 4th place. After 120 yds Barfield moved up into 3rd place with a sudden burst which took his opponent by surprise, slightly increased this lead and brought our team home in 3rd place. An excellent performance by all.

THE INTER-OCEAN CLUB

For many years people in the passenger shipping industry have talked about the need for an interline club which would bring them together with their colleagues in other lines. The Airlines already run such a club and now at long last a shipping club has been formed under the enterprising title of "Inter-Ocean Club". Chaired by Alan Milne of CP Ships, the first committee is representative of the main passenger shipping operators from Britain and

already the club has organised a number of well supported social events ranging from pub crawls to an educational evening in Morocco. One might well ask in this modern age of high speed living with all its distractions, if such an organisation is a viable proposition. Most of us live outside London and have personal commitments and the natural reaction is to dash home at the end of a tiring and sometimes frustrating day. But the mere fact that this club has been formed and has attracted an encouraging response of over 75 members, proves that there is a need and a will to support this new venture.

In my own experience, talking to shipping company personnel over the years, I have always been surprised to find that outside their own company there is very little contact with opposite numbers in other companies, even within trades. There is, however, an interest in others and quite apart from social contact there is a desire to exchange views on common experience and problems.

This then is what this new club is all about. For a modest subscription of 25/- pa plus an entrance fee of 5/-, anyone primarily employed as sales reservation and counter staff of steamship companies engaged in passenger shipping operations may join. There is also, at the Committee's discretion, an associate membership for those closely associated through employment in allied departments or General agencies specifically acting for principals.

This new club is recognised by Shipping Company Management and has the active support of several shipping companies who see in this development the very real benefits to be obtained by a closer association of staff at all levels. But like all clubs the Inter-Ocean can only prosper through a lively membership and active support.

Here then is your club—worthy of your support, on your support will depend its success or failure. It is up to you. For further information contact the Hon Treasurer, Stephen Spiller, British India Steam Navigation Co. Ltd, 1 Aldgate, London EC3.

APOLOGY

The Editor apologises for an error which occurred in the last edition of *About Ourselves*, in the "Who's Who" section which covered the Dock Office staffs in London. It was stated that R. M. Porter was the Dock Manager, but this should have read "Dock Manager, Hotel Services Organisation".

MAGAZINE SUPPLEMENT

A PHANTASMAGORIA

BY O. L. BUGGE

The Passenger was very appreciative, although I assured him that I had done nothing more than discharge the requirements of my office. If he had read my thoughts perhaps he would not have been quite so effusive. He was, I must admit, an awful pest, one of those fussy, meticulous kind, with a file of correspondence, and for my part I was glad to be shot of him. His type can be extremely persistent and demanding in the choice of accommodation. However, he was willing enough to pay for what he wanted, so my Masters should be pleased with the results of his prodding and of my patience. In the course of our interview—he was discursive by nature and I had to let him ramble on—he told me of a little French restaurant off Tottenham Court Road where he and his wife had had a very good dinner, and which he thoroughly recommended. "Very nice", I thought, "but if I could find the where-withal, I'd be delighted to try it". I made some non-committal reply, and after completing our business, he took his departure and I forgot all about it.

Some weeks later an unexpected Income Tax rebate came my way—Mr Bloodsucker does very occasionally slightly relax his inhuman grip—and as it was my wife's birthday, we decided to mark both occasions by a theatre followed by dinner at the restaurant recommended by the appreciative Passenger. It was certainly a cosy establishment with a continental atmosphere which we found refreshingly different. The food was excellent and the waiter attentive; altogether we spent an enjoyable evening, the play at the theatre being a very entertaining comedy which suited our mood.

We caught the last train home and as we rattled and swayed along in the manner peculiar only

to Southern Region suburban trains, I fell into a contemplative study of our late night companions. They were quite different from the sober bowler-hatted-rolled-umbrella brigade with whom I usually travelled to and from town. Those two elderly gentlemen in evening dress, for instance. From snatches of conversation I gathered that they had been to a masonic dinner or some such function for gentlemen only. They seemed to have passed a pleasantly convivial evening judging by the mellowness of their manner as they chatted desultorily and puffed contentedly at their cigars.

The blond with the abbreviated skirt and exaggerated hair style resembling some monstrous bee-hive, who bade such a fond farewell to her hirsute and equally unprepossessing male counterpart before we left was, I imagine, what is euphemistically described as a "sales lady". Her pert, mascara-daubed face was far removed from a Beatrice or a Helen, but then, as beauty exists in the eye of the beholder, doubtless she was the very quintessence of comeliness and virtue to someone, most likely her ardent swain of the station.

My thoughts wandered. I glanced across to the somewhat crumpled figure of the man whose heavy breathing and, when he occasionally opened them, glazed eyes, indicated some Bacchanalian revel in which he had taken part. His clothes were nondescript and I found it difficult to place him. At intervals, in a Scots accent indistinct and blurred, he addressed some involved diatribe against the English to the rather prim lady who sat opposite, her umbrella and handbag clutched firmly in either hand, her whole attitude one of frigid disapprobation. A party of youngsters—two youths and two girls who looked as if they had spent the evening dancing—completed my immediate survey, while from farther down the long open carriage, there came other sounds—a disjointed remark, a man's laugh, a suppressed giggle and

the confused unbroken drone of some loquacious person at the far end. I closed my eyes as the train lurched on with a rhythmic clatter over the rail joints.

Suddenly I was acutely aware of an insistent tapping sound and of a strident feminine voice with more than a hint of impatience in it. It kept repeating "Hey! You! I say! Are you attending here?". I looked up startled to behold a short, stout, middle-aged female vigorously banging her umbrella on the counter. Her face was a curious one—round and apple-cheeked with a pair of piercingly blue eyes which at the time were glowering indignantly at me.

"Do you usually keep your customers waiting in this fashion while you doze?" she said, "See here young man, I want some information—I want to know what boats are going to Australia next year, as I am going to stay with my married son out there." "Certainly Madam", I replied, and from beneath the counter I brought out some fares and sailing folders, opening one of each with a confident flourish. "Here are our sailings . . ."

"What is this?" she interrupted. "Skegness is so bracing! Visit Montmartre! Special Package Tour of Night Clubs including the famous Folies Bergère! If this is your idea of a joke . . ." I stared at her in bewilderment. "Where are those folders," I muttered, and delved again under the counter. "I am so sorry, but we haven't any available at the moment. We are waiting for the new programme."

The apple-cheeked woman seemed to grow taller and her voice to deepen; I looked again to behold an aristocratic grey-haired man who had somehow taken her place. He was in immaculate evening dress and smoking a cigar.

"I want a cabin-de-luxe in the *William Fawcett*," he said, speaking with a broad Australian accent. "I am a personal friend of Mr Willcox and have been a shareholder since 1066 and all that. I want to go to Swatow." "I'll do my best to help you, sir," I replied, playing for time. "I'll see what the Berthing Department can find for you. We will probably have to apply to San-Francisco which may take a little while as our mail ships go via the Cape because of coal supplies. Sometimes we use carrier seagulls, but it depends on whether the gull can find a suitable masthead going in the right direction."

"Well, be quick about it," he said. "I have a train to catch and I am having tiffin with the Prime Minister."

"Pardon, excuse please. I want to go to Bombay. Have you any seats? Cheapest but

must have lower berth in outside cabine." The Asian smiled a Kolynos smile and enveloped me in a wave of ghee. "My brudder in Khyber Pass will pay fare. I came to England to study and failed B.A. How mooch baggage can I take, and what time is especial train?"

The telephone shrilled insistently. "Who is that?" a woman with pebbles in her mouth wanted to know. "Who? Ay reahilly cannot heah! Ay have a booking in one of your boats—its name? Ay reahilly don't know—ends with an 'A'. Ay am going to Poonah and . . ." The telephone buzzed, screeched and finally exploded in my ear and went dead.

I turned to the counter to be confronted by a tousle-headed vapid female of uncertain age and a squint in one eye, who wanted to change her booking. "May I see your passage ticket please?" I asked. She looked at me blankly.

"Passage ticket?" she repeated. "But it is all paid for before I left Bagan Datch."

"I am sure it is," I replied soothingly, "but I must see this document if I am to transfer your booking to the *Malwa*; it looks like this," and I showed her a blank one. "Oh, that!" she said, "yes, I have it secreted about my person for the sake of safety. Young man, kindly look the other way."

There came a rustle of petticoats, a snap of elastic, and "Is this what you want?" as with a triumphant flourish the lady produced a ration book. "No," I said wearily, "your travel voucher—like this," and I showed the blank again.

"I remember now," she said brightly, "I put it in my trunk which has gone to Australia in advance. As I was embarking at Brindisi I didn't think it would be wanted again. It is quite safe—at the bottom of the trunk which I had specially banded."

Faces came and went in vague shadowy shapes—some enormous with pendulous quivering jowls and glassy protuberant eyes; others old, lined and heavily rouged; others again young, pert and with quick bird-like movements and black beady eyes. There seemed to be no end to them as they whirled before me. Different accents too smote my ears—mellifluous, with a pleasing lilt to them; grating, harsh; shrill and impatient; cockney and foreign; all the while telephones clamorously called for attention, only to stop as with fumbling fingers I attempted to answer them.

I was now on a quayside with taxis and coaches in wild profusion.

"I am on Excursion 'A'. Where do I go?" I was

asked by an anxious spinsterly-looking woman. Before I could reply another of Amazonian proportions informed me belligerently "You gave me a green taxi — I won't have it — I want a blue one, and my husband and I will not share it with anyone else."

"How much longer are we to be kept waiting in this heat?" a fat man demanded as he mopped his shining bald pate with a bandana. When I saw the Head Guide he was most apologetic. "Verree sorree sare," he said with an oily smile; "verree bad these coack drivairsh Day go on estrike — want more monee. Excursion no leave one, two, tree, 'ours. These sons of dogs!" he spat expressively. "Beeg American sheep come into — all guides taken. I stay 'ere — Engleesh ver' good," he added ingratiatingly, "Lloy' George and Kitchener ver' good mans. London station ver' fine building."

A tall heavily built man took me purposefully by the arm, "That so-called lunch at the restaurant," he said angrily, "an absolute shambles. Only three waiters to be seen — disgusting food, and the plates were cold. Who wants pork in this heat — and the flies! A man sat next to my wife in his braces!"

"I am sorry," I began, but was interrupted by a somewhat precise female who in great agitation and embarrassment indicated that her friend was locked in the "ladies" and would I assist. Resourcefully I suggested a ladder but before one could be procured a motherly type said:

"I hope you don't mind my saying so, but you do speak very good English!"

"I hope so, Madam," I replied patiently. "It happens to be my mother-tongue. I am English."

"Are you really? But I am sure I've seen you before somewhere. Was it Venice?"

"Yes," I answered wearily, "I am travelling in the same ship."

"How extraordinary! I was telling my sister . . ."

Inexplicably I was back in the office which by now was crowded and seemed to grow longer and narrower. A baby was crying lustily while a couple of screeching children were scampering about the pillars. A short stoutish man with a moustache and wearing a bowler hat and double breasted blue serge suit approached me pompously.

"I am instructed by the High Commissioner for the Maldive and Laccadive Islands and the Federated Bases and Minicoy States to take

up an appointment with the Poona Light Constabulary in Bomcutta. I have a bearer and panniwallah who will travel on deck. I don't want any shilly shallying; I want the best cabin in the ship."

"I'll just check up on your booking," I replied. "Which sailing is it?"

"I've already told you," he growled. "The 'Great Eastern' from Vladivostock on 1 April. And don't forget I'm taking an elephant too. I want to do some big game shooting on the voyage. I sometimes take a pot shot at the monkey on the bridge from the howdah before breakfast."

"I'm sorry," I said, "but there appears to be some misunderstanding . . ."

"There is no mistake," he glared at me malevolently. "My name is Colonel Daubenny and I'll report you for being so supercilious." He thumped the counter and then, suddenly grabbing me by the arm, he shook me violently. Desperately I tried to escape from his grasp. Lights flashed before my eyes, and there came a sudden jolt and a hissing noise and a rattle of machinery. The office now had windows down each side and doors opened and slammed.

My wife shook me by the arm. "Come along dear," she said. "This is our station. You have been sound asleep."

"Asleep?" I asked incredulously as we got out of the train to begin our ten-minute walk home along the quiet, deserted road. "Surely not. I may have dozed off for a moment. . . ."

"No," she said decisively, "sound asleep and muttering away to yourself. Late night dinners do not agree with you, unless," she added, a note of solicitude in her voice, "you have something on your mind."

"I don't think so," I said, and wondered to myself what the psycho-analysts might have made of it. Curious, the workings of the human brain. It was really only a figment of the imagination, touched off by idle speculation, and nebulous impressions tucked into the inner recesses of the sub-conscious mind. Yes, imagination, and I left it at that.

Do you recognise? (page ten)

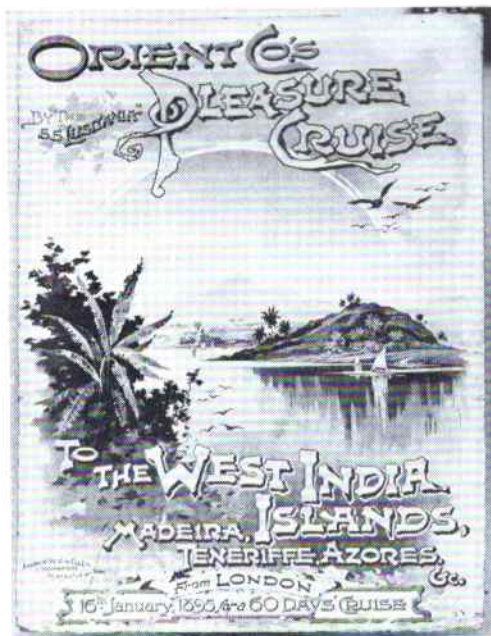
Senior Officers in *Oriana*, March 1969.

Left to right: Chief Radio Officer E. Le Gear, Chief Engineer Officer T. Mazonowicz, Commodore C. Edgecombe, Chief Officer A. D. Barrett, Staff Captain T. A. M. Lincoln, Deputy Purser M. G. Onslow, First Engineer Officer M. J. Pullen, First Radio Officer D. Dowie, Tourist Purser K. J. Flint, Purser B. R. Tonks, First Officer C. R. Smylie, Dr R. Bishton, Senior Second Officer C. R. P. Campbell, Second Engineer Officer C. T. Newby, Navigator J. Fitzwalter.

MAGAZINE SUPPLEMENT

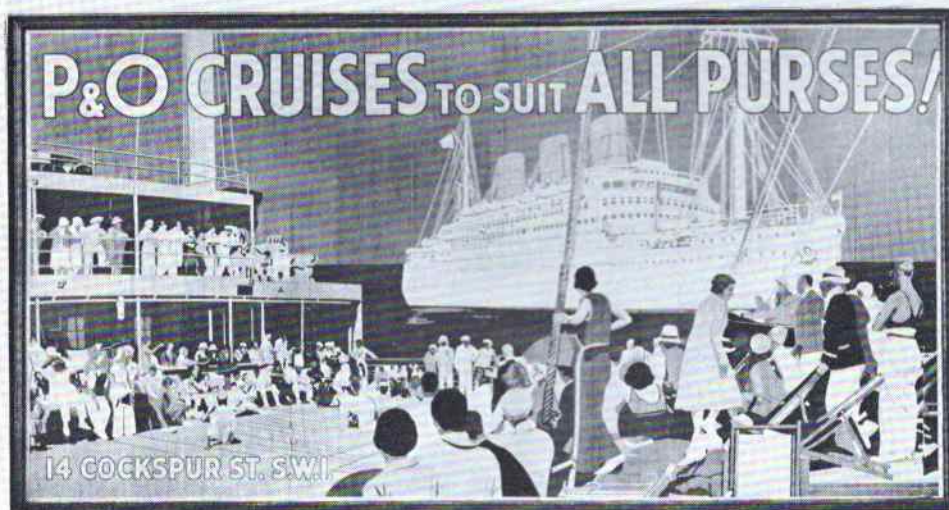
Our Yesteryears

How have posters advertising cruising altered over the years? It was thought that perhaps readers would like to have the opportunity of having their minds cast back over the years to see some of the advertisements which have appeared over the years. It may bring back happy memories to some of the older members of our staff and also to our retired friends.



Far left:
Orient line poster
1895.

A poster which
would have
appeared in
the gay 20's.



Another
poster which
appeared in the
1930's advertising
the majestic
"Straths" for the
first time.



ORIENT LINE CRUISES
MEDITERRANEAN &
CONSTANTINOPLE
APPLY - STEENHURCH AVENUE, LONDON, E.C.3.

Orient line poster
circa 1925.

A poster which appeared about 1910.

MAGAZINE SUPPLEMENT

History of Group Companies No. 1

MOSS HUTCHISON LINE LTD.

FIRST MERSEY STEAMBOATS

The name of Moss first became identified with this route in the year 1815, at the time when steamboats were first introduced on the River Mersey and when preparations were being made for introducing gas lighting into the town of Liverpool. In that year, James Moss, a Liverpool ship chandler, invited some of his friends to his home in Liverpool to discuss his idea of chartering a sailing vessel to trade with ports in the Mediterranean. Apparently his enthusiasm for the venture was not shared by his friends for he chartered the vessel himself, but his enterprise and confidence seemed to meet with a measure of success, for he bought the vessel after she had completed one or two voyages. In 1823 he was joined by Mr Thomas Hampson, who was among those who had attended the meeting at his home, and this partnership continued until 1833, when it was dissolved.

It is interesting to compare the Company's first sailing notice under its new title, which appeared later the same month in a local newspaper, with similar advertisements of the present day. The notice read as follows:

For PALERMO and MESSINA, or MESSINA and PALERMO. The well-known fast sailing brig

TRINACRIA

Antonio Lagana, Master.

A1 at Lloyd's, coppered, and 232 tons per register: has three-fourths of her cargo now ready to be put on board, on owners' account, and will be despatched immediately.

For CONSTANTINOPLE,
SMYRNA and SALONIKA, or
SMYRNA, CONSTANTINOPLE
and SALONIKA.

The fine fast-sailing brig
COMET

E. C. King, Master.

A1 at Lloyd's, coppered; 120 tons per register, and an excellent conveyance for dry goods: now loading in Salthouse Dock.



M.V. KYPROS



M.V. TABOR

For ALEXANDRIA.

With leave to call at MALTA if required.

The fine brig
WILLIAM

A. Orfeur, Master.

A1 at Lloyd's, coppered; 130 tons per register, and now loading in Salthouse Dock. —Apply to James Moss and Co., 3 Goree Piazzas.

SAILING CRAFT ONLY

Trade with the Mediterranean ports had grown considerably, and the firm's share of this was carried entirely by sailing craft, which reflected at that time the lack of faith of its leading members in steam-driven craft. It is recorded that when steam was first hinted at by Mr William Miles Moss, then managing or senior partner, his uncle, Mr James Moss, having retired from active management, the elder members of the concern stood aghast at what they considered the wild recklessness of the

project, involving what they feared the absolute ruin of an already established and prosperous undertaking. The advantages of the screw propeller were not lost on the merchants and shipowners of the town, and it is of interest to note that it was introduced into the Liverpool-Mediterranean trade in 1846 by Mr August Mongredien, who was already connected with the trade and who began operating screw steamers on an organised basis between the Mersey and several of the Mediterranean ports. He had three vessels—the *Levantine*, *Osmanli* and *Aram*—each of about 350 tons register, of 60 hp, with a cargo-carrying capacity of between 250-260 tons. They were considered large and powerful steamers at the time they were put on the service. The rates of freight charged ranged from 80s. to 90s. per ton. The vessels, however, were neither large enough nor powerful enough and their voyages were almost as protracted as those of the sailing vessels of that date. In addition a large proportion of the British trade with the Mediterranean was carried to and from Southampton by the Peninsular and Oriental Steam Navigation Company's steamers. These facts militated greatly against the success of Mr Mongredien's enterprise, and his steamers were never commercially successful. After a succession of losses which he was unable to overcome he was driven from the field.

THE FIRST STEAMER

It was just prior to the death of Mr James Moss, the founder of the original company, on 3 July 1849, that the firm of James Moss & Co. gave their order for their first steamer—the *Nile*, of 500 tons and 120 hp, built by William Denny & Co., of Dumbarton. In the spring of the following year she made her maiden voyage from Liverpool to Alexandria, calling at Gibraltar and Malta. She was followed in 1851 by the *Orontes* a vessel of larger carrying capacity (650 tons), but of the same power. The project was more successful than at first anticipated, and to provide for the growing expansion of the trade, Mr Moss had two other steamers—the *Scamander* and *Meander*—each of 780 tons and 130 hp, built at Bristol in 1854, and the continuing demands of the trade made it necessary to add another vessel to their fleet—the *Araxes*, of 1,156 tons and 180 hp, which was also constructed at Bristol. Two great historical events conjointly caused the rapid growth of the British trade with the Mediterranean. The first was the abolition of the Corn Laws which made it practicable for

the merchants and shipowners of this country to import the vast corn supplies of the Nile Valley, and also of the immense corn-growing countries intersected by the Danube. An accidental circumstance which occurred not long after the abrogation of the laws referred to had the effect of still further augmenting the trade with Egypt. This was the protracted and fierce civil war in the United States of America, which, depriving Britain of what had been allowed to constitute our sole source for the supply of cotton, threatened the annihilation of one of the most extensive branches of the country's national industry. Under the pressure of a cotton famine attention was turned to Egypt as a field in which the already large yield of cotton might with industry and care be almost indefinitely extended. In this task the Mediterranean steam fleets of Liverpool proved of signal service, bringing cargoes, which provided work in the docks of Liverpool and for the looms of Manchester and other important cotton-spinning centres of Lancashire.

Whether stimulated by the accidental circumstances or not, the trade carried on by James Moss & Co. continued to increase, and to meet its demands the firm chartered the *Patroclus*, of 800 tons and 150 hp, and the *Memnon*, of 1,290 tons, and 150 hp from Lamport & Holt pending the building in 1857 of their own *Atlantic*, of 1,308 tons and 150 hp at Hull by C. W. Earl & Co. This was followed by the *Luxor*, which was built at Birkenhead by Laird, and lengthened and re-engined in 1864 by Earl of Hull. In accordance with their policy Moss & Co. began to replace their older and smaller ships by those which were larger and more powerful such as experience in the trade dictated. At this period their fleet consisted of the following 12 steamers:

Name	Year Built	Gross Tons
<i>Atlantic</i>	1857	1,308
<i>Canopus</i>	1871	2,802
<i>Cecile</i>	1863	562
<i>Isis</i>	1862	1,725
<i>Lotus</i>	1863	589
<i>Luxor</i>	1857	1,419
<i>Magdala</i>	1868	2,134
<i>Memphis</i>	1868	2,287
<i>Neera</i>	1868	2,166
<i>Olinda</i>	1865	631
<i>Sesostris</i>	1865	1,966
<i>Thebes</i>	1865	2,068

In the supply and equipment of their ships the company—as always—kept fully abreast of the times, and they played no small part in maintaining and increasing Liverpool's trade with the Mediterranean. An important change in the management of the company occurred in 1871 when Mr William Miles Moss, the then senior and managing director, died. On his death, his son and other surviving partners and shareholders of the ships, for the convenience of the business, considered it desirable to work under the provisions of the Limited Liability Act. They were accordingly registered as the Moss Steamship Co. Ltd, with the old house of James Moss & Co. continuing the management of the steamers. They were one of the first companies to take advantage of the Act.

THE FLEET IN 1912

By 1912 the company's fleet consisted of the following steamers:

<i>Name</i>	<i>Year Built</i>	<i>Gross Tons</i>
<i>Busiris</i>	1904	2,720
<i>Esneh</i>	1908	3,247
<i>Karnak</i>	1906	3,171
<i>Khephren</i>	1905	2,774
<i>Menepthah</i>	1905	2,808
<i>Menes</i>	1895	2,493
<i>Meroe</i>	1911	3,552
<i>Moeris</i>	1902	3,409
<i>Seti</i>	1902	3,090
<i>Siptah</i>	1906	2,811
<i>Vendee</i>	1911	1,295
<i>Vosges</i>	1911	1,295

Four years later both the Moss Steamship Co. Ltd and James Moss & Company were taken over by the Royal Mail Steam Packet Co. Ltd, the second-named concern being formed into a private limited liability company. During the First World War the company lost all but two of their ships, including two new vessels delivered during that period. Both companies weathered the economic depression which came after the end of the war, and also the Royal Mail company's financial crash, when the Moss companies were wound up and registered under the new title of James Moss & Co. (Moss Line) Ltd. The next few years saw the completion of another important chapter in the company's history—its amalgamation with J. & P. Hutchison Ltd, the preponderance of whose shares had been held by the Moss concern since 1921. The new company was registered under its present style on 6 April 1934, and at the time of the merger the fleets of

the respective companies consisted of the following vessels:

MOSS LINE

<i>Name</i>	<i>Year Built</i>	<i>Gross Tons</i>
<i>Amarna</i>	1919	4,195
<i>Assiout</i>	1918	4,215
<i>Esneh</i>	1919	1,931
<i>Etrib</i>	1919	1,943
<i>Hatasu</i>	1921	3,198
<i>Landes</i>	1920	1,276
<i>Lormont</i>	1920	1,276
<i>Kana</i>	1929	2,743
<i>Kantara</i>	1925	3,237
<i>Kavak</i>	1929	2,743
<i>Kheti</i>	1927	2,650
<i>Kufra</i>	1929	2,608

HUTCHISON LINE

<i>Name</i>	<i>Year Built</i>	<i>Gross Tons</i>
<i>Ardenza</i>	1920	933
<i>Busiris</i>	1929	943
<i>Chloris</i>	1921	1,197
<i>Endymion</i>	1909	887
<i>Fendris</i>	1925	1,309
<i>Memphis</i>	1917	1,033
<i>Philotis</i>	1918	1,037
<i>Procris</i>	1924	1,320
<i>Sardis</i>	1928	970
<i>Smerdis</i>	1920	815

THE HUTCHISON HISTORY

This article would be incomplete without reference to the history of the Hutchison concern. It was about the middle of the 19th century that a member of this Glasgow family first became interested in the business of shipping in partnership with a Mr Brown, under the style of Hutchison and Brown. Their activities were chiefly directed to trading between Scotland, Ireland and France, and the Irish relationship is reflected in the fact that following the dissolution of the Hutchison-Brown partnership in 1863, when the firm became known as J. and P. Hutchison, the Clyde to Limerick and Galway trades were acquired by the new partners. By the 'seventies the firm was well established in France, having a branch office in Le Havre. This was later transferred to Bordeaux and other offices were opened in Rouen and Nantes. The firm prospered and by the early 'nineties owned a fairly large fleet of small steamers engaged in trading along the west coasts of Britain and France, the range of ports covered including Glasgow, Garston, Bristol Channel ports, Dublin, Belfast, Rouen and south to Bayonne. In those early days the Hutchison Line owned

a small steamer called the *Niobe*, previously engaged in blockade running in the American Civil War. By the end of the last century the firm had embarked on a programme of new construction of low tonnage steamers with engines aft, well-deck forward leading to spar deck with moveable bulkheads, and among these were the *Hector*, *Paris*, *Achilles*, *Atalanta*, *Argo* and *Mercury*. The first-named vessel, although her gross tonnage was 508, measured only 79 net tons, a fact which caused some heartburning to harbour authorities and pilots whose charges were based on the latter tonnage.

A VALUED PRIVILEGE

Reverting to the Irish connection of the business, there existed a very close bond with the Dublin firm of Palgrave Murphy Ltd, Hutchison acting as their agents in Glasgow in respect of the former's service to Portugal and Spain. Eventually the Dublin firm disposed of this service to the Hutchison Line, which has continued up to the present with Palgrave Murphy acting as agents for the Moss Hutchison Line. Shortly after the First World War another of Palgrave Murphy's services—from the Bristol Channel and Plymouth to Hamburg and Bremen—was purchased. Another point of interest is that the Hutchison house flag is still flown while vessels of the Moss Hutchison Line are in French ports. Apparently the two brothers John and Peter Hutchison were great lovers of France, and during the Franco-Prussian War medical stores for the French Army were carried freight free. In recognition of this service the French Government authorised the Hutchison ships to fly the French tricolour with the Scottish thistle superimposed, as a house flag—a privilege which has been respected and valued ever since.

Returning to the subsequent history of the amalgamated concerns, in 1935 the shares were acquired by the General Steam Navigation Co. Ltd, who began business in 1824 when a number of steam packets were operated between London and Margate by a small group of owners. Four years later the group became a joint stock company under the title of the General Steam Navigation Company, whose present-day ramifications embrace not only cargo ships trading between Continental and Mediterranean ports, but also the ownership of wharves, warehouses, offices, repair works and other shore premises in many ports of the United Kingdom and the Continent. Nor does it end here. Recent excursions have

taken this Company into the new worlds of roll-on/roll-off passenger and vehicle ferries by joining consortiums, and a new short sea container service operated by European Unit Routes, a wholly owned subsidiary of the General Steam organisation.

The Second World War brought home to the British people once again the absolute dependence of the country's island economy on merchant ships and their crews. As Rudyard Kipling said in a speech at a Chamber of Shipping dinner: "This island of ours is a ship. . . . There are never more than six weeks' supplies of consumable stores aboard her at any one time." In the Mediterranean shipping losses through submarine attacks were proportionately heavier than in any other war zone. By the end of hostilities the Moss Hutchison Line had lost eight ships—the *Kufra*, *Philotis*, *Kavak*, *Lormont*, *Kantara*, *Hatasu*, *Etrib* and *Chloris*—out of a pre-war fleet of 17 ships. Undeterred by the uncertainty of the future, the company set about the task of replacing their losses, with the result that today they have a well-balanced and modern fleet. A great deal of thought has gone into the design of the ships and, in keeping with the company's policy, they embody the latest scientific and mechanical developments. While special attention has been paid to their cargo-carrying facilities, the quarters for their crews have not escaped consideration, and they have been aptly described by a crew member as "a home from home".

The Moss Hutchison Fleet Today

Today the company's fleet consists of the following vessels:

<i>Name</i>	<i>Gross Tons</i>
<i>Amarna</i>	3,422
<i>Assiout</i>	3,422
<i>Busiris</i>	24,268
<i>Kantara</i>	3,213
<i>Karnak</i>	3,198
<i>Kypros</i>	3,499
<i>Memphis</i>	3,575
<i>Tabor</i>	3,694

The Editor wishes to acknowledge the co-operation of G. W. May Ltd, publishers of British Industry and Commerce.

MAGAZINE SUPPLEMENT

HUNT FOR A NAME No. 1

THE FERNIE

In this new series prominent members of the Hunting Fraternity will give readers an insight as to what life is like in the various Hunts after which several ships of our Group Fleet have been named. The series commences with Sara Whitley telling us about her own pack in "The Shires".

The Fernie Hunt Country, lying entirely within South-East Leicestershire, covers three hundred square miles of centuries old ridged and furrowed pastureland. Originally the "Harborough Country" of the Quorn, it was separated in 1856 as the Billesdon. It derived its present name in 1919, on the death of Charles Fernie, in honour of his service to the Hunt as Master from 1888.

Fernie is a vessel of 73,600 dwt. Managed by Hain-Nourse Ltd and chartered out to Associated Bulk Carriers, a joint company of the P & O SN Co. and the Anglo Norrness Shipping Co. of Bermuda.



The Ship

On a dull November Saturday, I was out hunting with the Fernie and I was lost. There were no hedges, no trees, no horses, no hounds—the fog had obscured everything. My horse and I waited on a hill listening for any sound which resembled the missing Hunt.

Suddenly, there was a whinny from the right and thankfully, we turned and galloped off towards the long-lost Fernie. I joined the Field and looked around for a friend but I could not see anyone with whom I had started the day. Slightly uneasy, I rode to the head of the column of horsemen and discovered that I had joined the Cottesmore!



The Author

I had thought that I had a vague knowledge of my hunting country but this proved to me that I must be at least five or six miles in the wrong direction and that I was not as clever as I had thought myself.

With this humbling thought in mind, I was about to ask the Field Master about our location when a cuffuffle broke out in the fog ahead. Hounds were yelping and snarling, whips were cracking, horses were squealing and men were shouting. Galloping forwards, we burst through the mist upon a scene of hideous confusion where men were dismounted and trying to disentangle fighting hounds.

It seemed to me that there were hundreds of hounds and huntsmen and I began to realise that the men amongst the hounds were the Masters of the Woodland Pytchley and the Huntsman of the Fernie and that I was sitting watching the riot with the Masters and followers of the Cottesmore. Three foxes from three adjoining hunting countries had converged upon the same covert after running points to point of over five miles each.

Such a record achievement has to be celebrated by something and all on the field were delighted to learn that the three foxes had escaped safely from the confusion round them.

Three weeks later I was gently recuperating from the shock by luxuriating in all the care which P & O, through their staff on the *Oronsay*, heaped upon me. I was no longer hunched miserably cold in the saddle wondering which way to turn, instead I was sailing south to the sun. The sound of furious hounds tearing each other to pieces had been replaced by the orchestra in the ballroom and confusion had been erased by the quiet activity of a well-run ship.

Indeed, I was being spirited away effortlessly on board one of P & O's "White Ladies of the Sea", free to enjoy the moods of the ocean which are as varied as each day of a season's hunting. No two days are alike and no two seas are alike. A dry day out hunting can be an excellent day for scent, with a fast pace and excited horses delighting in galloping everywhere. A wet day can be scentless with dispirited horses stumbling from one muddy covert to the next. It is impossible to be bored by either hunting or the sea. Some seas are shimmering silver while some glow ultramarine, one day the ship cuts a path through the velvet and another day violent waves erupt like boiling lava from the mouth of an underwater volcano.

My cruise on the *Oronsay* was the dream of all women-there were handsome stewards attending to every whim, charming officers adding romance to the high seas, efficient administrat-



The Fernie hounds meeting on the Green at Drayton with my stable-block and carriage-house forming the background. From left to right: Walter Gupwell, huntsman (now retired), Bruce Durno, first whipper-in (now huntsman) and Lt.-Col. A. Murray-Smith, Joint Master.

tive staff easing wrinkles from the brow and the most exquisite cuisine adding to the waistline! The ports of call were most interesting as they showed a cross-section of some of the peoples

of the Caribbean islands. In the north there was the highly disciplined United States' Virgin Island port of St Thomas with its tourist population carefully guided to the various points of interest, whilst to the south Trinidad conveyed a more relaxed British atmosphere.

With cruising, as with hunting, so very much depends upon the attitude which a person has towards entering that way of life. Before they go aboard ship a few people are convinced that they will be restless after one or two days at sea. If people are prepared to abandon their normal way of life enough to go on a cruise they are a step towards trying the additional pleasures of cruising. On the *Oronsay*, there was a full programme of activities available all through the day and well into the evening. All the efforts of the officers and crew were directed towards providing enjoyment for the passengers very much in the same way as the staff and workers of a Hunt endeavour to produce the best in hounds and horses for a good day.

The best day with the Fernie which I have had to date, was two seasons ago. I had hacked several miles to the meet and had proceeded along for several hours with the main body of the Field. The weather was freezing cold but the sun was shining brilliantly and the visibility was such, that when hounds ran along the side of a nearby hill, it was possible to distinguish each hound with such clarity that I felt dizzy from the three-dimensional effect. Eager to keep this image fresh, I had stayed until the Master had decided to end the day and hounds had been called home.

It was about half past five on a January evening before I parted, very reluctantly, from the others and had made my way home with the iron-clad hooves of my horse shooting sparks into the dark night as we clattered rhythmically along country lanes.

MAGAZINE SUPPLEMENT

PHAROPHILIA OR LIGHTHOUSE HUNTING

by TONY HOWARD

Some people love stamps, others collect cathedrals; among other things I collect lighthouses. I suppose it all started when, as a P & O officer, I wrote in the log book "Co and Dist to 10' NW C. Villano Lt Ho . . . , C. Finisterre Lt Ho abeam dist 10', and Obs C. St Vincent Lt brg . . ." Radar has diminished the importance of these places, but they are still nevertheless important landmarks, and their inaccessibility has made them even more interesting. Anyone can get to Dungeness from the land or even Portland Bill, but it takes a bit of planning to get to some of the others, and this adds to the fascination.

My wife and I usually take the car on the Continent for our summer holidays, and last year we travelled to Southern Portugal. We went on *Patricia* to Bilbao, and thence across Spain and Portugal to Albufeira, a seaside resort, which although popular and fashionable was not entirely to our liking. From there we spent a week at Praia da Rocha, which we found delightful, and this place was within a half day's drive of Cape St Vincent. Accordingly, one very hot day we set out to collect another lighthouse. The roads in this part of Portugal are good but narrow, and you are quite likely to find a cart blocking your way just as you round a bend at fifty, which adds to the interest! If you have time to look at the scenery en route, you find it gets more barren as you go further west leaving the cork and pine trees behind, until about ten miles from St Vincent you are in downland similar to the South Downs, but at that time of the year it was a shade more scorched!

First stop was Sagres, which as every sailor knows is the more southerly of the two promen-taries and as it was high noon the heat was intense. We went in search of a cold drink, and found it at a beautiful pousada right on the promontary. Pousadas are government run hotels at selected beauty spots and the Portuguese ones are of a very high standard, this one being no exception. There was a glorious beach within a few yards of the place and the tranquility was so marked that the engines of a bulk carrier about five miles out at sea could be heard quite clearly. Get away from it all enthusiasts, please note.

Of course, we then visited the fort in which the remains of the navigation school, founded by Prince Henry the Navigator, were sited. Nothing much remains except the famous compass rose, but they do put on a good film show explaining his achievements, which makes the trip worthwhile. It was hotter than

ever by this time, and as we sat and ate our lunch in the shade of a little church we began to appreciate why Henry had this urge to get away from the place.

It is ten miles by road to the lighthouse at St Vincent, and there we found a remarkable change in the weather. The wind, which was northerly, had not reached us in Sagres, but only ten miles away the temperature dropped at least ten degrees which was more to our liking. The lighthouse enclave is quite large, and we drove into a courtyard surrounded by letting rooms! Real pharophiliacs and Trinity House please note! Actually there were only four, but it would be quite interesting to stay there if you could stand the glare of an 11 million candle power bedside lamp every 5 seconds.

It must be this enclave that has produced the oftquoted rumour that the place was a monastery, and the lighthouse run by monks. The Head-keeper, when I asked him about this, was most upset and said it had always been operated by the Portuguese Ministry of Marine. We were shown the light by the keeper, who was obviously very proud of his charge. The wood cladding and the brass rail of the stairs were spotless, and the fixtures which made up the light mechanism were up to Bridge-Wallah standard. One felt there was little chance of a breakdown there. The view from the place was magnificent, but I must cast doubts on the theory that Nelson's sailing master took the *Victory* between the headland and the offshore rock, as the passage looks even narrower from the shore. I asked the keeper if he had seen the "barcos blancos grandes" of the P & O, but he looked blanko, so I abandoned my attempts at Portuguese and pointed to a fine photo of the *Stratheden* that was in his office, he then waxed eloquent about these fine ships. When he lined up for a photograph with my wife and tried to sell us

some postcards, I realised that C St Vincent was no longer a far flung spot, and the opening up of the Algarve coupled with the occasional cruise call at Lagos round the corner, made this lighthouse less of a collectors' item than heretofore.

This year, however, was different. We decided to have a look at Galicia, which is the remote North West corner of Spain, and there, of course, were two famous lighthouses waiting to be added to my collection. After a stay in the more sophisticated areas north of Vigo, we headed for a motel at Corcubion near C Finisterre. The scenery was magnificent as we drove round the sides of the "Rias" or lochs which indent the coast, but I suppose the most notable feature of the area is the beaches which are of golden sand and almost deserted. Unfortunately, some of them are cursed with oil pollution as we found to our cost, and those few that are used by the local inhabitants often turn into rubbish dumps, as the Spaniards (in this area anyway) have never heard of a "Keep Spain tidy campaign".

We arrived at our motel in this remote fishing village expecting to find solitude, but our illusions were quickly shattered when we realised that the bar was occupied by the local teenagers every evening and the roar of "pop" shattered the night air. These kids looked identical to the home product with mini skirts and long hair, which shows how far flung these influences are. The older people on the other hand were more restrained and as it is a fishing port there was the usual quota of fishermen a little the worse for liquor. I think they are the same crowd that tried to cross ahead of me off the coast on numerous occasions!

The next day was lighthouse day and we went to Finisterre. The road, which was quite good, wound round the coast through Finisterre village and some forestry plantations to the promontory. The lighthouse complex is quite extensive with meteorological and radio stations, whilst the apparatus for the light itself although simple is kept in the usual immaculate condition. To my usual question about ships that passed the keeper remarked that they rarely saw any shipping as it was often foggy to seaward. I imagined generations of P & O masters nodding in agreement.

Finally we went to Villano. The day we chose was dull, but one could imagine how glorious the country would have looked given better

weather conditions. The road inland passed through heathland similar to the New Forest, whilst the inlets are so beautiful that the Spanish government have designated them areas of great beauty, which in a country of such diverse scenery means something. The lighthouse itself is a collectors' item, set as it is on a rocky spur jutting into the Atlantic. The surrounding country is barren whilst the coast is rocky and uninviting, which explains the name "Cost del Muerte" which the keeper assured us was the local name. Here we met our friendliest keeper in fact, who was not only proud of his charge but also knew the ships that passed, and we were pleased to hear him say he thought the *Canberra* a splendid ship. His quarters nestle in the lee of the rock, whilst a concrete covered way leads to the light itself, presumably to prevent the watch from being blown off the ridge in bad weather! All told, a lonely spot and we were not unduly sorry to get back over the bumpy track to what passes for civilisation in these parts. Civilisation includes a smelting plant at Corcubion which issues forth dense smoke at all times of day and night. As the Spaniards do not appear to have a clean air act we prayed that the wind would not change, and were lucky that it kept away from the motel. If from seaward you see large quantities of smoke issuing from behind Finisterre, that is probably what it will be.

We turned for home the next day, but on the long trail back there was one more lighthouse worth seeing. Corunna was a natural stopping place and a fine city, so as well as seeing the burial place of Sir John Moore, who as every school boy knows was buried there and "left alone in his glory", we went to "the Pillar of Hercules". It is unlikely that many P & O officers know this light, unless of course Corunna has been added to the cruise itinerary, but it really is quite interesting.

The foundations are Roman, and it is believed to have been in continuous operation since those days, although the present structure is eighteenth century, it still retains its essential character, being square. Square light towers were the thing until Smeaton changed the design in the early nineteenth century, but the other fault of these early pioneers was putting them so high that the light was often obscured by low cloud. This is the case at Corunna, but even if it's not a very good lighthouse it makes an interesting tourist attraction and they have a fine selection of post cards and souvenirs.

Photographic Competition

The Judge for this year's Photographic Competition is one of this country's leading industrial designers, Mr Ronald Wilkinson, M.S.I.A., M.S.T.D. Mr Wilkinson is design consultant to the P & O Group on corporate styling, one of his first jobs for the Group having been to design the new P & O logotype. His work has been exhibited in Europe and America, and he is a well-known lecturer on design and typography. He has won several advertising design awards.

JUDGES COMMENT

Choosing the winners from this year's entry was an enjoyable task, and it is a pity that we cannot show more than the final selection.

Seascapes seemed to predominate with some ambitious shooting into the sun. The use of objects in the foreground for distant focus shots sometimes helps to give the picture depth and interest. Before you open the shutter on that setting sun, look around for that extra something that could frame your picture. Next year you might be among the winners.

The black and white entries were few in numbers but I was pleased to select "Old Timer" by J. D. Goss as the winner.

The solitary pier fisherman titled "Slinging the Lead" by A. J. Curnick is commended.

In the colour section it was a close thing between the winner and runner up. I finally chose "Harbour Mist" by R. S. Holt for capturing the misty mood so well.

Mr Holt, who seems to excel at seascapes takes second place also with his sparkling picture titled "Weed for the Fields".

"Hawaiian Sunset" by D. F. Smedley uses the vertical spars of moored yachts to add that extra interest to a setting sun. This picture gains third place.

I was very impressed with the lone twisted tree titled "Nature's Voice" but I feel a black and white shot would have improved the dramatic effect. Perhaps Mr Whitaker can go back and try it again? However the colour shot makes fourth place.

The full list of winners is as follows:—

BLACK & WHITE

First Prize—"Old Timer" by J. D. Goss, Passenger Dept, *Brisbane*

Commended—"Slinging the Lead" by A. J. Curnick, Passenger Dept.

COLOUR

First Prize—"Harbour Mist" by R. S. Holt, Cadet.

Second Prize—"Weed for the Fields" by R. S. Holt, Cadet.

Third Prize—"Hawaiian Sunset" by D. F. Smedley, Systems Analyst.

Fourth Prize—"Nature's Voice," by D. Whitaker, Passenger Dept.

Commended—"Arabian Moon" by D. J. Whitby, 3rd Engineer, *Himalaya*

Commended—"Who's Me" by D. Whitaker, Passenger Dept.

Commended—"Elizabeth Creek" by J. D. Goss, Passenger Dept, *Brisbane*.

Commended—"Sign Language" by D. F. Smedley, Systems Analyst.



"Old Timer"



"Slinging the Lead"



"Harbour Mist"



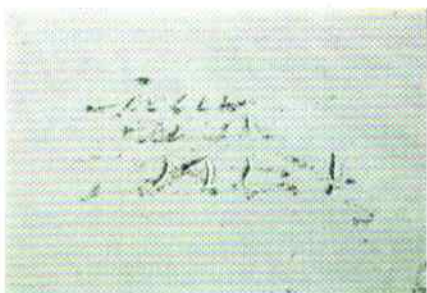
"Weed for the Fields"



"Hawaiian Sunset"



"Nature's Voice"



"Who's Me"



"Sign Language"



"Elizabeth Creek"



"Arabian Moon"

MAGAZINE SUPPLEMENT

122 by NARVIG

The supplement in a recent issue of About Ourselves giving the news that the new building in Leadenhall Street was ready for occupation marks still another milestone in the history of the Company. Whilst one must agree that the old building was completely unsuitable, nevertheless, it had a character of its own and what is more important, it had characters who worked there and some who didn't. There were quite a few of the latter and they usually spent more time outside than inside the building particularly during licensing hours, although the latter could be very elastic. It is not generally known but at one time it was possible to travel from the basement in 122 to the nearest pub without having to break cover.

When the last war started it was necessary to ensure that during air raids the general public did not stampede into the building. A survey showed that one door at the back was always unlocked during working hours so it was decided that it would now be locked for security purposes. One cannot describe the storm of protest and resentment which landed on the head of the person responsible, he was not aware of the fact that from that particular door to Mooneys the time factor was two seconds flat, at least on the outward journey. The ensuing row went to Management level when every argument, except the true one was used to show why the door should remain unlocked except during an actual air raid. The final decision had the effect of dispelling a very severe attack of boozers' gloom through the building.

There was one character who had charge of a small office where four others worked with him; he was well known for his meanness for he hated spending money. In accordance with his instructions, all his staff had to go to lunch at noon whilst he remained behind and took his lunch, which he always brought from home in an attaché case. At 1.00 pm when the others returned he would leave the office and, at a convenient cafe, partake of a long lasting cup of tea.

One day, at least so we were told, one of the staff accidentally allowed his foot to come in contact with the attaché case, which the boss had tucked under his desk, that seemed to be very heavy. Needless to say this fact caused much curiosity, so much so, that it was decided to take a look inside and to the astonishment of all concerned the case was full of coal. Whilst the others were out of the office, he had carefully wrapped lumps of coal from the office scuttle in paper, and at the end of the day it was taken out of 122 to keep the

home fires burning. This took place daily and a long time before a song on that subject was written.

In the days of which I write wages were small and unless junior members of the staff lived with parents it was hard to make ends meet, particularly, if they were inclined to be reckless around pay day. One such youth, whose home was in Bristol, found himself so short of cash that he couldn't get home for Christmas. His situation was so desperate that he decided his only hope was to get an advance in salary, so he approached the head of the appropriate department and with tears in his eyes told of his plight which was caused, so he said, by a grasping landlady. He did his stuff so well that after some discussion and under the influence of the Christmas spirit his request was granted. To make sure that he had a Merry Christmas he got a three months' advance, with this in his pocket, he gleefully departed on Christmas Eve to Bristol.

After arriving in Bristol he began to review his position. He had in his pocket three months' pay, more or less, somehow he couldn't see the sense of working a dead horse so he just stayed at home for the three months. When he was due some more pay he returned to 122, needless to say he had kept himself well covered for being absent. In due course he presented himself for pay and to his astonishment he got a long lecture, from the pay clerk, for mucking up the books and not drawing his pay for three months. Well, he managed to keep his mouth shut for long enough to receive his three months back pay, plus his due, but this windfall was too much for in furtherance of his beliefs he returned to Bristol never to return. His name can be found on the 1914/18 roll of honour being killed in France before he could spend another Christmas in Bristol.

1. WATER POLO

A Singapore Sunday sometimes began when one opened a bleary eye at a later hour than usual, and sat on the verandah slowly absorbing a much-needed cup of tea and aspirin, ruminating the while upon the events of the previous night's beat-up . . . Instead of going back for a night-cap at Bill's mess, it would have been wiser to have returned to the flat when we left Raffles Hotel, especially when, for a bet, someone wanted to find out who could drink, without stopping, a full tankard of beer in the shortest time . . . That tubby fellow from one of the rubber estates won, I think . . . Yes, the band at Raffles was in good form . . . I wonder who that rather pretty blonde is with whom I danced briefly in the Paul Jones. I was just about to make a date when we had to part. She had a happy smile, too . . . Pity . . . Some girl passing through from Australia, I expect . . . A bird of passage, like as not . . . Or possibly some Tuan Besar's daughter fresh out from home . . . beyond your wildest dreams, old boy—ah well . . .

Later, the hammer and anvil in one's head having ceased battering, one was able to regard with still only a wan relish the desiccated kipper which the boy had hopefully put before one. The ordeal by kipper was an old Singapore custom. For breakfast on Sundays, come hell and high water, the Tuan must have his kipper regardless of the condition of the said Tuan's stomach on any given Sunday. It was an *idée fixe* of the Oriental factotum.

One Sunday morning, having disposed of the kipper and several cups of strong coffee with average equanimity, I set off for the office for the usual check on any telegrams which may have arrived overnight. In my occupation one had to keep a weather eye on any sudden disaster overwhelming any of our ships, such as fire, collision, stranding, barratry, restraint of Princes, and other perils of the sea as the Bill of Lading so archaically expresses them which might, therefore, call for prompt action. There being nothing that could not be left until Monday, I decided to spend the rest of the morning at the Swimming Club at Katong. Here was another tradition peculiar to the

English abroad. The Club was sacred only to male members on Sundays until 4 pm, at which time the mems (wives), children, amahs and females generally were free to use the premises. By that time it was understood that the Tuans had sufficiently recovered from their curry tiffin to decamp or join their families as they wished.

Having swum a couple of lengths, I joined some of my companions of the night before at a table under one of the striped umbrellas lining the side of the pool. It was pleasant and peaceful sitting there, chatting and idly watching the scene while drinking a well-deserved cold Tiger beer and eating curry puffs. Presently my mess-mate, a dark-haired well-built Australian, casually asked whether one of us would care to join in a friendly knock-up game of water polo. Much against my better judgment, I found myself agreeing to play. If I had assented to act as scrum half against the All Blacks, I would have had an equal chance of survival, but the immediate future was mercifully hidden from me. I knew nothing about the game beyond the obvious facts, having watched it several times from the safety of the poolside, that ten brawny men, five aside, strive to throw a ball into the opposition's goal while in the water. It looked quite simple, and as the pitch was the width of the pool, the game should be within my swimming capacity—or so I thought.

Accordingly I donned a white cap tied under the chin to distinguish our side from our opponents, who wore blue caps, and took up my position in the water at the extreme left of our quintet, in line and in front of our goal. Seated astride the top diving board was the umpire, his head and corpulent frame draped with a towel against the fierce Malayan sun, a whistle and a short staff with a blue and white flag at either end in one hand, and the ball in the other. There was a momentary pause and then, as the ball hit the water and the whistle shrilled, we set off towards each other, the more powerful swimmers forging ahead. We met in the middle in a flurry of spray and flailing limbs. The ball hit the side of the pool, the whistle blew, the staff pointed a blue flag and we returned to our

original positions. I say "we", but "they" would be the better pronoun to use because barely had I arrived at the perimeter of the melée than I found myself, in obedience to the whistle, having to turn round and swim back to my appointed place like some lone straggler from a beaten army. No sooner was I back at my starting point, breathless and spent, than that confounded whistle blew, and the ball again became the object of contention as we charged each other with renewed vigour, myself forming a solitary rear echelon.

This was repeated several times without respite so far as I was concerned, each sortie leaving me more exhausted than before as I sallied back and forth without contributing very much towards victory for our side. Disaster struck when the ball, ricocheting off the hand of one of the forwards, splashed in front of my face, filling my eyes with water. Half blind, I grabbed the ball while I tried to clear the water from my eyes, and then looked frantically round to see where to throw it. Those seconds were fatal. Like an avalanche, friend and foe descended upon me; the ball was wrenched from my grasp while equally violent hands tried to do the same with my head; I was pushed and pulled, pummelled, butted and winded by a concentration of arms, legs, feet and heads as the battle waged over my body for possession of the ball.

In the midst of this maelstrom of humanity I was thrust, gulping, down, down into the depths of the greeny-blue chlorinated water, the breath knocked out of me, until I reached the smooth tiles at the bottom. It was a comfort that I could sink no farther. It seemed a long time—far too long—before I broke surface, gasping, spluttering and choking to find myself alone in the arena, with the others back in position again, and the referee, ball, whistle and flag at the ready, shouting at me to get a move on. Feeling as if I had swum the Channel, I floundered to the rear where I hung on in desperation to one of the goal guy ropes. At that moment there came a prolonged blast from the whistle, indicating the conclusion of the game. There was no sweeter sound to my water-clogged ears and I dragged myself, half drowned, out of the pool and flopped breathlessly into my chair. It took several Tiger beers before I finally cleared the water from my nose and lungs and felt sufficiently recovered from my ordeal by water.

I decided that water polo was certainly not my métier, being suitable for robuster and younger

frames than mine; it is, moreover, a deceptively strenuous game. My mess-mate grinned cheerfully and reminded me that it was not really a proper match—only a friendly knock-about. Sipping my gin pahit reflectively, I came to the conclusion that the ascent of Everest must have been a less gruelling affair, with no lack of esprit de corps, than this allegedly friendly knock-about in which I had just participated, or rather had been almost dismembered and drowned. To show that I was still friendly, however, I accepted the other half from the Australian Tuan, who then had the audacity to challenge me to dice for the privilege of signing the chit. Really, these swimming types . . .

O. L. Buggé

Part 2 entitled "Yacht Race" will appear in the December Issue.



STOP PRESS

On 15 July P & O SN Co. announced the retirement from its Board of Sir Colin Anderson, KBE. Sir Colin started his career in shipping when he joined Anderson Green & Co. Ltd, the Managers of the Orient Steam Navigation Co. in 1925 after being educated at Eton and Trinity College, Oxford. He became Chairman of Anderson Green in 1963, and was appointed a Director of P & O SN Co. in May 1960 when the two companies merged.

The most significant of his contributions to the shipping industry has been in the field of design development associated with passenger liners. His influence ranged from the then unprecedented design concepts in *Orion*, launched in 1934, through the post-war passenger fleet of the Orient Steam Navigation Co. culminating in the 42,000 ton *Oriana* launched in November 1959.

IBERIA (II)

Almost 100 years were to pass before the arrival
of the present day *Iberia*.

Built by Harland & Wolff Ltd., Belfast, and launched by
Lady McGrigor, wife of the First Sea Lord, on 21 January, 1954,
she sailed on her maiden voyage to Australia on the
28 September of that year.

Since then she has become popular on line voyages
all over the world and as a regular cruising liner, in 1958,
made the first cruise call at New York.

Her statistics are :

29614 Gross tons
719' Length overall
93' 1" Extreme breadth
42500 Shaft Horsepower
22 knots service speed
647 1st class passengers
733 Tourist passengers
712 Crew



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