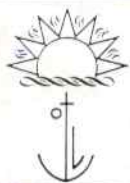
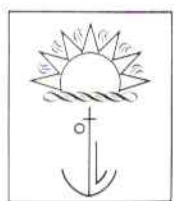


No. 3 SPRING 1961



# About Ourselves





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122 LEADENHALL STREET . LONDON, E.C.3 ● TELEPHONE: AVENUE 8000



# ORIANA

*A PICTURE REPORT ON P & O - ORIENT LINES' LATEST SHIP*





*ORIANA, on trials, attained a mean speed of 30.64 knots over the measured mile under adverse weather conditions.*

That ORIANA is a striking new ship with some fresh and attractive ideas in her design and accommodation will become apparent on perusal of this supplement. Her general external appearance and in particular her broad stern with its extensively glazed passenger decks make ORIANA easily identifiable anywhere.

An inspection of the ship leaves the impression that here the Tourist Class passenger has been given a higher standard of comfort than has so far been achieved previously. Everywhere there is an impression of space—she really looks her forty thousand tons throughout.



*Bow view of ORIANA in dry dock at Falmouth.*



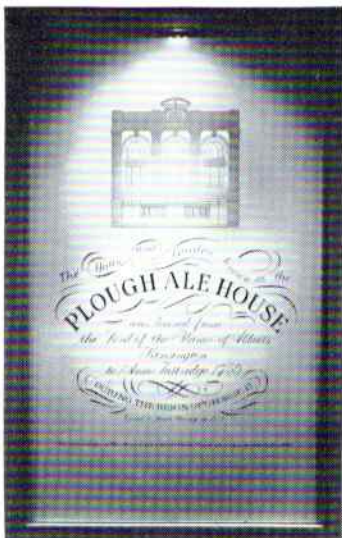
*THE PRINCESS ROOM, named after H.R.H. Princess Alexandra. Here are the Library and writing tables as well as two small areas for card players. The mural is "Landscape of Two Seasons" by John Piper.*



*THE RED CARPET ROOM. An all-purpose room for special parties available to either class. It has television, hi-fi, a projector and a baby grand piano.*

*The STERN GALLERY BAR is on "B" Deck in the Tourist Class. There is a wide sweep of windows looking aft over the sea, with a continuous 80 yard stretch forwards to the Ocean Bar, through the Assembly Room.*





The PLOUGH TAVERN is named after the once-famous "Plough" at Notting Hill in West London. Much of its beautiful engraved and sand-blown glass was saved and is now in the ship.



A section of the TOURIST CLASS RESTAURANT.



This Tourist two-berth cabin is fitted with toilet and shower but can, when required, be converted into a four-berth cabin without these facilities.



SPECIAL SUITE. This is a penthouse high on the Stadium Deck with a double bedroom and bathroom, a dining room, pantry and refrigerator.



The SILVER GRILL. Seats sixty persons and is in fact a "dining out" restaurant.





*The FIRST-CLASS RESTAURANT. The cutlery used on board was specially designed through the agency of the Council of Industrial Design and is made of stainless steel.*



*TOURIST CLASS LIBRARY invites a comfortable corner with a book.*



*A first-class two-berth cabin with toilet and shower.*



*First-class Verandah Cabin.*



*The Children's Room in the First Class. The climbing frame is a novel one.*



*The Captain's Day Room.*



*A two-berth Leading Hands' Cabin.*



*Single Cabin for Leading Hand.*



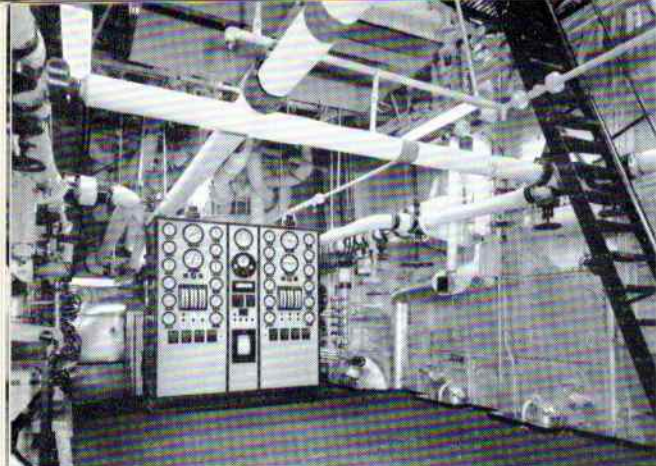
*Smoking Room for Senior Leading Hands.*



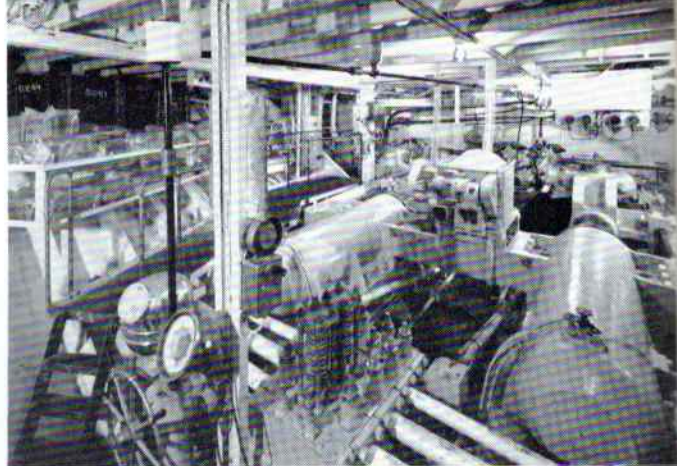
*Smoking Room for the Junior Leading Hands.*



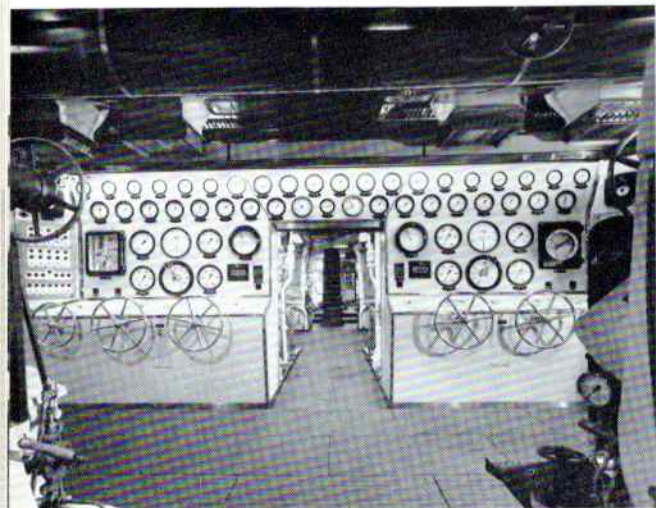
*There are more than a dozen women officers in the Purser's Department on board. Here is one of their cabins.*



*The Boiler Room, looking to starboard, showing the Bailey Automatic Combustion Control Panel for starboard Boilers.*



*Electro Hydraulic Steering Gear.*



*Main Machinery Control Console.*



*Port propeller shafting.*



*Night shot of the First Class Swimming Pool.*

## ***P & O Company of Australia Pty. Ltd.***

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**T**HERE has been announced the formation of the P & O Company of Australia Pty. Ltd., as a wholly-owned subsidiary.

The new Company will have two principal functions. The first will be to oversee the general interests of the P & O group and the Group results in the Australian sphere of the P & O Group as a whole.

The second function of the new Company will be to advise on and to progress any lines of development and investment in Australia itself which may seem appropriate.

The new Company will neither own nor operate ships, the responsibility for ship management and operation, including all matters such as traffic, fares and freight rates, resting with P & O - Orient Lines of Australia Pty. Ltd., and with the representatives in Australia of other shipowning Companies of the Group.

The Company's Head Office will for the present be at Union House, George Street, Sydney, New South Wales.

The members of the Board of the new Company are:—

- JAMES HAY ASHTON (Chairman), *Sydney*;  
 JOHN MADDEN BAILLIEU, *Melbourne*;  
 JOHN DAVID BATES, *Deputy Chairman, P & O - Orient Lines of Australia Pty. Ltd., Sydney*;  
 BEECHER FOGGON, *Director, P & O - Orient Lines of Australia Pty. Ltd., Sydney*;  
 HENRY NORMAN GILES, *Managing Director, Elder, Smith & Co. Ltd., Adelaide*;  
 THOMAS REGINALD GROOM, *F.C.A., Lord Mayor of Brisbane*;  
 WILLIAM EDWARD LEE, *Chairman, Birt & Co. Ltd., Sydney*;

NEVILLE DRAKE PIXLEY, M.B.E., *Chairman, P & O - Orient Lines of Australia Pty. Ltd., Sydney*;

PERCY ERIC TREVELLA, *Union Steam Ship Co. of New Zealand Ltd., Melbourne*.

The Board will thus comprise both the shipping experts representing various Companies in the P & O Group, and prominent Australians unconnected with shipping, but who hold responsible positions in other spheres of Australian life, of whom the Chairman is one. Such a Board will put the P & O Group in a better position to serve Australian interests by maintaining the closest possible contact with all aspects of the Australian economy.

The name P & O is probably chiefly associated in Australia with the P & O - Orient passenger liners, but the P & O Group includes a number of shipping companies serving Australia over a wide range of routes. Apart from the P & O - Orient passenger ships, the P & O, B.I., Federal and New Zealand Shipping Company cargo liners play an important part in the trades between Australia and the United Kingdom, the Continent and North America. B.I. links Australia with India, the Persian Gulf and other middle Eastern countries. Union Steam Ship Company of New Zealand operates between Australia and New Zealand, Tasmania and elsewhere. E. & A. operates between Australia and the Far East. It is a logical development, therefore, of the recent amalgamation of the P & O and Orient administrations in Australia that a strong and representative body should be set up to co-ordinate all the P & O Group interests in the Australian sphere.





#### "Arcadia"

*At Russell, in the Bay of Islands, New Zealand, while "Arcadia" was on a 13-day cruise from Sydney, Brian Bates, 2nd Printer, an enthusiastic fisherman who invariably practices the art at all ports, hooked and after an hour or so, landed a 46-lb. King fish from the well-deck. He was using a line of only 36-lb. breaking strength and caught the fish from the ship after previously unsuccessfully fishing from a hired boat.*

#### "Mantua"

##### Original Tankermen Leave

ON the 3rd of January, 1961, in Willemstad, Curacao, the three ex-*Maloja* officers who had come to *Mantua* to show us how tankers work, left for other appointments in the Company's service. Mr. Snowden, Chief Officer, to take command of our elder sister *Maloja*; Mr. D. W. Sims, Radio Officer, to become Supernumerary 2nd Radio Officer in *Canberra*; and Mr. M. S. Cavaghan to take his Second Mate's ticket.

At 1500 a truck and car arrived to take them and their gear to their hotel, while the crew fell in at the gangway. The three officers emerged from the accommodation and to the strains of "Swanee River" played over the loud hailers, they shook hands and made their final salaams to officers and crew.

As the first "Old Mantuan" climbed into the car

the music changed to "Now is the Hour". The car sped away and those left on the quayside wiped the dust from their eyes and slowly returned aboard feeling a little sad.

Two hours later, when *Mantua* sailed for West Africa, there was feverish activity on board as preparations were made to make our final farewells to our ex-shipmates, who had promised to wait at the fort at the entrance to see us out. We steamed through the cut with our loud hailers playing a selection of Dixieland melodies, which sounded strangely appropriate and as we neared the entrance we were able to discern three figures standing at the base of the port ensign staff; coming abreast the fort they were clearly visible. The port ensign returned our salute and Chris Barber gave a special rendering of a song something to do with the working classes, referring, of course, to Mr. Snowden having obtained a "Captain's" job at last. The crew lined up along the forecastle head and gave three rousing cheers. Officers lining the rails waved vigorously. Two rather attractive young ladies who were also on the battlements helped to return our waves. We were genuinely sorry to lose these three excellent shipmates and we would like to stress that we were waving to them and not to the above-mentioned ladies. In return we like to think that they were returning our waves and not giving their attention to the same ladies.

#### "Oronsay"

There was a small gathering in Chief Steward Wilkinson's cabin in *Oronsay* on Friday 18th November, to wish Chef de Cuisine Arthur Williamson all the best in his future years of retirement which we understand was at the end of the year.

## SHIP NEWS...

### "Coromandel"

The "Coromandel" had an unusual live cargo on a recent voyage from Bangkok to Hong Kong when she carried 187 water buffalo. All survived the voyage safely except one, which on sight of land, dived overboard and made for terra firma on his own.



From left to right: Purser E. C. Grace, Captain R. W. Roberts and Purser J. G. Thorp. Taken in a cabin on board "Orsova" in Sydney.

### "Orsova"

Everyone was very pleased to see Purser Ted Grace "up and about" again when *Orsova* returned to Sydney after the unfortunate set-back he had when in Japan. In a letter he wrote to one of his friends in Sydney prior to arrival at that port he mentioned that he was looking forward to arrival in Sydney again "where the natives were usually friendly"!

### "Ballarat"

About 20 pupils from Barker College, Hornsby (Sydney), visited their "adopted" ship *Ballarat* in Sydney on October 5th. Here Miles Hodge, 14, wears Captain Stansfield's cap as Captain Stansfield shows him how to operate the engineroom telegraph.

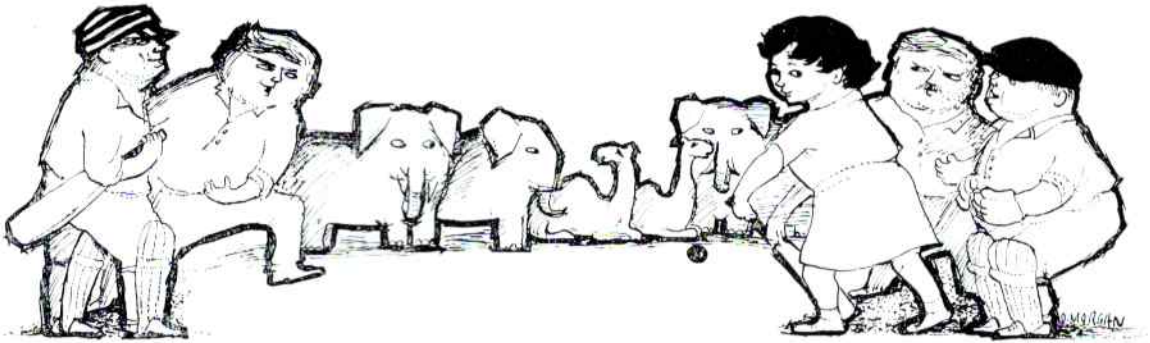


### "Iberia"

When last in Sydney this photo was taken on board, of the *Commodore*, Captain H. P. Mallet, *Commodore*, Chief Engineer S. T. Tilley and the *Company's* Senior Purser, C. E. Bennett. Is this the first time that the three senior officers of each branch have served together in the one ship?







## Village Cricket

By A. S. Hume, Assistant Purser, "Strathnaver"

I THOUGHT that some of your readers might be somewhat disinterested in a few of the irrelevant details of a cricket match as held between the Sydney Office and the *Strathnaver*. The match was arranged for the Sunday and, through the good offices of the Chief Officer, Deputy Purser, Chef, Chief Steward and a host of others, a motor life-boat was arranged to take the party from the ship round to Five Dock where the battle was to be fought. Needless to say, after working like trojans to fill the life-boat with food and cold beer the engine would not work so we all had to go to Five Dock by taxi. On arrival at the cricket ground we were informed that we were too late and had to move to a much inferior pitch, which, to such fanatic cricket experts as us, did not matter one little bit. Then the opposition arrived, all six of them. This was not a sign of contempt for our playing ability, just a sign that somebody had promulgated the wrong date in the Office. Nevertheless we were not deterred.

After the coin was tossed in the air and never recovered, we were put in to bat (I believe that is the expression). M. Fisher, Esq., the supernumerary second something or other, and I, opened for the *Strathnaver*. Well, the way we attacked the bowling we very nearly closed as well. At the end of the first over everybody fielding changed places, but Mr. Orchard, who had only come along as a spectator and was pulled in to play, refused to go down to long leg as there were some elephants doing a Cha-Cha on the boundary, and being a barman, Mr. Orchard said that he did not really like elephants be they pink, brown, black, blue or tartan. In the end he was persuaded, but could not honestly concentrate on his game. Just about this time the

bowlers started to complain about the camels that were sleeping around the boundary lines, but these protestations were ignored. By this time the score was rapidly forging ahead with lots of singles, wides and extras. Unfortunately when J. Fisher, Esq., he is a third one of whatever M. Fisher is a supernumerary second of, and W. Williamson, Esq., a third something, but not the same thing as the two Fishers, were batting, they exchanged caps much to the confusion of the scorers who accorded the first mentioned third the second mentioned third's fours. I hope that makes sense to you—it doesn't to me. By about two o'clock, having had our last batsman dismissed, we declared for the handsome total of 124 and there was a mad helter skelter dash for the cartons of lunch and the odd one or two people forcing themselves to down a cold glass of Foster Lager.

After the luncheon interval play was resumed and, after the first few deliveries, it was blatantly obvious that the opening pair for the Office team had actually played cricket before. I think that it was something to do with the way they were scoring fours all the time. But our demon bowlers eventually mastered them. Instead of bowling wide of the crease as usual, they actually put down a well pitched straight ball and the batsman was so amazed that he could do nought but stand and stare as the circular red leather object hurtled into the wicket and barely managed to dislodge the bails. The other opener was well caught behind the stumps as he drove a dolly catch into the air. The following batsmen then did some powerful straight driving down to midwicket for rather cheeky singles and by the time the fielders were finished overthrowing, for rather cheeky fives

and sixes. As we worked down the batting list fatigue was setting in, and a change of bowling was called for when Miss Hedley, the Children's Hostess, came in to bat. After an absolutely gallant and spirited stand during which a further one run was added to the score, J. Fisher changed back to overarm bowling (a rather caddish trick) and she was unfortunately dismissed. The next person to take up the bat was Miss Oxley, one of our Stewardesses. This somewhat frail, gentle and kindly soul promptly knocked J. Fisher's next ball clean out of the ground, much

to the delight of the crowd. Eventually about 5.30 the match came to an end. As for the scores—well, if anyone could figure out just which side they were playing for they might be able to say "I was on the winning side" but in all fairness it was mutually agreed to call it a draw. And so saying we took our leave and said a fond farewell to the Cha-Cha type elephants and the sleeping camels.

*P.S.—Just in case any reader might be worried about the poor barman and his elephants and camels—we were playing next to the circus.*

### PASSENGER CONFERENCE

The first meeting to be held of Passenger Department Chiefs of P & O – Orient Lines took place in Hong Kong from 5th to 8th January, 1961.

*Standing left to right: Mr. J. Wasko (Honolulu), Mr. P. J. Campbell (Manila), Mr. R. E. Pirani (Wellington), Mr. H. J. M. Church (Singapore), Mr. G. M. Turner (San Francisco), Mr. R. D. Rolt (London), Mr. J. V. Cherry (Bombay), Mr. L. D. Carr (Hong Kong), Mr. C. W. Lawrence (Colombo), Mr. F. M. Walker (Tokyo), Mr. E. D. B. Lusk (Wellington).*

*Seated left to right: Mr. I. W. Geddes (Sydney), Mr. R. L. Evans (London), Mr. W. S. Titus (San Francisco), Mr. G. T. Tagg (Managing Director, Hong Kong), Mr. F. M. Karrasch (Sydney), Mr. A. H. Morris (London), Mr. W. E. Hamilton (Hong Kong).*



## A HUNDRED YEARS AGO

We are not sure whether telegraphic communications enabled a daily movement list to be published one hundred years ago, but if it were possible, it would have looked like this. On retirement in 1958, Captain

J. C. Ablewhite spent some time in compiling, from the Company's Records, complete sailing lists with all mail connections from 1846, together with a voyage-by-voyage history of each of the Company's ships.

## DAILY MOVEMENT LIST 1st JANUARY, 1861

	<b>Peninsular Line</b>		
ALHAMBRA . . .	left S'ton 27 Dec. 2.30 p.m. for Vigo, Oporto and Lisbon	EMEU . . . . .	Bombay to Hong Kong, arrived Whampoa 29 Dec. 4.00 p.m. (U.K. mail of 4 Nov.)
SULTAN . . . .	arrived S'ton from Lisbon 22 Dec. 10.05 a.m. (to lay-up)	GANGES . . . .	arrived Bombay from Hong Kong 22 Dec.
TAGUS . . . . .	arrived S'ton from Lisbon 31 Dec. 10.30 p.m.	MADRAS . . . .	left Bombay for Hong Kong 31 Dec. 9.15 a.m. (U.K. mail of 4 Dec. at Galle)
	<b>Alexandria Line</b>	OTTAWA . . . .	left Hong Kong for Bombay 31 Dec. 2.20 p.m.
CEYLON . . . .	arrived S'ton from Alexandria 31 Dec. 2.30 p.m. (Calcutta and China mail)	PEKIN . . . . .	Hong Kong to Bombay, left Galle 31 Dec. 5.20 p.m.
DELTA . . . . .	laid up S'ton since 26 Nov.		<b>Australia Line</b>
ELLORA . . . .	arrived S'ton from Alexandria 25 Dec. noon (Bombay mail)	BEHAR . . . . .	Galle to Sydney, arrived Sydney 17 Dec. 6.50 a.m. (U.K. mail of 20 Oct.)
INDUS . . . . .	S'ton to Alexandria, left Malta 31 Dec. 1.00 a.m. (Calcutta, China, Australia and Mauritius mail)	JEDDO . . . . .	Sydney to Galle, arrived King George Sound 31 Dec. 9.20 p.m.
MASSILIA . . .	left S'ton for Alexandria 27 Dec. 3.00 p.m. (Bombay mail)	SALSETTE . . . .	left Galle for Sydney 22 Dec. 5.50 p.m. (U.K. mail of 20 Nov.)
PERA . . . . .	leaves S'ton for Alexandria 4 Jan. (Calcutta and China mail)		<b>Mauritius Line</b>
RIPON . . . . .	Alexandria to S'ton. Arrived Malta 31 Dec. 9.40 a.m. (Bombay mail)	NEPAUL . . . .	arrived Suez from Mauritius 25 Dec. 12.40 p.m.
	<b>Mediterranean Line</b>	NORNA . . . . .	arrived Mauritius from Suez 24 Dec. 6.30 a.m. (U.K. mail of 20 Nov.)
EUXINE . . . .	arrived Marseilles from Alexandria 26 Dec. 2.00 a.m.		<b>China and Japan Station</b>
VALETTA . . . .	Marseilles to Alexandria, left Malta 31 Dec. 2.25 p.m.	ADEN . . . . .	arrived Shanghai from Hong Kong 18 Dec. (U.K. mail of 20 Oct.)
VECTIS . . . .	Alexandria to Marseilles, left Malta 31 Dec. 6.05 p.m.	AZOF . . . . .	Foochow to Hong Kong, arrived Amoy 31 Dec. 8.20 a.m.
	<b>Calcutta Line</b>	CADIZ . . . . .	left Hong Kong for Shanghai and Japan 29 Dec. 9.20 a.m. (U.K. mail of 4 Nov.)
BENGAL . . . .	Suez to Calcutta, left Aden 25 Dec. 10.12 p.m. (U.K. mail of 4 Dec.)	CHUSAN . . . .	laid up Hong Kong since 30 Nov. (trooping N.E. China)
COLOMBO . . . .	Calcutta to Suez, left Galle 31 Dec. 7.55 p.m.	FORMOSA . . . .	arrived Hong Kong from Shanghai 26 Dec. 5.00 p.m.
CANDIA . . . .	at Suez since 1 Nov. (broken shaft), sails 4 Jan. (U.K. mail of 20 Dec.)	MANILLA . . . .	Hong Kong to Foochow, arrived Amoy 31 Dec. 1.05 p.m. (U.K. mail of 4 Nov.)
MALTA . . . . .	Calcutta to Suez, left Aden 27 Dec. midnight	RAJAH . . . . .	Foochow to Hong Kong, arrived Macao 29 Dec. 12.50 p.m.
NEMESIS . . . .	arrived Calcutta from Suez 14 Dec. (U.K. mail of 4 Nov.)	GRANADA, SHANGHAI	Trooping N.E. China, capture of Taku Forts by Anglo-French Force and occupation of Tientsin and Peking
NUBIA . . . . .	arrived Calcutta from Suez 29 Dec. (U.K. mail of 20 Nov.)		<b>Miscellaneous</b>
SIMLA . . . . .	at Calcutta since 26 Sept. (refit)	ORIENTAL . . . .	at Hong Kong since 14 May
SINGAPORE . . .	arrived Calcutta from Suez 27 Dec. (U.K. mail of 12 Nov.) EXTRA SAILING	POTTINGER . . . .	at Suez since 26 Nov.
	<b>China Line</b>	HINDOSTAN . . .	at Calcutta since 19 June
COLUMBIAN . . .	Calcutta to Hong Kong, left Penang 31 Dec. 3.40 p.m. EXTRA SAILING	UNION . . . . .	employed in the building of lighthouses on Ashrafi and Daedalus Reefs (Red Sea)
CHINA . . . . .	Bombay to Hong Kong, arrived Singapore 31 Dec. 6.55 p.m. (U.K. mail of 20 Nov.)		<b>Building</b>
		MOOLTAN . . . .	



Artists impression of the "Cathay" 13,922 tons ex "Baudouinville"

## BELGIAN LINERS ACQUIRED "CATHAY" and "CHITRAL"

Many of us must have given anxious thought to our Far East Service of recent years, for the *Carthage* and *Corfu* were getting on in years and replacements were extremely costly. How would the Company deal with the matter?

We were all, therefore, delighted to read that we had acquired two liners of about the same tonnage from the Compagnie Maritime Belge for the Far East Service. As our illustrations show, they are smart looking, modern ships of about  $17\frac{1}{2}$  knots, a good cargo capacity, and able to carry 209 adults and 26 children in one class.

The first to reach us will be the *Jadotville*, to be re-named *Chitral*, and about a month later the *Baudouinville* which will bear a well-known P & O name in *Cathay*.

Little alteration will be necessary and the *Chitral* was expected to leave London on 28th February, and Southampton on 2nd March on her first P & O - Orient voyage to the Far East. Captain G. Randall from the *Carthage* will command *Chitral*.

"Chitral" 13,790 tons ex "Jadotville"



THE VERANDAH CAFÉ



THE OCEAN ROOM



THE RESTAURANT



THE SMOKING ROOM  
THE BAR CAN JUST BE  
SEEN ON THE LEFT



# RUSSIAN INTERLUDE

BY H. N. SUNDERCOMBE

THE Australian indulgence in beach picnics is, of course, a national characteristic. Have you ever wondered what it would be like to go to a Russian one? This, and other strange experiences, came my way a month or two ago when I was signed on the Articles of the *Nyanza* for the purpose of studying the discharge of a consignment of Australian wool at a Russian port which, at that stage, was Leningrad.

It began when I called at the Soviet Consulate in London, three days prior to sailing, to see if I could obtain a visa to enable me to go ashore in the U.S.S.R. The Consulate, situated off a famous avenue known as "Millionaire's Row" has, in spite of an austere exterior, a certain air of old-world elegance inside. My first surprise came when, within only half-an-hour, I was furnished with a most impressive looking visa which entitled me to visit Leningrad and Moscow and to remain in the U.S.S.R. for a period of ten days. I was dealt with by a well-dressed Russian man who spoke perfect English. He finally shook hands, wished me luck in the U.S.S.R. and added that I might take as many cameras as I wished.

The ship called at Hamburg briefly, to discharge, and it was there that we learned that owing to congestion at Leningrad the vessel was to proceed instead to a place called Klaipeda.

The passage through the Kiel Canal up to the Baltic Sea is indeed lovely. It is rather like driving slowly down an English country lane. Everything is so green and colourful and very clean. Even the industrial city of Kiel, a major target during the last war, looked immaculate from the ship.

In the Baltic Sea we were soon in the company of Russian merchant vessels and it seemed rather strange to see the Red flag with the Hammer and Sickle flying at the foremast of the *Nyanza*.

Klaipeda, Republic of Lithuania, a state of the U.S.S.R. was formerly known as Memel. It is 700

years old and has come through some hard times. It has changed hands on numerous occasions. The Germans occupied it for many years but they were finally ousted by the Russians in 1945, not, however, before they had blown up and destroyed everything worthwhile. Today much evidence of this destruction is still painfully apparent, although it is slowly being rebuilt. A very fine war memorial commemorating the battle of 1945 stands in a square in the town.

The town itself is far from attractive, the houses being grey, uninteresting, and of a kind of "block house" architecture. Many buildings are in a state of dilapidation and some are still pitted with the marks of machine gun bullets.

There are plenty of shops in the cobble-stoned streets but, with a few exceptions, there is little worthwhile to buy and most things are expensive at the rate of exchange which we enjoyed. One of the exceptions is amber, for which the place is evidently quite famous. It is made up into attractive brooches, earrings, necklaces, etc. A very worthwhile purchase is postage stamps which are varied and very colourful. Stamp collecting is a popular hobby with the people. The great difficulty about shopping is the language as very few people understand English, and no words meaning the same thing in their language are anything like those in ours.

One day I went shopping with Captain Norman Apps, who was anxious to obtain some gramophone records of typically Russian music. When we eventually made ourselves understood, the shop-keeper put a record on for us to hear. It was "Auld Lang Syne" in Russian! However, the Captain got what he wanted in the end, as Inflat, the shipping agency, came to the rescue with a good selection.

There appeared to be an abundance of food and drink. One rather curious sight was the little vehicles, like small petrol tankers, which were to be seen

everywhere in the streets dispensing a drink, made from black bread, which looked and tasted rather like beer, but is non-alcoholic. The people queued up for this beverage either to drink it on the spot or take it away in pails.

The civilian people were friendly and quite prepared to talk to us. They regarded all of us, particularly the Indian crew, with a great deal of curiosity. The women seemed particularly fascinated by the shoes worn by the wives of the officers, several of whom were on board.

The people, with few exceptions, dress in a very drab fashion, and whilst many of them look poverty stricken, nevertheless seem quite contented.

Women in Russian ports do much of the crane driving on the wharves and they also do the tallying of cargo, and I noticed a group of them doing pick and shovel work on the railway.

After the arrival formalities had been carried out, we were given passes to enable us to go ashore and visit the town. These passes were valid only until midnight each day. Shortly afterwards a well-dressed young Russian woman came on board. Speaking perfect English, she represented the International Seamen's Club. This little club proved to be most useful and was frequently visited by all and sundry. There it was possible to change money. Lenin graced its walls, and whilst there was a considerable amount of Soviet literature, there were also some of the English classics. The club appeared to be run by three young Russian women, only one of whom spoke English. They all dressed quite smartly, wearing silk stockings and make-up.

A party of ten of us, including all the officers' wives and children, were invited to go to a Russian circus. This really was an excellent show, the acts being second to none. It was there that I discovered that to be a success with the children, one merely had to have a few English pennies in one's pocket. I happened to give one to a little girl sitting next to me, and afterwards she must have got the "bush telegraph" working, because I felt like the Pied Piper, being followed down the street by about twenty children all seeking coins—not because they wanted charity—but offering their own coins in exchange. I must say I was most impressed by the children everywhere—the little boys being well behaved and the girls attractive and shy.

On another occasion, we attended a Russian film show. We could not, of course, understand the language but the story was easy to follow. It was, in fact, the "Eternal Triangle". The production was very good and the acting excellent.

One day they organised a beach picnic for as many people from the ship as cared to go. We packed some lunch and were taken by motor coach to a beautiful beach about 7 miles from the harbour, on the Baltic Sea.

In contrast to the dreary town, the countryside, which is heavily wooded, is almost English in its beauty. On the way to the beach we walked through a magnificent camp. This camp is for children and they spend three months of the year there. The accent seemed to be on sport,

Sitting on the beach I thought with astonishment that it was hardly believable that this was a beach picnic behind the Iron Curtain. It was no different from any of the countless such outings I have had in Australia. Watching the three young Russian women who, incidentally, wore smart two-piece bathing suits, it was noticeable that their behaviour—sunbathing, etc.—was exactly the same as that of any Western girl. Basically there is little difference between these people and ourselves. It is only in political opinion that we are so violently opposed.

All this entertainment was absolutely free. We had great difficulty in persuading the people at the Club to accept small gifts or souvenirs. In an effort to reciprocate some of this hospitality we invited the three young women to lunch on board. Two of them came. Russian women, by the way, do not appear to smoke, and these two drank only lemonade.

At the end, the English-speaking girl asked me if we had enjoyed our stay and when I replied that we had done so very much, she asked if I would like to return. I said "Maybe" and she replied "Then you must drop a coin into the ocean when you leave and one day you will return to the Soviet Union".

I do not know how many, if any, coins were tossed into the Baltic Sea from the *Nyanza*!

The *Nyanza* was, in fact, the first B.I. ship on record ever to call at Klaipeda and thus made a little bit of Company history on this voyage.

Finally, perhaps, by this visit, the vessel has made a small contribution towards international goodwill in a troubled world.





FIRST PRIZE of £15 in the Black and White photographic competition has been awarded to the above photograph "Afternoon Tide" by J. D. Goss (Brisbane).



THIRD PRIZE of £5 goes to "Power and Light" by Miss P. Hudson (Officers' Department).

## ..... **Photographic Competition, 1960 Results**

We had a very large number of entries for this Competition, both coloured and in black and white, from all parts of the world.

The Committee which judged this competition had a most difficult task with such a wide selection to consider. Our expert, Mr. K. E. Morris of Marine Photo Service in Colchester says, in his report:—

“Mr. J. D. Goss should indeed be very proud of his photograph ‘Afternoon Tide’, which won the first prize, for in my mind it is certainly of impressive quality having an excellent high key, but more than this, the composition is so good, for me at least, it tells a definite story of bright new horizons for two young people after emigrating to the new world.

“The photograph which carried the second prize, ‘Impressionable Remark’, once again tells a story, for who would not like to know what the remark was? In his photograph Mr. B. E. C. Martin has obtained

an excellent tone rendering, from the lighting of his subject and careful thought in processing, thus obtaining an even, bright picture.

“Lastly, Miss Hudson’s photograph which won the third prize. An impressive photograph, illustrating the clever way in which she has achieved keeping detail in the shadows and yet not burning up the highlights.

“In conclusion, I can only add that I was most impressed with all the photographs submitted, for they all showed an extremely high degree of skill both in technical reproduction and subject matter.”

We congratulate the winners on their success, and cheques will be forwarded to them on publication of this number.

To the others we say thank you for your efforts. Perhaps next time that wonderful picture which we all take at times will be available for submission.

SECOND PRIZE of £10 in the competition was “Impressionable Remark” by B. E. C. Martin.





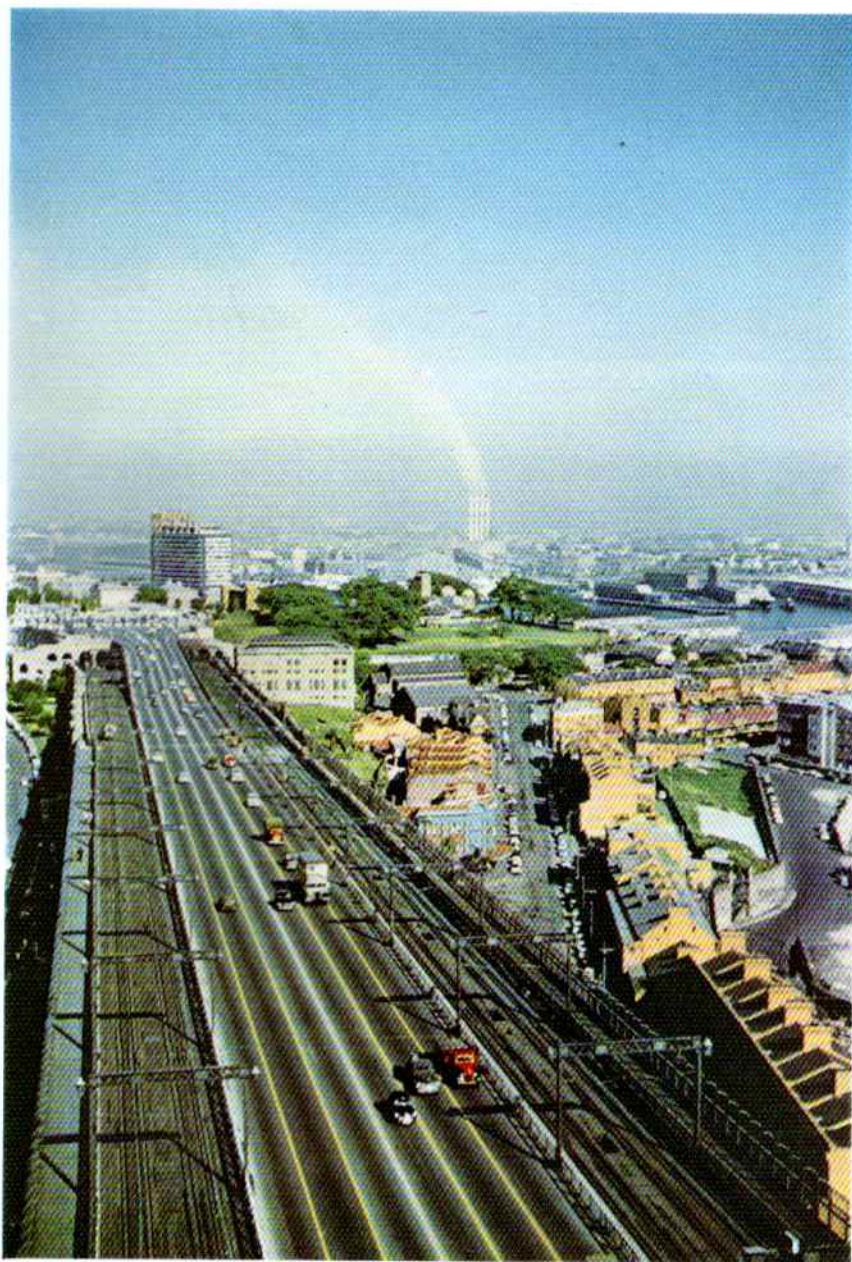
*FIRST PRIZE of £15 went to F. B. GARDNER, Export Freight Department, for his "Keep the Home Fires Burning".*

*THIRD PRIZE of £5 went to Miss JOAN DUNN of Brisbane for her "Fisherman's Retreat".*



## **... Colour Section**

*SECOND PRIZE of £10 went to Cadet R. A. ROBERTS  
for his "Path of Progress".*





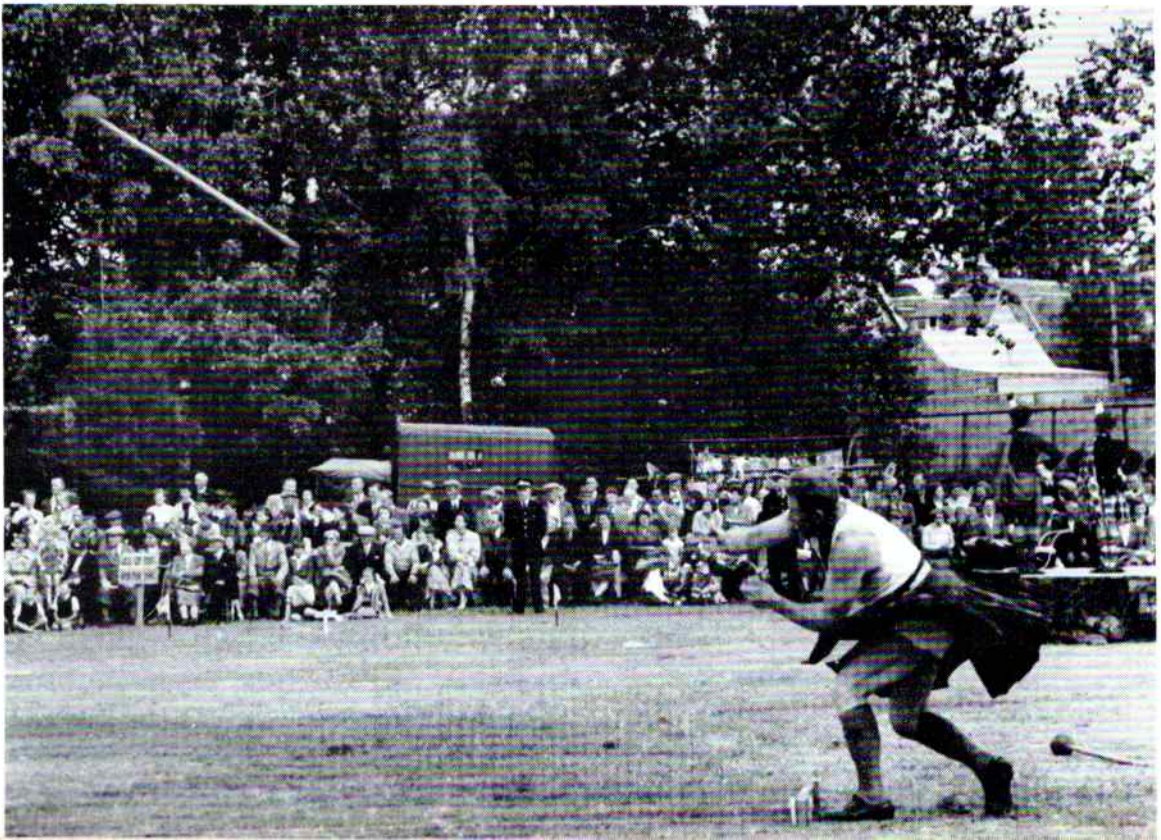
"Norma" by G. A. Oddy, (Export Freight Department).



"Anchorage" by H. F. Theobald (Cargo Claims).

## *..... Recommended Photographs*

"Scotland the Brave" by F. B. Gardener (Export Freight Department).

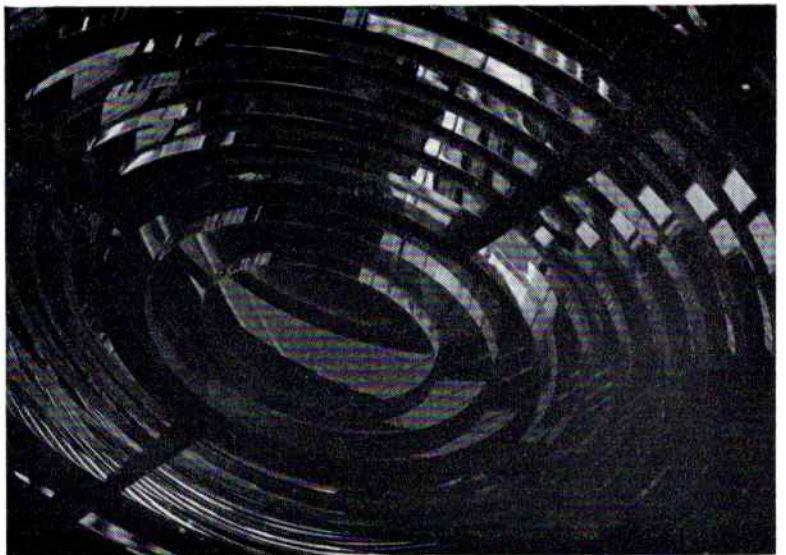




"In the News" by B. E. C. Martin (Accounts Department, West End).



"Flamenco" by J. W. Henshall (San Francisco).



"The Lizards Eye" by P. A. Washington (s.s. Singapore).



*At Grosvenor  
House—  
Sir Donald and  
Lady Anderson  
with Sir  
Austin and  
Lady Anderson*



### **STAFF DINNER AND DANCE AT GROSVENOR HOUSE**

When the Management decided to celebrate the union of the P & O and Orient Companies by means of a Staff Dinner and Dance, to which wives would also be invited, they felt it would present an ideal opportunity for all of us to meet each other. And how right they were!

This celebration at Grosvenor House on 6th January was outstandingly successful and over a thousand guests really enjoyed themselves. An excellent dinner, followed by dancing, including some eightsome reels, made for a joyful evening.

Sir Donald and Lady Anderson and Sir Austin and Lady Anderson received the guests, and it was pleasant to note such a large number of our Directors there, with their ladies.

Our congratulations to the organisers of this occasion.



*Sir Donald and  
Lady Anderson  
welcoming  
Capt. Sargeant  
(Marine Supt.  
Orient Line)*



*A happy group  
at Grosvenor  
House*



## PANDOR CLUB

### RUGBY FOOTBALL

Four matches have been played by this Club, all of which have been lost by varying margins. Our opponents have been the P.L.A., the Baltic, Lloyds' and the B.I.S.N. Company.

Despite the size of the scores against us in certain instances, both sides appear to have enjoyed themselves and our opponents have been happy to agree to further fixtures for next year.

A further game against B.I.S.N. Company is being arranged for this Season and another fixture against the second XV of the Royal Naval College, Greenwich has been arranged for next Season.



Following the great success of the Officers' and Cadets' Cricket Tour of H.M.S. "Worcester", The Nautical College, Pangbourne and Southampton University, a similar team visited H.M.S. "Conway", for what is hoped will be an annual Rugger Match. The score went overwhelmingly against us 42 points to nil.

**OFFICERS v. H.M.S. "CONWAY"**—The Team comprised of Officers and Cadets assembled in the main entrance of '122' on Tuesday, 15th November. Hope was very high, morale was excellent, size was enormous and the weather fine.

This was a touring side, the first of its kind, the team was about to attack the stronghold of college rugger, H.M.S. "Conway".

After a happy journey to North Wales, a fine welcome from the Officers of the College, a good night's rest, and a good breakfast, the team was further encouraged when during the morning practice everything seemed to be 'set fair'.

Once on the actual pitch, however, the dreadful truth was revealed in the first murderous three-quarter movement. The "Conway" team showed machine-like efficiency, combined with tremendous speed, and carved our three-quarter line like a knife through butter.

Although the score attained tremendous proportions—42 points to nil, there was never once the suggestion that the team had given up the struggle or had lost its determination. In fact, the scrum was beginning to get on top towards the end, but the ruthless three-quarter movements pierced our line time and time again.

A defeat, a large defeat, yes! but never let it be said a failure.

The tour proved to be a most happy and memorable event, and with the provision that this match is played next year as "Conway's" first match of the season—I think we can still live in hope.

L.D.S.



### SWIMMING

At this time of year, very little activity is shown in this branch of sport, but now is the time to start thinking about the summer. If you feel like a limbering-up swim on a Monday night, there is a choice of two venues. The Y.W.C.A. bath in Great Russell St. (behind the Dominion Theatre in Tottenham Court Road) is available for Pandor Club members from 5.30 to 6.30 p.m., and the Mile End Bath (adjoining Stepney Green Station) is hired by the London Shipping Amateur Swimming Association—hereinafter called the L.S.A.S.A.—from 6.15 to 7.15 p.m. for the remainder of the winter season which ends on 24th April. In May the summer season will start when the Y.W.C.A. bath will continue as the Pandor Club Swimming H.Q., and the L.S.A.S.A. bath will be Seymour Hall, Marylebone, from 7.0 to 8.0 p.m. on Thursdays.

The P & O—Orient Lines are a major power in the world of shipping, so in swimming we should be able to make our presence felt, and strongly, in the Inter-Shipping League during the early part of the season, and even more so in the Annual Gala which is held in the middle of September. All members of the Pandor Club who would be interested in a little competitive swimming are earnestly asked to contact R. B. Holroyde (Pay Dept.) NOW. The standard of swimming is not high, so you will not be expected to perform in anything like the class you may see on T.V. All others who enjoy a spot of sport in the water will be equally welcome at the baths. If you can't swim but would like to learn, Mr. Reg. Brickett, who is a fully-qualified instructor and attends L.S.A.S.A. club nights in the summer season, will quickly show you the easiest way.

R.B.H.

### GOLF

The return of questionnaire forms for Pandor Club activities shows that no less than 40 people are interested and this despite the fact that some of the regular golfers have forgotten to return their forms. Within the next few weeks another questionnaire will be sent out to distinguish the active golfers from the academically interested. It should, perhaps, be pointed out that the Golf Section of the Club cannot undertake to teach the game. One lady rang me recently with such a request and can be forgiven for not knowing that it would be a case of "the blind leading the blind!"

Two dates for golfers to note are Friday, 21st April, when the Club will play what it is hoped will be an annual match with Gray Dawes & Co. Ltd. at Kingswood in Surrey, and Wednesday, 10th May, the Spring meeting of the London Shipowners' Golfing Society at Walton Heath. Orient Golfers have reached the final twice in the last three years of the Harmer Cup competition, and it is hoped that this year the combined strength of P & O and Orient will be sufficient to wrest the cup from the apparently permanent hold of the New Zealand Shipping Company.

L.K.

### ATHLETICS

Once again, the summer Athletics season is approaching and this year promises to be a particularly successful

one since several of our new members are regular Club athletes.

An informal meeting will be arranged towards the end of March to discuss our usual training programme which will begin, immediately after the commencement of British Summer Time, on Tuesday and Thursday evenings at the Ladywell Track.

The London Shipping Athletic Association's Summer Meeting will be held at Motspur Park on Monday, 12th and Thursday, 15th June, so will all our athletes please bear these dates in mind when arranging their annual leave. The Association's Chairman informs me that on the results of this Meeting, an Association Team will be matched against Wimbledon Athletics Club on Wednesday, 28th June at Wimbledon and that there is the possibility of an Association Team going to Belgium for a match against a similar shipping team from Antwerp.

We take this opportunity of congratulating Mr. W. M. L. Escombe, C.B.E., D.S.O., Chairman of our associated brokers, on his election to the Presidency of the London Shipping Athletics Association for this year.  
*R.B.*

#### MOTOR CLUB

No activities have yet taken place, nor has the Club been on the road, but spade-work has been going on, and we now have a membership of 141, made up from: City 63, West End 37, Tilbury 23, K.G. V 13, Sea Staff 3, Retired Staff 2.

There are several members of the former Motor Clubs who have not joined, and we hope they, and many new members, will do so in the near future. The ownership or use of a vehicle are not essential, social members usually being able to find a seat in someone else's car, especially if interested in navigation, which is not everybody's choice.

When the clocks change with summer time we hope to make a start with a Treasure Hunt and Rally, most likely in the South-east area. Details will be sent out as soon as possible.

More than half of the members have said they would like to have a Club badge, and the Secretary (G. E. H. Roots at West End) will be pleased to receive suggested designs.  
*G.E.H.R.*

#### *Outing to B.P. Oil Refinery*

On the 11th December, 1960, twenty-two members of the Motor Club visited the B.P.'s Kent Refinery on the Isle of Grain near Rochester.

In all, some 150 people took part in the rally including two cars from a Russian Delegation that was visiting Great Britain.

We assembled at the "Black Prince", Bexley for coffee and then proceeded in convoy to the Refinery where we arrived at approximately 11.15 a.m. Coaches were waiting, together with a guide, to take us round the Refinery.

The visit proved very interesting especially when one realised the different grades of fuel there are available.

After the tour we were entertained most nobly to cocktails and a four-course luncheon. After lunch there was a film show, of a documentary nature.

This almost concluded the tour but before we left the Refinery every car was topped up with whatever grade of petrol was required and we were also given one gallon of Visco Static Oil, a tin of Lighter Fuel, and a tin of Domestic Oil.

Feeling very pleased with ourselves we left the Refinery and whether it was the lunch or the petrol it is difficult to say, but everyone of us I think, felt that the cars ran better after leaving the Refinery than before.

Our grateful thanks are due to the B.P. Motor Club for this very generous invitation.

#### HORTICULTURAL SOCIETY

Under the enthusiastic leadership of Mr. Keith Reynolds (Assistant Manager), a new branch of the Pandor Club has come into being in the form of a Horticultural Society. Mr. C. W. Aston (himself no mean exponent of the horticultural art) has kindly consented to serve as President.

Mr. Reynolds has been elected Chairman and other officers appointed are:

<i>Show Committee</i>	<i>Trading Committee</i>
Capt. Peters	Mr. King
Miss Bates	Mr. Carter
Mr. Veness	Mr. Eastwood
Miss Norman	Mr. Maclean
 <i>General Advisory Committee</i>	
Mr. Grogan	
Mr. Lewis (Treasurer)	
Mr. Bugg	

A start has been made in a bulk order of seeds, etc. and due to good support, the mutual benefit of a 25% discount on prices has been secured. It is hoped to make similar arrangements for bulbs.

Another immediate objective is to make plans for an autumn show. Details will be made known in due course.

Needless to say, all members of P & O - Orient staff are warmly welcome to take part in these activities and Committee Members will be very pleased to give all possible information. Ideas for development will be gratefully received for consideration.

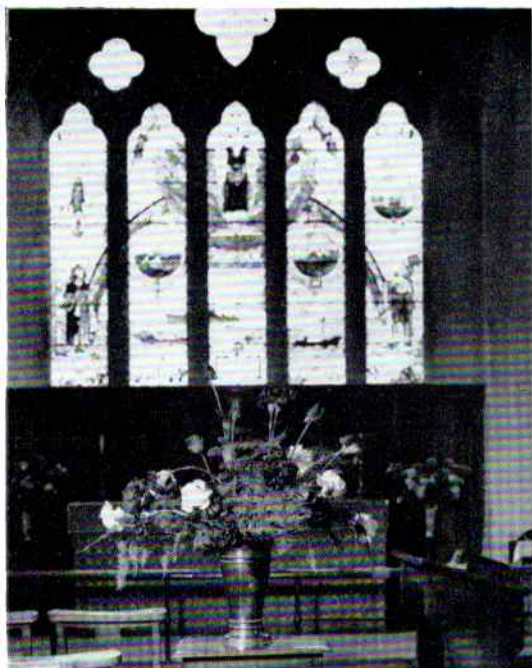
The Society hopes to be of benefit to both experienced and to inexperienced gardeners, and looks forward to increasing the social atmosphere of the Pandor Club.  
*L.G.L.*

#### DRAMATIC SOCIETY

We hear that the next production is to be held at the Guildhall School of Music and Drama on 4th and 5th May, 1961. It will be a thriller—"Something to Hide"—by Leslie Sands.

#### CRICKET

We hear as we go to press that the Annual P & O and B.I. match with the Ministry of Transport will take place on Saturday, 8th July, 1961, at the Maori Club Ground.



In the Church of St. Mary at Southampton, there is, as our readers will be aware (*About Ourselves*, p. 249, Vol. IV) a window dedicated to seamen.

In front of the altar there has been placed, by Mrs. Nicoll, widow of Chief Engineer W. P. (Bill) Nicoll of the P & O who died on 3rd April, 1960, a vase to his memory. The vase bears an inscription to this effect ending with the words: "His ashes given to the sea he served so well."



#### **The Bland Line**

Many will remember the Bland Line which for many years formed the connecting link between Gibraltar and Tangier and on which generations of P & O passengers sailed across the Straits.

This year the Bland Line celebrates its centenary and its associated Shipping Agency, M. H. Bland & Company, is 150 years old. It has been, since 1891, in the hands of the Gaggero family, and its chief is now Sir George Gaggero, O.B.E.

One famous P & O ship at least was sold to this line, the *Isis* which became the *Gibel Sarsar*. She was broken up in 1926.



#### **1961 Cruising Programme**

In 1961 for the first time, P & O and Orient liners will participate in a combined cruising programme, resulting in the largest summer cruising programme

## We Hear That

to be operated from the United Kingdom by a British line.

There are no fewer than 22 cruises during the year starting with a special Easter cruise on 30th March. The programme includes cruises to Caribbean and Russian ports, the first time these ports have been visited by P & O—Orient vessels since the war. Alexandria and Beirut are once again included in the programme.

During 1961, seven vessels will be engaged in cruising—Iberia, *Arcadia*, *Chusan*, *Strathmore*, *Stratheden*, *Orcades* and *Oronsay*, ranging from eleven to twenty-three days.

The second cruise of the season is, perhaps, the most ambitious. On 26th May, *Arcadia* will sail from London for a 23-day 9,000 mile cruise to the West Indies; her itinerary is Teneriffe, Trinidad, Martinique (Fort de France) and Lisbon. *Oronsay* on 15th July, on a voyage of 20 days, will visit the Black Sea port of Odessa, calling also at Malta, Istanbul, Palermo and Lisbon. *Strathmore* 5th August, on a cruise of 13 days, will sail to Leningrad, calling at Copenhagen outward and Stockholm homeward.

All the popular Mediterranean ports are again fully catered for, and additionally St. Vincent, in the South Atlantic, Madeira, Casablanca, Rhodes, Athens, Beirut, Dubrovnik and Alexandria.



#### **The R.N.V.R. Club**

We have been asked to make it known that amongst those eligible for membership of this Club are ex-cadets of *Worcester*, *Conway* and *Pangbourne* and of the School of Navigation, Southampton University, who have at some time obtained the Board of Trade's Second Mate's Certificate of Competency. Serving and retired officers of the Royal Naval Reserve are, of course, entitled to full membership.

Those who would like to enjoy the advantages of a West-end club at reasonable rates (3 guineas subscription for London members and one guinea for country members) may, therefore, do so. The Club has a membership of 10,000 which includes serving or retired R.N.R. officers, many belonging to the great liner companies.

**The "Sametrick"**

The Liberty-type steamer *Elstree Grange* (ex-*Sametrick*, 10,940 tons deadweight) built Baltimore, 1944, sold by Houlders to Polska Zegluga Morska, Szczecin and renamed *Kopalnia Miechowice*. So continues another chapter in the life of a ship that wore the P & O flag over a number of years. Her last P & O commander was Captain Cummings, although she had been under the command for some time previously of Captain Last.

**H.M.S. Warrior**

H.M.S. *Warrior* launched one hundred years ago, as the first all-iron warship of the Royal Navy, is still in use as a hulk at Pembroke Dock. It reminds us of our own iron steamer *Himalaya* built in 1853 which was still in service as a hulk at Portland when sunk by a bomb in 1940. There is no doubt of the stoutness of construction of these old cast iron vessels of a century ago.

**P & O Canberra Award Winners—1961**

Two girls are among the 1961 winners of the P & O *Canberra* Award for the best Young Farmer in each Australian State. They left Australia on 6th January, on *Orion*, and arrived in the United Kingdom on 12th February, 1961, for a six months' tour.

The winners are: GRAHAM BLIGHT 21, of "Kingston" Stanbridge, near Leeton, New South Wales; RONALD WILLIAM JOHNSON 25, of Hunter, Victoria; HAZEL HARRIS 24, of "Lemon Tree", Millmerran, Queensland; KIMBALL STANLEY KELLY 21, of "Merrindie", Tarlee, South Australia; ALISON RUDDUCK 22, of "Koobabbie", Coorow, Western Australia; and JOHN BENNETT 20, of "Eddington", Elizabeth Town, Tasmania.

The 1961 winners of this award are the third group of Australian Young Farmers to be invited by P & O to the United Kingdom for a study of the principal farming methods in this country. The tour is being arranged in conjunction with the National Federation of Young Farmers' Clubs and the Scottish Association of Young Farmers' Clubs.

On their return to Australia, the Young Farmers will compete for the P & O *Canberra* Scholarship, worth £A1,000, which will provide for a course at a University, Agricultural or Technical College, or a cash grant of £A750.

**Association of P & O - Orient  
ex Sea Staff Officers**

Towards the end of 1959 some ex-P & O Officers thought it would be a good idea to arrange a get-together with others of their colleagues who are

now ashore. Word passed round as far as possible, with the result that 28 ex-P & O Sea Staff Officers met in London one evening in January, 1960, for dinner at Verreys. The evening was such a success that it was decided to try to make it an annual event. A second dinner was held at Verreys on January 21st last and in the intervening year word had spread still further. Now 108 ex-Officers say they are very interested in the idea of an annual meeting and 62 were able to attend the dinner. At this second meeting it was proposed that the idea should be taken a step further and that an Association of P & O - Orient Ex-Sea Staff Officers should be formed, this being the title suggested by Mr. Malcolm Millar. The proposal was carried unanimously. A committee was elected to launch this Association and it would be very glad to hear from any ex-Officer who is interested. Perhaps Officers who are still at sea would help by mentioning the Association to their friends who are now ashore. All enquiries should be addressed to:—Mr. D. Quin Conroy, 3 Roseheath, Hemel Hempstead, Herts., England.

**Daily Express**

The Strip Cartoons in the *Daily Express* describing the adventures of "Four D. Jones" by Maddocks are causing much amusement here. This individual with a motley pirate crew tries to capture a brand new liner *Orianana* and succeeds in boarding her, to the delight of the passengers. But the liner's captain, tough and stern, orders them off, uses a side propeller to move his ship to starboard and so crushes to matchwood the little wooden vessel alongside. (See opposite page).

Then he orders the invaders to leave in an old lifeboat he places at their disposal and casts them adrift. What an old lifeboat was doing on the *Orianana* we are not told! The would-be pirates reach a desert island safely, as we go to press.

**Ordination**

A former Assistant Purser Philip Saywell was ordained priest in St. Paul's Cathedral in December, 1960. He is now a curate at Stepney Parish Church which is known as The Church of the High Seas.

Mr. Saywell served in several Orient ships including the old *Otranto*.



The six state winners of the 1961 P & O Canberra Award arrived in "Orion" in February. Our photograph shows them, reading left to right, on arrival at Tilbury:— John Bennett, of Elizabeth Town, Tasmania, Deloraine Junior Farmers' Club; Kimball Kelly, of Tarlee, S.A., Tarlee Rural Youth Club; Hazel Harris, of Millmerran, Queensland, Millmerran Junior Farmers' Club; Captain R. J. Craddock, O.B.E., of "Orion"; Alison Rudduck, of Coorow, W.A., Coorow Junior Farmers' Club; Ronald Johnson, of Hunter, Victoria, Elmore Young Farmers' Club; Graham Blight, of Stanbridge, N.S.W., Stanbridge Junior Farmers' Club.

#### AUSTRALIAN YOUNG FARMERS 1961.

On February 14th a reception for them was held in the Board Room at '122', where the High Commissioner for Australia, his deputy and the Agent Generals, as well as press and agricultural representatives, had an opportunity of meeting these young Australians. P & O—Orient Lines directors, management and staff also enjoyed a chance of talking to the new arrivals. At the buffet luncheon Sir Donald Anderson, the Chairman, bade them welcome to Britain and Ronald Johnson replied for his fellow farmers in an excellent little speech.

#### "ABOUT OURSELVES" COPIES FOR NEXT OF KIN.

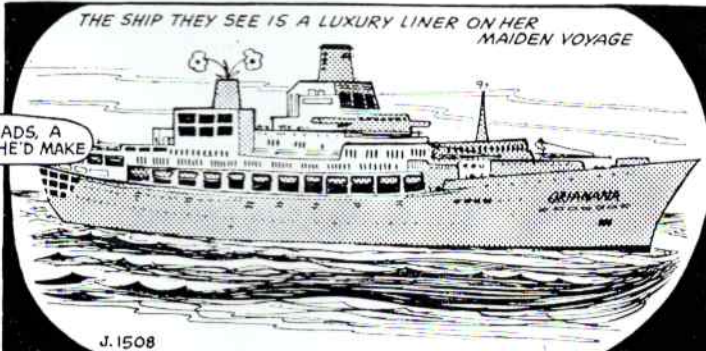
It has been our practice for the past two or three years to send a copy of the Staff Journal to the next of kin of officers and leading hands. This results in practical difficulties in distribution especially with frequent changes of address and it has been decided, therefore, commencing with the autumn issue, that it will be more appropriate to send copies only when requested.

If, therefore, officers and leading hands who would like this practice continued would advise us, giving the addresses, we shall be happy to send "About Ourselves" to their next of kin.

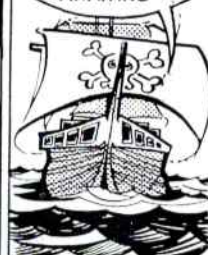
#### Four D. Jones BY MADDOCKS



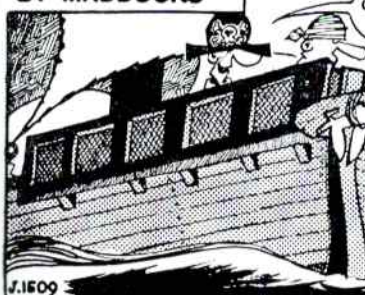
THE PIRATES  
DIVERT THEIR  
INTERESTS  
FROM KEEL-  
HAULING TO  
OTHER SPORT



BRING HER ROUND,  
LADS, PREPARE TO  
BOARD. THERE'S  
WOMEN AN' GOLD  
AWAITING



#### Four D. Jones BY MADDOCKS



THE PIRATE GALLEON PREPARES TO ATTACK.....

COME ON ME HEARTIES,  
PUT YER BACKS  
INTO IT

I SAY, DO  
LOOK AT THAT  
PRETTY, PRETTY  
SHIP...

THERE COMES A  
TIME IN EVERY YOUNG  
IDIOT'S LIFE WHEN HE  
LOSES FAITH IN HUMAN  
NATURE



GOOD  
GRIEF!  
NOW  
WHAT?



ON BOARD THE LINER...

DARLING,  
LOOK AT THAT  
QUAIN'T LITTLE  
YACHT! ISN'T  
IT SWEET?

TOO, TOO  
DIVINE FOR  
WORDIES

## Letters to the Editor

Dear Sir,

Our Queensland Manager reports that when he called on an old friend, Mr. W. T. Craig, a former Managing Director of Gilchrist, Watt & Sanderson Pty. Ltd., Sydney, at his country home at Buderim Mountain, about 62 miles north of Brisbane, he saw a beautiful barometer on the wall. This masterpiece of craftsmanship, which was acquired by Mr. R. O. C. Swayne in London in February, 1960, for presentation to Mr. Craig on behalf of Alfred Holt & Co., came from *Ceylon*, built in 1858 with direct acting engines and sail.

The barometer is of a most unusual design, being exactly like a very large pocket watch, and inside it is a small plaque to commemorate a cruise round the world in 1882. The ship was bought in that year by the Polytechnic Association, who ran her as a cruising ship until 1906. As you will be aware, *Ceylon* was broken up in 1907.

Yours faithfully,

P & O - Orient Lines of Australia Pty. Limited,  
N. O. Pixley, *Chairman.*

Dear Sir,

### P & O Uniforms

I have undertaken some research into the history of the Company's Uniform and am experiencing great difficulty in obtaining details before 1900.

I should be most grateful to any reader who can help me with photographs, sketches, Company's Regulations or any other information, however remotely connected.

Yours faithfully,

C. B. Thompson,  
Chief Officer, *Iberia*

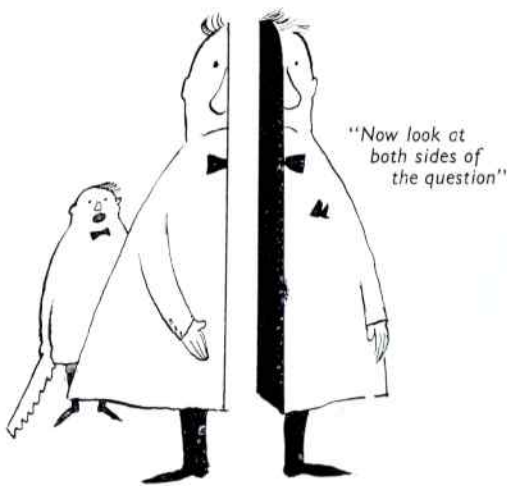
*The Editor will gladly undertake to collect any material sent should Mr. Thompson's ship be absent overseas.*

## OLD BOYS' DAY

We learn that that popular annual event, the Pensioners' Lunch, will be held earlier this year on board *Himalaya* at Tilbury on May 4th. Such occasions must naturally depend on the availability of ships, hence the somewhat earlier date.

*A fine photograph of the "Oriana" taken at Sydney on her maiden voyage.*





## AFTER DINNER CONVERSATION

By D. Morgan



# P&O

## "CANBERRA AWARD" FOR AUSTRALIAN YOUNG FARMERS

Our readers will have read during 1960 something of the tour of Britain made by Young Farmers of Australia under P & O auspices. The winning report came from Miss Mary Busher of West Australia. It is too lengthy to reproduce in full in these pages, but we think the following extracts will be of interest:—

"To give an adequate and comprehensive report on this six months' tour of Britain, which I have had the privilege of taking part in, is quite a formidable task. The P & O Shipping Company, by sponsoring and promoting this Young Farmers tour, have been the key which has opened the door to a whole new world of knowledge and experience and has given us a trip which is a "once in a lifetime", for although we may go again to Britain it is beyond the scope of any one individual to arrange a tour as interesting, varied and rewarding as this one has been, through the combined efforts of the P & O Company; various industrial and machinery firms, and the Young Farmers Organisation of Britain. The planning and work given to our visit and the great interest shown by so many people, I appreciate, was not so much towards us as individuals, but to us as representatives of Australian Young Farmers and the realisation of this made me feel proud and humble, proud of our Young Farmers Organisation and the good name it enjoys and humble at the thought that such an ordinary member as myself had been given the responsibility of representing our Movement."

"Shortly after our arrival in Britain we went to Northern Ireland for ten days, the highlight of this visit being the launching of the new P & O liner *Canberra*, by Dame Pattie Menzies. As the large graceful ship moved down the slipway, with loud cheering and rejoicing from all sides, you could feel that pride in their skill and workmanship from the men who had worked with their hands to build it, up to the Company Directors whose responsibility it was, in this latest achievement in a long line of British shipbuilding successes."

"Our tour is now completed and we are homeward-bound, full of ideas and plans, for our own farms and Australian agriculture generally, for our Young Farmers Clubs, for our communities and for Australia, and with an appreciation, understanding and friendship for Britain and the British people which we will surely keep for the rest of our lives. The many benefits to ourselves, to our personalities and to our farms go without saying; however, in accepting this prize tour I feel we accepted certain responsibilities as well. This tour, sponsored by the P & O Company, as I see it, is designed not only to benefit the very fortunate individuals who are chosen to participate in it, but also our local communities, States and Australia in general. How we set about fulfilling these obligations will undoubtedly vary with the six of us, some may do it through agriculture, some through community service, some in politics, but in some way we should repay some of our great debt. The success of this tour cannot be measured fully now or in a few months' time, but perhaps in five or ten years' time when we should be working towards our objectives and giving some indication of what we are going to achieve for ourselves and Australia."



The wedding of Mr. P. Cockshaw and Miss P. Rushton

## APPOINTMENTS

### New Commodore

Captain A. E. Coles, R.D., R.N.R., succeeds Captain N. W. Smith, C.B.E., as Commodore of Orient ships. His early sea training was with the MacAndrew Line, joining the Royal Naval Reserve as Probationary Sub-Lieutenant in May, 1927.

In January, 1928, Captain Coles joined the Orient Steam Navigation Company as 4th Officer of *Osterley*. During the war when Captain Coles received the Reserve Decoration and Bar, and was Mentioned in Despatches three times, he engaged in mine sweeping and convoy escort duties and was present at the 1942 Dieppe Assault and the 1944 landings on Normandy and Scheldt. In May, 1945, he was appointed Staff Mine Sweeping Officer on the British Naval Committee, H.M.S. *Dido*, for the surrender of the German Naval Forces at Copenhagen.

On the close of hostilities, he returned to the Orient Line. From being Chief Officer on *Orion* (January 1947–March 1948) he was appointed Staff Commander *Ormonde* in May, 1948. He later served as Staff Commander, *Orion*, until his appointment as Captain of *Ormonde* in February, 1951.

Captain Coles has subsequently commanded *Otranto*, *Orontes* and *Orion*.



### Planned Maintenance

It has been announced that Captain Duncan Campbell, R.N., who retired at the end of last year as Director of Royal Navy Fleet Maintenance at Bath, has been appointed Planned Maintenance Adviser to P & O – Orient Lines with an initial staff of four.

Planned maintenance, which has recently been adopted with success by large industrial organisations and the



Mr. and Mrs. D. J. Moore honeymooning aboard "Aden" in Australian waters

# Personal News

Royal Navy, is a system whereby the great majority of maintenance needs are planned, noted, recorded and interpreted in considerable detail. As a result, it is possible to judge more exactly the performance of any piece of machinery, to employ one's own maintenance staff to the best effect, to foresee in greater detail what help from ship-repairers may be needed, and when and where it can best be sought. The decision by P & O – Orient Lines to adopt planned maintenance and the appointment of Captain Campbell are results of the increasing complexity of ships, particularly exemplified in *Canberra* and *Oriana*.

To start with, the department will concentrate on new construction.

Captain Campbell, who will rank as a Superintendent with P & O – Orient Lines, is 53-years old and has been in charge of the Royal Navy's planned maintenance for the past two years. He received his early engineering training with Alexander Stephens & Co. Ltd. on the Clyde, and at Glasgow University, whence he graduated with first-class honours in engineering in 1928.

He was employed in the design departments of Associated Electrical Industries until 1935, when he entered the Admiralty Civilian Electrical Engineering Service. In 1949 he transferred to the new Naval Electrical Branch, with the rank of Commander, and was promoted to Captain in 1951.

Assisting him will be Mr. K. W. Thorp, lately Second Engineer, Mr. M. M. Boyce, Chief Electrician seconded from the Dock Staff, and Miss P. M. Douglas, Secretary.



DR. J. T. WYBOURN, ex-*Orsova*, Senior Surgeon of the Orient Line, will join the Shore Staff on the 1st February and in the first instance he will be responsible for the medical examination in London office of new crew entrants.

### Shore Superintendent—Bombay

Mr. R. D. KNIGHT, accompanied by Mrs. Knight, has gone out to Bombay to take up the post of Shore Superintendent. Mr. D. PULLINGER who has been acting temporarily in that post has now returned to London.



### MARRIAGES

#### Our Best Wishes to—

Mr. P. J. STRICKLAND, on his marriage to Miss B. MALET, formerly of the Company, on 11th February.

Mr. K. E. LANGTON, Second Officer, on his marriage to Miss J. A. N. CRAGG on 15th October last at Tynemouth Parish Church.

Mr. P. HARRISON of Export Freight Department, on his marriage to Miss J. CLARKE on Saturday, 10th December at Bromley.

Mr. D. J. MOORE, Radio Officer *Aden*, on his marriage to Miss W. E. HULEY of Thornleigh, N.S.W., at St. Matthias, Sydney on 22nd October, 1960. The reception was held on board with Second Officer W. B. THOMSON as best man. Our photo shows them on board *Aden* in Australian waters.

Miss D. A. EASTERBROOK, Accounts Dept. to Mr. C. A. SHORT (formerly of the same Department), at the Church of St. James, Hatcham, New Cross, on 17th December, 1960.

Mr. P. G. STOCKBRIDGE, Assistant Engineer, on his marriage to Miss P. FOLLAND on 22nd October, 1960.

Mr. P. COCKSHAW, Third Engineer *Orion*, on his marriage to Miss P. RUSHTON of Balwyn, Victoria, on 16th September, 1960.

Mr. R. A. WHITTAKER, Carpenter, *Himalaya*, on his marriage to Miss G. SEAGO, at the Church of St. James-the-Less, Hadleigh, on 8th February, 1961.

Mr. A. SMITH, Ref. Engineer, *Iberia*, on his marriage to Miss M. C. M. MOMPLÉ.

*The wedding of Mr. C. A. Short  
and Miss D. A. Easterbrook*



*The wedding of Mr. K. E. Langton  
and Miss J. A. N. Cragg*

### MARRIAGES (Pending)

Miss S. P. HINDE, Accounts Dept. to Mr. H. J. RICHARDSON at St. Nicholas Church, Plumstead, on 18th March, 1961.

Miss P. R. ALLEN, Accounts Dept. to Mr. D. STRINGER at St. Mary Magdalen, Croydon, on 25th March, 1961.



### ENGAGEMENTS

#### We Congratulate—

Mr. I. G. HARROWER, 2nd Electrician *Canton*, on his engagement to Miss M. B. WILD of Burton-on-Trent.

Mr. B. J. COCKLE, Deputy Purser *Stratheden*, on his engagement to Miss M. R. VICKERS of East Lindfield, Sydney, N.S.W.

Mr. B. E. REDRUP, Secretary's Department, on his engagement to Miss M. UPTON of Handsworth, Birmingham.

Miss S. J. NEWBURY, Passenger Department, West End, on her engagement to Mr. R. NASSKAU of Beckenham, Kent.

Miss D. BARTHOLOMEW, Passenger Department, West End, on her engagement to Mr. B. JENNER of Edenbridge, Kent.

Miss J. JAMIESON, Passenger Department, West End, on her engagement to Mr. R. CHURCH, of Wandsworth.

Mr. L. WILTON, on his engagement to Miss V. GOSLING—both of Passenger Department, West End.

Miss M. A. FREEMAN, Accounts Dept., on her engagement to Mr. B. BALL of Woodford.



## BIRTHS

## Our Congratulations to—

Mr. E. H. FISHER, Chief Engineer *Salmarra*, and Mrs. FISHER (née Cover, ex-Children's Hostess), on the birth of a son, Andrew James, on 3rd February, 1960.

Mr. D. DELLA-VALLE, Freight Department, King George V Dock, and Mrs. DELLA-VALLE, on the birth of a daughter, Susan Linda, on 10th December, 1960.

Mr. J. SCOTT, Freight Department, King George V Dock, and Mrs. SCOTT, on the birth of a son, Stephen John Nicolas, on 6th December, 1960.

Mr. J. CHILDREN, Accounts Dept., and Mrs. CHILDREN, on the birth of a son, Phillip John Charles, on 20th January, 1961—a brother for Sally Ann.

Mr. G. BROWN, Passenger Department, West End, and Mrs. BROWN, on the birth of a son, Andrew, on 5th December, 1960.



22nd Oct. 1960, to Shirley, wife of R. WAKELEY (1st Ref. Eng.), a son. *Orion*.

27th Oct. 1960, to Maureen, wife of K. COOK (Asst. Steward), a son. *Orcades*.

15th Nov. 1960, to Maureen, wife of L. VELLA (Asst. Steward), a daughter. *Orontes*.

18th Dec. 1960, to Ann, wife of G. SWINNERTON (Uty. Steward), a daughter. *Oriana*.

30th Dec. 1960, to Ivy, wife of J. SMITH (Waiter), a son. *Oriana*.

2nd Jan. 1961, to Jennifer, wife of J. DURRANT (A.B.), a son. *Oriana*.

6th Jan. 1961, to Delores, wife of R. DAVEY (Deckman), a son. *Orcades*.

7th Jan. 1961, to Jennifer, wife of R. LESLIE (Baker), a daughter. *Oriana*.

9th Jan. 1961, to Gina, wife of G. LEDGERTON (P.R.S.), a son. *Orion*.

13th Jan. 1961, to Sarah, wife of J. SIMPTON (P.R.S.), a daughter. *Orsova*.

20th Jan. 1961, to Pauline, wife of N. REEVE (1st Elect.), a son. *Orion*.

20th Jan. 1961, to Elizabeth, wife of J. WELCH (Rest. Waiter), a son. *Oriana*.



## RETIREMENTS

## Commodore N. W. Smith, C.B.E.

Born in February, 1900, NORMAN WESLEY SMITH received his initial sea training in the Pacific S. N. Company (1916-1926), and joined the Orient Steam



Commodore N. W. Smith, C.B.E.

Navigation in May, 1927, making his first voyage with the Orient Line in *Orvieto* as 4th Officer.

During the First World War, Commodore Smith served on the troop carrier *Orissa*. In the Second World War, he served in *Orion* during the North African landings and also when she evacuated women and children from Singapore to Australia. In the latter years of the war, Commodore Smith supervised ship repairs from war damage going in 1945 to Hamburg on behalf of the British Government to inspect the German liner *Pretoria*. This ship was taken as a War prize, converted to become the *Empire Orwell* and was subsequently Commodore Smith's first command. During the Korean campaign, she was operated by the Orient Line as a troopship.

In 1955, Commodore Smith commanded *Orcades* on her first voyage from England to Australia via Panama and North America. He has commanded all the Orient Line post-war vessels—*Orcades*, *Oronsay* and *Orsova*.

He was awarded the C.B.E. in the 1960 New Year's Honours and was invested in the Order by the Grand Master of the Order, H.R.H. Prince Philip, Duke of Edinburgh, at Buckingham Palace in February, 1960.

Commodore Smith is married and has two sons aged 11 and 12. His home is in Dulwich, London.

Whilst *Orsova* was in Melbourne, a "Farewell" Luncheon was given on Thursday, 17th November, by Mr. H. Flett at the Australian Club in honour of Commodore Smith's retirement.

Among those present were Mr. E. H. Browne, a Melbourne Director of P & O—Orient Lines; Brigadier R. H. Norman, M.C., retired, Orient Line, Melbourne Branch Manager; Mr. H. M. Raymond, lately Director of Whittall Boustead Ltd., ex-Orient Line Agents in Colombo; and two of Commodore Smith's old shipmates—Mr. C. F. H. Green, one-time Orient Line Purser and Mr. J. M. M. Swanson, one-time Orient Line Deck Officer. Just prior to the departure of *Orsova* from Melbourne, the Port Phillip Pilot's Association presented Commodore Smith with a handsome silver salver suitably engraved to commemorate his long association with Port of Melbourne.

### Commodore Chief Engineer A. B. T. Baxter

COMMODORE CHIEF ENGINEER A. B. T. BAXTER, retired from P & O on December 1st, 1960.

Born in November, 1900, at Gartlet, Clackmannan, Alan Baxter served his apprenticeship at Forth Mills, Alloa (1915-17) and at Forth Shipbuilding and Engineers Co., Alloa (1917-20). He joined P & O as an Assistant Engineer on *Caledonia* in October, 1920.

Obtaining his Second Class Steam Certificate in January, 1923, and his First Class Steam Certificate in July, 1929, Mr. Baxter held various appointments on board many P & O vessels until he became 3rd Engineer on *Jeypore* in June, 1924.

For six years during the War Mr. Baxter served with the Royal Navy, first on board *Ranpura* for 2½ years and later on Atlantic convoy work. Subsequently he saw service in the East, and from "D"-Day onwards was engaged on the L.S.D. (Landing Ship Dockyard) in the Channel. He returned to P & O as Acting 2nd Engineer on *Samsoring* in April, 1946.

His appointment as First Engineer was on *Somali* for diesel experience in April, 1952, and in October of the same year he was promoted to Acting Chief Engineer on *Karmala*. In February, 1954, he was appointed Chief Engineer on *Surat* and has since served both at sea and on Dock Staff. In March, 1957, he was promoted Commodore Chief Engineer while serving on board *Carthage*.

### Chief Engineer J. E. Dow, M.I.Mar.E.

After over 40 years' service with the P & O S.N. Co., JAMES ELDER DOW retired on 21st November, 1960.

Born in November 1898, James Dow was apprenticed with Cooper Greig Limited at Dundee (1915-1920) and joined P & O as an Assistant Engineer on the Dock Staff in November, 1920. His first sea-going appointment was as Assistant Engineer on board *Khyber* in May, 1921.

J. E. Dow obtained his Second Class Certificate in August, 1923, and his First Class Certificate in September, 1926.

Serving on various ships of the Line, he was appointed 4th Engineer on *Jeypore* in June, 1924, 3rd Engineer on *Lahore* in October, 1927, and Second Engineer on *Kidderpore* in May, 1934.

During the War, James Dow continued with the Company, serving on board *Chitral*. His appointment as Assistant Chief Engineer on *Strathnaver* in August, 1951 was followed a year later by promotion to Chief Engineer on *Chitral*. Mr. Dow's subsequent appointments as Chief Engineer have been upon *Patonga*, *Strathaird* and *Strathmore*.

When ashore, Mr. Dow lives at Dundee. He is married and has one daughter who is herself married to a First Officer in the Company.

### We wish Many Years of Happy Retirement to—

Captain A. C. G. HAWKER, C.B.E., a former Commodore of the Orient Line fleet has retired. Captain Hawker was born in October, 1899, and served his apprenticeship with Houlder Bros., entering the Orient Line as Fifth

Officer in April, 1924, on *Osterley*. He was Staff Commander of *Orford* at the outbreak of the last war, and stayed with that ship until it was lost by enemy action. He transferred to *Oronsay* as Staff Commander and in October, 1940, was appointed Captain of *Otranto*, which took part in the assault landings at Sicily, Salerno and Anzio. Captain Hawker commanded *Otranto* until the end of the war when he was awarded the C.B.E. Following the war he commanded, at various times, the five passenger liners of the Orient Line, including the *Oronsay* when she made the first Pacific voyage for the Orient Line in 1954.

Captain Hawker came ashore in 1956 for health reasons and was appointed Nautical Adviser. He is married and lives at Elmside, Lodge Lane, Salfords, Surrey.

Captain H. J. M. PERRY (2.5.23-26.8.60). His last ship was *Strathmore*, and he had previously commanded, *Shillong*, *Somali*, *Patonga*, *Canton*, *Empire Fowey*, *Corfu* and *Strathaird*.

Captain F. W. J. PEARCE, Captain of *Corfu*, retired in February. Born in Croydon in February, 1901, he served his apprenticeship in the barques *Garthpool* and *Garthgarry*, and obtaining his Second Mate's Square-Rigged Certificate, he joined the P & O S.N. Co. as Fourth Officer in *Delta* on 13th October, 1925. During World War II he served in *Strathnaver*, *Narkunda* and *Maloja* as Second Officer and in *Stratheden* as First Officer.

He was appointed Chief Officer of *Socotra* in 1946, Chief Officer of *Carthage* in 1948, and was promoted to Staff Captain of *Stratheden* in 1952.

In 1953 he became Captain of *Khyber* and later commanded various ships, particularly *Soudan*. Captain Pearce has commanded *Corfu* since May, 1960.

Recently, Captain Pearce was presented with a silver tankard by Mackinnon, Mackenzie & Co. (Hong Kong) Ltd., when he made his final call at Hong Kong.

Captain H. C. S. SLINN (19.2.23-4.1.61). His last command was *Himalaya*.

Mr. W. P. EDWARDS, Shore Superintendent, Bombay (1.5.20-8.3.61). He served in the Pursers' Cash Department and then went to sea where he was a Purser for some years.

Mr. C. BENNETT—the Company's Senior Purser (28.6.29-27.1.61). He was presented with a clock by the Chairman on 30th January at a special lunch at Leadenhall Street to mark his retirement. Mr. Bennett joined the Branch Service in 1929 and had taken over *Iberia* since she came into service in 1954.

Mr. J. MCC. BROWN, Radio Officer (6.4.54-12.11.60). His last ship was *Canton*.

Mr. W. DAWSON, Radio Officer (22.3.54-6.1.61). His last ship was *Strathmore*.

Mr. A. J. A. HOPKINS, Cashier, King George V Dock Office (6.16-31.12.60). On 28th December, in the Board Room at Leadenhall Street, a presentation was made from the Managing Directors in honour of his retirement.

Mr. A. W. COOKSON, Chief Steward (1.5.26-11.12.60).

Mr. H. L. BEALE, Chef (17.4.30-13.10.60).

Mr. HAROLD FORD, Head Messenger, West End Office (3.12-12.2.61). He and his older brother Henry, who retired a few years ago, have between them completed a hundred years' service—Henry 51 years, 2 months and Harold 48 years, 11 months.



Sarfaraz Khan, B.E.M.

#### Chief Engine Room Serang Awarded B.E.M.

Sarfaraz Khan, Chief Engine Room Serang of the *Strathnaver* was awarded the British Empire Medal in the New Year Honours List in recognition of his long and faithful service to the British Merchant Marine.

Later, his appointment as Chief Engine Room Serang in the 45,000-ton *Canberra* was announced.

Forty years ago the adventurous young Pathan decided to see the world. Leaving his village of Zarobi in West Pakistan, with all his belongings in an old army kit bag, he made his way to Bombay. Three generations of Sarfaraz's family had served in the Indian Army, with which he himself had seen service in Palestine and Mesopotamia during the First War. So Sarfaraz joined a British ship, the old P & O liner *Morea*, then on the London-Australia run. Since he, the first seaman ever to come from Zarobi, joined, fifty men from his village have followed him into the ranks of the P & O—and twenty-five of them are close relations, including his eldest son.



Lieutenant-Commander R. P. Hall, R.N.R., of the Far Eastern Line, was presented with the Volunteer Reserve Decoration by the Captain, H.M.S. "President" on 1st December, 1960.



#### Long Service Badges

There was quite a remarkable line-up of Barkeepers when Mr. F. I. Geddes presented Long Service Badges before *Oronsay* sailed on 11th January, 1961. Altogether there were four with a total of 130 years of service between them, and we congratulate Mr. G. H. Allchin, Mr. P. W. Smith and Mr. A. F. Saunders who each received 35-year badges and Mr. J. A. Bullen who received his 25-year badge. We understand that in three years' time it will also be the turn of Mr. Allchin's brother, Mr. B. Allchin, who is at present Second Barkeeper in *Orontes* to receive his 35-year badge.

## OBITUARY

### We regret to record the death of—

CAPTAIN B. J. OHLSON. The death has occurred in Australia of Captain Basil James Ohlson, D.S.O., R.D., R.N.R., a former Commodore of the P & O. Born on 29th November, 1874, he joined P & O as Fifth Officer of *Parramatta* in March, 1896. He rose to be Chief Officer, of *Devanha*, in 1909, and then took up training in the R.N.R. and temporary R.N. Service. During the war he went to the War Office on Intelligence Work, some of it in Germany itself. These duties won him distinction including the Distinguished Service Order (D.S.O.) and the Order of St. Vladimir of Russia for duties at Archangel. When he returned to the Company service, in 1919, he was given command of *Himalaya*. He later commanded *Maloja*, *Viceroy of India* and *Strathnaver*, as well as other ships, being appointed Commodore of the P & O fleet in February, 1933; he retired on pension in 1934. In 1935 he was appointed to the Malta agency, enduring the entire course of the famous siege. He finally retired in 1946.

F. R. MANN, Accountants' Dept. (1.03-31.7.47) who died on 29th October, 1960. His series of articles on Agency Life in the East before World War I will doubtless be remembered.

R. J. PIKESLEY, Stock Dept. (10.12-31.12.49) who died on 27th December, 1960. He was head of the Stock and Transfer Department when he retired.

E. F. PAINTER, Tilbury Dock Staff (8.12-30.6.56) who died on 30th January, 1961, was formerly bosun at sea; had been acting as Storekeeper.

CAPTAIN J. S. GORDON-CHRISTIAN (13.4.35-6.9.59) who died on 11th January, 1961.

O. J. R. PINKNEY, Chief Engineer (13.5.12-31.5.48) who died on 9th December, 1960.

F. E. GADD, Passenger Dept., West End (8.5.50-29.10.60) who died in service. He had started his career with the English Coaling Company in Egypt and for the past few years had looked after Interchange Conferences at Cockspur Street. In 1960 he was made Assistant Passenger Manager.

W. S. P. HUGHES, West End Passage Dept. who died in service. He joined the P & O in 1931.

S. A. HEATH, ex-Chief Steward, who died 11th November, 1960.

H. E. EVES, ex-Chief Engineer, who died on 8th October, 1960.

S. CARMICHAEL, Dock Staff, who died 25th October, 1960.

E. CROUCH, Dock Staff at King George V Dock, who died 29th May, 1960.

C. F. GILBEY, ex-Dining Room Head Steward, who died 10th July, 1960.

W. J. BROCKWELL, ex-Linen Storekeeper, who died on 6th September, 1960.

A. R. QUARME, who died 11th November, 1960, at the age of 82. He joined the P & O in 1896 and then went to Mackinnon, Mackenzie & Co. in 1917. He retired in 1932.





ADELAIDE. "Orion", "Strathmore" and "Oronsay" berthed together at Outer Harbour, Adelaide on October 3rd, 1960.

## *"News from the Agencies"*

ADELAIDE—The annual lunch to the wine trade was held on board *Arcadia* on 15th November, 1960, when Captain Lethbridge presented the P & O trophy to Mr. A. F. Gramp, Chairman of G. Gramp & Sons. This annual lunch has grown to be eagerly anticipated by the wine trade which is doing much to help increase Australia's exports.

Mr. Colin Gramp responding on behalf of his firm, said that the P & O trophy was the wine award of the year. Our picture shows him speaking at the lunch.



*Left to right: Mr. H. J. R. Hooper, Superintendent (Shipping), Elder, Smith & Co. Limited; Mr. A. F. Gramp, Chairman of Directors, G. Gramp & Sons Ltd.; Mr. Colin Gramp (speaking); Captain Lethbridge; Sir Keith Angus; Mr. Ian Seppelt.*



### TRINIDAD

*Members of the Trinidad and Tobago Cadet Corps, photographed during a visit to, the bridge of the "Orsova" whilst at Port-of-Spain.*



### SYDNEY

On Monday, 14th November, a luncheon was given at the N.S.W. Club by the former Managers, Superintendents and Heads of Departments of the Orient Line and Mr. Pixley, to say farewell to Commodore Norman Smith. Mr. John Bates presented Captain Smith with a silver pewter on which were engraved the signatures of those present. Mr. Bates, on behalf of the gathering, wished Captain Smith many happy years of retirement, good health and prosperity.

To Captain Smith go all the very best wishes from all in Australia who knew him so well and hope that some day he may return with his wife, as passengers.

### SYDNEY

*Miss Mary Busher of Dardanup, Western Australia, winner of the 1959/60 P & O "Canberra" Scholarship of £A1,000 for Australian Junior Farmers. At left is Mr. N. D. Pixley, Chairman of P & O - Orient Lines of Australia Pty. Limited, who announced the winner, together with Captain D. West, Staff Captain of "Iberia".*



## “NOISES OFF”

By ‘Jed’



**D**O any of you live on a main road, I wonder? In time one gets used to the steady hum of traffic until, after a while, it merges gradually into the background of noises in general. But at night-time when one is halfway between consciousness and sleep, a terrific roar jerks one awake. Farewell sweet sleep, as another motor cyclist, having bid his inamorata good night, tunes up noisily and dashes off with a derisive clamour as he steps on the gas! Gradually one drifts off again into dreamland and then with an ear-shattering roar, one—two—three more motor cyclists speed insolently through the village, shaking the windows as they pass. One can imagine the muttered curses behind those windows as the “angry young men’s” machines die away in the distance.

I was talking to the Colonel, my next door neighbour, about this nightly terror and we discussed what could be done. “I’ve spoken to the village bobby” he said, “but he can’t do much. They should have silencers of course, but it’s difficult to determine how much noise they are allowed. I’ve made up my mind to scare them off” he confided. “Will you help?” I intimated that I was with him all the way.

Now the Colonel had spent many years in India and amongst many victims of his gun was a magnificent tigress which, stuffed, was a feature of his entrance hall. It was strikingly life-like and gave visitors quite a start when first they saw it. He called it Amabel!

“Now” whispered the Colonel, “this is what I’m going to try tonight. You know that clump of bushes over there? When these speed bandits are due, especially that one with the awful hooter, they are going to get a surprise. Meet me over there about eleven tonight.”

So in due course I stole quietly over the road. It

was a very dark night and I could see only the outline of the bushes beside the road. Then suddenly I jumped in the air, beating the Olympic record by about half-an-inch. A huge tiger, with great gleaming, vicious eyes, moved slowly towards me—yes—it actually moved, I could see its legs. I didn’t move—I was petrified. Then came the Colonel’s slow chuckle—“Lifelike, isn’t it? Painted the eyes with phosphorus.” “But the legs” I cried, “they moved!”

“So they did, so they did” he replied complacently. “I have fixed Amabel so that by pulling these strings, I can make each leg move separately. Wouldn’t do by daylight of course, but in this light—well—I’ll scare the so and so’s.”

We had one or two practice runs, I one side of the road and he the other and it really did look alarmingly like the real thing.

We let the first motor cyclist go by as there was a car coming the other way, but soon after eleven, along came the noisiest of the lot, sounding his horn stridently in fond farewell to his lady love.

“Now!” called the Colonel softly, and Amabel crept, or appeared to creep, slowly across the road, to be lit up suddenly by the motor cyclist’s headlight. Amabel’s great amber eyes looked themselves like headlights and I could not help feeling startled all over again.

There was a screech of brakes as the rider “stood on everything”, skidded violently across the road and disappeared head first into a blackberry bush. We could see his feet sticking out as we hastily beat it for cover, pulling Amabel with us.

A car came along, and seeing the motor cycle lying in the road, stopped. The driver and a passenger got out, discovered the unfortunate cyclist and released him, scratched and torn, but apparently unhurt.

“A tiger! a tiger!” he exclaimed, “it tried to

## **P & O ENDOWMENT AND LIFE ASSURANCE SCHEME**

THE purpose of the above Scheme is to provide, for those who qualify for membership, an extra pension over and above the pension that flows from the P & O Staff Pension Funds. In calculating the extra pension to be provided, the State pension is also brought into account.

When the Scheme was inaugurated in 1957 the State pension for a single man stood at £104 per annum (40s. per week) and it was that amount that was taken into account for the purpose of calculating the extra pension to be provided by the E. & L. A. Scheme.

Since 1957 the State pension for a single man has been increased to £130 per annum (50s. per week) and on the 3rd April next will be further increased to £149 10s. per annum (57s. 6d. per week).

The E. & L. A. Scheme has not up to the present been adjusted to take account of the increased State pension and the deduction is still £104. In view of the forthcoming increase in the State pension, the Scheme is being brought more into line with current conditions and will in future take into account, not the full amount of the State pension, but £140.

An effect of this alteration is that members of the P & O Sea and Shore Staff Pension Funds will not become eligible for entry into the Scheme until a salary of £841 or over has been reached. Anyone with a salary below this figure who is already a member of the Scheme will remain a member and will continue to be entitled to his present benefits including the minimum "death in service" benefit of £2,000 for dependants.

In future, therefore, the Scheme will provide for those members who could complete 40 years' service at age 65 an extra pension arrived at by deducting £140 from one-sixth (two-thirds less the one-half from the Company's Fund) of Salary on the 15th March before reaching age 60. For the Sea Staff and for ladies on the Shore Staff these ages are reduced by five years.

The foregoing is a statement of the benefits in general terms. It is subject to two modifications: the first is that for those who cannot complete 40 years' service the Scheme pension will be less. The second is that as members of the Sea Staff normally retire at 60 but the State pension does not commence until 65, the Scheme provides an additional pension of £140 per annum between ages 60 and 65.

The extra pension is provided by means of Endowment Assurance policies, the whole cost of which is borne by the Company.

Under present Inland Revenue Regulations, the Endowment Assurance to provide the extra pension may be taken in cash on maturity instead of as a pension if a member so desires and the company approves.

Although increases after age 60 (55 for Sea Staff and ladies) do not rank for benefit in the Endowment and Life Assurance Scheme, they do rank in the P & O Sea and Shore Staff Pension Funds because the Fund pension (of eightieths) is based on the average pay of the last three years of service prior to retirement.

**NOISES OFF**—*continued from page 42.*

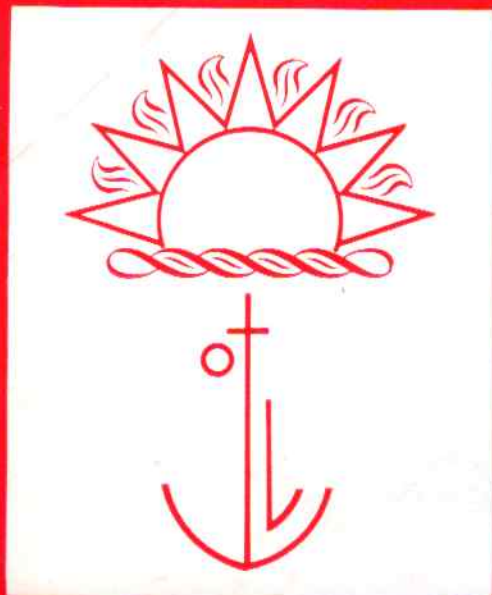
attack me". Now our mild Sussex landscape contains a fox or a badger here and there, but definitely no tigers. The occupants of the car soothed him, put his cycle into the hedge safely and took him on somewhere or other.

Nothing appeared in our local paper—not a word! Did he go to the police and say a tiger had attacked him? Our police are polite and long-suffering, but tigers! You can imagine them saying—

"Drunk whilst driving a motor cycle. Charge him." No! I think our friend thought better of it, and seeing no mention of wandering wild beasts, piped down himself. After all who would believe him?

We did not hear him again. I think he takes the lower road now. The Colonel and I had a drink to celebrate our victory and we patted Amabel's head fondly. You know, I could have sworn she winked!





# About Ourselves

## **STAFF JOURNAL**

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