

# Wavelength

## Cleethorpes couple wed 60 years

Retired GSN engineer officer, Harold Javens, and his 78 year old wife, Elsie, who live in Cleethorpes, Lincolnshire, celebrated their diamond wedding on 29 March.

Harold, who is 82, met his wife when they were both working in a Grimsby cinema in the days of silent films. He was a bill poster and Elsie sold chocolates.

After a six year courtship they married while Harold was on leave from the Royal Navy. He was a stoker at the time and served as such during the First World War.

In January 1940 he joined General Steam and throughout the Second World War served as second engineer in the *Cormorant* on fishing protection duties.

Harold can recall many exciting events which occurred in those days and one which springs to his mind immediately centres around Bordeaux.

"While we were there" he remembers, "news came through that the Germans were not very far away. However, the captain couldn't find a pilot willing to take us out - so he did it himself. As a result we got clear a day before the Germans arrived."

On another occasion, when *Cormorant* was bombed near Tower Bridge, Harold was blown by the blast along an alleyway and banged his

## 100 staff volunteer for charity walk

Over 100 staff from Pandair Freight have volunteered to take part in an eighteen mile charity walk to raise cash for Windsor Mentally Handicapped Children's Society.

Sponsors for each walker have promised to subscribe two pence for each mile covered. Final results could be good as one walker has coaxed 52 charity-minded friends and acquaintances into supporting his walk.

Scheduled for June 3, the walk will start and end at the well-known beauty spot of Box Hill, near Dorking. Walkers will follow a course which will take them through park and heathland in the Box Hill area.

Though Pandair Sports and Social Club has raised money for charity before, this is its first attempt at organising a charity walk.

head on an iron casing. He came to in a London hospital where he was to spend a whole week before being discharged.

After the war Harold served in a number of ships including *Falcon*, *Ortolan*, *Woodwren*, *Ringdove*, *Gannet*, *Groningen* and *Albatross*. In 1956, at the age of 65, he retired but today he leads an active life mending clocks, radios and doing electrical jobs.

Harold and Elsie have two daughters, four granddaughters and two great granddaughters. Among the messages of congratulations they received, was a telegram from the Queen.



Harold and Elsie reading the telegram they received from the Queen. Photo: Grimsby Evening Telegraph

## Annual gala to be held in June

Arrangements are now being made for this year's Group gala to be held on Saturday, 30 June in the grounds of the Maori Club at Worcester Park.

The "fun of the fair" is open to everyone - especially teenagers and children and toddlers with their mums and dads.

Last year more than 600 afternoon teas were served from the big marquee. If you work in one of P & O's London offices you will receive a personal invitation and reply card to book your teas in early June - so do not worry about being left out - at least for the time being. But if you work "outside London" and are able to come along, please drop a brief note by 10 June to "Gala Day, c/o PSD, P & O Building", giving the number of "grown-ups" and the number of "young people under 15" in your family group. This will help us to arrange the extra teas required.

Sea staff officers and ratings, and/or their families, who can come along are asked to write a similar brief note to "Gala Day, c/o PSD, etc."

The usual coaches from East Ham have been arranged as well as the shuttle bus service between Malden Manor (S.R. Station) and the Club from 2.00 p.m. to 4.00 p.m. E.H. DAVIES

## Eight teams in cricket cup contest

Eight teams have entered this year's P & O inter-departmental cricket knock-out competition in a bid to win the Bishopgate Insurance Company Trophy.

Matches are due to be played in the evenings, starting at about 6 p.m., at the Worcester Park sports ground.

The draw for the first stage of the contest and match dates are:

GCD Head Office versus Passenger Division (22 May); Bishopgate versus Maori Club (20 June); Group Accounts versus GCD Docks Office (13 June); Management Services versus BSD Finance (27 June).

# Celebrations held in Australia to mark E & A's centenary

Special celebrations were held on board the 14,000 ton passenger cargo liners *Cathay* and *Chitral* on 18 April to mark the centenary of the Eastern and Australian Steamship Company.

April 18 was the anniversary of the actual date on which the contract was signed between E & A and the Queensland Government for the carriage of mails between Brisbane, Sydney and Singapore.

Centenary celebrations

included a dinner attended by the Lieutenant-Governor of New South Wales, Sir Leslie Herron and Lady Herron in Sydney, a luncheon in Brisbane at the Royal Queensland Yacht Club and a series of cocktail parties and gala dinners for passengers travelling on *Cathay* and *Chitral* from Australia to Papua/New Guinea, Rabaul (New Britain), Guam, Japan, Philippines, Hong Kong and Taiwan.

Guests at the Sydney

function held on board *Chitral* heard a message of congratulation from Sandy Marshall, Managing Director of P & O. The message said, "On behalf of Chairman and Board of Pando I am delighted to be sending E & A this message of congratulation on reaching its hundredth birthday. Over the years E & A has successfully adapted itself to meet the requirements of its customers and has continued to maintain the same high

standards which have earned for it during its long history a reputation for efficiency and excellence wherever its ships trade. From all in Pando may I say how proud we are to have E & A as a member of our family and wish you the best of luck in the future."

*Cathay* and *Chitral*, together with the Australian Japan Container Line ships *Arafura* and *Ariake* - both manned by E & A officers - are today maintaining passenger and cargo services over the routes pioneered from 1873 by E & A's first steam assisted sailing ships and later its modern passenger cargo ships.

*Arafura* and *Ariake* took over E & A's traditional Japan cargo trades when the service was containerised in 1970 on the formation of AJCL, a consortium made up of OCL, China Navigation and the Australia West Pacific Line.

A special feature on E & A appears on pages 14 and 15.



## North Company Captain retires

All smiles as Captain John Bisset of the North of Scotland, Orkney and Shetland Shipping Company receives retirement gifts from Mr Herbert Scott, General Manager of the North Company. On the right is Mrs Bisset. Story page five.

Photo: Aberdeen Press and Journal



## Jedforest wins Geddes Shield

The Geddes Shield, first presented in 1968, has this year been awarded to Jedforest and was received on behalf of the ship by Captain Colin Walker. The shield is presented to the BSD ship judged to have had the best all round safety performance over the year. The assessment is made jointly by BSD Fleet Management and Marine Safety Services. Close behind Jedforest came Gazana, Garmula, Irfon, Ardivar and Ardlui. The presentation to Captain Walker was made at BSD's Navigation House headquarters by Lord Geddes, previously chairman of Trident Tankers Limited.



## Missing lifeboat

Heythrop's missing lifeboat pictured shortly after it had been washed ashore in Albany, Australia. As reported in our last issue, the lifeboat disappeared in November 1971 following an explosion in Heythrop off the South African coast. During the 15 months it was adrift it travelled at least 7,000 miles and was in good order when discovered.

## Retiring fleet manager gets special assignment

Although a retirement party was held for BSD's Fleet Manager Patrick Stuart Williams at the end of April he will be seen around P & O a little longer.

Managing Director Sandy Marshall has given Patrick a special assignment — to review our present system for the recruitment and training of cadets and junior engineers.

At Patrick's farewell he was presented with a leather documents case and a cheque by Roger Drummond on behalf of all his colleagues. A special au revoir card

designed and produced by Eric Huhndorf of IRD had been signed by all those present.

Patrick's career with the P & O Group spanned over 40 years; before becoming Fleet Manager of BSD he was Chairman of Hain Nourse Ltd.

In 1932 he joined Mackinnon, Mackenzie & Co and served in Calcutta and Bombay. In 1940 he was commissioned 2nd Lt in the 1st/5th Royal Gurkha Rifles, Frontier Force, and served in India, Persia and Iraq. In 1944 he was appointed Lt

Colonel, AQMG (Shipping) with HQ11 Army Group. He was Mentioned in Despatches in 1943.

Between 1952 and 1956 Mr Stuart-Williams was Senior of the Burma Company of Mackinnon, Mackenzie and was Chairman of the Burma Chamber of Commerce in 1955. On his return to England in 1956 he was appointed a Director of James Nourse Ltd and became Deputy Chairman of Hain-Nourse Ltd in February 1964.

Padstow is a small port on the North Cornwall coast.

Its lifeboat station was established in 1827, and sited at Hawkers Cove, two miles from Padstow, being just half a mile from where the River Camel meets the Atlantic Ocean.

The estuary is about one mile wide at this point, having the high cliffs of Stepper Point on the west side and Pentire Point to the east, while a great bank of sand that had been flung like a partly submerged boom stretches across the mouth of the harbour. This is known as the Doom Bar and has behind it a terrible tradition as a death trap. On the north east entrance to Padstow Harbour is Hell Bay with its cruel reefs jutting far out into the breaking sea.

Padstow lifeboat station began in quite a modest way. The first lifeboat, costing £35 and named Mariners Friend, was 22 feet long — rather like the "six-oared gig" type.

The first lifeboat disaster was in 1867 when the Albert Edward II lifeboat capsized on the Doom Bar with a loss of five lifeboatmen.

The following story is of the 1900 lifeboat disaster at Padstow when two lifeboats were lost with eight lifeboatmen losing their lives and three fishermen being drowned.

In 1883 the RNLI sent a new boat, Arab 1, to Padstow station, a 34 feet self-righter, which rowed 10 oars. Up to 1899 one lifeboat had to suffice at Padstow, but in 1899 the RNLI decided to station a steam lifeboat there. This was the James Stevens No. 4, and my great grandfather, David Grubb, coxswain of the Arab from 1892, was appointed coxswain of the James Stevens. The James Stevens was 50 feet long with a 15 feet beam. She had a displacement of 31 tons and a speed of 9.3 knots.

In the early spring of 1900 Padstow was very proud of the two lifeboats, the Arab in its boat house at Hawkers Cove and a 100 yards away at the moorings the James Stevens.

The tragic part of this story

begins on the afternoon of April 11, 1900. A two masted Lowestoft trawler, Peace and Plenty, was fishing off the mouth of Padstow harbour. There was a strong west sou west gale blowing and the master decided to run under Stepper Point for shelter. In the lee of the headland the lot of the trawler might have been comparatively comfortable had the current not been racing so swiftly, and had not such enormous seas been sweeping around the Point and over the Doom Bar. The crew of the trawler had anchored and taken refuge in the fo'c'sle and cabin, with no watch on deck. Soon the anchor began to drag.

Coxswain Grubb and Samuel Brown of the Arab, watching from the shore, decided to fire the rockets summoning their lifeboat crew, the men having to run from Padstow. Coxswain Brown called on all the men and women available to help him launch the Arab. By the time the first group of panting lifeboatmen arrived the Arab was in the water, and the crew had only to fasten their lifejackets and take their places.

The Coxswain steered his boat out into the darkness. By this time the Peace and Plenty was being driven by gale and huge seas further and further over the Doom Bar towards the rocks of Hell Bay. The coxswain and crew took the Arab through the Britannia Way, a narrow channel at the back of the Doom Bar, which is comparatively free from the great breaking waves on the "ketch" of the bar. This partial immunity from the full fury of the sea was not long lived, and it was no easy task to get within hail of the doomed ship. Through skill and endurance of coxswain and crew, however the Arab was at last not far from the Peace and Plenty.

Whilst the Arab was going through the Britannia Way the James Stevens steamed out through the "Narrows" (a channel between Stepper Point and the Doom Bar)—at the helm, David Grubb. Not far from the coxswain in the cockpit of James Stevens was his son, Jimmy. Although crippled in one foot, he had taken a place in the lifeboat because a regular member of the crew was away from the port on naval reservist duty. She furrowed her way through heavy seas to outside of the Doom Bar.

The Arab had been standing by the Peace and Plenty the crew soaked to the skin with

# The day disaster struck the small port of Padstow

On 11 April 1900 two lifeboats from this Cornish port went to the aid of a Lowestoft trawler.

By midnight 11 men had perished.

only the briefest breathing space between each sea. In another few minutes it might have been possible to try and get off the first members of the Peace and Plenty's crew. But then, over the Bar, came thundering an enormous sea which broke completely over the Arab, sweeping eight of the crew and their oars out of the boat. It was no simple matter getting the men back from the raging surf into the boat, and now with most of her oars gone the Arab was in great danger herself.

To warn those ashore that she herself was partially disabled the Arab's distress signals were sent flaring up into the darkness. Watchers

When she had gone half a mile or less the lights suddenly disappeared. For a few moments they kept their eyes fastened on the spot, expecting the lights as the boat rose from the trough of the sea to gleam once more through the darkness. But no such re-appearance ensued. Presently the lifeboat shore watchman fired an interrogating flare. Neither the James Stevens nor the Arab replied.

There were three survivors from the James Stevens. Relating their experiences on the day following the disaster, one of the survivors said, "We had steamed out to sea until we could bring her round to run in towards where the Arab's red flares were burning. Some of the seas were running as high as a house, and just after we had turned, a big one came sweeping in, struck the boat's quarter and turned her completely over, her bow going under, and her stern rising in the air". The James Stevens was swept, keel upwards, into Hell Bay, where she was driven into a small cave. "She resembled," said one who saw her, "a battered tin can".

The Arab by using the few remaining oars and allowing her anchor to drag was miraculously beached in a gully within the rocks of Hell Bay, with no loss of life.

The Peace and Plenty had been driven on to the Greenaway Rocks, South side of Hell Bay — five members of the crew being saved by the Rocket Brigade — three of her crew being drowned.

With the end of the James Stevens and the Arab in the darkness of April 11, 1900, a memorable chapter in the history of the Padstow RNLI station was closed.

The Crew of the James Stevens consisted of David Grubb (coxswain), John Martin (chief engineer), James Old (second engineer), Joseph Stephens (fireman), Sydney East (fireman), Edward Kane (deck-hand), John Bate (deck-hand) and James Grubb (deck-hand).

The survivors were Orson French (second coxswain) and Ernest Tippett and Thomas Grant, both deck-hands.

• The above account is taken from a thesis on Padstow lifeboats written by Engineer Cadet Robert Brunyee as part of his training at the School of Navigation, Warsash. Robert is also a student at the College of Technology, Southampton.

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David Grubb

on shore observed these flares and at that moment saw the lights of the James Stevens rapidly approaching from seaward. In a few moments members of the crew were shouting to the people on the cliffs asking if they knew where the boats were and what was being done. When told the Arab had been burning red signal flares and that she was in danger, the James Stevens immediately turned her bow to sea.

There was a tense silence, as, from the cliffs, they watched the steam boat's mast head-light rising and falling in the raging darkness. For some time they were able to follow the course of the James Stevens by her lights.

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Sir,  
I was particularly interested to read Ex Gunner Greening's letter in your March issue and to see a picture of ss Strathallan taken just before she sank. I had no idea such a photograph existed.

I was ship's writer on ss Strathallan from the time she was converted to a troopship in November, 1940 until she was torpedoed. She first disembarked troops for the 1st Army in Algiers on 22 November, 1942 and it was on her second trip from Holy Loch, at the time when the Algiers and Oran sections of the convoy were separating, the single torpedo struck.

The crew was repatriated on ss Duchess of York. On the voyage home, Commander J H Biggs asked me to type his confidential Report of Sinking of ss Strathallan: I think it may be appropriate to send it to you, getting on for 31 years after the event:

I regret to have to report the loss of ss Strathallan on December 21st from the effects of a torpedo attack followed by fire. She finally turned over and sank at 4.20 a.m. on December 22nd, 1942, in position 36: 01.8 N, 00: 33.3 W, whilst being towed to Oran, North Africa.

We had on board 296 Military officers 248 Nurses, etc. 4112 Warrant Officers and Other Ranks 466 Crew Total 5122 Persons

The ship carried the Commodore of Convoy and was steering an Easterly Course in the Mediterranean and zig zagging, in bright moonlight, and smooth seas, and extreme visibility.

The torpedo struck the ship at 2.25 a.m. in the Engine Room on the port side making a large hole and damaging the bulkhead between the Engine Room and Boiler Room and also the port after settling tanks. All lights failed and ship listed 15° to port at once. The explosion was very violent, throwing a huge column of water over the ship, and blowing No. 8 boat over the head of the davits, from where it could not be dislodged.

Boat Stations were sounded on the Alarm Gongs. The loud speakers to all parts of the ship failed. The amplifier in a room on "B" deck, being near the explosion, was probably wrecked. Troops and crew mustered quickly and Boats were manned.

The Emergency Dynamo was very quickly started and Emergency lighting throughout ship switched on.

The sea being smooth

## The sinking of Strathallan: what her master had to say in his report

and the possibility of being hit again by a second or third torpedo being probable, orders were given to lower the Boats. They all got away except No 8 boat blown over the davit head by the explosion and 9b boat which it was found impossible to launch against the list of the ship. I heard later that Nos 12 and 14 boats were found to have much water in them, probably thrown up by the explosion and No 14 boat became water logged and was probably holed.

Rafts were then cleared away and some lowered over the side on their painters in readiness.

The list of the ship was then 10° but gradually moved to 12° during the day.

Chief Engineer reported that after Engine Room bulkhead was intact and the Carpenter that all compartments except Engine Room and Boiler Room nearly dry.

The Emergency Bilge pump was started and by 6.30 a.m. water was reported decreasing in Stokehold.

All remaining troops ordered to keep to starboard side to ease the list. Later, feeling that ship would remain afloat for some time, I recalled many of the ship's company from boats.

At 4 a.m. HM Destroyer Leforey, Capt R M J Hutton, RN, asked if I considered ship could be towed. I replied "yes", that list remained the same and bulkheads were intact, except the damaged one, and pumps were holding

their own.

Passed 6" wire over the bow, but grass rope from Destroyer carried away and owing to small power on Capstans could not haul it back, so passed a 9" manilla mooring rope which was made fast, and towing commenced at about 6 a.m. the ship being steered from the Bridge from emergency power. At daybreak a



second 9" manilla was passed to the destroyer and towing continued at a speed of about 5 knots.

At 10.20 a.m. HM Destroyer nosed in on the starboard quarter and embarked about 1,200 troops.

I signalled to Leforey suggesting that remainder of troops be disembarked as I still had about 3,000 on board.

At 11.15 a.m. HMS Verity passed and signalled she had picked up 1,179 troops and nurses. I heard later that she had 1,300 odd on board.

At 00.30 p.m. HMS Panther left full of troops. At 00.40 p.m. HM Destroyer arrived and at about 2 p.m. completed disembarkation of troops.

At 1 p.m. it appeared very probably that ship would get in to Oran, but Emergency Bilge pump which had pumped much oil over the side was failing and could not cope with the leak. Tug Restive approached to assist in pumping, but at 1.15 p.m. flames shot high out of the funnel and continued burning fiercely and paint on funnel and ventilators burnt and dropped off.

It appears now that oil had reached the still very hot bricked work in the boilers and heated and ignited the oil fuel from settling tanks or bunkers. Going below I examined the bulkheads in E, D, C and B decks and found them already red hot and paint and wood work smouldering. It appeared hopeless, but I ordered the Emergency Fire pumps to be started up and fire hoses passed up from the tug Restive which had arrived alongside. Also the ammunition from a magazine on A deck to be thrown overboard.

This was done but the fire could not be tackled in so many places, and the centre of the ship was soon ablaze. It was impossible to check flow of air through accommodation owing to windows and ship's side

scuttles being broken.

I returned to the Bridge through dense smoke and almost immediately flames shot up through the B deck lounge to the Officers' quarters. Cadet McKibbin at the wheel remained there till ordered off by me and we both had to drop over the fore side of the Bridge and run through the smoke to midships on starboard side of C deck where the tug was alongside. I then went aft and ordered abandon ship and all boarded the Tug Restive which cast off.

HMS Leforey had ceased towing about 2 p.m. and we all transferred to her, where we were treated with great consideration. The Tug Restive was ordered to return to the Strathallan pick up the tow ropes and continue towing.

At Captain Hutton's request I, the Chief Officer, Mr Last, and 2nd Engineer, Mr Lochhead, remained on the Leforey in case our knowledge of the ship could be of any assistance. I heard later that 40 of her crew had been sent to a salvage steamer and were on board the after end of the Strathallan dumping 6" ammunition and investigating the possibility of doing anything more, but were soon recalled.

Towing continued till 4 a.m. December 22nd, when ship rolled over on her port side and sank, about 12 miles from Oran. The casualties amongst the troops is not known, but I'm sure were few.

Of the Ship's Company the 3rd Engineer, Mr Morely, and Assistant Engineer Knox and two Engine Room Indian crew were killed in the explosion, and not seen or heard. One Lascar and one other Engine Room Indian are missing.

All confidential Books and Codes were collected and thrown overboard.

As a trooper the Strathallan sailed an adventurous war and in every theatre, especially in early 1942 when perforce she went round the world. She was a very happy ship.

Colin Perry

10 The Highway, Sutton, Surrey

## Chris Goodall—one of the heroes

Dear Sir,

Whilst on the subject of the sinking of the Strathallan, I think I should take you to task over a serious omission on your part.

When she was hit I believe she immediately caught fire amidships sealing off the stern section.

The only certificated lifeboatman on the stern was the Swimming Bath Attendant Chris Goodall. He organised the launching of the lifeboats and safely disembarked all surviving

personnel. For this he was awarded the Lloyds War Medal for Bravery at Sea.

The medal is given to an individual, irrespective of rank, and this is the only instance I can recall of it being awarded to someone in P & O.

Chris Goodall became Chief Steward, but died two or three years ago.

T L Buckler

26 Damian Way  
Keymer  
Hassocks  
Sussex

• Lloyd's War Medal for Bravery at Sea, instituted in 1940, is bestowed upon officers and men of the Merchant Navy and Fishing Fleets in cases of exceptional gallantry at sea in time of war. The medal is struck in silver, and the ribbon is blue and silver. Awards made total 524. Mr Buckler can recall the medal being awarded only to Swimming Bath Attendant CH Goodall. In fact,

Commander J H Biggs of Strathallan, the ship's Chief Engineer, G J McLennan and the Supernumerary 4th Engineer, J Simpson were also awarded the medal. Other P & O recipients have been Commander L Parfitt, 4th Engineer J B Lakin, Supernumerary 4th Engineer J I Allister and Carpenter H Bailey (all of Narkunda), and 3rd Engineer R Chard of Alipore. — Editor.

A further selection of letters appears on page 10

## Thousands saw Schneider Trophy race

Dear Sir,

With reference to your enquiry re the "O" class vessel pictured in *WaveLength* No 8, this was the Orient liner, Orford, taken on the occasion of the Schneider Trophy contest in the Solent early in September 1929.

Orford served as the flagship for the Royal Aero Club, under whose auspices the race was held. She was accompanied by her sister ship Orontes, recently handed

over by her builders, Messrs Vickers to the Orient Line.

Both ships had lists of very distinguished passengers for the occasion. Orford was commanded by Captain Arthur L Owens RD RNR (later Sir Arthur — he was knighted in 1943), and Orontes was under the command of Captain F R O'Sullivan.

The trophy was won by the British from its Italian holders. M Schneider, a

Frenchman, gave the trophy to encourage the development of the seaplane. The speed attained by the British team was of the order of 340 miles per hour, if my memory serves aright.

The contest was held on a glorious Saturday afternoon, and hundreds of thousands of people lined the coast of Hampshire and the Isle of Wight, and there were many more in craft large and small in the Solent.

After the contest both ships weighed anchor and proceeded for a weekend cruise down the English Channel. I was serving as a junior officer in Orontes at the time.

Richard W Roberts  
(Captain Retired)

Oronsay,  
Sladeway,  
Fishguard,  
Pembrokeshire.

# Millionth passenger gets VIP treatment

Unexpected VIP treatment awaited Professor and Mrs William Davies of Aberystwyth when they arrived in Southampton last month to board Normandy Ferries' 6,000 ton Leopard. For the couple were the ferry company's millionth and millionth and one passenger.

To mark their good fortune and the company's achievement Professor and Mrs Davies were presented with six cut-glass Waterford tumblers and a free return ticket for use in 1974.

They were also given a bottle of champagne and a free dinner in Leopard's restaurant and "upgraded" to the owner's cabin for the voyage to Le Havre.

Normandy Ferries, a joint venture by P & O Short Sea Shipping and the Societe Anonyme de Gerance et d'Armeement (SAGA), started operations between Southampton and Le Havre in June 1967, when the British flag vessel Dragon (owned by P & O) was delivered. The French flag vessel Leopard (owned by SAGA) entered service the following year. Both ships were built in France and at 6,000 gross tons are the largest cross-Channel ferries in service on any route.

The names of the two ships, as well as elements of their decor, are taken from the history of the Norman Conquest; the dragon comes from King Harold's coat of arms, while the leopard was the emblem of William the Conqueror, Duke of Normandy. Scenes from the Bayeux Tapestry illustrating the Norman invasion and Battle of Hastings were used to decorate the main public areas of both ships.

Yet the history of the Normandy Ferries service shows an "invasion" in the other direction. Nearly 80 per cent of the passengers carried by Dragon and Leopard have been British holidaymakers going to or returning from France and beyond.

In addition to the million passengers, Normandy Ferries' two drive-on ships have transported more than 196,400 accompanied cars, 1,690 coaches and 85,800 freight units since the service began.

Normandy Ferries say that the coming season will lay a good foundation for their second million passengers. Bookings are higher than ever, and an extra freighter has been chartered in for the summer season to give more space for holiday cars on peak sailings.



Colonel Rennison and Mr J R Turner with (from left) 2nd Engineer F Riley, Captain James Fullerton Master Ulster Queen, Bosun P McGennity and Able Seaman N Mitchell.

## Awards for Belfast Steam lifeboat crew

Four members of the volunteer lifeboat crew of the Belfast Steamship Company's car ferry, Ulster Prince, have been presented with Liverpool Shipwreck and Humane Society parchments. They are Captain James Fullerton, the ship's master, 2nd Engineer F Riley, Bosun P McGennity and Able Seaman N Mitchell.

The crew received their awards as a result of the part they played in the rescue last August of five fishermen who abandoned their Dublin registered trawler, Bengali, after it had caught fire in the Irish Sea.

The fishermen were picked up from a drifting life raft after Ulster Queen had changed course while on a routine nightly crossing from Liverpool to Belfast.

The day after the incident, Captain Fullerton said he had

gone to the aid of the trawler after sighting distant distress flares and on reaching the vessel found it ablaze from stem to stern. The lifeboat was launched but the crew found no sign of life. Soon afterwards, however, the fishermen in their tiny life raft

were spotted from the bridge. The trawler's skipper Joseph Hannell told his rescuers that the fire had started in the engine room. When it got out of hand he gave orders to abandon ship. Among the five survivors was a 15 year old Dublin boy on

his first trip to sea. The parchments were presented by Colonel J D W Rennison, Chairman of the Liverpool Shipwreck and Humane Society and Mr John R Turner, Chairman of P & O Short Sea Shipping, Liverpool.

## Warehouse named after 19th century steamer

Staff at the Birmingham branch of Anglo Overseas Transport are so impressed by the 19th century exploits of the P & O steamer Canton that they have named their new warehouse, storage and distribution complex Canton House.

Anglo's Midlands branch has been in operation for a

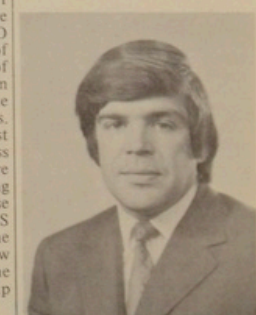
number of years, but on 1 May the staff moved into their new headquarters, which are only 1 1/4 miles from the famous M6/M45 "spaghetti junction".

Under the management of Paul Gasparelli, formerly at Hull, a branch staff of 11 clerks and three representatives handle TIR groupage services to most European and Scandinavian countries. The branch also provides feeder links to most British ports for consignments destined for all parts of the world.

Anglo's Birmingham staff have chosen a proud name from the annals of P & O history. In the autumn of 1849 while off the coast of China, the 400-ton Canton sighted HMS Columbine chasing several pirate junks. The warship was almost becalmed. Because of the loss of wind, the junks were slowly but surely making good their escape by the use of oarsmen. Seeing HMS Columbine's plight, the Canton quickly drew alongside, put across a line and brought the warship under tow.

Gradually the two ships gained on the junks. Later, when the pirates were within range of HMS Columbine's guns, the Canton cast off, leaving the warship to mete out a swift rate of gunfire which soon reduced the junks to wreckage or surrender.

## Transport manager



Michael J Wilson, newly appointed manager of Jarvis-Cranmer Transport, Liverpool. Mr Wilson, a Lancastrian, began his transport career with a seven year student apprenticeship with Leyland Motors. After acquiring a Higher National Diploma, he took an appointment with Rank-Hovis-McDougall as Transport Manager based at Exeter. He later joined British Road Services, where his most recent appointment was Operations Manager for Southern BRS Limited.

## Nautical adviser

Captain Gordon Renshawe of Eagle, has been appointed Nautical Adviser to Southern Ferries Fleet Manager. Captain Renshawe will retain command of Eagle.



Professor and Mrs William Davies of Aberystwyth, pictured at Southampton last month before embarking on the Leopard. Prof Davies, who is Professor of Applied Geology at the University College of Wales, Aberystwyth, and his wife Janet, were going on holiday in France (and hoping to collect some rock samples) in the Alpes Maritimes. Seen with them are (left) Captain Charles Gateclou-Marest, Master of the Leopard, Frank Marshall, Finance Manager, Normandy and Southern Ferries; Mrs Pauline Hallam, French Government Tourist Office; and Pat Hemmings, Normandy Ferries (in uniform, right).

## Captain who survived hell blast retires to Orkney

Few men have lived to tell the tale after being blasted into the sea by a torpedo. Fewer still have survived a torpedo blast and hurtling nearly a hundred feet into the air before plummeting like a stone into the ocean.

One such "miracle man" is veteran of the North Atlantic convoys, Captain John Bisset of the North of Scotland Orkney and Shetland Shipping Company. Though badly hurt and shocked, Captain Bisset was hauled to safety by his shipmates. But it was 2½ days before he and his fellow survivors were picked up by an American destroyer.

Such are the harrowing experiences of men at sea in war-time. Captain Bisset took his turn at staring death in the face while on a convoy across the notorious U-boat hunting ground and ships' graveyard of the North Atlantic. At the time, he was Master of the tramp vessel King Arthur en route for the States from Egypt via the Cape. Near Trinidad King Arthur's useful life came to an end when 4 torpedoes slammed into its side plates. Now, after 30 years of peace-time seafaring in a career spanning 48 years, Captain Bisset has handed over the wheel of the 1,200-ton freighter St Magnus in favour of retirement.

Half of his life at sea was spent in deep sea tramps trading round the world, the remainder in coastal waters. Captain Bisset has commanded most of the North Company's ships, but his favourite is St Rognvald. Two years ago he commanded the old St Ninian when she crossed the Atlantic to start work for her new Canadian owners.

Captain Bisset, who was born in Kirkwall, plans to settle in Orkney, possibly in

the Stromness area.

Staff ashore and afloat subscribed to his farewell gifts of do-it-yourself workshop tools and a wallet stuffed with notes. The gifts, as well as a bouquet for Mrs Bisset, were handed over at a farewell presentation at the North Company's passenger terminal at St Matthew's Quay. Later, Captain and Mrs Bisset were guests of honour at a dinner party held in Aberdeen's Station Hotel.



### On the move

Four of EUR's terminal office staff who are pleased about the company's move to their new headquarters building, Europa House, Tilbury. Susan Maguire, Moya Shead, Bim Atkinson and Yvonne Wingrave previously worked at 43 Berth. In Europa House at 40 Berth, they have new and better office accommodation, and are much closer to Tilbury Town.

### Coast Lines Captain retires

Captain GR Jones retired at the end of March after over 48 years at sea.

Captain Jones first went to sea in 1925 as a deck boy in a Cardiff tramp steamer sailing to South America.

He joined Coast Lines in 1938 as an AB in the Monmouth Coast trading between Liverpool, Bristol and Penzance. On being promoted mate in February 1940 he transferred to Silver Coast and during the war sailed in many Coast Lines vessels.

He was appointed master of Ayrshire Coast in August 1947 and in recent years has sailed mainly in vessels employed in the Northern Ireland unit load service.

His last command was Dorset Coast on charter to Northern Trailers, Preston.

### Award for Sales Manager

Pandair's Chicago Sales Manager, Melvin T Brockman, has been awarded the Chicago Transportation Club's A H Schwietert Memorial prize.

The award is presented yearly in memory of the first

president of the 900-strong club, founded in 1923, to individuals from the Chicago area judged to have achieved most in the transportation field during the previous year.

Mr Douglas Tennant, who holds the No 1 membership book of the Merchant Navy and Air Line Officers Association (MNAOA), recently travelled to Tangier on board Eagle. Mr Tennant, who was General Secretary of MNAOA until he retired 18 months ago, regaled the Eagle's officers with many anecdotes from the early years of the association. He is pictured above on the deck of Eagle with the ship's officers. Back row (left to right): David Clark, Second Engineer; Brian Wilkinson, Third Engineer; John Staples, Deputy Purser (Catering); Les Cathie, Radio Officer; John Ernest, Radio Officer; Eileen Cronc, Hostess; Peter Johnson, Deputy Purser (Admin); Peter Webb, Deputy Purser. Front row: John ('Robbie') Robinson, Chief Officer; Captain Gordon Renshaw; Mr Douglas Tennant; Geoffrey Brown, Chief Engineer; Mike Stadden, Purser.

## Coast Lines' Ian McLaren calls it a day

Mr Ian M McLaren, director and secretary of Coast Lines, retired at the end of March.

Mr McLaren, a native of Glasgow, where he qualified as a chartered accountant in 1934, spent most of his commercial career south of the border. He served with The Metal Box Company in London, and The Distillers Company in London and Liverpool before joining Coast Lines as group secretary in January 1964. He was appointed to the board in March 1967.

He resides in West Kirby, Wirral.



### Oil post

Sea Oil Services has appointed Mr Mike McDowell as its Montrose Operations Manager.

For the past two years he has controlled a major oil company's base in North East Scotland, and before this spent a number of years in other oil industry activities.

## Anglo's old boys given 8-0 thrashing



The Anglo Overseas (left) and Anglo Overseas Old Boys teams. AOT - bottom row (from left) P Adamson, P Charman, G Dench, S Pearson, B Taylor. Top row, B Curry, J Jones, C Sugg, M Capper, R Payne, F Burdett. AOT Old Boys, bottom row B Brewis, R Brewis, D A Packer, P Robinson, R Wilson. Top row, R Fraser, B Palmer, D Liddiard, R Stevenson, G Agland, J Harper, M Jelliss.

Anglo Overseas soccer team proved much too strong for a team of 'old boys' when they met at Chigwell last month.

From the kick off, writes S C Pearson, Anglo were continuously attacking the old boys defence who held out until the 28th minute when Adamson opened the scoring. This was the first of eight goals for AOT, four being scored in each half.

The Old Boys created very few scoring chances; the nearest they came to scoring was when they were awarded a penalty in the second half which was brilliantly saved by AOT's keeper Dench.

Towards the end of the game the Old Boys brought on four extra players but this was still not enough to enable them to score.

Goal Scorers: R Payne 3, P Adamson 2, C Sugg 2, B Taylor 1.



Jean Barron (left) *Le Havre* representative of SCM Franco Brittanique and Alain Delsart of Franco Brittanique's Boulogne branch pictured with Mr Peter Powell, Nalfleet representative for Southern England while on a visit to the Nalfleet factory in Northwich, Cheshire. Alain, who sells Nalfleet products throughout France, and Jean spent two days at the factory to gain experience in marine chemicals.

## Southern Ferries Captain retires

Captain W F H Smith retired from Southern Ferries in March. Captain Smith held command in GSN and spent a number of years in shore positions before being appointed Marine Superintendent of Southern Ferries in April 1970.

Bill Brooks has been appointed Field Sales Manager of Southern and Normandy Ferries, under Bill Holland, Passenger Sales Manager. Bill Brooks joined GSN in 1937, working in GSN head office catering department and (after the war) in the summer service passenger department. He moved to Southampton in June 1970.

Don Matthews, who joined GSN in 1947 and was closely involved with the costing work connected with the setting up of Normandy and Southern Ferries, has been appointed Reservations Supervisor under Charles Jones, Passenger Administration Manager.

Malcolm Pegg has been appointed Fleet Personnel Officer, Southern Ferries. After working in the Pay Department of P & O Lines and Passenger Division from March 1965, he transferred to Southern Ferries with responsibility for crew wages in June 1972.

# Eleven brave men

Anne Thallon, whose husband works for Burns & Laird Lines, recalls a day in March when she witnessed a drama on the high seas



Early on Sunday morning, 25 March, I awoke with a feeling of exhilaration. This was our fourteenth wedding anniversary and John and myself were on a mini-cruise on the *Eagle*, having left Southampton the previous evening.

We got up to dress but the ship was rocking and swaying and I remarked that we must have ran into

rough seas. John remarked casually that it was usually rough in the Bay of Biscay. I tried to dress for early breakfast but my head, oh my head, what was happening to me! Surely I couldn't be seasick when I was an experienced traveller. However, after having to miss breakfast and passing through a very humiliating emptying experience I was only

too glad to pay the ship's doctor a visit and to receive an injection for seasickness later in the morning.

Venturing on deck shortly after noon, we heard over the loud-speaker that our ship was going to the assistance of an injured seaman with broken leg, arm and cuts aboard a Greek ship. Passengers who could brave the heavy seas stayed on deck to look out for the Greek ship and approaching 14.00 hours it was sighted.

Nearer and nearer we came and then began the rescue operation. Ten seamen and the doctor donned life-jackets and mustered to Lifeboat Station 1. Captain Leggatt, officers and seamen were all busy directing, supervising and carrying out the operation to lower the lifeboat. Passengers were awe struck hanging on to rails as the *Eagle* was being buffeted by heavy seas.

What high waves and strong winds for that little lifeboat to be lowered into. How far down was the water, how big were those waves. Someone said near me "It is the doctor's first trip and his wife is on board". I wondered how she felt - and those other men - were they married, had they children? They would not know the danger their loved ones were in at this moment.

One man on the lifeboat sat with head bowed and hands clasped. I uttered an inward prayer "Lord protect these brave men and bring them back safely." They were risking their lives to bring on board an injured Greek seaman when our British soldiers were being shot in the streets of Belfast. In the midst of violence and materialism and wrong values, these seamen were risking everything men hold dear, because they put

a real value on one human life needing assistance. Yes, the *Red Ensign* was flying on the mast - how proud to be British and to see enacted before us such bravery, courage and sacrifice.

Then the moment came for the lifeboat to be lowered. Swiftly it went down to those high waves, a splash and a cry from those around. "They are soaked". The motor started up and they were off on their mission of mercy. How small the lifeboat seemed. We lost them in the big waves, then it bobbed up again. Breathlessly we waited, it seemed so long in those rough seas before the Greek ship was reached. How low it appeared on the water compared with *Eagle*.

The injured seaman was lowered on a stretcher to the lifeboat and it made its perilous way back. Now there were twelve men on board. It swung around to come near the ship to catch the davits and missed and swept out again. Time after time the lifeboat came near the *Eagle* only to miss and go out again to the raging waters. We saw the injured seaman on the stretcher in the centre of the lifeboat, the doctor by his side, and realised these men must be suffering from exposure. How treacherous and cruel the sea can be and how dangerous. After a number of attempts to board the *Eagle* this exercise was abandoned and the lifeboat made its way to the Greek ship lying low in the water.

The *Eagle* proceeded on her way to Lisbon and there awaited the return of crew and doctor. What relief and pleasure we experienced when we learned they were safely aboard. "Thank you, Lord, for answered prayer".

Captain Leggatt doctor and crew of the *Eagle* - we salute you.

## Meet Eagle's new mascot - Miss Eagle!



Southern Ferries' 11,600-ton car liner *Eagle* now has a mascot - Miss Letizia Eagle of Southampton who in her spare time is a Wren Communicator WRNR in the Solent Division, Royal Naval Reserve. To mark her "adoption" Letizia visited the ship in Southampton to be presented with a framed picture of the *Eagle* by Captain Gordon Renshawe (left). Also present were

(from right) Rear Admiral Ian Robertson DSC, former Commanding Officer of HMS *Eagle* and Admiral Commanding Reserves; Mr Michael Penney, General Manager of Southern and Normandy Ferries and also Commanding Officer of HMS *Wessex* at Southampton; and Mr A B Marshall, who left the same day for a holiday on board *Eagle* with his family.

## Sales staff changes at Pandair

Pandair Freight has appointed new sales staff in Britain and New Zealand. David Gurney has succeeded Kerry Fielder - now Manager-Information Services at Pandair's Maidenhead headquarters - as salesman in the southern region. He will be based at Luton to cover Hertfordshire,

Bedfordshire and Cambridgeshire under the direction of Keith Wright, Pandair's Regional Sales Manager-South.

In New Zealand, Barry Taylor (26) has taken over as Sales Co-ordinator in Auckland from Andy Gower, who has returned to a post in Britain.

British-born, Barry emigrated to Australia as a boy and studied marketing and advertising at business college. Since then he has worked in both Australia and South Africa.

Before taking up his new post he underwent a training course at Pandair's Melbourne and Sydney branches.

# Redevelopment plan claims Hong Kong's Post Office building

"Readers may be interested in the attached photograph of Hong Kong's ever changing skyline. In the foreground is Connaught Centre, 50 storeys high, whose first 16 floors are already in use and which will be fully occupied by December this year. In the right background can be seen the Post Office building, due for demolition shortly, which is next door to our own P & O Building, a mere 18 floors high!

The P & O Cup lunch was held on board Oronsay on 14 April when Captain FB Woolley entertained the Stewards of the Royal Hong Kong Jockey Club, headed by the Club's Chairman, Sir Douglas Clague. Also present at the luncheon were the winning owner, trainer and jockey of Hi-Power which won the race at Happy Valley on 17th February. A last

minute guest at the lunch was Captain J Wachter who arrived by air the previous night from London, to relieve Captain Woolley.

This was the last P & O Cup lunch to be attended by Gerry Salmon, Managing Director of Mackinnons, Hong Kong who will be retiring on 1 June.

Oronsay was in the news in Hong Kong when, due to a technical mishap, a BOAC Jumbo was ready 10 minutes after midnight and thus too late to take off from Hong Kong's Kai Tak airport. One hundred and eighty-seven out of a total 360 irate, weary passengers bound for Australia could not be found for hotel accommodation until P & O came to their aid.

All hands to the rescue, beds were made up in Oronsay and everyone got a good night's sleep. Breakfast

was served in the morning before passengers headed for the airport, leaving behind their thanks and a promise from three of them to cancel their air tickets when they reached Australia and join the ship instead for a cruise. That's a nice bit of air-sea co-operation!"

Richard Nicholls.



# Bill finds his man after 56 years...

A former German corporal who lost his Iron Cross during the First World War has just had it returned to him by the man who found it - P & O pensioner Mr P F (Bill) Finch.

Mr Finch, one time deputy manager of the Orient Line Insurance Department, found the medal - Germany's highest award for gallantry - 56 years ago in France while serving as a second lieutenant with the Honourable Artillery Company.

Although he managed to trace the owner in 1939, the Second World War intervened and it was not until a few weeks ago that the medal was eventually handed over to its rightful owner.

Mr Finch, himself the holder of the Military Medal for "conspicuous gallantry" takes up the story: "In 1916 during the British

attack on Beaumont-Hamel on November 13 I was in a German dugout a short distance inside their front line running north of the River Ancre; two men were with me.

Entrances had been made in a bank alongside what had once been the road from Albert through Beaucourt to Arras which was being heavily shelled. We were glad of the few minutes respite from the continuous din and horrors outside.

In a chamber off the main corridor, several overcoats were hanging up and in a corner stood a metal drum of German rum.

I noticed that the epaulettes on the shoulders of the overcoats were numbered 55. I had the contents of the pockets brought to me for investigation and found

among them an envelope containing an Iron Cross, 2nd Class.

For the next two days we were busy. The 63rd (Royal Naval) Division in which we were operating took Beaucourt and Lieut-Colonel (later General) Freyburg gained a Victoria Cross.

In December of that year, I went on leave and left a few small souvenirs, including the envelope containing the Iron Cross, at home in an old suitcase.

Not until 1937 was I at home again for any length of time. I then took the chance to look through my old kit and examined the envelope and the Iron Cross more closely. The address on the former read: Gefreiter (Corporal) Spiecker, 2 Garde Ref Division, Ref Inf Regt No 55, 111 Batt, 12 Komp, and on the back the name and address of the sender: Spiecker, Godelheim.

I doubted if the recipient was still alive - the British shelling had been intense for three days before the attack - but if he was I had every intention of sending him back the Iron Cross; the man who had earned it must have been a pretty useful soldier.

As a preliminary I wrote to the Burgomaster of Godelheim. After a long interval he replied saying that Herr Spiecker had moved to Gelsenkirchen-Buer.

The Burgomaster of that place, after more delay, traced his address and sent it to me. I was thus able to confirm that he was the Corporal Spiecker I sought. I then wrote direct to Corporal Spiecker. After further delay Corporal Spiecker wrote back saying he had been on the holiday but he would be getting in touch with me again.

His letter was dated August 21, 1939. Then the Second World War broke out. I wondered if his holiday had been spent in an annual military training period on the Reserve; he was no doubt an efficient NCO.

In reading the history of the First War, I found that the 55th Regiment, 2nd Guards Reserve Division, had earned a fine reputation when they held the Gommecourt Salient and repulsed the

British with heavy losses when they attacked on July 1, 1916 at the start of the Battle of the Somme.

They had then moved south to the River Ancre sector where they opposed the battalion in which I was serving, the 1st battalion of the Honourable Artillery Company, when we attacked and captured their trenches.

In 1948 I took up the search again and wrote to the Gelsenkirchen-Buer address. Not surprisingly there was no reply. The district had been heavily bombed in the Second War. In 1957 I wrote once more without result.

At the end of 1972 I made a final effort. A lady I knew who had been born in Germany went back there for a long holiday.

It was just possible that Herr Spiecker still lived and I asked her to try and locate his whereabouts if such was the case.

To my great pleasure and astonishment she succeeded. He had again moved and lived in Hoxter, West Germany. Surprisingly he told my friend that he had kept the letter I sent to him in 1939.

At last I was able to write to him again and sent him a map showing the position of the dugout I'd entered. His reply was most enlightening.

He realised why and how I had been there and said that he knew the terrain well for he had stayed in that locality for 10 weeks.

He told me the Iron Cross had been awarded to him for his conduct in the Gommecourt operation in July 1916.

On that fateful morning of November 13, 1916, he and the other inmates of the dugout had been called out in such a hurry when they were attacked that they left most of their personal belongings behind. Very soon afterwards they had been captured. He had been sent as a prisoner to a camp in Scotland and repatriated to Germany in November 1919.

I sent back the medal to him and in reply he has written: "I never thought to see my Iron Cross again. Therefore I am lucky and thank you very, very much." At long last we are both satisfied.

## A brief look at the rest of the news

Fire spread through a 15-storey high rise block in Hong Kong and for a time threatened to spread to the P & O Building next door.

Prompt action by the colony's firemen prevented the building being engulfed but the Fire Department barred the building to staff and office workers until the fire was brought under control in the mid-morning.

Sealine Services has appointed Mr Alexander

Lawson as its new Managing Director.

Mr Lawson, who is due to take up his appointment at the beginning of July, is joining Sealine Services from Frigoscandia, where he is currently Head of Marketing.

Sealine Services' new Financial Controller is Mr Ross Sinclair, who has been transferred from the headquarters of the P & O General Holdings Division, where he held the post of Management Accountant.

## Hi-Power wins Challenge Cup



Sir Andrew and Lady Crichton (right foreground) pictured at Hong Kong's Happy Valley race course after Lady Crichton had presented the P & O Challenge Cup to winning owner Mr Lam Yau-Yin. Mr Lam's horse, Hi-Power, was ridden by L Roe and trained by Jack Goswell. At the time Sir Andrew and Lady Crichton were paying a farewell visit to Hong Kong prior to Sir Andrew's retirement as Chairman of Overseas Containers Limited.

# News round-up



## Pandair man weds

Mr Alan Blackall and Miss Susan Cook after their wedding at St Michael's church, Bray, Maidenhead on 3 March. The bridegroom is employed in Pandair's post room in Maidenhead.

## Engine room rating awarded BEM

Herbert John Dowling, aged 65, for 37 years a seaman with the P & O Group has been presented with the British Empire Medal awarded to him in the New Year's Honours list.

The presentation at Lancaster House was made by Mr Cranley Onslow, Parliamentary Under Secretary of State for Aerospace and Shipping. Mr Dowling began his seafaring career in 1927 when he joined the Merchant Navy as a trimmer and in 1933 he became a fireman. He joined the P & O Group in 1936 as a fireman and in 1939 was promoted to refrigeration greaser.

During the last war he served on auxiliary war

## Belfast Steam Captain retires

Captain Tom Kane of the Belfast Steamship Company retired at the end of March.

His first trip to sea was in 1929 when at the age of 16 he joined the Ulster based Head Line Company's ss Lord Londonderry as a deck boy.

He joined the Belfast Steamship Company in 1937 as an AB with Ulster Castle and stayed with this ship almost continually until she was scrapped in 1950. By this time he was master of the vessel.

In recent years, Captain Kane sailed mainly in command of cattle ships on the Liverpool, Belfast and Londonderry trades. His last command was Lancashire Coast.

## Auckland's 'All Stars' held by Union Steam

P & O (NZ) Auckland branch fielded an "All Stars" eleven when the company met the Union Steam Ship Company's Auckland branch in the annual encounter for the Reihana Wetere Memorial Shield.

When the match began at Walker Park, writes Lee Foster, play was vigorous but the Queens Rules were strictly enforced by Referee Mike Johnson (Qantas Sales Rep in Auckland).

P & O fielded a team, a mixture of various sporting codes. Genuine soccer players included Alan Masters, Andy Guisberg, Ian Bell and Geoff Fowlds. The rest of the P & O team comprised Lee Foster, Bruce McGregor and Peter Gillan (Rugby) Charles Pitt (Rugby League) Mike Watt (NZ Rep at Munich in Smallbore Shooting) and a various assortment of Hockey and Badminton players. However team spirit was high and the game ended in a 2 all draw. At half time P & O led 2-1.

Many players after the game were feeling exceedingly "dry" and a pleasant after-match function was held at P & O. The shield was presented to Union Steam Company's Captain A McDonald. Player of the day was Union Company's goalie Travel Manager Bruce "Bungler" Gall.



Captain Ducker being presented with a cheque and the bell from British Architect by Cadet Keith Berry.



Captain Ducker admiring the bell from British Architect. Looking on is Electrician George Turner.

## BSD m at Cor

After almost 25 years P & O, Captain Cedr Ducker has left the sea to become mine host at Cornwall's best known — the First and Last Penzance.

Captain Ducker exactly left P & O: he taken 12 months' leave absence to decide whether shore life is as good as made out to be. And isn't, then early next Bulk Shipping Division expect him back.

Captain Ducker, who began his seafaring career in 1950 as a cadet with the Steamship Company, transferred to Tankers on its formation in 1963 and the following year at the age of 31 — was promoted to master. Since then he has commanded ships including Erridge, A and Jedforest.

It was whilst he was in command of Ardlui that he was awarded the Society of Arts silver medal for outstanding courage and seamanship. The honour bestowed upon him for part he played in the rescue of 47 survivors from British Architect in 1970. Ardlui also happened to be the ship he was commanding when he left the sea for good last time.

Needless to say it was a silent departure. To man

vessels and rejoined his company at the end of 1945. Since then Mr Dowling has served as an engine room rating on a number of passenger and cargo vessels.



## Mantua in a spot of bother

The indignity of grown men falling ill with rubella and so endangering the wheels of commerce, was a cause for grave concern on BSD's Mantua recently.

Luckily the ship was able to call on the excellent skilled nursing help of one of the wives on board and the patient had a whale of a time

while he got over his spots.

Indeed the nursing was so good that it was rumoured that another officer appeared in his pyjamas in the second bed in the hospital wanting to know when he was going to get his blanket bath. We assume this was dealt with appropriately. Perhaps the cure for Rubella Imaginata is

inj. aqua dist, intramusc. with a number 0 needle.

Our photograph was taken at the recovery party, which coincided with the patient's 20th birthday. That's him wielding the knife into the red spotted cake, and the red spotted birthday card behind his head was a permanent souvenir for him to take home to mum. AJAX

## Third Engineer C. Lauderdale's ch

Many strange occurrences have taken place on Trident/P & O tankers since I have been at sea, yet none so strange as an event that took place on the deck of Lauderdale last Easter Sunday morning. The ancient custom of Egg Rolling had been discussed in the Wardroom the evening before and four enthusiastic officers decided that, although they were at sea, this traditional sport should not be bypassed this year.

On the morning of the twenty ninth the four supposedly-fit officers — namely Clive Astley Radio Officer, Mike Fox Third Engineer Officer, John Balkwill Third Officer and Alan Davis Junior Engineer Officer — armed with a raw egg each lined up for the start. Although he would not participate, our starter and chief egg-roller was Commodore Basil Thomson.

At the start we set off at a cracking pace, bending nearly double, rolling delicate eggs toward distant forecastle. However, tragedy soon struck. John's egg with a mind of its own spun round and rolled back towards the start. By the time he had reached it, the other three were ahead.

Mike soon had a good start but his egg cracked started leaving a yellow yoke which soon became very sticky in the hot sun thus slowed the rolling of the following eggs. Because of this, John was a catch up with Clive and the three of us jockeyed for position. Clive approached the narrow past the manifold, proved to be a treacherous part of the deck where all participants developed hairline splinters forcing their rollers

## Successful day for P & O

The Spring Meeting of the London Shipowners Golfing Society was held on 4 May at Walton Heath Golf Club, writes J M Hodson, Secretary Pandor Golf Club. J. Foreman (Scotland Supervisor, Educational

Cruises) won the Line Scratch Trophy with a score of 10 points.

The P & O team entered in the Har Cup Competition. Foreman, D T Yo S J Turpin and Blackney) had

## ster takes over the helm wall's First and Last Inn

occasion, Captain Ducker gave a cocktail party in his cabin for his fellow officers and the ship's petty officers and supernumeraries. A number of officers' wives went along too and according to our correspondent, an excellent time was had by all with much laughter and leg-pulling and lots of "short eats" made by Leading Steward Fernandes.

During the party, proceedings were brought to a halt to allow Cadet K Berry, on behalf of the officers and wives, present Captain Ducker with a handsome cheque and the bell from British Architect, which everyone present felt rightly belonged to him and should take a place of honour in the First and Last.

Captain Ducker, who is

married with two children, is now preparing for what he hopes will be a long, thirsty summer.

He would be delighted to see anyone from the group at the First and Last and as Penzance is only 22 miles from Falmouth he hopes to keep in touch with old friends by visiting any ships of the P & O fleet that go there to drydock.



Captain Ducker and a group of Petty Officers during his farewell cocktail party.

## Officer becomes champion egg roller

more cautiously.

Meanwhile, Mike, the leader, had reached the forecabin — about two hundred feet ahead and the halfway stage. So the rest of us had a lot of catching up to do.

We passed a few of the crew later who looked upon us with bewildered bemusement but undeterred we continued rolling furiously after the distant Mike, who seemed to be having a little difficulty negotiating a wire stretched above the course only a few feet from the deck. It was at this point that we encountered a cross wind and Clive, who was then lying second, misjudged his footing and stepped right on top of his egg — thus leaving him no option other than to retire. Much later it was suggested that perhaps he realised that he was done for and knew that he would not be able to

complete the course anyway so stepped on his egg purposely!!

However, with Clive out of the race, John and Alan were better placed to catch up with Mike. On the way back from the forecabin, John's egg received a major crack and all the contents spilled out thus leaving an empty shell which, being as light as a feather, was caught by the wind and blown at a great rate of knots towards the finishing line — with John in pursuit.

Alan observed that John was making a lot of ground with an empty shell so, not to be outdone, he tried breaking his — even further. Unfortunately, after a little delicate cracking, he ended up with a flat piece of shell and had to be content with pushing this along the deck for the rest of the race.

Mike, obviously a born egg roller, won with John arriving fifteen seconds later and Alan still having about a quarter of the course to complete. As Clive tried to discreetly return from the forecabin, he was confronted by one of the crew with the question: "Oh Sahib, where is your egg?"

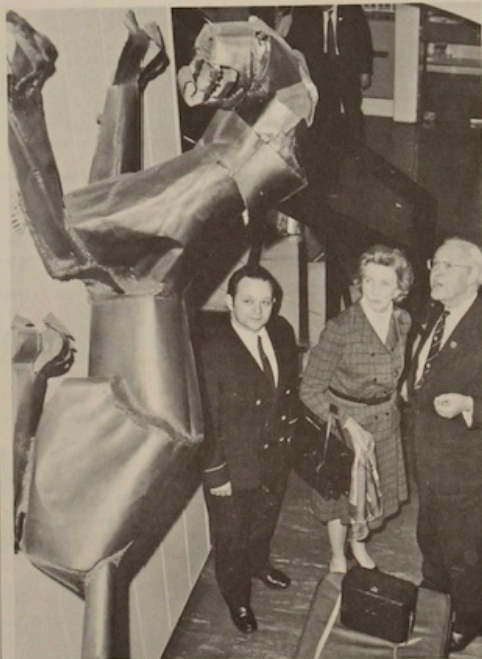
By the finish we had been bent double for seventeen minutes and the next three days were spent in back-breaking misery. Never again — not for another year anyway!

JOHN BALKWILL  
Third Officer

## golfers

successful day beating Houlder Bros A team in the quarter final.

The teams that will compete in the semi-final at the Autumn Meeting at Mill Hill on the 28 September will be Fyffes, B & C, P & O and Bell Line.



## IoT members make tour of France

Leopard, Normandy Ferries' 6000-ton cross-Channel ferry, was host to a party from Britain's Institute of Transport this month at the start of their 1973 study tour of France. Pictured here admiring a metal sculpture of a leopard on board the ferry are Chief Steward Jean Jamet, Mr D McKenna, President of the Institute and Mrs McKenna



## Final Canberra Award tour gets under way

The last party of Australian young farmers to visit Britain under the Canberra Award Scheme — the scheme ends this year — arrived in Southampton on 4 May on board Oriana.

The farmers — five men and one girl — were chosen as the top representative of the young farmer and rural youth movement from each of Australia's six States.

During their five month stay in Britain they will visit agricultural research and industrial organisations, and the major agricultural shows at Kenilworth and Edinburgh.

Their busy programme is already under way and so far they have visited the Queen's Royal Farms at Windsor, the Royal Windsor Horse Show and been given a conducted tour of London.

For seven weeks the young farmers will be guests of British young farmer organisations and will stay on various farms and join in club activities. They will also spend a week in Holland to gain an insight into the agricultural methods of a country which was a founder member of the EEC.

At the end of the tour, the six young farmers will compete against each other for the final P & O Canberra Scholarship. This is worth AS2,500 (£1,358) to the winner, who will be able to attend an Australian university or technical college, or to take a cash grant to spend on an approved agricultural project.

In this year's party are Jill Carter, aged 24 from New South Wales, Duncan Malcolm, 26, Victoria, John Rankine, 26, Queensland, Ian Rowett, 24, South Australia, Daryl Radford, 24, Tasmania and Alistair McDougall, 25 from Western Australia. They are the fifteenth and last group to visit the country as winners of the P & O Canberra Award, started by P & O in 1959.

While the six Australians are in the UK, six British young farmers are visiting Australia. The first two representatives from Scotland and Northern Ireland, who sailed in the OCL containership Jervis Bay reached Sydney earlier this month.

## Congratulations

... to Mr A B Greenshields, 3rd Engineer Officer Bulk Shipping Division and his wife on the birth of a daughter, Fiona Mary, on 3 April.

Engineer Cadet Richard Romero (left), winner of Poplar Technical College's Sword of Honour, and Engineer Cadet Stephen Allinson, winner of the college's John Weir Medal, pictured with Mr P J Howard, Principal of the College, who presented them with their awards. The Sword of Honour known also as the John Collier Award was given to the college by Lieutenant Collier following the death of his son, John, in a boating accident. It is awarded annually to the student, who in the eyes of his fellow cadets, shows the highest qualities of leadership. Stephen was awarded the John Weir Medal after being judged the best all round student. He also received book tokens for £5 and, for being the best second year OND student, book tokens worth £9. Richard is with BSD and Stephen GCD.

## Death of Sister Maud Fisher



Sister Maud Fisher, who spent 25 years with P & O before retiring in 1950, died on 25 March, after a short illness. She was 74.

Sister Maud joined Ranchi in 1929 and later served in Strathaird, Strathmore, Strathnaver and Molaja.

She lived in Oasby, Grantham with her sister, Miss Agnes Fisher, to whom we sent our sincere condolences.

## Former Chief Officer appointed Head of PR



Mr Robin Sanders, previously International Co-ordinator in the Public Relations Division at SKF Group Headquarters in Gothenburg, Sweden, has joined P & O as Head of Information and Public Relations.

Mr Sanders, who is 38, spent the years from 1952 to 1960 in the Merchant Navy, reached the rank of Chief Officer and obtained his Master Mariner's certificate.

After working as a

journalist in London, the Far East and the United States he won a scholarship to the graduate school of journalism, Columbia University. In 1964 he joined the staff of the Economist as an industrial correspondent.

In 1969 he moved to the Sunday Times Business News and as a business journalist specialised in shipping, transport, and the engineering industry. In 1970 he joined the Public Relations Division of SKF.

## Before you moan at our telephone girls - read this!

What is happening to the P & O Telephone System? This is a question which has been asked by a number of people over the past eighteen months, if not longer. For various reasons it is not an easy one to answer. From time to time it has been apparent to our customers and staff that there are problems with this important communications system, which links P & O Building, Beaufort House, Navigation House and Royal Albert Dock office with each other and the outside world.

The main trouble has been the delay in being picked up by our exchange when telephoning in from outside. This is the symptom, but what causes the delay? Is it shortage of operators? Inadequacy of equipment? Inefficient call handling? Or is it that P & O is just too big and complex an organisation to be served by a central exchange?

These are the sort of things that had to be looked into pretty seriously and in considerable depth before a reasonable view could be taken.

In the early days of the re-organisation it was not possible to pinpoint where the troubles lay, as most people were unfamiliar with the new set-up and this led to a general slowing down of the telephone service. Callers either did not know who they wanted to speak to, or thought they knew and were wrong. It is hard to say which type was more difficult to deal with. Apart from this, many people were confused

when telephoning exchange numbers which used to represent household names such as British India, and The New Zealand Shipping Co and which overnight were absorbed into a P & O Division.

This however is one side of the story, and as the re-organisation settled down people became familiar with new names and telephone numbers. In the meantime, discussions were being held with the Post Office and Reliance Systems, who manufactured our equipment, and other telecommunication experts, to see what modifications were needed on the technical side.

We were fortunate to be supported all this time by a first-rate team of operators who still managed to provide a courteous service despite constant staff changes, the re-forming and re-siting of departments and divisions, and an inward flow of some 3,300 calls each day.

The basic problem is that with a complex purpose-built system such as ours (at the time of building there was only one bigger of its type), with provision for 1,500 extensions, four satellites, 360 public exchanges lines, private lines and night service facilities, it just is not feasible to make radical changes to the fundamental operating structure without a thorough re-appraisal of the demands and traffic patterns required.

Such a re-appraisal was not practical at the time of the re-organisation, although since that time many changes have been made to improve

this service.

For example 21 additional circuits have been added between P & O Building exchange and Beaufort House, by cannibalising certain parts from the Cockspar Street and King George V Dock satellites.

Shortly we will be in a position to see what can be done in the way of making better use of the telephone equipment we now have, and at the same time consider designs of equipment to meet our estimated future needs in the short, medium and long term. This is calculated to lead to a better all-round service with fewer delays.

Whatever we achieve within our own exchange, however, will continue to be influenced by the problems the Post Office have to face. At the present time there is shortage of exchange equipment, lack of sufficient experienced technical staff, and obsolescent equipment on a nation-wide scale. The national demand for telephones has far exceeded the estimated growth rate, and the Post Office is constantly trying to catch up. In a concentrated area such as the City of London the problems are of course magnified and congestion occurs in the Post Office exchanges themselves.

It is to be hoped that as new equipment of advanced design is introduced into the British public telephone exchanges so subscribers will begin to reap the benefit of an improved service on an international scale.

APS

## Boy radio ham gives Oriana full marks

Fourteen year old New Zealand radio ham, Richard Walshe who tuned in to Oriana while she was communicating with Wellington Radio, has been sent a photograph of the ship as a means of verifying his report.

The picture, together with a letter of congratulations, were sent by LH Spiess.

• Luxury modern central heated bungalow situated Wroxham (Broads) to rent for holidays. Furnished. Will sleep six. TV, ideal fishing and boating, etc. Telephone: Mr WJ Sorrell, Ext 5175 (office hours 01-283 8787).

Head of Ships Radio Services, Technical Services Division. In a letter Mr Spiess tells Richard that his reception report was "excellent" and there can be no doubt that the ship he heard was Oriana.

When Richard wrote to P & O with the details of the reception report, he said he thought - and hoped - that the frequency used was 8,236.4kHz. Apparently he was spot on.

He said when he picked up the transmission there was a slight humming, no crackle, the strength of the signal was good, and overall the transmission was 'good'.

## Letters to the Editor

### It was Orford - without a doubt

Dear Sir,  
With reference to the photograph published of an ocean liner in your last issue, the photograph was taken at the Schneider Cup Race in September 1929 and is of Orford.

The Orontes had just completed her trials and was on her way round to Tilbury to prepare for her first cruise but was diverted to Southampton to join Orford as flagship to Royal Aero Club members.

Orontes, the last of the 20,000 ton class, had a soft nosed stem and a slightly different bow whereas Orford and the rest of that class had a straight stem.

I was 2nd Officer on Orontes at that time and until I lost it, when Orcaades was torpedoed, had a photograph of both vessels taken at the Schneider Cup meeting. It is interesting to see the various names given to the ships but there is absolutely no doubt

it is Orford. I can remember Mr Bott coming on board Orontes while we were there.

Captain S S Burnnand OBE  
Oceania  
52 St Mary's Road  
South Benfleet  
Essex

### Flagship

Dear Sir,  
It may be of interest to you, and to your readers, that I was aboard Orontes when she was flagship for the Schneider Trophy Air Race in 1930! I feel, therefore, that the much discussed photograph is that of Orontes.

It is certainly not Ormonde as one reader suggests for I made a number of voyages to Australia and back, joining her as Third Assistant Purser when the ship sailed from Tilbury on 20th August, 1921 (Voyage 8). I left the

ship some years later after returning from Sydney in the ship as Supernumerary Purser.

The Ormonde had all but mast-head high funnels which were slightly elliptical and not round as were those of the other Orient Line ships.

She was frequently referred to as the ship with the Woodbine funnels!

A J Hampton  
St. Joseph's  
Branksome Wood Road  
Bournemouth BH2 6BU

### First

Dear Sir,  
It was with great interest that I read my copy of Wavelength number 9.

I sailed in the Orford, and from several photos I took of her would say that she is the one pictured in your query with a seaplane overhead.

I made my first voyage in Osterley in 1929. While in

Naples Harbour the Italian liner, Roma, drifted into us during a high wind and carried a section of the rails away from the foredeck, sliced off a couple of bollards and pushed the anchor into her side. We had a leak on that side the rest of the way home, and it was the 1st Officer, I think, who cleared the gangway quickly before it crashed on to the quay preventing any loss of life.

I saw the end of the Orford as I was on her when she was dive bombed and set on fire while anchored outside of Marseilles.

Your account in the number 3 issue of the sinking of the Orcaades off Cape Town on 10 October 1942 was of special interest to me. I was on her at the time and have kept in touch with two other stewards who were serving with me.

Since being pensioned off with ill health from Orsova, I have been working on oil rigs

in the North Sea.

E F Jillings  
27 Ashfield Crescent  
South Lowestoft  
Suffolk

### Disguise

Dear Sir,  
With reference to Mr P F Finch's account of his voyage in the mv Ruby, I believe this to be a somewhat poor disguise for the ship illustrated on page 9 of your current issue.

I have compared the picture with two that I have in my possession and I am sure that the vessel is the mv Olivine (1354 grt) owned by the Gem Line Ltd. (Wm Robertson Shipowners Ltd of Glasgow).

Robert Gore  
Fair Acre  
Lothersdale  
Keighley  
Yorkshire BD20 8HQ

## Obituary

We record with deep regret the following deaths:

P & O  
C Williams on 10 February, aged 62; E Knight on 6 March, aged 67. Mr Knight joined P & O in January 1927 and retired in January 1962; Ronald Eric Pooley, assistant barman in Oriana until a year ago, on 20 March, aged 24; Melvyn Richard Spendley, 2nd laundryman in Himalaya, on 15 April, aged 25; J H Whittaker on 24 March, aged 71. Mr Whittaker joined P & O in November 1901 and retired in May 1964; Miss M Fisher on 25 March, aged 74; I Kelly on 6 April, aged 64; W H Evans on 27 April; Ralph Edwards, night watchman in Oronsay, on 17 February aged 60 after being taken ill at sea.

BRITISH INDIA  
J Fyfe Smith on 11 January; R Hutchison 13 March, aged 71.

GENERAL STEAM  
H Symes on 4 March; P G Godfrey on 3 April; R Steptoe on 11 April, aged 79. Mr Steptoe joined General Steam in December 1932 and retired in January 1960; H E Davies on 6 April; H R Brown on 20 April, aged 72. Mr Brown joined General Steam in November 1934 and retired in December 1965.

THE NEW ZEALAND SHIPPING COMPANY  
E du Pasquier on 14 March. Mr du Pasquier retired in July 1959; W A Scott on 23 March, aged 74. Mr Scott retired in October 1958; J Smith on 19 April, aged 73. Mr Smith retired in January 1960.

COAST LINES  
J Corbett on 1 March; D Casson on 28 February, aged 85. Mr Casson joined Coast Lines in April 1903 and retired in September 1950; Miss A Bruce on 24 January. Miss Bruce joined Coast Lines in 1921 and retired in April 1941; J Sinnott on 8 February, aged 74. Mr Sinnott joined Coast Lines in April 1945 and retired in August 1959; Miss E E Casey on 6 March, aged 75. Miss Casey joined Coast Lines in 1916 and retired in February 1958; R M Wrangham on 21 March, aged 66. Mr Wrangham joined Coast Lines in July 1926 and retired in January 1968; W McKay on 4 April, aged 82. Mr McKay joined Coast Lines in April 1907 and retired in September 1949; M McSpornon on 5 April; S K Amer on 27 April.

MISS BRUCE  
W J Slade on 4 March.

MOSS HUTCHISON  
W J Slade on 4 March.

HAIN NOURSE  
H Clinch on 28 April, aged 71. Mr Clinch joined Hain Nourse in October 1960 and retired in March 1967.

MACKINNON  
R H Dalbiac on 3 March; V Morini on 11 April.

General Cargo Division have asked us to record the deaths of the following: Mr G A Dufus on 14 January 1972; Mr R Haggart on 10 April 1972.

## NZS Co book offer still open

Copies of the book, *In the Wake of Endeavour* which tells the story of The New Zealand and Federal Steam Navigation Shipping Companies, can still be obtained by staff at half price.

Cheques or postal orders for £2.00 should be sent to Miss F M Beall of International Relations Division at the P & O Building, Leadenhall Street, London EC3.

*In the Wake of Endeavour* was one of the last works undertaken by journalist Gordon Holman before his sudden death in November.

Known throughout the shipping world, Mr Holman was a leading authority on the industry and for many years was shipping and naval correspondent for the *London Evening Standard*.

*In the Wake of Endeavour* is the story of the men and ships of a great shipping enterprise, and of their exploits in peace and war.

It was in 1873 The New Zealand Shipping Company was founded, in Christchurch, New Zealand, with a fleet of four sailing ships.

Gordon Holman traces the history of the company from those early, difficult days, when it played such an important role in colonial development, through the golden age of sail and the advent of the steamship, right up to the operation of modern, refrigerated cargo carriers.

He describes the men of vision who have controlled the growth of the company across the years, and how in 1912, they acquired the ships of the Federal Steam Navigation Company by amalgamation. By that time the company's fleet had expanded to 35 ships, totalling over a quarter of a million tons.

The deeds of the brave sailors and famous ships of that fastgrowing fleet in the testing conditions of the twentieth century — including the hazards of two world wars, as well as the continual battle against the sea — are retold in gripping style.

The climax of the hundred year story is the bright future in prospect for the company as an integral part of the giant Peninsular and Oriental Steam Navigation Company. Its ships continue to sail in the wake of *Endeavour*.

The first issue of "Durham Log" was printed in 1939. Because of the war it did not appear again. Here is a story from that issue. The author is unknown.

# Welcome aboard the Durham

I expect many, or quite probably all, the people who read this article will have felt the same excitement and hope, at the commencement of their careers, that I felt when I woke up on the day I was to join the Durham.

I was very proud of my brand new uniform with its shiny brass buttons and I felt very anxious to join my first ship.

The various goodbyes and tearful farewells were completed and by midday I was seated in a train feeling very self-conscious in my new uniform, rushing towards my destination at forty miles per hour.

It was in the train that the first doubts began to assail my too happy and excited mind. Supposing my uniform wasn't right? Should I salute everyone?

These and many other disturbing thoughts rushed through my brain. By the time the train reached the station where I was to alight, my heart was beating faster than it had ever beaten before.

However, I asked the ticket collector the way to the docks and started off in the direction he indicated, clutching my suitcase tightly in my hand and feeling very nervous. After a few minutes' walk I saw in the near distance many cranes intermingled with ships' masts and here I must confess that my steps began to falter, but however slowly I must have gone I reached the dock gates within a few minutes.

There I saw a constable chatting to one of the dock workers, occasionally stopping his conversation to examine the permits of cars and lorries which were passing to and fro through the gates.

I approached him very nervously to ask where I might find the Durham. He gave me the necessary instructions and I went down the road past lorries laden with goods ready for loading and from ships just unloaded, and at last I came to a dock where I could see several ships.

"Now I wonder which is the Durham" was the first thought in my mind. I looked first at a ship rather dirty and old with its Red Ensign flapping in the cold wind of the quickly descending winter evening. Then at a large smart ship contrasting very vividly with

the first, with beautiful white paintwork and an air of efficiency and power.

"No! Neither of those could be the Durham," I said to myself, for the first was too old and dirty and the second was obviously a passenger ship, and I knew from the prospectus which I had read so many times, that the Durham did not carry passengers.

I wandered a little further and in the next dock I saw a ship which, without looking, I felt certain to be the Durham. Yes! I was right! There on the stern were the letters that meant so much to me.

How small I felt and how unimportant beside that beautiful ship with its bright and smart appearance, which was to be my home for several years.

I felt I hardly dared to go up the accommodation ladder. I seemed too small to belong to that ship; it seemed so tremendous, so powerful, so domineering.

At last I plucked up courage and started up the ladder. What a dreadful noise it made! Click, clack, click, clack, click, clack... I was sure that it never made that frightful noise when other people went up it.

I was certain that I was climbing it the wrong way, and... click, clack, click, clack... it seemed an endless ladder. I felt that when I got to the top everyone would be looking to see who dared to make such a noise to spoil the pleasant quiet of the evening.

But when I got to the top I found to my great relief only one person and he was in uniform similar to my own.

I did not know whether to salute or to say "Hello," but eventually after much nervous stammering on my part he asked me if I was "one of the new ones".

I replied that I was so he told me to go "down aft" and to go through the door where all the lights were and to ask someone there where I was to put my bag.

Luckily I happened to know what "aft" meant, so feeling very miserable I thanked him and walked along the deck towards the place mentioned. Arriving at the open doorway I was conscious of a blaze of light, some stairs and a lot of noise. Above the door I saw a little name plate marked

"Apprentices" so I knew I had at last arrived at my destination. I hesitated for a few seconds then entered this brightly lit vestibule where shining white paint made a dazzling contrast with the darkness outside.

I went down the stairs and at the bottom I came to a white wall with a passage running right and left.

Opposite me was a large crest, the Durham's crest, and I stood looking at it for some time waiting and hoping against hope that someone would come so that I might ask him what I should do. I very soon got tired of waiting around so I determined to try and find someone.

I looked first to the left and then to the right, but each way seemed to be just as cold and uninviting as the other, so I made up my mind to go to the left.

I found a door which had the words "Oilskin Locker" written above it, then, where the passage turned to the right, I saw another door marked "Schoolroom".

I went a little further up the corridor and came to a door marked "Apprentices". It was shut, so I decided to try and find an open door through which I could see someone. My luck was in and at the next cabin I found the door was open and standing just inside the doorway was a person putting something inside a locker. I asked him if he knew which cabin I was going to be put in and he very kindly took me through a corridor which seemed to me to be endless.

But, however, at last we came to a door and having asked me my name he walked inside and beckoned to me to follow him. When he entered everyone discontinued their own conversations to welcome him, but immediately I was seen, the conversation ceased and everyone looked at me.

I was only conscious of a crowd of enquiring faces, several bunks and a pile of coats hanging on two pegs opposite the door. The person who had helped me find my cabin said, "This is B — and this is S — and these are your cabin mates. I'll leave you — to see to the introductions, but first of all you'd better see the Cadet Captain". I was taken across to a cabin opposite my own by my guide, and he knocked at the door.

When we had heard "Come in" we entered, and my guide announced that I was the new apprentice who had just come on board. In this small cabin, even smaller than the last, I saw two or three people watching a game of bridge that was in progress, and at my entry everyone looked up, not in the same friendly inquisitive way as the other cabin but in a way that seemed to me definitely hostile. One whom I presumed to be the Cadet Captain told me not to unpack that night but to wait and do it before breakfast next day. That was all. I retired quickly from this cabin and returned to the first cabin which, even though I had only been in it a few minutes before, seemed to me a very warm and friendly place.

No sooner was I inside than the introductions took place. At first it was all surnames but after a few minutes it turned out that Christian names were more often used. We sat and talked and smoked for nearly an hour, then I decided to unpack that night. I stowed all my clothes in my locker and the two drawers and was told to put my trunk in the "tonnage space". That didn't mean anything to me so one fellow showed me the mess-room from where a door gave access to a small hatch where all the sea chests and trunks were stowed.

After a little more conversing during which several people came in to "have a chat", in reality to have a look at "the new bloke" and see what he was like, we turned in and before I slept I know I thought how foolish my former fears were and how lucky I was to get into such a fine cabin.

When at 6.30 next morning we were called by an apprentice, whom afterwards I found to be the gangway quartermaster, I was too keen to start, so I forgot all about the "lie in" which I had been told to take and followed the rest of the people to the messroom where there was coffee for everyone. How welcome was that strong, warm coffee! When I got on deck, with my new cap, new boiler suit and new seaboots, feeling frightfully happy and proud, it was still dark. I remembered very distinctly that in last night's conversation I had heard what a

regular fire-eater the Bos'un was, and as we fell in, I looked for that veteran of the seas.

Yes! That must be him standing near the Cadet Captain, staring resolutely at the faces in front of him, with his hands behind his back and his shoulders slightly haunched and a slight scowl on his face. I wondered how fierce he really was? The Cadet Captain noticed me at the end of the line and came across to ask me why I was up on deck and why not down below unpacking.

I told him that I had unpacked the night before and I think he must have noticed some of the keenness in my voice for he shrugged his shoulders and walked off.

He called us to attention and then we numbered and dressed by the right and stood at ease again.

Then for the first time I heard that dark, immobile, stern figure speak. "Peggies", the voice said.

I wondered "What on earth are 'Peggies'?" and also "Am I a 'Peggy'?" I thought it better to stay where I was and I saw four dark forms detach themselves from the two ranks and double away to the quarters.

It was breakfast time when I found out what "Peggies" were; how they waited at table and cleaned the quarters.

Then the Bos'un called out "Carpenter's Mate" and another figure doubled off to the Carpenter's shop.

Then the Bos'un told a few seniors to do certain jobs and finally told about ten people, including myself, to "Wash her down". We went right aft to the stern where the Lamp-trimmer about whom I had heard some amusing stories was busy issuing long-handled scrubbing brushes, grumbling as he served each one.

What a thrill it was to feel that I was actually a member of that great ship's company and doing my part in its work, however small that part might have been.

As I watched the darkness slowly fade away and the sun come slowly into view shedding its golden rays on the ships around us and bathing us in the bright light of day, my heart was full of happiness and I felt that

continued on page 12

## Cadet training Instructor receives award from MNAOA

A General Cargo Division officer, 33 year old Peter Milburn has received the Griffiths Award for 1972 from the Council of the Merchant Navy and Airline Officer's Association.

The award is made to a member of the Association obtaining the highest marks in the examination for Extra Master and Master. It has been made each year since 1958 and Mr Milburn received his from the Association's General Secretary, Mr J W Slater, in April.

Peter Milburn is presently serving in Morvada as a Cadet Training Instructor.

His career in the Merchant Navy began in September 1956 when he attended a pre-sea training course at the School of Navigation, Warsash, Southampton. He was then indentured to The New Zealand Shipping Co Ltd and trained on the mv Nottingham, Cornwall and Otaio, finishing the last year of his apprenticeship on the mv Otaki and Middlesex as uncertificated 4th Officer.

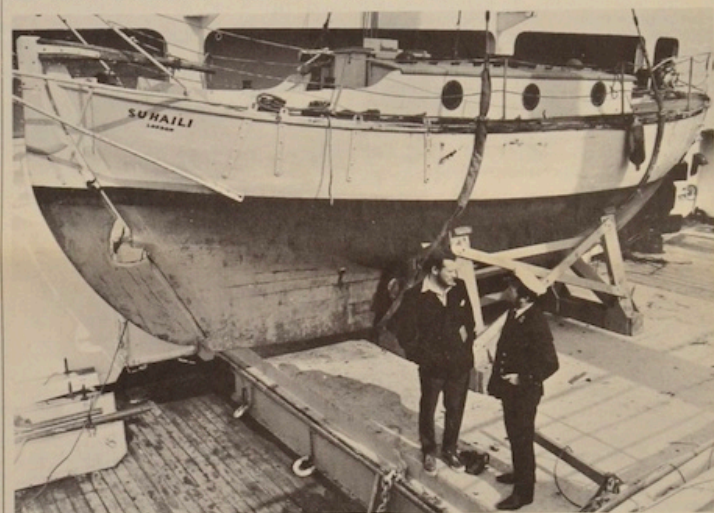
In 1961 he studied for and obtained his 2nd Officer's Certificate after attending the King Edward VII Nautical College, London. Mr Milburn then returned to the New Zealand Shipping Co as 3rd Officer serving on the New Zealand to Japan trades. In 1963 he attended Sir John Cass College and obtained his 1st Mate's Certificate.

In 1965 he was promoted to 2nd Officer before again attending Sir John Cass College to obtain his Master's Certificate in June 1966. After spending a year as 2nd

Officer on the mv Otaio, he then became an Instructional Officer for about two years at which time in May 1969 he was promoted to Chief Officer. Mr Milburn commenced his studies for Extra Master's Certificate at the School of Navigation, Tower Hill in September 1970 and passed the examination on 6 March 1972.



## Suhaili comes home



Former B1 Chief Officer, Robin Knox-Johnson, the first man to sail non-stop single handed around the world talking to Orsova's Bosun, Bill Philip while awaiting the unloading of his yacht, Suhaili. The 32-ft. yacht - the same one that took Robin on his 10 month voyage - was shipped to the UK from Portugal.

Watched by his grandfather in the portrait, Lord Inchcape receives congratulations from Mr W B Huckle, who is 81 this year, joined the B1 in 1914 and during his 42 years service had the unique privilege of being private secretary to the First, Second and Third Earls of Inchcape.

## Student cadets win prizes

Two General Cargo Division engineer cadets - J W Whitfield and A R Alty - have won prizes at Hull College of Technology.

Cadet Whitfield, at present serving in Nardana, received the Institute of Marine Engineers award for the best student in the second year of the OND course.

Cadet Alty won the BP Tanker prize for the best student in the second year of the Marine Engineering Technicians course.

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Two engineer cadets from CFL and a third from our Passenger Division have won prizes at Highbury Technical College, Portsmouth.

Cadet P Lorimer (CFL) has been awarded a £2.50 book token for being the most improved OND first year cadet and Cadets S Kingdon (CFL) and S Maxwell have been awarded a book each for being the best cadets in marine engineering practice and instrumentation.

## Handicraft rivals share second prize

Three P & O officers have won cash prizes in the 1972 series of arts and handicraft competitions organised by the Seafarers Education Service.

Second Engineer Officer A G Burgess, of the 4,739-ton Amarna, and Radio Officer M D Walsh, of the 3,850-ton Melita - two P & O General Cargo Division officers who have won prizes in the past for wood carving - each gained a joint second prize of £10, while Navigating Cadet N C Carlton, now serving on board the 42,000-ton Oriana, received a £5 award in the

photographic section.

Mr Burgess and Mr Walsh have been the friendliest of rivals in wood carving for many years. Earlier, when they were serving in the same ship, they shared their knowledge and ideas, learning from each other, and also taught any member of the ship's company who showed an interest in their hobby.

Similar competitions are being run by the Seafarers Education Service this year. Full details can be obtained from Mansbridge House, 207 Balham High Road, London SW17.

## Wool valuer wins £3,000 tour

Mr John Hewett, a 31 year old wool valuer with Western Livestock Ltd, Perth, has won this year's OCAL Trade Scholarship.

The award, valued at just over £3,000 was presented in Sydney by Mr Eric McClintock, Chairman of the Australian Export Development Council.

The principal feature of the scholarship, sponsored by Overseas Containers (Australia) Pty. Ltd., is a six-week study tour of UK/Europe.

Mr Hewett was selected from five finalists chosen from several hundred entrants from trading companies all over Australia, who each submitted a paper on "Britain's Entry to the Common Market. The Challenge to Australia".

## Welcome aboard the Durham

Continued from page 11

nothing could have been better. After the "wash down", one of my cabin mates led me to the mess-room where everyone was having breakfast. Porridge, vegetable curry, brown and white bread and butter and marmalade... and this came as a great and pleasant surprise to me for I had read about the food in some other ships and how bad it was.

After breakfast I enjoyed talking in my cabin till 9 o'clock when the bugle went and we fell in again on deck. This time the Bos'un told one cabin mate and myself to clean the brass on the bridge. We went up there and while we were busy cleaning the brass my eyes eagerly examined everything that was in sight.

A quarter of the way through the morning, the leader of our cabin came up to the bridge and told me that the Acting Chief Officer was waiting to see me on the Boat Deck, so I followed him

down and found one of the senior cadets waiting with the Acting Chief Officer. I did not take any notice of the senior apprentice as I was too worried whether to salute or not. I decided to salute just before presenting myself and then he told me that I was to be ready to go ashore with the Captain, and as I thought he said "as soon as possible" I hurried off to my cabin to change, and within fifteen minutes I was going along "C" Deck ready to go ashore. As I neared the midship section a tall cadet with a rather mournful face came towards and asked me where I was going. I told him that I was going ashore with the Captain, and as I told him I realised that he was the cadet with the Acting Chief Officer when he gave me the instruction to prepare to go ashore. He very curtly informed that the Acting Chief Officer had told me to be ready in three-quarters of an hour and that I was to get

below and wait till half-past ten. I descended the ladder into the quarters feeling rather miserable and feeling very bitter towards that senior who had been so abrupt.

While I was passing through the quarters, a cadet of medium height, but with the bearing of a senior in his best uniform, passed me. He had an amused and rather derisive smile and looked at me very doubtfully as if he wondered if I had any right to be there. Just after I had passed he called out, "What on earth are you doing here?"

I told him I was a new apprentice, having just arrived the night before, and without saying anything else he disappeared rapidly into his cabin and I continued on into mine thinking that there were some very queer people on board! I sat in my cabin till 10.25 and then went along to the gangway where I stayed talking to the Quartermaster. I told him I was waiting for

the Captain, to go ashore and "sign on". We talked for about ten minutes and then a rather quiet-looking man came down from the Officers' quarters and I saw the gangway Quartermaster salute him and so I did the same. Seeing that I made no move to follow, the Quartermaster signalled that I was to follow and from that I realised that the Captain was waiting for me. I had not expected this rather quiet-looking man, dressed in a brown suit with a fawn overcoat, brown trilby, brown shoes and a walking-stick to be the Captain. I expected a man dressed in uniform, a big man with a weather-beaten face and a very forceful look!

I found out later that this was the Relief Captain, our permanent Captain being home on leave.

I followed him ashore and we went to the Agent's office. I found the Relief Captain to be a man of few words yet when he did speak

to me he had a very kind voice and was very pleasant. At a quarter to twelve we returned to the ship and I had my lunch. After lunch I changed into my boiler suit again and talked till the bugle went for Stations at 1 p.m. I was told to follow one person and I found that my place at Stations was aft by the stern.

I thoroughly enjoyed hearing in all the ropes and running about doing various jobs. I found everything was very interesting, and I was intrigued with the manner in which the ship left the dock so easily and quietly without any fuss or bother. After Stations had finished we went below and washed and changed and had tea.

After tea we played cards till the Chief Officer came round at 8 o'clock, after which we all turned in and after my first day of my new life I must admit that I DID feel very tired indeed.

Thus ended my first day as an apprentice.



## Praise for Himalaya

*Himalaya was chosen by the Yokohama East Lions Club as the venue for its tenth anniversary party. Nearly 200 members attended the event which was given wide coverage by Japanese newspapers and television. The club's past president, Mr M Yokoh, said the ship's buffet was "splendid" and none of the guests had attended a more "de luxe" party. Our photograph is from a selection taken during the celebrations.*

## The hug that says we've won a world cruise

Mrs Charlotte Cole of Kinsale Street, Reservoir, Victoria got a mighty big hug (right) from her husband after learning she had won a world cruise for two during the Australian Women's Weekly Treasure Hunt cruise in Arcadia.

Entrants indicated where they thought the 'treasure' was by putting a cross on a chart, writes Staff Captain R Ellingham. The master copy with the exact location was in the ship's safe and on a special night this was compared with those charts which had come within an inch square on a secondary master map. Finally Captain Blois decided which cross was nearest to that on the master copy.

Another big event during the "Cherry Blossom" cruise

was the presentation of Arcadia of two complete sets of Pioneer recording equipment by the company's representative, Mr Sanjoko (below)

Each set comprises a tape deck, gram deck, two speakers and an amplifier, and Captain Ellingham, who received the gifts on behalf of the ship, says they will extend enormously the scope on board for discos, classical concerts and the like. Seen in our photograph watching the presentation is Entertainments Officer, Les Hunt while in the foreground are Hostess Laura Browne and Disc Jockey/Hostess Barbara Croley.

Our other picture shows Captain Blois receiving a bouquet from the Nagasaki princesses during Arcadia's stop-over at that port.



## Oriana's own newsheet goes to press

Towards the end of last year Arcadia pipped the rest of the passenger fleet by becoming the first cruise liner to launch its own crew newsheet - "Arkadus".

Now Oriana has jumped on the bandwagon with a version of its own called "Panoriana".

Editor-in-chief is Captain Anthony Dallas who happened to be in command of Arcadia when "Arkadus" got off the ground. But most of the hard work, he says, is done by Miss Sewell, JWAP, and Keith Broadway, ex BRS in Arcadia.

To find a name for this latest publication, everyone was asked to "have a go", the reward being a crate of beer.

There were many suggestions put forward. R McGilvray suggested "The Sunday Chittie", L Eaton said "The Elizabethan Echo".

F Bourne, "The Black and White Rag" while F Sloane proposed "The Dallas Times".

In the end Cadet Regan's "Panoriana" was chosen and it was he who got the crate of beer.

Packed with a mixture of serious news, jokes and announcements, "Panoriana" comes out weekly and already is being claimed a big success.



## Oronsay holds party for 50 orphans

A letter sent to the editor last month by Welfare Leading Hand F W Willgress of Oronsay began with an apology - "Afraid this is like Father Christmas, a trifle late".

To be precise it was four months late but nevertheless it was good to learn that on 27 December 50 Fijian orphans were treated to a Christmas party by the crew of Oronsay - and had the time of their lives.

At short notice, says Mr Willgress, £80 was collected from the crew and invitations sent to the Dilikusha Girls Home and the St Christopher's Orphanage in Suva.

When the great day arrived a bus carrying 40 girls and 10 boys arrived at the ship where they were greeted by volunteers.

First item on their programme was a cartoon film show followed by a tour of the ship.

Then the youngsters sat down to a tea party - and in next to no time, says Mr Willgress, the Christmas cake

and dainty pastries disappeared.

Needless to say, Father Christmas (alias Chief Officer Lee) put in an appearance and presented each of the youngsters with a present.

The following day Matron Gwen Davey of the Dilikusha Girls Home wrote the following letter to Oronsay.

"This little note brings to you the very sincere thanks of the staff and children of Dilikusha Home for the very wonderful party you gave them.

To all the staff members who showed the films, prepared and served the tea, who looked after the small ones and of course to Father Christmas who did a magnificent job we say a very big thank you. I know you all gave up your free time to the children and we do appreciate it.

This was the only real party and the only time the children saw Father Christmas this year.

Our very best wishes to you all for the coming year and a good trip home to UK".



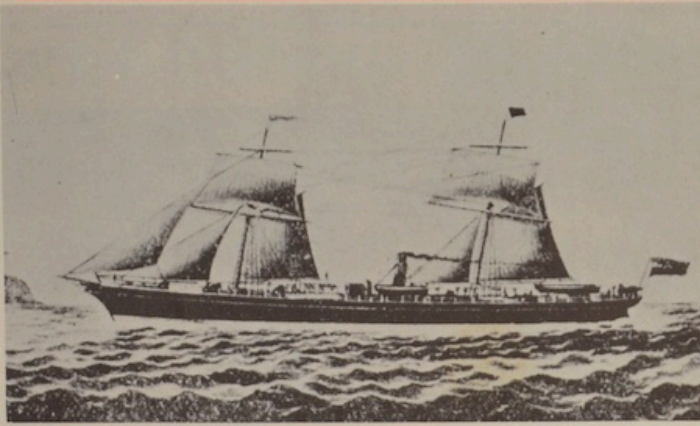
The orphans bid farewell to Oronsay after the party.

## Congratulations to . . .

Chief Officer Brian Mavity and his wife, Ineke, on the birth of a son Nicholas Jeremy on 26 February.

David Edgell, Agency Services Department, Southampton and his wife, Kay, on the birth of their second daughter, Michelle Joy, on 27 March.

Staff Officer Michael Bechley, Nevasa and Miss Anne Forbes of Bearsden, Glasgow on their engagement on 3 May.



The Somerset (962 tons) was one of the first ships built for the E & A fleet. Delivered in May 1874, she was fully rigged on both masts. Her graceful hull featured the clipper bow which distinguished E & A ships for many years. Compound engines of 180 nhp gave her a service speed of more than 12 knots. Somerset was replaced in 1880 and sold to Singapore owners with whom she gave many more years' service in Eastern waters.



In 1874 the E & A Company placed orders with Glasgow shipyards for three modern design ships, far ahead of anything else on the Australian/Japan run at that time. Among them was the Brisbane, a 1503 ton steamer, fully rigged on both masts, easily distinguished by a large deckhouse amidships and aft. The Brisbane first sailed into Australian waters in February 1875. Brisbane had powerful compound engines of 250 nhp providing a service speed of 13 knots.



Today the 14,000 ton Chitral, one of the "twins" of the E & A fleet, operates a service between Australia and the East. Once a month, Chitral or her sistership Cathay, sails from Melbourne for a seven week voyage to Sydney, Brisbane, Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama, Guam and Rabaul, thence back to the three Australian ports. Each ship can carry 274 passengers and 6,000 tons of cargo.

# Tea races and pirates—but E & A coped with them all

The history of The Eastern and Australian Steamship Company which last month celebrated its centenary is a story of contrasts.

It is a story of pioneer shipping through uncharted waters; of early setbacks and sheer determination and at times heroism; a story of development—not only of a shipping company but of Australia; of the mysteries of the ancient cultures of Asia entwined with the vigour and fortitude of an emerging nation; of the "tea races" between China and Australia; and even pirates.

It began on April 18, 1873 with the signing of an agreement between the Queensland Government and four men—James Guthrie of Singapore, James Henderson of Sydney, William Mactaggart of London and Paul Frederick Tidman of Batavia.

The four men, proprietors of what was then called The Eastern and Australian Mail Steam Company contracted to carry Her Majesty's mails between Singapore, Batavia,

Sourabaya, Somerset, Cardwell, Bowen, Gladstone, Brisbane and Sydney.

By the early 1870's development in Eastern Australia resulted in the need for more regular mail communication with Britain.

By the time the P & O ships reached Sydney and Brisbane, having come southabout from Ceylon and Fremantle, there was considerable delay in the delivery of mails.

The solution lay in the establishment of a connecting service whereby the mail for Queensland ports and Sydney could be transferred at Singapore from the outward bound P & O ships to the Far East and taken by the northabout route to Australia on a fortnightly basis.

## Early success

The early success of the E & A enterprise can best be gauged from the fact that in 1874 the route was extended to the Philippines and Hong Kong and also Melbourne, and by 1880 China and Japan were included.

The first voyage for E & A was made by the Sun Foo (890 tons) which sailed from Singapore in November 1873, arriving in Brisbane and Sydney the following month.

The Sun Foo was not destined to have a long career with E & A as she was wrecked on an island south of Hong Kong in March 1874, fortunately without loss of life.

The E & A route within the Barrier Reef and through Torres Strait abounded in danger for those early ships. Although it is the fair weather route, navigation aids of any description were practically non-existent and ships had to anchor at nightfall and resume passage at daylight.

## First report

The Captain of Sun Foo in his first voyage report in fact submitted a list of lights and beacons for placing in the Barrier Reef, of which stretch of water he commented:

"I may be permitted to remark that it will always commend itself as the whole voyage is executed in fine weather and smooth waters, more resembling river pilotage than sea navigation."

The E & A captains who followed played an important role in charting the seas, abounding in coral reef, which led to the provision of navigation aids. The Queensland Coast and Torres Strait Pilot Service was

formed not many years after E & A opened its service and a close relationship has always existed between the two.

The early years of the company's history were marred by the loss of a number of ships which prompted a Melbourne newspaper to express the hope that these setbacks would not discourage the new company.

However, as one historian has observed "the E & A was made of sterner stuff". The first two ships built for the company—Somerset and Normanby were delivered in May and July 1874 and plans for building newer and better ships went ahead.

In 1878 the Menmuir, a ship of 1940 gross tons, whose straight stem broke with the traditional sweeping clipper bows which distinguished the E & A ships for many years, was delivered to the company.

The early ships of the E & A had more than average speed, a feature due partly to the fact that they carried the mails but also to the annual contest to get the first of the new season's tea to the Australian markets in Sydney and Melbourne.

## Proved her speed

Menmuir whose engines were quadrupled in 1889 proved her speed time and time again in these great 'tea races'. In order that the two Australian ports have equal opportunity in the markets the Melbourne steamer was despatched from Hong Kong two days before the steamer with tea bound for Sydney.

During one memorable race Menmuir's rival was the Melbourne steamer Killarney. Menmuir left two days after Killarney and during the voyage south neither steamer sighted the other.

However, not only did Menmuir arrive in Sydney ahead of schedule but she did the trip in such short time her passengers who caught the express train to Melbourne from Sydney on the day of her arrival, were waiting on the wharf in Melbourne to see the Killarney berth... to the amazement of the ship's company.

In 1880 the company was renamed The Eastern and Australian Steamship Company Limited, the title which it has retained to this present day, and new larger ships were ordered to cope with the changing patterns of its services, now no longer subject to the restrictions placed on it by the conditions of the mail contract.

Seafaring in the 1880s was

## The day Nellore went to the aid of a tanker

In recent years, the ships of the E & A fleet have gone to the aid of several vessels in distress and saved many lives while steaming in Eastern waters.

The E & A cargo ship Nellore saved 52 crew members of the tanker Neritopsis in 1956 when the tanker sank off the Philippine Islands. One man, the carpenter aboard Neritopsis, was lost.

Twelve months later the E & A freighter Arafura went to the aid of a small fishing sampan while on a voyage from Kobe to Hong Kong.

At 1.30 p.m. on Wednesday, June 5, 1957 as Arafura passed the sampan its six occupants waved and appeared to be in trouble. Arafura was put about and stopped close to the little craft.

Through an interpreter aboard Arafura, the ship learned that the sampan was bound for Swatow. Its rudder supports and mast step had been carried away.

Arafura lifted the sampan onto its decks. The ship's carpenter repaired the sampan and the crew asked to be put back into the water. The operation took little more than two hours.

On another occasion quick action by the Captain and crew of Cathay saved the lives of six Japanese sailors when their freighter Yasutaka Maru sank off Shikoku, Japan in August 1971.

Captain Norman Mackie was taking Cathay from Keelung to Kobe when the 481-ton freighter was sighted.

"The freighter, about five miles to port, was listing badly," said Captain Mackie. "When we approached we saw the ship was flying a distress flag. The crew had abandoned ship and were in an inflated rubber raft."

A lifeboat was lowered from Cathay and all the Japanese crew were rescued. The freighter sank soon afterwards.

## The Eastern and Australian Steamship Company celebrates its 100th anniversary

not always without drama. On one voyage the Bowen (1509 tons) left Hong Kong for Singapore and after departure the Captain heard that a number of pirates had infiltrated on board as passengers with the intention of taking over the ship after a mid-ocean rendezvous with two pirate junks.

However, the pirates were quickly separated from the passengers. As expected the two pirate junks were lying in wait and the Bowen passed between them - but at two knots above her designed speed and she left them in her wake.

In the early 1890s the company suffered, in common with others, in a period of economic depression and reduced its fleet in keeping with this. At the same time it had to meet some stiff competition from other lines in the trade.

However, the crisis was overcome and another building programme was undertaken. Development continued until the outbreak of war in 1914. After World War I the company was bought by P & O and new ships entered the fleet.

Such names as Tanda, Nellore and Nankin became household words in the Far East trade. During World War II these three ships, comprising the entire fleet, were lost.

Nankin was captured by a German raider in the South Indian Ocean on May 5, 1942 and the remaining two ships continued in the Indian trade for two years without incident until both were torpedoed and sunk within 17 days of each other.

First victim was Nellore which was attacked when

outward bound from Bombay to Australia on June 29, 1944. Seventeen days later Tanda was lost.

Tanda was struck amidships and was gone within 15 minutes. The three radio officers, fully aware the ship was sinking, stayed at their posts and went down with their ship. They sacrificed themselves to get the distress message out.

The E & A resumed activities in 1946 with the purchase of two fast cargo liner type steamers Empire Joy and Empire Dynasty which were renamed Nellore and Eastern.

Both ships were well equipped to handle the heavy lift cargoes of the post-war trade with their own equipment. Most cargoes of the late 1940s were made up of the disposal of vehicles and machinery from island ports which had almost no port facilities.

In 1947 an American "victory" class ship renamed Nankin joined the others. The three ships established E & A once again in the Far East Trade.

The Arafura was added to the fleet in 1954 and at that stage, E & A maintained two broad services - one a direct service to Japan, the other to the Philippines, Hong Kong, Taiwan and North Borneo.

A passenger ship Aramac, was acquired in 1965.

With the advent of containerisation in the Australia/Japan trade in 1970, E & A played a major role in establishing the Australia Japan Container Line (AJCL). The company disposed of its conventional ships which had been engaged in the Japan trade and by September 1970 two vessels

remained - Cathay (which had replaced Aramac in 1969 and Arawatta.

Cathay's sistership Chitral replaced Arawatta later in 1970.

AJCL was formed as a consortium with E & A responsible for preparing the container ships for service. E & A was also responsible, as it still is today, for the manning and operation of the ships, with the trade requirements being handled by AJCL.

The first ship in the AJCL fleet was the Arafura, a name long associated with the E & A Line. The first Arafura was with the E & A fleet from 1920 to 1930.

The second Arafura was delivered to E & A in 1954 - the first vessel specially built for the line in more than 40 years. She was renamed Tanda in 1970 and the name Arafura passed to AJCL's first container ship being built in Japan.

Apart from its close links with the modern AJCL container fleet, E & A today operates a regular service between Australia and the Far East with its smart, white ships Cathay and Chitral.

The 14,000 ton ships can accommodate 274 passengers and carry 6,000 tons of cargo.

Once a month either Cathay or Chitral sails from Melbourne, Sydney and Brisbane for a round voyage calling at Port Moresby, Manila, Hong Kong, Keelung, Kobe, Yokohama, Guam and Rabaul.

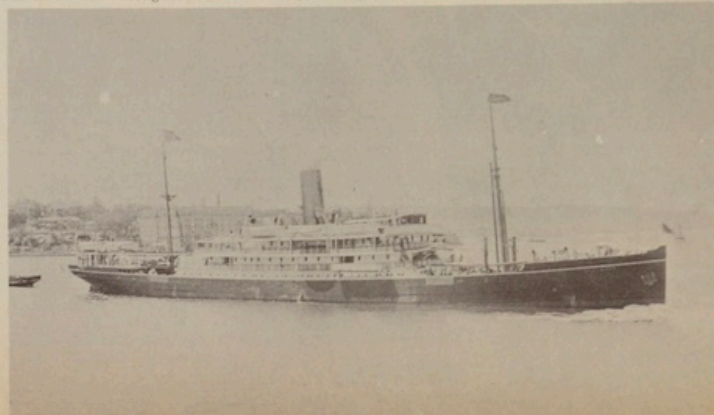
And at the masthead the twin, yacht-like vessels fly the E & A flag which has been carried proudly in the trade between Australia and the East for 100 years.



The 2,338 ton Guthrie was built for the E & A fleet by William Doxford and Sons of Sutherland and joined the fleet in March 1884.



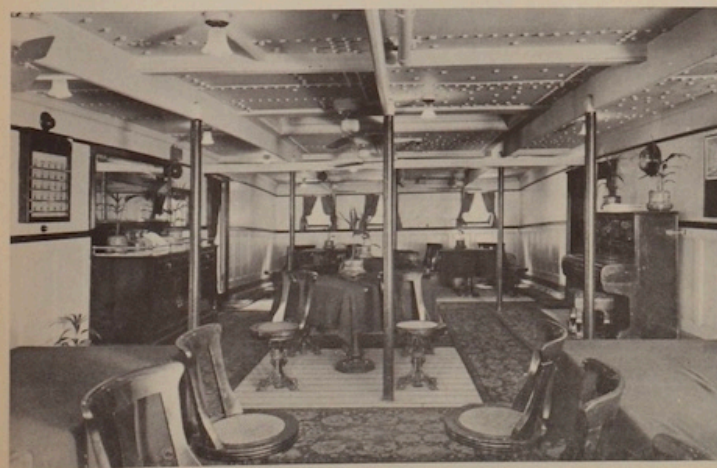
The 2,200 ton Catterthun, which sunk off the New South Wales Coast in August 1895 with £11,000 in gold sovereigns amongst her cargo.



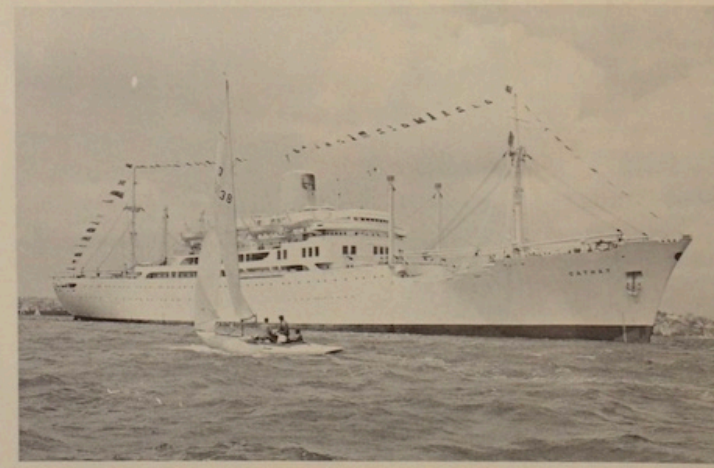
"Yachting on a scale and in a fashion undreamt of by any multi-millionaire" wrote Lord Northcliffe of his voyage in the 1920s aboard the E & A ship St Albans.



In 1878 the 1,980 ton Menmuir built by Doxford of Sunderland joined the ever growing E & A fleet.



The interior of an E & A ship of the late 1920s.



The 14,000 ton Cathay, sister ship of the Chitral.



## Dr. Barnard's daughter wins Oriana cruise

A cruise in Oriana, a new Chevrolet car, a diamond ring and about £500 were the prizes 22 year old Deidre Barnard won for shedding 40 lbs in a slimming contest. Deidre, daughter of South African heart transplant surgeon, Dr Christian Barnard, tipped the scales at 13.3 when she entered the contest, organised by a South African newspaper. It took her eight weeks to lose 40 lbs and thus carry off the top prize.

A graduate of South Africa's Stellenbosch University, school-teacher Deidre is a former member of South Africa's water-skiing team. At home, she lives with her mother and brother but still sees a lot of her famous father, who re-married in 1971.

"I get on very well with my father's wife, who incidentally, is a month younger than I am", said Deidre.

A regular P & O cruiser, Deidre left Oriana at Los Angeles, where she was guest of a film company for three

## Chusan sold

The 24,000 grt passenger line Chusan which finished her active service with P & O in April this year has been sold to breakers in Taiwan.

Built by Vickers Armstrong in 1950 Chusan was the first liner in the world to be fitted with anti-roll stabilisers.

She pioneered P & O's first continental cruising operation from Amsterdam in 1968 as well as the first programme of cruises based on the South African ports of Cape Town and Durban.

# At last they've got a mascot for the Oriana Monkey Bar

The three year search for a blue monkey mascot to grace Oriana's Monkey Bar is over — thanks to Mrs Sylvia Reilly of Auckland, New Zealand. Mrs Reilly and her husband, Jack, took their first-ever cruise last year and had such a wonderful time that they wanted to show their thanks in some special way.

When Mrs Reilly read that the hunt was on for a toy blue monkey she set to and made one. The task was not without certain difficulties, such as not being able to find blue fur fabric, tracking down a toy monkey face. But these were overcome and "Sylla Blue", flirtatious and charming was presented to Oriana on 31 March during her Auckland stopover.

At a ceremony to welcome "Sylla Blue" aboard, Deputy Catering Purser John Bonham accepted the mascot on behalf of the crew and persuaded Mrs Reilly to sample the exclusive Blue Monkey cocktail, which ironically she had not drunk on her cruise. Mr Peter Cunningham, New Zealand Passenger Manager, was also present at the ceremony.

The Monkey Bar was originally named for the five drawings, "Monkeys and Foliage" by Margaret Pearson, which hang on the wall opposite the bar.

A few years ago, one of the bar stewards presented the ship with a set of brass monkeys to swing from the



mirror in the bar. Then, monkey fever began!

Passengers who had made many friends in the 'swinging' bar brought gifts of toy monkeys — green, red and orange fluffy ones, felt monkeys and cane monkeys

to sit jauntily on cocktail bottles.

The head barman created a special cocktail — only to be made on board Oriana — and named it the 'Blue Monkey'.

But no blue monkey was to be found — until now.

Mrs Sylvia Reilly presents Sylla Blue to Oriana's Deputy Catering Purser, John Bonham. Peter Cunningham, P & O's New Zealand Passenger Manager is at left.

## Refits end with a celebration



A group of guests pictured during the end of refit celebrations.



Uganda's Second Officer, C Blake (left) and Senior Electrician, A Malcolm in a scene from the ship's cabaret act.

Officers and petty officers from our two educational cruise liners celebrated the completion of the yearly refit of both ships by throwing a party on board Uganda.

The refits were carried out in Malta and a number of Royal Naval officers from the island were invited along with their wives.

Music for dancing was provided by musicians from Uganda and the ship's cabaret delighted all with a performance of their well known act.