

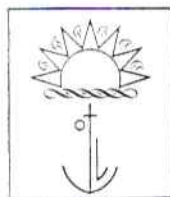
No. 9 AUTUMN 1962



About Ourselves



'CHUSAN' AS SEEN FROM A SUBMARINE'S PERISCOPE



About Ourselves

No. 9. AUTUMN, 1962

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COMMENT...

Finance. We publish in this issue a statement from our Board of Directors outlining a dividend policy which was all the more remarkable since shipping is still in the doldrums and future prosperity by no means assured. The proposal was not only to maintain the interim dividend at 3 per cent but to raise the final dividend from 3 per cent to 7 per cent making a total of 10 per cent for the future!

This announcement took the City by surprise and shares promptly jumped from 20s. 6d. to 28s. 7½d. The press was careful to point out that although the Company had not lost sight of business developments in other fields outside shipowning, it had no real property interests awaiting exploitation.

The Annual Meeting next March will, we imagine, be awaited with considerable interest.

Sir Donald Anderson's own comments are also printed herein, complementing the official statement.

Sad Farewells. The report that we are soon to lose *Orion*, *Strathmore* and *Stratheden* will arouse many regrets. These are the last remaining pre-war ships and they have performed their tasks well and efficiently, but today's standards of passenger comfort have rendered them out of date.

Himalaya and *Orcades* will take their places in the "one-class" trade. It seems only a year or two since we greeted these newcomers as the last word on the Australian run.

OUR COVER PICTURE

Our cover picture is remarkable in that "Chusan" was photographed from under the sea through the periscope of H.M. Submarine "Finwhale". It was taken by Lieut. P. J. Wright, R.N.R., a P & O officer who is doing his R.N.R. service in that boat. (Yes! boat is correct when describing a submarine.)

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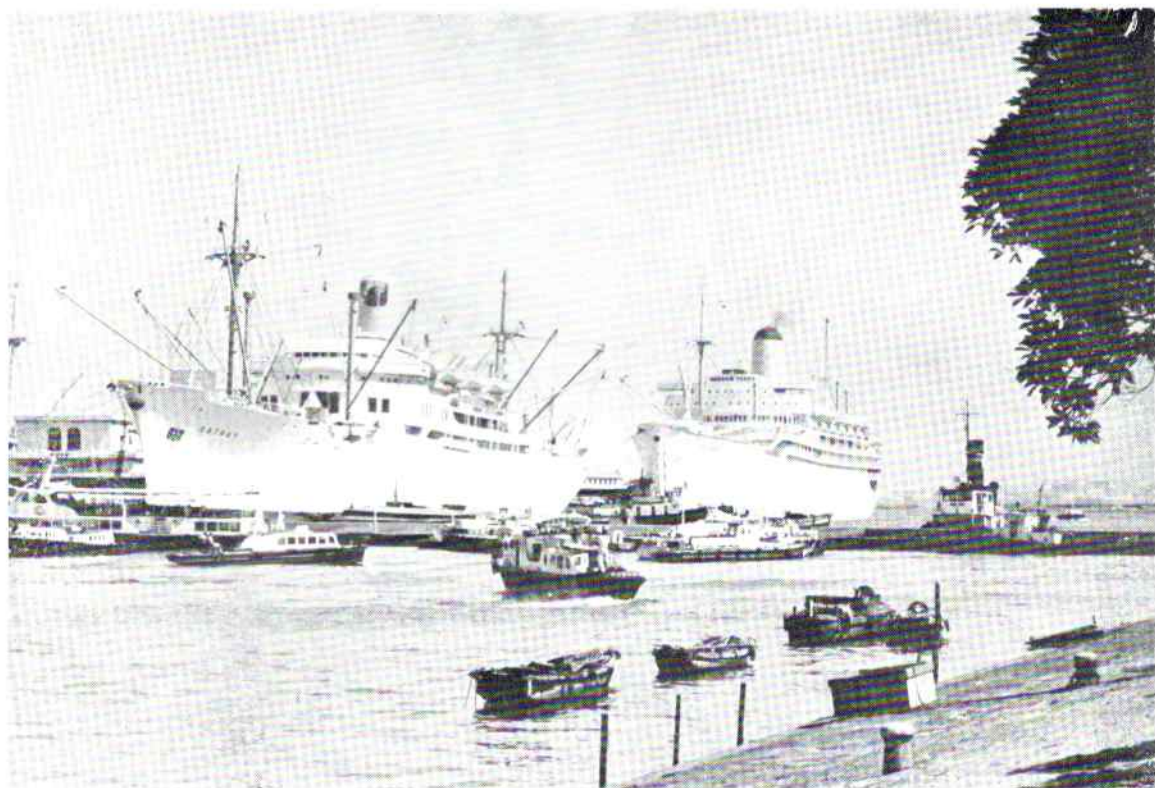
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"ARCADIA" Our photograph shows Cathay and Arcadia lying together in Yokohama for the first time.—(Photo by L. Musician J. T. Challinor).



"CANTON" Saluted by "Somali"

In our last issue we mentioned the last voyage of this ship to be broken up in Hong Kong. In that city her ship's bell was presented by Captain Eade, her commander, to the Ying Wa College where it will be placed

in the college's new buildings now under construction.

Our illustration shows the old ship leaving King George V Dock in London for the last time with *Somali* giving a farewell salute, a photograph sent to us by Mr. A. B. Weeks, formerly Third Radio Officer.

SHIP NEWS



The "Iberia" entering; and in Captain Cook dry dock

"IBERIA" in dry dock.

In September, 1962, it was found necessary to dry dock *Iberia* in the Captain Cook dry dock in Sydney. The arrangements, despite all difficulties, worked successfully and the Company expressed its warm thanks and appreciation to its Agents, not only in Sydney, but at Perth, Adelaide and Melbourne who, by handling the ship so quickly, helped to get her to Sydney without loss of time. We were also indebted to the Royal Australian Navy who assisted in making the dry dock available at short notice and the Cockatoo Docks who worked hard on the propeller replacement.

"SALMARA" Football.

We are indebted to Mr. Wynn Williams, Radio Officer, for details of this ship's football matches. Four were played of which three were won and one drawn with a total of 25 goals for and only 3 against. Last voyage he points out that the only Company ship played was *Soudan*, beaten 9-0. This voyage, on the same pitch in Port Swettenham, they beat *Coromandel* 10-0. Previously *Salmara* had beaten *Canton* 4-1 and a few days later when the two ships met again a 2-2 draw resulted.



"ORIANA"

Captain C. Edgecombe presents a prize to a "passenger" who attended a Fancy Dress Party as Miss Oriana abroad "Oriana" on her recent voyage back from Australia. The child made an impromptu move of presenting the Commodore with the balloons which she was holding in exchange for her gift.



Boys from the Hong Kong Sea School on board "Chitral"

"CHITRAL"

Whilst in Hong Kong the ship entertained some thirty boys from the Hong Kong Sea School, who were shown around. They were particularly interested in the bridge and in the variety of uses of the navigational instruments. Later the boys were given dinner prepared by the *Chitral's* own Chinese cooks. The teachers accompanying the party expressed their warm thanks to Captain Dunkley.

"BALLARAT"

Whilst at Brisbane in September *Ballarat* was the scene of the presentation of P & O-Orient Lines Trophies for Butter and Cheese under the auspices of the Royal National Association. Captain A. C. Stansfield was host for the occasion.



Presentation of the P & O-Orient Lines Butter and Cheese Trophies on board "Ballarat" at Brisbane.

"IBERIA"

The one hundredth call of a P. & O. —Orient liner to the West Coast of North America was regarded as a ceremonious occasion when the "Iberia" arrived in San Francisco on October 12th. To commemorate the event, Cyril Magnin (left), president of the San Francisco Port Authority, presented a bronze plaque to Captain I. M. Sinclair (centre). Warren S. Titus (right), president of the company in North America, took part in the ceremony held on board ship.

In Vancouver, a similar cordial reception was planned by civic officials. Presentations were made to Captain Sinclair by His Worship, Mayor Tom Alsbury, and Harbour and Board of Trade officials.





"IBERIA". Captain Ian Sinclair, commanding this ship, left her in Sydney on 17th November prior to his retirement from P & O service early next year. The ship's company took that opportunity to present him with a farewell gift. With the help of Mr. Warren Titus in San Francisco a lawn mower on which Captain Sinclair could ride was purchased and given to him. Since his garden will, we understand, extend over five acres, a comfortable seat is understandable. Our picture shows Captain Sinclair "Trying it for size".

"STRATHMORE", "STRATHEDEN" and "ORION"

to be withdrawn from Service

Strathmore, Stratheden and Orion, P & O-Orient Lines' three remaining pre-war passenger liners will be withdrawn from service, progressively, during the next 18 months. Their future employment is under discussion.

The three ships have a total of 82 years' service.

Strathmore and *Stratheden* entered service for the P & O Company in 1935 and 1937 respectively and *Orion* for the Orient Line in 1935.

Built by Vickers-Armstrongs Limited, Barrow, all three were designed to carry first and tourist class passengers although latterly they have operated mainly as one class ships in the U.K./Australia trade. They are also used for cruising from Australia and the U.K.

Throughout World War II *Strathmore, Stratheden* and *Orion* served as troopships.

They have been extremely popular throughout their period of service, especially with the thousands of migrant passengers they carried to Australia.

To compensate for the reduction in one-class berth capacity which will result from the withdrawal of the three ships, the first two of the Company's post-war liners *Himalaya* and *Orcades* will be converted into one-class vessels. *Himalaya* will make her first voyage after conversion in November, 1963 and *Orcades* early 1964.

"CANBERRA"

It is generally known that Commodore G. A. Wild is now on his last voyage before retiring. On 16th December, the ship's company presented to him a beautiful silver tea service bearing the inscription:—

Presented to
Commodore G. A. Wild
by the
Officers and Ship's Company
of
s.s. Canberra

DIVIDEND POLICY

We print, following this article, an important statement on dividend policy. To amplify this the Chairman, Sir Donald Anderson, writes:—

The first impression of those who hear that a company is to increase its dividend from what it paid the year before is that it must be doing well. You will realise that this is not the case with us. We are not doing well, and are not likely to make a profit for the year ended 30th September 1962, since a company does not make a profit unless the *operating*

profit it makes is sufficient to meet the various charges, the most important of which is that for depreciation. The need for depreciation, of course, arises because, having spent £Xm. on (in our case) ships, you need to get back that £Xm. in the working lifetime of the ships if you are not to have lost some of it, and therefore if you do not cover all your expenses, and get back as well each year the annual proportion of that amount, you have not made a profit. The charge for depreciation over the P & O Group is in the neighbourhood of £15M. this year, and it is this sum which we will probably not be able to meet in full out of the operating profit of the ships and other businesses of the Group, and thus there will, we fear, be no profit for the year. There may be fortuitous recoveries of tax, and indeed there will be this year, but one clearly cannot run a business indefinitely on tax recoveries.

Nevertheless, during this year we shall recover a substantial part of the £15 millions, and this will remain with us as cash, because clearly depreciation does not have to be paid out—it is a recovery of what has been spent. Unless we are spending that amount each year on building ships, we shall thus build up a substantial amount of cash, even though we make no profit. This is the position which produces a problem, because we can hardly expect Stockholders to see the Company piling up cash while they get no (or a low) dividend, and while they see their shares valued not on the assets in the business which they own, amounting to over £150m., but merely on the no (or low) dividend return. During the course of the year P & O £1 stock fell to below 18/6, and we do not want Stockholders to sell their stock at this sort of price, nor make the paper loss this involves if they retain it, or we should get a very bad name, and would lose their support for re-investing their money in ships when the time comes when we think we should.

This, briefly, is the thinking. The announcement was in itself unusual, first because no Board likes to commit itself to any particular level of dividend for some years ahead; secondly, because no Board likes to pay substantial dividends unless the Company is making a profit; but thirdly, because, unless we were to commit ourselves ahead, we should not achieve our aim. Reverting to what I said earlier, even a dividend of £1.8m. (which is what we are proposing to pay) on the Stockholders' capital invested in the business, amounting to £150m., is not what you would call handsome. A 10 per cent dividend sounds all right, but only because it is related to the issued capital of some £29m. This is an arbitrary figure, and the Deferred Stockholders' proportion of the real capital we are employing, and to which any dividend must be related, is the £150m. mentioned already.

The announcement had a good Press in this

country. One or two papers have asked why we found it necessary to slash the dividend last year if we can restore it this year, and have suggested that we have been rather slow on the uptake, but this has not been a normal comment. The answer to this criticism is that last year we did not have the cash; we were borrowing from the bank to finish our building programme; and in view of the state of shipping we were by no means certain that the flow of cash (through the operating profit) would in fact be maintained to the extent that, in the event, it has been. We have now reached the low point in cash which we had long foreseen would be reached in 1962. Our building commitments have tapered off; we are able to begin to repay bank loans and ship-building bills, and we have a further year's assurance that, even in these thoroughly bad times, we may hope to maintain a substantial operating profit. So that the criticism is not, I think, well founded, although it is a natural one to make.

At the end of the announcement there is a paragraph about interests outside shipowning. The Stock Exchange had been buzzing with rumours that we were about to float a property company with assets of £23m., which was going to prove a bonanza to Stockholders, through our vast and valuable real estate properties. As a result, there was considerable speculation in our shares. This rumour was probably a reflection of the fact that Cunard has joined up with the biggest real estate developers in this country, to make something of their real estate. We have very little property capable of development for other purposes. We have two big office properties, the one here in Leadenhall Street which we are developing, and which when developed we shall not use wholly ourselves, but from which we shall receive an income; and the other in Sydney, where again we shall derive an income from the surplus space in the new office we are building. But apart from this, which does not amount to much anyway, although the Group companies own properties all over the world, they are almost wholly required for the purpose of their own business, and are not capable of redevelopment for some more profitable purpose. We thought it desirable, therefore, to squash this rumour which had been building up to quite an alarming extent.

At the same time we indicated that we proposed to devote more of our resources and our attention to business other than shipowning if we could see a profitable and developing future for it. We are not proposing any dramatic developments here but, whereas in the past these non-shipping interests in the Group have been acquired and maintained chiefly with an eye to their fitting in with our primary business of shipowning and ship operation, we believe that in the future we should be able to develop some of them, and perhaps other interests, profitably

in directions quite independent of the shipowning business. If we can do so, we can to some extent moderate the wild fluctuations to which the fortunes of shipping have always been prone.

From all this you will see that our course is still

clear. We must do everything we can to improve the efficiency of our shipping operations, to increase our revenue, to reduce our expenditure, and to go very hard for any profitable new shipping business that may be about.

* * * * *

P & O BOARD'S DIVIDEND STATEMENT

Some of our readers will have seen in the press during October a declaration of a dividend for the year 1961-62. For those who did not see it here is the full statement.

(1) Until world supply and world demand for shipping return to some balance shipping in general will remain unremunerative. The Board do not doubt that a balance will emerge, but no one can say when this will be. Meanwhile, Stockholders in P & O hold an investment which is substantially undervalued by any criterion except that of current return.

(2) The Board have reviewed the position in the light of developments over the past year. World trading conditions have not improved for shipping, and show no present signs of doing so. Although the Company's figures for the year to 30th September, 1962 will not be available for some months, it appears that, before making such adjustments as will arise from tax recoveries, the operating profit will not fully meet the charge for depreciation. On the other hand, the Company's liquid position is improving, because its capital expenditure commitments approach completion, while its cash flow, resulting largely from the operating profit, is considerable. The continuance of this trend may be expected even with conditions as they are today.

(3) The Board consider, therefore, that they can and should, if necessary, call upon the reserves of the Company, built up by retained profits in earlier years, to maintain distributions to Stockholders. The dividend policy they propose would allow Stockholders more benefit than they now have from the asset backing of their investment, whilst having proper regard to probable future capital requirements. They have declared an interim dividend of 3%, and they intend in due course to propose a final dividend of not less than 7%, making on this basis 10% for the year ended 30th September, 1962.

(4) Subject to a maintenance of the cash flow, the Board intend to maintain a distribution at around the level proposed, and consider this should be possible without impairing the ability of the Company to compete effectively and profitably in its shipping business when trading conditions improve. They recognise that it is unusual, when conditions are so obscure, for a Board to forecast distributions which may involve drawing on reserves. But the conditions in which the Company finds itself are also unusual, and the Board think it right that Stockholders should know what their policy is, subject always to the cash flow, and that the intended distribution is not a sporadic one made in the light of the circumstances of this year alone.

(5) The Board do not hold the view that a shipping slump of such length and intensity, brought about primarily by over-building, will last for ever. However this may be, their aim is to deal with the present, without compromising the future, and they firmly believe that P & O will continue in the future to play a major part in British shipping. Longer term policy is constantly under review, but it cannot be formulated in positive terms until conditions for British shipping take more distinct shape than they do at present.

(6) In this connection the Board are also giving thought to the profitable development of the Company's activities outside shipowning, where they consider there is scope. Any belief, however, that the Company has extensive and valuable real property interests which await exploitation would be mistaken, and this is not a field in which any substantial new potential exists.



The "William Fawcett" makes an appropriate weather vane at the home of Captain J. L. Dunkley.

New Tankers on P & O for Texaco Charter

It was announced on November 22nd that the P & O had successfully concluded an agreement with Texaco Panama inc., whose parent company markets petroleum products in the U.K. under the name of Regent.

The contract is for time charter of four large tankers to be constructed at British shipyards. There will be one tanker of 85,000 tons deadweight and three of 55,000 tons deadweight. All four tankers, will, when commissioned, sail under the British flag and will carry crude oil to the new Regent refinery at Pembroke. Orders for building have not yet been placed with the shipyards, but are expected shortly.

The ships will be operated by the P. & O. Group and delivery is expected in 1964/5. The charter will extend for ten years and was awarded in the face of stiff competition from other British operators.

Our Group is already the largest independent tanker owner in Britain. In 1955 it announced a large tanker building programme and orders were then placed with U.K. yards for fifteen tankers—the majority of them in the 37,000-50,000 ton deadweight range. With only one exception, these tankers are completed and in service.



Festival of Remembrance

Mr. T. Doody, who retired from *Arcadia* recently as Boatswain, led the Merchant Navy contingent at the Albert Hall Festival of Remembrance on November 10th.

We Hear That

New Emblems

At the Annual Reunion Dinner of the 264th Field Company, Royal Engineers, held at Lewes, Sussex on October 13th, guests noticed that two new emblems had been added to the collection of souvenirs. These were a ship's pennant and a badge from one of the lifeboats of *Orontes* promised to them previously. It was in that ship that the Company sailed to North Africa in 1942. When *Orontes* was to be broken up we were able to send on the promised souvenirs before she sailed for Valencia.



Well done G.P.O.!

A letter addressed as follows reached us safely:—

Engagement Department,
Penicolar and Oriental Company,
St. Mary's Annexe,
London Hall Street,
London.

We'd always thought it was—"Penny plain and two-pence coloured."



Award for Mission to Seamen Chaplain

Canon J. W. Clift, Chaplain to the Missions to Seamen, received the Southampton Publicity Club's annual Award of Honour for this year. This was presented to him by the Mayor of Southampton, Councillor E. K. Lyons on Friday, October 6th, who mentioned the Chaplain's great work amongst seamen, remarking that no sailor need ever feel lonely in that port, especially at times like Christmas. Many of the younger members of the ships of P & O—Orient Lines have, we know, every reason to feel grateful for the hospitality shown by the Mission.



A Glimmer of Glamour

By J. H. Gough Wilson



Everywhere, nowadays, skilful advertising and seductive window-dressing conspire to show us the latest feminine night-attire. These gossamery creations are of such fairylike fragility that they could not possibly give adequate insulation against British weather, and indeed to men's eyes they appear quite unsuitable either for trench-warfare or life in a radiation-proof dug-out. They are often trimmed with superfluous frills and unnecessary lace insertion, and are not at all practical. Some of the diaphanous, backless models with plunge necklines are so delicate that they barely seem to exist at all, and it always astonishes the mere male that anything that is so nearly nothing can cost something out of all proportion to its utility. But nobody can deny that the styles are attractive.

Have you ever paused to consider that, by comparison, masculine night-wear has been sadly neglected? Back in the Middle Ages people just undressed and got into bed. It was as simple as that, which was fair enough. Then came that revolutionary invention the night-shirt; and that had little enough aesthetic beauty! Have you seen an illustrated copy of Dickens' "Christmas Carol" with a picture of Scrooge, in night-shirt and night-cap, being visited by Marley's ghost? No-one could truthfully call *that* a glamorous outfit!

We know that in those days the voluminous night-gowns and mob-caps of the ladies were not so hot, but at least *their* nocturnal fashions have gradually become easier on the eye. On the other hand, men's night-clothing has remained drab in the extreme. It is true that night-shirts gave way to

pyjamas, but the latter have always been so repulsive that recently a determined effort was made to re-introduce the out-moded night-shirt. Now, that *was* a reactionary and defeatist attitude, but happily the idea did not become popular, and men's outfitters would probably be very glad to dispose cheaply of their stock of such monstrosities.

Pyjama trousers, wide and baggy, sagging and creased, would make the legs of even an Apollo look unathletic, but they have one advantage: viz., by protecting the legs right down to the ankles they sometimes eliminate the necessity for hot-water bottles. That is a very good point, as we should be wary of that menace, remembering the experience of a friend who, while on his honeymoon, managed to get a big toe through the metal ring on the stopper of a rubber bottle full of scalding water. The toe swelled instantly and could not be withdrawn—but let us draw a veil over those gruesome details and return to gents' natty slumber-wear.

There is an alternative to pyjamas which I, for one, have always found eminently satisfactory. Anyone with a nodding acquaintance with the East is familiar with the sarong, the nether garment generally worn in Ceylon, Malaya and Indonesia. It is merely a piece of material, usually cotton, 42 inches wide and some 72 inches long, with the ends sewn to make a continuous strip. Step in, pull it up, turn the fold over around the waist, and there you have an ideal garment for lounging or sleeping, the essence of simplicity. Also it gives the male an opportunity to express himself, an outlet for those artistic urges that have to be repressed in the

unimaginative West. Gay colours, floral patterns, checks—the scope is unlimited, and we who have taken to it are eternally grateful for our emancipation. For years I have worn no other form of night-wear, only the covering of the upperworks varying with the weather, from bare torso, through sleeveless singlets to cellular and heavier shirts.

During one very cold spell I was tempted by a newspaper advertisement, and ordered by post some winter-weight “pyjama separates”, i.e., jackets without trousers. When they eventually arrived they were found to be in vertical stripes of pink, green, maroon and blue, on a white background, while the sarongs are mostly patterned, in pastel shades—and that is a ghastly thought! Perhaps the local refuse-collection-operative was able to find a use for them.

Occasionally one of my most attractive sarongs is missing and cannot be found. Weeks afterwards a snappy little sun-suit or beach-bag may appear around the place, with a design suspiciously like the item that disappeared, but a tactful silence has to be maintained.

When sarongs have been sent to laundries, both in England and the United States, instead of being returned folded like sheets, they have been sent back in cellophane bags, reverently draped on hangers with an outer covering of paper, as though they were valuable dresses. This seemed highly amusing until I found that the charges for each washing was more than the original cost of the sarong! Now one has had to resort to a less expensive washing method.

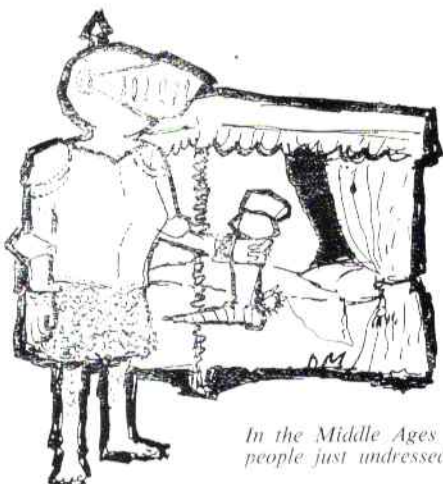
One morning, emerging sleepily from under the blankets, I staggered downstairs to make the early tea, stumbled near the bottom and landed in an ungainly heap in the hall. There was no definite pain, but an ominous, dull, dragging sensation from



In vertical stripes of pink, green, maroon and blue on a white background

the waist made me fear the worst. Slowly and cautiously investigating the bruised frame, I found, to my intense relief, that what I suspected to be a severe muscular lesion was in fact only a cold and dabby hot-water bottle which had been caught up in the sarong and dragged from the bed!

Then came a day when an ambulance hurried me to hospital, where I was put into a normal ward, shortly afterwards to be wheeled away on a trolley. On coming round I really thought I had made my final exit and had entered a new, strange world, for before me was a giant panda banging a drum, followed by various animals playing instruments and performing most improbable antics. This was quite gratifying, as I had always imagined that my future, if any, would be in a much more forbidding place. Ultimately a lady with a torch came and explained that the surgical ward was to be re-decorated and I had been brought to the nursery ward, which had entertaining murals. However, my initial surprise was nothing to the astonishment of other patients when the operation-gown gave way to sarongs. On the first day on which I was able to explore outside the ward, the staff were all agog because a new resident surgical-registrar who was expected to join in the afternoon would be an Egyptian. The patients heard this thrilling news too, and a young lady-doctor came from the women's ward, bubbling with laughter, to tell me that she had spoken to one of the patients there about the Egyptian surgeon who was due to arrive "But," said the patient excitedly, "I have seen him already in the corridor; a sinister-looking man with a beard, and wearing a skirt!" Well, having been accused, at different times, of being an artist, an actor, and a Rabbi, I was not unduly perturbed. One film actress has achieved fame and fortune by



In the Middle Ages people just undressed

wearing a sarong in each picture she has made, but male addicts have to continue in penurious obscurity. What has *she* got that we haven't got? And where can we get it?

We who have nostalgic memories of palmier days may not be able to have the scents, the sounds, the sunshine, or the heat of the East, but as long as there is some colourful 42-inch wide material available we need never lack its glamour!

So let us coin our own slogan for enthusiasts:—

“Though some may stare when slumber wear
Is colourful and bright,
Let no-one say sarongs are wrong—
For all sarongs are right!”
And so to bed!

1st August, 1962.



A thousand miles from anywhere

by J. H. Gordon

Such is the caption on the cancelling stamp used by the Post Office in the Seychelles, where I recently spent a month. It is quite correct, being some 1,000 miles from Mombasa, 1700 from Bombay and about 1500 from Aden! The Seychelles stamps incidentally are most attractive and are much sought after by collectors. In fact Philately is quite a thriving trade in the capital, Victoria.

My distinguished namesake (not being of a boastful nature you will notice I did not write “one of my distinguished namesakes”!) General Gordon, went to the Seychelles about 80 years ago and it is said that he thought the Seychelles was the

original Garden of Eden and that the “Coco de Mer” which grows on the island of Praslin near the main island of Mahé was the original “tree of knowledge”. I also read in the Seychelles Annual that he had a silver buckle made for his sister on which there was this motto “FESTINA LENTE”. As to whether he was right about the Garden of Eden and the tree of knowledge I know not but as to “FESTINA LENTE” (“Hasten slowly”) he most certainly was. The climate is enervating, humid and most of the year hot, very hot, and to hasten other than slowly would be to put it politely, most uncomfortable.



Church Fete on Gordon Square



Drawing the Nets

I had a most comfortable journey from Mombasa in the B.I. s.s. *Kampala* which took just under 3 days. It may interest some of my older readers to know that I sat next to Gordon the Chief Officer, who told me he is a grandson of the late W.B.(?) Gordon who was the Company's Supt. Purser in Bombay till about 1930 I think. I returned to Mombasa in the B.I. *Amra*, a somewhat smaller but also very comfortable ship with a most cheery and friendly set of Officers. The *Amra's* passengers were, to me, most interesting. There were I think about 800-odd including Asians (in the majority) Chinese, "Genuine Bedouine Arabs", Seychelloises, French, British and a few others I failed to distinguish. The only trouble was that the Asian Juveniles were extremely noisy and failed completely to observe the "sacred silence" of shipboard life between 2 p.m. and 4 p.m. One young gentleman in particular apparently had most thrifty parents by whom he had been presented with new shoes in Bombay; their thrift was manifested by the fact that his shoes were about 5 sizes too big and his main pastime was running round and round the deck at high speed. I didn't like that young man though I have to admit that this was far from the case with some of the other Indian passengers. There were some really lovely women amongst them, quiet, dignified and superbly dressed.

Although it was the S.E. Monsoon season we had it flat calm both ways but none the less on each voyage I saw passengers at the starting point and saw no more of them till we reached our destination. How they managed to feel sick in such calm defeats me.

The main "object of the exercise" as far as I was concerned was to find out if the Seychelles would

be a good place to go to live if Kenya becomes impossible which as I think used to be written in old fashioned Insurance policies or was it Bills of Lading "May God Forbid"? I expect Correspondence or Freight Dept. can give me the answer. Well, as far as I'm concerned I don't think the Seychelles for me as a permanency. The reasons? Too little to do, too much rain (130/150 inches per annum) and too hot and humid most of the time. As a place for a quiet, restful holiday you couldn't beat it and I thoroughly enjoyed it as did all the other "tourists" I met. I was there in July and it was never unpleasantly hot, in fact I found the sea too cold to stay in it for long. I slept under a blanket every night. The other "tourists" as I call them, like me, were mostly there for a month or so and came from the Rhodesias, Natal, India, Ceylon, Uganda, Tanganyika, Arizona and strange to relate St. Helena. "Our Man from St. Helena" by the way thought St. Helena was just about perfect and was only having a change to another Island! I've never been to St. Helena but I'd always thought it wasn't much of a place. However "A chacun son gout".

If you want to know about the capital, Victoria and the group of some 90 islands I would refer you to the Seychelles Annual (apply to Seychelles Government Agent 340 Grand Buildings, Trafalgar Square); suffice it for me to say that the capital is not much of a place, smaller than some of our little Kenya towns. The shops are not great and in many cases are pretty tumble-down as are the houses of the natives. With regard to their houses the natives seem to take the view that what they have to guard against is not cold but rain so that really a decent roof is the main point. Fair enough,



Giant Tortoises.

Although their houses are not very grand and they are in the vast majority very poor there's one thing they are, and that is clean, which is a pleasant change after Kenya. As the boys' story books used to say "the natives are friendly" especially those of the female gender who are extremely friendly. The girls are mostly smartly dressed especially on Sundays, and in many cases pretty. The mixture of colours is remarkable and I used to see nearly every day two brothers coming home from School one nearly black the other quite white. This I'm told is not at all unusual. The main trouble is that of language. They learn French and English at school but amongst themselves speak mainly "Creole" based I'm told on ancient French and whilst I could distinguish the odd word, that was about all. Most of them are not fluent in French or English, so far as I could see, but this of course does not apply in the case of men and women employed in the Bank (there's only one and that quite recently), Post Office, Police, Govt. Offices, Shops, Hotel servants, etc. They can generally talk French and English with equal facility and many I should think speak these languages in their homes amongst themselves. Anyhow they are very charming people though they struck me rather apathetic (probably due to the climate). There are several hundred Chinese, a number of Malays so I'm told though I didn't spot any, Asians (quite a large number in business and shops), East African stock, as well of course as British and French and my bet is quite a number of people of Polynesian and/or Melanesian stock. Also some Mauritians. With so many people who have inter-bred over the years it is hardly surprising that



The "Goggle and Flipper".

the language is a bit of a mixture too.

Food is fair but fish is the staple diet. Not much meat—though that didn't worry me—local pork, not very good. Occasionally what is locally known as "millionaires' salad" is served, consists mainly of I think bamboo shoots and is called "millionaires' salad" because it ruins the trees from which the particular shoot is cut. It may be true but I doubt it. Other foods are mainly imported from Kenya, U.K., etc., and shortages from time to time do occur. When I was there for some time, owing to the late arrival of a ship, there was a shortage of Tonic Water (not very serious perhaps) but as the aerated waters, as well as a lot of the beer, comes from Singapore these things happen. Cigarettes come mainly from U.K., a few from Rhodesia (very good) and a very few from Kenya. Whisky and Gin I think was about 28/- a bottle. In short the Seychelles unless you like "Fish and Rice" today and "Rice and Fish" tomorrow is not a cheap place in which to live. It used to be but not now. Where is?

Treasure seeking goes on but so far no pirates' hoard has come to light. A lot of people in Kenya have "invested" money in one of these ventures but so far "nothing doing". The chap in charge, however, seems quite happy! When you ask the "locals" about it they just laugh and shrug their shoulders. Time may prove them to be wrong. My own feeling is that the stuff is there but where? There are about 90 islands in the group, vegetation starts on the beaches and rises up to about 3,000 feet, mainly jungle and very lovely jungle too, so it's a big area to cover.

The scenery is superb, tropical trees, sandy

beaches, lovely bays, islands dotted about far and near. The harbour itself at Victoria is very lovely and reminds me of a miniature Hong Kong as Hong Kong was some 50 years ago. Unfortunately I am no photographer (or as an American expressed it "shutter bug") so I have no colour photographs and certainly they are the only kind which could do any sort of justice to this lovely, and may I add, lazy land.

I saw numbers of the Giant Tortoises and there were two at the hotel at which I stayed which were reputed to be about 75 years old. Certainly children of 7 can ride on them—I've seen them doing it. Also a consignment of Turtle arrived from Aldabra—an island far to the South—when I was there. They are sold to the butcher and I think fetch about 4/- per lb. retail. Tried turtle steak—anyone can have my share, though better than that ghastly whale meat which was sold in England just after the war. Turtle soup I've always thought vastly over-rated—much rather have oxtail soup out of a packet.

In regard to amusements for the visitor, apart from swimming, goggling, aquaplaning, etc., there is sailing and big game fishing. In regard to the last, one day a launch went off with half a dozen people from the hotel and came back with 8 tunny and 1 bonito, about 20 lbs. each. Two boys from Natal aged 11 and 8, each caught one—if nothing else had, that made their holiday.

On another occasion a girl from Rhodesia caught a 70-pounder Yellow-finned Tunny which is quite a big one for that beach. It took her 45 minutes to boat the fish and she was stiff and sore for two days after it. It was her first attempt at game fishing and she certainly was pleased. Celebrating "Pat's fish", a party largely instigated by her very amusing and rather festive husband (a tobacco planter who smoked a pipe all day but filled NOT, he hastened to add, with his own grown tobacco) took some time. There is a tennis court—one—attached to the hotel where I stayed which is used quite a lot by local residents. Other than that amusements are scarce, but there is a cinema in a bar on Sunday evening. Total capacity of the "house" about 30. The film is 8 or 16 cm., I forget

which. The "grand attraction" the night I went was "The Man in the Iron Mask". Vintage about 1932 I think and from the sound track I imagine this particular copy had been running ever since. There are also the occasional Indian films as well as plays in aid of Church funds. Night life is not hectic but there are a few bars with dancing, but I gather not very amusing and on Saturday nights one is liable to see or feel empty bottles whizzing through the air. I didn't go so I can't vouch for this, but when a ship of the Royal Navy, the U.S. Navy or the French Navy is in port then the local girls told me "we have plenty fun".

I cannot wind up without a tribute to the Hotel I was in—the Hotel des Seychelles in which I may say I have no financial interest. Accommodation is in very comfortable cottages within a few yards of the main building although even in that short distance one risks a coconut falling on one's head—I escaped unscathed. The food is good, and service excellent, from Emmanuel, the head waiter and all the maids including "Fifi" the barmaid and "Paul-ette" the barmaid at the "Goggle and Flipper" on the beach, which is only across the road. The Managing Director and his very charming wife (they are both British) and one of the other partners or directors have a great flair for inducing a friendly atmosphere amongst their guests and whilst there is no question of trying to "dragoon" people into taking part in trips, etc., everything is done to ensure that "a good time is had by all".

Finally, I say again that for anyone who wants a quiet holiday and to relax, you can't beat it. I thoroughly enjoyed it, feel better and put on weight. There's a lot of talk about an Airport, a very expensive proposition as there is so little flat land, but even if it does come the feeling is it won't spoil the Islands. I met a man who was investigating a flying boat project but what his conclusions were I know not. Anyhow, it's time I concluded. Au revoir.

Editor's Note.—J. H. Gordon will be remembered as manager of the Passenger Dept. in the City. He retired to live in East Africa some years ago.





KARACHI. At the inauguration of a Seamen's Waiting Hall at the Shipping Office in Karachi on September 28th, Mr. M. I. Shafi, Managing Director of Mackinnon, Mackenzie & Co. of Pakistan Ltd. presented a water-cooler to Mr. S. H. Raza, the Secretary of the Ministry of Health, Labour and Social Welfare, for use in the Hall. Mr. Raza expressed his Government's warm appreciation of the gift and referred to the Group's extensive employment of Pakistani seamen.

From Abroad

P & O-Orient Lines of Australia Pty. Ltd.

Dear Mr. Editor,

It was with regret that we learnt of the death, at 73, of your Patsy Hendren, a great favourite here, who gave so much pleasure to cricket fans of the older generation.

How he would have enjoyed swapping yarns in the 'Cricketers' Tavern' in *Canberra* with the present M.C.C. Team, which left Colombo yesterday for Australia. We are keenly looking forward to a bright series of Tests.

In Hong Kong, *Karmala* struck her Eastern & Australian Company flag last May 20th, and was re-delivered to the P & O Company next day. We were very sorry to see her go.

While speaking of Hong Kong, last month our *Eastern* (we think of her as 'ours' as we manage her), by skilful handling on the part of Captain B. W. Dun and his team, managed to weather Typhoon "Wanda" with only comparatively minor damage. The wind reached the

maximum speed ever recorded there in a gust of approximately 161 miles per hour; the Barometer dropped to 28.2 inches.

The America's Cup last month—September—had us really excited here and all were delighted that *Gretel* actually had one win over *Weatherly*, and was beaten only narrowly in another race. We hope to do better next time.

As for our new P. & O. Building, as we write, October, the vertical steelwork is in place to the 13th floor, much of the lower brickwork has been completed, they are pouring the concrete of the ninth floor, and have even started to attach the lower sandstone facings.

Saw an unusual sight last Saturday—two cars on opposite courses, one going south with skis protruding, the other with surf-boards lashed on top, heading for one of Sydney's beaches. The seasons are rapidly changing and, as you in the Old country prepare to face the discomforts of winter, we look forward to the summer months, when much of our leisure time will be spent on what we regard as our national playgrounds, the beaches.

Yours sincerely,
PENINSULAR SYDNEY.



The Club dance held in the Mecca Restaurant, Dunster House



PANDOR CLUB

With the coming of winter, outdoor sports, with the exception of football, have fallen off. This is our first soccer season in the London Business Houses League and we have made rather a poor start, losing to Waterlows 1-24, to Pinchin Johnson Reserves 2-8 and to Trumans' Reserves 0-6. In the Cup Competition we lost to Lyle Sports Reserves by 0-7. In three friendly matches we beat Peak Freans' Reserves 6-2 but lost 1-7 to Hartley Cooper and 1-7 to E. S. & A. Bank.

The Horticultural Society's activities have centred upon the supplying of plants and bulbs to its members at wholesale rates. The highly successful Show reported in our last number has undoubtedly encouraged members

to extend their garden work. We are sorry to hear that Gordon King of the Freight Department has had to relinquish this purchasing work; he has been a great help.

The Dramatic Society's production "The Geese are Getting Fat" is due to take place on 18th and 19th December and it will not, we fear, be possible to review it in this number. We hope it will be well supported by our readers and so encourage players and organisers who have worked so hard.

The Club Dance was held in the Mecca Restaurant, Dunster House, on November 2nd, and was thoroughly enjoyed judging from the enthusiasm and vigour put into the dancing. Some 363 members and guests attended.



GOLF

The Autumn meeting of the London Shipowners' Golfing Society was held at the West Essex Golf Club on Tuesday, 2nd October.

Although our interest for this year in the Harmer Cup Tournament ended at the Spring Meeting, there were still

the Glen Cup Singles Bogey Competition and the Royal Mail Cup Stableford Foursomes to be played for.

Ten members of the Club took part in the meeting and although we were unsuccessful in the foursomes, Mr. K. R. Anderson and Mr. J. K. McGrath shared the sweepstakes for the Singles competition finishing one up on bogey, the cup being presented to Mr. McGrath for better figures on the last nine holes.

We congratulate the New Zealand Shipping Company on winning the Harmer Cup once again, their achievement in beating B & C teams in the semi-final and final being most praiseworthy, especially as they were without the services of Mr. Harmer, who was indisposed.

Congratulations also to Mr. A. J. Bott for winning from the backmarker's position the Veterans' Tournament at Tyrrells Wood Golf Club and to Mr. C. C. Gorton, a comparative newcomer to golf from the cricket field, for winning from an entry of about 200 the Singles Challenge Cup at the Dulwich and Sydenham Hill Golf Club.

Lek.



Miss P. M. Osborn receives the Ladies Diving Prize.



D. Spratt and J. Pearson of Pandor Club receive the Team Prize at the London Shipping Amateur Swimming Association's Annual Gala in September.

HOUSE MAGAZINE EDITORS CONFERENCE

BY B. D. O. JONES M.A.I.F.E.

When, under the auspices of the Industrial Welfare Society, Editors of House Journals were invited to attend a Conference it was suggested that I should go, and very glad I am that I did. It was most interesting to hear fellow editor's views and to compare their activities and problems. Some had what seemed a simple task; others belonging to organisations that ran ten or eleven magazines, obviously had difficulties quite different from ours.

The basic idea behind the conference was the improvement of labour relations. A magazine should be able to put to the workers the management's point of view, make known to them the trading and financial difficulties and to counteract, if it should be necessary, the passing of information by word of mouth alone, probably by a shop steward.

Technical experts, printers, photographers and block makers all combined to keep us up to date in the latest developments; told us how to save expenses here and there; in short how to produce the perfect result.

Finally, a Trade Unionist spoke and spoke very well too. He supported the system of house or trades union organs but thought that the humblest members of the staff should be made to feel that their services were really important; the problem was, he fully realised, in getting these men to put their opinions on paper.

Personal talks to fellow editors in between meetings served to show what a wide variety of ideas and activities existed; some had works and factory staffs of thousands to keep amused and informed. Others found it hard to persuade readers to submit articles and stories and had to do much of the writing themselves. The more I heard the more fortunate did I consider myself, with the support I received on all sides with contributions from various ships and departments. The help too of a well organised Public Relations Department was of even greater value than I had perhaps appreciated after hearing of the troubles of others.

It is true that I could not hand out, at a few hours' notice, hastily printed editions at a factory gate. I did have readers in widely scattered ships all over the world who might not receive their copies for some weeks. But the men in them did like to learn what was going on, where old so-and-so was, and what this ship and that was doing; and pensioners who liked to know what the old firm was doing and glad to keep in touch.

Altogether a profitable and enjoyable week-end.

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A Visit to Leningrad

By K. A. Moore

Conference Department

Twenty years after beginning to learn Russian, I this year had my first opportunity of talking the language *in Russia* when, through the kindness of the B.I. Company, I was able to go with my family on the school-ship *Devonia*, which in August visited Stockholm, Leningrad, Helsinki and Copenhagen. Leaving Stockholm on Wednesday, 15th August, we spent most of the Thursday sailing eastward through the Gulf of Finland, with occasional glimpses to southward of islands lying off the coast of the Estonian S.S.R. Darkness fell before we had a sight of the mainland. At 1 a.m. on Friday I was wakened, as arranged beforehand, and went to one of the school rooms to meet the party of Soviet officials who had come aboard with the pilot at the pilotage station west of the island of Kronstadt. A man and a woman from the customs, a quarantine official, a woman from Intourist—and a dozen immigration people. While the others had little to do, the immigration men (some in uniform, others in civilian clothes) worked hard for three and a half hours checking passports, crew papers and group visas against their own records, and preparing

The Column in Palace Square commemorating Napoleon's defeat at Borodino in 1812. In the distance—St. Isaac's Cathedral.



View of the Admiralty from Palace Square.



The "AVTOVO" station of the Leningrad underground.



the landing-permits which everyone had to take with them after surrendering their passports each time they went ashore. I was able to help in solving a few difficulties, but the rest of the time was able just to talk with the Russians who were not working—discovering for instance that Leningraders rather think themselves superior to Muscovites, but that Leningrad lamentably lacks a really first-rate football team.

First light was at 4.30 a.m. and I then spent an hour on deck as the ship slowly moved along the last few miles of the navigation-channel from the sea, one tug ahead and one astern. At first we passed only a few dilapidated wooden dwellings, then came cargo-quays, mostly stacked with pit-props and metal pipes. Round a bend into a wide basin, apparently very shallow but for the main channel, and we saw the passenger-terminal where we were to tie up, a red and grey concrete building with a huge crest on the end wall portraying the Dove of Peace.

We were not to disembark until 10 a.m., but at eight-thirty a party of fifty Russian children, large and small, arrived on the quay, carrying bunches of wild flowers and accompanied by a military band. Susan, carefully coached in a few Russian phrases, waved and cried "Dobroye Utro" to the children who waved in return and chorussed the English translation "Good Morning". When we did land (strictly in order of group-visa lists, no one out of order, please), the smaller Russian children flocked round Susan in great excitement, engulfing Philip and John in the process; there followed fifteen animated minutes of "swaps", pennies for kopecks, English stamps for Russian badges, sweets for chocolates—"My little brother is also called Philip", "Daddy, how do I say 'My name is Susan' in Russian?" Philip at last also managed to utter "Dobroye Utro", but John concentrated on eating the sweets he was given.

We left the terminal at 10.30 a.m. for a coach-tour of Leningrad, driving down the famous Nevsky Prospect and stopping frequently to see the magnificent *Tsarist* Palaces and admire the wide vistas of Peter the Great's town-planners. One's immediate thought, which was confirmed in all our minds as the abiding memory of the visit was the startling contrast between the splendid public buildings, restored and maintained at vast expense, and the drab, tired appearance of the people of Leningrad, which matched the unpainted exteriors of blocks of flats old and new, the bumpy cobbles of all but a few streets, the ancient trams (many driven by women), the dull-looking shops and indeed almost all visible aspects of everyday life except the new Metro, which has been designed in the lavish style of the Moscow Underground, with stations like palaces. But television aerials were thickly

clustered on every roof-top. Among the many banners and slogans to be seen were the surprising letters "MCC". Alas, no evidence of a Russian conversion to cricket or a welcome for a team from England; the letters are the initials in Russian for "International Union of Students", whose congress was about to begin in the city.

We saw the magnificent gilded spire of the Admiralty, the famous equestrian statue of Peter the Great on the banks of the Neva and the beautiful green and white Winter Palace which the Bolsheviks stormed at the crisis of the October Revolution and which now houses the fabulous Hermitage Museum with its roomful of Titians and Rembrandts. The two hours after lunch which we were given to go round the Hermitage were just enough to make us wish to return and see its wonders at a more leisurely pace.

On Friday evening some of the passengers went to the Ballet, but on the *Devonia* the entertainment was more boisterous as fifty Russian teenagers from the Leningrad Pioneers' Palace came on board for a party with some of their adult leaders. They were not enthusiastic over a supper of fish and chips, but when a dance got under way on deck they revealed a familiarity with the Twist which belied all the warnings we had received that the Twist was frowned upon in the Soviet Union. The Russians were impressed with the Hokey-Cokey and took down full details of the tune and movements.

The Saturday was left for passengers to go round Leningrad on their own, and we were invited to go with one of the schoolboys' parties to Petrodvorets, Peter the Great's summer palace on the southern shore of the Gulf of Finland fifteen miles west of Leningrad. Before leaving the city we had a ride on the Metro, alighting at each station to admire its statuary, marble staircases and other lavish decorations. There is a flat-rate fare of 5 kopecks (5d.) and an exceptionally long escalator at the station on the Nevsky Prospect takes one much deeper into the earth than the deepest station on the London Underground. Out into the country west of Leningrad, we drove along a main road where the traffic was as light as in the city itself; from time to time we would pass a little two-wheel cart jogging along drawn by a small pony with ox-bow harness and driven by an old peasant in a fur hat, the whole looking as though it had rolled straight out of the pages of a Tolstoy story. Petrodvorets is famous for a beautiful range of fountains stepped down the hillside from the palace to the shore of the Gulf of Finland. It was thronged by Russians enjoying a day out in the warm sunshine, and we joined one of the queues to buy the excellent Russian ice-cream. Children are fascinated by several trick-fountains which Peter had built as one outlet for his liking for practical jokes; they run

across cobbles or under an umbrella shaped canopy from which water sprays at irregular intervals: they usually persist until well soaked.

Our time in Leningrad was fast running out, and we had to return straight to the steamer terminal—none of the last minute rush back to the ship of other cruise ports, but everyone aboard and the gangway down 90 minutes before sailing-time at 6 p.m. The Russian children and the band returned to see us off, but before the band could be heard someone had to turn off the loudspeakers which had all afternoon been relaying from the Red Square in Moscow the welcome to Nicolayev and Popovich, who had landed three days before. Someone said there were nineteen speeches in all.

We saw the East German cruise ship *Volkerfreundschaft* on the way out of Leningrad, and then sailed out into the sunset of the Gulf of Finland. Just at dusk we passed the naval base at Kronstadt, close enough to see at least a dozen submarines, some frigates, destroyers and a cruiser. An hour later the Russian pilot left the *Devonia* and we started the short overnight passage to Helsinki, back again on our side of the Iron Curtain with memories and impressions of a visit which provided unlimited topics for conversation for the whole second week of the voyage.

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P & O-Orientations

A second series of "P & O Orientations" for travel agents was put on this Autumn. Apart from five courses held in the Board Room various teams visited the provincial centres of Norwich, Birmingham, Sheffield, Hull, Blackpool, Belfast, Dublin, Plymouth and Aberdeen. As a result, nearly every area in the U.K. and Eire has now been covered by "P & O Orientations". In some cases agents' booking clerks travelled as much as 100 miles to be present. In all nearly 400 agents attended the Autumn series of courses.

So as to cut down on props, i.e., large photographs, diagrams, etc., slides were used for the first time to illustrate most of the talks. Although this meant taking a projector and portable screen around, it did greatly reduce the number of props which had to be taken from place to place. Mr. H. F. Jackson, Mr. P. R. Wise and Mr. L. F. Stuckey were particularly grateful for this as they were the three people who crossed the Irish Sea in order to put on courses in Dublin and Belfast. In point of fact Mr. Stuckey did succeed in leaving a suit behind in one of the Coast Line Steamers (which was later retrieved) but otherwise all the props were transported safely from place to place.

On entering Eire the Irish Customs were at first a little suspicious of all this gear as presumably they thought we were bringing pornographic literature into Dublin.

However, after one look at our blown up form CT.1 (which for the uninitiated is a very much enlarged type of passenger booking form and is used to illustrate

points during one of the talks) everything was passed without further doubts.

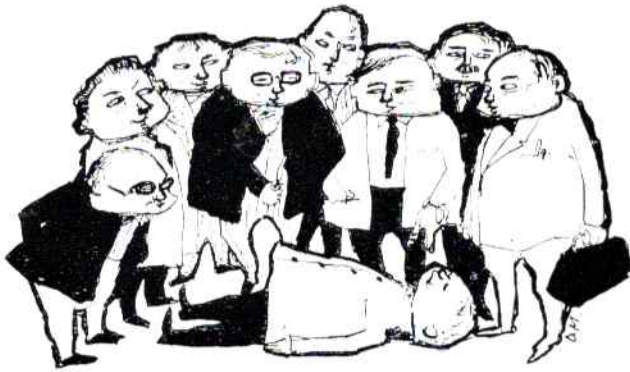
Just to add further complications to the Dublin session, with the course timed to start at 2.00 p.m. at 1.20 p.m. an Irish wedding reception was in full swing in the Hotel reception room booked for our course. However, fortunately, the Hotel Management, who had not shown very great wisdom by over-lapping the room booking in this way, rallied nobly to our assistance. Shortly after the last wedding guest had left the room, a hoard of char-ladies with vacuum cleaners descended on the Conference room and all was set up and ready by 2.00 p.m. In spite of this Irish welcome, the Dublin course went off very well and so did all the others in the various centres throughout the U.K.

Incidentally this is the first time that any shipping company in the U.K. has sought to educate their agents (who are to a very great extent our sales force where passenger bookings are concerned) in this way and we are very pleased with their reception. Moreover most airline and other shipping companies have offices in the main provincial centres so that in the provinces in particular the courses were well received.

We hope as a result that the booking staff of our agents will appreciate that we are behind them all the way in their endeavours to promote business for our services, and are as much interested in finding out about their problems as we are for them to hear about ours.

P.W.

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DOCTORS AT SEA

by Captain A. M. T. ASKIN

Most of us have enjoyed the company of a brace of surgeons on board our ships but how many have sailed with 27? The thought of being surrounded by so many of the medical profession was in some ways rather terrifying. I could imagine with what zeal they might all rush to the aid of an ailing member of the crew; surrounded by M.R.C.P.s, F.R.C.S.s, M.D.s and what-have-yous brandishing stethoscopes knives and all the other tools of their trade, the poor patient would probably either die of fright or get smothered in the rush.

Such a number of doctors, accompanied by their wives, did in fact make the short trip on board *Cathay* from London to Southampton on the 17th/18th October and, I am happy to say, none of this cheerful party was called upon to assist the ship's surgeon. I have, however, a sneaking suspicion that there was a little surreptitious self-administration of sea-sick pills, despite a flat calm, followed up by the odd aspirin or indigestion tablet!

The invitation was made by the Management with the thought that doctors should know something of what we can offer to their patients by benefiting from a sea voyage under pleasant and comfortable conditions. Our Medical Superintendent, in his welcoming address, pointed out that we would never refuse a passenger on medical grounds unless suffering from an infectious disease or was a mental case; and that even the latter would not be rejected if accompanied by an attendant. The majority of the guests had no idea that our Medical Department was so efficiently staffed and equipped and it was a real eye-opener to them when they were shown round the surgery and hospital in *Cathay* and, later, in *Oriana*.

The party was taken down to the docks by coach from the City and arrived on board in time for tea; on the run round entertainment was provided in the form of a dance and a cinema show but I think they most enjoyed getting together and meeting old friends and being shown round the ship. Their

enthusiasm on seeing familiar faces and the ensuing flood of chatter reminded me of a crowd of sailors swopping reminiscences with the inevitable "shop".

Mr. Davis, Assistant Manager, was the host for this occasion and in his interesting and amusing after dinner speech explained, in case his audience were in any doubt, exactly why they had been enticed out of their surgeries for a breath of sea air and he told them much about our Company and what wonders a voyage can work in toning-up the tired business man; this was so convincing that I almost felt I was looking at one of those familiar advertisements depicting the before and after appearance following a course of pep pills!

In addition to the doctors and their wives a few members of the Societe des Clefs d'Or were invited; they came from some of the leading London hotels and it was a most interesting experience to talk to them. One in particular told me that he had been hall porter for 42 years at the same establishment and his stories of the people from all walks of life whom he had met would have made the subject matter for a most amusing and interesting book; they seemed thoroughly to enjoy the change of being on the receiving end of a floating hotel.

On arrival in Southampton the party was driven over to *Oriana* and, within the short time available, were shown as much of the ship as was possible; following this the guests were able to meet some of our Directors in the ballroom and, after lunch, departed by train for London.

These little jaunts are always most popular but I think that this occasion was enjoyed even more than most; probably because those whom we invited were out of touch with ships and the sea and it came as somewhat of an unusual and pleasurable adventure.

Captain Wood-Roe, Captain Edgecombe and Staff Commander Woolley, together with their Officers, introduced themselves to many of the visitors and this, I was told, really made their day.



Lerwick Harbour

Arthur Anderson and the Shetlands

by J. H. SPENCE, (Director of Education, Zetland County Council)

(PHOTOGRAPHS BY DENNIS COUTTS, LERWICK)

It must be slightly miraculous that the Founder of the P & O Company should have been a native of Shetland, the most northern county in Britain and still one of the most obscure. One might expect the inhabitants of a small county of a hundred isles cut off from the rest of the country to be introverted and isolationist. To those who sail the seven seas, however, the sea is a high road, not a barrier, and for more than a thousand years the men of Shetland have been great sea rovers. A thousand years ago men from these islands fell at Dublin with Sigurd the Stout, at London Bridge with King Olaf, with Rolph the Ganger at Paris, with the Varangar Guard at Constantinople and with Harold Hardrada at Stamford Bridge. The young Arthur Anderson born in 1792 may have been conscious of a great heritage.

Arthur Anderson has been described as the 'greatest and the best Shetlander the isles have ever produced' and few would quarrel with this description. There is no statue to this famous man but he is still praised by the people of Shetland and his endowments alone will ensure that he will never be forgotten. The school which he founded in 1862 has been of the greatest significance to Shetland for



*The Bòd of Gremista
where Arthur Anderson was born*

it quickly became a senior secondary, that is a grammar school, the only one in the county. The Anderson Educational Institute as it is still called, has taught and inspired the clever, the ambitious, the restless sons and daughters of Shetland, many of whom in their turn have made a not inconsiderable contribution of service and skill to peoples and tasks far from the crofters' cottages that were their home.

It was a happy thought in this centenary year to renew the connection between the Anderson Educational Institute in Lerwick and the P & O-Orient Line. It seemed quite possible that the high and the mighty might disown the poor relation, and Zetland Education Committee were pleased to receive an assurance of interest which brought Mr. J. G. Davis to Lerwick, for his first visit, with a handsome contribution of £200 towards the cost of commemorative gates for the school which will feature the emblem of the 'Rising Sun'. As it happens Mr. Davis was happily chosen as the P & O Representative at the Centenary Dinner which was given by Zetland Education Committee in the Town Hall, Lerwick on 8th October. Low cloud made flying conditions difficult on that day and there was some anxiety in Lerwick since three of the principal speakers were due to arrive by air. The safe arrival of the guests was warmly applauded by the three understudies and 170 other guests at the dinner. Tomorrow could take care of itself. If the plane was grounded Lerwick would try to give unwilling guests a good time.

On the following day the intrepid airmen paid a rapid visit to Scalloway, the ancient capital of Shetland, returned to Lerwick for a hasty cup of coffee and set off at once for Sumburgh to examine the unique archaeological site known as Jarlshof and to take a leisurely lunch at the local hotel before

Scalloway



The Anderson Educational Institute at Lerwick

boarding the plane. But the plane was grounded so the intrepid airmen had to return hurriedly to Lerwick to become intrepid sailors travelling on the North of Scotland Orkney and Shetland Shipping Company's *St. Clair* from Lerwick to Aberdeen.

Over high tea—an established Scottish meal that is half way between tea and dinner both in time and in character—the Director of Education for Shetland who was a fellow voyager, explained that when Lerwick's other school was opened 60 years ago the principal guest was shipwrecked on his way from Lerwick to Aberdeen. But the *St. Clair* was equal to the occasion. A remarkable little ship is the *St. Clair*, built in 1960, 3,302 gross tonnage and provided with Denny-Brown stabilisers. She carries up to 294



passengers, in cabin and dormitory accommodation and sails twice weekly between Lerwick and Aberdeen. She also carries a mixed cargo of imports and exports including sheep, cows and Shetland ponies—a fourth category for Musfield had he reached the far north.

The Centenary Dinner was a happy affair, as informal as the Shetlanders themselves. The chairman of the Education Committee, Mr. R. A. Anderson, no relation of Arthur or Sir Donald, was chairman at the dinner and he conducted the affair like a good-humoured father at a family meal. Rev. K. N. Macrae, Parish Minister of Lerwick and an old boy of the school, proposed the toast to the school at the conclusion of a remarkable speech summarising the school's history. The reply to this was made very properly by Mr. William Rhind, M.A., B.Sc., present Headmaster of the school, who had obviously been assimilated since he came straight from Training College some thirty years ago to be the Principal Teacher of Mathematics. The toast to the Founder was proposed by the Sheriff Principal of Caithness, Sutherland, Orkney and Shetland, Mr. Harold Leslie, M.B.E., T.D., Q.C., M.A., LL.B., a persuasive speaker who charmed his audience with his praise of the northern island counties and their ethos. The reply to Sheriff Leslie was given by Mr. Davis. The two had met for the first time on the plane bringing them to Shetland but they made a fine complementary pair. Mr. Davis did not say that he was glad he was not

appearing before the Sheriff, but if he were to give as sprightly a performance before the Sheriff as he did after, he would surely merit the greatest consideration of the court. The audience were interested to hear something of the present ramifications of the P & O-Orient Lines and applauded a promise that the Company would try to keep a closer association with the school in future than it had done in the past.

The last speaker was Mr. H. H. Donnelly Assistant Secretary at the Scottish Education Department. Mr. Donnelly spoke about the national reputation for excellence enjoyed by education in Shetland and the place of pride and respect which the Anderson Educational Institute occupies among Scottish schools. He referred to the vision of the Education Committee and mentioned the fact that 20% of all Shetland children eligible to do so had already participated in cruises in the British India ships *Dunera* and *Devonia*.

The speeches were interspersed with musical items provided by Mr. G. I. De Mercado, a teacher of the violin in Shetland schools and obviously a first rate violinist, accompanied on the piano by Mr. A. R. M. Mathewson the Town Chamberlain. Eating, speaking and playing occupied four hours, at the end of which the diners remained fresh and receptive. It was a remarkable occasion, and the only drink served was a glass of port wine for the toasts!

Lerwick



CADET NEWS

SEA TIME

All Cadets will now be acquainted with the new rules governing the qualifications for admission to the Second Mates Examination, which become effective on 1st January, 1963. Nevertheless, re-statement of the facts will make them more familiar.

Qualifying sea time will be *three-quarters* of the Indenture period *on board ships* instead of *four-fifths on board ships away from home port*.

The Examination may be taken on completion of the qualifying service, provided that the candidate is over the age of nineteen and a half. Successful candidates will not be issued with certificates until the age of twenty.

Specific details of the new requirements are covered in M. Notice 471 which all Cadets should now have in their possession.

APPOINTMENTS AS FOURTH OFFICERS

A current rumour suggests that the Company is rejecting the majority of applications by Cadets to return to the Company as Fourth Officers. This rumour is unfounded.

The present situation does allow the Company to select only those Cadets who have proved their keenness and ability during the Indenture. This, of course, is to be desired, and no such Cadet has had his application rejected.

'WORCESTER' CADETS SHORT VOYAGE IN 'CHITRAL'

On Friday, 16th November, we welcomed Captain Argles, R.N., and a party of Masters and Cadets from H.M.S. *Worcester* aboard s.s. *Chitral* in King George V Docks for the run round to Southampton.

The programme was arranged to show the Cadets as much as possible of the ship's routine, in the time available, including stations at 0300!

A call at 0700, and dirty weather in the channel must have convinced most of them that going to sea in a passenger ship is not all glamour. However, in general, a good time was had by one and all.

PROMOTIONS

Cadet Officers

We congratulate the following Cadets on their promotion to Cadet Officer: G. A. Stokoe, s.s. *Bendigo*; P. S. Austin, s.s. *Stratheden*; M. J. M.

Newberry, s.s. *Orion*; D. N. R. Morrison, s.s. *Strathmore*.

Second Mates

We congratulate the following Cadets who have recently obtained their Second Mates Certificates and returned to the Company as Fourth Officers: V. A. Broome, V. R. Church, J. W. Welch.

RUGBY FOOTBALL

Pandor Mariners 3 pts.; *H.M.S. Conway* 14 pts.

This was the third tussle with *Conway* and the score against us continues to fall. The play was extremely even, but the College managed to breakthrough for eleven points in the first half before we had settled down. The fact that only three points were scored in the second half, truly illustrates the splendid performance of many of our "once a year" players.

Those who would like to take a second crack at the chestnut will be pleased to learn that *Conway* are hoping to organise a visit to the south and have asked for a return fixture in April, 1963.

DISCOURSE AGAINST 'MORPHEISM'

By Cadet V. GIBSON

As a rule, in days of yore
We used to kip from two to four,
And, I fear, it is true
that many Officers still do,
Some still snoring in their carts
when the fading day departs,
Only rising from their pits
just in time for gin and its.

This seems an utter waste of time
for when the skies are clear and fine,
There is lots of thrilling sport
awaiting on the tennis court,
Or should they wish for something cool,
A visit to the swimming pool
would make the afternoon worth while
instead of kip—siesta style.

So to those amongst us whom,
Intend to kip this afternoon,
To snore away despite
the fact that they will kip tonight,
Why not try to get about,
Instead of simply passing out.
Dispel those awful nagging fears
which have been yours for years and years,
On what takes place outside your door
between the hours of two and four.



CRICKET

P & O vs. A Royal Naval Frigate Squadron

Early in September, the Royal Naval Frigates, *Venus* and *Virago* visited the Pool of London. Chief Officer H. W. Long who is now serving with the Dartmouth Training Squadron, suggested that this would be an excellent opportunity for the Royal Navy and the P & O to meet on the cricket field.

A date was duly arranged and the British India Company kindly made their attractive ground at Chigwell available for the day. The weather was quite wonderful for so late in the year, and our first three batsmen revelled in the sunshine with an incredible rate of scoring—the first hundred runs going up in thirty-five minutes. We finally declared at 239 for 9 wickets, J. D. Clark, 55; R. A. Peters, 34; N. D. Ross, 33; and then inhospitably tumbled out our guests for 48, D. Farrar 5 for 18. By then, of course, the match was just starting, and the friendly exchanges in the bar continued until well into the night.

which he was not familiar and about which he did not recall some incident or other.

As we sat in the quiet little room I was able to look across the pleasant Kentish valley, over the hopfields and orchards, to the white house where he had been born a hundred years ago. The road up the hill is still called "Abbott's Lane". "I joined P & O in February 1881" he recalled, "de Salis was Chairman, and it was just before Thomas Sutherland took over. I was engaged as clerk at £30 a year and I remember the Chief Accountant coming daily from Highbury on horseback to the office. Two years later they paid me £50 a year."

"In 1887," he continued, "I was sent out to Shanghai where I stayed for eight years. I can remember working on board the hulks in the river there when they stored opium, and after an hour or so finding myself dizzy with the fumes." "Then on to Kobe in 1895 where I can remember captaining the English cricket side; it was a great day when we beat Yokohama which considered itself much superior to us. In 1908 I was sent to Hong Kong where I was Chief Clerk, but in the following year I was transferred to Yokohama as head of the Agency."

"Life was pleasant enough then" he admitted, "but finding the fares home every five years for a wife and two children was not easy, especially as I was on half pay during my leave."

"Then you came home?" I prompted.

"I did" he replied. "I returned to '122' in 1911 as Secretary, a position I held until 1st May, 1930, when I was promoted to Assistant Manager. Two years later, in 1932, I retired."

I complimented him on his appearance and alertness. He admitted that he had been very lucky. Then we discussed various personalities we had known and others who were long before my time. We were talking of Mr. William Taylor, that famous head of the Correspondence Department for many years and then I mentioned Mr. W. C. Mizen.

"Ah yes!" he agreed, "I remember him well; he used to help me quite a lot when I was Secretary, taking shorthand notes. I think he should do well."

I observed that he enjoyed his lunch and most certainly an excellent sherry.

Then my taxi arrived and I had to leave, saying what pleasure it would give me to see him again at the same time next year. I did not mention that *Chitral's* Pastrycook was making him a special birthday cake, although not with a hundred candles! It was a pleasant surprise we hope, for the 18th.

I hope that he will manage to read these pages and so learn that we all send our best wishes to our oldest reader.

B.D.O.J.

Mr. F. J. ABBOTT

HIS HUNDREDDTH BIRTHDAY

The oldest P & O pensioner, Mr. F. J. Abbott, attained his hundredth birthday on November 18th. He had retired as long ago as 1932 so that he has enjoyed some thirty years of retirement.

As one who had known him for part of his term of office as Secretary I paid him a visit in his home near Faversham in Kent and was delighted to find him in reasonably good health. We chatted for two-and-a-half hours discussing old times. His memory, after a little prompting, proved excellent and there were few of the names I mentioned with



The Wedding of Mr. C. F. I. Free and Miss E. Grant



The Wedding of Mr. R. Short and Miss J. Russell

Personal News

APPOINTMENTS

P & O BOARD OF DIRECTORS

Two new Directors were appointed to the Board on 29th November, 1962. They are Mr. Angus MAC-KINNON, D.S.O., M.C., T.D., Chairman of Brown Shipley & Co. Ltd., and Mr. Kenneth MACRAE CAMPBELL, M.B.E., Chairman of the British India Steam Navigation Co., Ltd.

SUPERINTENDENT ENGINEER

Mr. A. Donnelly was appointed Superintendent Engineer of P & O S.N. Company on 13th November, 1962.

MARINE SUPERINTENDENT P & O-ORIENT TANKERS

Captain F. C. Murphy has been appointed Marine Superintendent P & O—Orient Tankers whilst remaining Tanker Adviser to the Marine Superintendent.

PURSERS' DEPARTMENT

Mr. G. O. Puckle has been appointed acting Assistant Superintendent Purser. He took up that post in the Purser's Department on 5th November, 1962.



MARRIAGES

Our Best Wishes to—

Mr. C. F. I. FREE, Second Officer *Himalaya*, on his marriage to Miss E. Grant at St. Mary's Church, Southampton on June 2nd. Several Officers from his previous ship *Orsova* were able to attend and to present groom and bride with gifts.

Miss JOYCE RUSSELL, Accounts Dept., on her marriage to Mr. Richard Short of Harlow, at St. Mary Magdalene Church, East Ham, on 15th September, 1962.

Miss DENA GILSON, Export Freight Dept., on her marriage to Mr. L. J. LEGGETT, at St. John's Church, Hove, on 1st December, 1962.

Miss HILDA WISEMAN, City Passages Dept., on her marriage to Mr. P. R. GORIN at St. Erkenwald Church, Barking, Essex, on 6th October, 1962.

Mr. J. I. LOADER to Miss J. M. BENNETT on 1st September at St. Chad's Church, Chadwell Heath, Essex.



BIRTHS

Our congratulations to—

Mr. H. N. J. WRIGLEY and his wife SHELAGH, on the birth of twins, Simon and Timothy on 4th September, 1962.

Mr. BRIAN ELLIOTT, of Export Freight Dept., and his wife PAMELA, on the birth of a son, Paul Graham George, on 25th October, 1962.

Mr. PETER PACK, Export Freight Dept., and his wife ROSEMARY on the birth of a son, Stephen Christopher, on October 6th.

Mr. A. J. W. MACKAY, West End Agency Section, and his wife, on the birth of a son, Alexander Robert, on November 10th, 1962.

Mr. WILLIAM CARR and his wife, JEAN, on the birth of a son Anthony Howard, on 11th November, 1962. Mr. Carr is in the Freight Accounts Section.

Mr. E. A. B. SMITH of Radio Accounts and his wife, JEAN, on the birth of a son, ROBERT ANTHONY, on 20th October, 1962.

Mr. M. P. JOLLY, 2nd Radio Officer and Mrs. JOLLY on the birth of a son, CHRISTOPHER PATRICK, on November 12th, 1962.

Mr. E. MCGUFFIE, 1st Refrigerating Engineer, ex *Strathmore* and Mrs. MCGUFFIE, on the birth of a daughter, Fiona, on 4th December, 1962.

Mr. David LUMB, 3rd Officer *Strathmore* and Mrs. LUMB on the birth of a son, Christopher David Petrie, on 13th October, 1962.



The wedding of Mr. J. I. Loader and Miss J. M. Bennett.

ENGAGEMENTS

We congratulate . . .

Miss A. M. WELLER of Advertising Department, on her engagement to Mr. A. J. CHRISTMAS, Brentwood, Essex.

Mr. PETER LITTLEFAIR, Writer, *Strathmore*, on his engagement to Miss SANDRA HEWSON of the Pay Department.

Miss DOREEN BOUCH of the Officers' Department, on her engagement to Mr. GARY COOPER of the Isle of Wight.

Miss Jacqueline SPENCER, Correspondence Dept., West End Office on her engagement to Mr. Edward PINKNEY, formerly of Reservations Department there.

Miss Ann McINTOSH, Shorthand Typist, West End Office, on her engagement to Mr. Michael CROCE.

Miss Christine WATSON, Booking Hall, West End, on her engagement to Mr. William BUTLER.



Mr. A. J. Bott

RETIREMENTS

We wish many years of happy retirement to—

Mr. A. J. Bott

Mr. A. J. BOTT is to retire on 31st December after forty-six years' service with Orient Line. Born in February, 1900, he joined Anderson, Anderson & Co. in

1916 as junior clerk. After flying service with the R.A.F. during 1918 he returned to the Shipping Agency Department of Anderson, Green & Co. Ltd. and in 1935 was appointed manager of both Inward Freight and Shipping Agency Departments. Early in 1940 he was seconded to the Ministry of War Transport where he served as Assistant Director in Port and Transit Control and in the Liner Division.

Returning to his old company after the war he was appointed General Freight Manager and later, in 1947, was elected to the Board. On the merger of Orient Line with P & O he was appointed Director of P & O-Orient Management Ltd.

He has been Chairman of the U.K.-Australia and Continent-Australia Conference for the past four years.



Captain W. T. C. Lethbridge

Captain W. T. C. Lethbridge

Captain W. T. C. LETHBRIDGE—who last commanded *Arcadia* and who left that ship through ill-health in April 1961, has now retired officially. He was originally a Worcester Cadet and then went to sea as Fourth Officer in April 1924. He became Staff Captain of *Strathmore* in November 1950 and in August 1951 had his first command, *Coromandel*. In January 1952 he took over the troopship *Empire Fowey* and she became his best known ship and the one with which he had the longest association.

Mr. J. M. Powell, Chief Radio Officer

Mr. J. M. POWELL, Chief Radio Officer retired on 5th December 1962. His last ship was *Stratheden*. He had been at sea for almost 46 years of which over 20 years were in P & O ships.



Mr. W. E. FRIEND, Carpenter, retires in December 1962. He joined P & O on 6th October, 1924.

Mr. E. G. WHITROE who has recently retired through ill-health, had been employed in the Pay Department. He had originally served at sea as a Bedroom Steward.



EDINBURGH: We hear that Mr. John Pringle has retired from the General Steam Navigation Company after forty-six years' service. He has been succeeded as manager of their Edinburgh office by Mr. N. R. N. Parry who was for many years Passenger Manager in Glasgow.



Mr. W. R. Servaes

RESIGNATIONS

MR. W. R. SERVAES

Mr. Servaes has, we learn, decided to accept the offer of another appointment and will therefore be resigning from the Company at the end of the year.

The only son of Vice-Admiral Servaes, C.B., C.B.E., he entered the Royal Naval College, Dartmouth in 1935 and served as Midshipman during the War in the North Sea and the North Atlantic. From 1943-44 he was on Combined Operations taking part in the landings at Sicily, Reggio and Anzio, earning a Mention in Despatches.

Invalided out of the Navy in 1946 he joined Anderson Green and Co., in August of that year. He became their Secretary in August, 1951. In May, 1953, he was appointed a Director of that Company.

When the P & O-Orient amalgamation took place in 1960 he was made a Director of P & O-Orient Management Ltd. We wish him every success in the new career he has chosen.



Mrs. DOROTHY SHORT of Agency Accounts is emigrating with her husband Mr. CORDELL SHORT, also of the same department to Australia. They sailed in *Strathmore* on 5th December.

RESIGNATIONS

Miss V. A. NORMAN, Management Secretary, who is resigning at the end of the year. We wish her all happiness on her forthcoming marriage.



OBITUARY

We regret to record the deaths of:—

Mr. R. B. MARR who died on November 10th. He joined the Company in 1924 and came ashore in 1956 as Inspecting Boilermaker. He had retired through ill-health as recently as April this year. Mr. Marr was sixty years of age.

Mr. R. F. BEST formerly Publicity Manager of the Orient Line who retired in 1950. He was 77 years of age. He joined the Orient Line in 1908, entering the Publicity Dept. in May 1909. During the first world war he served with the R.A.S.C. in France and Italy. Mr. Best became Publicity Manager in March 1933 in succession to Mr. Louis Dunton. He was, in his day, a keen amateur footballer and had played centre-forward for Bromley Town.

Mr. C. T. Ramage, formerly of the Export Freight Department died on 14th November, 1962. Joining the Company in January 1907 he retired from the P & O on 31st December 1947.

Mr. R. L. TURNER died on October 1st. He had been a member of the Pursers' Dept., Tilbury. Born in 1893 he entered P & O service in 1908 and retired in April 1954.

Mr. S. A. V. Scholes, formerly Chief Steward died on 29th September, 1962. Joining the P & O in 1919, he retired on 7th June, 1961.

Mr. C. J. EDWARDS, formerly Second Steward, died on 2nd November, 1962. His period of service extended from 1934 until June 1958 when he retired through ill-health.

Mr. J. T. SKINNER who died on 25th September 1962. Originally on the Sea Staff as a Steward he then came ashore as Messenger at Head Office and later as Night-watchman. He retired on pension in 1946.



Mr. J. T. Skinner peeps to see if the Chairman is engaged.

Mr. W. O'CONNELL, Bo'sun, who died 9th August, 1962. He retired on pension in 1940.

Mr. W. H. ROBERTS, former Baggage Steward died on August 18th. He had retired on pension in 1958.

Sir W. N. MILMAN who died on 30th August and who had been on pension since 1920. Born 1875, he joined P & O as Assistant Purser in October 1902, becoming First Class Purser in January 1911. He came ashore to London Office in 1920, retiring in the same year.

Mr. John McKAY, Chief Engineer, 1904-36, aged 78. He was promoted to Chief Engineer in June, 1930 and his last ship was *Kidderpore*, on station.

Mr. F. C. DREW, Chief Steward, 1901-34. He joined P & O in 1901. His age was 82.

Mr. C. H. LINNETT (1920-1960) who died on 6th December, 1962 at the age of 66, having retired on pension 30th April, 1960. He was foreman clerk in the Freight Department at King George V Dock.

Visitors to and from Overseas

GLEN MACLAREN who is Passenger Manager in Brisbane sailed for home in *Orsova* on November 24th, after having been in Britain since August.

W. M. BATEMAN, Brisbane Manager, accompanied by his wife, is due in London on 23rd December in *Iberia*. He is on long service leave until about the middle of February.

M. G. ROBERTSON, a senior member of the Freight Department at Sydney, is expected to arrive in this country in *Canberra* on 16th December, accompanied by his wife. He is visiting here on long service leave and will return to Australia in *Oriana* on 12th February, 1963.

E. J. BAILEY from Reservations Section and P. D. NORTON of Correspondence Section, Passenger Department, left Tilbury on December 10th in *Oronsay* for Sydney on an exchange visit.

F. J. FERGUSON of Passage Dept., in Melbourne Office will be arriving in *Iberia* on 23rd December. He is due to return to Australia in *Himalaya* in May, 1963.





Mr. Malcolm M. Millar speaking on board "Arcadia" Press Night.

PRESS NIGHT

ON BOARD 'ARCADIA'

On October 30th details of the 1963 Cruising Season were announced to the press at a grand party held on board *Arcadia* in Tilbury Dock—a party which let me state, here and now, was an unqualified success. With something like 300 guests it was no easy matter to arrange transportation, feeding and entertaining but the preliminary arrangements of the Public Relations Department plus an experienced ship's company ensured smooth working of the whole operation.

At dinner Mr. Malcolm Millar spoke of plans for the coming cruising season. He referred to the success of this year when over 30,000 cruise passengers were carried, a record number for all time. There would be rather fewer cruises next year owing to programme commitments but various new attractions were being planned. On one cruise a famous "trad" jazz band, Chris Barber's, is to be carried; bridge experts, lecturers on ports of call, photographic competitions, dancing instructors and even arrangements for a game of golf at some ports. Reference was made too to rebates for parties.

These plans revealed to our press guests, the latter

were enjoined to proceed to the ballroom, there to be initiated, in most cases, into the delights of dog racing. Soon that deck resounded to the cries of backers who had risked their shillings on the animal of their fancy. Stewards worked hard throughout to see that no-one perished of thirst, with outstanding success. Then came dancing, and wild horses will not drag from my pen details of quite senior members of the office staff performing the Twist with verve and abandon.

It was obvious that our guests, who by the way, were accompanied by their wives were enjoying themselves and festivities went on until after midnight. One gentleman did I hear, seek reassurance that the ship would not break loose from her moorings and lie at the mercy of the waves in the open spaces of Tilbury Dock. As one lady remarked next morning "How steady the *Arcadia* was last night."

For those of our guests spending a night on board ship for the first time it was an obviously enjoyable experience; and *Arcadia*, ship and men, on their best behaviour, gave a good idea of cruising as a holiday.

RECRUITING



Lt.-Cdr. G. E. Harding Roots R.N.R.

About 18 months ago the P & O-Orient Management Ltd., embarked on a scheme for recruiting young men direct for the Catering and Deck Departments.

Lt.-Cdr. G. E. Harding Roots, R.N.R., who was appointed as Recruiting Officer, has been for many years, and still is, an active member of the R.N.R.; he was recently appointed by the Sea Cadet Corps as their Merchant Navy Liaison Officer.

In his capacity as Recruiting Officer he travels extensively, mainly in the south, to give talks and film shows to Schools, Sea Cadet Units; he also attends Careers Conventions, etc. and visits Youth Employment Officers to talk to them about careers that are available at sea in the Company.

It follows that those that have been selected already show a particular interest in the sea as a career, and in the case of Sea Cadets who voluntarily give up at least two evenings per week and sometimes Sunday mornings, their background and spare time occupation to learn and be disciplined make them a "cut above" the type that just happens to drift to sea.

At first it was not possible, naturally enough, to recruit all the boys in this way, since we did not intend to seek quantity for the sake of quality. It is hoped, however, that by early next year all the young men under 17½ years of age joining the P & O-Orient Lines will have been recruited through the scheme.

Several new avenues of recruitment have now been opened as a result of his visits. As well as those previously described a number of boys from the Indefatigable Sea Training School in Anglesey, N. Wales, have joined the Company both in the Deck and Catering Departments; these boys attend that school for between

one and three years. The Thanet Technical College at Ramsgate, Kent has for instance now commenced a special six months course, especially for boys who wish to go to sea in the Catering Department, and the Company have given here as much help and assistance as possible. As a result twelve boys out of a class of fourteen will join when they complete their training at the end of December. Six boys from the previous term have come into the Company and are now serving at sea.

Most of the boys selected for the Deck Department, if they have not attended a recognised training establishment such as "Indefatigable", are sent to the Prince of Wales School at Dover for a four month's course, costing £100, although it is possible to obtain educational grants from local authorities.

The boys selected for the Catering Dept. undergo a course of training at one of the National Sea Training Schools either at Sharpness or Gravesend. On completion of their training they are placed on the Company's pay roll to await a ship. All these boys, will, we hope, become the Leading Hands of the future and it is in the Company's interest that the transitional period from training establishments to the sea should not result in the young man losing his enthusiasm through lack of interest on the part of the Ship's Officers.

To overcome this the Company have just issued a Fleet Order regarding the training of new entry junior ratings (B88); a course of training has now been arranged on board for them. As well as their vocation or "Job, Training", talks are being given on the History of the Company, also by other departments, for example, the Engine Room, Electronics, Pursers and Medical.

As their off duty hours may afford them opportunities of becoming slack and since we wish them to remain in the Company's service, arrangements are being made for a reasonable amount of organised recreation.

Promotion of young men already recruited has been rapid and in some instances it has been possible for the outstanding boy to be transferred to an apprenticeship; one has already been transferred to one of our group companies as a Deck Apprentice and one has been given a Chef's Apprenticeship within the Company.

Schools, Youth Employment Officers and Sea Cadet Units are keenly interested in this programme and our biggest aid to recruiting will be, we think, when the young men go home on leave after their first voyage, many of them to visit their old school or Sea Cadet Unit. If they have been happy with the Company they are likely to tell their friends and more should follow from these sources. Naturally, if they have not been happy with us, such visits could have an adverse effect and recruiting from that particular school or unit might tend to drop off.

Recruiting junior ratings is the main occupation of the Recruiting Officer, but quite often boys apply to join as Deck or Engineer Cadets. In the case of Deck Cadets the Company only recruits from the Nautical Colleges and we do not carry Engineer Cadets in our ships; it has, however, been possible to place these boys in one of our group Companies. Recruiting has therefore now been extended to help all the Companies connected with P & O.

All the messenger boys in the head office are now recruited from young men who wish to go to sea when



they are 16 years of age but were too young to be accepted for Sea Training. They now serve in the Office for about 8-12 months. The number of applicants for messengers has exceeded the number required and so selection is of a very high standard.



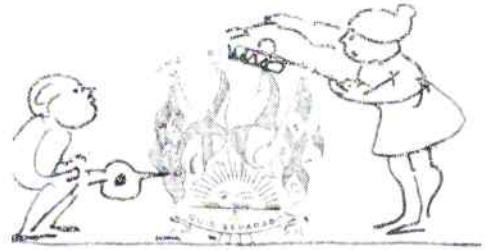
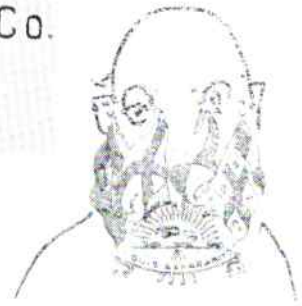
Boys from the Indefatigable Sea Training School join "Oriana" for their first voyage.



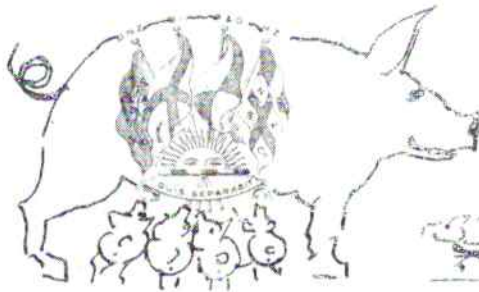
P & O. S. N. Co.
S.S.

"DODDLING"

When Sir Edwin Lutyens, the famous architect, was engaged in the construction of New Delhi he travelled to and from India in P & O ships. In his letters home he could not resist embroidering the crest of ours and the associated lines flags which appeared on the notepaper. Here is a page of amusing drawings; others can be seen framed aboard *Canberra*.



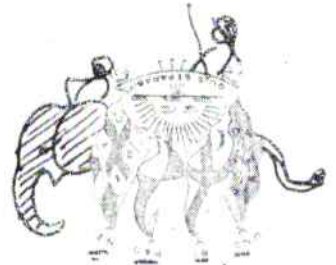
The Camp fire



Breakfast in bed



dresser



FROM THE DEPARTMENTS

ACCOUNTANTS

The duties of accountants have been re-allocated to provide more clearly defined areas of work and responsibility.

Mr. L. J. A. COLLINS is now the Accountant (Taxation and Pensions) and will be responsible to the Chief Accountant for the taxation affairs of P & O-Orient and of the other companies whose taxation is handled by this office. In addition he will be responsible for the supervision of the Pensions Department, including the Annual Accounts of the Sea and Shore Funds. He will also be responsible for the supervision of Marine Insurance arrangements and of other risks underwritten by P & O Fund (Insurance) Ltd.

Mr. T. P. DALY is the Accountant (Finance and Group Accounts). He will be responsible to the Chief Accountant for the preparation of the annual P & O Group Accounts, for the supervision of other Annual Accounts prepared in this office, except those of P & O and Orient, and for reporting on quarterly accounts submitted by Group companies. He will also be responsible for the examination and consolidation of capital forecasts submitted by Group companies, for the maintenance of records of Group finance, and for the preparation and organisation of financial advertising.

Mr. M. POINEY is the Accountant (P & O-Orient). He will be responsible to the Chief Accountant for the preparation of the Annual Accounts of the P & O and Orient Companies, and to Management for the provision of information relating to the operation of the P & O-Orient Fleet. He will also be responsible to the Chief Accountant for the organisation and working of the Data Processing section, and for the organisation and supervision of administration expenses budgets.

Mr. A. S. MCGILLIVRAY as Head of the Accounts Department will continue to be responsible to the Accountant (P & O-Orient) for the organisation and administration of the department.

Mr. R. W. WOODHOUSE has been appointed Budget Officer in succession to Mr. Eastwood and responsible to Mr. Poiney.



PURSEURS' DEPARTMENT—Appointments

STRATHEDEN

P. A. HOLLISTER, Purser, who was recently in charge of Shore Excursions *Canberra*, has now joined this vessel as Purser.

Miss J. M. REYNOLDS, Children's Hostess, ex *Cathay* has joined vice Miss C. M. BOSLEY.

Mr. J. F. MARTIN, Chief Steward, has joined in place of Mr. C. E. LINGHAM, Chief Steward, who has now joined *Chitral*.

ORONSAY

Mr. R. W. M. PORTER, Purser, has been relieved by Mr. C. E. DAVIS.

Miss D. M. THOMAS, 1st Class Children's Hostess, has been relieved by Miss M. M. BROWN.

Mr. T. A. WILKINSON, Chief Steward, has been relieved by Mr. M. W. GOFFIN.

ARCADIA

Miss H. BLACKWELL, 1st Class Children's Hostess, has relieved Miss J. MUNKS.

Miss J. LITTLEWOOD, 1st Class Hostess, has proceeded on leave and is replaced by Miss P. E. MEDHURST-SAUL ex *Chusan*.

Miss N. A. GREEN has been appointed as Tourist Hostess.

ORSOVA

Mr. M. G. ONSLOW, Deputy Purser, has been relieved by Mr. R. A. WILLIAMS.

Mr. D. M. STAFFORD, 1st Class Liaison Officer, has been relieved by Mr. A. WOOD.

Mrs. E. A. R. TRAFFORD, 1st Class Hostess, has been relieved by Miss M. READER.

Mr. J. LIGGETT, Chef, has been relieved by Mr. C. A. DELAHAY.

Mr. K. W. ASPIN has joined this vessel as Supernumerary Chief Steward for the outward voyage only.

ORIANA

Mr. W. BANISTER has relieved Mr. G. O. PUCKLE as Purser.

Mr. P. A. MACGREGOR has relieved Mr. A. P. ARKIESON as Tourist Purser.

Mr. J. A. MILLER, Supernumerary Deputy Purser, has now joined *Orsova* as Supernumerary Deputy Purser on her first voyage with *Goans*.

Viscount CRAIGAVON, 1st Class Liaison Officer, has taken a spell of leave and is relieved by Mr. C. E. SHEEN.

Miss D. RENDLE, Tourist Hostess, has been relieved by Miss G. M. SLOAN.

Miss M. BROWN, Tourist Class Children's Hostess, has been relieved by Miss C. M. BOSLEY.

Mr. L. BICKFORD, Tourist Chief Steward, has now returned to this ship after a spell of leave.

Mr. W. C. BAKER, Chef, has now returned to this ship after a spell of leave.

CHUSAN

Mr. D. MACRAE, Deputy Purser, has relieved Mr. M. J. MILES, Deputy Purser, who has proceeded on leave.

Miss C. A. THOMAS, Children's Hostess, has relieved Miss M. P. MULLEN in that capacity.

Mrs. E. A. R. TRAFFORD has been appointed 1st Class Hostess vice Miss P. E. MEDHURST-SAUL.

Miss V. E. DAWSON has been appointed Tourist Hostess vice Miss D. M. FRENCH.

Mr. S. F. EDNEY, Chief Steward, has returned to this vessel after a spell of leave.

CANBERRA

Mr. W. A. J. EWAN has returned as Deputy Purser, relieving Mr. A. G. HALE, Deputy Purser.

Miss P. M. PINHEY, 1st Class Children's Hostess, has relieved Miss M. GREENWOOD-WHITTEN, who has joined *Cathay*.

Miss L. REEVE has relieved Miss J. REYNOLDS as Tourist Class Hostess.

Mr. M. F. PERCH, Chief Steward, has returned to this vessel after a spell of leave.

Mr. D. GLAVIN, Chef, has returned to this vessel after a spell of leave, vice Mr. J. COX.

IBERIA

Mr. L. W. B. FISHER has been appointed as Liaison Officer.

HIMALAYA

Mr. K. J. FLINT has been appointed Deputy Purser vice Mr. J. C. SIMPSON, who has proceeded on leave.

Miss M. D. PEACHEY has been appointed as Tourist Hostess vice Miss V. E. DAWSON.

Miss C. M. FARNSWORTH has been appointed as Children's Hostess, relieving Miss J. H. SLACK.

Mr. J. COX has been appointed as Chef, vice Mr. W. RUDDOCK, who has proceeded on leave.

CATHAY

Mr. F. E. BRANCH, Acting Chef, has been relieved by Mr. W. GRUNDY.

CHITRAL

Mr. T. G. MALEY, Chief Steward, has been relieved by Mr. C. LINGHAM.

Mr. A. P. GOBBI, Chef, has been relieved by Mr. D. J. ROGERS.

ADEN

Mr. J. W. WILLACY has joined as Chief Steward, relieving Mr. L. H. PAGE.

BENDIGO

Mr. B. S. GREENAWAY, Chief Steward, has been relieved by Mr. J. A. RAFFINO.

MALWA

Mr. G. GORDON, Chief Steward, has been relieved by Mr. P. GOURLEY.

PERIM

Mr. J. R. THOMSON, Chief Steward, has been relieved by Mr. L. H. PAGE.



OFFICERS' DEPARTMENT—Appointments

Congratulations to the following Deck and Engineer Officers who have obtained Ministry of Transport Certificates since our last issue.

MASTER'S CERTIFICATE

Second Officers G. WHILLANCE, R. G. LYON, H. N. J. WRIGLEY, J. S. MUNN, C. ST. J. DANIEL, M. W. FISHER.

FIRST MATE'S CERTIFICATE

Third Officers P. T. SENIOR, E. L. HAYWARD, M. J. BRACE, M. R. HICKS, J. E. H. PAYNE, W. W. NEWSON.

The Company's Cadets J. W. WELCH, V. A. BROOME, V. R. CHURCH have obtained their Second Mate's Certificate and joined as Fourth Officers.

FIRST CLASS STEAM CERTIFICATE

Second Engineer M. J. CLARE.

SECOND CLASS STEAM CERTIFICATE

Third Engineers C. G. COSGRAVE, W. M. JOHNSTONE.

FIRST CLASS STEAM ENDORSEMENT

Second Engineers A. HUBBARD, H. M. WALKER.

FIRST CLASS MOTOR ENDORSEMENT

Second Engineer E. J. CASE.

Number Fifteen. When No. 122 was scheduled to be demolished, together with a good deal of property at its rear and a magnificent new structure planned to take its place, regrets were tempered with the fact that such developments were only to be expected and that ultimately it was all to the good. But when at the end of September No. Fifteen, St. Mary Axe closed down, that earth-shaking event brought things home to us as nothing else could.

Here many of us, as callow juniors, had our first 'Drink' in the City, both sea and shore staffs. At its hospitable counter had stood at some time or another, most of the familiar characters not only of P & O but of the B.I. and Gray, Dawes & Co. When friends on the sea staff had visited us, as likely as not we entertained them there to repay something of the hospitality we had enjoyed aboard ship. Once a year, and usually once only, we might find our feminine colleagues there, at Christmas time. There perhaps friends from our agencies overseas, had their very first drink in an English inn.

We shall miss No. 15—it had no other name that I ever heard of—and can only hope that one day it will be replaced. The licensing authorities owe at least that much to the shipping fraternity.

W. G. Inglis, M.B.E.

We regret to learn of the death of Mr. George INGLIS on December 6th at the Forest Hospital, Buckhurst Hill. Born on 10th March, 1885 he was the son of Walter Inglis an Orient Line Chief Engineer.

He joined the Orient Steam Navigation Company in February, 1900 and from 1905 to 1919 was head of the Correspondence Department and Secretary to the Partners.

During the First World War he was associated with the placing of Nickel and Argentine meat contracts for which he was made a Member of the Order of the British Empire in 1919.

He was head of the Inward Freight Department from 1919 to 1925 when he transferred to the Stores Department as Deputy Manager. He became Stores Manager in 1935 and retained this position until his retirement in April, 1949.

On his retirement from the Company, he joined the firm of A. B. Dalzell & Co., Shipchandlers and was still with them at the time of his death.



About Ourselves

STAFF JOURNAL

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.