

# Wavelength

The staff newspaper of the P&O Group

Number 21

April 1974

## P&O extends UK cruise market into S Africa and N America

A series of fly-cruise-stay holidays being mounted by P & O from Canada, the United States and South Africa in conjunction with Air Canada, British Caledonian Airways, British Airways and local tour operators will be centred on the 1974 UK cruise programme, and offer holidaymakers from these areas a combined air/sea holiday, plus the added attraction of a short stay in London.

One new catchment area is Canada, where P & O are promoting 23-day fly-cruise holidays in co-operation with British Airways, Air Canada and Toronto-based Simpsons Tours under the name of a 'Cruise of a Lifetime'. Passengers are given the choice of having a cruise only, with a low priced ABC (advanced booking charter) flight, or the complete package offering up to six nights in a London hotel, with sightseeing trips, before their cruise.

### Co-operating

For the United States, P & O and British Caledonian are co-operating with Thomas Cook, Hertz Rent-a-Car and Trust House Forte to market a 'Mediterranean Fly Cruise plus Britain', which will enable Americans to fly to Gatwick and stay at a London hotel before joining their cruise at Southampton, after which they will take a Hertz self-drive car with accommodation at Trust Houses Forte hotels for a motoring tour of Britain.

P & O's other area of activity, South Africa, has on offer a joint P & O and British Airways holiday marketed under the name of 'Seatours' by P & O's South African agents, the Johannesburg-based Musgrove and Watson. South Africans will be able to fly to London to join any one of more than thirty P & O cruises from Southampton, after which they will have five nights in London with the British Airways 'London for You' sightseeing and entertainment programme.

### It makes Sense

"It makes sense to develop these overseas markets where we have already established our name with locally-based cruise opera-

tions", explained European area manager Peter Wise. "For instance", he continued, "many American and Canadian residents cruised on CANBERRA when she was based in New York last year. Likewise, CHUSAN established a good cruise market when she cruised out of South Africa and the South Africans were sorry to see her go. We are, therefore, bringing these P & O cruise lovers over here to travel on our cruises out of Southampton."

Just launched with joint presentations by the parties involved to travel agents and the press in these areas, there has already been an immediate response from holidaymakers eager to take advantage of these new holiday opportunities.

### Concept

The new fly-cruise programme for holidaymakers from North America and South Africa is an extension of the concept of educational fly/cruises used for Canadian schoolchildren for over ten years.



As a part of the launch for the new Seatours programme, P & O and British Airways held a joint presentation at the President Hotel, Johannesburg, with left to right, Mike Coster, P & O's Deputy Area Manager Europe, Colin Rance, British Airways' Marketing Manager for South Africa, Mike Shaw and Sandy Sandberg, respectively Travel Manager and Director of Musgrove and Watson Limited.

## Lord Cromer and Mr Ian Denholm join P&O Board

The Earl of Cromer, and Mr J F (Ian) Denholm have joined the Board of the Peninsular & Oriental Steam Navigation Company as non-executive directors.



Lord Cromer

Lord Cromer KCMG, MBE, is a Privy Councillor, and has been Governor of the Bank of England and, later, British Ambassador to the United States of America.

Mr Denholm is Chairman and Joint Managing Director of J & J Denholm Limited.

Lord Cromer, 55, is probably best known as Governor of the Bank of England from 1961-66. He was British Economic Minister and head of the Treasury delegation to Washington and UK Executive director of the International Monetary Fund 1959-61.

As well as holding many commercial appointments in the UK and overseas, Lord Cromer is one of HM Lieutenants for the City of London and a Deputy Lieutenant for Kent. His home is at Westerham, Kent.



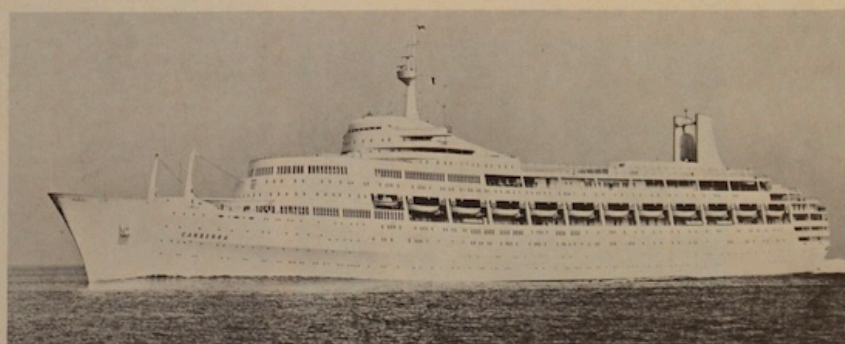
Mr Ian Denholm

Mr Denholm is chairman of the Denholm Line Steamers Ltd, and Denholm Ship Management Ltd, the principal owning and managing companies of the Denholm Group in Glasgow. He was president of the Chamber of Shipping 1973-74 and is chairman of the Chamber of Shipping Fiscal Policy Committee and a past-chairman of the Deep Sea Tramp Section.

He is a director and past-chairman of the Glasgow & Clyde Ship Owners Association and is a director of the North of England Protecting and Indemnity Association.

Mr Denholm's entire career has been with the Denholm organisation. He started work as a cadet and after some years at sea and taking his 2nd Mate's certificate went into the head office in Glasgow.

He is married with two sons and two daughters and lives in Lochwinnoch in Renfrewshire.



The 45,000-ton P & O passenger liner CANBERRA

# P&O, Bow Valley entertain oil industry leaders

Leading oil men from top international exploration, production and service companies were the guests of P & O Energy Limited and Bow Valley Industries at a joint reception in the P & O Building at the end of March.

The function, hosted by Mr John MacNaughton Sidey, chairman of P & O Energy Limited and Dr D K Seaman, president of Bow Valley Industries Ltd of Calgary Canada, marked the formation of a new joint company - P & O/Bow Valley Industries Limited.

Based initially at P & O's £5 million purpose-built offshore support base at Montrose, the new company's plans include the pooling of expertise to offer the oil industry a broad range of service activities and support in the North Sea exploration area, with the main area of operation being offshore platform drilling.

Bow Valley's experience in exploration and development extends to contract drilling, oil field equipment supply, helicopters, logistic management, exploration data processing, pipeline contracting and oil field engineering services. The semi-submersible rig - Odin - in which they have a substantial interest through Oslo Drilling, was launched in Norway late last month.



"Doc" Seaman of Bow Valley Industries and Mr W Siebens of Siebens Oil.



Douglas Kerr, head of Technical Services Division, talking to Captain Victor Browne (right) of the Canadian High Commission



Keith Johnson (left) of P & O Sea Oil with two guests from Burmah Oil.

(left to right) Mr MacDonald (HYCO), Mr Sidey, Peter Bibbings, managing director of P & O Energy Limited

## Charlie's parking problem

Parking in Aberdeen is, as anyone there will tell you, difficult. At the same time crewmen on offshore supply boats are not always so keen to get to their ship. But Charlie Rendell of International Offshore Services' LADY MIRIAM really went out of his way to beat the parking problem and get to work on time. He drove down to the quay, straight over the side and landed his car 15 feet below on the cargo deck of a supply boat, but he missed his mark - it wasn't LADY MIRIAM.

Unfortunately, the car somersaulted in mid-air and landed upside down.

Mr Rendell was, luckily, not hurt apart from minor cuts and bruises. Afterwards he said: "It was a terrible sensation, and I don't quite know how it happened. There was no-one around and if the ship had not been berthed there I would have gone into the water - and I can't swim."

Records are made to be broken - and this was Charlie's first accident in over 26 years of driving.

Congratulations to Senior Electrical Officer Christopher Perkins and his wife on the arrival of their son Steven Thomas on 15 March.



John Stansby (left) development manager of P & O Energy Division talking to Mr B Darbyshire of ADGO



# Latest offshore supply vessel brings fleet to 26 round the world

International Offshore Services newest supply vessel was named LADY ROSEMARY by Mrs Sylvia Foxhill, wife of the financial controller of GHD on 25 March.

The ceremony took place at the Aberdeen yard of Hall, Russell and Company, the builders and the boat went on service almost immediately afterwards on contract to Total.

LADY ROSEMARY, 1030 dwt, the second supply vessel to be built for P & O by Hall, Russell, joins the fleet of 25 operating in the North Sea, off West Africa and in the Arabian Gulf. She is 58.3m long, 12.2m breadth and has a loaded draft of 4.75m. Two Blackstone diesel engines, developing 1250hp each, with twin screws in fixed Kort nozzles, give the vessel a service speed of 14 knots. With a continuous bollard pull of 64 tonnes, the maximum bollard pull is nearly 70 tonnes.

The ship has tanks arranged for

carriage of 100 tonnes of potable water, 855 tonnes of industrial water, 964 tonnes oil fuel and cargo oil fuel, and 304 tonnes of water ballast in single-use and multi-use tanks. There are also bulk cement tanks with a capacity of 125 cubic metres (4400 cuft) of bulk chemicals (barytes, bentonite, etc).

Accommodation is arranged forward for a crew of ten and 12 passengers. The vessel has a large deck aft capable of carrying a deck load of 350 tonnes, and has a 35-tonne SWL gantry, a triple-drum anchor-handling winch with a pull in excess of 120 tonnes on each drum and a large stern roller, all to assist with anchor handling.

LADY ROSEMARY is 100 A1 at Lloyds and will be British crewed and fly the British flag. The vessel meets all the latest DTI requirements for vessels of this class.

### FOR SALE

Ford Consul MK 2, fitted radio, reversing lights, MOT'd to December, generally good condition, £60.

### WANTED

Small garden shed, 5' x 3'. Please phone 01-283 8000 Extn. 7053.

# - POST BAG -

Dear Sir,

Congratulations to Mr Kirkham on his 'Ode to ORSOVA'. The words and affection I think can go with all the P & O cruising ships.

A traveller like himself, once or twice a year for many years - the last in September/October 1973 on the ORIANA - has been my pleasure.

How sad it leaves me for the swell life aboard when the ship says "Farewell".

Mrs S G Tams  
Epsom  
Surrey

Dear Sir,

I read with interest the article in the March issue recounting the M N lifeboat race in Auckland in which TEESTA's crew excelled. But how on earth did an "N" Class ship's boat get in on the act for none were mentioned as competing?

Were it not for the fact that 3NA is being pulled and sailed with bottom lines rigged it could almost be a picture of one of my NARDANA's crews, circa 1959-62!

Reverting to the Auckland regatta, could it be that this lifeboat race has taken over where the Trevesa Memorial Trophy Race - at one time held every Boxing Day in Hong Kong - left off?

It was a great joy to take part in - and to win - this event in one of PENTAKOTA's boats in 1952, and no "Fleming" nonsense either!

I've a pewter tankard, suitably inscribed, to prove it. I still sail - and sometimes pull too - with the Hamble Sea Scout Troop, two (at least) former members of which are now serving in the P & O group.

H R Smith  
(Variously known as "Heinrich" Smith and "Lifeboat" Smith etc.)  
Hamble  
Southampton

Dear Sir,

In the summer of 1972 you kindly published in "Wavelength" under the heading "Mariners meet in Plymouth" a paragraph relating to the South West Company of Mariners.

Since that time the Company has gone from strength to strength and at the present time we have 140 members of whom no less than 20 are, or were, from the P & O Group. No 140 is your Bulk Division Master, Capt Simon Harwood.

During 1973 we introduced an Intermediate grade of membership so that young officers who have not as yet obtained their Master's or 1st Class Engineer's certificate may join with a view to becoming Full members at a later date.

I served 40 years - 1923 to 1963 - with the B I S N Co and have recently been elected Hon Secretary. The Company would welcome more Officers from the P & O Group and further information may be obtained from me.

Captain H W Harwood  
Secretary,  
South West Company of Mariners  
Takada  
Old Totnes Road  
Buckfastleigh  
Devon

Dear Sir,

The Society has been most grateful to receive donations from the crews of various vessels of your Company during the past 12 months and we wonder whether it would be possible for you to record our warmest thanks for their support, in WAVELENGTH

ATAKI	3.0
BALUCHISTAN	6.5
CUMBERLAND	24.0
GARONNE	10.2
HAURAKI	16.0
KARANJA	5.0
RAJULA	45.9
STORMONT	8.0
TAUPO	9.5
TEKOA	31.0
TRENEGLOS	19.5
WILD AUK	7.5

Gillian K Bird  
Asst Secretary  
Royal Alfred Merchant  
Seamen's Society  
Woodmansterne  
Surrey

# Its the 'real thing'

## College students practice in GCD

OFFICE PRACTICE — no longer just another period in the college timetable but the real thing!

Julie Edwards, Jacqueline Moody, Teresa Skinner and Lynne Withers are students at the Orpington College of Further Education taking a one-year intensive secretarial course, studying for the London Chamber of Commerce Secretary's certificate.

At the half-way stage of their curriculum the College arranges an office practice fortnight for the students to give them an opportunity to gain an insight into the work of a commercial organisation and to enable them to put into practice some of the skills they have learned. Julie, Jacqueline, Teresa and Lynne, spent their practice fortnight with

P & O in GCD Finance Department during March.

They were made honorary members of the Pandor Club for the duration of their stay, were initiated into the mysteries of the Hengstler Flextime system and then set them to work! They practised their shorthand, listened to audio tapes, typed reports and — by the end of the second week — learned *not* to answer the telephone without a pad and pencil at the ready.

Time was also found for them to visit ARMANISTAN in Royal Albert Dock and to see for themselves our end product — a ship being loaded with cargo. We were pleased to have been able to participate in such a worthwhile project, and wish the girls every success in their studies.

## Len Carter almost made his half-century

The retirement of Mr Leonard Carter, senior clerk in the insurance and claims department of GCD was marked by a farewell luncheon at Abercorn Rooms on 7 March. Mr Carter had been almost 49 years with the company — broken only by his war service in the RAF from 1940 to 1945.

Len started his career as a dock messenger in 1925 and within 12 months moved to the pursers department for a spell of two years followed by a transfer to BI passenger baggage and forwarding department. For the next six years, until 1934, he was engaged in meeting company vessels at Plymouth, travelling with them to London.

In 1934 Len became a casual dock-registered ocean steamer tally clerk and worked for NI in that capacity until his call-up for service with the RAF in December 1940.

He returned to the group and the inward freight department of

Gray Dawes & Company until his transfer to the BI dock department in March 1946, where he served until 1965 as a staff ships' clerk responsible for the engagement of tally clerks and the outturn of cargo from inward vessels. When BI ceased carrying out their own stevedoring work Len remained with the cargo department in a supervisory capacity dealing with contractors until October 1971 when, following the group reorganisation and the setting up of the general cargo division, he joined insurance & claims department.

A man of extreme good humour with a cheerful readiness to tackle any job, Len will be missed by his many friends and colleagues and he takes with him their every good wish for a long and happy retirement.

Our photograph shows Mr Arthur Robertson, Insurance & Claims Manager of General Cargo Division, making a presentation to Len on behalf of the Company.



## BULK SHIPPING DIVISION

# A likely story!

At 1530 on Saturday, 2 February a large Grey Nurse shark weighing 350 lbs and measuring 11' 3/4" was found on the poop deck of MANTUA.

Several conflicting stories were going round as to the actual circumstances under which this magnificent beast met its untimely end. The following are a selection of these reports.

**Wavelength** Good afternoon, Captain Perkins. Before I ask you about the shark first let me congratulate you for the magnificent performance you gave in 'Lawrence of Widnes'.

**Captain Perkins** Thank you very much. I'm so glad you enjoyed it and I must say that I really enjoyed making it, in fact apart from when I made 'Brassfinger' I don't think I've ever enjoyed making a film so much.

**Wavelength** Now, Captain Perkins, I say, would you mind awfully if I called you Lawrence because I identify you in my minds eye that way, you see.

**Capt Perkins** No not at all.

**Wavelength** Well, Lawrence, perhaps you could throw some light on how this shark came to be hanging up on the poop deck.

**Capt Perkins** Certainly, old chap. Its no mystery at all. It happened like this. I was, as is my way most afternoons, practising my free fall parachuting from the Mast when out of the corner of my eye I happened to spot this shark swimming round the ship in a most devious manner. I landed by No 2 wing tank and quickly stepped off my 'chute, pausing only for about 2.5 secs to pick up the knife I used in 'Brassfinger' I ran aft to the poop deck. Gripping the knife firmly between my teeth I dived into the sea executing a 3-forward somersault dive culminating in a classic parallel entry. I then circled the shark which was by this time petrified and rolling its eyes in a most hideous manner. I made a series of feint attacks and when the shark turned tail to flee I quickly jumped on its back. I then held its jaws shut with my left hand and wrapping my legs round the beast steadied it up enough to deliver the coup de grace with my right hand. I then spat the knife out which by this

time was hurting my teeth and grabbing the beast made for a trailing rope by which means I, together with my trophy, boarded the ship. It was then but a few seconds work to hoist the beast up and being a little modest I didn't at that time wish to claim credit for the capture.

**Wavelength** Thank you Lawrence, and if I may say so its no more than I really expected to hear.

**Wavelength** Good afternoon, Chief Engineer Douglas and may I be one of the first to congratulate you on raising the Golden Blanket record yet again to a seemingly impossibly high figure.



**Ch Eng** ZZZZZZ ZZZZZZZZ What's that, not another standby is it?

**Wavelength** Well, never mind, Chief. What I really want to ask you is if you can throw any light on this shark's appearance on the poop deck.

**Ch Eng** Well, of course I can. And by the way you can call me 'Big Phil' if you like.

**Wavelength** Thank you, Big Phil.

**Ch Eng** Right then. There I was on the Fiddly deck just having finished a 3-hour work out on my Kung Fu when I spotted this shark swimming round the ship. I rushed up to my cabin and sorting through my tackle picked out a

No 2 hook with a mono filament trace and attached it to a 25 lb terylene line and using my fixed spool reel on my lightest fly rod I made my way to the poop deck. I cast out and the shark, seeing the Red Hackle, immediately took it. Within seconds the shark was off and the line was screaming out at a terrific rate, I waited until I felt it go slack and then started to play it until after about 5 or 6 hours it finally gave up. I then brought it to the side and using my K.P. Morrit collapsible gaff lugged it up on the poop. Then, to avoid any confusion, I retired to my cabin for a few hours' rest.

**Wavelength** Thank you very much Big Phil, I'm a bit of a fisherman myself but in your presence I really feel quite humble.

**Wavelength** Good afternoon Mr Lachman, I believe that apart from being the crew's Topas you are also well known at home as an expert shark fisherman and in fact several members of the crew refer to you as The Hans Hass of Kathiawar.

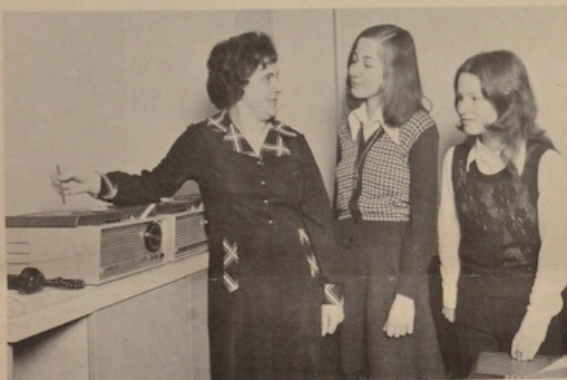
**Mr Lachman** Yes, Sahib. Wavelength Well, Mr Lachman, can you please tell us how you managed singlehanded to catch this shark?

**Mr Lachman** Yes Sahib, I'm standing on the poop deck and seeing this mountainous shark and am saying to the Bhandari please be giving me one of your most delicious chapattis. Bhandari is then giving me a chapatti for a half share in the shark. I'm then putting this chapatti on the meat hook which is here and tying this to line am throwing it over side. I'm thinking at this time that if hook no good then chapatti will be killing shark anyway. Shark is then being attracted to chapatti and is eating hook quickly. I'm then pulling shark on board and hanging up to dry. Officers are then coming and taking pictures and then Bhandari is attacking shark with big knife and cooking in big pots for all men's tea.

**Wavelength** Thank you very much, Mr Lachman, and I must say I am inclined to believe that I really have just heard the true story at last.

Bruce MacDonald-Allan  
(Ex Submarine Ace)  
2nd Engineer Officer, MANTUA

PS. We see from January Wavelength that a certain senior member of the company recently caught a 44lb tiddler. If he does not require same, can it please be forwarded to MANTUA as bait for our next shark?



Janet Lyons, typing centre supervisor, showing Jackie Moody and Lynne Withers how the audio system works.



Julie Edwards takes dictation from personnel and administration manager Derek Ings.



Sustenance! The four girls at the Pandor Club lunch counter.

## Canadian students travel in school ships

Since the early 1960's, Canadian students, mainly from Ontario, began participating in groups of 100 or so in BI educational cruises, largely through the auspices of a tour operator specialising in school travel. This led to the establishment by local enthusiasts, including headmasters, of an association based in Canada dedicated to the promotion of Canadian student participation in the cruise programme.

Numbers travelling tended to vary from year to year and the association faced all the problems so well-known to us at home concerning permission to travel in term time.

Throughout this period, Air Canada had taken an increasing interest in providing the transatlantic transportation and, in consultation with P & O/BI, a non-profit-making company Newworld Educational Cruises Inc was set up at the end of 1969, with headquarters in Montreal, specifically for the promotion of BI educational cruises.

Air Canada took over the obligation of providing linking flights usually to and from the UK,

but sometimes direct to Italy during the winter months to join fly/cruises at Naples or Venice. Always a day or two is spent in London for visits to the main sights — the Tower of London, Houses of Parliament, Buckingham Palace and so on.

In 1973 over 4,000 Canadian students from schools in Newfoundland, the Maritime Provinces, Quebec, Ontario right across to British Columbia, travelled in company with British students, thereby adding their own contribution to international understanding and fellowship which is one of the objects of the project.

Age for age, they seem noticeably larger, more gregarious and mature but not academically more advanced. Standard dormitory menus are scarcely their favourite form of diet but with the judicious inclusion of hamburgers and "French Fries" they survive and, indeed, come back for more!

Future student participation from Canada and the United States is expected to form an increasingly important proportion of the 50,000 school children carried each year in NEVASA and UGANDA.

## New Production and Stores Manager

Roland W Russell has been appointed Production and Stores Manager at Passenger Division's Peel Street works Southampton. Although in this modern jet set age he is probably not one of P & O's longest distance commuters, the fact that he lives in Swansea and goes home at weekends must put him above the average for home to work travellers, although he intends moving a little nearer the job in July when the younger of his two sons has finished 'A' levels.

Mr Russell is a native of Plymouth and, not unusually for people in that area, when he left school he joined the Royal Navy with a Special Entry Cadetship in

Engineering specialisation. Amongst the ships in which he served were the destroyer VERSATILE, the cruiser SWIFTSURE and, as a watchkeeping Lieutenant (E), the cruiser SUPERB. He left the Navy after seven years and apart from a short while in London, he spent the next 13 years at an Aluminium works in Swansea, the last 4 as Production Planning Manager. In 1971 he moved on again, joining Management Services Division, P & O where he was in charge of the team appointed to conduct a work study survey of Engineer room manning and methods in PD ships, to many of the personnel of which he will be well known.

# Supporting the Ships at Peel Street

## Good Management and Good Service Pay off

Passenger Division's production and stores unit at Peel Street, Southampton is a veritable gold-mine of ships chandlery. Where else would you find compass binnacles cheek by jowl with crews' cigarette end boxes (specially made on the premises), telephone and cutlery, coffee pots and deck chairs, life-rafts and insect-killing paint and even plywood jockeys on horseback for horse-races on board passenger ships?

The Peel Street unit exists to supply and maintain a wide variety of shipboard equipment on the Group's passenger ships, and the stores contain, in neat and catalogued shelves, the bits and pieces called for by the deck engineering or catering departments as well as the entertainments staff.

One large store for instance, contains racks and racks of boiler tubes, another holds catering equipment, and in what must be the most hygienic place in Southampton there are the varieties of cleaning detergent, de-greasing fluid and insecticides which are not only formulated there but manufactured on the premises. Peel Street is getting a reputation locally and further afield in the production of plastic signs of every description and combination of colours, and as locksmiths who are capable of every kind of work making and repairing locks, and cutting keys from thousands of masters held not only from P & O passengers and cargo ships but from hotels and places outside the group

specialised and fast service is that of producing labels, key-rings, door signs and direction signs of all descriptions out of plastic. Here again, Peel Street are gaining a reputation for service and quality. Passengers trying to find their way around our own ships will do so by using the clear and well-laid-out signs produced in Peel Street. In addition to this, however, business houses and hotels can buy their own signs to special designs as well as the usual standard signs which blossom around any building.

## Technical

On the more technical side, ship's radio and electronic equipment is stored and maintained from Peel Street under the direction of John Whitlock, himself a former radio officer. Most of the smaller items needed for repair are held in stock and John maintains close contact with manufacturers for obtaining the larger items and for on-site repairs and maintenance. This includes public address equipment, film projectors, test sets and the like as well as communications equipment, radio and radar.

It is not everyone's cup of tea to breed and care for insects, particularly cockroaches, but down in his laboratory chemist Lawrence Bradwell does just that, and his is a constant fight to keep down the insect population in the company's ships.

By chemical research which goes on constantly, Lawrence evolves insecticides which, blended with the paint used on board ships, kills the insects which come into contact with it. He also supervises the production of detergents, deck cleaners, laundry bleaches and other chemical preparations used

on board. These are manufactured at Peel Street and shipped out to ports or to Sealine Services as required. This in-house domestic economy is carried on when it comes to the linen returned to Peel Street from the ships for repair or disposal. Sheets are cut up and made into pillow cases and table-cloths are cut down and re-finished to make waiters' cloths. This work is partly done on the premises, but in an around Southampton there is a little 'cottage industry' where women working at home repair P & O ships' linen or make up the old into something new.

Towels which are no longer of any use as towels are washed and dyed and put out to ships for use as cleaning cloths or engineers' waste.

## Self Supporting

Recently appointed manager of Peel Street is Roland Russell — ex RN engineering officer, ex-ICI and ex-Management Services Division. He is fortunate in having two able lieutenants in Denis Della-Valle and Stanley Rawdon as well as a staff which conveys an air of not only knowing what it is doing but enjoys doing it.

The work of the production department goes on all the time under Dennis Della-Valle and there is concentration on making this a self-supporting operation by building up the 'non-company work' which is done there.

The stores, under Stan Rawdon come into their own when a ship is in port and they are hard at it meeting all the requirements of the deck, engineering and catering departments.

In both these areas, planning ahead and good business management pay off and enable them to meet the demands made upon them. But there is a contributing influence in the team-work which is more than apparent to even the casual visitor



Manager of Passenger Division production and stores at Peel Street is Roland Russell.

To meet this growing trade, the latest key-cutting equipment and a comprehensive 'file' of master keys is kept, and Peel Street are able to supply any key within a day or two — but most literally within hours. This service is particularly important on passenger ships which, in port for only a few hours, find that up to 500 or 600 keys have disappeared as 'souvenirs'. Running alongside this

## Drama at Sea!

Greek classical drama took its place on the UGANDA cruises when the ship was chartered by the Comite d'Accueil de Paris for three cruises between 2 February and 17 February. During this period 622 French cabin passengers and 2687 French students visited such places as

Naples, Messina, Corinth, Itea, Ancona and Venice.

Our picture shows a party of students performing a classical Greek play at the Theatre at Epidaurus near Corinth.

S W Townsend  
Staff Chief Officer, UGANDA



## ORIANA soccer trophy

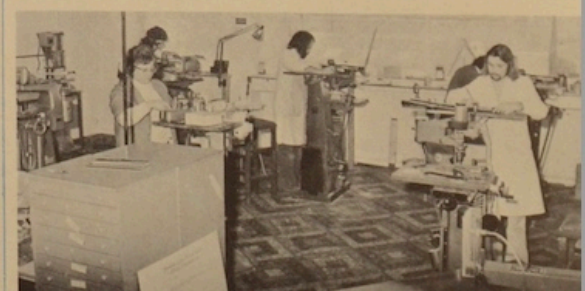
This trophy was competed for when ORIANA and ARCADIA were in port together at Honolulu on 8 March. ARCADIA beat ORIANA by five goals to one and they therefore now hold the trophy.

Previously the trophy was played for at Auckland on 10 January against ORONSAY when ORIANA retained the trophy beating ORONSAY 4-2.

Congratulations to Ruth and Dick Rutter (Deputy Purser) on the birth of their first child, Hannah on 8 March at Scunthorpe. Mother child (and father) all doing well! Dick is on leave from SPIRIT OF LONDON at the moment.



Les girls . . . . in the general office are Diane Taylor, Elaine Skeock and Alison Hawkins.



Engraving signs and name-plates in plastic, brass, or wood — this batch of machines forms the main production area. For specialised rubber stamps there is also an injection moulding facility in the production department.



"P & O... may I help you", says receptionist-switchboard operator Valerie Boston.



Stan Rawdon, assistant manager (stores) at Peel Street with Viv Everton - officially described as his secretary but who Stan calls his "right arm".



Looking after ships' stores are Eric Blake, left, and 'Dad' Le Marechal.



Dennis Della-Valle is assistant manager (production).



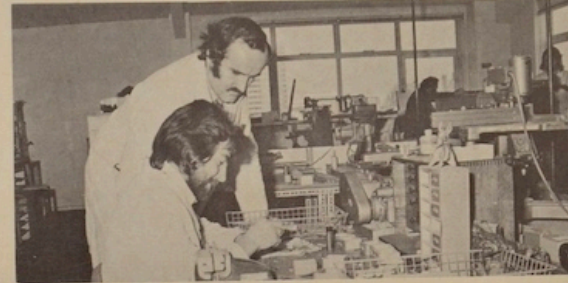
Chemist Lawrence Bradwell



To meet the heavy demand for keys, most of which are cut from existing and stored patterns, Mrs Susan Smith operates this multi-head machine which is capable of cutting several keys at the same time.



New from old. Eileen Seymour cuts up old linen to make waiters' cloths, pillow cases, etc, and Ellen Seward dyes old towels to be used as engineers' waste.



Locksmith Phil Carter (seated) can re-build any lock using a key as a pattern, and frequently does so. With him is Barry Gilson, another locksmith at Peel Street.



Looking after radio and electronic equipment is John Whitlock and his assistant Mrs Ruth Buie.

## Women go full circle

When UGANDA sailed from Piraeus on 1 March for BI's educational cruise 373, in addition to the normal complement of school children, there were amongst the 300 or so cabin class passengers, a "Womens Circle" party of 45. But what, you may ask, is the "Womens Circle"?

In short, it is a most enterprising and enthusiastic promotion run by the West Lancashire Evening Gazette, organised by the paper's promotions manager, Jeff Aspinall, in Blackpool. Any lady reader can apply for membership of the Womens Circle, which organises all manner of competitions and opportunities plus collective visits to diverse events. Perhaps the happiest activities are corporate holidays, and surely the best and most enjoyable are our BI cruises. For not only is this the fourth cruise this organisation have taken with us, but also on 9 March when UGANDA left Katakolon the Womens Circle celebrated their 4th Anniversary on board.



So that is why this was an especial event in their calendar.

On Wednesday 13 February Jeff Aspinall organised in the Viking Hotel, Blackpool, a small party sponsored by BI for all the 45 Womens Circle passengers who met together for the first time before going on this cruise. BI's cabin sales manager, D B Dyer, accompanied by A H S Robinson, attended this event to welcome these passengers, hand over their tickets, and answer any queries they had. Despite the news having to be broken to them that they were now flying to Athens (for Piraeus) instead of to Dubrovnik, and that they would have to travel to Gatwick by coach a day earlier to stay overnight for a morning instead of an afternoon flight, all present were very happy with all the arrangements made for them. So this was the commencement of yet another happy holiday and tentative talks are already in hand for a 5th Womens Circle cruise, if not later this year, certainly, in 1975.

A H S R

## Display of Arms

On one of our recent cruises to Mexico, we met the Canadian anti-submarine destroyer HMCS QU'APPELLE, off the coast of Baja, California, where she gave us a display of gunnery and mortar fire.

The photograph shows QU'APPELLE coming around the stern of the SPIRIT OF LONDON and one of her guns firing.

QU'APPELLE is equipped with highly sophisticated means of finding and destroying submarines. The ship can also generate enough power to light, heat and power a city of 18,000 people, and carries storage for 90 days of frozen provisions for her crew of 12 officers and 234 men. She takes her name from the 270 miles river in Southern Saskatchewan. Her motto "Spectacular Agendo" is "Let's be judged by our actions".

Her rounded lines counter ice formation and facilitate the washing down of radioactive contamination. She also has a sprinkler system which completely "pre-wets" her in case she enters a "Fallout Zone".



To suggest an intent listening watch, the ship's crest has the face of a white fox with large erect ears and keen eyes. These portray functions of QU'APPELLE - with the sonar for listening and radar for watching.

P B Jackson Staff Captain, SPIRIT OF LONDON

## Congratulations

Congratulations to Albert Peters, Passenger Division training officer, on passing the Graduate examinations of the Institute of Personnel Management.

## 'Stand by to repel...' etc, etc!

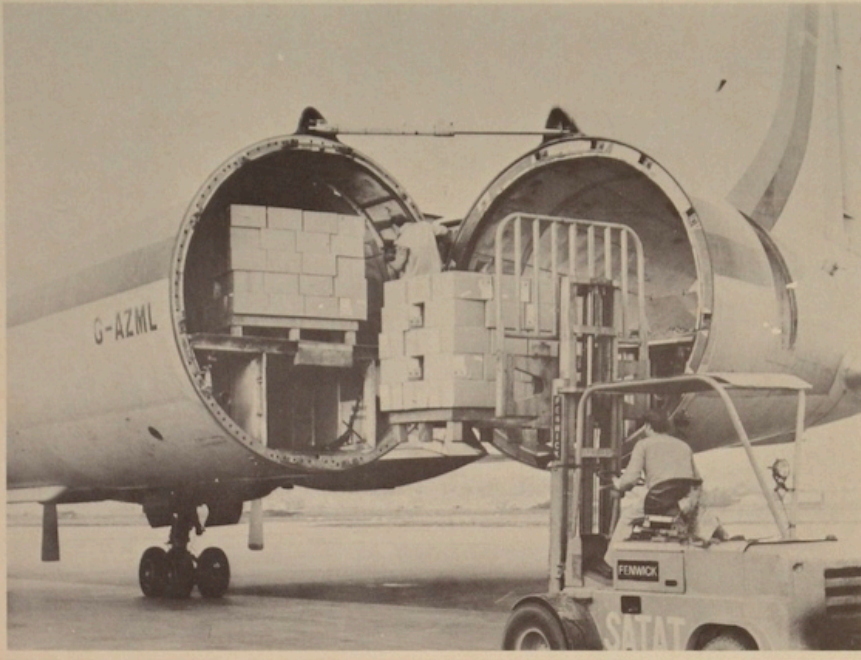
The following plegmatic entry in ORSOVA's log during her final voyage is notable considering the excitement of the circumstances which must have prevailed:

"In the light of previous reports from ships sailing East for disposal and several accounts from officers on board regarding pirates in the Singapore Strait, I reduced speed in the Indian Ocean to 8 1/2

knots, increasing to 11 knots for the transit of the Malacca Strait in order to maintain reasonable handling while close to land. Pirates were in fact waiting for us soon after rounding Raffles Lighthouse and although they persisted in attempts to board us for most of the day, they were discouraged by well-directed bursts with fire hoses."

# Centre Spread

## Guides - 26 tons of them!



Shipment of the recently-published Michelin Guide into the United Kingdom was handled by Franco-Britannique — the French branch of P & O Freight Forwarders Ltd. At Le Touquet airport a CL-44 swing-tail freight aircraft of British Air Ferries (Transmeridian Air Cargo) takes on the load of guides, and these were delivered to Michelin in London only 30 hours later.

Franco-Britannique ships daily out of Le Touquet on BAF flights, and the big CL-44 cargo plane is made available for larger loads.

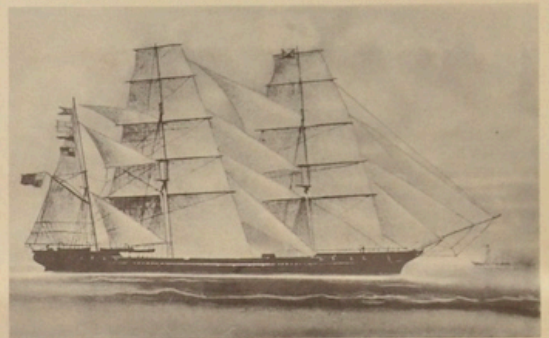
## They've been saying it for years

SOUTHAMPTON, March, 1874

**DOUBTFUL ECONOMY** — A large barque, with a valuable cargo on board, has been sunk in the Thames by the Peninsular and Oriental steamer Indus . . . We may remark that even though the difference in the cost of unloading such cargoes as that brought by the Indus, at London, as compared with Southampton, is considerable, there is still a great deal to be said in favour of our own port. About November last the same company were considerably hampered in their operations by the fog in which the Thames was then shrouded and which caused many accidents . . .

The inconvenience and extra expense to which the company were put through the prevalence of the fog showed that the cheapest port is not always the best. Southampton is never visited by such fogs as London is celebrated for. It is a safe port, easy of access at all times . . . The Peninsular and Oriental Company may be more disposed to give up the practice of sending vessels like the Indus to unload at London, provided they can enter into satisfactory arrangements for bringing them into our own Docks.

(From the Southern Evening Echo, Southampton).



The barque INDUS, built 1847, was originally 1386 tons. She was altered in 1849 and then registered 1782 tons, and lengthened in 1852 (1950 tons).

## Cadet gets sail training berth

Two GCD engineer cadets who have worked hard in their first year of training have something to show for it.

Engineer Cadet Paul Martin, at present doing Phase I training at the School of Maritime Studies, Plymouth, has been awarded a berth in the sail training ship SIR

WINSTON CHURCHILL in August. This is an award made by the Institute of Marine Engineers.

Also at Plymouth is Engineer Cadet Christopher Harrison, who has been awarded the School's prize for the cadet who has made the best progress during the first year of the METC course.

Don't forget the **Maori Ball**

See page 11

## Silver trophy presented to Liverpool school

As a memorial tribute to Captain Brendan Cooney, late of Moss Hutchinson Line, who died recently, his seafaring colleagues have donated a silver cup trophy to Brackfield Junior School, Liverpool. The cup will be awarded each year to the boy or girl who submits the best project on a geographical subject. Captain Cooney had maintained a very close association with the school for many years up to his retirement, through the British Ship Adoption Society. When he retired the association was maintained through Captain Ivor McAllister, currently Master of KYPROS.

Captain McAllister visited the school officially and in the presence of a fully assembly of the pupils and staff, presented the "Captain Brendan Cooney Memorial Award" to Mr G R Holland, the headmaster.

Accepting the trophy, Mr Holland paid tribute to Captain Cooney for his past services to the pupils of Brackfield School and referred to the award as being a method of keeping the name of Captain Cooney in the school for many years to come.



Engineer Cadet Chris Harrison, (right) and Engineer Cadet Paul Martin, who have both recently received awards during their training at the School of Maritime Studies, Plymouth.

Mr James McKnight, a Chief Engineer in GCD, has had to retire due to ill health.

Mr McKnight joined F C Strick and Company in May 1954 as a 2nd

Engineer Officer and was promoted to Chief Engineer Officer in November of that year.

His home is at Clarkston, Glasgow.



The Headmaster of Brackfield School receiving the silver cup from Captain McAllister, right.

## Smiles and a silver tankard for the baby born at sea



Captain Ian Leggatt, Master of EAGLE, presenting a silver tankard to Peter and Diana Curgenven for their baby son Robert, who was born at sea on EAGLE on February 16.

Robert, now all of six weeks old, was back on the ship of his birth to return to Algeciras in southern Spain with his parents, who run a restaurant on the Costa del Sol.

With Captain Leggatt is Jennie Manley-Tucker, EAGLE hostess and nurse, who helped deliver Robert.

The inscription on the tankard reads:

Robert Curgenven  
Born at sea on board MV Eagle  
16 February 1974  
Lat 49° 28' N  
Long 3° 39' W



Pictured after their wedding at St Martin's Church, Dagenham on 2 March, Miss Myra Jeavons, of BSD Technical Department and her new husband Mr Dennis Povey.

Miss Jeavons is a copy typist working for the superintendents and departmental manager.

## NZSC Re-union

Tuesday, 9 July is the date of the 1974 re-union for pensioners of the New Zealand Shipping Company, and this year — for the first time — the lady pensioners will have their re-union lunch together with their male ex-colleagues and sea staff.

The re-union will be at the Maori Club, Worcester Park, and invitations will be sent out in the usual way.

## Anglo-Overseas Transport soccer fives

OCL London win main trophy:  
P&O (MSD) take consolation prize



David Grant, captain of OCL London receiving the Anglo Overseas trophy from Mr. A.B. Marshall, managing director of P & O.



T O'Shea captain of P & O (MSD) A team receiving the Maori Cup from Mrs Powell, wife of the Managing director of Anglo Overseas Transport.

The first Five-a-side soccer competition, organised by Anglo-Overseas Transport and held at the Maori Club, Worcester Park on Sunday 7 April was a rousing success by any standard.

On a beautiful Spring day, the sports ground had the atmosphere of a fair — with families taking full advantage of the lovely surroundings while their men-folk either played in or watched the 32 teams which entered for the competition.

and P & O Liverpool 1 faced each other as the shadows lengthened across the turf.

This was really tough battle, with no quarter given or asked and some firm refereeing adding to the teams' resolution and dash.

In fact, neither managed to score until the Liverpoolians gave away a penalty which Jim Pettifer put away safe and sound. And there was no further score to the final whistle.

In the consolation cup semi-finals P & O (MSD) A beat Bishopsgate B and OCL London 2 were defeated by P & O (MSD) B, so it was an all-London, one department final. This, too was a fast, thrusting game, and the B team ran out winners to take the Maori Cup.

Among the spectators was Mr A B Marshall with his family, and Mr J J Powell, managing director of Anglo-Overseas Transport, accompanied by Mrs Powell, who later presented the trophies to the winning teams.

In addition to the main competition — for the Anglo-Overseas Five-a-Side Challenge Cup, there was a consolation competition for the Maori Cup. The teams got off to a good start at 10.30 am and played on to the quarter finals of both legs late in the afternoon.

By this time the level of excitement had risen, and P & O Liverpool 1 ran out winners in their tie with Allens United A, OCL London 1 beat Bishopsgate A, P & O Liverpool 2 put Maori Club out of their misery and Market Marauders went into the semi final by seeing that Anglo LIFT didn't.

Two well-played and hard semi-final ties — and OCL London

Anglo-Overseas Five-a-Side Challenge Cup. Winners — OCL London 1 (D Grant, C Barrett, A Collier, A McGeorge, J Pettifer, D Upshall). Runners-up — P & O Liverpool 1 (L Clarke, P Moon, P Bassett, — Williams, — McCluskie). Maori Consolation Cup Winners — P & O (MSD) A (T O'Shea, G Mosa, I Massey, I Rankin, F Marsh). Runners-up — P & O (MSD) B (P Shore, A Heamans, C Timpson, I Morris, R Aspin).

## No place for Box Cameras

A photographic competition, sponsored by the Information and Public Relation Department, and open to all sea-going staff is to have classes for colour, black-and-white, different classes of ships and for various backgrounds. Details of the competition will be given in Wavelength in May...but this will be a challenge to those who think they can take really good pictures with their camera equipment.

Valuable prizes are being offered and the panel of judges, of which Mr. Robin Sanders, head of information and Public Relations, will be chairman, will include top names in professional photography.

It will all be in Wavelength — next month!

## NI Trailers 50 new containers aid bulk traffic expansion

Specially equipped for dual purpose bulk and pallet loading, fifty new bulk containers have been ordered by Northern Ireland Trailers at a cost of more than £100,000 and will enter service at the end of April. Manufacturers of the containers are Cravens Homalloy, and commenting on this extension of equipment Mr J B Griffiths, director and general manager of Northern Ireland Trailers, said:

"A major feature of our overall services between England and Ireland has been the total control exercised over every aspect of our customers' door-to-door movements. This latest and sizeable purchase of specialised equipment will allow us to expand into a further area of major opportunity, with a considerable capacity for bulk traffic for all comers."

The containers measure 30ft long x 8ft wide x 8ft 6in high, to provide a maximum cost-effective cubic capacity on the company's existing traffic routes, and there are four hatches in the roof to allow speedy loading of bulk materials. Four discharge hatches at the rear, with a letter-box type front discharge hatch allow front or rear discharge facilities as required.

Four JOLODA tracks are fitted to the interior of each container, for fast and convenient

loading/unloading of pallets as an alternative to bulk commodity handling. This dual-purpose role will allow the utmost flexibility of operation with the new containers.

Only last month Northern Ireland Trailers announced the introduction of a new and larger capacity vessel on their Irish Sea crossing. This further investment in new equipment underlines the company's determination to provide customers with the best and most cost-effective cargo systems to meet their needs.



Mr J B Griffiths, director and general manager of Northern Ireland Trailers Limited, who has announced orders for new bulk containers worth over £70,000.

## Mayor of Scunthorpe honours NORWAVE

It was a happy occasion when Councillor G F Clarke, Mayor of Scunthorpe presented a plaque to NORWAVE to commemorate a recent voyage by the North Sea Ferries ship to Rotterdam. The Mayor had made an official civic visit to Luneburg, West Germany which is the twin town of Scunthorpe.

The plaque was accepted by Captain D Ellerby. The Mayor also presented a plaque on behalf of the Borough of Scunthorpe to Mr C S Paterson, North Sea Ferries UK manager, to present to the Master of NORLAND when the new ship makes its maiden voyage to Rotterdam in June.



Left to right, Councillor G F Clarke, Mayor of Scunthorpe; Mayoress, Mr N P Tutt, Captain D Ellerby, Mr Paterson.

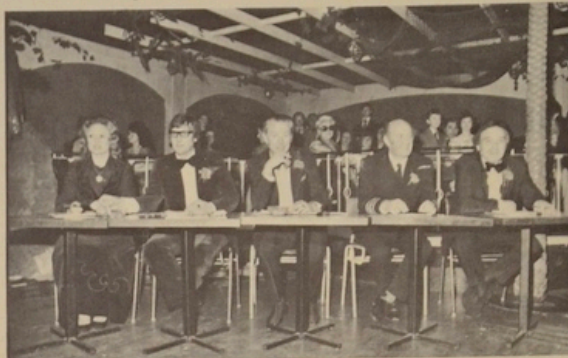
## Ferryscot opens new haulage service between UK and Switzerland

Ferryscot Limited has started a new driver-accompanied trailer service to and from the UK and Switzerland in co-operation with Universal Express of Basle.

The new route offers customers a two-day service between Ferryscot's UK groupage depots at London, Glasgow, Liverpool and Manchester, and Basle, with delivery or collection to and from other destinations in Switzerland taking another two days. Full load door-to-door facilities between the UK and Switzerland are also available on request.

## Master of PANTHER turns towards Mecca

Captain Gordon Renshawe of Southern Ferries recently found himself in the line-up of judges to decide on this year's Miss Ballroom Dancing.



## EAGLE - please note!

Mr John Turner, general manager of P & O Short Sea Shipping did a trip to Spain on PANTHER in March in company with Mr Alex Stevens, Southern Ferries fleet manager. The picture shows that PANTHER can be well behaved in the Bay of Biscay - in fact, we had a super trip.

In the picture, left to right, are Mr John Newman, Chief Engineer; Mr Les Morris, Chief Officer; Pauline Jackson, a niece of our doctor; Mr Turner; myself and Dr Ernest Winters, ship's surgeon.

Captain G Renshawe Master, PANTHER



## In his retirement Jim Bowie will still be at sea

After 44 years at sea, 63-year-old Mr James Bowie, Chief Officer of the North of Scotland, Orkney and Shetland Shipping Co, has retired - and to occupy his days he has bought himself a boat!

On board his last ship - ST ROGNVALD - Mr Bowie was presented with a clock as a retirement gift by Mr Herbert Scott, general manager of the North of Scotland, Orkney and Shetland

## Pandair's new major link at Frankfurt

With the opening at Frankfurt airport on 1 April of Pandair Internationale Luftfracht GmbH, Pandair Freight has established its first major foothold in Europe since Britain became a member of the EEC.

For some months Pandair has been preparing for, and selecting high calibre staff for the hub of its operation at Frankfurt Airport, which will be a major link in the Pandair System Network. In addition to providing German exporters with the sophisticated Pandair System Service, the new Frankfurt branch will also service inbound shipments from all Pandair overseas locations.

Mr E A M Macrae, General Manager, will head the operation from Pandair's new administration

offices at 6 Frankfurt Main 1, Zeil 65-69.

Responsible for operations at the Airport will be Klaus Schüssler, who has undergone several months training in the UK at various Pandair locations. His office is at 6 Frankfurt am Main 75, Flughafen Frankfurt Main, Frachtotf 1 Zimmer 1079.

Cyril Howard, Pandair's European Director, whose responsibilities include the overall development of Pandair Internationale Luftfracht, pointed out that Frankfurt is only the first of many branches which the company plans to open throughout Germany. He said "From our investigations there is every reason to expect that the particular brand of service Pandair offers will be well accepted by air freight users in Germany".

## Awards for saving drowning man

Two employees of A S Jones & Company have each received a certificate and reward from the Liverpool Shipwreck Humane Society after saving a man from drowning in a pool on their way home from work.

Mr Norman Wharton, 34, and Mr George Moran, 22, work at A S Jones's Bromborough depot as steam bay operators, cleaning the company's tankers which carry a variety of bulk liquids.

Fortunately for the drowning man, the process goes on through 24 hours, and Mr Wharton and Mr Moran had been working late when they heard the cries for help coming from what is known locally as Bromborough Pool. The name may conjure up visions of clear, cool idyllic spot - but, in fact, it is an evil-smelling and highly polluted deep-water pond into which effluent discharge from local factories find their way.

This fact alone might have deterred many people, but the two rescuers plunged into the water without hesitation and saved the man.



Dr Norman Jones, left, general manager of A S Jones Ltd, presenting the LSHS certificate to Norman Wharton. Centre is George Moran.

Captain David Harradine, master of WILD AUK, has been selected to attend the RNR senior officers' course at Greenwich College in September.

In December last, Captain Harradine was admitted a Younger Brother of Trinity House.

Shipping Co, and Mrs Bowie received a bouquet from Captain David Pottinger, Master of ST ROGNVALD.



Jim Bowie spent the last twelve years of his career as Chief Officer latterly of ST ROGNVALD. Before that he was Mate and Master with Coast Lines and their associated companies. He had started life as a cooper in the herring industry - but the call of the sea was too strong. He became a fisherman in 1930, and changed to the Merchant Service in 1937, getting his mate's certificate two years later. He was made Master (home trade) in 1945. Throughout the Second World War Mr Bowie served in only two ships - and under the same Master, Captain Cecil Metcalfe.

After a lifetime at sea Mr Bowie now looks forward to a quiet retirement. But he will still be at sea - fishing in his new boat.

# Wavelength

Staff Newspaper of the P & O Group  
Compiled by  
Information and Public Relations  
International Relations Division  
P & O Building  
Leadenhall Street, London EC3V 3QL

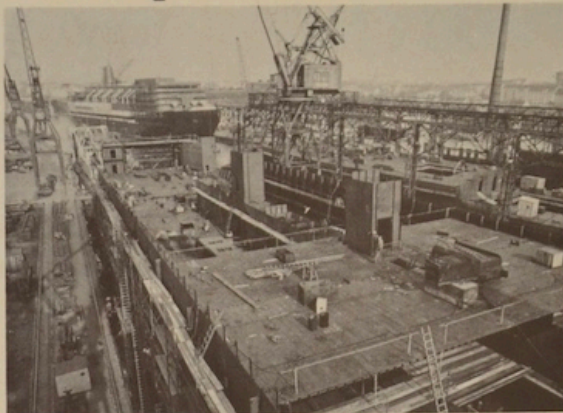
Editor: Michael Lustig

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Bishopsgate Insurance Co - Mrs K C  
Greenleaf; Technical Services Division -  
P J V Paget; General Cargo Division - Mrs  
T C Gibbs; Planning Division - J E  
Rudzinski; Fleet Personnel (Central Staff)  
- E H Davies; Passenger Division - R E  
Harriss; (Management Accts & Financial  
Accts), P C Hearle (Co-ordinator's  
Dept/Australia/N. America), M G  
Medicott (Fleet Managers - Head Office  
staff), J A Miller (Fleet Personnel), A H S  
Robinson (Pandor Club), L F Stuckey  
(European Area), R E Beedle (European  
Area), R M Porter (Southampton); Bulk  
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Personnel Services Division - R F Pettam;  
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Moltzer; Sealine Services - E Cameron;  
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## North Sea Ferries NORLAND nears completion



From the photograph an appropriate caption would seem to be "Big Sister is watching you". NORLAND can clearly be seen in the shipyard of AG Weser, Seebeckwerft in Bremerhaven in the final stages of completion. In the foreground on the stocks is North Sea Ferries second jumbo ferry which is to be named NORSTAR.

NORLAND is scheduled to enter service on the Hull/Rotterdam (Europort) route in

early June, at which time NORWAVE will inaugurate the company's new passenger service between Hull and Zeebrugge. NORSTAR is expected to join her sister ship on the Rotterdam service in December when NORWIND will be switched to the Zeebrugge service providing a daily overnight service to both parts.

The new ships will each have a capacity for about 1,244 passengers and 520 cars or 90 12m trailers and 250 cars.

## Dick Taylor appointed as Pandair's Sales Manager for Southern England

Pandair Freight has appointed Mr R M S Taylor as the new regional sales manager for the South, based at their West Drayton branch on the perimeter of Heathrow airport.

In his new position, Dick Taylor will report to Mr R A Piper, Pandair's regional manager for the South. He replaces Keith Wright, who has been promoted to general manager in South Africa.

Dick Taylor was previously a member of Pandair's International Sales Division.

## Southern Ferries Appointments

Mr Charles Jones has been appointed Deputy Freight Manager, and will take over as Freight Manager when Mr Bill Jones retires in July.

Mr Don Matthews has taken over from Mr Charles Jones as Passenger Administration Manager.

Mr Bernard Dolke has been appointed Assistant Manager, Passenger Administration.

Mr Russell Hepburn who was an engineer at Deptford Works and who also served at sea with General Steam Navigation, died on 13 March.

## Struck by Lightning

The Tyne-Tees Steam Shipping Company vessel NORBANK was struck by lightning on 3 March whilst on passage Bilbao to Liverpool on charter to MacAndrews Ltd.

The main mast received the impact and the Morse lamp on the truck of the main mast was found on the deck badly burnt. The only other damage was the effect on the ship's compasses.

Fortunately no one was injured.

## J Jarvis Retires

Mr J S Jarvis, chief clerk at Victoria Wharves, was presented with an antique map of Cornwall and a coffee percolator by the staff of Coast Lines (Services) Ltd, Plymouth on his retirement at the end of February.

Jack Jarvis had over 46 years service with the company having joined the Plymouth travel office (Travellers Ltd) as a junior straight from school in September 1927.

After war service he rejoined Coast Lines as an outside passenger representative and in 1968 returned to Victoria Wharves office as chief clerk where he remained until his retirement.

We cannot help but wonder what has been going on in the Secretary's Department that prompted Mr CG Roper to send us this little gem, attributed to Caius Petronius (c. 66 AD):

"We trained hard - but it seemed that every time we were beginning to form up into teams, we would be reorganised. I was to learn later in life that we tend to meet any new situation by reorganising, and a wonderful method it can be for creating the illusion of progress while producing confusion, inefficiency and demoralisation."

## Its bus-iness as usual with North Sea Ferries

A second hand double decker bus was recently shipped on North Sea Ferries ro/ro vessel NORCOVE to Rotterdam. The bus which was manufactured in 1959 had been sold by coach operators Rennies of

Dunfermline to a company in Zurich for use as a travelling showroom. Mr Jack Rennie, a company director, personally drove the bus to its final destination.



## '35' Club's Double Anniversary



Founder members of General Steam Navigation Company's "35" Club share a joke with Norman Parry, who chaired the Dinner held at London's Tavistock Restaurant on Friday 22 March, celebrating both the 25th anniversary of the Club and the 150th anniversary of GSN.

A notable feature of the event was the attendance, for the first time, of lady former GSN employees, although to everyone's delight this innovation did not result in any toning down of the speeches, of which the most humorous was undoubtedly that of Norman Parry.

Formed after the last war, membership of the "35" Club is initially open only to those who have accumulated 35 years of pensionable service with the GSN Group, but this was eventually extended to seagoing personnel with 25 years service and, finally, to all GSN employees at the time of the final amalgamation into P & O Short Sea Shipping.

Our photograph shows Norman Parry (centre) with, left to right, Mr Arthur Young, Mr C W "Ranji" Littlewood, Mr H C Turner, and Mr J Churches. It is with regret that we have to record that Mr Arthur Young died early in April.

## Mr B Pillow

The death took place in a Norwich hospital on 15 March of Mr Bernard Pillow. He was 65.

Mr Pillow joined the dock offices of British and Irish Steam Packet Co at Eastern Basin, London Dock, in 1927 and subsequently worked in the accounts department of Coast Lines Ltd at London House.

Because of wartime conditions, he was transferred to the Liverpool office in 1940, returning to London in 1946, being appointed Registrar four years later. He held this post until 1963 when he retired because the company's bankers were appointed Registrars of the company.

In his youth, Bernie was an all-round sportsman, a member of the company's London football, cricket and swimming teams, and he even found time to compose several crossword puzzles for the company's staff magazine.

## Mr A P Silk

Mr A P Silk died at his home in Woodford Green, Essex, on 17 March, at the age of 79.

He joined Furness Withy & Co Ltd in 1912, but was severely wounded in the 1914-18 war.

After the war he was able to return to work with Furness Withy who put him in charge of their department which managed their subsidiary company, the London Welsh Steamship Company. That company was taken over by Coast Lines in 1923, with whom he stayed until his retirement in July 1959, by which time he had become Head of the Liverpool Department in London.

His son had become wellknown as "Eric Silk and his Southern Jazzband", and his father's keenest interest outside the office was managing the business side of this band, both before and after his retirement.

# Largest Clyde-built tanker named for Anglo-Nordic

**NORDIC CLANSMAN** — the largest tanker yet to be built on the Clyde — named by the Countess of Incheape, wife of the Chairman of P&O, is the first tanker to be built in the UK in two halves and joined together in the water after launching. In ten days, a team of welders joined the stern half, launched in April 1973, to the bow section, launched on 21 January this year, during which time the two halves were kept level by differential ballasting. This method of building places no limit on the size of vessel to be built.

Amongst the guests attending the christening ceremony at Scott Lighthow's fitting out quay, Greenock, were the P&O chairman, Lord Incheape; P&O's managing director and chairman of Anglo Nordic, Mr A B Marshall; Mr Hilmar Reksten, chairman of Palmerston Holdings; Mr N B Madsen, president of Anglo Nordic Shipping Limited.

Built by Scott Lighthow Limited, the 260,000 ton **NORDIC CLANSMAN**, will join the fleet of Anglo Nordic Shipping Limited, a company jointly owned by P&O and Palmerston Holdings. The tanker is expected to enter service in about a month and will operate on time charter to Antartar of France.

The new tanker is fitted with the most modern equipment and

facilities including gyro, autopilot, echo sounder, two radars, speed log and a modern collision avoidance plotter/predictor by Nordata. A fully automated cargo system is installed which is operated from a central control room. Safety equipment includes an inert gas system for cargo tanks, in addition to the usual safety equipment to DTI standards.

**NORDIC CLANSMAN** is 1130ft long, 170ft breadth and has a draft of 67ft 8ins. She has a cargo oil capacity of 11,380,000 cubic feet. The ship's main propulsion is a Stal-Laval turbine developing

32,000hp, giving a service speed of 15 knots through a single screw.

The accommodation, which is fully air-conditioned, provides single rooms for each of the 57 officers and crew, two modern galleys and a swimming pool.

Anglo Nordic Shipping Limited has a fleet of 30 ships, comprising tankers, bulk carriers, OBO carriers, ore-oil carriers and chemical carriers, totalling 2,080,000 dwt. A further six vessels — among them three 407,000 ton tankers — are building, including a sistership for **NORDIC CLANSMAN** at Scott Lithgow.

## Personnel and Industrial Relations Manager for Silley Cox, Falmouth

Mr Frederick Roy Davies, works personnel manager at the British Steel Corporation's Eastmoors Works in Cardiff, has been appointed personnel and industrial relations manager at Silley Cox, Falmouth. He takes up the appointment on 1 May.

Mr Davies, who is 49, has spent all his working life in the steel industry. He joined the Eastmoors Works, then Guest, Keen and Baldwins, in 1940 and, before taking over as works personnel manager in 1969, was the works' senior industrial relations officer.

His career has covered all aspects of personnel management with particular emphasis on industrial relations, and at Cardiff he has been responsible for a work force of some 3,500.



Mr Davies is married and has no family.

## Back to normal at Falmouth

Normal working has been resumed at the Falmouth Shiprepair Yard of Silley Cox and Company where the 1000 strong work force has been in dispute with the management for several weeks.

The return to normal follows the signing of an addendum to last year's Memorandum of Agreement. The addendum clarifies the meaning of certain clauses in the agreement, and gives assurances to the employees that the relaxation of demarcations and changes in working practices will not lead to their livelihood being jeopardised.

# Morvada Enters Gulf Service

The fourth "M" class, modern unit-load ship, **MORVADA**, 11,800 dwt has entered the Australian/Gulf service, joining her three sister ships, **MANORA**, **MULBERA** and **MERKARA**. The four ships will provide 14 voyages to the Gulf each year, better than one sailing per month, providing a totally unutilised/palletised service which helps to speed up handling, reduces costs and improves turnover.

Special cargo handling techniques have been developed to achieve greater efficiency, including nylon slings for pre-sliding and cargo "flats" — built to the same module as the ISO 20ft x 8ft x 8ft container but with collapsible sides/ends.

Each of the four "M's" has 640,000 cubic feet (18,150 cubic metres) of dry cargo space plus a separate hatch containing freezer chambers, totalling 30,000 cubic feet (850 cubic metres). In addition, each carries up to 12 integral type refrigerated containers on deck.

These modern ships — all built within the past three years — are equipped with side-ports and have a 100 ton Stulcken derrick and 11 ton electric cranes capable of lifting 22 tons when worked in tandem. The ships have a service speed of 19 knots.

The Gulf service regularly covers the ports of Sydney, Melbourne, Adelaide and Fremantle, calling when necessary at Port Pirie, Newcastle, Risdon and Port Kembla. Discharge range includes Muscat, Dubai, Abu Dhabi, Bahrain, Dammam, Kuwait, Khorramshahr (Bandar Shahpour/Bushire) Karachi and other ports.

training in the P&O Group, visited Australia for the first time in March.

The cadets completed their general education in UK before joining **MORVADA** in October last year. In charge of their training aboard **MORVADA** is Roger Wilson, Chief Officer from the P&O Passenger Division, who is on secondment for six months to the training division as Cadet Instruction Officer.

Although only 16 or 17 years of age, the cadets with their new specialised training programme are already able to take an active part in the operation of the ship, both at sea and in port.

The seven cadets, from all parts of the UK, will remain with **MORVADA** until June before returning to Britain to attend college.

As part of their training as deck officers, the cadets have taken shore tours in each port of call to give them a better understanding of the way of life in each country they have visited.

## Celebrating a birthday in (KILDARE) style

After taking three hours to dress one morning, that amorous poet Lord Byron wrote in his journal:

*When one abstracts from life Infancy (which is vegetation)  
Sleep, Eating and Swilling, Buttoning and Unbuttoning —  
how much remains of downright existence?*

*The summer of a dormouse.*

On 1 February the tenants of **KILDARE** were preparing to flow — yet again — through the doors on non-existence. Each having spent an appropriate period in front of the shaving mirror, combing tangled locks, tightening unwilling cummerbunds and applying the most beguiling deodorant in stock, all mustered in that recognised nerve centre of any ship — the place where one may observe the most humorous exhibitions of wit and intelligence (also the most sobering examples of lack of wit and intelligence), the place where round decisions are made, where all ranks mingle together in an aura of amiability and all are united in a spontaneous display of right-arm swilling — the bar.

Each shipment arrives, takes a drink and a handful of peanuts and wishes the birthday boy "Cheers" and "Many happy returns" and an atmosphere is created. The barman brings all eight arms into operation, anecdotes and jokes gather momentum, the characteristic flow of contentment appears on the cheek and the conversing groups harmonise in periodic peels of laughter.

The birthday cake is presented, offers of "More drink" are accepted with alacrity and the human hum increases. The Captain makes a hasty exit and on his reappearance a silence bars the stream of discourse. Anticipation shows on every man's face as the Captain commences his presentation speech. He hands over to each future owner a glittering object — a miniature wheel key and piston, professionally mounted on a shining brass pipe set in a wooden inscribed "Kildare 1974".

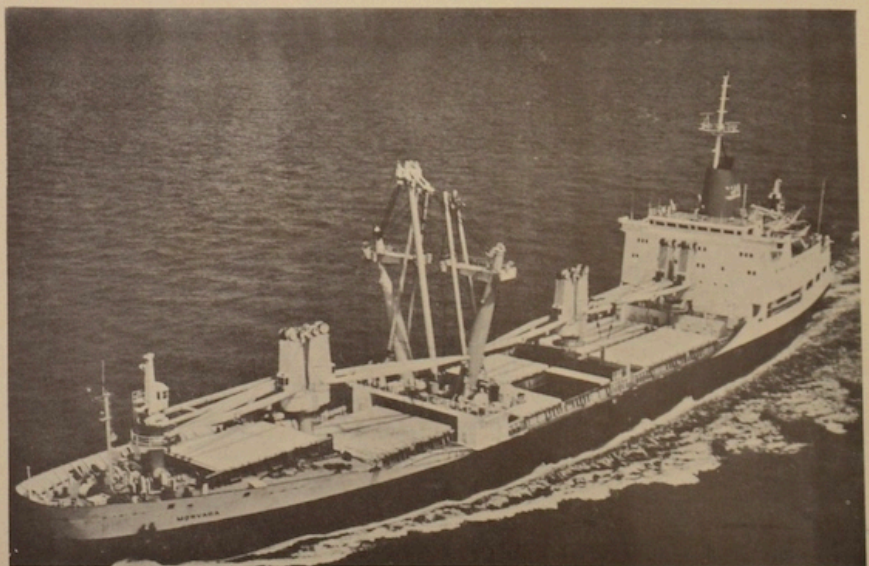
The reason for this pageant occasion? None other than that two first-trip cadets — Richard Lowe and Michael "Kipper Hips" Curran, from engine and deck departments respectively, are celebrating their first birthdays at sea. Because of this and also possibly due to the fact that each cadet was so severely inaugurated at the "crossing the line" ceremony, the remaining officers decided that perhaps a little memento of the sort mentioned would be an appropriate gift for these fledglings at sea.

The high drop-out rate of cadets, from the induction course stage right through to Phase 3, has been a problem in recent years caused largely by the difficulty to adjusting to life at sea and the continual pressures of having to meet DTI requirements for correspondence courses, record books etc. Celebrations such as this one, although apparently unnecessary, all contribute to make life at sea that little bit more relaxed and pleasurable.

Cadet I Wright  
**KILDARE**

## ...and trains Young Cadets

Seven young cadet officers forming the Cadet Training Module on board **MORVADA** as part of the new concept of officer



# Plans for Heron Island

Mr J D Cooper, P & O Australia projects manager and director of Heron Island Pty Ltd has announced \$500,000 expansion plans for the island resort — one of two true coral cays in the Australian Great Barrier Reef. P & O bought a 53% shareholding in the resort in December, and plans approved by the Heron Island board cover Stage 1 of a new expansion programme.

"During the next 12 months we plan to upgrade existing facilities for guests on Heron Island and increase accommodation from 142 to 225. This will include additional high standard, modern, self-contained units" John Cooper said.

As well as upgrading accommodation, plans include the construction of a fresh water swimming pool, and extension and improvement of the island's essential services, more boats for links with the mainland, tourist excursions and diving and snorkelling around the Barrier Reef.

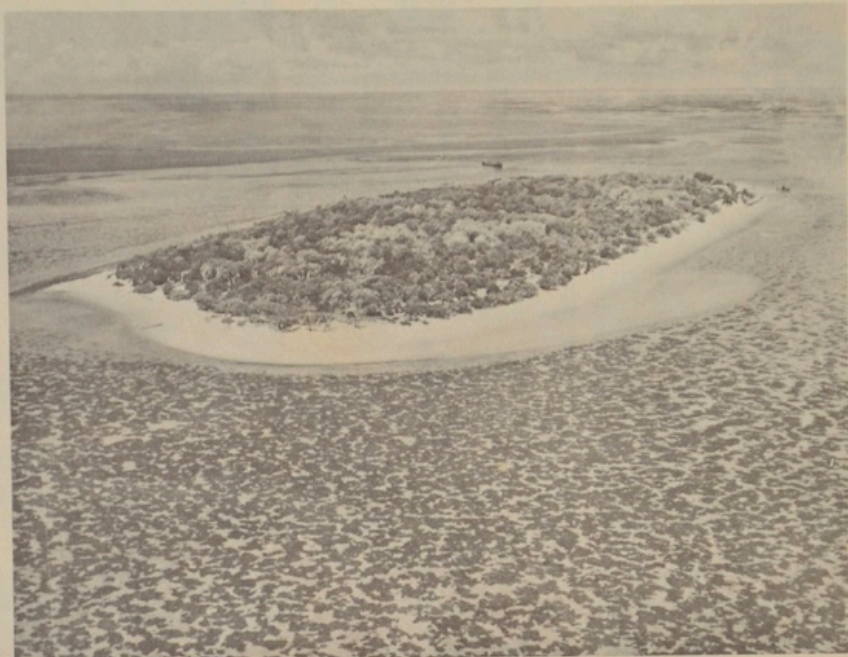
"Dining rooms, cocktail bars and lounge rooms will be enlarged and given a new look, but most important, however, is our determination to keep the natural beauty of the island", said Mr Cooper.

"It is essential that the unique character of Heron Island is retained. It is one of the rare, true Barrier Reef islands, centred directly on a coral reef. Heron Island and surrounds is a declared National Park".

The Australian Great Barrier Reef is the largest coral growth of its kind in the world. The island resort is an idyllic spot for underwater adventurers, and lovers of nature. It is surrounded by 12 miles of fascinating coral reef when tides recede, it is a protected area for birds and sea creatures. There is also a scientific research station on the island.

# Resort

*Aerial view of Heron Island. The island is only 300 yards across and a half a mile long.*



## New MD appointed in Brisbane



Mr Paul F O Permezel, 48, has been appointed managing director of Brisbane Wharves and Wool Dumping Pty Ltd and its associated companies.

Born in the Wimmera district of Victoria and educated in Tasmania, Mr Permezel moved to Brisbane four years ago as group general manager of Evans Deakin Industries Ltd's engineering group.

He joined Brisbane Wharves and Wool Dumping as managing director on 1 February.

P & O director resident in Brisbane, Mr B W Baillie, who relinquished the position of managing director of Brisbane Wharves and Wool Dumping Pty Ltd is continuing as Executive Chairman of the Brisbane Wharves Group.

Mr Permezel's business career has included senior commercial, marketing and general management positions in industrial marketing, heavy engineering and construction.

Mr Permezel is married with two teenage children attending schools in Brisbane. His personal interests include colonial history, current affairs, wood and metal crafts, golf and tennis.

## P&O Passenger wins free cruise for life

"It's fantasyland", said Melbourne businessman, Mr George Atkinson, when told that he had won P & O Australia's Cruise-Free-for-Life Competition. "I can't believe it!"

Any passenger cruising from Australia and New Zealand January 1-December 31, 1973 was eligible to enter, and they had to put eight reasons for cruising

P & O in their correct order and complete a four-line rhyme.

The prize was a cruise for two, every year for life!

"You know, I won \$5 thirty years ago and then just before Christmas I won a weekend holiday in Tasmania. But a free cruise holiday every year for the rest of my life — that's hard to believe".

Mr Atkinson took his first P & O cruise on January 7 last year and it was that ticket which won him his big prize.

Our picture shows a delighted Mr & Mrs Atkinson receiving formal confirmation of their free cruise for life prizes. From left, Mr & Mrs Atkinson, Mr David Hartley, Melbourne director and Mr Peter Coss, sales promotions manager, Melbourne office.



## Sydney author to write history of E&A

A history of the Eastern and Australian Steamship Company, which last year celebrated its centenary, is to be written by the Sydney writer Bill Olson. He has been commissioned by P & O Australia and it is hoped that the book will be published later this year.

A title for the book has not yet been chosen, but Sydney staff have been invited to submit suggestions.

The writing of such a history book means a great deal of research, and Mr Olson is currently collecting material. Staff members who have any information, and in particular old photographs of ships and interiors, are asked to contact Sydney office.

Because of the unprecedented rise in fuel costs, Normandy Ferries had to raise their cross-Channel fares from 5 April, although all bookings made before 15 March are to be honoured at their original rates.

The increases amount to about 10 per cent for passengers and about 5 per cent for cars, caravans, trailers, motor-cycles and coaches.

There are no increases in rates for sleeping accommodation or in the over-height supplements.

A date to remember!!  
29 June 1974



## Gala Day

at Maori Club, Worcester Park  
The day for you and your family  
Full details will be published next month  
Meanwhile — book the date!

### Maori Club Ball

The Maori Club is reviving Dinner Dances, and the first will be a "May Ball" on Friday 10 May in the Maori Club at Worcester Park.

This will be an evening of splendour and stupendous enjoyment:

- Dancing to the music of the Stanley Bloomfield Dance Band and
- Bob Wallace and the Storyville Jazz Men
- Singing Folk with Brightwinter
- Laughing with Stan Stennet

All P & O staff are invited to attend and bring their wives/husbands or other guests. Tickets: £2.75 (inc. VAT) per ticket to MEMBERS of the P & O Sports and Social Club and one Guest. £3.00 (inc. VAT) per ticket to NON-MEMBERS and further Guests.

Order forms for tickets will be circulated to all staff by 1 April. If you do not receive one please contact E M Jakins FD/GAA NH-2 Telephone 01-283 8000 Extension 7164.

# Flood Appeal's Heart-warming Success

Shore staff, Australia-wide, held flood relief appeals for household goods and ships' staff organised monetary appeals to help P & O staff affected by the recent Brisbane Floods. Following the remarkable effort by Brisbane Wharves and Wooldumping and associated companies (Wavelength, March) all P & O Australia staff and ships in Australian waters rallied to help.

Deputy managing director, Mr H V Staniland visited the flood-stricken homes of staff during the flood and immediately teleaxed all Australian ports asking for practical help. P & O offices throughout Australia collected bed linen and towels which they sent directly to Brisbane office.

Australian airlines carried the flood relief parcels free of charge. The staff of P & O in the United Kingdom were very concerned about the plight of their colleagues in Brisbane and the Pandor Club

instituted a fund for assistance. The P & O Australia Ltd board donated \$5,000 to the Queensland Government Relief Appeal in addition to \$1,000 given by the Brisbane Wharves and Wooldumping to the Lord Mayor's Appeal. The board also decided to provide direct financial assistance to staff members who were affected.

Captain Milton Eyres, master of ARAFURA sent a radio message of good wishes with the hope that all was well with Brisbane Staff families, and the officers and crew donated \$275.

The captain, officers and crew of ORIANA staged special flood relief musical hall nights for passengers on Pacific cruises. Cruise Director, Mr Billy Mayne, organised the music halls on two ORIANA cruises and collected a total of \$1,064 which was donated to the Lord Mayor of Brisbane's Flood Relief Appeal.



From left, Mary Sewell, Annette Moore, Janise Shingleton, Eve Mass and Penny Kame doing a few "high kicks" on ORIANA in Sydney. The girls appeared in the special Music Hall nights to raise money for Brisbane flood victims.

## Hugh takes pools win in his stride

Winning £192,000 on a football pool has caused no great problem to Hugh Ginley who works as an export packer and fork-lift truck driver with Scott Packing and Warehousing (Scotpac) in Kirkintilloch, Scotland. After a few days in London with his wife when he went to collect the cheque Hugh returned to Scotland and carried on working as if nothing had happened.

Thirty-seven, married and with an 11-year-old daughter, Hugh has worked at Scotpac for just over a year - and he says he proposes to go on working there - £192,000 or not!

## Yacht skippers wanted

News of Captain Bob Mortlock who was in GCD until early last year - he commanded ASKA for three years 1970-73. Bob now has his own business at Bournemouth, selling high-quality (and high-priced!) yachts and motor cruisers.

One of his problems is delivery of craft which he sells mainly in the northern Europe area, and he would like to hear from any certificated deck officer on leave who fancies himself skippering a millionaire's yacht or cruiser on

The Seafarers Education Service distributed just over £350 in prizes in its 1973 competitions for merchant seamen.

In the prizewinners was Second Engineer Officer Arthur Burgess of GCD, who won an award of £15 for a woodcarving.

## Brisbane Flood Disaster Fund

In addition to the funds made available through corporate arrangements and as a result of collection in the Pandor Club, (Wavelength March), a collection in P & O passenger vessels for marine charities resulted in a donation of £500, being sent to Brisbane Wharves and Wooldumping to assist P & O staff hit by the Brisbane flood disaster.

## BSD Cadet Awards

Engineer Cadet John Willis has received the 1973 prize for the best performance nationwide for the Higher National Diploma in Mechanical Production and Aeronautical Engineering. Cadet Willis is currently serving on GAMBADA as an Assistant Engineer Officer.

Engineer Cadet Arnold Carlisle, now serving on MEYNELL as 4th Engineer Officer, received the Institute of Marine Engineers' prize for the best performance during the third year Higher National Diploma, Mechanical Engineering (Marine) Course 1972-73 at Southampton College of Technology.

Engineer Cadet Keith Vernon was awarded the BP Tanker Company science Prize for this work during Phase 1, 2nd Year, 1972-73 at the Southampton College of Technology.

delivery. "The remuneration is good" he told us, "and for those with a great deal of leave it would provide additional cash earned in an interesting way. Of course, there isn't sufficient work to make a comparable living on a regular basis, but I would be glad to register anyone as yacht masters whilst they are on leave."

Anyone interested can contact Captain RSD Mortlock at Southbourne Cliff Marine, Cross Road, Southbourne, Bournemouth.

A similar competition is to be held this year - the closing date is 31 December 1974 - and full details can be obtained from Seafarers Education Service and College of the Sea, Mansbridge House, 207 Balham High Road, London, SW17 7BH.

# SPORT

## Pandor Dart Club



### Crazy Dart Night

A most enjoyable evening was had by all at the Pandor Club's first Crazy Dart Night on Tuesday 26 March, even though competitors had to interrupt their drinking, at periodic intervals, to throw their arrows in the three organised competitions.

Stars of the evening were George Barber (Commissionaires) and Michael O'Flaherty (Bishopsgate Insurance Co Ltd). George Barber won both the singles '101' and Shanghai competitions and Michael

O'Flaherty won the top score in twelve darts (three attempts) event. Having easily scored the highest score of the evening, 351 (average 87.75), at his first throw he proved this was no fluke when scoring 296, the second highest score of the night, on his third attempt.

Mrs Maureen Baker (E & AT) and her husband, Reg, both picked up prizes for third and second places respectively in the singles '101' and concluded their successful evening by winning a bottle of Scotch in the raffle.



The Crazy Darts Night prizewinners. Left to right M O'Flaherty, R Baker, Miss T Foley (who made the presentations), M Ware, Mrs R Baker, G Barber and A Readman.

Singles '101': 1 - G Barber (Commissionaires), 2 - R Baker (Guest), 3 - Mrs M Baker (E & AT).  
Shanghai: 1 - G Barber (Commissionaires), 2 - A Readman (Gray Dawes Westray (Underwriting & Management) Co Ltd), 3

M O'Flaherty (Bishopsgate Insurance Co Ltd)  
Top Score 12 darts: 1 - M O'Flaherty (Bishopsgate Insurance Co Ltd) 351; 2 - A Readman (Gray Dawes Westray (Underwriting & Management) Co Ltd) 289; 3 M Ware (Guest) 279.

A.A.R.

### League

The February results saw league leaders, Anglo Overseas 'A', suffer only their second defeat of the campaign, when they lost 2-1 to Bishopsgate Insurance. In this match the Bishopsgate's captain, P Claridge, scored the second highest finishing score of the season, when he finished with treble 19, double top (97). In the return match, the same evening, Anglo Overseas 'A' gained their revenge by winning 3-0 to maintain a comfortable lead at the top of the table.

### Competitions

In the competitions all the existing holders were knocked out in February. In the singles, holder A Piper (Club Steward) lost his first major singles match for four years when, after winning the first game, he lost 2-1 to C Childs (GHD). A Piper won the competition in 1971 and 1973 (no competition in 1972) and first time entrant C Childs now goes forward to the semi-finals on Grand Final Night. He has, so far, been joined by D Furniss (Print Shop).

In the doubles, holders S Hammond and D Francis (Print Shop) were beaten in the second round by J McLean and G Blands (Airstea Freight), while the ladies' singles holders, Miss E Terry (Gray Dawes Westray) lost to her workmate, Mrs C Hill in the quarter finals.

In the house champions semi-finals, M Deann-Valentine (Print/GHD) beat D

Bridle (Gray Dawes Westray) and J Poole (Anglo Overseas 'B') beat Mrs A Squires (MSD Ladies).

Miss D Aylott and Miss B Wilmin (PD/Typing) won their way through to the ladies doubles final, by eliminating Miss L Raggett and Mrs M Baker (E & AT).

### Summer Competition

As last season, a one game, 1001, straight start, double finish tournament, is again being organized. Closing date is 7.00 pm Tuesday 7 May (Grand Final Night), when the first round draw will be made. Entry list is now on the Pandor Dart Board notice board, or telephone the Secretary. This is, of course, open to P & O Sports and Social Club members only.

### Grand Final and Prize Giving Night

This is being held in the Club room at 6.00 pm on Tuesday 7 May and will consist of semi-finals and finals of the singles and doubles and finals of the ladies singles, ladies doubles, team four and house champions. The enter-on-the-night competitions (open to one guest per member) for singles and pair will also be organized.

### Information

Anyone requiring further information on the Pandor Dart Club should telephon the Secretary, A Readman 01-626 9764/7.