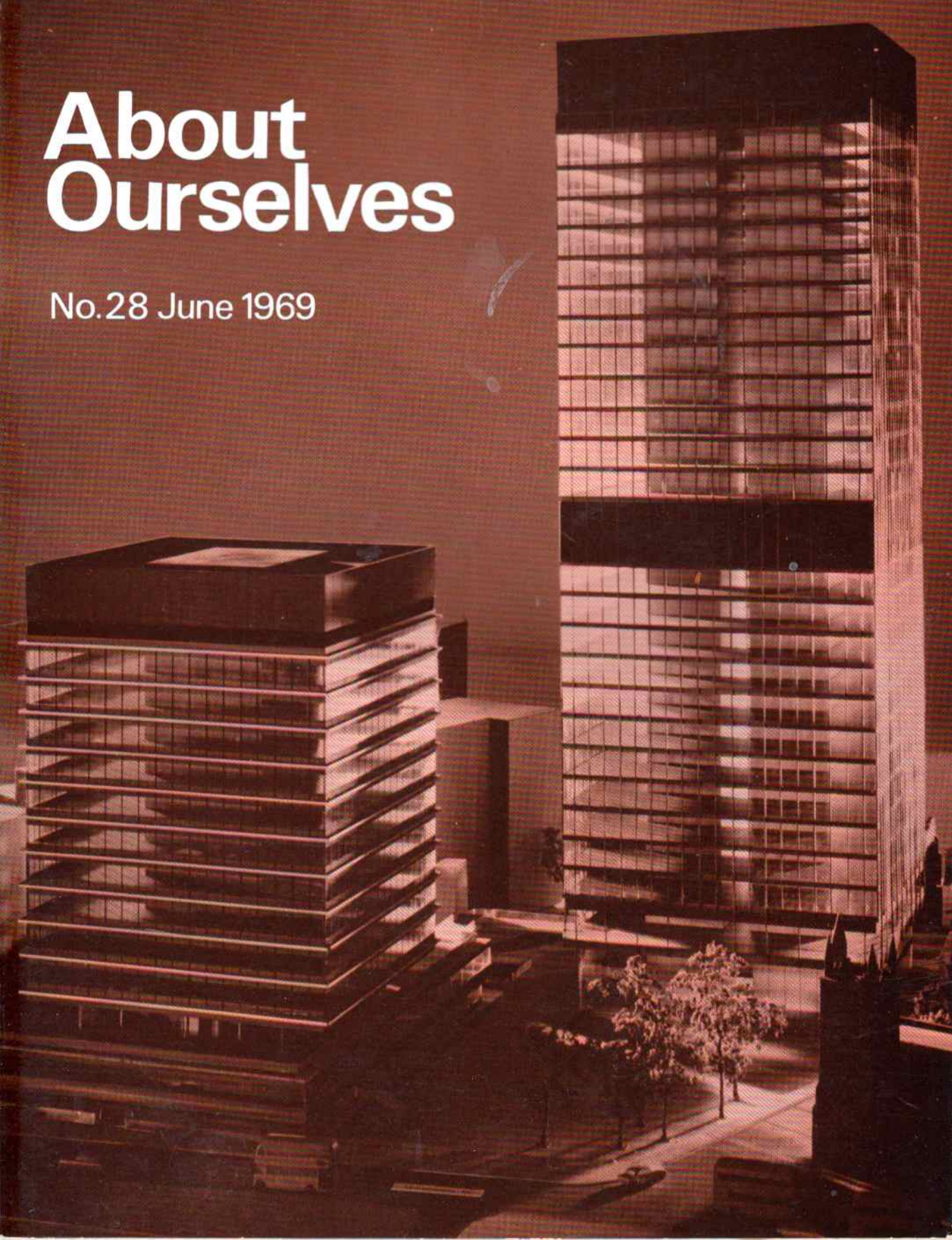
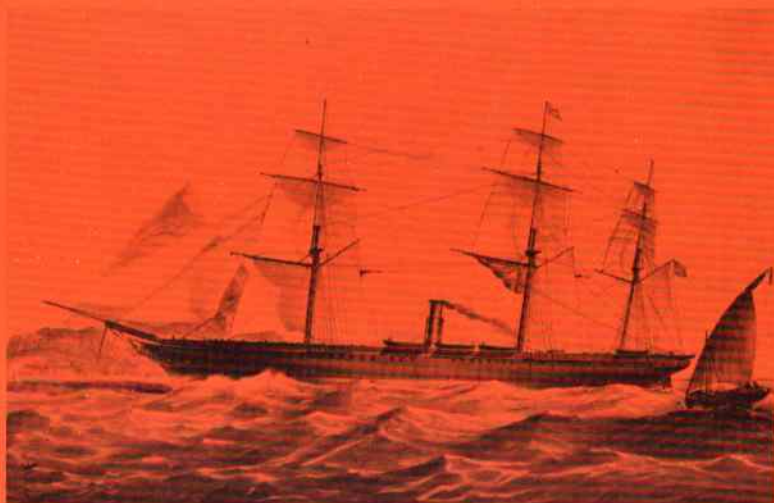


About Ourselves

No.28 June 1969



HIMALAYA



1853 - 1939

There have been three ships of this name in P & O history and strangely enough the first, built in 1853, achieved more fame than either of her successors solely on account of the fact that she was the largest ship in the world at that time and not for her length of service with the Company.

She was built by C. Mare & Co. on the Thames and although originally intended as a paddle steamer, was changed to screw while on the stocks. She was 3,508 gross tons, one funnel and three masts and was regarded as the nautical sensation of the day. She made one voyage with passengers in January 1854 from Southampton to Alexandria and back, but on her next she was chartered to the Government and sailed with troops for the Crimea. She was then sold to the Government who were anxious to have a ship which could carry 1,850 troops and this suited P & O who found 'on experience her extraordinary size was not correspondingly advantageous in a financial point of view'. Thus one of the most famous P & O steamships was in service for just 27 days! However, the Navy must have had a good bargain for she was still afloat 86 years later and her end came at Portland during an air raid in the last war.

From the Chairman

of the P & O S.N. Co.

MARINE ELEPHANTIASIS One of the most obvious developments in modern merchant shipping is the growth in the size of ships. We are often asked (by people who imagine that we must know the answer to such conundrums) how large a ship can be. In this case we think we do know the answer, which is, as long as a piece of string. We know of no theoretical limitation to the size of a ship. But there are a number of practical operational limitations at any one time in respect of any one type of ship engaged in any one type of operation. These limitations differ widely according to the use the ship is put to, and to the decade we are dealing with. There are in addition very important commercial considerations which the owner of the ship must bear in mind, since he builds the ship to make a profit. To mention but one, he will not find it attractive to build a ship of a size or design that can be used — however economically — only by one or two charterers. Much as we esteem charterers, we do not like the idea of having to rely for the employment of an expensive asset on only a handful of users.

Passenger ships probably reached their maximum size with *Queen Elizabeth* in the 1930's. Ships of her length and draft were evolved for a North Atlantic ferry operation. This is no longer viable, and for cruising a different and smaller ship is needed. *Oriana/Canberra* types, not too beamy for the Panama Canal, are as large as is now wanted.

It is true, however, that whatever the ship is built to do, the larger she is, the cheaper her ton/mile service will be. Neither her construction nor her operating costs increase in proportion as her capacity increases. But not every service can sustain a large capacity unit. A 60-seater bus is the most economic in a city, but a minibus will be more economic for carrying twenty children to school and back. Nor is a U.S. built station waggon the most suitable vehicle for Devonshire lanes. Thus size has grown most rapidly in those bulk trades where the flow of cargo is greatest and where the problems of providing terminal facilities at both ends for large ships are the easiest to solve — namely in the carriage of crude oil. Hence Bantry Bay and the vast Gulf Oil ships.

Dry bulk carriers are moving in the same direction for the same reasons, but with more stringent limitations. Although they began to grow in size later than tankers, they have moved up the scale very rapidly indeed. But all the same their top limits are likely to remain below those of the tankers. Their terminal demands are harder and more expensive to meet. The ships usually have to come alongside, whereas tankers need not, and their cargoes are for the most part somewhat more difficult to receive and store ashore than oil. When ships move above the 60' draft class, the number of possible terminals is strictly limited. So also is that of dry docks. Even the approaches to land can no longer be taken for granted, once the ship is on to the Continental shelf.

But the competitive pressure of economics is unrelenting, and the process of marine elephantiasis will continue. It is likely to spread to the container ship of the not distant future, and to improve her economics in a way in which it was never able to improve those of her predecessor, the cargo liner. Containerisation brings transhipment back as an economic possibility. Transhipment makes concentration possible. Concentration may provide the load for a much larger container ship than even the first generation, which is the case of OCL ships are, after all, 700' long. Thus it would not be odd if before long economics produce a reorientation of trade routes in order to secure the scale economies of larger ships in the containerised trades. If so we shall be opening yet another chapter in the container revolution.



About Ourselves

No 28 JUNE 1969

Contents

- 1 Index
 - 1 From the Chairman
 - 2 Company News
 - 4 Statistics by R W L Pocock
 - 5 Group News
 - 8 Editorial
 - 9 Ships News
 - 15 From the Departments
 - 17 From Abroad
 - 22 Personal News
 - 25 Obituaries
 - 26 Appreciations
 - 28 We hear that
 - 32 Who's Who
- MAGAZINE SUPPLEMENT
- 33 From Cambridge to the Palace by A. H. S. Robinson
 - 34 Ship Interiors by Sir Colin Anderson
 - 39 Stewardess at Sea 1930 Style by Mrs O. M. Roberts-Pate
 - 40 Sailing with the Stars by Diana M. French
 - 41 Impressions of a life at sea by R. A. Mulleneux
 - 41 Cauliflower Ear Brigade by Ashley Randall
 - 42 Ideas Galore by David McKee
 - 43 Our Japanese Cruise by Tony Duff
 - 44 The Pacemakers B. MacDonald
- 46 Pandor Club Special
 - 48 You can paint

Cover (outside): A model showing the new P & O Building as it will appear when the forecourt design has been completed

All articles and illustrations in this Journal are copyright and must not be reproduced in part or in full without permission.

Printed in England by Colibri Press Ltd. Hackney, London E.8

Company News



Commodore John D'Oyly
Green R.D., R.N.R.

NEW COMMODORE APPOINTED

Captain John D'Oyly Green, R.D., R.N.R., the Master of the *Arcadia* has been appointed Commodore of the Company's fleet. The appointment, which was made on 18 April, follows the retirement of Commodore Clifford Edgecombe, C.B.E., R.D., R.N.R.

Commodore Green joined P & O as a Cadet in 1928, being promoted to Fourth Officer in 1932 serving in *Maloja* and *Comorin*. His appointment as Third Officer came in 1936 and for the next three years prior to the Second World War, he served in no fewer than six vessels. During the Second World War, Commodore Green served in *H.M.S. Alynbank*, *H.M.S. Harvester* and *H.M.S. Ameer* which were engaged on convoy protection and escort duty during the years of hostility.

Returning to the Company in 1947, he held appointments as Second Officer aboard *Strathmore* and *Socotra*. In 1949, he was made Chief Officer serving in *Strathnaver* and *Pinjarra* being appointed Staff Commander in 1955.

In 1959, he was given his first Command as Captain of *Cannanore* and since then, has been the Master of *Perim*, *Strathmore*, *Stratheden*, *Cathay*, *Arcadia*, *Orcades* and *Orsova*, rejoining his present ship on 8 April of this year.

GERMAN PASSENGER AGENTS APPOINTED

On 11 April, it was announced that P & O Lines were rationalising its passenger service organisation in the Federal Republic of Germany.

With effect from 1 July, 1969 all P & O passenger service matters in Germany, including cruising and main line voyages, will be transferred to Mare Reisen, which has branch offices in Hamburg, Dusseldorf and Frankfurt. This re-organisation will involve the closure of the P & O Sales Office in Dusseldorf.

Mr. J. G. Davis, Director of P & O Lines said at the time that cruising traffic from Germany was increasing year by year and this year, we expect to carry more German passengers than ever before. Looking ahead to 1970, we shall have 4 Amsterdam based

cruises, 1 routed to the North Cape and 3 sailing to the Atlantic Isles to cater for this German market.

SOUTHAMPTON

On 6 March, P & O Lines announced that in the Autumn, all their passenger liners will be based in Southampton.

The Chairman of P & O Lines, Mr. R. M. Thwaites, stated that containerisation removed the main reason for passenger ships going to Tilbury which is the loading of cargo. It is operationally more efficient to have one main passenger base instead of two and, of course, it must be remembered that our passengers will benefit from this move as they will get to the sun sooner.

SOUTH AFRICAN REPRESENTATIVE

Mr. A. H. Morris has been named by P & O Lines as their Representative in South Africa. Until recently Albert Morris was a Director of P & O Lines, London when he retired after 48 years' service and settled permanently near Cape Town.

Announcing the appointment, Mr. J. G. Davis, P & O Lines' Marketing Director, said that Mr. Morris would advise P & O Lines on means of developing sea travel between South Africa and the many areas served by the Company.

12 FEBRUARY 1969

This date should stand out in the minds of all Company and Group personnel for on this day, the Board of the Peninsular and Oriental Steam Navigation Company stated that the Group's net profit available for appropriation amounted to £9,577,050. This figure represented the best return for a decade.

FLY AWAY TO SEA

P & O and Lunn Poly are co-operating on a new series of Inclusive Tours in 1969 which will be called "Fly Away to Sea".

The "Fly Away to Sea" series will combine the best of sea, land and air holidays taking people away to Mediterranean countries and the Canary Islands.

These holidays have been prepared anticipating the retention of the £50 travel allowance. It is believed that they will give value for money at a price nearly everyone can afford. After the summer we didn't have in Britain last year, we and our friends in Lunn Poly feel there is every indication of a boom year for tourism in 1969.

OCEAN LINER HOLIDAYS 1969

A further series of popular package deal Ocean Liner Holidays has been planned for 1969.

The big feature of the O.L.H., is the fact that passengers are in no way limited in their choice of holiday. They can, if they wish, arrange one to suit themselves, fly or sail out to a country, for example, stay for a month and link up with another ship for the homeward journey.



Members of the party which went to Bermuda photographed with the Captain, M. R. Prowse together with other Officers aboard Orsova

SEA/AIR EDUCATIONAL

P & O and BOAC recently took a party of 15 UK agents to Bermuda with the object of familiarising them with their successful sea/air holidays to the island. The party travelled out in P & O's *Orsova*, spent two days inspecting hotels and resort areas in Bermuda and returned by air with BOAC.

Mr. L. F. Stuckey and Mr. C. T. McDermott of our Company and Mr. G. V. Jefferson, Mr. E. A. Coomber and Mr. M. Cole of BOAC, acted as hosts to this party.

MIDLAND FREIGHT AGENCY CHANGES

The changing pattern of shipping services has led to a review of P & O Lines Far Eastern freight representation in the Midlands.

By mutual agreement, existing agency arrangements in the Nottingham and Leicester areas have been relinquished by Thomas Meadows & Co. Ltd., and from 1 April, Messrs. Morison, Pollexfen & Blair were appointed Freight Agents for P & O Lines in the Leicester and Rutland county areas.

On the same day, Escombe McGrath & Co. Ltd., assumed similar responsibilities for the Nottingham and Lincoln county areas.

KANGAROO COMPUTER

The computer system which has been successfully running in London has been exported to Australia. The Data Processing Department in Sydney has linked the London system with its own local procedures and is now using it to process its own 1970 programme of sailings.

We have also heard from our Computer Department that Mr. J. B. Drenckpohl, the Data Processing Manager and Mr. L. U. Gion, the Senior Programmer from the San Francisco office visited London in January to have discussions with the Computer Project Team. These discussions concerned technical problems relating to

the adoption by P & O Lines North America of the London computer system. These technical matters were successfully resolved and it is planned to export the London system to San Francisco in the Spring of 1969.

In connection with the above, an order for data transmission equipment has been placed with NCR Limited for three terminals to be delivered to the P & O offices in Sydney, San Francisco and London. This equipment will enable these offices to exchange reservations and berthing information. This exchange of information will lead to a considerable revenue improvement due to better berthing and allotment control.

ANTWERP

John P. Best & Co. S.A., relinquished their P & O Lines Freight Agency in Antwerp on 31 May, 1969.

In the interests of consolidation in Antwerp, it has been decided to transfer the P & O Lines freight representation to Gellatly Hankey & Co., who are already handling the B.I.S.N. Co. Agency.

P & O Lines are particularly appreciative of the excellent service rendered by John P. Best & Co. S.A., since their appointment as Agents at Antwerp in 1882.

NEW OIL RIG SHIPS

P & O Lines of Australia Pty. Ltd., have ordered two advanced-type offshore service vessels to be built at Newcastle, New South Wales, by Carrington Slipways Pty. Ltd.

Delivery of the first vessel is expected by the end of 1969 and the second about mid-June 1970.

The ships, which will be employed servicing oil rigs off the Australian coast, will be operated by Australian Offshore Services, a Melbourne-based division of P & O Lines of Australia Pty. Ltd.

Design closely follows that of vessels operated by International Offshore Services, a company in which

P & O has an interest, the service speed being about 12.5 knots and power being provided by twin-screw engines, with twin rudders and bow thrust propellers for rapid manoeuvrability.

Offshore experience has evolved a rugged, handy small ship with accommodation and controls well forward and a long clear deck aft.

ANNUAL GENERAL MEETING

Shortly after the announcement that P & O had made a net profit amounting to approximately £9½ million, Sir Donald Anderson addressed stockholders on the occasion of the 129th Annual General Meeting held at the P & O Building on 19 March, 1969. In his speech, Sir Donald stated that we had just had a better year than that experienced of late. The Group turnover had increased from £157 million to £172 million, the charge for depreciation being a trifle higher at £18 million. The profit of £9.5 million compares with £5.5 million on the previous year.

The cash flow, including the sale of ships and investment grant, allowing for payment of the dividend, amounted to £33 million. The net current assets, which stood in the last Balance Sheet at under £4 million, now amount to nearly £22 million. Sir Donald continued "This growth in our cash resources is taking place at a time of heavy investment in new ships, and in spite of it. As far as we can see ahead, assuming no major upset in trading conditions, this trend will continue."

The Chairman concluded his speech by saying that the P & O Group was covering a range of transport services which was growing steadily wider. The success or failure of each part depended on those who worked for it and that we can all take pride and pleasure in a much better figure of profit which is the end result of all our work.

FAR EAST

Following upon the closure of the Suez Canal and the consequent re-organisation of its Far East cargo and passenger services, P & O Lines announced recently that its 13,809 tons *Cathay* will be transferred to the Eastern and Australian Steamship Company.

Cathay will start operating on the Australia/Far East route in November and will replace the older *Aramac* which will be sold. *Cathay's* sister ship, *Chitral* will also be sold after her voyage returning to the UK in February, 1970.

We are in receipt of a press cutting taken from a local paper in Guernsey concerning a Mrs Guille, better known as Miss Tingay whilst serving with P & O. We learn from this cutting that Mr and Mrs P. Guille have been appointed Resident Manager and Manageress of the York House Hotel in Victoria Street which is due to open at the end of May.

STATISTICS

by R.W.L. POCOCK

Second Officer Orsova

Statistics generally remind one of little gatherings of angry young men who work frantically with slide rules in sound-proofed glass boxes and gather vast sums of useless information. However, we feel that the occasional form of statistical report can be of interest, especially when it is part of our day to day life. For the purposes of a voyage such as ours it is difficult to assess accurate figures. *Orsova* has now been away from home for four months, twenty-six days and the figures here are for that period. So here we go:—

Give or take a mile or two *Orsova* has steamed a distance of 56,729 miles. To achieve this we have used 28,193 tons of fuel oil and each propeller has turned 18,360,300 times. 10¾ million gallons, or 48,338 tons of water have just gone — equal to twice the weight of the ship or enough to fill the funnel 44 times over! 1,672 gallons of paint have been used keeping us clean, and 13,790 electric light bulbs have been replaced. How much paper? You may well ask. Approximately 900 Good Morning sheets go out a day. Add on the menus three times a day, port circulars and the amount of paper it has taken to print the 40,000 odd words of Press taken this trip and we have an answer in the region of five tons!

Foodstuffs — well just to give you an idea our excellent Chef, Dennis Rogers, has come up with the following figures. We have consumed 10 tons of butter, 21 tons of bacon and 6½ tons of cheese. 31½ tons of fish have been eaten and 172,480 lbs. of meat. Of potatoes, over 106 tons, 104 tons of vegetables and 57 tons of flour. We have eaten 395,440 eggs and consumed over 6,750 gallons of milk. Oh yes, and of the meat figure, a large percentage of this has been steaks of which you eat about 1,000 a day! Finally, someone we suspect, in fact know, has eaten one pound of Bath Oliver biscuits.

Our long suffering barman tells us we have drunk 9,709 bottles of spirits, 352 bottles of liqueurs and 8,037 bottles of wine. 258,514 cans of beer have been consumed or very nearly 100 tons and 97,299 bottles of minerals. 1,562,000 cigarettes — enough to wrap them around the ship 223 times were they all joined together — have been smoked and 142 lbs. of tobacco burnt away. No record has been kept — officially in any case — of hangovers!

On the navigational side we have carried 1,196 charts with us for safe navigation around the globe and about 1,000 sextant observations have been made by the Navigating Officers.

We have carried 2,448 tons of cargo which includes 138 motor cars and over 19,000 bags of mail.

And to pay for all this? It cost you on an average 5d. a mile — and sea miles at that!

GROUP NEWS....



R. E. B. Lloyd

MR. R. E. B. LLOYD APPOINTED DIRECTOR

Early in April Mr. R. E. B. Lloyd, who is a Director of Glyn, Mills & Co., was appointed a Director of The P & O Steam Navigation Co.

He joined Glyn, Mills & Co. in 1952 as a Trainee, was appointed a Local Director in 1959 and a Director in 1964. Mr. Lloyd is Deputy Chairman of Australia & New Zealand Bank and a Director of the Legal and General Assurance Society.

ABC

BULK CARRIER ORDER

Negotiations are in an advanced state between P & O, Anglo Norrness Shipping Company Ltd. and the Doxford & Sunderland Group for an order worth over £18 million for three 150,000 ton bulk carriers.

The ships are intended to enter service in 1971 and will be operated by Associated Bulk Carriers Ltd. which is jointly owned by P & O and Anglo Norrness.

BI

MUSIC AT SEA

When *Nevasa* sailed from Southampton on 11 February for her first educational cruise this year, she carried amongst her many passengers, the Band of the 2nd Battalion of the Royal Anglian Regiment on their way to Gibraltar to join the Regiment there.

During the cruise they gave concerts to the passengers and the programmes performed consisted of both brass and orchestral music.

CFL

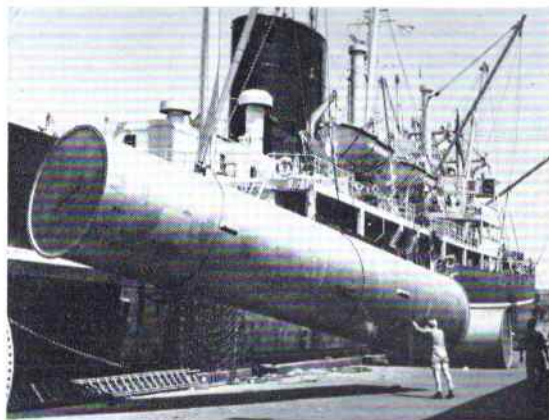
MR. G. J. TUKE — APPOINTMENT

On 13 November it was announced that Mr. George Johnson Tuke, a Director of P & O Lines Ltd., has been appointed to the Board of Container Fleets Ltd.

Container Fleets Ltd., was formed in 1967 and is responsible for the manning, maintenance and internal management of the six ships of Overseas Containers Ltd.

Mr. Tuke joined the Company in April 1965 as an Assistant Manager of P & O Lines Management Ltd., and in the December of that year, was appointed a Director.

E & A



One of the pontoons being lifted onto the *Aradina*.

“EMU CUTTER”

The Section Reclamation Dredge K001 of some 300 tons deadweight and named *Emu Cutter* was shipped from Sydney to Korea aboard the Eastern and Australian Steamship Co. Ltd., vessel *Aradina* on 14 October last year.

The shipment totalled 255 packages comprising the ladder/cutter assembly, “A” frame, pontoons, deck plates, pumps and associated diesel machinery, wrench piping, deck shed and cabins, control console and also a considerable quantity of roofing and crates of parts/equipment required for the assembly.

Loading was commenced on the evening shift on

Sunday 13 and completed Monday afternoon. The vessel sailed at 10 p.m. that night after a considerable amount of work was carried out tomming off and lashing the cargo below and on deck to surveyors' requirements.

GSW

ATHENS EXHIBITION

R. & H. Green and Silley Weir Ltd., London's largest ship repairers took part in the Posidonia 1969 International Shipping Exhibition which opened in Athens on 2 June.

Among the photographs and transparencies on show was one transparency 10 ft. long showing the River Thames from London Bridge to Tilbury. Separate display items featured fuel injection systems, a model of the Kort nozzle and Lanby, the monster buoy described in the last issue of "About Ourselves".

NEW BRANCH OFFICE

One of R. & H. Green & Silley Weir's subsidiary companies, J. Kirkaldy & Son Limited, have opened a new branch in Southampton.

We are told that this new branch office will carry out painting and shotblasting besides plumbing, joinery, boiler cleaning and metal spraying.

HN

MR. A. WALKER

A recent Hain-Nourse appointment has been that of Mr. A. Walker who now becomes their Engineer Manager.

Mr. Walker joined the Hain-Nourse Steamship Co. Ltd. in 1943 as Chief Engineer Officer and was appointed Assistant Superintendent Engineer in 1950.

He takes over on retirement of Mr. E. O. Kingston who leaves after 10 years' service with this Company.

GSN

ANOTHER NEW COMPANY

A new company has been formed by the General Steam Navigation Company known as Ascania Unit Loaders Limited which will specialise in the door to door handling of UK/Continental container operations.

Its purpose is to provide a specialist service to merchants and shippers who wish to take full advantage of containerisation.

SECOND DEER CLASS VESSEL FOR EUR

European Unit Routes Ltd. continues its fast expansion with the addition to its fleet of the *Eland*, 1,500 tons deadweight, a sister ship to the *Impala*. She is the second phase II ship to enter service, increasing the capacity of EUR's Tilbury/Rotterdam service to 63 containers daily from both terminals.

RO/RO

Members of the Hamburg/Bremen/London Shipping Conference decided to convert their present conventional liner service between England and Germany to horizontal cargo handling by the introduction of RO/RO ton-

nage which took effect from January 1969 between Hamburg/Bremen and Ipswich. The new concern is known as the IPSWICH LINE.

NORTH SEA FERRIES

North Sea Ferries who operate a RO/RO service between Hull and Rotterdam Europort, have appointed the Belfast Steamship Company as their general agents in Northern Ireland.

Last year, North Sea Ferries joined forces with the British and Irish Line to offer holidaymakers a through booking link between Eire and Europe.

NEW CONSULTANCY COMPANY

Three Quays Marine Services Ltd., has been formed by the General Steam Navigation Co. Ltd. to offer technical consultancy services to marine and allied industries.

Mr. A. F. Carey, the General Steam Navigation Naval Architect, will handle business gained by the new Company.

The services offered by this Company will embrace design, supervision of construction, problem investigation, survey and conversion besides other spheres of our industry. The service will be available to both owners and builders in the United Kingdom and overseas. Apart from contracts dealing with new and existing vessels, liaison work with port and harbour authorities will be undertaken involving co-ordination of ship, berth and cargo handling techniques.

PANOCEAN



J. L. Alexander



C. D. Lenox-Conyngham

P & O AND BLUE FLUE JOIN FORCES

Our parent Company and the Ocean Steam Ship Co. Ltd., have joined forces to form a new Company, Panocean Shipping and Trading Ltd., to undertake worldwide operations in the carriage of bulk liquid products. The share capital, at present nominal, is equally owned by P & O and Ocean Steam Ship. Orders for 4 vessels, each of about 24,000 tons deadweight are to be placed with Cammell Laird & Co. (Shipbuilders & Engineers) Ltd., of Birkenhead. Delivery of the ships will commence in August 1971 and is scheduled for completion in April 1972.

As there has been a sharp growth in the world move-



An artists impression of one of the new chemical carriers.

ment of bulk chemicals in recent years, and, after extensive market research and technical investigations into the future of this as a world trade, it was agreed that it was time for Britain to enter this market which was largely dominated by foreign shipowners.

The four vessels will be advanced in design with the use of stainless steel, specialised tank coatings and pump and pipeline systems to protect the cargo from contamination. They will be capable of carrying a wide range of bulk liquids. Facilities for cleaning the tanks will be built-in as a design feature. The vessels will be automated, have a service speed of 16 knots and will be UK manned with a complement of about 35.

The Directors of the Panocean Shipping and Trading Company are Mr. J. L. Alexander, who joined The Ocean Steam Ship Co. Ltd. in December 1947, Mr. C. D. Lenox-Conyngham, a Director of the Blue Funnel Line Ltd., Mr. A. B. Marshall, who was appointed a Director of the P & O S.N.Co., in September 1968 and Mr. K. Reynolds who is a Director of P & O Lines Ltd.

Managers and shore staff required will be drawn as far as possible from the two principals. It is the intention that the vessels will be, manned by sea-going staffs within the P & O and Ocean Groups.

A. B. Marshall

K. Reynolds



STRICK

£2 MILLION ORDER

An order has been placed with Swan Hunter Shipbuilders Ltd., for a further ship which will supplement Strick Line's service between UK/Continent and Arabian/Iranian ports.

The vessel, which is to be named *Nigaristan*, will be a general cargo carrier and will be built at Readhead's Shipyard, South Shields, for delivery October/November 1970.

She will be a sister ship to *Tabaristan* which was launched in January and will join Strick's 17 other cargo ships on the service mentioned above towards the end of next year.

TRIDENT



Mrs Mizukami naming Ardtaraig.

ARDTARAIG

The naming ceremony of Trident's first 215,000 ton tanker, *Ardtaraig*, took place on 31 March, 1969. This vessel which was built by the Mitsui Shipbuilding &



Ardtaraig at sea.

Engineering Company Ltd., at their Chiba Yard, was completed from start to finish in 315 days and will shortly be followed into service by her sister ships *Ardshiel*, *Ardlui* and *Ardvar*.

On her maiden voyage on charter to BP, *Ardtaraig* will lift a cargo of crude oil from the Persian Gulf, probably for Europe.

Celebrations after the naming ceremony.



CAPTAIN RETIRES

The senior Captain of Trident Tankers Ltd., Captain George L. Greenwood, retires after 32 years' service in the P & O Group.

Captain Greenwood's last command was Trident's flagship *Ottawa* of 93,000 tons deadweight which has been his charge since her delivery in 1964.

The "Ed" Departs

On 31 March Mr. John Szemerey who has been the Editor of "*About Ourselves*" for some 5 years, left his post to join a Public Relations Consultancy.

During his time as Editor John Szemerey carried through the ideas envisaged by another former Editor, the late Mr. B. D. O. Jones creating a magazine very different from that published some ten years ago. The cover we knew then was, if my memory serves me correctly, dark blue with numerous rising suns and anchors printed on this ground. This was replaced by a pictorial cover which, at the time, seemed like a ray of sunshine and the contents inside the covers were brightened up in a similar way. This was in no small measure due to the hard work that John has put in during his time as Editor.

Now you have another new Editor who hopes to continue the good work presenting a magazine which will continue to hold the readers' attention.

You will see from my first edition that I have decided to divide the contents of the magazine into three distinct sections. By far the largest section is concerned directly with business news both at the Company and Group level, whilst at the back of the magazine readers can find pages allocated solely for Pandor Club news. Between these two is inserted a completely new section which I have called the "Magazine Supplement" in which appears all the feature articles.

This has been done with the idea of giving readers the choice of hard or light reading. Perhaps the magazine section will be most appreciated by those taking a long train journey to or from the office, or by those at sea lying in their bunks at the close of a day's labour, when time permits for a leisurely read. It is hoped in the future to include in this section more articles of a historical nature as it is felt that many of the younger members of the staff know little of our glorious heritage.

No magazine can survive without criticism and this is welcomed by the Editor who considers it his duty to satisfy his public and give them the material that they desire. This is not possible if the material in the first place is not forthcoming from amongst our ranks. Contributions large and small will always be welcome and providing they arrive I will endeavour to mould them into a publication that will be appreciated by all readers.

So, in conclusion, I thank John for all his hard work and wish him all the best in his new venture at the same time hoping, as I slip into John's chair, my public enjoy the meal that I, as the new boy, have put before them.

M. MINTER TAYLOR, Assoc. B.A.I.E



Himalaya leaves Sydney after completing a record number of eight consecutive cruises.

SHIP NEWS

HIMALAYA — A Long Haul

Himalaya carried a total of 10,023 passengers over 32,911 miles during the adventure series of eight consecutive cruises which began on 25 July and ended on 1 November.

During the cruises the *Himalaya* called at Suva, Noumea, Lautoka, Nuku'alofa, Pago Pago, Auckland, Brisbane, Melbourne and Sydney.

Morale was extremely high among the crew throughout the voyages and when the vessel berthed at Sydney on completion of her final trip, they unfurled a banner — "*Himalaya* — We Are The Greatest".

As a complementary gesture staff members of our Sydney Office created their own banner and as the ship left for the United Kingdom they held — "*Himalaya* — You Are The Greatest" — high above their heads.

ORONSAY/ORSOVA — Triple Welcome

Captain Roger Cutler of *Oronsay* and Captain Michael Prowse of *Orsova* were guests of honour at a special ceremony to welcome their ships to Port Everglades, Florida, on 23 November.

The ceremony marked the precedent created by the berthing of two P & O liners in Port Everglades at the same time and the Governor of Florida, Claude R. Kirk, Jr. issued a special proclamation declaring 23 November as "P & O Lines Day".

The official welcome and message from Governor Kirk was read by Mr. Milton M. Weir, chairman of the Florida Development Commission.

The two captains then accepted commemorative plaques and keys for freedom of the cities of Hollywood, Fort Lauderdale and Miami.



Captain Cutler (left) and Captain Prowse with their plaques.

The president of P & O Lines (North America) Inc., Mr. George Turner, who flew from San Francisco to attend, said the presentations meant P & O now had an official "home" on the east coast of America.

Mr. Turner thanked the American hosts and paid tribute to the local people, who he described as "so friendly they could not have been nicer".

Many of the 4,000 passengers and crew of the two ships, tied up together, watched the ceremonial presentations to Captain Cutler and Captain Prowse.

Mr Dedman (left) and Mr Jerrett present the booklet to Captain Vickers.



Chitral Public Room Stewards (l. to r.) William Goldie, David Tapping, Philip Guest and Roy Wells in 'Jungle' surroundings.



Bob Whitmore, Head Waiter, behind the Club Bar in Chitral. Photograph by Roger Cooper, Hospital Attendant.

CHITRAL — CHITral CHAT

Tony Duff, Baggage Steward/Writer, writes:

The social life in *Chitral* revolves around the thriving Sports and Social Club. Built up over several voyages, the club is organised by an elected Committee but owes much of its current success to the efforts of its Chairman, Bob Whitmore, Head Waiter, who also as Barman has become a popular anchorman. The Club Darts team have emerged victorious from their clashes with the Wardroom claiming much prized trophies.

CANBERRA — Old Comrades' Presentation

Whilst *Canberra* was passing off Savo Island during a recent Oriental Cruise, Mr. A. H. Dedman and Mr. Jerrett visited the Bridge and presented Captain Walter Vickers with a copy of a booklet produced by the HMAS *Canberra* Survivors' Association recounting the loss of the Australian cruiser HMAS *Canberra* off Savo Island in August 1942. Both Mr. Dedman and Mr. Jerrett were crew members of the cruiser at the time of the sinking.

ARCADIA — *Suvan Visit*

Forty-seven children, orphans aged between two months and seventeen years from the Dilkusha Girls' Home in Suva, thoroughly enjoyed a party in *Arcadia* on 21 January, given by the crew who subscribed to the cost of it themselves and also for the presents bought for the children in Honolulu.

After all expenses had been covered there was a balance of £10 which was put towards the building of new bathrooms in the Girls' Home.

Father Christmas (Christopher Fairclough, Waiter) hands a gift to a young Fijian girl.
Photograph sent to us by *Arcadia's Welfare Leading Hand.*



ORSOVA — *RTV Stars Visit*

When *Orsova* made her call at Hong Kong late in September it became a rather special occasion for six pretty RTV television stars.

The six girls — all from Rediffusion's Chinese Channel — were invited for tea and a tour of the liner.

For many of them it was their first "inside" look at a passenger liner, and they seemed to love every minute of it.

They toured the entire ship, and ended up in the restaurant for tea.

Orsova's officers who lent a helping hand for the afternoon all voted the girls' visit one of the most successful "tours" they've known.

Three of the stars who visited Orsova L. to R. Miss Margaret Wong, Miss Elizabeth Wang, and Miss Susanna Huen.

Taxing Problems

"I cannot pay the full amount at the moment as my husband is in Hospital. As soon as I can, I will send you the remains."

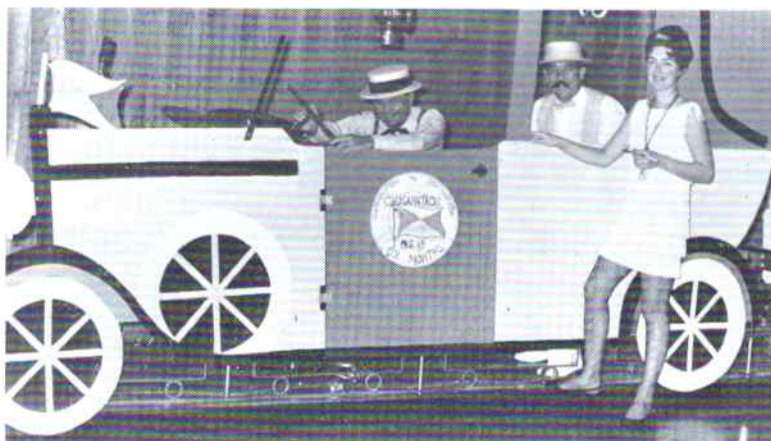


Captain Walter Vickers with the winning team L. to R. D. Bennett, 2nd Baker, A. Luckman, 2nd Butcher; D. Hawken, 3rd Butcher; S. Conibere, 2nd Butcher (Reserve); R. Hall (Captain) Dairyman.

CANBERRA — *Phantom 4*

Canberra's Welfare Leading Hand, Fred Willgress, sent us the accompanying photograph of the shield winning "Phantom 4" Darts Team taken on 9 December. Ten teams competed for the shield which is played for each voyage.





*The 1968 Chusan Special
L. to R. Paddy Cromie, Larry Thiele
and Frances McCleery.*

CHUSAN — Marathon

Staff Captain Godfrey Howe, writes:

When the competitors in the London to Sydney Marathon travelled from Bombay to Fremantle in *Chusan*, an extra car and crew came along with them, the 1968 "CHUSAN SPECIAL" constructed for the race and driven by those stalwarts of the road Cannonball Paddy Cromie, Quartermaster; Larry "Thunderball" Thiele, First Class Entertainments Officer; and, last but not least, Frances "Ma" McCleery, Hostess. Unfortunately the team had to withdraw from the race at Fremantle due to engine trouble, but expect to re-enter the race back to Southampton.

ORIANA — Friendship

Ernest Greenham, Welfare Leading Hand, writes:

Pupils and teachers of St. Marks Anglican Sunday School, Vancouver, Canada, came on board *Oriana* on 17 January and handed me some scrap picture books, made by the children, to be given to the Fairburn Home for the Deaf and Dumb, Southampton, on our return to that port.

I hope this will create a friendship between St. Marks, Vancouver, and the Fairburn children.

The party were quite thrilled to have tea on board, and they each took home an Xmas Day menu card with a picture of the ship.

Ernest Greenham with the teachers and pupils of St. Marks Anglican Sunday School.





"The Road to Ruin" from l to r John Bowling, Bell Boy; Alan Bradshaw, Public Room Steward; Joyce Briant, Stewardess; Rick Burr, Cadet Purser, Harry Bonning, Cadet Purser, Susan Hayes, Female Asst. Purser; Ann Moulding, Stewardess.



We in *Orsova* are proud to be associated with the Brays Grove Comprehensive School.

ORSOVA—Drama Group

Miss Margaret McCallum, Playroom Stewardess, writes: This voyage (No. 813) David Miller, Assistant Purser, produced two plays with the *Orsova* Drama Group — "The Grand Chams' Diamond" by Allan Monkhouse and "The Road to Ruin" by Ronald Mitchell.

These plays were performed twice for members of the ship's company and three times for passengers, all performances being greatly enjoyed and appreciated. As before, collections were taken at the finish of the passenger performances and the Group is delighted to once again be able to donate forty pounds to the Guide Dogs for the Blind Association.

The following members of the ship's company participated this voyage:— Ann Moulding, Stewardess; Joyce Briant, Stewardess; Margaret McCallum, Playroom Stewardess; Susan Hayes, Female Asst. Purser; David Miller and Paul Tutton, Asst. Purser; Harry Bonning and Rick Burr, Cadet Purser; John Bowling, Bell-boy; Alan Bradshaw, Public Room Steward; Doug Stopps, Asst. Bedroom Steward; Joe McIlvenny, Bedroom Steward; Bill Bremner, Seaman; Dick Hannaford, Asst. Linen Keeper; Frank Williams, Welfare Leading Hand. As always we are very grateful to our First Electrician, Ron Dunford without whom we would be "lost in the dark" and also the Ship's Carpenter, Cliff Jones. May I say that of the twelve members who actually accepted acting parts, nine were new members to this ship and therefore to the Group.

"The Grand Chams' Diamond" from l to r Ann Moulding, Stewardess; Doug Stopps, Asst. Bedroom Steward; Paul Tutton, Asst. Purser; Margaret McCallum, Playroom Stewardess; Frank Williams, Welfare Leading Hand; Bill Bremner, Seaman.

ORSOVA—A Double Event

Staff Captain Gerald Harrison tells us that *Orsova* has been adopted by the Brays Grove Comprehensive School of Traces Road, Harlow, Essex, and sent us the accompanying photograph showing the lifebuoy, which will be presented to the school.

The Motto of the Brays Grove Comprehensive School is highly appropriate for the whole conception of ship adoption. It is "To Give and Not to Count the Cost".

The Headmaster of "OUR" school is Mr. S. H. Bottoms B.Sc. (Econ.), M.Ed., and there are at the present time 60 staff members and 1,100 pupils. We have sent them charts showing our voyage, numerous postcards, port leaflets, cards showing the badges of rank worn in P & O ships, a selection of typical "Good Morning" Sheets, assorted stamps from many countries, an abstract from the ship's log and many other items of interest to them. So the list grows and the link gets stronger. Not the least important item we have sent them is a Membership Card for the *Orsova* Social, Athletic and Benevolent Club, who incidentally, adopted the school.



Staff Captain Harrison and Welfare Leading Hand Frank Williams with the School's lifebuoy.

(i) Clayton plays to an attentive audience.

ORNSAY — *Showtime in the Pig N' Whistle*

West Indian entertainer, Clayton Davis, who switched from taxi driving in London to bass and trumpet playing and singing in Sydney, gave several shows in the "pig" on *Oronsay's* homeward voyage through the Panama Canal last November. And as a token of their appreciation the crew members presented him with an *Oronsay* silver tankard.

Clayton and his Australian wife Maureen, who attended all his shows in the "pig", sailed in *Oronsay* from Sydney on 20 October and disembarked at Bermuda en route to St. Andrew's, Grenada, to visit his parents — the first homecoming in 11 years.



(ii) Clayton 'christens' the tankard.

ORNSAY — *Farewell Gift*

Staff Captain Roy Cookman and Captain W. D. Gibson have known each other for fifteen years.

They met when *Oronsay* called at Vancouver on 17 January, 1954, inaugurating the Pacific Service of the Orient Line. Captain Gibson was then Marine Superintendent of the Union Steamship Company of New Zealand; Staff Captain Cookman was Junior Second Officer.

This January, when *Oronsay* made its last call at Vancouver before Captain Gibson's retirement, Staff Captain Cookman warmly thanked him for the help he has given to the staff of all P & O ships and presented him with a silver cigarette box, an address book and a letter opener.

He told Staff Captain Cookman; "You haven't seen the last of me yet. Some day my wife and I will appear on your passenger list".

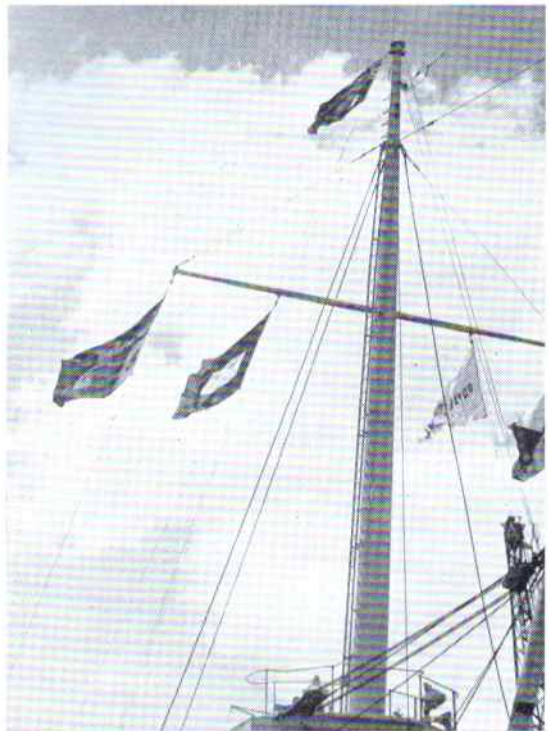


Staff Captain Cookman making the presentation to Captain Gibson.

IBERIA — *A Personal Standard*

When Sir Robert Menzies and Dame Pattie Menzies returned to Australia in *Iberia* Sir Robert's personal standard of Lord Warden of the Cinque Ports was flown by the ship.

The standard, normally flown at Walmer Castle, the Lord Warden's official residence, was despatched by air to Fremantle so as to enable the ship to fly it in Australian waters.



The standard of the Lord Warden of the Cinque Ports

From the Departments

ACCOUNTS

Appointment

Mr. J. J. Reynolds was appointed Assistant Chief Accountant — P & O Lines, and Mr. R. E. Harriss an Assistant Head of the Accounts Department, on 1 December, 1968.

COMPUTER

Appointment

Mr. D. M. Maudling has been appointed Chief Programmer in the Computer Bureau Department with effect from 1 January, 1969. He is responsible to Mr. T. M. L. Wiszniewski, the Computer Bureau Manager, for all computer programming in the London Bureau.



V. A. R. Lawrence

THE LINES

On Monday, 27 January, 1969, Mr. V. A. R. Lawrence transferred to the recently formed Panoccean Shipping and Trading Limited, whose offices are situated on the sixth floor of the new P & O Building. At the same time "The Lines" have been merged into one department under the control of Mr. H. J. Hammond

FLEET PERSONNEL

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

Master's — Second Officer J. B. Kilner.
First Mate's — Third Officers M. Beavington, M. J. Derrick, M. J. Gold, P. Lockyer, B. Minter, A. H. Reed, J. R. Tadman, J. W. Woodhead, R. P. Woodger, I. Woollard and First Radio Officer D. W. Sims*.
First P.M.G. Certificate — Junior Radio Officers

C. D. Sampson, M. L. Scott.

First Class Motor Endorsement — First Engineer M. J. Pullen, Second Engineer R. Berry.

First Class Steam Endorsement — Second Engineer J. Raine.

Second Class Steam Certificate — Third Engineers D. J. Whitby, M. G. Ramsey, G. R. Gould, J. J. Byrne.

*Mr. Sims, who passed the First Mate's Certificate examination at the first attempt, now transfers to the Deck Department to gain sea time for the Master's Certificate.

Promotions

We congratulate the following Officers on their promotions:—

G. E. Howe, Chief Officer, to Captain, 19 June '68;

D. J. Harrison, Chief Officer, to Captain, 9 Oct. '68;

K. E. Howard, Chief Officer, to Captain, 19 Oct. '68;

J. W. Bonner, Chief Officer, to Captain, 13 Nov. '68;

J. A. P. Crichton, Chief Officer, to Captain, 1 Dec. '68;

M. C. Whicker, on being confirmed in the rank of Purser, 23 Oct. '68;

A. S. Belsher, on being confirmed in the rank of Deputy Purser, 25 Nov. '68;

C. D. R. Holtom, Senior Asst. Purser, to Acting Deputy Purser, 14 Jan. '69.

Appointments

M. P. Jolly, First Radio Officer, was temporarily appointed to Electronics Department on 6 November, 1968, to relieve M. L. Broughton, First Radio Officer, who has joined Kelvin Hughes.

A. F. Griffiths, Second Officer, was appointed Assistant Nautical Inspector on 25 November, 1968, to relieve R. M. Moore, who returned to sea on 7 February, 1969, as Junior Second Officer *Chitral*.



M. T. Poiney

MANAGEMENT

Mr. M. T. Poiney has been appointed a General Manager of P & O Lines Ltd. In his new position he will continue as Chief Accountant for P & O Lines.

On 1 October, 1968, Mr. M. S. R. Heathcote was appointed Assistant to the Management to assist the Planning Director, Mr. A. M. Stirling, in the development and co-ordination of long range planning for the company's passenger activities.

PASSENGER

Mr. B. S. Redsell has been appointed Sales Promotion Manager and Mr. H. L. Fisher succeeds him as Shore Excursions Manager. Mr. R. A. Beedle takes over the position vacated by Mr. Fisher and assumes the title of Reservations Sales Manager.

To coincide with these appointments the P & O Field Sales Areas are re-organised. Mr. P. C. Cooper becomes Agency Sales Supervisor — based near Manchester — his own area being Lancashire, Yorkshire, and the Isle of Man. There are five other area representatives, Mr. Frank Butt, Mr. Michael Longhurst, Mr. Hugh Bray, Mr. Trevor Elliott, and Mr. Michael Procter, who are based in Scotland, Kent, London, Birmingham, and Bristol respectively.

For Mr. Bray and Mr. Procter these appointments are their first in the Sales Organisation having both been transferred from the Passenger Reservations Department in January 1969.

PROPERTY DIVISION

As several P & O Group Companies are jointly occupying the new P & O Building and Beaufort House, reception and distribution services are being undertaken by a Group Corps of Commissionaires. A new position has been created of Senior Head Commissionaire with overall responsibility, and this has been filled by Mr. G. Bundock, formerly Head Storeman of Stationery and Printing Department, who assumed his new responsibilities on 14 October, 1968.



The new Technical Services team standing from left to right T.W. Bunyan, C. F. Morris, and D. W. McKee, in the chair D. W. Kerr.

TECHNICAL SERVICES DIVISION

A new Division has recently come into being under the overall control of Mr. A. B. Marshall who was appointed to the P & O S.N. Company Board from Trident Tankers Ltd. six months ago. Known as the Group Technical Services Division this new section has as its Director Mr. D. W. Kerr who himself joined Trident Tankers in August 1966 as an Executive Director.

Other appointments in this new Division include Mr. D. W. McKee, who becomes Technical Manager

(New Construction), Mr. C. F. Morris, becomes Chief Naval Architect whilst Mr. T. W. Bunyan has been appointed Engineering Adviser.

The Group Technical Services Division will give any required technical support to the operating Companies in the P & O Group in their new construction activities, their existing fleets and the research and development field.

SHIP MAINTENANCE

Following Mr. J. Leatherbarrow's appointment as Superintendent, Ship Maintenance, Mr. D. Monument joined the Company on 2 December, 1968, as Assistant Superintendent, Ship Maintenance, and is stationed at Tilbury Dock, being jointly responsible with Mr. A. M. Ferguson for the Passenger Fleet.

TELEPHONE ROOM

With effect from 26 March 1969, Miss R. G. Hayward was promoted to Deputy Telephone Supervisor.

With effect from the same date, Mrs. M. I. Wade was appointed Senior Operator.

We have just heard that Mr. T. C. Hughes, former Passenger Department Training Officer, has been appointed P & O Lines Training Officer and will assume responsibility for all P & O Lines shore staff training.

Mr. D. B. Dyer, presently Continental Sales Manager, will take over from Mr. R. D. Rolt as West End Office Manager in October. He will be replaced as Continental Passenger Manager by Mr. J. M. Church who will take up this appointment shortly.



D-DAY AT WEMBLEY

by "Soccer Fan"

Well, how about that! What a game the Cup Final was. And Alan Clarke* the Man of the Match. Breaks me 'eart that Fulham sold him. Pity about Fulham. But there was another big event that I bet all you eagle-eyed fans noticed—yes that's right—the pre-match toss-up was with a new decimal 10 shilling piece. This very practical seven-sided piece will come into circulation on 14 October 1969 and will begin to replace the 10s. note.

Other big dates (for Decimals, not Wembley) are:

- * 1 August 1969
the halfpenny is demonetised.
- * 1 January 1970
the half-crown is demonetised.
- * 15 February 1971 (DECIMAL DAY)
½p, 1p and 2p coins come into circulation.
- * After Changeover Period
1d, 3d and 6d demonetised.
- * Alan Clarke, Britain's most valuable player cost £150,000. In decimal currency terms, that's also £150,000. The £ remains the same. If he'd cost £150,000 6s 7d, that would be £150,000.33.



From Abroad

SAN FRANCISCO — Farewell Call

On his last visit to San Francisco before his retirement, Commodore Clifford Edgecombe was honoured by several of the city's organisations in ceremonies on board *Oriana*. On 21 January, Phelps Dewey, representing the Convention and Visitors Bureau, presented him with the CBV's Silver Cable Award; Nancy Runyan, Maritime Queen, presented gold cufflinks on behalf of the Port Authority; and Hampton Elmore gave the Commodore a special plaque from the Chamber of Commerce.

It was quite a busy day because, in addition to the presentations, the press, radio and television turned out in force to interview him.

Commodore Edgecombe being interviewed for television on Oriana's bridge.



HONG KONG — A First for Chitral

It used to be said that the three things most wanted by the Japanese were the "3 C's" — car, air conditioner and colour TV.

Recently, they were offered a fourth "C" — the complete holiday cruise — at a special introductory price far lower than the current costs of a car, cooler or colour TV set.

Last November, we launched the first of a series of 12-day cruises in the *Chitral*. This sailed from Yokohama on 28 November, spent two and a half days in Hong Kong (2-4 December) called at Keelung on 6 December and returned to Yokohama on 9 December.

To overcome some of the language difficulties (which according to the experience of the pilot cruise were far less than expected) bar and restaurant menus are printed in Japanese.

There will also be daily news broadcasts in Japanese, Japanese entertainment and liaison officers will be on duty at all times to handle inquiries.

Meals range from traditional English fare to Chinese and Japanese specialities while the comprehensive entertainment schedule includes movies, dances, mah-jong, bingo, miniature horse racing, swimming, deck sports (including a golf driving range) and special gala nights.

Consideration is also being given to special activities such as English lessons.

The rapidly increasing prosperity and leisure time which the people of Japan are enjoying is expected to stimulate a continuous demand for cruise travel, not only during the usual holiday seasons, but also throughout the year.



Captain Mortleman-Lewis explains the details of 'ship construction' to some of his young friends.

SINGAPORE — Ships Ahoy!

When Captain Ernest Mortleman-Lewis of *Pando Cape* was in Singapore in September of last year he distributed 50 *Strathardle* model kits to some of the lads of Boys' Town and told them that he hoped to come back in a few months' time to judge the models.

Captain Mortleman-Lewis kept his word. He again visited Boys' Town on 21 January, and was pleased to award prizes for the best models.



Marilyn (left) and Geraldine wave to their Sydney admirers.

VANCOUVER — *Christmas at Sea*

The Vancouver departure of *Oriana* on her first Caribbean Christmas cruise from the West Coast was heralded by an illuminated carol ship flotilla of eight gaily decorated boats.

Oriana sailed to the strains of a choir singing carols while P & O staged a fireworks display in the harbour for the enjoyment of hundreds of passengers and many thousands who watched from ashore.

More than 800 cruise passengers boarded in Vancouver, while seven hundred more embarked at San Francisco and Los Angeles for the three-week cruise to ten ports in the Caribbean.

SYDNEY — *Trans-Pacific Link*

The Waratah Princess, Miss Marilyn Byrnes, and Miss San Francisco, Miss Geraldine Toltschin, rode on the first float in the Waratah Festival Parade which was held in Sydney on Saturday, 12 October.

The front of the float represented the bow of the *Canberra*.

Marilyn, who is 19, won a trip in *Canberra* Circle Pacific Voyage.

Christmas departure





Among those at the buffet lunch were (l. to r.) Mr. Gordon Allen; Staff Captain Gerald Harrison; Mrs. Allen; Councillor N. P. Rademeyer, Mayor of Port Elizabeth; Mrs. Rademeyer and Captain John Green.

PORT ELIZABETH — Maiden Call by P & O

We are always delighted to see new faces in *About Ourselves* and the accompanying picture, sent to us by Mr. Gordon Allen, Manager, Freight Services Ltd., Port Elizabeth, records the occasion of the first visit by one of our ships, the *Orsova*, to the port, during which a buffet lunch was held on board for some 40 guests

SYDNEY — A Happy Lecturer!

Mr. R. B. Bond, Senior Educational Officer of the Sydney Stock Exchange, recently travelled in *Himalaya* giving a series of seven lectures on stocks and shares to cruise passengers. Also lecturing on the same cruise was Miss Lorraine Reilly of Revlon.

Mr. Bond receives his passage ticket in our Sydney Office from Miss Anne Rankin (left) P & O Receptionist whilst Lorraine looks on.



Mr. Back with his picture.



SAN FRANCISCO — A Painting Restored

Operations Manager Ian Back recently did a home-restoration job, cleaning 55 years of accumulated grime from an oil painting. The cleaning revealed a sun-drenched harbour at Tahiti with a Union Steam ship docked there.

Hind, Rolph & Co., ship owners and steamship agents, were the original owners of the picture which was purchased at the Panama-Pacific Exposition in 1915. It hung in their office, later in the Union Steam Ship Company's office in San Francisco and is now in Mr. Back's office at 155 Post Street.



Mr. W. K. Corneck (Jardine Matheson & Co.), left, and Chief Engineer Ronald Hudson watch as Chinese officials wield dexterous chopsticks. Captain Ernest Mortleman-Lewis is partly hidden, far right.

KAOHSIUNG — First "A" Service Call

A party was given by our Agents in Kaohsiung to entertain Harbour Officials, Customs Brokers and Shippers in and around Kaohsiung on the occasion of the first Pando "A" service call in their port. The Captain and several officers of *Pando Cape* were present.

The celebration was held at the Garden Hotel in Kaohsiung and was a great success.

SYDNEY — Something for the Lions

Mr. H. Watkins, District Governor, and Mr. M. Eckersley, President of the Wollongong Lions, recently presented Meeting Equipment to Captain Roger Cutler for safe-keeping in *Oronsay* so that meetings of Lions' members could be held at sea.

Photograph from Malcolm Longstaff

Mr. Watkins (left) and Mr. Eckersley with Captain Cutler.



HONG KONG — A Special Party

On 18 December 70 of Hong Kong's underprivileged children had a wonderful day when they were entertained to a Christmas Party in *Chitral*.

Following the great success of a similar party held last year, P & O through the Hans Andersen Club, had invited these children for whom Christmas would otherwise have been a cheerless event.

When the party was over the children left *Chitral* laden with sweets, toys and gifts donated by several Hong Kong companies.

Bang! *Chitral's* Head Waiter, Bob Whitmore, pulls a cracker with one of the guests.



Miss Odell shows her book to Mr. Andrew Ogilvie, 4th Officer of *Canberra*, watched by young guests.

SYDNEY — A book is launched

In Sydney recently a children's party was held on board the *Canberra* to launch the book "A Liner Goes to Sea" by the well known author and TV personality Miss Carol Odell. The book describes the voyage to Britain in the *Canberra* and to gather the material Miss Odell made a round voyage in the vessel.



Mr. Miller makes a final adjustment to his model of Canberra.

SAN FRANCISCO — Radio-controlled Canberra

A unique addition to the Caribbean window display at our San Francisco headquarters is a radio-controlled model of *Canberra*. District Sales Manager Bruce White was so impressed when Mr. W. C. Miller, of Glen Ellen, California, brought in the four-foot model he had taken three years to make, that he asked if P & O could borrow it to take pride of place in its Post Street windows.

Mr. Miller, who is retired, faithfully followed drawings and pictures to make the balsam-wood model as accurate as possible.



Carolyn with one of her assets.

ADELAIDE — A Good Start

Miss Carolyn Horton of Gawler (S.A.), winner of the 1967 P & O Canberra Scholarship, received a cheque for \$A1,500 and her Scholarship Citation from Mr. Steele Hall, Premier of South Australia, at a ceremony in Adelaide recently.

Carolyn intends to use the money towards establishing a pig enterprise on her home property.

Photograph came to us by way of Malcolm Longstaff in Sydney.

MELBOURNE — Royal Show

A cocktail party was held in *Oronsay* at Melbourne on 15 October when Captain Roger Cutler presented the Company's trophies won at the Royal Melbourne Show.

The P & O Export Butter Trophy, originally instituted to commemorate the Jubilee of the Orient, was won by the Camperdown-Glenormiston Dairying Company and presented to Mr. E. T. Heard, their General Manager. Mr. Keith Sutherland won the P & O Trophy for the Grand Champion in the Fat Cattle section of the Show — for the second year in succession with an Angus Steer. Photograph sent to us by Mr. T. Stratton.

Mr. Heard (left), Captain Cutler and Mr. Sutherland admire a magnificent sculptured centre piece of butter made by *Oronsay's* chef, Mr. Lorenzo Manzi.



KINGSTON — Christmas-tide Visit

Captain Thomas Lincoln was host at a buffet lunch held in *Oriana* when his ship was berthed at Kingston Wharves, Jamaica, during her first Caribbean Christmas cruise from the West Coast of North America.

Among the distinguished guests were Mr. Charles D'Costa, Chairman of Lascelles de Mercado and Company and Mrs. D'Costa, Mr. Eustace Bird, one of the Commissioners of the KSAC, Mr. John Sanderson, and Mr. L. H. Polack and Miss Jean Allen of Lascelles.



L. to r. Mrs. D'Costa, Mr. D'Costa, Miss Allen, Mr. Bird, Captain Lincoln, Mr. Sanderson and Mr. Polack in *Oriana*.

Personal News



Mr WILLIAM RODGERS, Minister of State Board of Trade (left) presenting John Winston Cantwell, Bedroom Steward, Oriana with the British Empire Medal. Also in the picture is Mrs Cantwell.

HONOURS

We congratulate:

MR. J. W. CANTWELL, Bedroom Steward, *Oriana*, on being awarded the B.E.M.

TRANSFERS

MR. NEVILLE L. BRAYNE-NICHOLLS, Entertainments Officer, transferred to Sea Staff Services 6 Jan 69.

MR. PETER A. HOLLISTER, Purser, transferred to Hotel Services Organisation, 1 Jan 69.

MR. R. A. OCKLEFORD, Chief Steward, transferred to Accounts, 24 Feb 69.

21st BIRTHDAYS

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

MISS T. BARULIS, Cash Dept., 18 Oct 68.

MISS S. BESWICK, Passenger Dept., 14 Oct 68.

MRS. P. A. BLYTH, Marine Dept., KGV, 4 Nov 68.

MR. R. F. BROWN, Accounts, 25 Aug 68.

MR. R. G. CHIPPING, Steamers Shops, 8 Nov 68.

MISS D. CLARK, Freight Administration Dept., 2 Dec 68.

MISS M. A. DAVIES, Public Relations Dept., 27 Dec 68.

MR. P. R. GETGOOD, Computer Bureau, 23 Nov 68.

MISS M. E. JACKSON, Punch Card Unit, 15 Dec 68.

MISS S. V. JOHNSON, Fleet Personnel Dept., 19 Nov 68.

MISS J. JONES, Passenger Dept., 4 Nov 68.

MISS S. J. KIRBY, Punch Card Unit, 23 Dec 68.

MISS M. M. MACDOUGALL, Passenger Dept., 27 Oct 68.

MISS S. A. MILLER, R1 Passenger Dept., 10 Jan 69.

MR. I. C. MORRIS, Computer Bureau, 30 Nov 68.

MR. C. PRUETT, Chartering Dept., 13 Dec 68.

MR. C. D. SUTTON, Conference Dept., 9 Dec 68.

MISS L. A. WISEMAN, Fleet Personnel Dept., 16 Sep 68.

ENGAGEMENTS

We congratulate:

MISS S. E. BESWICK, Reservations Sales, on her engagement to MR. R. SUTCLIFFE, 30 Nov 68.

MR. CON BURTON, Mailmaster, *Oriana*, on his engagement to MISS JEAN LAWS, Stewardess, *Oriana*, 26 Dec 68.

MISS C. COOKE, R1 Passenger Dept., on her engagement to MR. J. R. BIGGS, 1 Jun 68.

MISS R. C. GRAHAM, Reservations Sales, on her engagement to MR. R. J. JENKINS, 30 Nov 68.

MISS ANN MORLEY, Typing Centre, on her engagement to MR. JOHN CROSSWAITE of Epping, 17 Nov 68.

MISS DESRI OMER, Entertainments Dept., on her engagement to MR. GEOFFREY PEET of Chingford, E.4, 25 Dec 68.

MISS J. S. E. PIKE, R4 Passenger Dept., on her engagement to MR. R. PAYNE, 14 Feb 69.



Mr and Mrs J. B. Swan-Taylor after their wedding at All Saints Church, Epping Upland.

MISS FRANCES QUEST, Hotel Services Organisation, on her engagement to MR. BERNARD COHEN of Hampstead, N.W.3, 14 Feb 69.

MISS J. C. SHARMAN, R2 Passenger Dept., on her engagement to MR. G. L. FITZGERALD of Auckland, New Zealand, 8 Mar 69.

MR. MIKE SULLIVAN, Tourist Shop Manager, on his engagement to MISS CHRISTINE MILLS, Supernumary Hairdresser, Sydney, 31 Dec 68.

MISS R. SUMMERFIELD, R5 Passenger Dept., on her engagement to MR. A. PELLICCI, 5 Oct 68.

MARRIAGES

We congratulate:

MR. A. S. BELSHER, Deputy Purser, *Canberra*, on his marriage to MISS PAT ARCHIBALD, former W.A.P. at Sheffield, 8 Feb 69.

MR. DEREK BRADLEY, Chief Officer, *Strathconon*, on his marriage to MISS ELISABETH GOTHARD, ex-Children's Hostess, *Canberra*, at Wilburton, Isle of Ely, Cambridge, 27 Jul 68.

MR. K. S. CAMPBELL, Stores Officer, Maintenance Cost Dept. on his marriage to MISS SUSAN OSBORNE at St. Andrews Church, Ferring, 19 Dec 68.

MR. JOHN COWLING, Barman, *Canberra*, on his marriage to MISS BERNICE HERMAN, ex-Nursery Stewardess, at Hove Registry Office, 20 Dec 68.



Mr DEREK BRADLEY, Chief Officer, Strathconon and his wife, née Elisabeth Gothard, ex-Children's Hostess Canberra after their wedding in Cambridge. Mr P. Poliitt was best man and among the guests were Mr and Mrs M. Broughton, Mrs A. Faulkner, Miss M. Gedg, and Miss M. Baxter.

MR. R. N. DAVEY, Berthing, on his marriage to MISS T. W. VICKERS of Rainham, Kent, at St. Margaret's Church, Rainham, 26 Oct 68.

MR. A. R. LOVE, Advertising Dept., on his marriage to MISS A. G. FRITH, R5 Passenger Dept. at St. Jude's Church, Thornton Heath, 28 Sep 68.

MR. M. J. F. MOULIN, Second Officer, *Pando Strait*, on his marriage to MISS MARGARET WAGNER in London, 7 Feb 69.

MR. B. J. SWAN TAYLOR, Passenger Dept. on his marriage to MISS E. A. DENNE at All Saints Church, Epping Upland, 9 Mar 69.

MISS SUSAN SYERS, ex-Shore Excursions Dept., on her marriage to MR. MALCOLM DAWES, ex-Assistant Purser, 14 Sep 68.

BIRTHS

We congratulate:

MR. J. G. CLARK, Chief Officer, *Pando Head*, and his wife Mary, on the birth of a daughter, Andrea Mary.

MR. B. MACDONALD, P & O Lines Secretary's Office, and his wife Joan, ex-Electronics Dept., on the birth of a son, Alasdair John, 23 Feb 69.

MR. J. K. MORGON, Engineers Dept., and his wife Maureen, on the birth of a son, Richard Henry, 18 Oct 68.

MR. JOHN SEAGO, C.R.A.S., and his wife Jennifer, on the birth of a daughter, Rosemary Ann, 17 Mar 69.

MRS. GLENDA SEWELL, ex-Passage Dept., and her husband

Lt. Cdr. W. E. A. Sewell, ex-N.Z.S. Co., on the birth of a second son, Rupert Jonathan Peregrine, 22 Mar 68.

RETIREMENTS

ATKINS, MISS G.H., Co-ordinators, born 16 Mar. 08, joined Coy. 28 Feb 66, ret. 25 Jan. 69.

BRYSON, R., Freight Sales Dept., born 17 Jan. 11, joined Escombe McGrath & Co. Ltd. 47, transferred to Freight Sales Dept. as Canvassing Manager 66, ret. 31 Mar. 69

CHALLINOR, J., Leading Musician, born 1 May 06, joined Coy. 27 Apr 53, ships include *Strathmore, Corfu, Cathay*, ret. 30 Dec 68.

DICK, J. B., Assistant Superintendent Engineer, born 1 Dec 06, joined Coy. 28, ships include *Stratheden, Cathay, Arcadia*, ret. 30 Sep 68.

EDGEcombe, C., Commodore, R.D., R.N.R., born 23 Apr 09, joined Coy. 34, ships include *Otranto, Orsova, Oriana*, ret. 20 Mar 69.

GILLSON, E. A., Bedroom Steward, born 6 Sep 05, joined Coy. 29 Oct 32, ships include *Orama, Orion, Oriana*, ret. 11 Nov 68.

HAMPTON, S. G., West End Office, born 06, joined Orient Line as a Bell Boy Nov. 21, came ashore Oct, 32 as Messenger in Cockspur Street Office, served as Shelter Master until Oct. 42 when he joined sea staff, ships include *Orsova, Orion, Ile de France*, re-joined West End Office Oct. 44, ret. 31 Mar. 69.

HOPKINS, T., Captain, born 17 Dec 09, joined Coy. 9 Sep 29, after training at *H.M.S. Worcester* and as P & O Cadet, ships include *Kaiser-i-Hind, Strathaird, Bendigo*, ret. 12 Nov 68.

KELLY, I., Chief Butcher, born 1 Jul 08, joined Coy. 30 Dec 38, ships include *Strathnaver, Empire Fowey, Himalaya*, ret. 30 Dec 68.

KINNAIRD, A., Able Seaman, *Orsova*, born 5 Dec 02, joined Coy. 1 Mar 54, ret. 25 Nov 68.

McCLEAN, C.W., Group Naval Architects Dept., born 9 Mar. 10, joined Coy. 8 Aug. 39, ret. 31 Jan. 69.

McGREGOR, J. G., Booking Hall Manager, born 12 Feb. 09, joined Coy. Nov. 26, ret. 31 Mar. 69.

MILES, P. H., Purser, born 20 Nov. 12, joined Coy. 29, ships include *Himalaya, Orcades, Orsova*, ret. 68.



Captain G. K. Harrison, R.D., R.N.R. (Staff Captain) presenting Arthur Kinnaird A.B. with a farewell gift from the Ship's Company after his 14½ years on Orsova

MOORE, J. H., Night Watchman, born 6 Apr 05, joined Coy. 4 Dec 25, ships include *Stratheden, Canberra, Himalaya*, ret. 5 Nov 68 due to ill health.

MORRIS, A. H., Director, born 29 Jul 05, joined Coy. 20 at the age of 15 and was the first P & O Lines Director to attain the Board from a junior clerical position, served in the R.N.V.R. between 41 and 45, ret. 17 Oct 68.

NEWBURY, A.J., Conference Dept., born 6 Apr. 04, joined Coy. Apr. 21 on secondment to Far Eastern Freight Conference from 17 Jun. 68, ret. 5 Apr 69.

O'NEILL, R. H., Captain, Harrison Line 24, joined B.I. 34 then E. & A. 38, ships include *Nankin, Aradura, Aradina*, ret. Aug 68.

PLENDERLEITH, R., Chief Radio Officer, born 26 Mar 09, joined Coy. 54, ships include *Arcadia, Strathmore, Iberia*, ret. 9 Feb 68 due to ill-health.

Mr N. D. Pixley (right), Chairman of P & O Lines of Australia Pty Ltd., Managing Agents for E & A, making a presentation to Captain R. H. O'Neill who retired from the E & A line after thirty years service.





Captain E. R. Rose being presented with an engraved salver and a wallet on his retirement.

PORTESS, F. H., Senior Chief Radio Officer, born 14 Dec 03, joined Marconi Co. 22, transferred to P & O 17 Mar 54, ships include *Canton*, *Stratheden*, *Chusan*, ret. 14 Dec 68.

ROSE, E. R., Captain, born 1 Jul 11, joined Coy. 21 June 34 after training at *H.M.S. Worcester* and as P & O Cadet, ships include *Viceroy of India*, *Alipore* (which was lost by enemy action 29 Sep 42, commended for courage and devotion to duty), *Balranald*, ret. 9 Oct 68.

SELBY, T. H., born 19 Nov. 05, joined Coy. Apr. 36 and served in the Import Freight Dept. as a Releasing Clerk until 67, after which was a Cashier Assistant in the Freight Administration Dept., ret. 31 Mar 69.

SMART, K. J., Communications Manager, born 4 Feb 09, joined Coy. 25 and was appointed Head of the West End Correspondence Department shortly after the merger in 60, ret. 7 Mar 69.

SMITH, W. J., Chief Baker, born 20 Nov 08, joined Coy. 22 Nov 49, ships include *Strathaird*, *Carthage*, *Cathay*, ret. 7 Sep 68 through ill-health.

STORY, L. C., Quartermaster, born 6 Jan 04, joined Coy. 30 Jun 25, ships include *Strathaird*, *Stratheden*, *Cathay*, ret. 10 Oct 68 due to ill-health.

THOMPSON, W. B., Captain, born 19 Oct 08, joined Orient Coy. 29 Feb 40, ships include *Oriana*, *Baradine*, *Cannanore*, ret. 19 Oct 68.

WOODROFFE, A. A., Assistant Linenkeeper, born 8 Apr 08, joined Coy. 10 Dec 32, ships include *Orama*, *Orantes*, *Canberra*, ret. 30 Dec 68, due to ill-health.

WYATT, R.M., Deputy Cargo Supt., born 3 Mar. 04, joined Coy. Oct. 49, ret. 2 Mar. 69

DEATHS

ARTHURS, F. J., Chief Radio Officer, joined Coy. 54, ships include *Stratheden*, *Carthage*, *Strathmore*, ret. 64, died 15 Feb 68.

BELCHER, J. S., Import Freight Dept., born 30 Dec 80, joined Coy. Mar 00, ret. 31 Dec 45, died 2 Dec 68.

CAMPBELL, D. C., Engineer Commodore, born 27 Apr 02, joined Coy. 25, ships include *Arcadia*, ret. 62, died 3 Feb 68.

DUVOISIN, E., Chef, born 11 Jul 85, joined Coy. 1 Mar 05, ships include *Strathmore*, *Viceroy of India*, ret. 31 Aug 48, died 22 Feb 69.

FERGUSON, L. J., Chief Engineer, born 2 Nov 91, joined Coy. 14, ships include *Stratheden*, ret. 51, died 23 Feb 68.

GALLANTRY, A. L., Bedroom Steward, born 10 Jun 03, joined Coy. 30 Nov 23, ships include *Chitral*, *Stratheden*, *Chusan*, ret. 5 Aug 65, died 16 Dec 68.

GREEN, M. J., Chief Steward, joined Coy. 13, ships include *Perim*, *Soudan*, *Ranchi*, ret. 51, died at the age of 77.

GREIR, H. R., Bedroom Steward, born 19 Aug 89, joined Coy. 2 Oct 08, ships include *Stratheden*, *Strathnaver*, *Viceroy of India*, ret. 8 Mar 56, died 8 Jan 69.

HEARNE, A. V., Deputy Head O. & M. Dept., born in Australia 21 Sep 20, joined Coy. 1 May 65, died in service 1 Apr 69.

HIRD, W. F., Director, Anderson Green & Co. Ltd., born 13 Feb 83, joined Coy. 00, ret. 25 Sep 52, died 30 Jan 69, leaves widow and two sons.

LESTER, F. W., Chief Steward, born 84, joined Orient Coy. 08, ships include *Orford*, *Otranto*, *Orion*, ret. 47, died 1 Apr 68.

LINDSAY, A., Second Engineer, born 10 Mar 00, joined Coy. 18 May 22, ships include *Viceroy of India*, *Strathallan*, *Strathmore*, ret. through ill-health 18 May 52, died 2 Feb 69.

MALIPHANT, H. W., Chief Engineer, born 6 Jul 05, joined Coy. 13 Apr 28, ships include *Macedonia*, *Kaiser-i-Hind*, *Strathnaver*, ret. 31 Jan 62, died 22 Jan 69.

MELLONIE, J. C., Captain, born 3 May 97, joined Coy. 17, ships include *Alipore*, *Rawalpindi*, *Strathmore*, ret. 53, died 30 Mar 68.

MELLOR, C., Accounts Dept., born 27 Dec 76, joined Coy. Sep 96, ret. 30 Sep 43, died 28 Mar 69.

The committal to the deep of the ashes of the late Bill Moss off the Island of Ushant at the entrance to the English Channel.



FLEET LIST

(as at 15th April, 1969)

	Cannanore 7,065 tons	Coromandel 7,065 tons	Pando Cape 8,792 tons	Pando Cove 9,236 tons	Pando Gulf 8,752 tons	Pando Head 8,925 tons
CAPTAIN	Underwood, R. F.	Adie, I. M.	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Savage, G. J.	Firth, R. N.	Clifford, J. A.
CHIEF OFFICER	Lumb, P. D.	Watkins, T. P.	Perry, D. J.	Carter, M. J.	Pegg, G. J.	Hughes, D. T.
SECOND OFFICER	Cawthorn, P. C.	Wilson, J. R.	Andrews, R. G.	Coles, R. St. A.	Lee, G. G.	Godderidge, C. T.
THIRD OFFICER	Poyntz, R. G. J.	Cooper, P. J.	Coldham, R.	Ogden, R. P.	Grove, G. R. W.	Sullivan, M. R.
JUNIOR THIRD OFFICER				True, P. C.		
FOURTH OFFICER		Simmonds, P. R.	Stoddart, C. J.	Gillman, D. K.	Pratley, P. J.	Alban, S. J.
RADIO OFFICER		Mennie, G. W. A. (Actg.)	Hall, H. V.		McKie, G. R.	Hicks, D. E.
JUNIOR RADIO OFFICER	Watson, J. D.					
TRAINEE RADIO OFFICER	Bolger, M. O.	Wheeldon, S. R.	O'Brien, P.	Thomas, P. J. N.	Timmins, S. H.	Robson, I.
CHIEF STEWARD		Leaver, D. B.	Liston, C. F.			Hodgskin, W. J.
CARPENTER			Warren, P. V. W.	Frost, A. I.	Pike, A. N.	Jarvis, A. R. A.
CADETS		Evans, J. P.	Owen, M.	Hampson, P. A. G.	Liston, R. I.	Richardson, R. S.
		Richardson, T.	Huyshe, R.	Watson, L. A.	Barker-Simson, J. F.	Green, J. H.
		Jeffrey, K.				Burley, A. F.
CHIEF ENGINEER OFFICER	Morrow, N. S. G.	Ditchfield, R.	Hudson, R. E.	Bannister, A.	Southcott, H. E.	Craig, A. W.
SECOND ENGINEER OFFICER	Goodwin, C. M.	McAuley, A. H.	Weatherstone, J. C.	Moesby, J.	Millard, R. B.	Nash, I.
THIRD ENGINEER OFFICER		Pitt, D. S.	Low, M. A.	Hall, D.	Harrington, D. D.	Byrne, J. J.
JUNIOR THIRD ENGINEER OFFICER			Huffadine, B. W.	Munroe, J. L. D.	McGlashan, A. S.	Cox, R. J.
FOURTH ENGINEER OFFICER	McCully, D.	Smith, F. K.	Buckle, R. H.	Flower-Ellis, R.	Field, K. J.	Adair, I. R. F.
JUNIOR FOURTH ENGINEER OFFICER						
ASSISTANT ENGINEER OFFICERS	Smith, M. E.	Fullagar, J. T.	Cleave, D.	Hunstone, H.	James, A.	Tuck, C. P.
	Cooper, P. H.	Stringer, R. A.	Murray, R. A.	Lewis, D. J.	Bowen, R. C.	Evison, K.
	Martin, R.	Hughes, D. W.	Chilton, A. J.	Bandy, R.	Daniels, P. J.	Owen, M. G.
	Chester, P. H.	McGraffin, E.				
		Stevenson, J.	Bunney, K.	Corrall, L. J.	Palmer, R. K.	Wilson, J.
FIRST ELECTRICAL OFFICER	Bartholomew, T.					
ELECTRICAL OFFICER						
FIRST REFRIG. ENGINEER OFFICER						
SECOND REFRIG. ENGINEER OFFICER						
ENGINEER CADETS				Curriss, J. A.		
				Peek, M. C.		

	Pando Point 8,753 tons	Pando Sound 8,782 tons	Pando Strait 9,235 tons	Patonga 10,071 tons	Somali 9,080 tons	Soudan 9,060 tons
CAPTAIN	Mordaunt, B. S. C.	Field, A. J.	Bullock-Webster, R.	Haggas, M. H.	Harrison, D. J.	Kingswood, L. C., R.D., R.N.R.
CHIEF OFFICER	Ellingham, R.	Prideaux, A.	Dornom, D. A.	Tinsley, A. R.	Mavity, B. G.	Bayliss, I. C.
SECOND OFFICER	Morrow, L. J.	Clarke, W. J. C.	Moulin, M. J. F.	Hartwell, F. A. C. P.	Knight, R. D.	Carveth, R. N.
JUNIOR SECOND OFFICER						Tyzack, R. D. W.
THIRD OFFICER	Abbey, C. T.	Reed, A. H.	Turrall, D. E.	Dickins, G. T.	Woollard, I.	Byrne, K. P. (Actg.)
JUNIOR THIRD OFFICER				Carr, M. P.		
FOURTH OFFICER	Bland, W. E.	Footman-Williams, P. J.	Pockett, D. A.		Wallace, C. S.	
RADIO OFFICER	Bewley, R. W.	Smith, H. K.	Turpie, T. I.	Lane, H. D.	Gurman, C. R.	Ayres, D. M.
JUNIOR RADIO OFFICER						
TRAINEE RADIO OFFICER	McManus, P.	Prescott, R. E.	Burke, A.	Walker, I. L.	Barron, M.	Sweby, L. M.
CHIEF STEWARD	Jarvis, A. W.		Kent, T. W.	Leggett, T. V.	McAllister, W. J.	Olive, V. C.
CARPENTER	Wilson, A. R. A.	Gilmour, I. F.	Mendoza, C. P.	Matheoda, T. P.	Tue, T.	Norton, P. H.
CADETS	Littleton, J. E.	Duguid, D. A. R.	Hamilton, M. R.		Fennelow, R. D.	Quance, J. N.
	Read, R. C.	Bird, R. K.	Latham, A. J.		Karlsson, R.	
		Birchough, J. J. H.	Farquhar, R. S.		Mole, P. J.	
CHIEF ENGINEER OFFICER	Bownass, A. W.	Nightingale, P.	Clarke, A. D.	Bayliss, N. H.	King, D. M.	Paton, D. F.
SECOND ENGINEER OFFICER	Harvey, A. T.	Carlisle, J. W.	Goodman, A.	Waller, B. C.	Bedford, T. D.	Lewis, D. J.
THIRD ENGINEER OFFICER	McCarthy, J. J.	Poole, B. R.	Kirchin, D. A.	Rouse, T. A.	Higginson, M.	King, J. L.
JUNIOR THIRD ENGINEER OFFICER	Radbourne, D. E.	Goodman, A. J.	Hancock, R.	Haddon, C. D.	Brown, J. G. G.	Ditchburn, M. B.
FOURTH ENGINEER OFFICER	Butterworth, B. K.	Hinchcliffe, M.	Wallbank, A. S.	Hewison, J. W.	Burchell, A. E. J.	Rowe, E. K.
JUNIOR FOURTH ENGINEER OFFICER						
ASSISTANT ENGINEER OFFICER	Thomas, D. P.	Bowey, S. A.	Bellamy, D. R.	Lowrey, M. R.	O'Dell, A. J.	Titte, M. P.
	Hatfield, C.	Stephens, I. F.	Watters, I. G.	Knight, P. J.	Webb, P. M.	Williams, M.
	Jones, D. L.	Everett, D. A.	Ballard, A. R.	Hillier, J. E.	Worsfold, K. S.	Tweddle, R. M.
		Reid, J. E.		Talboys, R. S.	Underdown, W.	Ward, R. M.
FIRST ELECTRICAL OFFICER	Grant, D.		Turley, J.		Hartley, R. D.	Young, J. W.
ELECTRICAL OFFICER						
FIRST REFRIG. ENGINEER OFFICER						
SECOND REFRIG. ENGINEER OFFICER						
ENGINEER CADETS	Prowse, R. J.			Firth, B.		
	Towers, J. A.			Gurnett, K.		
				Downie, M.		
				Lewis, G. M.		
				Tatum, M. G.		

ASSISTANT ENGINEER OFFICERS

Owston, P. A. Clay, M. J. Learmont, A. Hayward, M. Johnstone, C. Bartlett, R. A.	Walker, G. Murphy, M. Trollope, D. Gardiner, D. Bowdrey, D. C. Wedd, S.	Macey, M. F. Balmforth, T. Jowitz, R. J. Potts, N. Cooper, P. H. Clegg, R. W.	Taylor, J. E. Cade, R. C. Green, M. Girling, P. H. Glessinger, G. A. Cutter, A. (Add)	Stow, R. V. Currie, J. Lawes, G. W. Hunt, S. J. Potter, B. J. Chriswick, J.	Matthews, P. W. Pikington, G. Betts, J. W. Hadfield, J. C. Kendall, F. Sharpe, R. F.	Boulter, M. R. Haigh, D. W. Colclouth, C. S. Beament, D. R. Hackett, R. Donaldson, P. W. Hutt, I.	White, I. R. Wilson, G. F. Ainsworth, S. J. Malcolmson I. D.	Riley, K. Maskell, M. R. Maddocks, D. J. Ballam, P. E. Darlow, K. J. Murdin, R.
---	--	--	--	--	---	---	---	--

FIRST ELECTRICAL OFFICER
SECOND ELECTRICAL OFFICER
JUNIOR SECOND ELECTRICAL OFFICER

Dibsdall, M. C. H. Struthers, A. Beck, M. J. Jones, M. J. Bowyer, R. V. Hutchinson, J. Robertson, A. M. Richards, G. A.	Douthet, T. Jamison, A. C. Loosen, G. J.	Whiteford, A. F. M. Hutchinson, I.	Edwards, A. S.	Davidson, E. Wood, J.	Caughey, W. G. O'Connor, J.	Davidson, A. C. Roberts, W. T.	Ironside, J. Matthews, B. J.	Ripken, R. A. Blunden-Brooks, R.
--	--	---------------------------------------	----------------	--------------------------	--------------------------------	-----------------------------------	---------------------------------	-------------------------------------

ASSISTANT ELECTRICAL OFFICERS

Hodson, C. J. Baister, J. E. Beck, F. Harris, R. D. Marshall, P. L. Edwards, T. M. Steadman, H.	Quin, P. M. Wright, M. J. Harding, D. M. Hughes, B. R.	McMullen, J. Lewis, J. K. Pepper, P. D. Latham, J. B.	Howe, E. D. Cameron, D. Carlisle, R. J. D. Tremain, I. J.	Parvin, T. P. China, D. R. Cooke, I. J. Martin, S.	Carlin, D. M. Hart, J. E. Ryan, R. Noble, D. W.	Fiddling, K. Butler, R. J.	Worsley, J. Crosby, J. M. Cawthrow, J. Milton, B. J.
---	---	--	--	---	--	-------------------------------	---

VENTILATION OFFICER
FIRST REFRIG. ENG. OFFICER
JR. FIRST REFRIG. ENG. OFFICER
SECOND REFRIG. ENG. OFFICER

Fricker, D. Steddy, M. Clayton, P.	Donkin W. C. Stuart, W. P. Lyne, G. J.	Long, P. J. Santi, M.G. Mills, E. H.	Cloughton, C. W. Fittes, G. J. Collins, M. H.	Sumner, A. S. Askew, D. Clare, P.	Taylor, F. Tanner, D. J.	Harrison, M. Baxter, M. J. (Add) Muse, R. Chilton, B.	Ross, A. Taylor, N. R. Brown, P. F. (Actg)
--	--	--	---	---	-----------------------------	--	--

SNR. SECOND REFRIG. ENG. OFFICER

	Stewart, A. S.						
--	----------------	--	--	--	--	--	--

JR. SECOND REFRIG. ENG. OFFICER
THIRD REFRIG. ENG. OFFICER
JR. THIRD REFRIG. ENG. OFFICER

Humphries, S. D. Cooke, R. J. McGurran, F.	Huelin, R. P. Bogg, G. J. Campbell, A. E. Turner, P.	Cook, K. F. Woodlett, M. J. Mullen, B. Donaldson, E. Crouch, R. W.	Dobbs, A. Harvey, M.	Hall, C. C.		Kenyon, P. A. Pelan, K. Gulliford, K. MacArthur, R. W.	Gentle, C. J.
--	---	--	-------------------------	-------------	--	---	---------------

BOILERMAKER

Lloyd, D. P.	Turner, P.	Crouch, R. W.	Davies, E. C.	Martin, R. W.	Sheenhan, P. V. French, K. Stringer, R.	Paterson, W. C.	Morgan, W. C.
--------------	------------	---------------	---------------	---------------	---	-----------------	---------------

PURSER
TOURIST PURSER
DEPUTY PURSER
SNR. ASSISTANT PURSER

Temple, R. C. Mayhew, H. W. Miles, M. J. Batt, P. Henchoz, I. D.	Tonks, B. R. Flint, K. J. Hodgeman, G. P. Milno-Buckley, C. G.	Pinches, E. W. H. Pollard, T. M.	French, E. L. Burleigh, D. G. Sutcliffe, M. H.	Arkieson, A. P. Mulder, B. K. Harris, J. G.	Buy, J. H. Holtom, C. D. R. Pearce, D. S.	Ewan, W. A. J. Jennison, P. C. Webb, P. E.	Blurton, D. C. Hughes, J. R. Bonham, J. S. W.	Hale, A. G. Meyrick, J. J. Jones, I. R.
--	--	-------------------------------------	--	---	---	--	---	---

ASSISTANT PURSER

Bennett, P. Atkins, J. M. Price, M.	Hemsley, W. A.	Poyntz, J. M. Hawker, M. J. J. Phillips, D.	Rutter, R. W. Bull, R.	Hustwitt, J. J.	Foskett, C. R. Cardnell, E. J.	Earp, M. K.	Hooper, C. H.	Heap, G. L.
---	----------------	---	---------------------------	-----------------	-----------------------------------	-------------	---------------	-------------

JUNIOR ASSISTANT PURSER

Hindley, C. T. H. Burr, R. B. Pratt, P. J. L.	Sheidon, A. P. J.	Collins, D. J.	Tutton, P. A. D. Bonning, H. B.	Melsom, C.	Walsh, J. M. Ashbourne, R. K.	Andrew, M. W.	Coulter, M. J.
---	-------------------	----------------	------------------------------------	------------	----------------------------------	---------------	----------------

PURSER CADETS

				Robinson, P. C. Sparks, K. F. Salmon, S. J. Becker, E. P.	MacFarlane, B. J. McCaughey, R. R.	Cameron, A. G. Leck, J. D. Smyth, J. C.	Blasdale, B. J. Saunders, D. J.	Chirgwin, H. W. Traies, S. M. Orchard, J. C.
--	--	--	--	--	---------------------------------------	---	------------------------------------	--

WOMAN SNR. ASSISTANT PURSER
WOMAN ASSISTANT PURSER

Gaus, R. N. Fisk, P. A.	Kiy, V. J. Archer, P. A.	Van Der Linden, J.	Forbes, M. M.		Cochius, M. H. Ascott, L. J. Dirks, J. C.	Gray, D. R.		
----------------------------	-----------------------------	--------------------	---------------	--	---	-------------	--	--

WOMAN JNR. ASSISTANT PURSER

Angrave, G. L. Bakker, A. M. Kat, C. G. N. Bishop, E. A. Mitchell, S. F. Lacey, J. A.	Ramage, L. E. Randall, P. M. Van Der Wel, G. M. Woodroffe, D. M. R. Sullivan, L. M. Moore, C. J. Rooke, J.	Watling, C. D. Heij, K. N. Carey, J. A. Evans, P. M. McLennan, A. M.	Blackley-Goble, P. J. Davies, J. C. Wilschut, H. M.	King, E. Dunnett, A. V.	Ooyevaar, I. Walbrecht, W. Goldsmith, D. K. Doyle, A. V.	Williams, S. B. Van Noort, M. Birchby, I. E.	Leenknecht, H. I. M.
--	--	--	---	----------------------------	---	--	----------------------

TRAVEL ADVISER
ENTERTAINMENT OFFICER *First Class*
ENTERTAINMENT OFFICER *Tourist Class*
HOSTESS *First Class*
HOSTESS *Tourist Class*

Furniss, S. S. Goater, J. M. De Lyle Turner, C. Bull, E. R. A. Lomas, G. M. Wooler, P. M.	Winsall Hall, W. S. G. Sharp, D. R. Ward, J. B. Worton, J. Bretherton, H. M. Waldmann, M. E.	Riley, J. J. Jamieson, W. Greaves, P. F. G. Talbot, J. K.	Westwood, K. C. Metcalf, P. J. Jackson, P. Martin, R.	Allison, W. F. T. Robertson, D. J. B. Webb, S. P. Yates, A. M.	Culmer, J. F. Pinks, J. M. Booth, J. Barker, S. M.	Hunt, L. E.	Moiseiwitsch, B.	Thiele, L. N.
--	---	--	--	---	---	-------------	------------------	---------------

CHILDREN'S HOSTESS *First Class*
CHILDREN'S HOSTESS *Tourist Class*

McVean, M. Rutherford, J.	Barringer, H. L. Davis, G.	Storach, A. P. Nickson, E. J.	Allen, P. M. G. Morley, F. S.	Sinfield, L. J. Gepp, P. D.	Grahame, E. A. Simister, J.	Ainley, D. Stokes, R. M.	Barrett, D. I. L. Newbold, B. E.	Cliff, S. M.
------------------------------	-------------------------------	----------------------------------	----------------------------------	--------------------------------	--------------------------------	-----------------------------	-------------------------------------	--------------

CHIEF STEWARD *First Class*
CHIEF STEWARD *Tourist Class*
CHEF

Martin, J. F. Brown, K. C. V. Kinsella, S.	Aspin, K. W. Lambourne, C. R. Mincham, G. A.	Holden, R. R. Grundy, W.	Boxall, R. A. Ruddock, G. L.	Turffrey, R. J. Rogers, D. J.	Standing, R. W. Cornwell, H.	Picking, A. Rogers, G. H.	Rendle, G. M. Pearce, M.	Bayne, D. J.
--	--	-----------------------------	---------------------------------	----------------------------------	---------------------------------	------------------------------	-----------------------------	--------------

FLEET LIST

(as at 15th April 1969)

	Strathardle 13,057 tons	Strathbrora 12,539 tons	Strathconon 12,529 tons		Gathay 13,790 tons	Chitral 13,790 tons
CAPTAIN	Terry, J. W.	Blois, D. P.	Snowden, E.	CAPTAIN	Reed, P. C.	Woolley, F. B., R.D. R.N.R.
CHIEF OFFICER	Townsend, S. W.	Pearce, R. J. S.	Bradley, D.	CHIEF OFFICER	Houghton, J. F. T.	Jackson, P. B.
SECOND OFFICER	Laurie, M. A. C.	Haberley, J. S.	Temple, J. M. G.	SECOND OFFICER	Lloyd, C. M. R.	Church, V. R.
JUNIOR SECOND OFFICER			Stanway, I. C.	JUNIOR SECOND OFFICER	Turner, P. M. S.	Moore, R. M.
THIRD OFFICER	Rowe, N. A. F.	Woodhead, J. W.	Willis, D. H.	THIRD OFFICER	Renshaw, G. W.	Pennell, P. M.
JUNIOR THIRD OFFICER				FIRST RADIO OFFICER	Gawley, J. C. E.	Cahill, R. V.
FOURTH OFFICER	Stutt, I. C.	Wilson, P. G.		SECOND RADIO OFFICER	Bagent, N. M.	Drummond, D. B. (Actg)
RADIO OFFICER	Gaston, B. A.	Rice, J. D.	Ruscoe, A. C.	TRAINEE RADIO OFFICER		Scott, M. L.
JUNIOR RADIO OFFICER				SURGEON	Hollinrake, J. B.	Munns, P. L.
TRAINEE RADIO OFFICER	Clifton, J. S.	Robson, D. E. S.	Latham, G. R.	NURSING SISTER	Wood, J. A. C.	Thompson, A. E.
CHIEF STEWARD	Tracey, J. T.	Pattenden, F. P.	Waterman, A. J.	CARPENTER	Brookbank, J.	Pike, J. F.
CARPENTER				PLUMBER	Cousins, M. C.	Gutteridge, D.
CADETS	McWilliam, R. S.	Willys, N. D.	Breese, M. T. W.	CADETS	Rose, M. R.	Urquhart, A. S.
	Palliser, J. C.	Woodward, C. C.	Rees, R. H.		Courtness, A. P.	Wardle, A. P.
	Reynolds, J.	Steeves, P. M.	Hoddnott, M. W.		Thomson, I. R.	Boulton-Lea, D. C.
	Jackson, S. A.	Coombs, R. W.			Mak, K. T.	
				CHIEF ENGINEER OFFICER	Sadler, J.	Westgarth, J. P.
CHIEF ENGINEER OFFICER	Screech, J.	Case, E. J.	Peach, A. J. V.	SECOND ENGINEER OFFICER	Chandler, C. A. G.	Hibbert, D. R.
SECOND ENGINEER OFFICER	Berry, R.	Littlejohn, M. J.	Hall, V.	JUNIOR SECOND ENGINEER OFFICER	Weaver, D. F.	Sanderson, R.
THIRD ENGINEER OFFICER	Bartie, R.	Burn, R. G. (Add)		THIRD ENGINEER OFFICER	Gough, A. W.	Tatton, P. A.
JUNIOR THIRD ENGINEER OFFICER	Hornby, J. A.	Edge, D.	Baird, N. A.	JUNIOR THIRD ENGINEER OFFICER	Jarvis, H.	Postlethwaite, B. (Actg)
FOURTH ENGINEER OFFICER	Zobel, I. G.		Smith, D. C.	FOURTH ENGINEER OFFICER	Orwin, B.	Officer, T. A. J.
JUNIOR FOURTH ENGINEER OFFICER		Holmes, A. D.	Applin, P. A.	ASSISTANT ENGINEER OFFICER	Copland, W. C.	Ryan, J. B.
ASSISTANT ENGINEER OFFICER	Johnson, K. H.	Nicol, S.	Thorpe, K.		Parker, J. R.	Booth, H.
FIRST ELECTRICAL OFFICER		Calvert, R.	Pitman, I. G.		Lawrence, E. B.	Daniels, T.
ELECTRICAL OFFICER	Wright, A.	Hearson, R. C.	Peacock, D. C. (Add)		McLaren, A. G.	Hewitt, H. K.
ENGINEER CADETS	Miller, C. G. A.	Britton, F. A.	Higgins, A. G.	FIRST ELECTRICAL OFFICER	Spurling, R. R.	Balhatchet, D. R. C.
	Ashworth, M. C.		Thornton, R. M.	SECOND ELECTRICAL OFFICER	Sumner, R. R.	Green, J. V.
				FIRST REFRIG. ENG. OFFICER	Alcock, G. C.	Niblett, P. J.
				SECOND REFRIG. ENG. OFFICER	Barnett, W. H.	Whicker, M. C.
				PURSER	Staddon, M. P.	Pike, W. L.
				SR. ASSISTANT PURSER	Milford, J. M.	Naylor, J. R.
				CHILDREN'S HOSTESS	Taylor, R. G.	Barber, R. H. S.
				CHIEF STEWARD	Shubert, H.	Roberts, A.
				CHEF		

P & O RADIO OFFICERS IN TRIDENT TANKERS

Ardaraig, Harding, G. R. (First); *Busiris*, Allen, M. F. (Jr.); *Ellenga*, Parkinson, M. (Jr.); *Ellora*, Wignall, R. A. (Jr.); *Eridge*, Astley, C. (Actg.); *Eridge*, Towers, E. W. (Trainee); *Erne*, Bell, R. G. (Jr.); *Garonne*, Atkinson, D. J. (Actg.); *Garonne*, Crisp, B. J. (Trainee); *Grafton*, Haynes, J. E.; *Heythrop*, Wilson, M. E. (Jr.); *Maloja*, Raven, T. L.; *Maloja*, Bolinger, R. E. (Trainee); *Malwa*, Murphy, J. M. (Jr.); *Mantua*, Houston, B. C. (Jr.); *Megna*, O'Connor, K. L. (Jr.); *Opawa*, Kennington, R. M.; *Orama*, Beck, T. A. *Orissa*, Soper, P. R.; *Ottawa*, Enrico, P. C. A. (Second); *Quiloo*, Saunderson, R. W. (Jr.); *Talamba*, Hewlett, R. H. K. (Actg.)

MESSENGER, A., O.B.E., R.D., R.N.R., Captain, born 11 Jan 86, joined Coy. 2 Nov 05, ships include *Syria*, *Khiva*, *Plassy*, ret. 30 Sep 55, died 23 Jan 69, leaves daughter.
MORTLEMAN, F. J., Captain, retired Suez Canal pilot, joined Coy. 18 Jul 12, ships include *Peshawur*, *Candia*, left P & O as a Second Officer prior to joining the Canal Company, died 7 Apr 69.
MOSS, W., Shore Boatswain, born 8 May 03, joined Coy. May 19, ships include *Orsova*, *Oronsay*, *Otranto*, ret. 7 May 68, died 18 Oct 68.
RAWSON, S., Superintendent Purser, born Jul 81, joined Coy. Sep

08, ships include *Marmora*, *Naldera*, *Strathaird*, ret. 46, died 24 Oct 68.
ROBERTS, L. A. J., Second Chef, born 27 Nov 07, joined Coy. 12 Nov 37, ships include *Empire Fowey*, *Strathmore*, *Stratheden*, ret. due to ill-health 30 Nov 56, died 14 Mar 69.
SARGENT, H. E., Public Room Steward, born 31 May 02, joined Coy. 1 Oct 26, ships include *Corfu*, *Stratheden*, *Himalaya*, ret. 13 Jun 59, died 21 Feb 69.
SELF, R. J., Chief Steward Orient Line, born 13 Oct 93, joined Coy. 12, ships include *Ormonde*, *Otranto*, *Orion*, ret. 31 Aug 53, died 9 Jan 69.
STUTCHBURY, F. B. R., M.B.E.,

First Refrigerating Engineer Officer, born 18 Aug 90, joined Coy. 13, ships include *Strathnaver*, *Narkunda*, *Somali*, awarded M.B.E. 44, ret. 55, died 3 Mar 68.

PENSIONS RE-UNION LUNCHEON 1969

Just a final reminder to pensioners that the luncheon this year will be held aboard *Oronsay* at Tilbury on Thursday 19 June.

OBITUARIES

WILLIAM FENTON HIRD

We regret to announce the death of Mr. William Fenton Hird, former director of Anderson Green & Co. Ltd. at his home in Bournemouth on 30 January 1969.

Mr. Hird was born at Lintrathen, Forfar on 13 February 1883. His father had been in command of a number of Shaw Savill sailing ships to New Zealand and had been lost at sea. He came to England in infancy where he was educated first at private school and later at the Merchant Seamen's Orphanage.

He entered the accounts department of the Orient Steamship Navigation Company on 1 June 1900 when it was under the management of Anderson, Anderson & Co. and F. Green & Co. His outstanding ability was recognised by his appointment at the age of 27 as chief accountant in which capacity he continued after the amalgamation of the firms under the name of Anderson Green & Co. Ltd.

On 1 January 1925 he became chief accountant of Orient and Anderson Green & Co. and was elected a director in October 1928.

From 1940 onwards, he was on the committee of management of the Royal Alfred Aged Seamen's Institution.

He retired from the Company on 30 September 1952 after more than 52 years' service. He leaves a wife and two sons.

SIDNEY RAWSON

Sidney Rawson, who died on 24 October 1968, was Superintendent Purser for seven years, from 1939-46.

Born in July 1881, he joined P & O in September 1908 as Assistant Purser in *Marmora* and was promoted Purser in March 1911.

He served at sea throughout the first world war in *Arabia* and *Kalyan*. His subsequent service was notable for a very long continuous spell as Purser in *Maldera* from 1922 to 1931. He made the maiden voyage in *Strathaird* from the builders in 1932 and later that year was promoted to Inspecting Purser. In this rank he sailed regularly between Marseilles and Port Said, until he became Superintendent Purser in 1939.

Sidney was physically a very big and powerful man and a great character, with many friends throughout the world. Those who knew him will not easily forget him.

Major C. V. Petit who served in B.I.'s *Mulbera* and *Mashobra* between 1924 and 1926 who is known to many readers as Hunky Dunk of the journal "Chief Steward", has also sent a biography of Mr. Sidney Rawson's career from which the following extract has been taken

"The passing of Sidney Rawson, retired Superintendent Purser, of the P & O Line, will bring back vivid memories to 'old hands' of the Company. I first met him during world war one when the armed merchant cruiser, *H.M.S. Hildebrand*, in which I was serving, ran low in provisions, and we were able to borrow supplies from his ship, *H.M.S. Kalyan*. We met again after that war when I was seeking a job with the Line but circumstances decided that I joined the B.I. S.N. Company instead. We have met on several occasions since his retirement and I always found him to be one of the most kindly men I had ever met.

"As a young man, Sidney Rawson began his business career with his father in Manchester and was a member of the Royal Cotton Exchange for 3 years. He joined the PSN Co. as Assistant Purser in 1904, and a year later was made a Purser, serving for some 4 years on the West Coast of South America, before joining the P & O in 1908."

G. J. LIND

Mr. Lind was exceptionally well known in the Australian Travel Industry, having commenced as an employee of the P & O S.N. Co. in Melbourne on 1 August 1913. He joined Macdonald Hamilton & Co. on 1 April 1917 when the P & O Company appointed the firm as its Australian agents.

Mr. Lind's first duties were as a freight clerk, after which he served several years in the Melbourne Accounts Department. In 1927 he was transferred to Passage Department duties and in 1933 the opportunity for further promotion came by transferring to the Sydney Passage Department of Macdonald Hamilton

& Co. Nine years later he was given the post of Passage Manager, Sydney.

Mr. Lind was appointed Passage Superintendent on 1 January 1949 and on 1 October 1959 he became an Associate Director of the newly formed Company of Macdonald Hamilton & Co. Pty. Ltd., retaining also his appointment as Passage Superintendent.

On the formation of P & O — Orient Lines of Australia Pty. Ltd. in 1960 Mr. Lind remained with Macdonald Hamilton & Co. Pty. Ltd.

During his many years of service Mr. Lind made many friends, not only within the Company staff but throughout the travel industry in Australia and in other parts of the world.

He will be particularly remembered by those in P & O. Mr. Lind first became ill early in September 1967 and died on 10 January 1968.

APPRECIATIONS

COMMODORE EDGECOMBE RETIRES

Commodore Clifford Edgecombe, C.B.E., R.D., R.N.R., one of P & O's most popular Captains, came ashore for the last time on 20 March when the 42,000 ton liner *Oriana* docked at Southampton after a five-month voyage to Australia and New Zealand.

For after more than 40 years at sea — 34 of which he served in Orient and P & O ships — Commodore Edgecombe has retired.

A great-great-grandson of Admiral Sir Charles Bletsoe who fought with Nelson at Trafalgar, Commodore Edgecombe, 59 started his career as a Cadet in *H.M.S. Worcester* before joining the Nauticus Steamship Company. Subsequently he became a Junior Officer with the New Zealand Shipping Co. Ltd., a P & O Group member.

In 1934 Commodore Edgecombe joined the Orient S.N. Co. Ltd. as Fourth Officer, becoming an Orient Line Captain in 1955. His appointment as Commodore

One of the many retirement photographs received shows the presentation aboard Oriana by the President of the Board of Port Everglades Commissioners during the farewell visit of Commodore C. Edgecombe on Oriana 16 October 1968.



R BURCH

We regret to report the death of Mr. Russ Burch on 26 January in Sydney after a short illness. He had been landed sick from *Orsova* a few days previously, and his death was a great shock to us all, as the first messages received were that he had been making satisfactory progress.

Russ joined the Marconi Sea Staff on 30 December 1926 and the Orient Line in 1950 when on 7 July he was appointed to *Orcades* in which he served until 1960. He was then posted to *Oriana* for the maiden voyage, and remained there until 1964 when he transferred to *Orsova* as Chief Radio Officer. He was a most popular Radio Officer and loving the sea as he did, a fine shipmate.

of the P & O fleet came in 1967.

During the war he attained his first command in the R.N.R. at the age of 30 and received three commendations for mine clearance operations and for his part in the invasions of France, Burma and Malaya. He was appointed Commodore in the Royal Naval Reserve in February 1962 and was awarded the C.B.E. (Military Division) in 1965.

As a Captain in the Orient Line, Commodore Edgecombe commanded *Otranto*, *Orontes*, and *Orion*. His last appointment before joining *Oriana* was as Captain of *Orsova*.

One of the highlights of his career was when he commanded *Oriana* on her maiden voyage eight years ago. Except for periods of leave, he has been in command of *Oriana* ever since and he has been identified with the popularity of this famous ship.



J. F. Trowsdale

J. F. TROWSDALE

Mr. J. F. Trowsdale, who has been the Company's selected Cinque Ports Pilot since January 1936, retired from the Pilotage Service on 1 December 1968. At a Luncheon held aboard *Himalaya* on 23 December, Mr. Trowsdale was presented with an inscribed silver salver by Captain J. L. Dunkley O.B.E., Marine Superintendent, on behalf of the Management.



Mr Edmund Vowles, left, General Passenger Manager, presenting the bat to Mr Smart. Also in the picture are Messrs. F. H. Penney, J. F. Barker, C. C. Gorton, L. J. Dimmock, D. B. Dyer and H. L. Fisher.

KEN SMART RETIRES

Mr. Ken Smart, Communications Manager of the Passenger Department, retired on 7 March after over 43 years with the Company.

He joined the Company in 1925 and was appointed Head of the West End Correspondence Department shortly after the merger in 1960.

In 1964 he was appointed Circulation Manager with responsibility for circulating material essential for the smooth operation of Passenger Department. With the advent of the computer he was appointed Communications Manager, dealing with complex problems relating to the passenger fare structure and the control of such items as stationery.

Since leaving school he has played club cricket continuously, almost turning professional at one stage. It is, therefore, particularly fitting that one of the farewell presents from his colleagues was a miniature cricket bat, specially made for the occasion, with the autographs of all his colleagues on it.



J. Ph. Ruytenburg

MR. RUYTENBURG

Mr. Ruytenburg, former Manager of the Amsterdam office of the General Steam Transport Company, who joined their staff in July 1949, retired on 21 August 1968 after a very successful career.

Prior to joining the General Steam, Mr. Ruytenburg had a varied shipping career, during which he was involved in the South European and Atlantic Ocean trades.

He well remembers the maiden voyage of the *Arcadia* in 1954 when he had to present Captain Forrest to the Amsterdam Lord Mayor. Apparently quite a fuss was made by the citizens of Amsterdam on this maiden voyage.

In 1960 P & O conceived the idea of employing Dutch W.A.P.'s aboard their passenger vessels. This delicate job was given to Mr. Ruytenburg and he was instructed to scour the country for suitable candidates. He was also responsible for the pre-selection of these would-be W.A.P.'s, but to his relief the final choice remained with P & O London.

Since 1960 Mr. Ruytenburg has yearly continued this search for the P & O and the accumulated stories which he has to tell about these episodes are really very amusing.

It was announced during the reception held to mark his retirement that P & O also wished to participate in the tribute paid to Mr. Ruytenburg and we offered him a cruise on one of our ships. This Mr. Ruytenburg gratefully accepted. He still lives at his old address 42 Parnassiakade, Haarlem where there is always a warm welcome awaiting visitors.

WRONG EXTENSION

We are asked by the maintenance staff to make clear that requests for a gardener to attend the evergreen shrubs in the new offices should not be made to the Plant Room, extension 2575.

LOST COUNT

"... reported that 25 more Group Companies had been discovered through the Chief Accountant's Department."

—Extract from *Minutes of Group Public Relations Committee meeting*

PLANNING AHEAD?

Having seen our cruise advertisement "GO FOR SUN, FUN AND FARAWAY PLACES", the editor of *Interplanetary News* (reports on U.F.O.s and Space) has asked whether we would like to advertise in his next issue.

We Hear that

COME DANCING

Mr. Ron Clarke, a Storeman of our Stationery & Printing Department, writes: If you think you have seen two familiar faces in the "Come Dancing" series on BBC TV then you have probably recognised Stan Hammond of the Stationery Print Shop and his charming wife Joan.

After swapping his white overall for evening dress, Stan becomes among the top amateur Old Time dancers in the country. He and his wife have so far collected two hundred trophy medals.

They dance at holiday camp competitions all over the country and Stan and Joan travel twelve to fifteen thousand miles in a year in pursuing their favourite hobby.

Stan and Joan Hammond

Photo by Chris Ashford of London.



COL. JACKSON TOASTS THE LORD MAYOR

The Honourable Artillery Company Mess Club entertained the Lord Mayor, Sir Charles Trinder, Chairman of Trinder Anderson and Company, at their February Dinner during which Mr. H. F. (Peter) Jackson, our Advertising Manager and a former Colonel of the HAC, proposed the toast to the Lord Mayor, Sheriffs and the Corporation of London.

Responding, the Lord Mayor ended his speech as follows:



The Lord Mayor, Sir Charles Trinder.

... "But I must return to the matter of this toast, so kindly and so ably proposed with all the polished expertise that one would expect from the Advertising Manager of the P & O, and which leaves me feeling remarkably incompetent.

"Lord Mayors and Sheriffs Move Around

With great impartiality:
And always come back safe and sound
From civic hospitality.

"Companies of every kind
They toast us with civility
And up to now I can, I find,
Reply with some ability.

"But when the military caste
Invite us to their caperings,
A mere Lord Mayor must stand aghast
And utter naught but vapourings.

"For how can I, with sword and mace,
Compete with your resilience?
The Mansion House is not a place
Of military brilliance.

"And since the Colonel's skill is lent
To fables transcendental,
Peninsular Advertisement
Proves truly Oriental!

"But I've a useful maxim, Sirs,
And one that won't amaze you:
'Don't be so stupid as to curse
A man who tries to praise you.'

"We've taken, Sirs, your bread and salt:
Politeness we're not lax on;
So this Lord Mayor will never fault
The thoughts of Colonel Jackson."

THE FINAL HURDLE

Albert Pritchitt of the Passenger Department has at last after more than four years training obtained the gold standard for The Duke of Edinburgh's Award.

Over four years ago, "Bert", as he is known, embarked on the preliminary stage, The Bronze Series. After successfully gaining this, the Silver was next to be tackled.

At long last the next and highest award to go for was the Gold Standard — "The Final Hurdle". To qualify, candidates must obtain the gold standard set for the following:—

- Rescue and Public Service Training
- The Expedition
- Pursuits and Projects
- Fitness

These include The Higher First Aid examination of the St. John Ambulance Brigade, Athletics, Running, Jumping, Throwing, Swimming and Physical Efficiency Tests, in fact almost a junior pentathlon.

He also had to study art for one year as part of The Pursuits and Projects exercise. However, perhaps the most satisfying part of it all was the Expedition. For this it is necessary to attend a back breaking month at the Outward Bound Sea School at Aberdovey, North Wales. Whilst there he completed an 80 miles cross country endurance test in all types of weather. In February Bert was called to Buckingham Palace to receive his award from the Duke of Edinburgh himself.

PRESENTS FOR ADOPTED SCHOOL

Mr. David Arthur, Writer in *Orcades*, who enjoys a personal link with the Great Boughton Oldfield County Junior School, Chester, visited that school on the 13th September when he presented gifts to the school, including a scale model of *Canberra*, a Koala Bear, a genuine Australian Boomerang, a series of menu cards depicting hand painted scenes of ports of call and pictorial literature.

In return Mr. Arthur was delighted to receive a beautiful pottery bowl, made by the children of the school, which now has pride of place on his mantelpiece at home.

During the afternoon Mr. Arthur showed his colour slides of Japan, Hong Kong, Greece, Lebanon and Syria.

ORIENT LINE REUNION DINNER

An informal reunion dinner was held for employees of the old Orient Line at the Mayflower Tavern, Rotherhithe, in February. This is the fourth time the dinner has been held, and it was attended by 25 ex-Orient sea and shore staff and spouses.

The reunion was the brainchild of Ellen Mulholland, ex-Children's Hostess. On receiving the usual "we must meet this year" notes on Christmas cards in 1965, she wrote back to her former shipmates saying, "Yes, we must. How about a reunion?" The idea was greeted with enthusiasm, and the first reunion dinner was held early in 1966.

The circle of those invited has grown each year, with friends inviting friends and friends' friends. However, Miss Mulholland feels many more ex-Orient men and women would like to come. Anticipating a large response, she asks that all those replying to her should mention their departments or ships with dates so they can be seated near former colleagues or shipmates where possible.

Her address, to which those interested should write, is:
68 Main Street,
Kibworth Harcourt,
LEICESTER LE8 0NQ.

Those attending this year's reunion included Margaret (née Siggs) and Hugh Campbell, Tom and Jeanne Harvey, Marian Ginger, Pam Snelling, Mary Tucker, Mike Whicker, Betty (née Christie) and Stan Nicolls, Ellen Mulholland, Ann and Gordon Burrow, Bill Holroyd, Pat Wilmot, Shirley Ansell, Marian Hughes, Dick and Eve Lukes, Bob and Mary Baker, Len and Annette Stuckey, Joy Bessant and Les Finch.



General Grant and company relaxing on the deck of Venetia. The General, standing, smokes his customary cigar and wears an Indian-style topee.

GENERAL GRANT TRAVELLED P & O

One hundred years ago, a passenger named Ulysses S. Grant, and his wife boarded *Venetia* at Suez. In a book entitled "Around the World With General Grant", published on his return, he said:

Our group "are the only Americans of the company sailing on the good ship *Venetia*, and we form a colony of our own. We have pre-empted a small claim just behind the wheel, in the stern of the vessel. There is a grating about six feet square a foot above the deck. Here you can lounge and look out at the tumbling waves that come leaping after, or look into the deep ultramarine and learn what the waves have to say. Here, if you come at any hour of the day, and at a good many hours of the night, you will find the members of our expedition.

"Mrs. Grant sits back in a sea chair, wearing a wide-brimmed Indian Hat, swathed in a blue veil. There is the sun to fight, and our ladies make themselves veiled prophetesses and shrink from his presence. The General has fallen into Indian ways enough to wear a helmet, which shields his face. The helmet is girded with a white scarf, which falls over his neck."

Further on, he said the *Venetia* "is a bright clean ship . . . The decorations are in wood, varnished and

oiled woods. The cabin is high, and over the dining table swing long fans or punkas, which are kept in motion when we are at table." One of the things which most impressed the former President was the comportment of the crew: he said that on the *Venetia* you felt that "your ship was in the hands of a strong, brave man . . ."

The book, in two volumes, is long out of print; but Captain Michael Prowse of *Orsova* came across it in a Singapore bookstore and it now is included in the small collection in his quarters.

Recently, when he loaned it to a passenger, it was returned to Captain Prowse with a note mentioning the last quote above and saying: "The book may be out of print. But thank God the kind of men commanding and crewing your company's ships are not!"

Venetia, 2,725 grt, was built in 1873 by Wm. Denny and sold in 1893. — *Editor*.

JOHN SEAGER'S CENTENARY

Like many another famous business the East London bookselling firm of John Seager & Sons Ltd., 197 East India Dock Road, which achieved its centenary last December, had modest, not to say adventitious, beginnings. Its founder, John Seager, grandfather of John J. Seager the present owner, was an engineer who had come to London from Nottingham to work as a ship repairer in nearby Wigram's Yard, Blackwall.

To meet a need that appeared to be inadequately catered for he opened a shop selling nautical instruments, charts and marine technical handbooks.

In addition to technical manuals he supplied reading material of a less exacting nature to provide relaxation on long voyages. This consisted largely of magazines, and sometimes newspapers, bound in stiff covers to stand the heavy wear and tear. Such as it was it marked the beginning of ships' libraries.

Half a century later ships had grown in size to the extent that the responsibility for the libraries passed from the ships' officers to the owning companies. And so began John Seager's connection with P & O and a number of the Group and other shipowning companies.

MESSAGE IN A BOTTLE

Mr. Richard Parker, Deputy Purser in *Oronsay*, received a postcard dated 28 February, 1968, from Mr. and Mrs. Dave Miller, both of whom are school teachers on Saipan in the Mariana Islands District of the Trust Territory of the Pacific Islands, saying that a bottle containing a message from some children travelling in *Oronsay* had been found.

The message, the text of which is reproduced below, is dated 16 June, 1967, and believed to have been thrown overside from *Oronsay* near Honolulu in an approximate position of 21° 57' N, 163° 13' W. It was found some eight months later on Profile Beach, Saipan, a distance of no less than 3,600 miles from Honolulu.

Text from message in bottle

This message is from the children of the playroom of P & O line s.s. *Oronsay* — arriving Honolulu

17th June, 1967. We sailed from Southampton, England on 20th April, returning on 13th August via Suez. Please write to our ship s.s. *Oronsay*, Beaufort House, Gravel Lane, London, E.1, England. 16.6.67.

MERCHANT NAVY HOTEL

The Secretary of the Merchant Navy Welfare Board has notified us that the Merchant Navy Hotel at 19-21 Lancaster Gate, London, W.2, will be closed from the beginning of April for 10 to 12 months. During this time improvements will be added in the double bedrooms and furniture and equipment throughout the building will be renewed.

The temporary closure of the Hotel is regretted, but it is regarded as necessary in order to complete the work in the minimum of time.

Enquiries for alternative accommodation may still be made to the Hotel:— telephone 01-723 3642/4.



Captain W. B. Vickers talking to Jane Hutchinson (left) and Teresa Loveridge, both 18, during a recent visit to the Florence Treloar School for physically handicapped girls. *Iberia* is the school's "adopted" ship. The two canoes, named *Arcadia* and *Iberia*, were presented to the school by the ship over a year ago. The money to purchase them was raised by the ship's "School Committee" through raffles and collections at shipboard functions.

THE BRITISH SHIP ADOPTION SOCIETY

Because Britain is an island, our dependence on the sea and on our merchant fleet is very real and, while those at sea will be only too well aware of this, a great many people in these islands hardly appreciate to the full the importance of our ships to the prosperity and welfare of the country as a whole.

The British Ship Adoption Society was formed in 1936 with the object of trying to educate the young people of Britain in these important matters, in a way that would grip their attention and interest. To further this end, the Society seeks to put ships individually in

touch by correspondence, with individual schools. This is what is meant by "Adoption".

The work of the Society was once referred to as "Geography without Tears". Letters from the ship's company describe the ship herself, her cargoes, ports of call and something of the life and peoples of the countries visited. No particular literary gifts are needed to give the children a wealth of interesting details which bring to the maps and statistics of the geography book new meaning and life. Interest and pride in "Our Ship" grow rapidly, and this interest—fostered, too, by visits from time to time between ship and school—continues long after school days are over.

Through the Society, therefore, ships help to teach the youth of Britain about our sea heritage and the vital contribution which our merchant ships make to our national prosperity. Their work, under the Patronage of Her Majesty the Queen, has the sympathy and practical support of the leading shipping companies, the Ministry of Education and of Education Authorities all over the country.

The following ships have already been adopted:- *Arcadia, Canberra, Cannanore, Iberia, Patonga, and Strathardle*. In addition, Mr. D. Arthur (writer, *Oronsay*), Capt. A. H. W. Dallas (Staff Captain, *Canberra*) and Mr. R. W. Frost (Refrig. Greaser, *Orcades*) have personal links with schools in their home towns.

In addition the following ship/school links have been forged in the last four months:-

Orsova - Brays Grove Comprehensive School, Harlow
Pando Gulf - Cranbourne Bilateral School, Basingstoke
Pando Point - Timsbury Secondary School, Bath
Strathbrora - Chiswick School, London W.4

The address of the Society is:-

The Secretary
The British Ship Adoption Society
H.Q.S. "Wellington" Temple Stairs
Victoria Embankment London, W.C.2.

The Group Chairman Sir Donald Anderson, is a Vice-President of the Society and Mr. J. G. Davis, a Director of P & O Lines is on the Committee of Management.

HOLY GEO.

Mr. George Rogers, Chef in *Orcades*, must now have reached the pinnacle of his profession after having had a "prayer" written for him by a passenger, Mr. M. F. Murphy, J.P., of Queensland and New South Wales.

Bless my little kitchen, Lord,
I love its every nook,
And Bless me as I do my work,
Wash pots and pans and cook,
May the meals that I prepare,
Be seasoned from above,
With all Thy blessings and Thy Grace,
And most of all Thy love.
As we partake of earthly food
On the table Thou hast spread,
We'll not forget to thank the Lord,
For all our daily bread.
So Bless my little kitchen, Lord,
And all who enter in,
May they find nought but joy and peace
And happiness therein.

Amen.

THEY ARE HERE AGAIN

The years slip past, and we find that we have welcomed the 11th party of Australian Young Farmers to our shores. The 11th year. Just think of that! It seems only yesterday that the P & O Canberra Award Scholarship was founded.

At a reception at the Mansion House on 11 April, the Lord Mayor, Sir Charles Trinder, together with Sir Alexander Downer, High Commissioner for Australia, and Sir Donald Anderson welcomed them to London.

The winners of the 1969 P & O Canberra Award are:— Franco Camarri, 24, from Nannup, Western Australia; Mark Cameron, 24, from Exeter, Tasmania; David Kallady, 25, from Gelliondale, Victoria; Miss Jeanette Leonard, 23, from Hanwood, New South Wales; Miss Robyn McDonald, 24, from Meandarra, Queensland; Kym Trethewey, 25, from Kangaroo Island, South Australia.

The farmers' six months tour is sponsored by P & O and the highlights of the tour will include visits to the Royal Farms at Windsor and the Royal shows at Stoneleigh and Edinburgh.

At the end of the tour the six award winners compete against each other for the P & O Canberra Scholarship. The winner can attend an Australian university or college to take a course worth £933 (\$A 2000), or can accept £700 (\$A 1500) in cash to spend on an approved agricultural project.



'SKAL CLUB HONOUR'

E. W. VOWLES

The Skal Club of London has honoured Mr. Edmund Vowles, our General Passenger Manager, by electing him to the Chair, a position he will hold for a year before becoming President.

The London Club, having a membership of 550, is by far the largest of the 350 Skal Clubs around the world and readers may be surprised to learn that he is the first P & O man to hold this office in London.

The world-wide Skal movement has its Headquarters in Brussels and its objects are to develop friendship and common purpose between the staffs of the tourist industry, and by means of international tourism to foster goodwill and mutual understanding between the people of the world.

We are sure Edmund Vowles will do his very best to achieve these objectives in what we hope will be an enjoyable year as Chairman. He has asked me to say that if any overseas Skalman is visiting London, he would be very welcome to join him at the Skal Lunch on the third Thursday of any month.

WHO'S WHO

around the
company

"Who's Who" takes us to King George V and Tilbury Dock Offices this time where the staff undertake their various duties a few yards away from the glistening white hulls of our great passenger liners and alongside our cargo liners which now circumnavigate the globe. The work at the Docks is varied and because of this no less than seven departments are represented.

We are taking this opportunity of photographing our Tilbury office staff as it will be the last chance before they move to their new Headquarters at Southampton.



1 R. M. Porter



2 V. C. Watts



3 G. F. Wilson



4 A. J. Fields



5 C. W. H. Collings



6 F. D. Tatam



7 Miss M. Whelan



8 A. R. Murrison



9 D. Turnidge



10 A. Cary



11 G. Morris



12 F. C. Willcocks

1 R. M. Porter — Dock Manager. Joined Orient Line as a Junior Assistant Purser in 1949 before becoming Dock Manager in 1968. Has offices both at Tilbury and King George V Docks.

2 V. C. Watts — Chief Clerk attached to the Marine Superintendent's Department at King George V Dock. Joined P & O March 1932 as a member of the Livery staff, transferred to the Dock Office's staff June 1953.

3 G. F. Wilson — Clerk in the Cargo Superintendent's Department. Joined the staff at King George V Dock in 1967 having started as a driver with P & O in 1947.

4 A. J. Fields — Staff Shop Manager of the Steamers' Shops Department at Tilbury Dock. Joined Orient Line 1937, transferring to P & O in 1961 after being with Ocean Trading Shops for 12 years.

5 C. W. H. Collings — Plumber Overseer attached to the Ship Maintenance Department, Tilbury Dock. Joined P & O in 1928 as Ship's Plumber serving in RAWALPINDI, NALDERA, CANTON, HIMALAYA and IBERIA. Left sea staff December 1954.

6 F. D. Tatam — Senior Electrical Inspector attached to Superintendent Engineer's Department at Tilbury Dock. Joined Orient Line sea staff April 1929, coming ashore in November 1939.

7 Miss M. Whelan — Clerk in the Marine Superintendent's Department at King George V Dock. Joined the Company in July 1952 as a Junior in the Cash Department, transferring to the Marine Department June 1960.

8 A. R. Murrison — Assistant Superintendent Engineer King George V Dock. Joined sea staff January 1947 as Assistant Engineer being promoted to Chief Engineer December 1956. Transferred to the shore staff as Technical Assistant May 1959.

9 D. Turnidge — Tilbury Dock Cashier. Joined the Marine Department Royal Albert Dock in May 1924 and took up his present position in May 1960.

10 A. Cary — Junior Clerk in Cargo Superintendent's Department. Joined P & O August 1968 commencing his career at the Tilbury Dock Office, transferring to King George V Dock January 1969.

11 G. Morris — Shore Chief Steward King George V Dock. Joined sea staff in 1923 as an Assistant Steward, becoming Chief Steward in 1945. Transferred to shore staff in 1949 at Tilbury. Transferred to his present position in 1953.

12 F. C. Willcocks — Ship Maintenance Inspector, Tilbury Dock. Joined Orient Line in 1931, coming ashore December 1952. Transferred to Ship Maintenance Department upon its formation in February 1968.

MAGAZINE SUPPLEMENT

Very many in P & O owe a deep debt of thanks to George Biggs. At present he is Manager of the Palace Theatre and was formerly so at the Cambridge Theatre. Both these theatres in London's West End are under the direction of Emile Littler and it was he who gave George this appointment upon his return from Australia.

In May 1958 George sailed to Australia in *Oronsay* and in September of that year he joined the Passenger Department of Orient Line's Sydney office under A. R. Scarisbrick. He attended the Orient Line's first training course in Australia under M. B. Carter about June 1959 before being attached to the Berthing Section in September of that year under B. Morton.

When the amalgamation occurred between Orient Line and P & O's Sydney Agents, Macdonald Hamilton and Company, George was busily engaged in berthing such ships as *Orontes*, *Orion* and *Stratheden*, *Strathaird*, *Strathnaver*. Sadly, due to family difficulties at home, George, in December 1962 had to leave Australia having enjoyed holidays on board *Orsova*, *Orion* and *Himalaya*. He still misses his many friends in our Perth, Melbourne, Sydney and Brisbane offices and has asked, through me, of this opportunity to send them all his very best wishes.

Back in England, George tried unsuccessfully to

rejoin P & O but our loss was Emile Littler's gain, for his expertise in berthing ships was put to good use "berthing" theatre customers.

It is impossible here to enumerate the very many complex tasks and duties that are the responsibilities of a successful West End Theatre Manager, but it is no exaggeration to say that every conceivable aspect to do with the organisation and running of the theatre falls on his shoulders. Business acumen is as important as the tact and delicacy required in dealing with temperamental artists.

The *Evening Standard* last year even featured George Biggs as one of London's most eligible bachelors. Perhaps he has remained so because he is never off duty. When we are working, so is he and when we are enjoying ourselves in his theatres, we do so thanks to his quiet, modest and unassuming efficiency behind the scenes.

Once a friend, always a friend. How true, and how kind of George never to have forgotten his P & O colleagues, for over the past four years he has generously allowed no less than a total of 1,521 P & O staff and friends to see, either free or at a very reduced cost, 9 shows at either the Cambridge or Palace Theatres.

The dates of these shows with the numbers that attended from P & O were as follows:—

Apr. 1966	"A Friend Indeed"	110 from P & O
Aug. 1966	"A Share In The Sun"	93 from P & O
Sept. 1966	"A Winter's Tale"	131 from P & O
Nov. 1966	"The Impossible Years"	176 from P & O
Mar. 1967	"The Judge"	70 from P & O
Apr. 1967	"110 In The Shade"	140 from P & O
June 1968	"The Student Prince"	147 from P & O
Feb. 1969	"Two Cities"	578 from P & O
Feb. 1969	"The Merry Widow"	76 from P & O

That brings us up to date. For my part I have been very pleased to help over the theatre-party arrangements this end, and I hope this article will be of interest to all who have enjoyed these benefits. Those who read it "Down Under" will be assured of big welcome when over here and in the West End.

From
Cambridge
to the
Palace

by A. H. S. Robinson
Passenger Relations Section

Ship Interiors

The construction of the Q4 has brought the interior design of ships once more into the news and the controversy about the choice of designers for her shows that the battle for more sensible design policies in this field is not yet won. But the main, and successful, engagement in this long drawn-out battle was fought more than thirty years ago when the Orient Line revolutionised British ship interiors with their *Orion*. In this article Sir Colin Anderson, who as a director of the Orient Line took the initiative when the *Orion* was conceived, recalls the circumstances of this important break-through, the history that led up to it and some of the developments that followed it.

For over a century ships were made of metal sheet on an armature of metal, while on land buildings bumbled on, relying on timber, brick, stone, and sometimes even mud. The ship builders had invented cladding.

Now that cladding has climbed ashore, the ship and the building have come once more to have a family resemblance. Le Corbusier was already playing with that idea in the 'twenties (though without any cladding to excuse it). Even now, with cladding, the resemblance is still only a superficial one, for the ship still has to do far more than the building in withstanding the elements, and also has to float upright and to move through rough water at a prescribed speed for days on end.

Every line and proportion within a ship is dictated by a mass of rules concerning aspects of safety which form an insurmountable barrier in the way of anyone who wants to make the ship interior indistinguishable from the house or hotel interior. And yet this wish to try to make the spaces on board look like rooms ashore has long beset ship interiors.

In Nelson's time the spaces where the senior officers lived were already done up in shore style, their decks covered in canvas painted in black and white squares to look like marble, though they had no upright wall, no level floor, no rectangular door or window and no vertical height where a sizeable man could stand upright. A kind of grand effect was achieved which was at the same time rather ludicrous, and this tendency went merrily on and indeed can still be met with afloat today. It amounted to a desire for a high style which is not appropriate to the inside of what is simply an unusually mobile public vehicle.

There was originally a formula for the arrangement of the passenger quarters on board ship, so dictated by necessity that its acceptance was universal though the discomfort it imposed was great. I speak of the era of the clippers and wind-jammers. Conscious decorative design of public rooms for the use of passengers only came with the generation of ships that saw the introduction of steam power and later of electricity and refrigeration.

Elegance

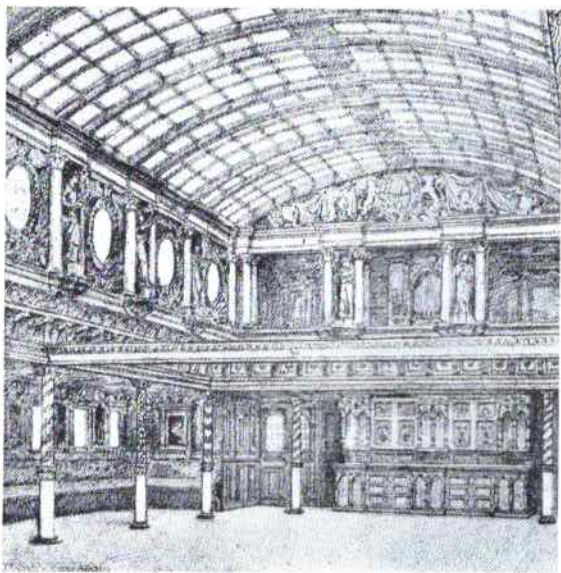
It was the increase in the space available on board that first enabled the shipbuilders to add what elegance they could to interiors that were, for the first time, something more than the least space that could be devised for their purpose. However, even close business connections with the rest of the world have not, historically, produced amongst either our shipbuilders or shipowners any heightened awareness of architectural or design trends elsewhere. British ship interiors have even tended to lag behind British shore interiors.

Having been shipowners for a number of generations our family business had finally crystallised into an established form, as the owners and managers of the Orient Line to Australia, in 1878. My grandfather and his generation, and later my father and his cousins who had then become the partners in the enterprise, were men of taste, and this was reflected in the interiors of their ships.

They had been early to react against the unimaginativeness of standard shipyard interior design and by 1879 had adopted the policy of engaging a shore architect, yet another cousin, J. J. Stevenson, F.R.I.B.A., who had started in Sir G. G. Scott's office. He was already an established practitioner, though his most distinguished buildings—Cheniston House, Kensington Court, 1889; 14, Melbury Road; 8, Palace Court, Bayswater ("The Yellow House") and 3, Bayswater Hill ("The Red House")—were to come later. He also had a half-written two-volume book, *House Architecture*, which was published in 1880.

This first marine commission was for him to decorate the main rooms of the *Orient* (1879), in which the heady ability at last to waste space on board was exemplified by an oval drawing-room with a well looking down into the dining saloon. There was more beside that to be designed—a card room, a smoke room and a main lounge, and though they were small rooms the commission was a conscious effort in the right path.

I am not sure, however, that Stevenson was an ideal



Dining Saloon of the Ophir (1891).

choice for what were after all exacting practical commissions. He was perhaps too much the aesthete. I remember tales of a dining saloon ceiling of heavy decorative tiles (from de Morgan, I have always hoped) which started, in rough weather, dropping one by one like ripe pears, so that for the rest of the voyage meals had to be eaten crouched beneath the dubious protection of a stretched velarium of netting into which from time to time yet another tile would bounce.

Pictures

The *Austral* (1881) came next, to be followed by the *Ormuz*, Stevenson's design for the dining saloon of which was exhibited at the Royal Academy of 1887. His deck saloon for the same ship was described as "a magnificent apartment 42 by 20 feet" and its walls were 'adorned with the following original pictures: "The Lower Thames, Woolwich" by C. W. Wyllie; "The Upper Thames, Windsor" by John O'Connor; "The Old Squire", by J. Pettie, R.A.; "On the Coast of Banffshire", by Colin Hunter, A.R.A.; "Loch Achray", by J. MacWhirter, A.R.A.; "Lisieux, Normandy", by Robert Dudley; "Falmouth", by R. Napier Hemy.'

The room also contained a piano and an organ. Its general character is thus not hard to envisage. The same kind of effect can be seen in Stevenson's drawing for the *Ophir* dining saloon (1891).

J. J. Stevenson was eventually followed as the Orient Line's decorative architect by Andrew N. Prentice, a pupil of T. E. Collcutt, who himself at about the time was doing interiors for the P & O liners. Prentice's two loves in architecture were of Spain and of the Cotswolds, but he betrayed neither of these amours in his designs for the interiors of the Orient liners. He used instead an eclectic Palladio-Adamesque style, and in conjunction

with this he boldly exploited new materials as they became available—moulded glass decorative lighting features, white metal enrichments, newly imported timbers, unclassical colour combinations.

"Vulgar"

I remember hearing one of the great poseurs of the period, the traveller and author Cunninghame Graham, remark for a roomful of strangers to hear, on first seeing one of these rooms in which scagliola pillars the colour of buttered egg contrasted intriguingly with lacquer panels of deep peacock blue, that it was the height of vulgarity. It was rather, I thought, merely startlingly original.

In all his work for the Orient Line, which continued until the end of the 'twenties, Andrew Prentice never betrayed any knowledge of the existence of the Bauhaus, of Dudok or indeed of anything that could seriously be called a new style. Even *Art Nouveau* escaped him, though the ship decorators had had a stab at it. Prentice's forte remained the designing of reasonably architectural interiors in the eighteenth-century mode, that did not descend to pastiche nor aspire to anything that could be described as '*le style Ritz*'.

The furnishings and carpets of these rooms in the early Orient liners were not considered to be within the architect's province. They were all chosen by the partners responsible, much as they would have been chosen for their own houses, except that for the ships they had antique models copied, with discreet strengthening. The final effect was undeniably superior to a 'decorator's' interior of that date, but it was thoroughly insular and provincial all the same.

I must not leave the impression that these were normal arrangements. Far from it. They were quite unusual. The usual thing was for the shipowner to rely upon the shipbuilder to put forward comprehensive decorative schemes for the interiors. These were commonly provided by one of the great furnishing organisations of the period—Messrs. Maples, Waring and Gillow, Martyns of Cheltenham, or Wylie and Lochhead Ltd. of Glasgow, for instance.

Entire rooms, proposed in the form of coloured sketches in highly imaginative detail, including all the furnishings, were often accepted on that evidence only. These proposals were in general, to say the least of it, uninteresting aesthetically. Quasi-historical in flavour, they were for the most part true 'upholsterart'.

Fuddy Duddy

Though the architect-designed interior was infinitely preferable, it did need a continual infusion of new ideas, and these were not forthcoming either from A. N. Prentice, where the Orient ships were concerned, or from any other source for the great British passenger liners as a whole. By the early 'thirties the standard of interior design had become almost equally fuddy-duddy over the whole field of British passenger vessels. (See photo of first class reading and writing room in the P & O liner *Stratheden*.)

It so happened that about that date I was still young enough to be critical of the Established Order (I was in



First Class Reading and Writing Room in Stratheden (1937).

my late twenties) and, because ours was a family business, was able to make my critical remarks in circles far more authoritative than are usually available to young reformers in the more democratically organised concerns to which we are now conditioned.

Indeed, by the end of the 'twenties my voice (raised, I expect, all too often out of turn) was producing ripples of disquiet in the Pond of Power, and by 1930 the argument that we must have a clearly contemporary design for the new ship then being contemplated was not only listened to but accepted. It was a bold acceptance. My superiors had the candour to declare in effect that though the argument seemed intellectually right, they didn't feel capable of taking the practical responsibility for carrying it out. This, they conceded heroically, was to be mine and was to include the choice of some young lay architect who would be in sympathy with my intentions.

I am not exaggerating in calling this commercial heroism on their part. I was untried and the contemplated ship was to cost over £1 million, which at that date was far from the chicken-feed it may now seem in certain quarters. I do not remember all the names of architects I considered before making my difficult choice, but I know those of Maufe, Oliver Hill, Chermayeff and Wells Coates were amongst them.

Some of these happened to be amongst the liveliest established architects of the day, but the fact is that I had become interested in them only because I had seen photographs of their work which had chanced to appeal to me. Such is often the barmy way of an intending client. However, these particular architects all seemed to me likely to be unmanageable; too established, in fact.

Identify

I felt I needed someone with whom I could identify myself, and (again on the strength of a few photographs) the choice finally fell on a young New Zealander working in England, Brian O'Rorke (now R.A., F.R.I.B.A., R.D.I.) who had almost as clean a sheet of achievements to his name as I had. That first ship, for the interior designs of which he alone was responsible, was the *Orion*, finally delivered by Vickers of Barrow-in-Furness in 1935.

Messrs. Vickers had made their great reputation in the field of shipbuilding in naval construction, and it was only comparatively recently that they had started building modern passenger ships for the Orient Line. They were, therefore, not overburdened with pre-conceived ideas of what a passenger ship ought to be. This happy freedom from prejudice was a merciful asset in our task. There were difficulties ahead enough without having also to argue all along the line against long-established and out-of-date ways of constructing every detail of a passenger ship.

I have recently been shown the sheet of foolscap on which, in October 1933 I wrote, in longhand, the original architect's brief.

Nothing could have been shorter, nor more austere, nor more cautious.

"1. Escape from Period decoration without going extremely in opposite direction. Hints of period are not objected to.

2. Produce rooms which will bear sitting in:
 - (a) Every day and night for 5 weeks.
 - (b) Through the Tropics.

- (c) Through the English winter.
 - (d) Highest possible seating capacity.
 - (e) Every seat in a light suitable for reading at night.
 - (f) Flooring not very slippery.
3. Decoration as fire-resistant as can reasonably be procured.
4. Taboos:
- Curtains (unless they have a real use, as opposed to being merely decorative).
 - Close carpeting.
 - Fireplaces.
 - Squeak-and-chatter-producing decoration.
 - Surfaces of decoration or fabric requiring constant upkeep or showing dirt freely."
- And so it went on, but only for four more paragraphs.

Spearhead

The sheer struggle represented by the creation of the *Orion* was immense, for almost all the components that made up her appearance had to be specially designed and made for her. For instance, we were setting out to escape not only from the shape of every handle but from the dominance of brass as a material. We were a spearhead of the use of white metal at sea, though aluminium was not itself yet freely available and anodizing was a new word.

We were fighting the baroque figuration of veneered panelling and insisting that straight and uneventful grain was what we must have. We were rejecting all the damask patterns, all the floral patterns, the cut velvet, plush and chintz, the 'galon', the bobbles, and the vaguely Louis cutlery.

Mr. O'Rorke also had to wean us gently away from

First Class Lounge in Orion (1935)



First Class Galley in Orion (1935)

some of our more austere taboos—our dislike of curtains (born of the need for air and ever more air on our tropical voyages before the days of air-conditioning) and of close carpeting. It was a series of major upheavals and it was not carried through without pain. There was no accepted vocabulary of modern interior design at

that date; no Council of Industrial Design and therefore no Design Centre, and no shops dealing in standard ranges of contemporary fittings (except for a few pioneers such as Heal's and Dunbar Hay).

It would be hard to exaggerate the difficulties we met in persuading proud and successful industries that not a single object in their entire output was acceptable for a modern ship interior. How could we explain to them even what we meant by such an interior?

We found ourselves having to discover designers capable of producing new designs for a wide range of products, from carpets to cutlery, the makers of which had no staff designers who understood what it was we were after. And this was not at all easy, for there were no such people as industrial designers. There were a few artist designers, if one knew where to find them.

Through almost all of this work the hand of Brian O'Rorke has continued to be felt, and it was he alone who set the pattern in which the much larger later achievements such as the *Oriana* (November 1960) and *Canberra* (May 1961) were created.

For them partnerships of architects became absolutely necessary. Our first use of more than one architect had been for the *Orsova* (1954) when our team had consisted of Brian O'Rorke and John Wright, who was responsible for the flat and all the other special state-rooms and the tourist-class Library.

Instructions

To return to the early 'thirties, there has by chance recently come into my hands a copy of the Schedule of Bills of Quantities for the *Oriana*. It contains 362 foolscap pages of minute instructions, many of them meticulously illustrated. It is a document that now seems to come from another century in its bland assumptions and its leisurely and almost loving descriptions of detail

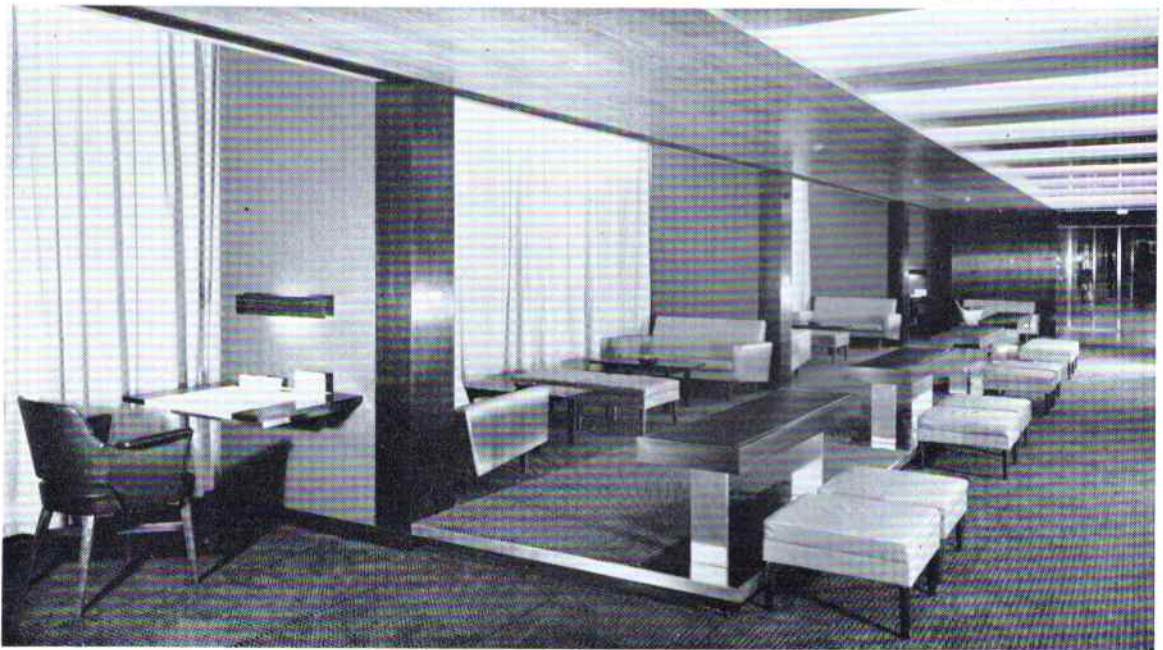
It is almost Proustian indeed in its appraisal of the qualities expected, for instance, of a secondary staircase. There was no hint that before a quarter of a century was past the stairways in most great shore buildings would have been reduced to utilitarian escape routes not worth improving beyond their original raw cement finish. The staircase in the early 'thirties was still something of a confection, and it remains so at sea.

Such success as our continuous effort to improve shipboard design may have had has not been entirely based on aesthetics. I am assured that our particular insistence on giving full weight to fitness for purpose has played a large part. It is an angle which has been recently much stressed to me from the shipbuilders' point of view. I have been assured that there were moments when this meticulous attention to what seemed unimportant detail (for instance in the placing of cabin shelves and hooks) brought the responsible officials of the shipbuilders near the breaking point. It has been good, after all these years, to be assured that they later realised the special quality of the end-product.

As a new ship, in 1935, the *Oriana* was revolutionary as far as British ships were concerned. She not only influenced the interior design of British passenger ships in general but also of hotels, including their furnishing, lighting and general equipment, and of other kinds of transport including train and aeroplane interiors.

She has now run her appointed course and has been duly broken up. She can no longer stand as a witness to the truth of the contention (when the project was being argued about before her building had even been decided upon) that if she was ahead of taste when she came into service, she would end her life still well abreast of it. But this was what indeed happened. She was broken up in her 29th year in 1963

Starboard side of the Princess Room in Oriana (1960).



Stewardess at sea 1930 style

by
Mrs. O. M. Roberts-Pate (née Osmond)



Life as a stewardess in the 1930s was no joke, as I discovered when I signed on *Ormonde* in December 1933. It wasn't long before I learned that life at sea was ruled by a rigid code of "what you may not do" and of finding the best way of doing it without being caught out by the Chief Steward.

This functionary was generally (but by no means affectionately) known as "Uncle George", and was the most inhuman man I have ever met. We were always on the lookout for him, and his appearance was usually heralded by some steward or other member of the crew who would rush by with the warning whisper: "The Chief!" But in spite of this we were sometimes caught, and summoned to explain our conduct.

I was carpeted several times for such trivial offences that I plucked up my courage to reason with the Chief. But the only reply I ever received was "get out!"

Several of us asked at Colombo for leave to go ashore, as there was no work to keep us on the ship. His reply was "You won't go ashore till you get back to Tilbury." However, we often managed to slip away without being caught, for a ship is too big to be policed by one man, and we enjoyed it all the more.

At Sydney, a message reached me from him: "In case Stewardess ——— doesn't know, no leaning over the rail when the ship sails." Now, to a newcomer from England, an Australian send-off was a wonderful sight, with its streamers, flowers and waving crowds, and I had not the slightest intention of missing it, whatever "Uncle" might say. In spite of his threats I managed to take a roll of film over the side when he was out of the way.

The climax came at Colombo, homeward bound, when we were so anxious to see something of the wonders of the East, that we determined once more to get shore leave. Several other stewardesses and I waited humbly outside the office until "Uncle" stalked out, but, without giving us a chance to speak, he dismissed

us with a curt "No leave!" He added that if we wanted to go ashore because we had nothing to do, he could find plenty of sewing to occupy us.

I had my revenge a few days later through one of the children in the nursery who had an odd habit of biting — her best efforts being directed against officers in uniform, whom she addressed indiscriminately as "Captain". So, one day when "Uncle" was doing his rounds, I whispered to her; "Look, darling, there's the Captain." It worked like a charm. She dashed after him and bit him fiercely in the back of the pants!

I shared a cabin with three other girls, two of them laundresses and the third a female lavatory attendant, who had a wonderful flow of language. From time to time they were given various articles of clothing by the women passengers. One who had been given a particularly beautiful nightdress never wore it, but kept it spread out on her bunk all day for the benefit of any stewards, sailors, quartermasters, or others who might drop in to see her. Actually she slept in the same vest she had worn all day!

Christmas Day on board was celebrated for the stewards by being allowed to sit down while they ate their dinner. Ordinarily they had their food standing, but luckily this rule did not apply to us. We had a small mess-room of our own and at Christmas dinner, the Purser stood us all a drink.

Our mess-room was decorated — mistletoe being the chief "motif" — and when we had all assembled, the Purser and "Uncle George", and other heads of departments came round in procession, kissing us all in turn. Then the stewards who were waiting on us kissed us — the butcher, the baker, the candlestick maker, and anyone else who happened to pass the mess-room door. It was a perfect orgy of kisses!

The trip was certainly an interesting experience, but as a cheap means of seeing the world, I felt a stewardess's job was one which I would not recommend.

Sailing with the stars

by Diana M. French

Electric Star—Radiant Star—Golden Star—Celestial Star. These are just a few of the ferries which daily transport thousands of Cantonese commuters, giving them an exciting seven minute sea trip on their way to work. The location is Hong Kong, which clings like a limpet to the extensive rugged coast of South China. Here democracy is cheek by jowl with communism. Mao Tse-Tung's domain lies just about an hour's train journey from Hong Kong's bustling commercial centre.

This British Crown Colony comprises only 398 square miles of mainland, and over 200 islands and rocky islets. Not unnaturally, the sea plays a large part in the lives of the almost 4 million inhabitants, of whom approximately 98% are Chinese.

The Star Ferries, owned by a limited company, form a continuous link between the mainland and Hong Kong Island, on which the capital, Victoria, lies sprawled, mostly over reclaimed land, and up incredibly steep hillsides. During the day, ferries leave both shores every few minutes, crossing in midstream. It would be difficult to find a more efficient ferry service anywhere in the world. The lower deck of the boats is 2nd Class, and the upper, 1st Class; fares for the crossing are only 10 H.K. cents and 25 H.K. cents respectively. 2nd Class is adequate (unless, as all too frequently in Hong Kong, status symbol is involved). The lower deck provides more human interest, gives more of a "being at sea" atmosphere, involves less effort in getting on and off the boat—1st Class, being above, necessitates climbing

stairs!—and, of course, it is cheaper.

Recent riots in the Colony were sparked off by a proposal to raise the 1st Class fare, which was then 20 cents. Ironically, the majority of the rioters would probably have been 2nd Class passengers, but it gave a good excuse for them to vent their wrath over pending frustrations caused by the rising cost of living and general discontent. When rioting was at its worst, a curfew was imposed and the floating "link" between mainland and island was discontinued at night. Apart from typhoons and exceptionally rough seas, this was one of the rare occasions when the ferry services have been disrupted.

It's a fascinating voyage to the other side. A large proportion of the population (mostly Hakka people and a few Tanka folk) live in boats, and it is not surprising that the harbour is always crammed with small craft. In addition, there are freighters from every corner of the globe, and sleek ocean liners such as *Oriana* and *Canberra*, not to mention the enormous aircraft carriers and battleships of the U.S. 7th Fleet and the British Royal Navy. But the Star Ferry proudly asserts what would appear to be its right of way, and relentlessly steers a straight course through junks, barges, motor launches, sampans, weekend yachts, and maybe even a floating crane. It must, however, deviate for ships entering port, or manoeuvring in the harbour.

Nightlife in Hong Kong is world famous and the ferries oblige by running a regular, but less frequent, service until around 2.30 to 3 a.m. Anyone later than this must hire a walla-walla at H.K. \$4.80 per boat; but it's only about a three hour wait before the "Stars" are on the move again.

There are other ferry services operating too, and, at any time, well over a dozen passenger boats will be crossing the harbour. It is difficult to avoid the nautical atmosphere of Hong Kong—sometimes its appeal is overwhelming and one will be taking a ferry ride purely for the sheer thrill of a brief sea voyage.

Hong Kong Island and Harbour, looking towards the North-east.

Photo by courtesy of the Hong Kong Tourist Association.



IMPRESSIONS OF LIFE AT SEA

by R. A. Mulleneux, *Engineer Cadet*

For a long time I was at a complete loss for words on my life at sea. I thought back to my first trip but still could not really think of any strong impressions formed. True, I was apprehensive as I went up the gangway but then, I thought, I was almost as nervous when I joined my next ship wondering who would be on board and what they would be like. This set me thinking about the people I had met and I came to the conclusion that the most important thing about life at sea is the people.

People who come to sea do so for a variety of reasons: the opportunity to see the world, the desire to avoid a 9 to 5 job, or just to do something out of the ordinary. Some stay at sea all their lives to reach the height of their profession and command one of the Departments, but many leave, perhaps because they become disillusioned or perhaps just to lead a more normal sort of life.

Probably the greatest characteristic of seamen is tolerance. At sea one is cooped-up in a small space for some time: there is no going home and getting away from work at night, for example. This has the result that one soon knows everything about everyone else and if one were not tolerant life would become impossible. In the same way, one person can soon get on everyone else's nerves. Most Officers at sea work an 8-hour day, 7 days a week and are called upon to work extra as the occasion demands. Thus it is very rare to have anybody report sick as it only entails extra work for other people.

Now for some of the advantages of a life at sea. Travel has already been mentioned and is the most important to a lot of people. Although the time spent in

some ports is very short, it still enables many people to do things which would otherwise be impossible — go surfing in Australia or sightseeing in Japan, perhaps. Another advantage is the financial side. One has the choice of either keeping the money saved at sea or spending it ashore in port or on leave in a way which would normally be above one's means. This probably applies only when the person is single. One other advantage, very real to some people, is the virtual elimination of rush-hours and commuter trains, twice a day, every day for so many years with scarcely room to breathe let alone stand or walk in comfort.

I think the disadvantages of life at sea are mostly fairly obvious. There are the long hours already mentioned but more important the almost total lack of home life.

It is true that the leaves are fairly long but often they fall at a time outside those of the standard holidays ashore which makes it difficult for others to arrange their holidays to coincide. This can lead to friends drifting apart as they move elsewhere to work or study. While one meets many people at sea these are often more acquaintances rather than friendships due to the constant splitting up and changing of ships.

Naturally some sort of safety valve is required for when things go wrong and this usually takes the form of complaining. Anything and everything is criticised — the weather, the ship, and how the person himself was ever stupid enough to come to sea in the first place. The funny thing is how often he keeps returning for "just one more trip".

THE CAULIFLOWER EAR BRIGADE

by Ashley Randall, *ex-Purser*

In my youthful days when I joined the P & O Company I was interested in the art of self defence. I would sometimes penetrate the purlieus of the East End of London to learn something of it from those who are called the "cauliflower ear brigade".

One such person was known by the name of Jimmy Varley who lived in the reflected glory of having at one time trained Pat O'Keefe who eventually won the middleweight championship of Great Britain. Jimmy and I would spar in his little back kitchen, in which there was no room to swing a cat, and so what boxing took place had to be at close quarters.

When I eventually went to sea I took my enthusiasm for the sport, if it can be called that, with me. In the happy days of the old *Mongolia* the crew, chiefly the stewards, got smitten with the same enthusiasm. When we reached calm seas and warm weather they would belt each other on the hatch of the fore well deck much to the interest and amusement of the passengers.

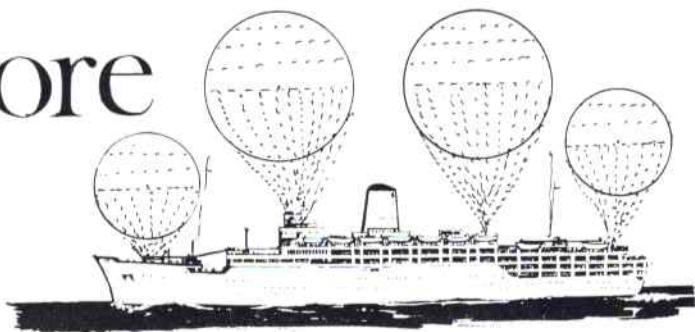
Later on when I became a Purser I managed to take with me from ship to ship a steward who had been a boxing booth scrapper with a face that portrayed the many hard battles he had fought. I would also, when we arrived at Bombay, arrange boxing contests among the crew or against members of crews of other ships

which happened to be in port at the same time. These contests were enjoyed by visitors from the shore who began to look forward to our arrival with pleasure.

This enthusiasm for boxing was not without an unpleasant feature. I took it up not because of a pug-nacious nature, but because I liked the exercise, the skill it entailed and to use up surplus energy. But it earned me a reputation which I did not wish to enjoy and a reputation far in excess of my ability. For years afterwards if there was any "rough stuff" about I was expected to deal with it summarily and with expert despatch and it landed me at times into some very awkward situations and after the 1914 war when I returned to the Company a shadow of my former self this reputation was fraught with much danger to me.

On one such occasion when I was still A/P in the *Mongolia* a young man passenger joined the ship in London who also was keen on boxing and in a moment of rashness the Second Saloon Steward invited him to a friendly spar. Apparently the friendly spar turned out to be a bit different to what the Second Saloon Steward expected and the young man having dealt with him in a somewhat rude manner then turned his attention to the Storekeeper to such good effect that the latter's face had assumed a peculiar shape and was not presentable for the remainder of the voyage.

Ideas galore



A giant trimaran, the fastest liner afloat and a novel method of giving ships reserve buoyancy are some of the many proposals made to the Company by would-be inventors. Such suggestions arrive on the desk of the Chief Naval Architect almost every week, and he deals with them with his usual tact and aplomb.

We think it might interest readers to see a selection of extracts from schemes submitted and from the answers, sent in to *About Ourselves* by Mr. David McKee, one of our Senior Naval Architects.

"I venture to ask you whether it would not be possible to use ships which for commercial purposes have ceased to be an asset by converting them into experimental units for the employment of trade winds to produce electricity, and to use the power thus obtained for the conversion of sea water into fertilizers and other chemical products obtainable from the same

"Apart from the above I think that it should be tried to use obsolete vessels as to influence climatic conditions by shooting sea water into the air and at the same time to enrich the atmosphere with minerals. Experiments could be carried out in the Pacific where no winds at all are found."

There is no record of the reply to this one.

"It is no doubt possible to hold a vessel afloat by air-filled balloons.

"A such balloon could be made of synthetic fibres and covered by a net of ropes or strips of strong material on its surface.

"Anchored to the hull it will keep the ship afloat till time of salvage.

"Aircraft-carried balloons should be available whenever an accident occurs. Passenger vessels should carry such balloons along the sides to be air-filled at the moment of danger."

Unfortunately we see some severe practical difficulties in the application of your method and we regret that we do not feel that we can use it on any of our ships.

"Since the vessel consists of three separate hulls, it will be apparent to those skilled in the art that the transverse stability, the longitudinal stability, the structural resistance, the propulsion and therefore, the wake, the wave resistance, the interaction between the ship and the propellers, the strength as to local stresses, the vibration, and as a consequence the steering, all is considerably improved in comparison to single hull large structures. Also rolling (both resisted and un-

resisted) pitching and heaving is considerably decreased.

"The ship is furthermore provided with approximately twelve auxiliary supply boats (tender launches) which may be raised and lowered from the main deck between the three hulls."

I am afraid this leaves me speechless.

"I put forward the suggestion that if the life boats were accommodated across the ship, side by side on a conveyor similar to the one in the liner *Canberra* which is used for loading and unloading cars, etc., the lifeboats could be let out through doors on whichever side of the ship was convenient."

In the event of an emergency it is likely that only the emergency electrical supplies would be available and these would not be adequate to operate such a contrivance. In any event the International Regulations governing ship safety would not allow this method to be used.

"The main object is the ship is extremely streamlined. This is so there will be nothing to stop the wind. Thus the ship will lose no speed. All outdoor places are protected by high glass also streamlined.

"All cargo is in one giant hold. This will put the ships bows down, but an idea for a FIN either side of the bow will lift the ship's head when under way. The fins will fold flush with the ship's hull when docking.

"All navigation will be done by close circuit television when at sea and in port. Lifeboats will be in giant lockers to stop any wind from slowing the ship down.

"The ship will be powered by a 80,000 or 100,000 h.p. turbo-electric engine. The engineroom will be directly below the swimming pool, thus lit by giant windows in the ship's side. The ship's accommodation will be fully air-conditioned also. About 2-3,000 passengers can be carried and about 7,000 tons of cargo.

"The ship will cost around £23,000,000."

Your fine idea would not work in the way you envisage it, and you would be well advised to use your ingenuity in other directions.

You have obviously put a great deal of thought into your design, but your estimates of power, speed and cost are, I am afraid, not very accurate. I suggest you visit your local library and study a few books on ship design, as you are obviously very interested in it. There is a good one in the "Teach Yourself" series of books, entitled "Naval Architecture", by B. Baxter.

*Captain G. C. (Gus) Barrett receives
a bouquet of flowers from
Miss Yokohama to mark Chitral's
first visit to Japan since the closure of
the Suez Canal.*

*(Photograph by Eddie Cornish,
Leading Musician)*

Our Japanese Cruise

by Tony Duff
Baggage Steward/Writer Chitral

With the morning mists hanging heavily over the distant mountains one autumn day, *Chitral*, dressed over-all, manoeuvred into the harbour entrance at Keelung. The second P & O passenger liner ever to call at the Island of Formosa (Taiwan), that comparatively large island off the mainland of China; the refuge of the Chinese Nationalist Government since 1949.

Sailing from Yokohama on the inaugural cruise aimed at promoting travel from Japan, *Chitral* called firstly at Hong Kong where for three days the 170 Japanese passengers spent their time eagerly shopping or touring this "city of a million lights" and discovered many items cheaper to buy than in Japan. For these exceedingly courteous people their time in Hong Kong was over all too soon. Reluctantly they waved farewell to their friends on the gallery of the Ocean Terminal through a myriad of paper streamers; the gulf between ship and quay widening as the brass band played "Auld Lang Syne".

A further day at sea with deck games, golf driving range, camera clubs, tombola sessions, of which the Japanese are avid fans, culminating in a gala night dance to a Japanese combo. Then an early morning call for the Keelung Pilot who boarded just after breakfast with an army of uniformed officials in close pursuit and who later slowly and painstakingly, processed the passengers through immigration and customs formalities.

The documentation for this port is even more complex than that for Japan. The Chinese crew were mustered on deck whilst the Europeans attended the immigration inspection after the passengers and were eventually given permission to land. Meanwhile customs officers sealed the safes, tills, lockers, bars and storerooms; a written declaration having been completed for each and the day's requirements removed before arrival.



Keelung is a bustling city of narrow streets with open-fronted shops each surmounted by gaudy signs in Chinese characters but bars and bookshops were boldly labelled in English. Everywhere there was dirt and grime and the smell from the open drainage system along the kerbsides was most unpleasant; a fact which drove many people back on board early.

One could buy copies of Western books and records but these were liable to confiscation at the dock gates as they contravened world copyright regulations! A glimpse inside the bars revealed that the night-life of the port could be as good as various tales foretold but for *Chitral* departure was scheduled for seven o'clock! Again the crew was mustered, all shore passes collected and rigorously checked by officials. After sailing down the long, narrow harbour packed tightly with military and civilian vessels, *Chitral* headed for Yokohama where she received a triumphant welcome at the conclusion of her successful "maiden cruise".

Reminder - Binders

A limited number of binders still remain for the last two volumes, Vol. VI (Nos. 6-13, 1962-1964) and Vol. VII (Nos. 14-21, 1964-1966). Cost is One Guinea for providing binders and index and binding your magazines into a book. Alternatively, we can send the binding and index to anyone sending a cheque or postal order for 10s. 6d., made out to the P & O Steam Navigation Co.



Poonah, after lengthening.

THE PACEMAKERS

by B. MacDonald Secretary's Office

"This circumstance adds another to the many instances on record of the superiority of iron over wooden vessels in similar situations."

Thus ran the report of the Court of Directors in May 1851 following an accident in which *Canton* ran on to an uncharted rock off the China Coast. The rock penetrated the ship's bottom, and after 8 weeks' exposure to the sea, *Canton* was taken off and taken to Hong Kong for repairs.

For a short while prior to this incident, the Company had been building "iron-clads" as opposed to the old conventional wooden vessels, their far-sighted policy undoubtedly paid off, for when in 1852 the *Indus*

caught fire when undergoing alterations at Blackwall, the Directors announced with pride, "The ship being constructed of iron and divided by iron bulkheads, this fire which must have proved totally destructive to a wooden vessel, was arrested in such time as to cause only partial damage."

When one considers that at this time the Admiralty doubted the ability of iron vessels to float, incidents such as these must have been tremendous moral victories for the young P & O Company and no doubt reinforced their ideas for future projects.

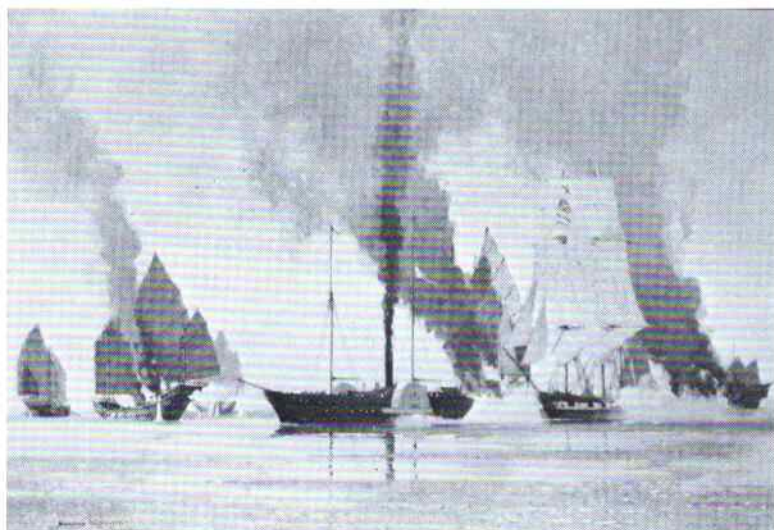
For years controversy had raged between the Admiralty and the mercantile community, steam would

Ripon arrives at Southampton with General Garibaldi and retinue on board, 1864.





Indus, built in 1847, was altered in 1849 and lengthened in 1852, increasing her tonnage from 1,386 tons to 1,782 and finally 1,950.



Canton (centre) towing H.M.S. Columbine in pursuit of pirate junks at the mouth of the Canton River in September 1849. The warship had been chasing the junks until she became becalmed, when the junks tried to escape using long sweeps manned by relays of rowers. Canton came upon the scene, realised what was happening and demonstrated the superiority of steam by towing the Columbine within effective firing range of the junks, which were forced to surrender or reduced to wreckage.

never replace sail; iron was not as good as wood; paddles were far superior to screw. P & O never had a sailing ship; the early ships were wooden paddle steamers rigged with sails which were used when weather conditions allowed the use of sail to save bunkers without loss of speed, or in emergencies such as engine failures. When later we built iron vessels and discarded timber and then later turned to the screw and relinquished the paddles, many conservative eyebrows must have been raised.

The early attitudes of the Admiralty must have rubbed off on to the general public who would have read or heard of their numerous battles with the modernists. The first P & O passengers were surely pioneers in their own right; taking tremendous risks in travelling in iron steam ships propelled by a screw. How many heart-rending, tearful scenes there must have been at the dockside, with friends waving goodbye to passengers they never doubted would perish within a few days.

Despite disheartening officialdom, the Company ploughed ahead with its modernisation programmes, leading the Merchant Navy by making full use of new ideas; feathered paddles; reciprocating engines; speaking tubes; hydraulic steering gear; the improved system

of diagonal wooden planking; electric lighting and so on. With each progression the tut-tutting knowalls would sadly shake their heads in the certain knowledge of the follies of P & O and later when no disasters occurred, to remain silent.

One of the ideas I find most interesting was one which was thought of over 100 years ago and has recently hit the headlines; that of lengthening a ship by inserting a new piece. As early as the 1840s P & O ships were being lengthened; the old *Ripon* being lengthened on two occasions. When in 1875 the *Poonah* was lengthened by 88 feet and given new engines, her keel had a curious curve and when drydocking the ship had to be specially blocked.

It occasionally happened that engines fitted into new ships proved too powerful and were replaced by less powerful ones. The original engines were stored and often fitted to an older ship requiring new engines. It was not uncommon for a ship in the 1800s to have two or three new sets of engines and boilers, but viewed in relation to a comment by Andrew Lamb, the old Superintendent Engineer, this is not surprising, "Greasy matter has been found in the condensers *by the hundredweight*"!

PANDOR CLUB SPECIAL

CRICKET

Whilst looking through the files your Editor found an amusing report of a match played last September, yes, last September, how the time flies! However, he feels this should be published not as an item of topical interest but as an aperitif to the forthcoming cricket season.

Pandor v Round the World Club

On one of the best days of the summer the Round Worlders cricket team met Pandor Club in the challenge match of the season at Lee Green on 6 September. The ground looked splendid and many guests saw an interesting match with an exciting climax.

The Round Worlders lost the toss and were put in to bat on a fairly green and soft wicket. Smedley and Hillman opened the innings and the remainder of the team sat back to enjoy the sun. However, this was not to be for Smedley suffered a rush of blood to the head and attempting to hit the second ball out of the ground was clean bowled. Hillman and Chilver were out the following over and the scoreboard looked grim at 3 wickets for 1 run. Bob Hohmuth specially flown in from Australia came in and hopes ran high for a revival but after scoring 2 he attempted an impossible run and was brilliantly run out. Steady batting by Bailey and Walch raised the score to 40 before Bailey was out. The score continued to mount with good batting by Messrs Walch, Esdale and Davy. Last man Redsell smote two mighty boundaries before the innings closed at 113. Not too bad after the disastrous start.

In contrast Pandor opened with a bang and raced to 50 in half an hour, Laidlaw the club captain being in tremendous form scoring 40. There was no hint of events to come when in desperation Blencowe (Captain) decided to put himself on to bowl. He was strongly advised against this, not his type of wicket, and after a mid-field conference he called on Chilver instead. He was immediately clobbered for three fours but had his revenge for, Laidlaw trying another huge hit, was caught. Back came Hohmuth (7-25) and Bailey (2-25) and Pandor were struggling. Bob justified his air fare with a superb display of seam bowling that the Pandor batsmen just could not master. The scoreboard started rattling again but this time it was wickets not runs. The score was 80 for 8 and the Round Worlders were really on top. Richards (Cruising) bravely resisted for a while but was finally caught and with ten minutes of play left the earlier confident urgings of Pandor supporters now became a plea to hold on. Barry Griffiths, Staff Dept., and David Baker, Reservations, did their best and saw the hundred up but alas with five minutes left Barry really smote the ball towards the fence. Harry Fisher at mid off flung

himself bravely into line but could not get his hands there in time. The ball struck him painfully on the shoulders and gently floated towards the ground. Bailey somehow popped up to catch the rebound and the Round Worlders had won by twelve runs.

There was much celebration afterwards, and the crestfallen Pandor men could not believe how it all happened. However, all had an enjoyable afternoon and it is hoped that the match will now become a regular feature of the season.

SWIMMING

Whilst the cricketers were enjoying themselves the swimmers were having another successful season which started with our winning the Wurtzburg Cup and terminated with our retaining the Weir Cup at the London Shipping Gala on 12 September. In fact, in this event we won in all five cups. The mixed relay team was invited to compete in the Furness Withy Gala and came away with the Clarke Cup being the winners of the Inter Shipping Team Race. 1953 was the last time that Pandor won the Weir and Wurtzburg cups in the same year.

The victory at the Gala was achieved not by the performance of one or two outstanding swimmers but by a magnificent team effort. Pandor swimmers qualified for the finals in eleven out of twelve individual events and our relay teams qualified for all four relay finals.

Pandor Club placings were:—

1. *Women's 88 yds Freestyle*
2nd Heather Williams 74.2 secs
3rd Frankie Perry 76.2 secs
2. *Men's 220 yds Freestyle*
2nd George Talley 3 mins 15.8 secs
3. *Girls' 44 yds Freestyle*
2nd Melita Spiteri 36.5 secs
4. *Women's 44 yds Backstroke*
2nd Frankie Perry 37.4 secs
3rd Anna Eagles 38.1 secs
5. *Men's 88 yds Backstroke*
2nd John Logie 78.6 secs
6. *Women's 44 yds Freestyle*
3rd Frankie Perry 31.2 secs
7. *Men's 88 yds Freestyle*
2nd George Talley 59.8 secs
8. *Women's 44 yds Breaststroke*
2nd Melita Spiteri 39.0 secs
3rd Gill Liddbury 39.8 secs
9. *Mixed Medley Team Race*
2nd Pandor 'A' Team 2 mins 11.4 secs



The victorious Pandor Swimming Club 1968. Back row: Chris Whitworth, Dean Cottee, Denis Ellisdon. 3rd row: Tom Shaw, Brian Elliott, George Talley, John Lewis. 2nd row: Theodora Rogier, Philippa Evans, Linda Wiseman, Frankie Perry, Penny Osborn, Anna Eagles. Front row: Heather Williams, Gill Lidbury, Melita Spiteri, Sue Wilson, Mary Pond.

10. *Women's Inter-Shipping Team Race*
 1st Pandor 'A' Team 2 mins 14.6 secs
 2nd Pandor 'B' Team 2 mins 22.4 secs
11. *Men's Inter-Shipping Team Race*
 3rd Pandor 'A' Team 1 min 56.0 secs
12. *Men's Diving*
 1st Denis Ellisdon
 3rd Brian Elliott
13. *Women's Diving*
 1st Melita Spiteri
 2nd Gill Lidbury
 3rd Mary Whitehouse
 4th Anna Eagles
14. *Women's Plunging*
 1st Gill Lidbury
 3rd Mary Pond —
 3rd Mary Whitehouse — Equal

Our congratulations go to all those who were placed in the finals, and thanks to all those who swam in the heats but failed to qualify for the finals. It is hoped that all those who entered last year will swim again this year and will also encourage others to enter.

HORTICULTURE

The Pandor Horticultural Show took place in the Staff Room of General Steam Navigation Company's building, Tower Hill, on Monday 16 September. Unfortunately, due to the torrential rain and flooding over the weekend only two thirds of the entries were received. However, in spite of the inclement weather we were pleased with the exhibits and very grateful for the support given by the exhibitors.

The Group Companies took part in the show and the first prize for the total aggregate marks for vegetables and fruit went to Mr. J. L. Schofield of Claridge Holt & Coy. Mr. W. G. Fry did extremely well with the flower section and was awarded the cup. Mr. W. E. Harris was able to put the silver salver back on his sideboard for the best exhibits in the domestic section.

We were a little disappointed in the support for the floral art classes and hope that next year we will have more entries in this section.

It is also felt that even more support could be given to all classes by the older members of the firm. This is YOUR show and it is an activity that you could join in.

We were very grateful to the GSN Company for the use of the room and for the help given by our staff, especially those from the Maintenance Department.

CLUB DINNER/DANCE

The Pandor Club signified the start of the Christmas celebrations with the annual dinner dance held at Quaglinos on 21 December.

Once again it proved a most enjoyable evening and 360 Pandor members and guests attended, the girls resplendent in their evening dresses. Towards the end of the dinner the Pandor Chairman, James Davis, made a short speech in which he welcomed everybody and sketched in recent activities of the Club. As he was finishing, Father Christmas — bearing a striking resemblance to the Chairman's messenger — arrived with a bag full of presents and from then on dancing took place until 1 o'clock.

During the evening a Tombola Stall — even bigger and better than last year — operated and among the many lucky prize winners were Mr. Davis, Mrs. Greening, Miss Woolgar, Mr. Sherwood, Mr. Griffiths and Mr. Veness and apart from this the result of the Tombola was just about £150 for Pandor funds.

Quaglino's restaurant was looking even more gay than usual with its Christmas decorations and, thanks to all the hard work of Jean Slade, Tim Sawyer and Mike Ellison, the tables had been laid with P & O House Flags, Christmas crackers and colourful menu cards and the whole effect, especially by candle-light, was quite striking.



Mrs J. Goswell receiving her prize from Mr J. G. Davis

SWEEPSTAKE

To encourage members to promote the Grand National Sweepstake this year, the Club offered the biggest selection of prizes ever in the relatively short history of this event. Not only that, the seller of the most tickets was awarded a free six-day cruise for two and this tempting challenge was won by Miss M. L. Spiteri of the Technical Services Division who sold no fewer than 852 tickets.

The presentation of prizes by Mr. J. G. Davis was held in a Boardroom in the P & O Building on 3 April and from amongst the twenty-three winners, Mrs. J. Goswell won the fourteen-day cruise for two plus £50, whilst Mr. W. Moseley came up with the six-day cruise for two, leaving Mr. A. Turner to enjoy a Continental weekend for two. The seller of the winning ticket was Mr. N. Tedbury of the Stationery and Printing Department.

It is sometimes asked why Pandor hold a draw of such dramatic impact. The answer is two-fold. Firstly, the Club wants a certain amount of independence and this in itself is dependent on the flow of money coming to it from independent sources. Secondly, part of the profit from the draw must be channelled back through to the Club members to enable them to enjoy the fruits of their labours. The rewards which are forthcoming consist of the financing of dances, the provision of a clubroom at Beaufort House and various outings.

Members must remember that they can only reap where they have first sown. Let us all remember this next year when selling our Sweepstake tickets. The more sold, the greater the reward.



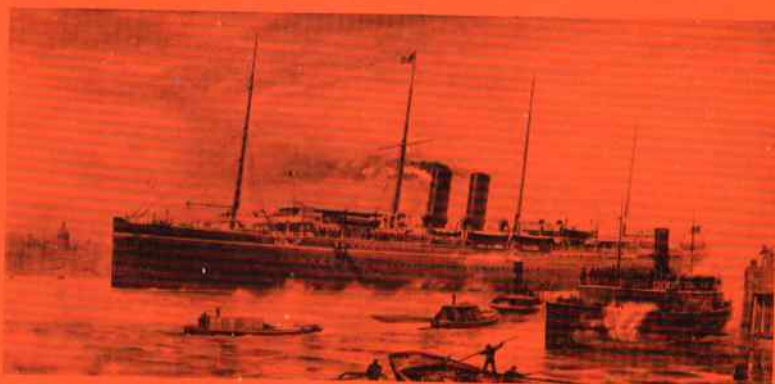
You can paint

As many will be aware the Seafarers' Education Service arranged last year, with the assistance of Ship owners, and a grant from the Carnegie (United Kingdom) Trust, for painting instruction to be given to the Officers and Ratings on board a number of Merchant Navy Ships. These included *Arcadia* and *Oronsay* and in view of its success the Seafarers' Education Service is hoping to raise the sum of £25,000 during this, its Jubilee Year, so that an artist can be permanently at sea giving painting lessons.

Meanwhile Mr. Grenville Cottingham, who gave the painting lectures and instruction at sea last year, has written an illustrated booklet on painting which has been published, with a foreword by Sir Colin Anderson, by the Seafarers' Education Service at a price of 10/6d. Arrangements are being made for supplies of this booklet to be placed on board our passenger and cargo ships commencing with *Oriana* before she sails on 3 April. In addition supplies of painting material including paints, brushes, palette knives, sketch books and other items will also be made available at cost price. Thereafter ships will receive supplies in rotation as they sail.

Further information will be sent to all ships in due course and it is hoped that what in the first place must still be somewhat of an experiment, as far as the supply of materials on board is concerned, will result in painting becoming a permanent feature of life at sea and that many, both Officers and Ratings, will derive pleasure and, who knows, perhaps financial profit from it. Those ashore, who may be interested can obtain further information from Mr. H. S. Connolly.





1892 - 1922



1949 -

The second *Himalaya* was built by Cairds of Greenock in 1892 and was nearly 7,000 tons and 465 feet long. After a maiden voyage to Bombay she settled down to a steady popularity on the Australian run before being transferred in 1908 to the India Far East service. During the first war she was converted to an auxiliary cruiser and in 1916 was taken over by the Government who retained her until she was sold to ship breakers in 1922.

The present *Himalaya* of 27,955 tons, was built by Vickers-Armstrongs Ltd. at Barrow and was the largest ship in the world built during 1949. She originally carried 760 first class and 400 tourist class passengers but in December 1963 was converted to carry 1,400 one class. She was the first P & O ship to join the Orient Line steamers on the Sydney-West Coast of America Pacific Service and has achieved considerable popularity on the line voyages as well as on cruises from England and Australia.