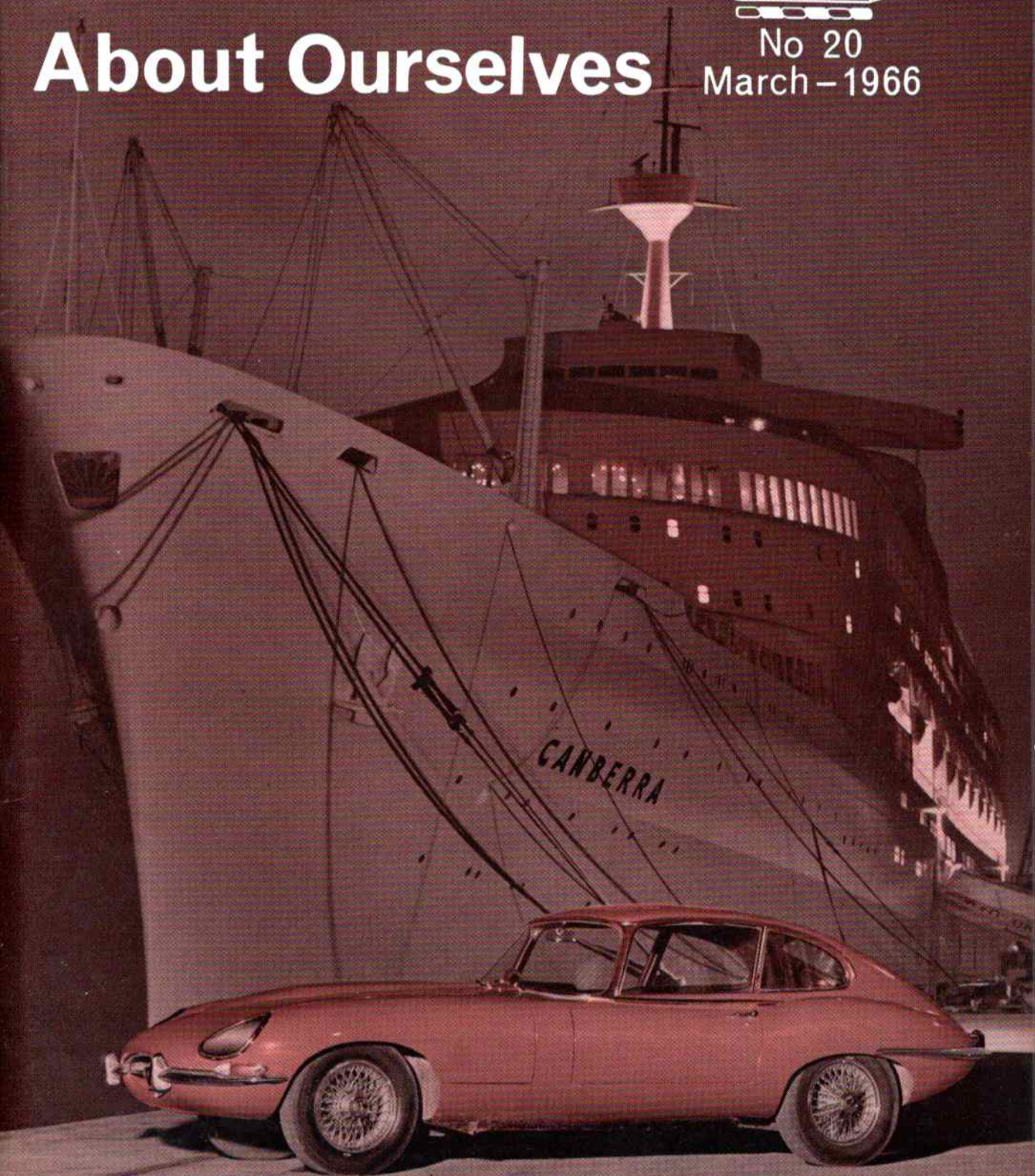




About Ourselves

No 20
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About Ourselves

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Cover (outside): The new Jaguar 'E'-type 2+2 parked by *Canberra*. This picture is the result of co-operation between the Company, the ship and Jaguar Motors. It is being used to publicise the new model all over the world.

(inside): The Golden Gate Bridge, San Francisco.

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Printed in England by Brown Knight & Truscott Ltd., London and Tonbridge.



From the Chairman

of the P & O S. N. Co.

Onlookers have from time to time criticised British shipping companies for being too independent and non-co-operative with each other. Very stupid and out of date they say. Also for being too co-operative and not independent enough. Look at the Conferences they say—indistinguishable from Cartels. Very wicked and out of date.

If we look back over the last two P & O years it is remarkable what we have added to our former co-operation with other Companies, which in liner trades was already considerable. We have joined Anglo Norness in forming A.B.C. We have joined Holt's, British & Commonwealth, and Furness Withy in forming Overseas Containers Ltd. P & O Offshore Services has joined Dutch, French and Norwegian interests in forming International Offshore Services. We have joined French interests in forming Southern Ferries, and British, German and Dutch in forming North Sea Ferries.

We are still members of all our Conferences and all the Shipping Industry organisations. We still play a very full part in making them work. So, whatever may be said about us now, I don't think anyone can say that we are interested only in paddling our own canoe. We are pulling an oar in a good many eights and (unconventional though this may be) steering some of them too.



Company News



R. M. Thwaites



Sir A. Crichton



A. M. Stirling



W. Kerr

P & O - ORIENT MANAGEMENT APPOINTMENTS



M. D. Penney



D. R. Peters



J. G. Davis

Mr. R. M. Thwaites was, on 1st January, appointed Chairman of P & O - Orient Management Ltd., and P & O - Orient Lines Passenger Services Ltd. in succession to Sir Donald Anderson. Sir Donald continues as Chairman of the P & O S.N. Co.

Mr. Thwaites is now in charge of all P & O - Orient Lines activities, including passenger and cargo operations. Sir Donald and Sir Andrew Crichton, who have both left the Boards of the Management and Passenger Services companies, are concentrating on other P & O Group activities.

Mr. Thwaites started his career with Macdonald Hamilton & Co., formerly P & O's main agents in Australia, in 1932. After war service he continued with that company until 1947, when he joined the P & O as Assistant Manager. He was appointed a General Manager in 1950, and a Managing Director in 1957.

Other appointments made at the same time were as follows: Mr. A. M. Stirling, a Director of P & O - Orient Lines Passenger Services Ltd.; Messrs. J. G. Davis, W. Kerr, M. D. Penney and D. R. Peters, General Managers of P & O - Orient Management Ltd. Mr. Stirling remains in charge of the Company's West End Passenger Office.

NEW CHARTER

The Company will petition the Queen in Council for a new Charter, subject to the approval of Preferred

and Deferred Stockholders. The principal objects of the new Charter will be to extend the Company's powers in certain respects, to bring the Company's Charters and Regulations up to date and to consolidate all the powers and regulations of the Company in one document.

The rights of Preferred Stockholders will be modified and defined at the same time to accord more closely with those of holders of a normal Preference Stock. Voting rights and 5 per cent. fixed cumulative preferential dividend continue as at present.

In exchange for their agreement to the modification of their rights, it is proposed that Preferred Stockholders be allotted Preferred Stock on a one for 10 basis when the new Charter becomes effective. The new stock will be credited as fully paid by means of a capitalisation of reserves.

INTERIM DIVIDEND

At a meeting of the Board of the Peninsular and Oriental Steam Navigation Company on 16th February, 1966, the Directors resolved to pay the following dividend:

On the Preferred Stock - 2½ per cent. actual, less income tax, for the half year ending 31st March, 1966,

and to recommend to the Ordinary General Meeting to be held on 23rd March, 1966:

On the Deferred Stock – A final dividend of 7 per cent. actual, less income tax (1964 – 7 per cent.) making a total of 10 per cent. for the year ended 30th September, 1965 (1964 – 10 per cent.).

The dividends paid and proposed for the year will absorb £2,625,643 (1964 – £2,735,391).

The Group net profit available for appropriation amounts to £6,350,168 (1964 – £7,389,428), of which the amount attributable to P & O stockholders is £5,923,661 (1964 – £6,759,395). The amount dealt with in the P & O Company's accounts, including dividends received from subsidiary companies, is £4,271,831 (1964 – £4,115,801).

P & O GROUP £7.5 MILLION BUILDING PROGRAMME NEARS COMPLETION

The last of four bulk carriers ordered by the P & O Group at a cost of about £7,500,000 was launched at Haverton Hill, Co. Durham, on 7th February, 1966.

The ship is the *Cotswold*, 43,000 tons deadweight, one of three built in British shipyards. The fourth was built in Japan.

The *Cotswold* was named by Mrs. Lillian Veal, wife of Mr. J. L. M. Veal, the chief accountant and longest serving member of the staff of Hain-Nourse Limited, the Group company which manages the bulk carriers for the owners, British India Steam Navigation Co. Ltd.

Orders for the four ships—all named after hunts—were placed in November 1963. Two are already at sea. They are the *Atherstone*, built in Japan by the Hitachi Shipbuilding and Engineering Co. Ltd., and the *Buccleuch*, which like her sister ship the *Cotswold*, was built by Furness Shipbuilding Co. Ltd., at Haverton Hill-on-Tees, near Middlesbrough. The *Cotswold* is expected to be delivered to her owners at the end of March.

The other bulk carrier, the *Duhallow*, built by Fairfield (Glasgow) Ltd., at Govan, has been launched and was due for delivery at the end of February.

Atherstone and *Buccleuch* are trading mainly in carrying iron ore from Chile to Japan and America, and coal from America to Japan and the Continent.

FURTHER DRY BULK CARRIER ORDERED FROM JAPAN

The P & O S.N. Co. have placed an order through their subsidiary, Hain-Nourse Ltd., for a dry bulk carrier of about 72,000 tons dwt.

The ship will be built by the Mitsui Shipbuilding and Engineering Co. Ltd. at either their Tamano or Chiba yards. Delivery is scheduled for April, 1967.

When in service, the ship will operate, with the P & O Group's other bulk carriers, on time charter to Associated Bulk Carriers Ltd.

Principal particulars of the ship are:—Length, 825 ft.; Beam, 105 ft. 8 in.; Draught, 43 ft. 10 in.; Main Engine, Mitsui B & W 984 VT 2 BF 180 developing 20,700 b.h.p. at 114 r.p.m.; Service Speed, 16.4 knots.

'A LA CARTE' TOURS

A new scheme has been devised to market inclusive tours in the U.K. and on the Continent, based on the services of P & O – Orient Lines and K.L.M. They are to be known as 'A La Carte' tours, and will be marketed in the U.K. by Milbanke Tours Limited, London. Commission of 10 per cent. will be paid on all bookings.

Included in the special tour facilities is a book of hotel vouchers which allow a passenger to arrange First Class hotel accommodation in any stop-over city.

This idea will give a passenger great flexibility for sight-seeing during his tour. He has only to contact the local K.L.M. office on arrival; his hotel reservation will be arranged.

REGULAR VOYAGES PROMOTED

P & O – Orient Lines has launched a new scheme to promote its regular voyages. Called 'Ocean Liner Holidays', it shows the large range of voyages aimed at 'discretionary passengers'—those who have the time and money to take longer breaks away from home, and who can go when and where they please.

Cotswold, immediately after her launching at Haverton Hill, Co. Durham.



Large spaces in high circulation national newspapers have been booked for the Ocean Liner Holiday campaign. The Company believes there is a large untapped market for Tourist Class as well as First Class discretionary passengers. The great percentage increase in the last few years of passengers making round voyages either to the Far East, Australia or, like Puck, putting a girdle around the world, indicates the scope for development.

Each advertisement lists a large variety of possible voyages and invites readers to fill out a coupon provisionally booking a place on one of them. Two new colourful brochures have been specially produced to send to applicants, telling them about life at sea and about routes and ports visited.

With its services spanning the world, P & O - Orient offers the largest selection and variety of voyages of any shipping company today. It is, therefore, in the best position to promote this new concept of holidays and to persuade people to do something different from their regular and perhaps even monotonous or boring two weeks by the seaside.

CRUISE 'APPETIZER'

As an 'appetizer' for those who have never tried a cruise P & O - Orient Lines will run a special four-day Whitsun cruise by the 45,000-ton *Canberra* to Le Havre and Amsterdam this year. Fares will be from £25 Tourist Class and £45 First Class.

Canberra will also make a 14-day Christmas cruise in 1966 with fares from £90 Tourist Class and £163 First Class.



The two additional cruises bring the total to be operated by the Company in 1966 to 28, with a total capacity of about 35,600 passengers.

On her Whitsun cruise, *Canberra* will leave Southampton on 25th May and arrive at Le Havre the following day for a stay of 14 hours. Shore excursions arranged for her passengers include a trip to Paris. *Canberra* will arrive in Amsterdam—her first ever visit to a Dutch port—on 27th May and will stay for 38 hours. Excursions have been arranged to Arnhem, Aalsmeer, the Hague and many other places of interest.

'This four-day cruise is something of an experiment,' said Mr. A. H. Morris, a Director of P & O - Orient Lines Passenger Services Ltd. 'It is the shortest we have ever planned and will give a chance to many who have not yet enjoyed big ship cruising to have just a sample of it. We think they will want to try a longer cruise afterwards.'

On her Christmas 1966 cruise, *Canberra* will sail from Southampton on 23rd December and call at Madeira on 27th December before crossing the Equator on 30th December. She will visit Las Palmas and Lisbon on 2nd and 4th January respectively, returning to Southampton on 6th January.

SEA TRAVEL INSURANCE SCHEME

Insurance totalling over £275,000 has been taken out over the past three years by more than 400 people on policies for the Voyage of a Lifetime scheme arranged by P & O - Orient Lines with the Norwich Union Life Insurance Society. Gray Mackay (Life & Pensions) Ltd. are trustees to the scheme.

Since the scheme was introduced, the conversion ratio of enquiries into policy holders has averaged 12 per cent.—'An unusually high figure,' said a Gray Mackay spokesman. In the past year, 496 quotations were sent out and 69 new members joined.

The insurance scheme, based on a simple system of instalments payable quarterly, enables anyone within the 21-65 age group to take an ocean liner voyage on retirement. Normally no medical examination is required.

As with an endowment life assurance policy (with or without profits) savings provide a capital sum at the end of a selected period. This can then be used to purchase a voyage with special concessions on any P & O - Orient liner.

The concessions include free shore excursions at all ports of call on a voyage up to the value of 3 per cent. of the assurance money used to purchase passage tickets within two years of the maturity date.

TOKYO EXHIBITION

Sir Donald Anderson, Chairman, receives Princess Alexandra in front of the P & O - Orient Lines exhibit at the British Exhibition, Tokyo, on 28th September, 1965. Also in the picture is Mr. J. T. Brown, Director of the Japan Agency (extreme left).



(Front row, left to right):—Messrs. P. R. Wise, Agency Sales Manager; P. H. Hall, Statistician; J. V. Cherry, Far Eastern Sales Manager, Hong Kong; F. M. Karrasch, Director, P & O – Orient Lines of Australia; P. E. Parry, Managing Director, P & O – Orient Lines Passenger Services; Sir Donald Anderson, Chairman; W. S. Titus, President, P & O – Orient Lines Inc., U.S.A.; G. M. Turner, Vice-President (Marketing) U.S.A.; A. H. Morris, Director, P & O – Orient Lines Passenger Services: (Back Row):—S. Panton, Director, Spottiswoode Advertising; D. Dyer, Continental Sales Manager; P. Thomas, Public Relations Manager; Prince Y. Galitzine, Chairman, Public Relations Consultants; I. E. King, Passenger Co-Ordinator; A. C. de Villeneuve, General Passenger Representative on the Continent; M. H. Bunting, Assistant Manager and C. N. Lawrence, Passenger Manager, Colombo.

ANNUAL SALES CONFERENCE

The 1965 World Passenger Sales Conference was held 8th-16th November at the Europa Hotel, London. It was attended by the Company's top passage men from all over the world, who discussed all aspects of the Company's long-range programming as well as sales, berthing and passenger services.

DEPUTY CHIEF NAVAL ARCHITECT

Mr. Charles Francis Morris, formerly Naval Architect to the Orient S.N. Co., has rejoined the Company and been appointed Deputy to the Chief Naval Architect.

In March 1944, Mr. Morris joined the Orient Steam Navigation Company as Assistant Naval Architect and was appointed Naval Architect to the Company in January 1949. He supervised the design and building of the liners *Oronsay*, *Orsova* and *Oriana*.

In June 1960 Mr. Morris left the Orient Line to join the staff of Messrs. William Denny and Brothers Ltd. as Naval Architect. He was appointed a Director of the Company in April, 1961. On the formation of Denny Hovercraft Ltd. he became an Executive Director of the Company.



C. F. Morris.

Since the closure of Denny's Mr. Morris has been a technical Manager at Vickers-Armstrongs (Shipbuilders) Limited at Barrow.

He is a member of the Institution of Engineers and Shipbuilders in Scotland and an associate member of the Royal Institute of Naval Architects.

Mr. Morris, who is 57, is married, has two children and lives at Sydenham Hill, London.



Commodore C. Edgecombe shows Oriana's Bridge to Miss Jackie Petersen, the 1965 Ocean Princess, and other finalists.

ORIANA PRESS PARTY

City editors, shipping correspondents, travel writers—nearly 400 in all—attended the Company's annual press party on board *Oriana* at Southampton on 3rd December.

The object of the exercise was to introduce the pressmen and their wives to our Senior Staff Management and to give them a typical night's entertainment on board.

Surprise of the evening was that 3rd December turned out to be *Oriana's* fifth birthday. And no one was more surprised than Commodore Clifford Edgecombe when the lady who won the Race Meeting presented him with a birthday cake that had been secretly baked by the chef.

The guests arrived at *Oriana* by special train from Waterloo. They were welcomed at cocktails by the Chairman, and later, after the race meeting, Lady Anderson presented the prizes. Highlight of the evening was the introduction to guests of 13 Beauties from all over the U.K. who had taken part in Ocean Travel Development's 'Ocean Princess' Competition on board during the afternoon.

The judges—Michael Aspel, Judith Chalmers, Ian Hendry, Janet Munro, Pete Brady, Coard Squarey (of O.T.D.) and last year's Ocean Princess, Iris Styles, chose 24-year-old Miss Jackie Petersen of Brighton. Jackie won, as her major prize, a trip for two around the world in *Oriana* sailing next May.

The Press join in the spirit of the meeting at the races.



Barrier decorations at Waterloo Station for the special train.





*Mr. Davis
addressing the
Meeting of
Executives of Mitsui
& Co. Ltd. and P & O -
Orient Lines.*

EAST MEETS WEST

Executives of Mitsui & Co. Ltd. of Japan and the P & O S.N. Co. met on board the 14,000-ton passenger/cargo liner *Chitral* in London on Thursday, 27th January, to discuss present Far Eastern trade and future developments.

More than 20 of Mitsui's London staff, representing the Company's steel, chemical, textile, lumber and machinery divisions, were at the talks, chaired by Mr.

J. G. Davis, General Manager.

'Trade between the U.K. and the Far East, particularly Japan, is increasing steadily,' said Mr. Davis. 'We discussed the flow of trade with Mitsui who are one of Japan's leading industrial groups. Obviously, from our point of view, we hope to get more cargo from Mitsui. Our links with the Company are already close - their shipbuilding concern is among other things currently building three 14,000-ton 20-knot plus cargo ships for us which will be on our Europe-Japan service when delivered next year.'

THE LAST POST

So the Postal services lost £19.6 millions last year? Small wonder. Just look at the letters and packages they have to deal with. Quite apart from the difference in sizes, weights and destinations, which the post accepts as an occupational hazard, they have to sort out addresses.

Addresses? That should be simple, you say. So it should, says I. According to my old English teacher, there are only two ways of doing anything: the right way and the wrong way. Boy! has he got a surprise coming.

He should spend a week in Correspondence Department. Far from addresses being either right or wrong, some of them are right, but the majority of them are wrong, very wrong or utterly hopeless.

Some mistakes are obvious and small. Ones like 'The P & O—Orient Lines, Beaufort St., Gravel Lane, LONDON, ENGLAND' are easy. But how about a letter which came to us addressed to '5, Buckfast House, LONDON, W.C.2'? Or another, to 'The Editor P & O Magazine, Grand Lane, London, E.C.2'?—but that may be a subtle hint about our revered publication.

One gentleman, slightly behind the time, wrote to 'Messrs. Green & Co. Ltd.,' at the right address. Another, not going to be outdone, wrote to Anderson Green, but addressed his to 'Beaufort House, Gravel Lane'.

Hoping that flattery might make us pay their enclosed

bill more quickly, an American company wrote to us at 'Beautiful House'. They spoil the effect in the next line, however:— 'Drivel Lane'.

Another ingenious idea came from Switzerland, where it appears gnomes do not like long addresses. They wrote to 'PANO O. SUEZ, LONDON, ENGLAND'—and it got to us!

But why cannot people agree at least on one thing—say the name of the Company? Letters come in to 'P & O Shipping Line's', 'P & O Shaping Lines', 'ORIENT PACIFIC LINES', 'The Peninsular and Oriental Steam Ship Navigation Company', 'Peninsula and Oriental Lines', 'P & O Oriant', 'The G.P.O.Steam Navigation Co. Ltd.'—Hands off, Wedgwood!—and occasionally even to 'The P & O—Orient Lines'.

Alternatively, if they find the name too difficult, why not get the address right, and leave the recipient to decide who will open the letter? But even that they cannot do. Letters come in addressed to 'Beaufort House, Gravel Kane', '22-23 LEDNALE ST.', 'Gravel Lane', 'Travel Lane', 'P & O Crew Office, Granville House, Granville Lane', and one irate ex-passenger even wrote to 'Grovel Lane'.

Poor post—and poor Correspondence Department! What they have to live with. But even this is only the beginning of the story. There are then the letters that come in by mistake, such as 'P & O Box No. . . .'

You just can't win!

MARINE TRAINING

VOCATIONAL AND GENERAL TRAINING SEPARATED

Training activities at sea and ashore have increased substantially during the last two or three years. They fall into two distinct categories, vocational and general.

The former includes the three-phase scheme for P & O and Trident Navigating Cadets, the comprehensive two-year course for Purser Cadets and the more recent syllabi for Deck and Catering Boys' training.

General training has expanded to cover Group Weeks and Leading Hands' Weeks, Work Study and Assistant Pursers' Booking Courses, to name but a few, and we were closely concerned with the introduction of the Merchant Navy Personnel Relations Courses run by the Shipping Federation.

In common with the rest of the Shipping Industry, we are devoting far more thought to the training of both Officers and Ratings, with increasing emphasis on pre-sea training. For example, we are shortly to introduce a programme of training Junior Engineers, who join us in the traditional way after completing an apprenticeship ashore.

It has become increasingly obvious that the vocational training which we aim to give is a specialised and complex business, and it has been decided to separate the responsibilities for vocational and general training. By doing so the Chief Training Officer—Captain J. C. Stratford—will be able to devote even more attention to general training, which is at present an expanding field.

A Marine Training Section has been established to look after vocational training, namely to recruit and train new entries to all departments. This will ultimately include Navigating, Engineer and Purser Cadets, Deck and Catering Boys, as well as the training of Junior Engineers. The Marine Training Section is attached to Officers' Department, as vocational training will be closely coupled with appointments. This section will, of course, work closely with the Superintendents and Crew Department as well. It will naturally also work in very close harmony with the Chief Training Officer. Indeed, where outside courses are not available, such as for Purser Cadets, these will continue to be run by the Chief Training Officer.

Mr. R. A. Peters will be in charge of the section, assisted by:

Recruiting Officer Mr. G. E. Harding Roots, who will primarily be concerned with recruiting for all departments and Deck and Catering Boys' training at sea.

Engineer Training Officer Mr. C. T. M. Bauchop (Second Engineer temporarily attached to shore staff) who will be responsible for Engineer training.

Cadet Training Officer Mr. P. R. Mitchell (Second Officer temporarily attached to shore staff) whose special responsibility will be the administration of the P & O - Orient/Trident Navigating Cadet scheme.



Cadet Lee discusses his apprenticeship with Mr. Russell Peters, the Company's Marine Training Officer, at City Office.

FIRST CHINESE CADETS

The first two non-English Cadets to join P & O - Orient Lines since the war are now at sea on the cargo ships *Sunda*, 9,000 tons, and *Salsette*, 8,000 tons. They are J. Lee Kim Lin and L. Seow Hood Teck, both from Singapore.

They are preparing to be Pilots with the Singapore Harbour Board, whose newly inaugurated training scheme includes spending three years at sea as a Cadet. In the past Singapore Pilotage was only open to Officers with a Master's Certificate, and many former P & O Officers made successful careers with the Harbour Board, reaching high positions in the Service.

The Cadets start with a year's pre-sea training at the Singapore Polytechnic College. When they have successfully passed their Second Mate's Certificate with the P & O, they undergo training in the Hydrographic, Shipwright's and Wharf Superintendent's Section of the Port Authority. They are then required to sit an examination for their licences as Third Grade Pilots. They are subsequently upgraded after examinations to Second and First Grade Pilot.

The first of the two Cadets, Joseph Lee Kim Lin, 19,

recently arrived in this country for the first time on *Sunda*, where he is one of four Cadets. He has settled very well into P & O life, although he suffered initially from sea-sickness and he misses his customary Chinese food.

His impression of both the Far East and European ports he has visited is 'lovely'. London, Hamburg, Rotterdam, etc., were much the same to him, but he managed to find his way round London as the natives spoke English.

The P & O did, at one stage, have Indian Cadets in the Indian Station ships, running between India and the Persian Gulf, but this finished with the Second World War, which put an end to the run.

DECK BOY TO CADET

David Paul, a Deck Boy on *Oriana*, has been offered a Cadetship with the Strick Line, a P & O Group Company.

He was recommended by the Chief Officer of *Oriana* and commences his duties as a Cadet early in 1966.

This will be the ninth Deck Boy to be transferred from a Rating to Deck Cadet in the last year.

THE LOCHHEAD LINK CONTINUES

One of the features of a Company with a long and exciting history behind it is that one often finds families serving it from generation to generation. Ours is no exception to that rule, and one of the most interesting family associations is that of the Lochheads. For three generations stretching over 122 years the Lochheads have served as engineers with the P & O.

In 1890 David Lochhead joined the Company as a Junior Engineer, serving mainly in *Oriental* and *Khedive*, and rising to the rank of Third Engineer with a Second Engineer's Certificate. In February, 1895, he gained his Chief Engineer's Certificate, but was not appointed Second Engineer until May, 1903, when he joined *Malta*. Six and a half years later he was appointed Chief Engineer in *Japan* and died whilst serving as Chief Engineer of *Nile* in 1909. The only comment on the record of a blameless career was made many years later when it was noted 'papers destroyed, all very good'.

David Lochhead's brothers, John and Charles, joined the Company in March and October, 1899, respectively. Charles joined *Osiris* in November of that year at Port Said, where he died 30 years later whilst returning home as a Chief Engineer with the Company.

John, who had spent the early years of his service with the Company serving in the famous *Victoria* of the very successful Jubilee Class, was briefly promoted to Second Engineer in July of 1912. However, he was required to accept an appointment as Third Engineer shortly afterwards, the records being altered and the note made 'placed in the Seniority book as a Second Engineer to preserve his just place'. He was eventually promoted to Second Engineer in May, 1913, and retired as Chief Engineer in January, 1930. This premature retirement was explained by a note in the records saying 'retired on pension (with several other Chief Engineers as we have a surplus in this grade)'.

The next generation was represented by David A. Lochhead who joined the Company in December, 1914,



Two generations of Lochheads—father David (left) with son Derek, now Head of the Marine Engineer's Department, Southampton School of Technology.

and appears to have led an exciting, if rather dangerous, life in his first few years at sea. After serving in *Arabia* in 1916, he joined *Mongolia*. This vessel was mined and he was landed in Bombay for repatriation in July, 1917. Whilst on his way home in *Mooltan* she was also torpedoed off the Algerian Coast, and he was landed at Marseilles. Promoted to Second Engineer in April of 1930, David Lochhead stood by the construction of the *Strathallan* and continued to serve in her until she was bombed and sank at the time of the North African landings during the Second World War. After recovering from what must now have been almost a routine affair in his life, he was appointed to the *Ile de France* from which he was promoted to stand by the building of *Surat* in 1947 and *Shillong* in 1948. He retired in November, 1950, because of ill health and we are pleased to say he is still active and enjoying his retirement.

The third generation of Lochheads was Derek, the son of David A. Lochhead, who joined the Company in 1943 and stayed in our service until 1949 when he took extended leave in order to attempt the Extra First Class Certificate. Having gained that distinction he left the Company and is now the Head of the Marine Engineer's Department of the School of Technology at Southampton. But even now he has not absolutely severed his connection with the P & O because he played a major part in setting up the New Joint Training Scheme. No doubt other families have as many years service with the P & O, but few can have such a distinguished record of achievement and service.

RUGGER MATCH

A team of Officers and Cadets will be taking on the Cadets of *H.M.S. Conway* during the Spring term. Any players of enthusiasm and fitness who would like to be considered for this ordeal should contact Mr. P. R. Mitchell for further details.



The first batch of Engineer Cadets. Ten of them are P & O, three Trident, and two British & Commonwealth. They are, left to right (front row) Sutherland, L. J., Ozanne, M. E., Beaton, D. D. M., Dunsmore, C. M. (Trident), Wooding, C. J.; (middle row) Hide, T. (B. & C.), Peperell, R. A., Hickman, A. L. (Trident), Herwood, N. E., Malone, A. (B. & C.), Hendrie, L. J. (Trident); (back row) Thow, J. A., Denton, R. J. A., Stanyon, J. R., Mulleneux, R. A.

ENGINEER CADETS

Ten P & O and three Trident Tanker Cadets have now completed their first term of the new Engineering training scheme at the School of Navigation and the College of Technology at Southampton.

They have certainly had an arduous start to their training. Not only have they had to conform to the high standards required by the School of Navigation but also to maintain a high academic standard at the College of Technology in order to progress towards their Ordinary National Diploma.

Engineers and Navigators start from the same background and will enjoy the effects of working and living with the same group of men from joining the company to reaching certificated rank.

We congratulate Cadets Hickman (Trident Tankers), Peperell, Sutherland, Thow and Mulleneux on their promotion to Junior Leading Cadet at Warsash.

ASSISTANT ENGINEER TRAINING

The training and retraining of Engineers will become of even greater importance with the introduction of the more sophisticated ships now under construction and planned for the future.

New developments in techniques and technology now taking place in the Marine Engineering Industry requires our Officers to have a basic knowledge of their profession, which enables them to adjust quickly and easily to change. In order to assist newly joined Engineers towards achieving this knowledge and the certificates of competency necessary for rapid advance in their careers a comprehensive training programme

will shortly be introduced.

This will ensure that from the date an Officer joins the Company's service, he will be encouraged to study. One of the tools used will be an 'Engineers' Record Book'. This record will ensure that the Engineer is trained in all facets of his job from a practical engineering point of view and will result in his being fully trained without any of the 'gaps' which sometimes only appear when he is being examined for his certificates.

It will, we hope, assist him in the day to day approach to his work and help him to know his ship and its machinery more quickly and in a systematic fashion.

NEW CADETS

We welcome the following Cadets who joined the Company in January this year:—

J. I. Amy, Southampton University; I. M. Christmas, Southampton University; M. H. Davidson, *H.M.S. Conway*; A. M. Fuller, Southampton University; A. Hearn, Tonbridge School; B. Larcombe, *H.M.S. Conway*; C. P. R. Macrae, *H.M.S. Worcester*; A. W. Robinson, *H.M.S. Worcester*; J. Seymour, Southampton University; F. J. Thorogood, *H.M.S. Worcester*; K. M. Vlasto, Southampton University; B. J. Warner, Southampton University.

SECOND MATES' EXAMINATION

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers:—

R. St. A. Coles, T. R. P. Humphreys, P. Lockyer, J. C. G. Staley.

Members of the Company and passengers alike often stop and look with curiosity at replicas of Drake's Plate of Brass on *Canberra* and *Oriana*. These replicas were presented to the ships on their first calls to California by the World Centre Authority. The original plate was discovered on a hillside just north of San Francisco Bay in the summer of 1936. It had been left there three and a half centuries ago by Drake when he landed there and claimed California for England.

In this article, reproduced from *The Geographical Magazine*, February, 1951, Dorothy Carrington describes Drake's fantastic journey and the story of

DRAKE'S PLATE OF BRASS

More than 350 years ago, before the British Empire had come into being, before the English had entered India or Africa or settled in Virginia, Francis Drake annexed California in the name of Queen Elizabeth. This formidable acquisition was an unforeseen, almost accidental result of his famous voyage round the world, the main object of which was not colonisation but plunder.

Drake was already a hero to the English when he set out on his voyage, and a notorious pirate to their rivals the Spaniards, the rich and arrogant exploiters of the New World. The most audacious of Elizabethan seamen, he had terrorised the Spanish Main from the Orinoco to Panama, seizing ships, raiding ports and even inland towns. In the course of one of these expeditions, from the heights of the mountains in Panama, he had seen the Pacific for the first time, and had thereupon vowed to be the first Englishman to sail its waters and pillage the fabulously wealthy Spanish colonies on its shores.

Accordingly in December 1577 he left England with a fleet of five ships, crossed the Atlantic in appalling weather, and without stopping to harry the Spaniards on the eastern American coast sailed through the Straits of Magellan which had only been navigated three times since their discovery. Such were the hazards of the voyage that only one ship of the original five reached the Pacific—Drake's own, the *Golden Hind*.

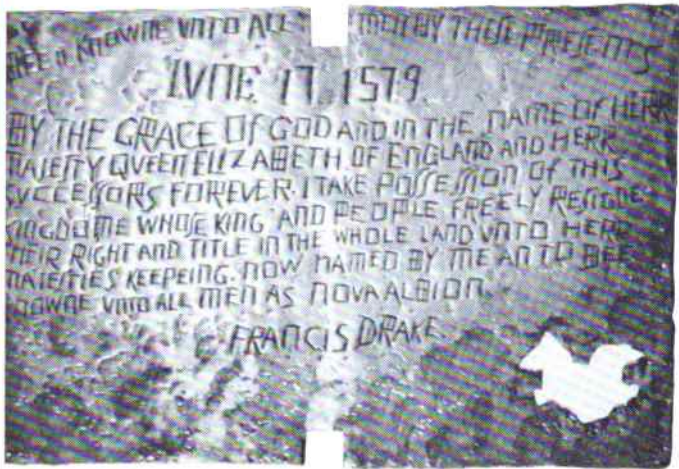
Plunder with Impunity

That any Englishman should succeed in navigating the straits was so unexpected that the Spaniards were unprepared for attack. Sailing up the coasts of Chile, Peru and Mexico Drake met with hardly any resistance. One after another treasure-laden ship fell into his

hands, freighted with the gold and silver of America, the luxuries of the Orient—silks, porcelain and jewels. He was able to sack the ports with impunity; at Tarapaca he even found a Spaniard asleep on the shore with a vast pile of silver lying unprotected on the ground beside him which he had just brought down from the mines in the interior. His crowning achievement was the capture of the *Cacafuego*, a ship carrying an immense cargo of gold and silver, pearls and precious stones. Drake's total loot taken on these coasts has been valued at £500,000, as much as was then the whole revenue of the crown of England for a year.

To decide upon the return route of a ship carrying so heavy and valuable a cargo was a grave responsibility. Obviously it would have been madness to attempt the Straits of Magellan, where the Spaniards would certainly be awaiting the English in force. An ancient belief was then current in England that the Atlantic and Pacific were linked by a navigable sea passage through the northern part of America. In the hope of striking the North-West Passage Drake sailed as far North as the 48th Parallel, when, finding no likely inlet and rightly concluding that if any passage existed it must lie in the unnavigable Arctic zone, he gave up his search. The weather, moreover, had already become intolerably cold; although it was June freak hail-storms, fogs and biting winds were affecting the health and spirits of his crew.

To the relief of all on board Drake decided to make his return voyage across the Pacific. Sailing south to 38° 30', on 17th June, 1579, he put into a 'convenient and fit harborough' to overhaul the ship in preparation for this tremendous undertaking. It was here that Drake made his most important, if least productive, acquisition for the English Crown.



Barbarous-looking

His five weeks' stay on the desolate Californian coast, which must have been one of the strangest experiences that befell him in this extraordinary voyage, is vividly described by Francis Fletcher, the ship's chaplain, in his celebrated chronicle 'The World Encompassed by Sir Francis Drake'. On the day after the Englishmen's arrival the native inhabitants began to gather on the shore. They were an uncouth, barbarous-looking people, the men naked, the women wearing skirts made of some kind of bulrushes and deerskins on their shoulders. Soon a man was seen approaching the ship in a canoe who addressed the Englishmen in a 'long and tedious' and necessarily incomprehensible speech, accompanied by gestures of reverence and submission. Later he came back with some poor curious gifts: a bundle of black feathers and a little basket of herbs. Drake in return offered him various 'good things', but he humbly refused them all except a hat.

In spite of these signs of friendship Drake took the precaution of constructing a fort when he landed with his men. His voyages had taught him enough of the treachery of seemingly harmless savages. At the sight of these warlike preparations the Californians assembled with their bows and arrows. But their intentions were peaceable; they merely stood gazing at the strangers 'as men ravished in their minds . . . their errand, "relates Fletcher," being rather with submission and fear to worship us as gods than to have any war with us as mortal men'.

They continued to treat the Englishmen as gods during the whole of their stay, an attitude which was embarrassing but useful. No country was ever more easily conquered than theirs. Day after day they streamed down to the fort with offerings of feathers, quivers made from deerskins, and herbs, while invariably refusing the European clothes which Drake tried to bestow on them in return. The women, indeed, were inclined to strip off even such coverings as they possessed; with a piteous 'crying and shrieking' they tore their naked flesh with their nails and flung themselves on the ground 'never respecting,' notes the horrified chaplain, 'whether it were clean or soft, but dashed themselves in this manner on hard stones,

Drake's Plate of Brass, as from the replica on Canberra. The plate was fixed to a 'faire great poste' with square nails or spikes, as was customary in Elizabethan times. The square holes at top and bottom centre of the plate were left behind by the nails, and the hole, low right, is where presumably the sixpenny piece with 'Her Highness' picture and arms' was inserted.

knobbly hillocks, stocks of wood and prickling bushes . . .'

Psalm Singing

Shocked by this 'bloody sacrifice' Drake, who in common with the most piratical of Elizabethan seamen always considered it his duty to carry the message of Christianity to the heathen, enjoined a religious service, in order to demonstrate that the Englishmen were not gods but themselves worshippers. But although the natives were entranced by the psalm-singing and bible-reading they persisted in their extravagant devotions.

Meanwhile news of the white gods had spread; vast numbers flocked to the shore, and at last appeared the king or *Hioh* of the country. After an exchange of peaceful tokens he approached the fort in state procession, a pathetic attempt to impress the Englishmen with the pomp and ceremony his primitive country could command. The effect must have been bizarre in the extreme. All in this great concourse of savages had painted their faces, black, white and other colours. In front marched a tall man carrying a wooden sceptre from which hung two crowns on chains intricately made of bones. The crowns were decorated with feathers, 'very artificially placed, and of a formal fashion'. Behind him came the king surrounded by a guard of 100 painted warriors, wearing a similar crown and a coat of rabbitskins to his waist. He was followed by a herd of naked men and women carrying baskets of food.

Judging that he had nothing to fear from them Drake opened the fort. The strange crowd entered dancing and singing, the women 'with their wassail bowls in their hands', their flesh as usual lacerated by self-inflicted wounds, bringing up the rear. When they had exhausted themselves with these jublations they begged Drake to be seated. The king and his chief men then made several solemn orations, accompanied by signs from which the Englishmen could gather that they entreated Drake to do nothing less than 'to take the province and kingdom into his hand, and become their king and patron; making signs that they would resign unto him their right and title to the whole land, and become his vassals in themselves and their

posterities.' Finally the king himself, amid his rejoicing subjects, placed a crown on Drake's head and hung his neck with chains, while the crowd acclaimed the new ruler with the cry of *Hioh*. The ceremony ended with a song and dance of triumph.

It would have been contrary to human nature to refuse such an offer, and Drake, moreover, was the representative of the Queen, a master empire-builder of a rising and ambitious nation. With befitting dignity he accepted the crown 'in the name and to the use of Her Most Excellent Majesty'.

First Colony

Drake had been crowned king and California had become the first English overseas possession. Although it looked barbarous enough, the Englishmen recognised its potentialities. The people, certainly, had not passed beyond the Stone-Age level of civilisation, living miserably on roots and fish in earthen huts scooped out of the ground; but they were undeniably of a 'tractable, free and loving nature, without guile or treachery' which would be of great convenience to future colonists. Moreover, the country though undeveloped was fertile, and abounded in rabbits and very fat deer, as Drake discovered when he made an inland expedition to view his domain. It was therefore with pride that he named it *Nova Albion* on account of the similarity of its white cliffs with those of Dover.

Before leaving he put up a plate to commemorate his claim. Fletcher describes this plate very exactly in words which were to become of the utmost importance to modern historians. It was 'a plate of brass, fast nailed to a great and firm post; whereon is engraven Her Grace's name, and the day and year of the free giving up of the province and kingdom, both by the king and people, into Her Majesty's hands: together with Her Highness' picture and arms, on a piece of sixpence current English money, showing itself by a hole made of purpose through the plate; underneath was likewise engraven the name of our General, etc.' (The captain of such expeditions in Elizabethan times was customarily given the title of 'general'. Drake had not apparently foreseen the possibility of acquiring important new territories, and the only available emblem of the Queen was the sixpence which he thus ingeniously put to use.)

Further Successes

After a stay of 37 days, during which the ship had been satisfactorily repaired, Drake sailed away into the Pacific leaving his simple subjects moaning and shrieking and tearing their flesh on the shore. Further successes awaited him; in the Moluccas he was honourably received by the Sultan of Ternate who gave him a concession in the much-prized trade in spices, while the Rajah of Java made him a present of costly silks. At last, having spent 'two years 10 months and some few odd days beside, in seeing the wonders of the Lord in the deep', he reached England, the first of his countrymen to circle the globe.

Drake had brought home enormous wealth, coveted trading privileges, and invaluable information for future navigators; above all, he had scored a resounding victory over England's hated enemies, the Spaniards.

These achievements were so spectacular that the annexation of desolate California and the submission of its primitive inhabitants was almost ignored. Neither Queen Elizabeth nor her successors took advantage of this gift to the nation. California passed into other hands; Drake's plate of brass was forgotten.

If any thought of it in succeeding centuries they regarded it as an object as unlikely to reappear as the cloak which Walter Raleigh is said to have spread under Queen Elizabeth's feet. Even its existence was questioned. Elizabethan chroniclers are notoriously inaccurate; Drake himself had called Fletcher 'ye falsest knave that liveth', and many regarded the story of Drake's coronation and the plate of brass as picturesque invention.

Attempts were made, in the course of time, by American historians to ascertain the exact location of the 'convenient and fit harbor' where Drake landed. It was first assumed to have been San Francisco Bay; in more recent years a small inlet just above the Golden Gate, now known as Drake's Bay, Trinidad Bay, Tomales Bay, Bolinas Bay and Bodega Bay have all been suggested. Nothing further on the subject could be learned, nor seemed likely to be learned until a few years ago.

Plate Rediscovered

In the summer of 1936 a Mr. Beryle Shinn was driving on his holiday about San Francisco Bay. At a spot on the north shore of Corte Madera Creek, not far from San Quentin, one of the tyres of his car punctured. The day was fine; Mr. Shinn and his friends climbed a steep ridge of rock by the roadside and sat admiring the view. They were amusing themselves rolling rocks down the slope when Mr. Shinn observed a sheet of metal partly covered by rock and thickly encrusted with earth. Thinking it was iron, and seeing that it would be just the right size to patch a hole on the inside of his car, he took it home with him. About a month later, when he was about to use it for this purpose he noticed on it what looked like an inscription. With soap and brush he removed some of the dirt that covered it. Among the indecipherable marks thus revealed one word could be understood, which gave him a hint that he had stumbled on a find of inestimable value: the romantic and historic name of Drake.

Mr. Shinn showed the plate to Dr. Bolton of the University of California, who immediately set about methodically cleaning it. The message that appeared was one that no white man had seen for 358 years:

BEE IT KNOWNE UNTO ALL MEN BY
THESE PRESENTS / IUNE 17 1597 / BY THE
GRACE OF GOD AN IN THE NAME OF
ENGLAND AND HERR / SUCCESSORS FOREVER
I TAKE POSSESSION OF THIS / KINGDOME
WHOSE KING AND PEOPLE FREELY
RESIGN / THEIR RIGHT AND TITLE IN THE
WHOLE LAND UNTO HERR / MAIESTIES
KEEPEING NOW NAMED BY ME AN TO BEE
KNOWNE UNTO ALL MEN AS NOVA ALBION
FRANCIS DRAKE

Below the inscription was a jagged hole with grooves in its edge into which an Elizabethan sixpence could be conveniently inserted.



Drake being crowned 'King' of Nova Albion—from an early 17th Century collection of engravings. On the foreshore members of the crew erect the 'great poste' bearing his brass plate. The artist is wrong, however, in showing four ships in the bay, as only Drake's Golden Hind reached California.—by permission of the National Maritime Museum.

Every Detail

Everything pointed to the fact that here indeed was the most exciting and improbable of historical finds: Drake's plate of brass. The inscription bore out in every detail the information given by Fletcher. The plate had all the appearance of authenticity. The lettering and spelling were in keeping with the 16th century; it was irregular in shape and crudely engraved as though made amateurishly with whatever materials came to hand. The brass resembled that with which Elizabethan ships were commonly fitted; a sea-captain gave his opinion that this piece, with one slightly curved edge, might well have been cut from the track of a gun-carriage of the period. There were even two square holes for the spikes that held it to the post, and nails and spikes in the 16th century were customarily square.

If it was a fake it was an extremely clever one, and this seemed unlikely. Anyone learned enough to have made it would surely have placed it in one of the bays where modern historians have supposed that Drake landed. He would hardly have resisted the temptation of supplying a sixpence to fit the hole, whereas no Elizabethan coin has been found on or near the spot where the plate came to light. Moreover he would certainly have made sure of selling the counterfeit for a high price.

Subsequent scientific tests were, however, made, and these have established beyond any doubt the authenticity of the plate. It has been shown that its dark coating is a natural patina formed over a period of years; that the defects and imperfections in the brass correspond with those usually found in old brass; while the particles of mineralised plant-tissue discovered embedded in it conclusively proved its great age. The impurities in its components are those usually found in brass of the period; and it is evident that the plate was made not by rolling but by hammering, as was the practice in Drake's time. With complete conviction Colin G. Fink, Head of the Division of Electrochemistry, Columbia University, and E. P. Polushkin, Consulting Metallurgical Engineer, have been able to announce in their report to the California Historical Society that this brass plate 'is the genuine Drake Plate referred to in the book *The World Encompassed by Francis Drake*'.

Through the generosity of 17 contributors Mr. Chickering, president of the California Historical Society, was able to purchase the plate from its finder. It was then presented to the University of California, where it can now be seen, the most remarkable relic of the Elizabethan age of maritime adventure and the only token that exists, or has ever existed, of the first, and neglected imperial acquisition of the English crown.

PANDOR CLUB

Athletics

Mr. J. H. F. Cooke (Pay Department) was elected a Vice-President of the London Shipping Athletic Association at the Annual General Meeting on 24th November, 1965. He was presented with his Badge of Office by the President, W. H. McNeill, Esq., C.B.E. (Managing Director, Glen Line).

Mr. Cooke has been a member of the Committee of L.S.A.A. since 1947, representing Orient Line and Pandor Club. In addition he was Assistant Hon. Secretary 1949/51, Hon. Secretary 1951/56, and Chairman 1959/63.

He competed for Orient Line in the L.S.A.A. Championships from 1930/39 and also in 1953 when he was 'persuaded' to run in the Orient Line relay team. He was Captain of Orient Line Athletic Club from 1947/55.

He was then elected a Vice-President of Surrey County Amateur Athletic Association and has been Assistant Secretary of the County since 1961.

He is also a Vice-President of Woking Athletic Club and is a qualified A.A.A. field event judge.

Dinner-Dance

Three hundred Pandor members and guests whooped it up at the annual dinner-dance, held this year at Quaglino's on 15th October. Dancing was to Tommy Kinsman's Band, which was persuaded to stay for half an hour longer than originally planned because everyone was still dancing and enjoying themselves to such an extent.

After a first rate dinner Mr. P. E. Parry, the Club's Chairman, made an amusing speech mentioning that the Pandor Club had now celebrated its fifth birthday—whereupon everyone who still could stand up and drank to its future prosperity.



(Top) Mr. and Mrs. Parry welcome members.

(Centre) Len Wilton (Berthing Supervisor) twisting with his wife, the former Valerie Gosling of Passage Department.

(Right) Members enjoy one of the more conventional dances.





M. Argan (Rodney Hyne-Jones, left) with maid Toinette (Jane Lester), daughter Angélica (Andrea Barker) and 'music teacher' Cléante (David Lipscomb).
—picture by Basil Martin

'Le Malade Imaginaire'

BY THE PANDOR DRAMATIC SOCIETY

A bad dress rehearsal is said to be a favourable sign; the beginning of this one was really rather depressing! It didn't of course help that the make-up artist, having mistaken the date, hadn't turned up, that the pianist was ill and that many of the cast were wearing their hired costumes for the first time. There was also Angélica's ghastly blue dress.

Fortunately, however, there was also the producer, Chris Grainger.

After 5½ hours, at about 11.30 p.m. I went home, but by then there was more than hope that it would be 'alright on the night'. And so it proved to be, the second night being even better than the first.

Molière's 'Le Malade Imaginaire' was an ambitious choice. Translated into English and adapted by Miles Malleston, this classic play, a Restoration comedy, pokes fun at the medical profession of the time, whom the author held in great contempt. It centres round Monsieur Argan, a hypochondriac if ever there was

one, who imagines himself to be a permanent invalid. Rodney Hyne-Jones of the New Zealand Shipping Company played this long and exacting part extremely convincingly.

The plot centres around the proposed marriage of M. Argan's elder daughter Angélica, for whom I am pleased to report a new dress had been found.

Monsieur Argan, his pills and potions apart, arranges that Angélica should marry the son of his friend and advisor, the wealthy Dr. Diaforus. Angélica meanwhile has met Cléante, who obtains access to the Argan household disguised as a Music Master. Cleverly he arranges that they should declare their love for each other in a duet which Andrea Barker and David Lipscomb sang quite charmingly.

While this is going on Bèline, Monsieur Argan's second wife played by Margaret Henstock, is scheming to get her husband to change his will in her favour. Amidst all this intrigue Toinette, the family maid and

PANDOR DRAMATIC SOCIETY

'Murder at the Vicarage'

by Agatha Christie

at KING GEORGE'S HALL
LONDON WC1

(2 mins. Tottenham Court Road Underground
Station)

on TUESDAY and WEDNESDAY,
5th and 6th April, 1966

For further information please contact
Miss A. V. Dunnett, Correspondence Department,
City Office.

Louise M. Argan's second daughter enjoy themselves immensely aiding and abetting Angélica and Cléante and foiling at the same time their stepmother's plans.

Jane Lester was a delightful Toinette and the audience enjoyed her quips and pranks as much as she did herself! Her quick change of costume when she impersonated a doctor from Milan was very well done. As Louise, Hilary Barker made the first of what we must all surely hope will be many stage appearances for the Society. The scene with her father when he beats her for not telling the whole truth and nothing but the truth was excellent theatre.

In the little space available it is impossible to mention everyone, but great credit is due to the whole cast and also to those who played not so obvious but equally important parts in providing us all with a splendid and entertaining evening.

The play ended in song during a ceremony in which amidst much 'Hocus Pocus' Argan obtains a degree of medicine and is thus enabled in future to make out his own prescriptions. The producer conducted in front of the stage and thus gave the audience a chance to include him in their well deserved applause.

Those who saw the play will, I am sure, agree with me that it was a most happy and successful production marred only by the disappointingly small attendance on the first night.

H.S.C.

CAST

Monsieur Argan
Toinette
Angélica
Béline
Monsieur Bonnefoy
Cléante
Dr. Diaforus
Dr. Thomas Diaforus
Louise
Monsieur Béralde
The Apothecary
Dr. Purgon
The People of Paris

Rodney Hyne-Jones
Jane Lester
Andrea Barker
Margaret Henstock
Denis Griffin
David Lipscomb
Dennis Pedder
Peter Gregory
Hilary Barker
Anthony Hodge
Lawrie Kimpton
David Johnson
Mary Brandy, Sheila
Chapman, Mary Hale, Joan
Lynch, Francis Quest,
Jean Sayer, Gillian Whale,
Keith Ingham and David
Irving.

The Play directed by
Stage Director
Assisted by

Chris Grainger
Geraldine Arundel
Ann Dunnett and Michael
Ellison
Shirley Haynes
Gillian Whale and Mary Hale
Heather Fairley
Mrs. L. M. Wootton

Prompt
Wardrobe supervised by
Properties supervised by
Pianist

Waxing Poetic

TRIBUTE TO THE FAIR SEX

Natter, natter, idle chatter,
Can these women nothing better?
Gossip all day, gossip all night,
Tossing out words and claiming they're right!

Whisper stories without meaning,
Tread on toes, ignore all feeling;
Talk with the mouth, talk with jaws,
Even through cracks in the privatest doors!

Disclose secrets, spread sweet spite,
Pass snide comments, slander at sight;
Sit on the phone, burn up the wires,
Haul out what's hidden, stir up old fires!

Bicker blindly, slur reputations,
Describe details, spout quotations;
Search every source for sinister nonsense,
Hiss their friends' hazards in precise instalments!

Oh bliss, the surprise! when on meeting a girl,
She is tender and mild and looks like a pearl;
Words sparkle with wit, eyes twinkle from fun,
Heart open to all, mean thoughts of none.

Bachelor

ASHORE, BUT SINKING!

In ships the air is breezy
Making party-giving easy,
And the staff have done it many times before;
But it's different entertaining
When you have no staff remaining
And the time has come to settle down ashore.

The food, you have to fetch it,
But it wouldn't be so wretched,
And results would equal any good hotel
If you only had secured,
Say, a topass, and a steward,
With a chef, and baker standing-by as well!

And the service would be subtler
If you only had a butler—
It is one of many snags upon the path;
There's the liquor, and the menu,
And the coffee, and again you
Have the prospect of the awful aftermath.

All the cleaning, and the cooking,
And the preening, and the looking,
And the 'flap' would send a saint around the bend;
It's enough to have the posh-up,
And the natter, and the 'nosh-up',
But the sink, and all the wash-up . . . that's the END!

J. H. Gough Wilson

SHIP NEWS



Some of the travel agent guests before their trip on Chitral.

CHITRAL—*Educating Travel Agents*

P & O – Orient Lines were host to some 80 staff from travel agencies throughout the U.K. for a London-Southampton overnight trip on *Chitral* in February. The guests were mostly counter-hands—the people who meet and advise potential passengers. During the trip they enjoyed shipboard life and talks by Mr. Peter Wise, Agency Sales Manager, and Mr. Derek Winsor, Tour Developments Manager.

Each year, P & O – Orient Lines entertain at such sales seminars, either afloat or ashore, over 2,500 members of the staff of their accredited agencies. 'We regard this personal contact of paramount importance to our sales efforts,' says Mr. Wise. 'After all, two-thirds of our business is done through agents, and they must know what they are selling.'

CANNANORE—*Rescue at Sea*

Five Indian Seamen were rescued by *Cannanore* on 3rd December last, after being adrift for 6½ days and drifting 100 miles in the Indian Ocean. They had been missed by two other ships when *Cannanore* spotted them two miles away. On sounding the whistle, some figures appeared from beneath a canopy in the seemingly empty launch, making signals of distress. *Cannanore* turned round and lowered a boat to take them off.

They were transferred to *Himalaya* in *Cannanore's* accident boat the next day for landing in Colombo and eventual return to India. The collection from passengers' Church Service on *Himalaya* on Sunday, 5th December, was given to the fishermen.

The fishing boat had had engine failure in rough weather soon after leaving the port of Vizhinjom, and the men had already abandoned hope of rescue when they heard *Cannanore's* whistle.

ORCADES—*Water Polo*

The Otters Aquatic Club of Colombo were hosts to a party of 12 from *Orcades* when she called at the port in November. After a friendly game of water polo, which was won 4-2 by the Otters, there was a general swim-around and refreshments in the form of beer.

The match itself was played in a very friendly and sporting manner, particularly by the locals, who could well have scored 40 instead of four goals. The *Orcades* boys, reports our correspondent, seemed to have little, if any, idea of the rules of the game and of how it was played. But this only added to the fun, with *Orcades* eventually going down by a respectable score.

All but the Welfare Leading Hand played in some

part of the game, only two quarters of which were played due to shortage of time. However, the W.L.H. made his splash afterwards, during the general swimming, by diving from the top board!

The *Orcades* party were presented with the Otters Aquatic Club badge at the end of the afternoon, and it is hoped to continue this association at future visits to the port.

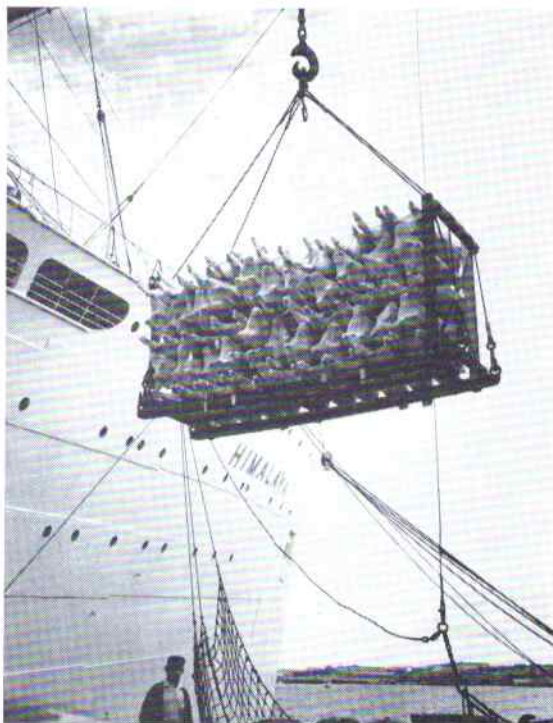
SALSETTE—*Adopted*

The Brooklands Secondary School, Leighton Buzzard, Beds., has 'adopted' *Salsette* through the British Ship Adoption Society. Captain C. B. Cooke, it is understood, had specifically requested the Society to arrange for the link to be forged with a mixed school, and the Brooklands school, with Mr. J. Lennon as Headmaster, was chosen as it seemed most suitable.

BALRANALD—*Joint Rocket*

A Blue Streak rocket being loaded onto Balranald at K.G.V. Docks, London, on 10th December for shipping as deck cargo to Adelaide. The rocket was going to the Woomera range to be the first stage of the first joint European multi-stage rocket. The other stages are French and German respectively.





The first consignment of lamb being loaded.

HIMALAYA—Lamb for U.K.

The first seven tons of a consignment of 7,116 lambs left Fremantle for Britain on *Himalaya* within 48 hours of leaving the farm of their birth at Quairading, Western Australia, last October.

This was the culmination of an annual event, when L. J. Stacey & Company of Quairading hire a special train to take a consignment of lambs for export to the abattoirs at Robbs Jetty, Perth. This is the third successive year that Stacey has sent over 7,000 lambs, and the operation has been carried out over the past 24 years.

The timetable of this speedy operation may be of interest. The sheep were loaded during the afternoon of Monday, 11th October, the train leaving that evening and arriving at the abattoirs at 5 a.m. on the 12th. The entire consignment was killed and processed that day, and the first seven tons of lamb for the United Kingdom market were alongside *Himalaya* at Fremantle by 8 a.m. the following morning, leaving for the U.K. a few hours later and within 48 hours of their departure from Quairading.

PATONGA—Wyndham Ashes

The last port of call on *Patonga's* Australian coastal voyage in the Autumn was Wyndham, Western Australia. This port has the doubtful reputation of

being the hottest place in Australia.

It had been intended to replay the local cricket team a third time for the *Patonga* ashes, but as these were missing, and the pitch is now a caravan park, some other sport had to be attempted.

Since *Patonga* possesses a large Amateur Golfing fraternity, it was decided to challenge the local club. It was felt that for such a momentous occasion in Wyndham, nothing less than a trophy would be fitting. The match was arranged and duly played one very hot Saturday afternoon with all nine members of *Patonga's* golf club battling for victory. Our unfortunate defeat by eight games to one was possibly due to the heat, but more probably due to the fact that it needed an Aboriginal Tracker to help negotiate the bush course.

At the conclusion of the match the aforementioned trophy was created by placing the ashes of the nine score-cards in a completely empty bottle of 'Emu' beer. Although the new ashes have been officially won by Wyndham, like their 'Lords' counterparts they will remain in *Patonga's* clubhouse to be recontested next time the ship visits the port of Wyndham.

CANBERRA—Birds

A large flock of birds, estimated at over 500, was observed hovering around the area of the upper deck and also close alongside on both sides of *Canberra* a few hours after she had left Southampton in January. They stayed with the ship until the following morning, alighting on deck during several light snow showers, and resuming flying when the snow stopped.

It would appear that the birds were attracted by the light of the ship, and then by the hot air rising from the various uptakes. This is upheld by their departure when a significant rise in the air temperature was observed the following morning as the ship steamed southwards.

Hospitality for one of the birds, which had been stunned after flying into a bulkhead. It was revived with a mixture of brandy and milk.



Bellboy Michael Wells, who rang out the Old Year and rang in the New on Himalaya's Christmas Cruise from Australia.



HIMALAYA—Junior Ratings' Club

A Fun Fair in the Crew Recreation Room was one of the highlights of the last voyage for the *Himalaya* Junior Ratings' Club. The Fun Fair, organised and constructed by Club members to boost funds and help in paying for future activities, was held on 15th January and proved a resounding success, raising £14 10s. All 22 Junior Ratings on *Himalaya* are members of the Club.

'Apprehension was running high,' writes Club Secretary W. Wilson, 'as we awaited the arrival of the first participants. But as the first anxious moments passed, all concerned got into the swing of things, and it really warmed up, in particular the Hot Dog Stand, which proved one of the main attractions.' Other popular items included Roll a Penny (plenty of foreign coins here), Nail in the Wood, Spinning Dart Board, and the climax, the Peas in the Jar Competition.

Two weeks earlier, at the turn of the year, the youngest member of the Club, a red-headed Welsh Bellboy named Michael Wells, had been selected to perform the time honoured custom of ringing out the old year and ringing in the new. This was done for the benefit of passengers in the Ballroom—who says that pep pills are not a necessity?

ORIANA—Stowaway Foiled

Within a few hours of being discovered on board *Oriana*, stowaway Arthur MacKenzie had been transferred to *Orcades* and was on the way back to Fremantle, his port of embarkation. He finally arrived back on 24th January, the day he would have landed in England, had he remained on *Oriana*.

MacKenzie, discovered when *Oriana* was about 500 miles from Aden, had hidden himself on board the ship when she sailed from Fremantle on 5th January. He had not counted on being transferred at sea and returned home on another of the Company's liners.

MacKenzie, whose mother still lives in Glasgow, went to Australia in 1963. Commented *Oriana's* Master, Commodore Clifford Edgecombe, 'Stowaways are a dangerous nuisance. We always make a point of returning them to the port at which they embark and prosecuting them.' MacKenzie was convicted and jailed for 14 days.

Stowaway MacKenzie being transferred from Oriana's boat (right) to Orcades', with Orcades in the background.



Purser C. Hare casts a wreath; Captain J. W. Terry and Senior Officers look on.

PERSIA—Wreaths of Remembrance

On 15th December, 1915, in a stretch of water 71 miles S.E. by South from Akra Martellos, Crete, a German torpedo exploded against the bows of the P & O s.s. *Persia*.

Persia stood no chance. But for some on board, amongst them the late Lord Montagu of Beaulieu and Head Saloon Waiter, W. H. Dowling, now aged 74, partially blind and living near Brighton, the odds were definitely surmountable.

Fifty years later P & O has paid homage to all those who went down with the *Persia*. Wreaths have been cast from the 30,000-ton *Iberia* at the point near Crete where tragedy struck not so long ago. Amongst the wreaths was one from the third Lord Montagu, who paid special tribute to his father's secretary, Eleanor Thornton, who was lost.





R.N.Z. Air Force Sunderland Flying Boat dropping canisters of drugs (above) for the baby near one of Canberra's boats, and (right) mother and child being transferred to the U.S. Coast Guard Cutter Cape Providence.



CANBERRA—Operation Renee

The life of a 10-weeks-old baby was saved by the prompt action of *Canberra's* Officers and Crew, together with the co-operation of the R.N.Z. Air Force and U.S. Coast Guard during a recent voyage.

Canberra was en route from North America to Australia, when on the morning of Sunday, 21st November, little Renee Chaplin, who was emigrating from Canada to Australia with her parents and brother and sister, was admitted into the Ship's Hospital suffering from acute pneumonia. Her serious condition necessitated an immediate supply of oxygen.

Carpenter Les Wighton quickly made an improvised oxygen tent, assisted by Nursing Sisters Walker, Harris and Maddick. Meanwhile Commodore Dunkley telegraphed Honolulu and Suva Agents asking for additional oxygen as the ship's supply would not last till she got to Auckland.

Offers of help were immediately received from the U.S. Coast Guard and the R.N.Z. Air Force. The latter was accepted as it involved least delay in getting the child, whose condition had further deteriorated, to a hospital ashore.

A meeting was arranged just south of Fakaofu Island at 8.20 a.m. the following morning. As it was too rough for the Sunderland flying boat to land, she dropped six canisters of drugs and oxygen while a specialist from Suva Hospital, Dr. Phillips, who was in

the plane, discussed the case by R/T with the ship's doctor, Dr. R. S. Wilson.

At the suggestion of the Commanding Officer of the aircraft, *Canberra* radioed U.S. Coast Guard at Pago Pago to see if they could assist. The Coast Guard Cutter *Cape Providence* immediately replied that they could, and a rendezvous was arranged for 6.15 that evening, 48 miles north of Savaii Island.

Mother and child were duly transferred to the cutter, which took them to the local hospital in Apia for the child to be flown to Suva. At this stage she started to improve, and it was decided there was no longer need to move her. A few days later she was flown to Auckland, where she is now well on the way to recovery.

It is to *Canberra's* credit that during the two-phase air drop and transfer of mother and child, only 70 minutes were lost through stoppage.

IBERIA—Another Treloar Link

The Florence Treloar School for handicapped children, Holybourne, Hants., has 'adopted' *Iberia* through the British Ship Adoption Society. This is the second Treloar school with links with P & O—Orient Lines. The first is the Lord Mayor Treloar College at Alton, whose links with *Canberra* have proved outstandingly successful. The interest and enthusiasm of all on board *Iberia* and at the school suggests that it will be equally so.



Gay girls on *Orcades*.

ORCADES—*Can't they Can-Can!*

Popular with passengers on board *Orcades* is Bistro Night, when the Golden Harp Room is transformed into a Parisian cafe, and French-style entertainment is provided. This would not be complete without the 'Can-Can', pictured here being energetically danced by (left to right): WAPs Patricia Mitchell and Elly Van Der Es; hostess Patricia Davies; children's hostess Christina Davies.

ORIANA—*Beauty Course at Sea*

A 'My Fair Lady' course for passengers was held on *Oriana* during her 31st December sailing from Sydney to Southampton. This was a series of free beauty and deportment classes organised by Miss Elaine White, Australian television's beauty specialist and beauty columnist of a leading Sydney newspaper.

'They'll step ashore looking lovelier and feeling more poised than they did before sailing,' said Miss White before the voyage.

The course covered every aspect of skin-care and make-up, starting with a lecture on 'The Psychological Approach to Beauty Care' and finishing with a complete make-up demonstration, including the use of false eyelashes.



Miss Elaine White, watched by Staff Captain J. A. Clifford, signs one of the almost 1,000 diplomas for the graduation ceremony at the end of her last beauty class on *Oriana*.



ARCADIA—A group of crew members from *Arcadia* who attended Remembrance Day celebrations (right) in Suva when the ship called there on 14th November.





Canon Clift and Captain Green with the Edwardses, baby Adrian Mark and God-mother, after the christening.

ARCADIA—Christening at Sea

Christmas, the Edwardses decided, was the time that their nine-month-old son, Adrian Mark, should be christened. But at Christmas, they would be at sea on an 11-day cruise in the 30,000-ton P & O—Orient liner *Arcadia*. So, Mr. Geoffrey Edwards and his wife contacted the Company to see if it was possible to have the service performed on board. And it was.

Canon J. W. Clift, of the Missions to Seamen in Southampton, was travelling in the ship as Padre for the cruise which visited Las Palmas, Madeira, and Lisbon. With *Arcadia's* Master, Captain J. d'O. Green there to see that all was shipshape, Canon Clift duly launched Adrian.

Commodore C. Edgecombe with the Governor, M. René Tirant, and Mlle. Greville of Gellatly, Hankey.

Oriana at Djibouti.

ORIANA—Call at Djibouti

Oriana made her first call at Djibouti, French Somaliland, in December as Aden was at that time considered unsafe due to local terrorist activities. Her call was only agreed after very careful study of the facilities and depth of the water by the Agent and Captains of ships calling at the port.

Eventually it was decided *Oriana* would just make it with a few inches to spare, and all the local dignitaries, including the Governor of the Colony and Mayor of Djibouti, turned out to welcome her, the biggest ship ever to call there. They were entertained on board by Commodore C. Edgecombe, while the commandant of the local air force, Col. Olivier Massart, flew round and round the ship taking aerial photographs, one of which is reproduced on this page.



FLEET LIST

(as at 15th January, 1966)

	Aden 9,943 tons	Ballarat 8,792 tons	Balranald 8,513 tons	Baradine 8,511 tons	Bendigo 8,782 tons	Cannanore 7,065 tons
CAPTAIN	Woolley, F. B., R.N.R.	Mortleman-Lewis, E. A. W., R.D., R.N.R.	Prowse, M. R.	Thompson, W. B.	Hopkins, T.	Kingswood, L. C., R.D., R.N.R.
CHIEF OFFICER	Chapman, J. L.	Jackson, P. B.	Goddard, C. H.	Cochrane, J. M.	Coull, I. A.	Black, P. I.
SECOND OFFICER	Ferguson, P. T.	Tinsley, A. R.	Lumb, P. D.	Raven, M. J.	Underwood, T. D.	Eaton, R. M.
THIRD OFFICER	Williams, W.	Lee, G. G.	Walster, D. J.	Hanbridge, J. M.	Carr, D. A.	Moulin, M. F.
JUNIOR THIRD OFFICER	Williamson, O.D.H.					
FOURTH OFFICER		Densham, C. H. C.	Laurie, M. A. C.	Tyzack, R. D.	Eveleigh, P. J. M.	Swan, J. S.
RADIO OFFICER	Rayson-Hill, D. (Actg.)	G. Griggs, A. C.	Ridley, M. J.	Trehane, B. G.	Blyth, J. I.	Smethurst, N. S.
JUNIOR RADIO OFFICER						
CHIEF STEWARD	Willacy, J. G.	Taylor, R. G.	Waters, P. E.	Holden, R. R.	Curtis, C. A.	Gliddon, R. G.
CARPENTER	Hillward, R.	Griffiths, W. G.			McDonald, L. J.	
BOATSWAIN	Lucibello, T.					
CADETS	Ellison, R. C. Ogilvie, A. E. Leeson, J. A.	Parr, C. M. Morris, P. L. Ross, R. J.	Caughey, C. F. H. Williams, P. J. F. Thomson, H. Banks, J. C.	Knight, C. H. C. Rankin, C. J. Davidson, M. H. Christmas, I. M.	Skipper, M. E. Boswell, R. J. Smith, B. R.	Dickens, G. T. Thorogood, F. T. Seymour, J. Bearne, S. J. V.
CHIEF ENGINEER OFFICER	Paton, D. F.	Crowe, D. P. C.	Twining, D. W.	Bayliss, N. H.	Craig, A.	Harrison, A.
SECOND ENGINEER OFFICER	Beard, I. F.	Love, B. R.	Burn, R. G.	Crowe, S. G.	Kirton, P. A.	Moesby, J.
THIRD ENGINEER OFFICER	McCarthy, J. J.	Thompson, M. J.	Gould, R. R.	Chard, J. T. B.	Sanderson, R.	Bedford, T. D.
JUNIOR THIRD ENGINEER OFFICER	Haycock, T. C.	Calvert, B. D.	Woodford, D. S.	Parnaby, W. T.	Thompson, D. P.	
FOURTH ENGINEER OFFICER	Taylor, R. W.	Hicks, J. R.	Hancock, R.	Liddell, R. H. S.	Mansfield, E.	Edge, D.
ASSISTANT ENGINEER OFFICER	Cunningham, B. C. Caton, W. F. Day, D.	Wright, L. W. Huffadine, B. W. Sauvary, P. E. Jones, G. A.	Taylor, M. Cheyne, D. M. Lund, G. James, D. E.	Bailey, W. J. H. Cooke, D. W. Moir, D. P.	Milam, F. J. Jarvis, H. Harrison, D. Woollocott, A. D.	Tarbit, A. R. Kelly, T. J. Rouse, T. A. McPhee, I. S. Fuller, A. J.
FIRST ELECTRICAL OFFICER	Lewis, D. J.	Diamond, P. G.	Fitchie, J.	Potts, R. M.	Wyles, B.	
SECOND ELECTRICAL OFFICER	McKee, W. J.	Tismond, H. R.	Heaton, A.	Brooks, R.	Simm, K. C.	
FIRST REFRIG. ENGINEER OFFICER	Rust, W.					
SECOND REFRIG. ENGINEER OFFICER	Forbes, A.					

	Comorin 9,236 tons	Coromandel 7,065 tons	Karmala 7,673 tons	Patonga 10,071 tons	Perim 9,550 tons	Salmara 8,202 tons
CAPTAIN	Dallas, A. H. W.	Vickers, W. B., R.D., R.N.R.	Underwood, R. F.	Savage, G. J.	Haggas, M. H.	Rose, E. R.
CHIEF OFFICER	Guthrie, D. C.	Merrick, A. E.	Kennard, P.	Hughes, D. T.	Bonner, J. W.	Harrison, D. J.
SECOND OFFICER	Hayward, E. L.	Cornelius, B. A.	Myers, A. P.	Earnshaw, D. R.	Wesson, H. A.	Booth, J. H.
THIRD OFFICER	Morrison, D. N. R.	Feasey, E. H.	Hanbridge, J. M.	Stokoe, G. A.	Mullins, D. E.	Hartwell, F. A. C. P.
JUNIOR THIRD OFFICER						
FOURTH OFFICER	Callaway, S. R.	Coles, R. St. A.	Bradbury, C. P. C.	Adams, D. A.		Andrews, R. G.
RADIO OFFICER	Ferguson, G. J.	Holness, E. S.	Stewart, W. (Actg.)	Fowler, M. J.	Beck, T. A. (Actg.)	Bowen, A. J.
JUNIOR RADIO OFFICER	Pearson, C. J.					
CHIEF STEWARD	Barber, R. H. S.	McAllister, W. J.	Kent, T. W.	Waterman, A. J.	Thompson, J. R. S.	Rendle, G. M.
CARPENTER	Jones, M.			Henderson, J.	Langan, M. B.	Adamson, W. J.
CADETS	Dow, T. A. Bird, J. D. S. Turner, B. V. Bland, W. F.	Montgomery, D. P. Brown, J. R.H. Stutt, I. C. Binnington, R. J.		Alban, S. J. Thomas, J. R. Hallmark, R. W. J.	Godfrey, R. M. N. Fox, C. M. Vlasto, K. M. Midwinter, P. S.	Cushing, B. A. Strudwick, K. R. Vaughan, R. Beavington, M.
CHIEF ENGINEER OFFICER	Nightingale, P.	McLeod, J.	Gallo, E.	Walkington, T. G.	Marriott, M.	Morrow, N. S. G.
SECOND ENGINEER OFFICER	Pound, N. W.	Grady, P.	Biggs, R. L.	Lindsay, J.	Dobie, J. J.	Franks, J.
THIRD ENGINEER OFFICER	Jenkinson, J. O.	Hibbert, D. R.	Cunningham, A. B.	Baxter, K. G.	Boyle, S.	Conway, M.
JUNIOR THIRD ENGINEER OFFICER	Robertson, J.			Haddon, C. D.	Marsh, S.	
FOURTH ENGINEER OFFICER	Drennan, T. W. H.	Mills, A. W.	Poole, B. R.	Hunt, A. C.	Nicholas, L. F.	Scott, J. C.
ASSISTANT ENGINEER OFFICER	Stowe, J. K. Morgon, R. W. Goulding, M. E.	Bowsfield, S. J. Crutchley, D. A. Bradshaw, T. C. Etchells, C.	Martin, W. F. Ferrier-Williams, D. J. Mills, E. H.	Lines, J. Burgess, A. H. Marsh, P. Richardson, D.	Hand, B. Kay, D. W. Kelly, K. V. Massey, W. T.	Wade, T. C. H. Rowe, P. I. Marshall, W. S. Tarrant, A. F.
FIRST ELECTRICAL OFFICER	Middleton, K. E.	Waters, A. F.	Kendall, N.	Morgon, J.	Crawley, M. J.	Burridge, R. J. S.
SECOND ELECTRICAL OFFICER			Dowson, M. K.	Peacock, D. C.	Bradley, P.	
FIRST REFRIG. ENGINEER OFFICER	Thomas, R. H.			Lamerton, J. H.	Sumner, A. S.	
SECOND REFRIG. ENG. OFFICER				Griffiths, A. F.	McQueen, G. J.	

ASST. ENGINEER OFFICER	Jolly, H. S. Harrison, J. Jeffries, B. Spurling, T. J. Chilton, D. Caulfield, M.	Dobbs, D. A. Newman, A. J. Whitby, J. Ramsay, M. Williams, A. Robinson, P. R. J. Morrant, V. C. Hodgkinson, A. S.	Collier, J. Lloyd, R. T. Bowering, J. S. O'Dell, J. A. N. Smith, D. C. Hogan, A. N.	Brown, D. G. Harrison, B. Hunter, D. E. B. Baron, K. Ratray, B.	Cox, R. J. Hancock, T. R. McRae, A. M. Fraser, D. N. McKay, M. Turner, R. J. Fitzgerald, J. A.	Kington, R. M. Hicks, P. B. Waller, A. Palmer, D. J. Thompson, J. F. G. Hilton, M. L. Norman, P. J.	Watkins, S. J. McNair, J. Collins, H. J. Lambert, E. J. Shed, F. R. Dixon, C. T. Scott, I. S.	Nicholls, D. J. Low, M. A. Elliott, G. Robinson, B. White, G. B. Young, R.	Rushbrook, M. J. Harper, H. J. Sullivan, C. J. McDermott, J. Hewison, J. Greenbeck, M.
FIRST ELECTRICAL OFFICER	Davidson, E.	Walker, J.	Whiteford, A. F. M.	Ellis, R.	Davidson, A. C.	Reeve, N.	Cresswell, E.	Ironside, J.	Dunford, R. F. J.
JR. FIRST ELECTRICAL OFFICER	James, R. M.	Parkinson, J. L.	Pierpoint, M. J.	Groves, B. C.	Jackson, W. G.	Cox, J. C.	Porter, P. W.	Blake, B. E.	Box, D.
JR. SECOND ELECTRICAL OFFICER	Forshaw, C. Roberts, D. F. Wright, A.								
ASST. ELECTRICAL OFFICER	Barlow, A. McDermott, D. Rhydderch, P.	Vowles, B. R. Stubbings, C. P. Mansbridge, N. H. Slater, R. M. Gendall, J. Jenkins, R.	Lloyd, J. T. Bugg, I. F. Palmer, R. W. C. Berridge, R.	Struthers, A. Matthews, C. J. Cooper, J. C.	King, M. D. Collins, F. M. Everden, J. E. Heslop, D.	Plunkett, K. A. Hill, R. L. Burns, T. Spencer-Brading, S.	Roberts, W. T. Clarke, R. W. Berryman, C. P. Fazey, A. J.	Temple, B. Palmer, R. K. Davies, E. V. Stephens, G. D. C.	Harlen, R. K. C. Warrender, R. Smith, L. C. Scrivens, E. J.
VENTILATION OFFICER		Steadman, H.			Donkin, W.	Robertshaw, P. G.	Ross, A.		
FIRST REFRIG. ENG. OFFICER	Reveler, B.		Bullock, F. S.	Harrison, M.					
JR. FIRST REFRIG. ENG. OFFICER	Newey, A.	Lock, G. A.	Pierpoint, M. J.	Grant, P. A.	Knights, L.	Green, T. M.	Taylor, F.	Borland, W. J. Hesketh, H.	Cloughton, C. W. Santi, G.
SECOND REFRIG. ENG. OFFICER	McKay, K.		Long, D. W.	Tanner, D. J.				Modley, P. R.	Stead, A. K.
JR. SECOND REFRIG. ENG. OFFICER	Smith, M. J.		Haines, D. P. Flaherty, K.				Cunningham, C. A.	Santi, M. G.	
THIRD REFRIG. ENG. OFFICER	Littlewood, T. J.	Ellis, P.	May, J. A.	Porter, J. B.	Hebdon, J.	Jackson, D. F. Walsh, T. M. Fields, P. A.	Fox, A. P.	Thorp, T. J. Davis, B. C.	Etherington, J. F.
JR. THIRD REFRIG. ENG. OFFICER	Mackintosh, W. D.		Price, D. T.		Kingsland, R. J.				
FOURTH REFRIG. ENG. OFFICER		Gurnett, K. S.					Dowell, B. B.		
FIFTH REFRIG. ENG. OFFICER	Turner, P. L.	Waller, S.	Ryan, R. Cahill, T. E. Wiseman, P.	Crouch, R. W. Mutter, F. W. Solley, D.	Wellings, M. S.	Childs, J. A. W.	Morgan, W. C.	Blake, J. D. Dobson, D. Tucker, E.	Lloyd, D. P. Ojala, A. Langley, W. T.
WINCHMAN									
PURSER	Pinches, E. W. H.	French, E. L.	Pateman, F. P.	Hare, C. T. R.	Tonks, B. R.	Temple, R. C.	Mayhew, H. W.	Pullinger, D. A. M.	Buy, J. H.
TOURIST PURSER	McGregor, P. A.	Blurton, D. C.							
DEPUTY PURSER	Simpson, J. C.	Flint, K. J. Smart, M. F.	Williams, R. A. Hughes, J. R.	Whicker, M. C. Pollard, T. M.	Onslow, M. G.	Brett, R. M.	Jennison, P. C. Harries, R. C.	Miles, M. J. Hurst, T. I.	Hodgeman, G. P. Griffiths, J. B.
SENIOR ASSISTANT PURSER									
ASSISTANT PURSER	Sutcliff, M. H. Batt, P. Simonds, J. A. Baumann, D. L. Michelson, R. E. Smith, G. J. White, P. D.	Henchoz, I. D. Dixon, I. J.	Brown, A. R.	Meyrick, J. J. Nicholls, T. H.	Buckley, C. G. M. Long, S. R. Bonham, J. S. W. Bennett, P. Brown, R. J. Webb, P. E.	Pike, W. L. Jones, I. R. Hustwit, J. J. Kimber, C. P.	Staddon, M. P. Keating, J. D. Pearce, D. S.	Hawkesworth, M. Brown, L. S.	Harris, J. G. Adams, A. M. Warmington, D. F. Dawes, M.
JUNIOR ASSISTANT PURSER		Rutter, R. W.	Hemsley, W. A. M.						
PURSER CADETS		Ritchie, E. J. Gardner, P. P. F.	Symons, C. R. Morris, J. E. T.	Head, G. L.		Nicholls, R. K. Stemp, R. E. F. Marshall, P. H.	Eardley, J. W. MacDonald-Bell, A. R.	Brittain, P. W.	
WOMAN SR. ASST. PURSER					Salmon, S. J.				
WOMAN ASST. PURSER	Cufley, G. M. Twine, E. A. C. Rogier, P. T.	Whitmore, A. R. MacPhee, J.	Warner, D. C.	Orchard, J. C. Robilliard, C.	Smith, A. L.	Holmes, M. E. H. Westmacott, S.	Stacey, C. A. Mitchell, P. M. Van der Es, E. V. Forbes, M. M.	Trafes, S. M. Massett, M. Smyth, J. C. Sonneveld, H. A.	Archibald, P. M. Thoms, C. V.
WOMAN JR. ASST. PURSER	Reinsma, C. Hall, E. A. Price, M.	Powell, M. Mathieu, H. G. Williams, G. Cochius, M. H. Ward, S. P. Tingay, A. A.	Caldecourt, J. C.	Joordens, L.	Lever, C. M. Durling, D. F.	Dirks, J. C. Raikes, M. A.			Broekman, P. J. A.
ENTERTAINMENT OFFICER <i>First Class</i>	Sharp, D. R.	Craigavon, Viscount	Ainsley, J.	Gay, A. W.	Outhram, A. N.	Stafford, D. M.			Hall, H. A.
ENTERTAINMENT OFFICER <i>Tourist Cl.</i>	Thiele, I. N.	Westwood, K. C.	Batterbee, J.	Ruddin, P. A.	Moore, T. G.	Hunt, L. E.	Juson, L. E.	Goater, J. M.	Lynch, J. P.
HOSTESS <i>First Class</i>	Gaunt, P. A.	Riley, J. J.	Walters, D. A.	Christie, E.	Dewey, P.	Dawson, V. E.			Peachey, M. D.
HOSTESS <i>Tourist Class</i>	Elliot, V. J.	Hird, P. A.	Shepherd, E.	Payne, J. V.	Crone, E.	Webb, S. P.	Dillon, N. A. Davies, P. M.	Young, P. S. Edwardes, A. M. C.	Gordon, J. F.
CHILDREN'S HOSTESS <i>First Class</i>	Hill, M. E.	Featherstone, L.	Duckworth, M. G.	Chandler, J. E.	Faulkner, P.	King, M.			Robertson, E. J.
CHILDREN'S HOSTESS <i>Tourist Class</i>	Gedge, E. M.	Allan, P. M. G.	Brittain, M. C.	Chapman, P. H.	Robertson, S. C.	Thomas, L.	Gregory, J. Barringer, H. L. Ladlow, L. K.	Reeve, L. George, S. D. Smith, L. D.	Goffin, H. N.
CHIEF STEWARD	Edney, S. E.	Dyter, W. A.	Boreham, A. W.	Martin, J. F.	Picking, A.	Aspin, K. W.			
CHIEF STEWARD <i>Tourist Class</i>	Bickford, H. L.	Ockleford, R. A.							
CHEF	Baker, W. C.	Pearce, M. W.	South, R. K.	Mincham, G. A.	Glavin, D. P.	Kinsella, S.	Grundy, W.	Shubert, H.	Bayne, D. J.

FLEET LIST

(as at 15th January, 1966)

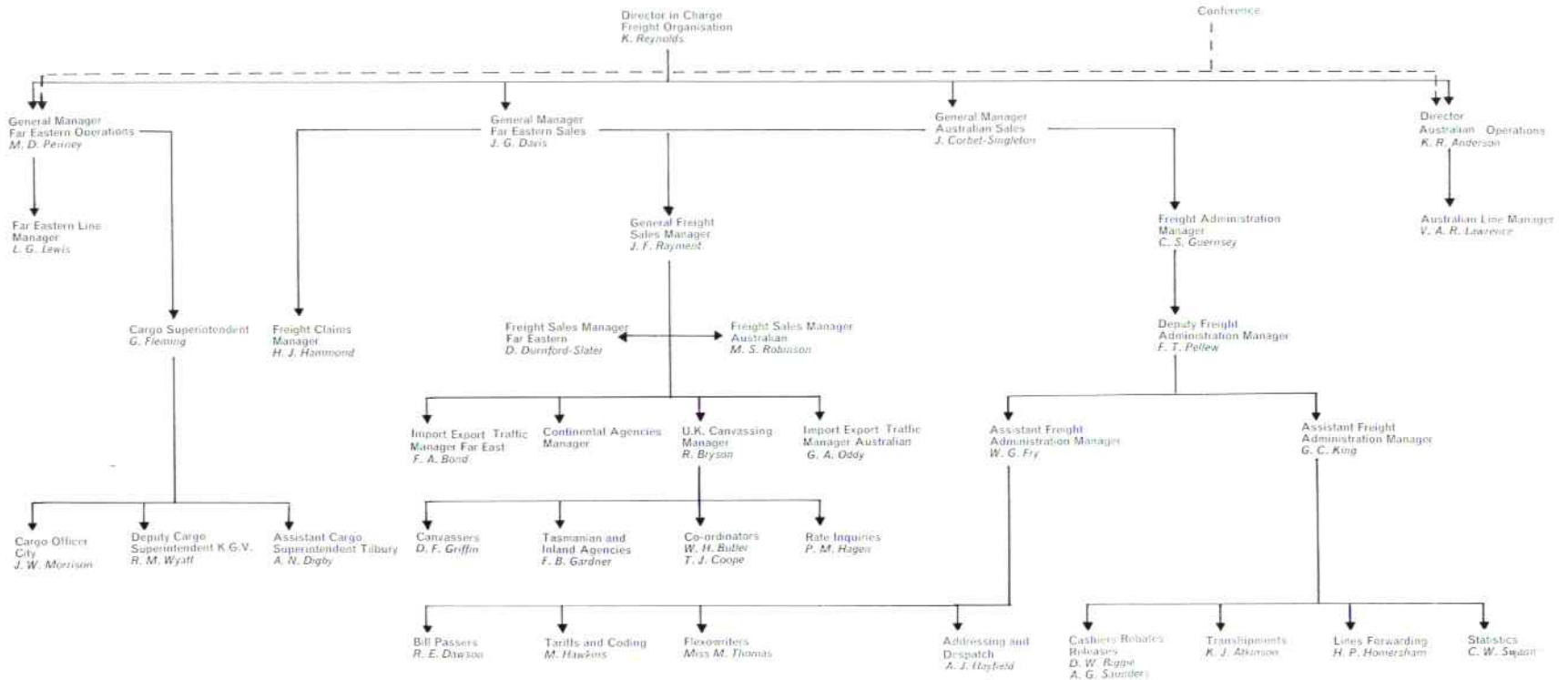
	Cathay 13,790 tons	Chitral 13,790 tons		Salsette 8,202 tons	Somali 9,080 tons	Soudan 9,080 tons	Sunda 9,235 tons	Surat 8,925 tons
CAPTAIN	Cutler, R. J. H.	Nowell, R. B., R.D., R.N.R.	CAPTAIN	Cooke, C. B.	Game, R. A.	Reed, P. C.	Bullock- Webster, R., R.D., R.N.R.	Barrett, G. C.
CHIEF OFFICER	Love, P. W.	Beaumont, J. M. S.	CHIEF OFFICER	Fox, P. N.	Bayliss, I. C.	Bradford, M. V. N.	Harris, G. E.	Clark, J. G.
SECOND OFFICER	Swetnam, D. W.	Miller, D. B.	SECOND OFFICER	Mavity, B. G.	Christey, A. H. D.	Pegg, G. J.	Rodger, D. A.	Campbell, C. R.
JUNIOR SECOND OFFICER	Tavender, P.	Wilkin, R. H. N.	THIRD OFFICER	Lloyd, C. M. R.	Pocock, R. W. L.	Welch, J. W.	Farrar, D. A.	Wood, R. T.
THIRD OFFICER	Bennett, M. de B.	Cavaghan, M. S.	FOURTH OFFICER	Humphries, T. R. P.	Staley, J. C. G.	Smith, R. M.	Matthew, R. C.	Carveth, R. N.
FOURTH OFFICER	Harley, P. F.	Frost, M. S.	RADIO OFFICER		Sloan, J. F.	Price, M. R.	Kerslake, D. G. T.	Rogers, D. A.
CADETS	Myton, R. Woollard, I.	Larkin, C. V. C. Grove, G. R. W.	JUNIOR RADIO OFFICER	McQuillan, C. A.				
FIRST RADIO OFFICER	Meaney, J. F.	Williams, H.	CHIEF STEWARD	Greenaway, B. S.	Morris, A. R.	Abbott, R. A.	Browne, K. C. V.	Dellow, K. E.
SECOND RADIO OFFICER	Pearson, M.	Graham, P.	CARPENTER	Cliff, T. J.	Sanderson, W. E.	Cramp, B.	Bray, F. G.	Burgess, J. A.
THIRD RADIO OFFICER	Bedaton, J. P.	Hall, C. J.	CADETS	Coldham, R.	Johnson, B.	Wilson, P. G.	Osborne, H. B.	Browne, R. S.
SURGEON	Hollinrake, J. B.	Rae, J. C.		Martin, N.	Williams, J. R.	Clowes, M. R.	Willis, D. H.	Collinson, R. J. B.
NURSING SISTER	Kenney, N.	Spurrell, R.		Baker, C. A.	Warner, N. J.	Foskett, R. T.	Lee, J.	Curran, C. J. M.
CARPENTER	Brockbank, J.	Pike, J. F.		Seow, L.	MacRae, C. P. R.	Chadwick, A. C.	Bass, R. P.	Byne, K. P.
PLUMBER	Brown, I. T.	Bulley, A. V.						
BOATSWAIN	Martin, F.	Mackay, J.						

CHIEF ENGINEER OFFICER	Lakin, J. B.	Stubbs, J. M.	CHIEF ENGINEER OFFICER	Peach, A. J. V.	Crone, R. A.	Westgarth, J. P.	Gardner, A. W.	Constable, G. D.
SECOND ENGINEER OFFICER	Van Schalkwyk, W.	Lyons, R. H.	SECOND ENGINEER OFFICER	Hesketh, H.	McGlashan, D.	Corbett, R. D.	Wardle, W. J.	Berry, R.
JR. SECOND ENGINEER OFFICER	Walsh, J. J.	Middleton, D. J.	THIRD ENGINEER OFFICER	Brown, B.	Tosh, A. D.	Patterson, M. D.	Goodley, R. G.	Darling, K.
THIRD ENGINEER OFFICER	Martin, D. H.	Fitzgerald, P.	JUNIOR THIRD ENGINEER OFFICER		Jenkins, K. McL.	Ludick, J.	Rushton, A. M.	
JR. THIRD ENGINEER OFFICER	Gough, A. W.	Barton, D. M.	FOURTH ENGINEER OFFICER	Hughes, P. G.	Storey, J. M.	Williams, S. J.	Atkinson, R. E.	Downs, M. W.
FOURTH ENGINEER OFFICER	Postlethwaite, B.	Smith, J. A.	JUNIOR FOURTH ENGINEER OFFICER		Leadbitter, E. G.	Birse, A. K.		
ASSISTANT ENGINEER OFFICER	Redwood, T. Maisey, P. D. Barnes, B. A.	Onions, R. J. Byrne, J. Taylor, K. W.	ASSISTANT ENGINEER OFFICER	Coupe, S. N. Burney, J. Woods, T. A. M. Whyman, D. J.	Fuller, J. Langridge, D. Avery, D.	King, G. Peek, K. G. McMahon, T. Ramsey, N. G.	Petrie, W. Askew, D. Palfreman, A. B. Sutton, G. R.	Ferguson, A. Smith, A. Rostron, F. D. Steddy, M.
FIRST ELECT. OFFICER	Milne, G.	Dibsdall, M.						
SECOND ELECT. OFFICER	Reid, J. E.	Daniel, D.						
ASST. ELECT. OFFICER	Edwards, A. S. Taylor, R. E.	Davenport, I. J.	FIRST ELECTRICAL OFFICER	Caughy, W.	Pace, J.	Pitman, I. G.	Grant, D. W.	Brookes, G. E. J.
FIRST REFRIG. ENG. OFFICER	Benton, F. H.	Long, P. J.	SECOND ELECTRICAL OFFICER				Corrall, L. J.	Roberts, E.
SECOND REFRIG. ENG. OFFICER	Bradley, S. J.	Green, J. V.	REFRIG. ENG. OFFICER			Clayton, P.	Thomas, M. E.	Francey, T.
THIRD REFRIG. ENG. OFFICER	Baker, J. H. G.							

PURSER	Barnett, W. H.	Arkieson, A. P.	P & O RADIO OFFICERS IN TRIDENT TANKERS: <i>Busiris</i> : Day, D. F.; <i>Ellenga</i> : Soper, P. R. (Jr.); <i>Ellora</i> : Roscoe A.C. (Jr.); <i>Erne</i> : Guaman, C. R. (Jr.); <i>Garonne</i> : Hall, H. V. (Actg.); <i>Kent</i> : Chapman, K. M.; <i>Maloja</i> : Hall, A. J. (Actg.); <i>Malwa</i> : Groat, R.; <i>Mantua</i> : Plant, T. (Actg.); <i>Megna</i> : Anderson, F. E.; <i>Opawa</i> : Macey, I. D. (Jr.); <i>Pulman</i> , M. L. (Jr.); <i>Orama</i> : Chapman, R. J. E.; <i>Oriassa</i> : Groat, J. A.; <i>Ottawa</i> : Haynes, J. G. (Actg.); <i>Queda</i> : Raven, T. L. (Jr.); <i>Quilooa</i> : Bewlay, R. W. (Jr.); <i>Talamba</i> : Pitt, D. E. (Actg.).					
SR. ASSISTANT PURSER	Holton, C. D. R.	Dalton, T. S.						
CHILDREN'S HOSTESS	Nolan, M. C.	North, D. M.						
CHIEF STEWARD	Ross, W. H.	Standing, R. W.						
CHEF	Cornwell, H.	Roberts, A.						

Mr. A. R. L. Escambe, Chairman of Escombe, McGrath,
welcoming the new Freight Organisation.

P&O Freight Organisation



STOP PRESS

Our New Freight Organisation

By R. M. Thwaites
Chairman, P & O – Orient Management Ltd.

After investigation and study over a considerable period by Management and the Organisation and Methods Department, it was decided that Escombe McGrath's P & O Freight Department and the Company's Export and Import Freight Departments, together with the Lines, should be brought together in one integrated organisation in Beaufort House. This integration took place on 4th April.

The new organisation will be responsible for the Australian and Far Eastern freight and cargo services.

Within the organisation there is a logical division into Australian and Far Eastern affairs, with each trade having its respective operators (Lines) and sales specialists (Freight Sales Department). All documentation and other services to shippers, are, however, being handled centrally by the Freight Administration Department. The new organisation is headed by K. Reynolds, a Director of P & O – Orient Management Ltd., and he is directly responsible to me.

K. R. Anderson, a Director of P & O – Orient Management, is responsible for Australian Operations; M. D. Penney, a General Manager, for Far Eastern Operations; J. M. Corbet-Singleton, previously a Director of Escombe, McGrath and now a General Manager of P & O – Orient Management, for Australian selling; and J. G. Davis, a General Manager, for Far Eastern selling and the production and co-ordination of an overall selling plan. All will continue with their other Management responsibilities. J. M. Corbet-Singleton will be in charge of the administration of the new organisation.



Mr. Keith Reynolds explains the workings of the new Freight Organisation to a staff meeting of P & O-Orient and Escombes in Bettafoods Restaurant, Beaufort House, on 16th March, 1966. With Mr. Reynolds at the top table are, left to right, Messrs. J. G. Davis, M. D. Penney, A. R. L. Escombe, R. M. Thwaites, C. E. Lambert, and J. M. Corbet-Singleton.

Cargo booking for P & O ships in the joint P & O and B.I. Indian trade will be carried out solely by Escombe McGrath, with the responsibility for the operation of this trade devolving on B.I. Those P & O ships employed in the Indian trade will, however, continue to be manned and maintained by the Company.

These changes will avoid duplication of work within the Group and tighten the operating and selling of the Australian and Far Eastern cargo services, so doing a more effective and profitable job for the Company and at the same time providing better service for shippers.

Similarly, by bringing together the selling side of our business we shall be able to concentrate our efforts and ensure the full use of the Advertising and Public Relations Departments, whilst also taking advice from independent marketing consultants.

Today, more so than ever before, we are selling to live. We are faced with national and international competition of the highest order. We must have maximum flexibility not only in the services we provide but in our own attitudes to the way in which we provide them.

We shall continue to re-assess the new organisation and test its effectiveness by the results achieved. If changes are thought necessary, either to meet new conditions or for other reasons, they will be made.



Shooting a scene for 'Taken for Granted', with (left to right) Navigator A. D. Barrett, a Production Assistant, Commodore J. L. Dunkley and Mr. S. Wood, the Director.

CANBERRA—Filming

A filming party from the N.S.W. Maritime Services Board recently travelled in *Canberra* to take interior scenes for a film entitled 'Taken for Granted'. This emphasised the vast amount of work and services that goes into running a passenger liner about which the passenger is not aware. It ranges from the Boardroom and offices to the work of the Pilot and Bridge, Engine-room and Kitchens on board the ship itself.

Sydney Office, who have seen a preview of the film, report that it is very effective, and *Canberra's* participation was highly successful and worth while.

J. Cook, Welfare Leading Hand, dances a Sailors' Hornpipe for passengers at the revue.



HIMALAYA—Crew Revue

There is no business like show business, thought both passengers and crew when members of *Himalaya's* crew staged a revue on her last voyage. For only two shillings they enjoyed a mixture of skits, jokes, songs and dances specially put on by *Himalaya's* wealth of talent under the direction of Laundryman Dennis Moore. Although preparations and rehearsals involved much extremely hard work so that normal routines were not disrupted, it was all great fun, and it would be difficult to tell who enjoyed it most, the 400 passengers or the cast and assistants.

'A jolly good two bobs' worth,' murmured members of the enthusiastic audience after the curtains finally rang down. Great credit must be given to all those who gave their own time unsparingly to arrange effects, lighting, props, and last but not least the Tony Barlow Trio, which provided the music.



'I don't think it suits me', thinks this toddler, as Nursery Stewardess Jean Box adjusts his seaman's paper hat, 'but I won't tell her as she so enjoys playing with these hats.'

ORONSAY—Ocean Travel Fortnight

An apprehensive young visitor is fitted with a seaman's paper hat by Miss Jean Box, Nursery Stewardess, *Oronsay*, when the ship was open to the public on 4th November as part of Ocean Travel Fortnight. During the day all children who came on board were presented with such hats, and a total of 1,000 members of the public were shown round the ship.

Ocean Travel Fortnight is held every year to enable people who might not otherwise have the chance to look round an ocean liner without any obligation. Ships of several companies were open for viewing at Liverpool, Southampton, Tilbury and London on specific days during the two weeks.

HIMALAYA—Centurian Capstan

A capstan used by P & O—Orient Lines for over 100 years at the Mazagon Dock, Bombay, arrived at Tilbury in February on *Himalaya*. It was presented to the Company by the Mazagon Dock Ltd. when it was rendered obsolete after alterations to the dock.

The original capstan, which had a wrought iron top inscribed 'P & O, 1860', used to stand at one of the drydock entrances. Hundreds, perhaps thousands, of ships of many sizes and nationalities must have used it during its century-long working life.

The capstan, cut down to a smaller and more manageable size, of height 18 in. and diameter 14 in., was presented to Captain E. V. Harris by Rear-Admiral S. M. Nanda, Managing Director of Mazagon Dock Ltd. on 20th January at a ceremony on *Himalaya*.

The capstan will be kept in the P & O Museum in the new Head Office that the Company is building in London.



Some of the 25 Rolls Royces and Bentleys alongside Canberra.

CANBERRA—Rolls Royce Owners

Twenty-four Rolls Royces and Bentleys drew up alongside *Canberra* at Sydney on the afternoon of Saturday, 23rd October. Their owners, members of the Rolls Royce Owners' Club, were making a special visit to the ship, which they described as the 'Rolls Royce of the Sea'.

After a guided tour, which included visits to the Bridge and Engine Room, they were entertained to tea, at which a specially baked cake with Rolls Royce crest was the star attraction.



Pastry Cook T. J. Shakespeare with a special Rolls Royce cake that he baked for the occasion.

HIMALAYA—'Smokos' Popular

A lively range of entertainments was organised by the Committee, headed by the new Chairman, George Higgs, B.E.M., Bedroom Steward, who recently rejoined the Company after 10 years with Cunard. 'Smokos' were held each week at the Pig. These were a great success, consisting of concerts, Bingo, race-meetings, quiz nights and pub nights. The Brian Mac Quintet also came down and entertained club members.

Apart from the Crew Revue, mentioned elsewhere, the crew also produced a Pantomime. This was written and directed by George Higgs, who also played the part of an Ugly Sister. Other parts were played by Dave Cliff (Prince Charming), Derek Brown (Cinders), George Henshaw (Dandina), Tom Lake (Buttons), Derek Rogan (second Ugly Sister), Herbie Watson (Good Fairy) and John Cook, W. L. H. (The Baron). Music was by the Tony Barlow Trio.



A/S Bernard Kelly sings to the accompaniment of the Tony Barlow Trio while the lads relax and enjoy themselves at a Himalaya Social Sport Club 'Smoko'.



Pensioners' Reunion

The Annual Reunion Luncheon for retired staff will be held this year on *Arcadia* at Tilbury Docks on Thursday, 28th April.



All Set and Meshacks being taken to Baradine at K.G.V. Docks.

BARADINE – *Irish Exports for Australia*

When *Baradine* sailed from London on 21st January, 1966, she carried a pair of two-year-old Irish greyhounds bound for Australia.

All Set and Meshacks, valued at £150 each, will race on the tracks of Melbourne and Sydney. If they prove themselves worthy successors to their champion ancestor, Tanist, they will be retired to stud.

Mr. H. B. McGahon, General Manager of the Anglo-Irish Greyhound Export Company, commented, 'All Set and Meshacks can bolster our exports if they turn in good performances.'

A formidable task indeed for a pair of two-year-olds. But if pedigree has anything to do with it, All Set and Meshacks have already got it made.

'CANBERRA' – *Unflinting*

When *Canberra's* ship's shop ran out of flints a few voyages ago, they thought it would pacify passengers to tell them the Commodore had bought the last packet. But they reckoned without one determined customer who promptly wrote to the Commodore:

'Sir,

I have been informed by the shop that you bought the last packet of flints. Would you please oblige me with a couple.

Yours faithfully,

.....'

He received the following reply:

'The Commodore has not bought the last packet, or any.'

Were some faces red!

 *
 * FROM THE
 *
 * DEPARTMENTS
 *
 *

ADVERTISING

Mr. J. R. Murphy has been appointed Assistant Advertising Manager with special responsibility for U.K. Freight Advertising and Continental Advertising.

This is a new appointment. Mr. Murphy will deputise for Mr. H. F. Jackson in his absence.

CASH

C. C. STALLEY

On Mr. Blair's retirement on 31st March, 1965, Mr. Stalley was appointed Head of Cash Department. This appointment is now redesignated Chief Cashier. Mr. Stalley's present responsibilities remain the same.

F. T. W. MAJOR

Mr. Major has been appointed Assistant Cashier, w.e.f. 2nd November, 1965. His duties include responsibility for the work of the department in the absence of the Chief Cashier.

G. A. V. WHYTE

Mr. Whyte's appointment as Cashier West End is confirmed. He is responsible to the Chief Cashier for the work and organisation of the Cash Section in the West End Office including cash security arrangements. He continues to be responsible to the General Passenger Manager for the administration of his section as an integral part of the passenger booking operation in that office.

CHIEF ACCOUNTANT'S

J. D. HAMILTON

Mr. Hamilton has been appointed Accountant (Group Accounts).

PASSAGE

Following the retirement on 31st October, 1965, of Mr. W. J. Stick, M.B.E., Deputy Passenger Traffic Manager, the following appointments and transfers were made with effect from 1st November, 1965:—

- | | |
|---|--------------------|
| <i>Deputy Passenger Traffic Manager</i> | Mr. N. J. Rolph |
| <i>Booking Hall Manager</i> | Mr. J. G. McGregor |
| <i>Travel Manager</i> | Mr. G. G. Jones |
| <i>Reservations Manager</i> | Mr. C. C. Gorton |



N. J. Rolph



C. C. Gorton



J. G. McGregor



G. G. Jones

- Asst. Reservations Manager*
- Asst. Berthing Manager*
- Traffic Supervisor, Team V*

- Mr. M. F. Coster
- Mr. L. E. Wilton
- Mr. H. L. Fisher

Mr. Rolph continues with his present duties in forward planning and estimating for future space requirements for this area, general overall (though not detailed) supervision of the London area Allotment Centre, and in Departmental liaison in planning for the introduction of the Computer. In addition, he deputises for Mr. Rolt on Traffic matters and will be available to assist Section Heads or others with Traffic problems when necessary.

Mr. McGregor assumes charge of the Booking Hall at Mr. Jones's desk.

A new position of Travel Manager has been specially created to take over the duties of interviewing and booking V.I.P.s, other important clients and well-known travellers who hitherto have been so ably looked after by Mr. Stick. Mr. G. G. Jones has been appointed to this post.

OFFICERS

APPOINTMENTS

Mr. G. B. Thom, Chief Officer, has been appointed Assistant Dock Superintendent to Captain D'Aeth at the K.G.V. Dock for a period of 12 months.

The appointments to the New Tonnage Section steadily increase as the volume of work expands. There are now Messrs. B. V. Hill, M. P. Evans, W. C. Godbold, Chief Engineers, H. M. Walker, Second Engineer, K. Blackett, First Electrical Officer and D. H. Hannah, Chief Officer, working at Head Office.

PROMOTIONS

Congratulations to:

Acting Captains M. Champneys and R. D. Cookman on their promotion to Captain;

Deputy Purser A. G. Hale on his promotion to Acting Purser, w.e.f. 24th January, 1966. He sailed in *Chitral* from Southampton on 6th February, 1966.

We also congratulate the following Officers on their success in recent Board of Trade examinations:—

MASTER'S CERTIFICATE:

Second Officers F. C. P. Hellyar, R. L. Jackson, C. J. Stevenson.

FIRST MATE:

Fourth Officers A. P. Hodges, M. H. Julian, D. N. R. Morrison, L. S. Scorgies, R. J. Spread.

And the following Engineer Officers on gaining Certificates of Competency:—

FIRST CLASS MOTOR ENDORSEMENT:

Second Engineers J. Lindsay, I. G. Whatley.

FIRST CLASS STEAM ENDORSEMENT:

Second Engineers A. Hesketh, J. McVay.

FIRST CLASS MOTOR:

Third Engineer A. Rushton.

FIRST CLASS STEAM CERTIFICATE:

Second Engineer P. I. Hedley, Third Engineer D. R. Hibbert.

SECOND CLASS MOTOR

Third Engineer M. Conway.

SECOND CLASS STEAM CERTIFICATE:

Third Engineer M. J. Cole.



CANDID COMMENT

Entering Southampton Harbour in thick fog early one morning, *Canberra's* Duty Officer received a surprise telephone call: 'Hello? Is that the Bridge?' asked an irate Cockney lady. 'Well, your horn works. How about trying your lights now?'



Letters to the editor

Cruising Toddlers

B.I.S.N. Co. Ltd.,
One Aldgate,
London, E.C.3.

Dear Sir,

I have read, with interest, the remarks in your November issue under Company News about 'U.K.'s largest cruise programme for 1966'—26 cruises, accommodation for 32,000 passengers, visiting 48 different ports.

Readers may be interested to know that *Nevasa*, *Devonia* and *Dunera* are expected to undertake 53 cruises in 1966, carrying at least 52,000 passengers, visiting 56 different ports. This may, or may not, be a 'larger' cruise programme (depending on whether one inhabits E.1 or E.C.3?) but it certainly makes the Group cruising effort very considerable, even if 36,000 of B.I.'s passengers will be school-children.

Incidentally, *Devonia*, while making a voyage principally to change Asian Crews, recently uplifted over 1,000 Indian Nationals from Karachi to Bombay—including 400 staff and families of the Indian High Commission in Pakistan—and the Press in India made a number of complimentary remarks regarding 'the excellent arrangements made by the P & O Company'!

Yours faithfully,

John Sharpe
(General Manager)

(In fact there are now 28 cruises with accommodation for over 35,000 passengers. However, we stand corrected; we might even take an educational cruise to get our arithmetic right for the future. In mitigation we can only say we were referring to the U.K.'s largest 'adult' cruise programme!—Ed.)

Not Scampi

The letters below were received by *Baradine's* Captain before a recent sailing with a note from the Travel Agent through whom the booking had been made, with the comment, 'I sincerely hope, Sir, that you are an extremely tolerant man. I don't think it likes scampi.'

Dear Sir,

The enclosed belong to our little dog who is sailing in *Baradine* on the 24th to Fremantle. My wife and I are following and will rejoin her once in Australia.

I don't ask—I trust—too much if I say that she normally eats what we ourselves eat—meat and veg type meals and so on, and has a marked dislike of tinned dog foods. Rather she has been spoiled, as we have not the boon of children.

Enclosed is a little beer money for the steward or whoever has her consigned to his care for the voyage; please pass this on for me.

On arrival at Fremantle I believe that arrangements have been made for you to issue a certificate stating that she has not been allowed ashore anywhere and so on—you will doubtless know what to do with this.

Thanking you in anticipation, I remain,

Yours faithfully,

John X.

Dear Sir,

My name is Gorgeous and I am a small, smooth-haired, white and fawn bitch—beg your pardon—female dog! I shall be joining you per the 9.40 train from . . . on Wednesday morning, so that we can be in Fremantle to do my time in quarantine before my mum and dad come out after me and find me my new home in Australia.

Like all dogs—especially rather small, bewildered dogs like me—I have my likes and dislikes. I like people who make fusses of dogs, cucumber, warmth, liver, walks, sleeping in comfortable places, raw potatoes and being talked to quietly. I don't like the cold, getting up early in the morning, tinned meat, people touching my front paws, bright lights, being lonely, loud noises and cats!

Enclosed you will find a letter from my master, some of my toys and some chocolate buttons—one of my weaknesses—which I hope you will keep for my voyage. I shall probably be very home-sick for a while so I do hope someone will have a little time to talk to me sometimes and cuddle me a little when I feel low.

Yours faithfully,

Gorgeous X.

Letter to Recruiting Officer

Dear Sir,

In answer to your letter I forgot to tell you my age and I taught that you might mistaken me for a jubnal I am sixteen years of age and I am five feet two ins tall.

.....

(No prize will be awarded to the writer of the first or any letter guessing correctly whether the above application was successful—Ed.)

HON. COMMODORE

Commodore J. L. Dunkley was made an Honorary Commodore of the Port of Los Angeles when *Canberra* called there for the first time on 2nd October. She is the largest ship ever to have visited the port. Mr. P. Di Carol, Vice-President of the Los Angeles Board of Harbour Commissioners, presented the Commodore with a framed certificate to mark his honorary appointment and with a desk writing set during a ceremony on board ship.



The kitchen—Mr. G. Denholm (right), in charge of the administration of Croxley Green, discusses the day's menu with chef Frank Henery. Mr. G. Burton is on the left.



Pay Department, with (above) Messrs. A. S. Vining, G. Hagopian, Denys Hilton, and (below) Messrs. G. H. Cope, A. T. Tippetts, R. A. Pillinger, G. R. Blair and E. R. Clark.



'SOMEWHERE IN THE COUNTRY'

EARLY IN 1939 the Company decided to set up an alternative head office away from London. Everyone knew that a war would soon break out. No one knew what that meant, though. A few quick battles?—a long, dragged out affair, stretching for two, four or perhaps six years?—invasion?

War could mean the bombing and destruction of towns and cities, the main arteries of our nation. The only means of survival would be to have headquarters and administrative offices away from towns, so everything could be kept running.

The Government set the example. Most Ministries were moved away from London. Individual companies followed. Where they went was a secret, so the enemy would not know. Their address, and ours, was 'Somewhere in the country'.

The new offices were in a Georgian mansion at Croxley Green, Herts. To begin with only two departments moved there: Pursers Cash and Accounts. Passage, Stocks and Shares and Publicity followed later. Communications with the City were by motor-cycle messenger. Everything was improvised. Staff had to sleep in two hutments, and meals were served in a barn. A ship's chef and Goanese stewards provided one of the few luxuries, however—good food, well served.

These pictures are reprinted from *The Times*, dated 1st September, 1939. They were taken soon after the first departments had moved in. They do not do justice to all the departments that eventually ended up at Croxley Green. Nor do they do justice to the life there, the camaraderie, the billiards, the social life, the evenings at the 'Artichoke'. They cannot. But they may remind us of an historic period in the Company's life, and an unforgettable one in ours.



Accounts Department, with (left to right) Miss 'Johnnie' Johnson, Mr. A. S. McGillivray, Miss Lily Simms, Messrs. R. Chalk, J. Barker Benfield, G. A. V. Whyte, J. N. Gelsthorpe, L. G. Lewis, R. G. Lympaney, R. W. Blenkiron, J. Barker, F. R. Reynolds, F. A. Penney, and D. P. Oliver.

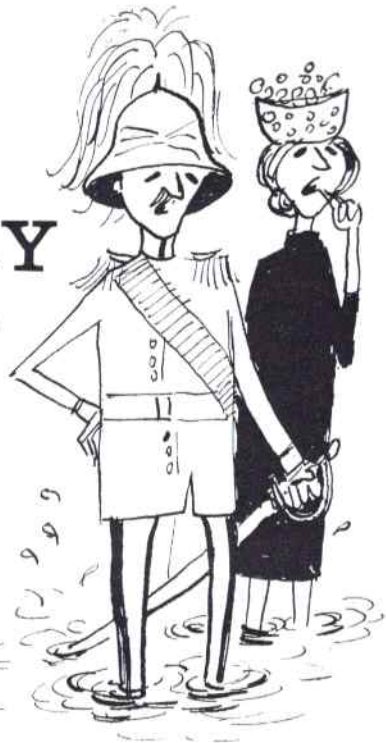
The 'Dining Room'.





NURSERY NERVES

By J. H. Gough Wilson



Fear is an emotion that affects everybody at some time, and many of us have secret dreads unsuspected by our fellows. These are called 'phobias'. Some of them, such as claustrophobia, are well known, but other aversions exist for which names must be invented. My own personal problem might be described as 'childrephobia'. I am terrified of children!

Having spent several decades as a carefree bachelor in male adult society, I have little knowledge of small fry, and my few contacts have made me extremely wary. Whenever any young mother invites me to admire her baby, I sidle up to the perambulator and peer apprehensively under the canopy, ready for instant retreat.

Should the occupant be sleeping I can marvel at the exquisite fragility of the tiny features, so different from the repulsive reflection in the bathroom mirror. But if the starry eyes happen to open during the inspection, the little face is liable to crumple into a scarlet caricature, while from a large square orifice appearing in the middle issues an earsplitting bellow. The alternative is equally alarming. The child may give a toothless grin and a gurgle of joy and grab a double handful of my face, hanging on instinctively, as a baby baboon clings to its mother, and then it is *my* turn to howl. Either result is shattering to one's confidence.

Aboard a ship one day, in an effort to overcome this complex, I gently lifted a toddler, then looked at it glumly, at a loss for something to say. At last, feeling utterly foolish, I blurted out 'Diddums! Diddums!' and raised it cautiously above my head. Unfortunately I pressed its cranium against a light-bulb, which burst

like a bomb! Everyone in sight screamed, while I hastily lowered my burden and fled in confusion. No harm had been done, except to the nervous system, but it was a lesson never to play with fire!

Shrewish

One morning a sweet little girl attached herself to me on deck, held my hand and implored me to sit with her. Her next request was to be told a fairy story. Being unversed in nursery folklore and incurably shy, I begged to be excused. Thereupon her whole attitude changed dramatically. She became shrewish, and commanded in piercing tones that I speak French all the time she was holding my nose! Suiting the action to the word, she seized the olfactory organ in a vice-like grip that brought tears to my eyes. The natural impulse was to employ the vicious tactics of unarmed combat, but one could hardly do that, especially as the doting parents were watching. The only way to escape was to jabber a stream of gibberish until her wrist tired. Finally the iron grasp relaxed and I left the scene with proboscis scarlet and ears burning from the laughter of people who should have known better. That experience left an indelible mental scar!

Arriving at one port, the weight of passengers crowding the shoreward rail, combined with the pull of the lines warping the ship in to the berth, gave her a noticeable list to starboard. The large gangway from the wharf was being hoisted up to the dance-deck, where the Governor, in ceremonial uniform with his

lady by his side, was waiting to meet the A.D.C.s as they boarded to welcome him to his new territory. Suddenly a flood of yellow water cascaded across the deck, and the V.I.P.s had to go through the introductions and disembarkation soaked almost to the knees! Seeking the cause I found the port-side wash-deck hydrant had been turned on by an innocent cherub with flaxen curls! Owing to the list the water had overflowed the scuppers and dashed in a torrent downhill like the bursting of a dam. Have *you* ever administered corporal punishment to a passenger?

At Singapore the usual sightseers and friends were waiting on the quay as we drew alongside, and they seemed more than normally excited. From the wharf the ship, otherwise spick and span, was a shocking sight. From almost every scuttle dangled filmy items of ladies' underwear! Hasty investigation revealed that while the cabin stewards had been at their mid-day meal, a brother and sister—angelic twins of tender years—had ransacked the cabins and collected all the lingerie, and had then hung their decorations at lightning speed. Ships are often 'dressed', but never quite so literally! That childish prank caused much gnashing of teeth, and 'Operation Undies-to-Owners' needed the wisdom of Solomon.

Stopped by Heels

One ship had the after-deck shaded by an awning stretched taut over a high ridge-rope and lashed down to wires through the awning-stanchions at the ship's-sides. One day while the parents were at lunch, I came upon a number of children amusing themselves by jumping from the after-rail of the upper sports-deck onto the sloping canvas and sliding down. At the bottom they were saved from shooting straight overboard only by catching at the wire with their heels, and any miscalculation would have been followed by an ominous splash! *That* was a heart-stopper that did *nothing* to help the phobia!

During one spell in Bombay, the gentle art of all-in wrestling became popular entertainment, and a bearded exponent named after the giant ape of fiction was much admired. The European youngsters pretended to see a resemblance, and I used to be pursued by fiends chanting, in their sing-song accents, 'King Kong! King Kong!' At the swimming-pool I would find myself beneath a heap of wet, squirming bodies to shrill cries of 'Wrestle us, King Kong! It is super-fun!' The only periods of comparative safety were at dawn and during their mealtimes. The poet Browning told us that the Pied Piper charmed the children by strains of music, but *my* fatal fascination needs no such gimmick, and when any 'strains' are involved I am *always* on the receiving end!

The foregoing are small-scale episodes, though sufficiently alarming; but when we heard that our ship was to carry *five hundred* under-twelves from London to Australia, the hair turned white in a single night! But although the anticipation was worrying, the realization was really something, and it seemed a long, long way to Sydney. The last straw was when news-photographers wanted me to pose standing with a

fatherly smile and a 'kiddiewinkie' on each arm before they disembarked. The reporters were mystified when I declined with a famous quotation from Shaw's 'Pygmalion'! That happened 10 years ago, but, believe me, I have never been the same since!

Torment

Even in England this torment by juveniles persists. While cycling in the home town, I rode up behind a lone, parked saloon car. Off-side doors are always liable to be opened without warning, so I noted that no seat was occupied. Nevertheless, as I was passing, the driver's door was flung open, and the resulting spill might have been serious. The culprit was a little darling crouching out of sight among the levers and pedals! It seems they are determined to get me!

Recently, while visiting friends, the son of the house dragged me away to see how well he was mastering the piano. His performance was a trifle unorthodox, to say the least. He leaped onto the piano-stool and thence onto the keys, striking a hideous discord with his feet. From the ivories he stepped up onto the closed lid of the ornate concert-grand, ran along to the shallow-end, turned, came halfway back, and flung himself full-length with his face looking down on the keyboard, and played (if that is the word) by stabbing downwards with his fingertips! When that demonstration ended I was ordered to watch his antics in what had once been a kitchen. Here he stood on the seat of a chair, tucked his toes into the corners of its open-style arms and toppled forward, breaking his fall with his hands. This feat was duly applauded. Then he repeated the trick, this time announcing proudly 'Look! no hands!' With feet firmly anchored he fell like a wooden soldier with thumbs at the seams of the trousers. He maintained this posture to the bitter end, and duly knocked himself unconscious as his head struck the brick floor! When he came to, with a lump like a duck's egg on his forehead, he brought from his bedroom a two-foot wooden jack-plane, with which he smote my inoffensive partner heavily on the knee, thereby incapacitating her for several weeks! Is it any wonder that I am scared stiff by the little (*steady!*) ones?

Reinforcements

The same child subsequently spent a week-end with us. It was a long week-end—the longest of my life! But that is another story that may be told one day if ever I stop shuddering at the recollection!

Persecution by the young is bad enough, but when they bring up reinforcements it is a bit much! A few days ago, on a beach, a small boy repeatedly showered us with shingle. Not wishing to cause a scene I tried to quell him by the power of the human eye. At the top of his powerful lungs he shouted 'Mum, he's *looking* at me! I'm not looking at *him*! Why is he looking at *me*, Mum?' and Mum arose, girded up her loins, and prepared to do battle!

O death, where is thy sting!

Front view (flattering). This picture was taken on one of the rare occasions when Gravel Lane was not cluttered up with cars and lorries.

Beaufort House

TEMPORARY
HEADQUARTERS
LONDON

It occurs to us that our colleagues overseas have not had a chance to see Beaufort House, our present 'home', while 122 Leadenhall Street is being rebuilt.

These pictures give an idea not only of the building itself, but of the continuous rebuilding of this part of London to provide modern housing and office accommodation as well as fast roads connecting the City with the docks (eventually).

Architects'-eye view. A bomb site and slum buildings behind Beaufort House have been levelled out for a proposed fast through road to the docks.

Back view. Originally the entire building was a factory. The part on the right, slightly jutting out from the rest, still is. To the left of the picture runs the underground railway.



Miss Valerie West uses a fire extinguisher under the watchful eye of Sub-Officer J. Passfield (left).

Looking on are, left to right, Carol Plumb, Janet Knott, Lynda Ascott, Shirley Haynes, Mary Hale, Jacqueline Brown and P & O Chief Training Officer, Captain J. C. Stratford.

We Hear That . . .



WOMEN SHIPS' OFFICERS TRAIN TO FIGHT FIRES

Seven pretty girls aged 20-24 attended a day's fire-fighting course with 'L' Division, London Fire Brigade, at East Ham on Wednesday, 9th February, 1966, before being appointed Women Assistant Pursers on P & O - Orient Lines passenger ships. This is the first time that any shipping company has included fire-fighting in the pre-sea training of women Officers.

The course was arranged in co-operation with the Shipping Federation. It included talks, films and demonstrations on the causes, needs and handling of fires with special emphasis on shipboard conditions. At the end of the day, each girl was given practical experience of putting out fires with different types of extinguishers in the Fire Brigade's training yard.

The fire-fighting came at the end of a week's pre-sea appreciation course at P & O Head Office, London, under Captain J. C. Stratford, the Chief Training Officer. This dealt with all aspects of shipboard activities to prepare the girls for their work as secretaries in the Purser's Office and as receptionists and information Officers to passengers. The girls will start going to sea from the end of next month, depending on vacancies on board ships. Meanwhile they continue to work at the P & O's Head Office.

'All our male Officers and ratings receive fire-fighting training,' said a P & O spokesman, 'and we thought we should send the women too to broaden their all-round knowledge of fire, which can be the greatest danger at sea. Of course we do not expect them to fight fires, but at least they will know what to do in case of an emergency and they will be able to reassure passengers informatively.'

CANNON STOLEN

Unlike Ben Battle of doggerel fame, Mr. R. C. F. Hatch of Tilbury Dock Office took up arms when a cannon ball—or rather cannon—took off.

The cannon concerned was an ancient brass one

that had been stored by Duncan Walleat at Tilbury. It had served many years ago on P & O ships for firing salutes as the ships entered distant ports.

Then for over 30 years it had stood together with another cannon outside the front door of Tilbury Dock Office. During the war, however, the second cannon had melted when an incendiary bomb landed rather too close, and souvenir hunters had been too persistent in their efforts to take away this last remaining cannon. Chaining it down had not succeeded, so it was put in safe storage until it could find a comfortable home in the new P & O Museum.

But alas, it was not safe enough. On the morning of Monday, 13th December, it was reported missing, believed stolen.

All hope of its recovery is not yet lost, however, and we understand that Mr. Hatch is hot on its trail. If anyone has any information appertaining to this matter, or if anyone saw anything suspicious on the night of 12th-13th December, such as a man proceeding slowly out of Tilbury Dock hauling an ancient brass cannon, he should communicate immediately with Mr. Hatch or his nearest P & O Office.

'THAT'S MY DAUGHTER'

A woman who last saw her father nearly 40 years ago and thought he was dead was reunited with him on board *Orsova* at Tilbury, when the ship arrived back in England on 1st November.

Mr. Bruce Heathcote, a 68-year-old retired glazier, arrived from Adelaide in the Tourist Class lounge talking to a fellow passenger, when he spotted a smartly dressed woman across the lounge.

'That's my daughter!' he exclaimed, and rushed over to embrace 44-year-old Mrs. Doris Korba, of Clayton-le-Dale, near Blackburn. The last time he saw her was 39 years ago when he waved goodbye to Doris and her Welsh-born mother from the quayside at Melbourne. 'She was all right until the ship started to move away and then she began to cry,' he recalled.



Mr. Heathcote (centre) with his daughter and son-in-law.

His daughter cast her mind back to when as a child she lived with her parents in Australia and told her father: 'I remember standing at the gate waiting for you to come home from work. You used to tap me on the head with your newspaper.'

Doris was only three months old when Mr. Heathcote and his wife, Christina, whom he had met and married while serving with the Australian Forces in the first World War, settled in Melbourne, but the climate did not suit Mrs. Heathcote and she was homesick for Wales. She took Doris with her, back to her native Llangefni.

'I thought they were only going for a long holiday,' said Mr. Heathcote. 'My wife was anxious to come back to me in Australia but it was the time of the depression and there wasn't the money.'

Husband and wife corresponded until they lost touch about 25 years ago. Mrs. Heathcote died 12 years ago and then Doris heard that her father too was dead. But at the beginning of this year a letter which had been posted on from one address to another reached her home. It was from her father.

Mr. Heathcote took up the story: 'I was in hospital after an operation and the Red Cross came round to see if there was anything they could do for me. I thought, 'why not ask if they can trace my wife and daughter?' Within a fortnight they had found her.'

Now he has come to make his home with his daughter and her husband, Polish-born Mr. Stefan Korba, a hotel chef who was also at Tilbury to meet his father-in-law. 'We are very pleased to have him and only hope he will be happy with us,' said Mrs. Korba.

ADOPTED SHIPS

The following is an extract from the Annual Report of the British Ship Adoption Society for the year ended 30th June, 1965:—

'The year under review has been another difficult one for the shipping industry and, it naturally follows, for the Society also. During the last 12 months many ships have been lost to the Society by scrapping or sale to foreign flags; in addition a considerable number of seafarers with personal links have retired. Despite strenuous efforts, this has resulted in the number of ships and personal links being reduced to 781 at the

30th June, 1965, a nett loss of 35 associations during the year. Personal links totalled 220 at the 30th June last, one more than at the same time last year, so that losses by retirement, etc., have been made up. However, your Committee consider that the only way it will be possible to satisfy the many schools on the waiting list and others interested will be to encourage even more seafarers of all ranks to forge personal associations with school members. . . . Of course, it is our earnest desire that a shipmaster joining an 'unadopted' vessel may bring his new command into the Movement, for it is hoped that ship/school associations will always be predominant in membership.'

RULES FOR THE DOGS

The Orient Line and the P & O were two of the first companies to go into the cruising business. Already many years ago deck games and afternoon, evening and night entertainments were fully worked out, sometimes with perhaps even more ingenuity than today.

The following set of rules under which the dog races were run 40 years ago in *Moldavia* is a good example:—

HELPFUL HINTS

1. The Course was discovered and laid out by the Committee last night. The Committee was discovered laid out in the Saloon this morning.

2. Owners are not permitted to use whips, spurs or knitting needles. Unsuccessful punters are not permitted to use bad language.

3. No objection will be entertained by the Officials, but the Officials will have no objection to being entertained by the winning owners after the racing.

4. Always remember that the man who does not bet is no Better than the man who bets. Therefore it is much better to be a Bettor. So Bet a Bit and bring a bit to our Charity Fund.

N.B. The man who can repeat the above without tripping after he has had six small ones deserves six more.

FIRST TIME A PASSENGER

Captain Richard Stannard, V.C., and his wife Phyllis arrived at Tilbury in November in *Iberia*, at the start of a three months' holiday. They returned to their home overlooking the harbour at Sydney in the same ship in January.

Although he was Marine Superintendent of P & O - Orient Lines of Australia Pty. Ltd., in Sydney from the time of the merger to his retirement last year, this was the first time Captain Stannard had travelled as a passenger in a 'P & O' ship. He had had a wonderful voyage and found *Iberia* a very happy ship and excellently run.

Captain and
Mrs. R.
Stannard.



H.K. ASSOCIATION WELCOMES EX-CADETS

The Conway-Worcester-Pangbourne Association of Hong Kong welcomes visiting past cadets of any of the three establishments at its informal gatherings in the Stag Bar of the Hong Kong Cricket Club on the third Thursday of every month except May and October from 6.30 p.m. to 8.00 p.m., and at its Annual Dinner, held on the third Thursday of October.

The Dinner this year will be on Thursday, 20th October. Application forms and further information from the Hon. Secretary, Mr. W. G. Woollam (ex-Pangbourne), at Jardine Matheson & Co. Ltd., Hong Kong.



Mr. and Mrs. P. Nielson being greeted by their son Peter, father of Brett, on arrival on Iberia at Tilbury.

PRIZE DREAM

Mr. and Mrs. Peter Nielson won a free trip to England recently to see their five-year-old grandson, who was born a thalidomide baby. The competition which they won was run by an Australian store and P & O - Orient Lines. It asked people to say why they would like to 'clear away to sea'.

Mrs. Nielson, of Ryde, New South Wales, wrote, 'Nothing would suit me better than to go to England to join my son and his family. They went there for the welfare of my grandchild, who was born without arms. I want to watch his progress with his new arms and hands.'

The grandson, Brett Nielson, had also been shipped out free by the P & O when his parents decided to bring him to the U.K. for expert treatment a few years ago.

GOLF MATCH

The Annual Golf Match between P & O - Orient Lines and the Canned Goods and Dried Fruit Trade for the Golf Challenge Cup was played on Thursday, 23rd September, at Bush Hill Park Golf Club.

For the second year running, four of the 10 individual matches in the morning were won by P & O - Orient Lines, four by the Canned Goods and Dried Fruit Trade and two were all-square. This meant that the decision as to the winner of the Cup had to be made on the



The Golf Challenge Cup being presented to Mr. G. R. S. Haigh, Captain of the Canned Goods and Dried Fruit Team, by Mr. E. J. Pakes, lately Chairman of B.I.S.N. Co., who captained the P & O - Orient team in the absence of Sir Andrew Crichton. Also in the picture is Miss Pam Haigh of Passenger Department, Cockspar Street, the daughter of Mr. Haigh.

afternoon play. This was a Greensome Stableford, and the aggregate points scored for each team were: The Canned Goods and Dried Fruit Trade—165, P & O - Orient Lines—156, making the former the winner by nine points.

Individual prize winners were:—

- 1st Mr. B. Drayson (*Kearley & Tonge Ltd.*) 36 points
Mr. K. E. Galley (*Whitworth Holdings Ltd.*)
- 2nd Mr. J. K. U. B. McGrath
(*P & O - Orient Lines*) 34 points
Lt.-Col. A. R. Kemsley (*P & O - Orient Lines*)
- 3rd Lord Macpherson
(*Macpherson Train & Co.*) 34 points
Mr. G. R. S. Haigh (*Haigh Castle & Co. Ltd.*)
- 4th Mr. R. A. Beattie (*P & O - Orient Lines*) 33 points
Mr. M. Pakes (*P & O - Orient Lines*)

H.M. WHALES AHoy!

A school of playful porpoises was spotted prancing up the Thames last November. Shipping was alerted, and hunters went out to catch a few of them for collectors, museums, and—last but not least—Billy Smart's Circus.

When they reached Tilbury a fleet of small craft, including three trawlers, was closing in on the frolicking fishes.

But then came salvation. It was discovered that the poor creatures were not porpoises, but whales, pilot whales, who had got lost. Thirty of them, measuring from 6 ft. to 23 ft.

And whales, being mammals, are protected in the

Porpoise trainer John Sadler tries to catch one of the 'porpoises' alongside Tilbury Landing Stage before police stopped him because they were protected whales. —Photo by courtesy of the Daily Mail.



Thames Estuary by an 80-year-old Port of London Authority by-law. This says that all birds and animals in P.L.A. waters are the property of the Queen and may not, without consent, be killed, injured, caught or trapped. So that was that.

The trawlers and small boats, some of which had been tracking the whales for five days, had to turn round and go home. And the whales happily continued enjoying H.M.'s hospitality, flippantly flapping their fatuous fins at boatloads of ogling sightseers.

A few days later they tired of the Thames and nosed their way out into the Channel, on to the freedom of the North Atlantic and home.



Sir Andrew Crichton (left) in Colombo in the early 1930s.

FROM THE ALBUM

An old photograph of Sir Andrew Crichton with a well-known Borah merchant in Colombo in the early 1930s. At the time Sir Andrew was with Mackinnon Mackenzie.



Deck Quartermaster C. Knight helping to load the Christmas trees.

CHRISTMAS TREES FOR GIBRALTAR

It looked like being a tree-less Christmas for the British garrison in Gibraltar. They were having trouble getting their supply of conifers shipped from England—until P & O – Orient Lines stepped in with an offer to carry the 286 trees as deck cargo on their 42,000-ton liner *Oriana*, which will drop them off at the Rock on her way to Australia.

'The ship will look like an advertisement for the Norwegian fjords,' cracked *Oriana*'s Deck Quartermaster Cecil Knight, 45, of Peacehaven, Sussex, as he helped to stow the trees.

Personal News



Captain and Mrs. S. H. French, who celebrated their Golden Wedding on 18th March. Captain French, then Fourth Officer, s.s. Nile, met his wife when she was a passenger from Yokohama to London in 1912. They married at Southsea four years later.



Mr. and Mrs. D. G. Burleigh. Mr. Burleigh's last appointment was as S.A.P., Oriana.

HONOURS

We congratulate:—

MR. A. STUART, Commodore Chief Engineer, *Orsova*, on being appointed C.B.E. in the 1966 New Year Honours.

MR. J. IRONSIDE, First Elec. Officer, *Himalaya*, on being appointed M.B.E. in the 1966 New Year Honours.

MR. T. RICHMOND, Plumber, *Canberra*, on being awarded the B.E.M. in the 1966 New Year Honours.

CAPTAIN J. A. CLIFFORD, Staff Captain, *Oriana*, on being elected a Younger Brother of Trinity House, 25 Jan 66.

GOLDEN WEDDING

We congratulate:—

CAPTAIN S. H. FRENCH, pensioner, and his wife Betty on celebrating their Golden Wedding, 18 Mar 66. Captain French joined the Coy. 11 Apr 11, ships include *Ranpura*, *Viceroy of India*, *Carthage*, ret. 21 Jun 49.

MARRIAGES

We congratulate:—

MR. D. G. BURLEIGH, Senior Assistant Purser, on his marriage to MISS M. E. RAPSON, ex-Children's Hostess, *Oriana*, at Liskeard, Cornwall, 30 Dec 65.

MR. K. GIBSON, 2nd Storekeeper, *Iberia*, on his marriage to MISS D. SAVILL, ex-stenographer, Sydney's Advertising Department, in Sydney, 6 Dec 65.

MR. G. I. HOPE, 2nd Electrical Officer, *Canberra*, on his marriage to Miss N. J. Craig, in Goulburn, N.S.W., 20 Oct 65.

MISS P. M. PINHEY, ex-Children's Hostess, *Cathay*, on her marriage to MR. J. K. STIRLING, Manager, Harrisons & Crosfields, Port Swettenham, at Westcliff-on-Sea, 14 Aug 65.

21ST BIRTHDAY

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

MISS L. A. ASCOTT, Public Relations, 15 Dec 65.

MISS M. BENBOW, Maintenance Cost, Plaistow, 19 Apr 66.

BIRTHS

We congratulate:—

MR. D. J. MIDDLETON, Jr. 2nd Engineer, *Chitral*, and his wife Yvonne, on the birth of a daughter, Fiona Leigh, 27 Aug 65.

MR. B. E. REDRUP, Correspondence Department, and his wife, on the birth of a son, Michael Anthony, brother to Joy Rosemary, 27 Jan 66.

MR. D. R. TRUDGETT, Import Freight Department, and his wife Yvonne (née BOUGHTON, ex-Import Freight Department and ex-W.A.P., *Chusan*), on the birth of a son, Jonathan Mark Boughton, 20 Jan 66.

ENGAGEMENTS

We congratulate:—

MR. J. B. GRIFFITHS, Senior Assistant Purser, *Chusan*, on his engagement to MISS P. J. DELPY, ex-nursing Sister, *Orsova*.

MISS P. A. KILLASPY, Import Freight Department, on her engagement to Mr. R. C. Baker of Peckham, London.

MISS P. SOLLY, Stationery & Printing Department, on her engagement to Mr. David Brodley.

RESIGNATIONS

We record the resignation of the following and wish them every success in the future:—

CULMER, J. F., Deputy Purser, joined Coy. 11 Dec 50, last ship *Oronsay*.

SEARLE, MISS J., Sea Staff Service, joined Coy. 11 Jun 51 as stenographer, became W.A.P. Apr 52, ships include *Stratheden*,

Strathaird, Chusan, transferred to shore 6 Nov 56. Left to do welfare work for the Corporation of London.

RETIREMENTS

ANDERSON, I. H., Captain, born 7 Jul 05, joined Coy. Jan 26, ships include *Khiva*, old *Cathay, Strathmore*, transferred to shore Oct 52 to assist Dock Superintendent at K.G.V., ret. 11 Jan 66.

BEECH, R. A., B.R.S., born 14 Aug 00, joined Orient Coy. 9 Sep 17, ships include *Orontes, Orcades, Oriana*, ret. 26 Sep 65.

BOYCE, M. M., Planned Maintenance, born 3 May 03, joined Coy. 16 Feb 25 as Jr. Electrician, ships include *Ranchi, Canton, Stratheden*, transferred to shore 1 Apr 61, ret. (ill health) 30 Sep 65.

CADMAN, E. E., Head Office Messenger, born 13 Oct 00, joined Coy. 26 Oct 23 as Asst. Steward, later B.R.S., ships include *Narkunda, Himalaya, Arcadia*, transferred to shore (M.D.'s Luncheon Room, later Correspondence Department) 24 Oct 60, ret. 31 Dec 65.

CRAIGAVON, Viscount, Entertainments Officer, born 2 Mar 06, joined Orient Coy. 34, ships include *Orsova, Orcades, Oriana*, ret. 2 Mar 66.

DELAHAY, C. A., Chef, born 23 Feb 06, joined Orient Coy. 18 Sep 28, ships include *Orion, Orcades, Orsova*, ret. 23 Feb 66.

EGGLESTON, Miss M., Stewardess, born 9 Oct 05, joined Coy. 23 May 36, ships include *Ormonde, Orion, Oronsay*, ret. 24 Oct 65.

FOLLETT, A., Plumber, born 4 Jul 05, joined Orient Coy. 6 Jan 34,



Mr. G. Ian Hope, Second Electrical Officer, Canberra, and his wife Noelene.

ships include *Oronsay, Orion, Orsova*, ret. 23 Sep 65.

HONESS, H. L., Chief Engineer, born 28 Apr 08, joined Coy. 21 Oct 29, ships include *Cathay, Strathmore, Stratheden*, ret. 31 Oct 65.

LAVERICK, G. H., Nighwatchman, born 26 Nov 99, joined Coy. 30 Oct 48, only ship *Orcades*, ret. 17 Dec 65.

LITTAUR, J. M., Nightwatchman, Tilbury, born 18 Oct 96, joined Coy. 22 Feb 35 as Messman, later B.R.S., ships include *Strathnaver, Stratheden, Chusan*, transferred to shore (Tilbury) 1 Jul 56, ret. 31 Dec 65.

MACKENZIE, L. C., B.R.S., born 11 Jun 06, joined Coy. 11 May 23, ships include *Strathaird, Chusan, Arcadia*, ret. 15 Dec 65.

McINTOSH, A. M., Chief Engineer, born 23 Nov 11, joined Coy. 17 Jul 34, ships include *Viceroy of India, Strathaird, Arcadia*, ret. (ill health) 31 Dec 65.

PALMER, L. W., Manager, R. & H Green & Silley Weir Ltd., Tilbury,



Viscount Craigavon waves goodbye to Oriana after his last voyage as First Class Entertainments Officer.

joined Green & Silley Weir from P & O in 1917, ret. 10 Jan 66.

RICHARDS, R., Restaurant Head Steward, born 7 Feb 06, joined Orient Coy. 14 Oct 33, ships include *Orsova, Oronsay, Oriana*, ret. 24 Jan 66.

ROGERS, T. A., Second Chef, born 15 Sep 05, joined Orient Coy. 27 Oct 28, ships include *Ormonde, Orion, Orcades*, ret. 16 Sep 65.

SKINNER, F. C., Second Steward, born 15 Feb 15, joined Coy. 26 May 47, ships include *Strathmore, Empire Fowey, Arcadia*, transferred to shore (Pursers' Department) 6 Dec 65, ret. (ill health) 31 Dec 65.

SMITH, P. W., Barman, born 2 Oct 05, joined Orient Coy. 12 Oct 25, ships include *Orion, Otranto, Oriana*, ret. 1 Dec 65.

STICK, W. J. W., M.B.E., Deputy Passenger Traffic Manager, born 7 Mar 02, joined Coy. Feb 16 in Tilbury Dock Office, transferred to

A group of crew members from Iberia attending the wedding of their Second Storekeeper, Keith Gibson, and Dawn Savill of Sydney Office. Keith and Dawn are in the centre, with their best man, Allan Wade, on Keith's right.





Commodore C. Edgecombe wishes Restaurant Head Steward Ron Richards (right) the best of luck for a happy retirement at a farewell party for him on Oriana.

Passage Department 1936, appointed M.B.E. during War when Assistant Director, Engineers' Stores, ret. 31 Oct 65.

WOOD-ROE, W. H. C., R.D., R.N.R., Captain, born 4 Dec 05, joined Coy. 8 Dec 27, after Cadetship at *H.M.S. Conway* and with P & O, ships include *Mooltan*, *Stratheden*, *Cathay*, first command *Sunda*, ret. 3 Dec 65.

WILLARD, W. V., Fumigator, Marine Dept., Tilbury, born 15 Apr 04, joined Orient Coy. 1922, ret. 30 Sep 65.

MISCELLANEOUS

MISS DESRI OMER, Officers' Dept., again organised a raffle for the Save the Children Fund during Christmas at the Cuckfield Hotel, Wanstead, where her father is manager. This resulted in a profit of £20 3s. 9d., substantially more than last year.

MR. D. L. BAYLIS, former Aden Agent, whose Obituary notice was published in the last issue, was buried at a simple funeral service in Glenapp, Scotland, on 21 Oct last. His tomb is not far from that of the first Earl of Inchcape, a former Chairman of the Company. The funeral was attended by, among others, the present Earl of Inchcape, the Hon. Alan Mackay, and Mr. D. R. Peters.

DEATHS

CHILD, J. W. R., Supt., Freight Dept., Tilbury, born 7 Mar 94, joined

Coy. Aug 08, ret. 31 Jan 59, died 9 Dec 65. Leaves widow.

COLEMAN, N. H., Linenkeeper, born 1885, joined Orient Coy. 1924, ships include old *Orcades*, *Orama*, *Ormonde*, ret. 6 Dec 52, died Apr 65. Leaves daughter.

DOWDING, J. C. K., C.B.E., D.S.O., R.D., R.N.R., Commodore, born 1891, joined Orient Coy. 26 Oct 19, ships include old *Orsova*, *Ormonde*, *Orford*, resigned 28 Feb 37, died Feb 65. Leaves widow.

FRENCH, E. W., B.R.S., born 14 Sep 05, joined Coy. 3 Aug 23, ships include *Corfu*, *Arcadia*, *Canberra*, ret. 29 Jul 65, died 7 Jan 66. Leaves widow.

HERBERT, S. T., First Refrigerating Engineer, joined Coy. 18 Aug 47, ships include *Canton*, *Strathnaver*, *Iberia*, died in service on *Cannanore*, 26 Jan 66. Leaves widow.

HOLDEN, T. H. F., Baggage Master, Melbourne, joined MacDonal Hamilton Coy. 1936, ret. Jul 63, died 6 Nov 65. Leaves wife and three daughters.

JEFFREYS, R. C., Storekeeper, Freight Dept., Tilbury, born 10 Aug 80, joined Branch Line Nov 23, transferred to Tilbury 1938, ret. 10 May 50, died 25 Dec 65. Leaves widow.

LEACH, N. W., Captain, born 20 Nov 03, joined Coy. 12 Mar 25, ships include *Novara*, *Strathnaver*, *Shillong*, resigned 30 Apr 52, died 19 Nov 65. Leaves daughter.

LONG, S. T., Clerk, Tilbury Dock Office, born 11 Jan 80, joined Coy. Dec 95, ret. Sep 44, died 16 Jan 66. Leaves widow.

LUNGLEY, P. E. W., Second Steward, born 30 Oct 09, joined Coy. 2 Mar 34, ships include *Strathmore*, *Carthage*, *Oronsay*, died in service 8 Dec 65. Leaves sister.

NICHOLLS, A. E., O.B.E., Captain, born 18 Jun 86, joined Orient Coy. 26 Jan 14, ships include *Osterley*, old *Oronsay*, *Otranto*, ret. 1 Jan 47, died 18 Nov 65. Leaves widow.

PARRISH, R., Assistant Chief Steward, K.G.V., born 16 Feb 07, joined Coy. 13 Sep 29 as Barman, ships include *Kaisar-i-Hind*, *Strathaird*, transferred to shore (ill health) 31 Jan 49, died in service 17 Dec 65. Leaves widow.

PETERSON, C. A., Freight Dept., Tilbury, born 5 Jun 86, joined Coy. 1 Jun 26, ret. Jun 51, died 7 Nov 65. Leaves widow.

SAVAGE, N., C.B.E., Captain, born 15 Aug 93, joined Orient Coy. 13 Jun 19, ships include *Orvieto*, *Ormonde*, *Otranto*, ret. 1 Jan 50, died 23 Dec 65. Leaves widow.

SEYMOUR, E., Pay Department, born 11 Jun 93, joined Branch Line 1 Jun 20, joined Passage Dept., May 31, on take-over, transferred to Correspondence Apr 41, Pursers' Cash Feb 46, ret. 30 Jun 58, died 7 Jan 66. Leaves widow.

SPIERS, Miss K. A., Stewardess, born 2 Sep 93, joined Coy. Oct 27, ships include *Strathallan*, *Canton*, *Corfu*, ret. 18 Jun 56, died 15 Dec. 65. Leaves sister.

STODDART, W. N., Chief Cashier, born 17 Feb 82, joined Coy. 1 May 97, in Advertising & Stationery, transferred to Pursers' Cash 1 May 98, Chief Cashiers Jan 20, appointed Chief Cashier 1 Sep 38, ret. 31 Dec 46, died 28 Nov 65. Leaves son.

TAYLOR, B. J., Accountant, Tilbury, born 10 Oct 98, joined Orient Coy. 1926, ret. 14 May 60, died 2 Jan, 66. Leaves son.

WATERS, P. F., P.R. Barman, born 15 Nov 16, joined Orient Coy. 24 Jun 33, ships include *Orion*, old *Oronsay*, *Orcades*, died in service 28 Sep 65. Leaves widow and son.

WEBBER, F. J., Chief Steward, born 25 Jan 85, joined Coy. 1 Sep 05, ships include *Khyber*, *Narkunda*, *Stratheden*, transferred shore (Pursers' Dept.) Jan 42, ret. 31 Dec 47, died 27 Dec 65. Leaves widow.

WILLIAMSON, A., Senior Chef, born 11 Jan 00, joined Orient Coy. Jul 19, ships include old *Orcades*, *Oronsay*, *Orsova*, ret. 31 Dec 60, died 29 Nov 65. Leaves widow.

WOODHEAD, R. W., General Manager of English Coaling Company, Port Said, ret. Nov 63. Leaves two sons, one Fourth Officer, *Perim*, other Cadet *Cannanore*.

Correction—In the Obituary notice of Mr. D. L. Baylis, we wrote 'in 1960 on the retirement of Mr. J. Hartley, he was appointed Aden Agent'. In fact he succeeded Mr. J. Harley, and the date was May, 1959.

OBITUARY

S. Sindall

Mr. Sidney Sindall, formerly Cargo Superintendent with the Orient S.N. Co., died on 15th September, 1965.

He had joined Green & Co. Ltd. in 1888 and transferred to the Orient company in June 1919 to become assistant to Mr. W. E. James, Cargo Superintendent, Tilbury Dock. He succeeded Mr. James on the latter's retirement in March 1925 and retired on 31st December, 1938.

His great love was the history of old sailing ships and clippers, of which his knowledge was endless. He wrote quite a lot on this subject under the pen name of 'Ladnis'. About 1930 he wrote the complete history of the coal hulks that were then lying at Gibraltar.

APPRECIATIONS

E. E. Cadman

Ernest Edward Cadman, known universally as 'Ernie', retired from the Company on 31st December after completing nearly 22 years of service, both afloat and ashore. If cheerfulness of spirit counts for anything, Ernie must be worth his weight in gold. Having had him with us in Head Office for several years as a Messenger, we can readily imagine how well many of our passengers have been looked after over the years by him when he was a Bedroom Steward.



'Ernie' Cadman admiring a pewter beer mug presented to him by Mr. A. P. Sherwood, Head of Correspondence Department, on behalf of his many friends in the Company.

Known as 'The Laughing Cavalier' because of his gay peals of laughter that rang out at the slightest provocation, he was well-liked by even the most difficult of passengers. He genially coaxed, fussed and spoilt them, frequently resulting in passengers sailing by P & O ships because they 'must have Cadman'. Without doubt he was responsible for many hundreds of regular bookings with the Company in the past.

Viscount Craigavon

After 32 years at sea, 59-year-old Viscount Craigavon, First Class Entertainments Officer in *Oriana*, stepped ashore for the last time when his ship docked at

Southampton on Monday, 24th January, 1966.

Son of Sir James Craig, later first Viscount Craigavon, first Prime Minister of Northern Ireland, he joined the Orient Line in 1934. He was the first Liaison Officer to be appointed to one of the Company's ships. His duties then varied little from those of an Entertainments Officer today—to ensure that every passenger enjoys his voyage to the full.

After war service in the Far East, he rejoined the Orient Line in 1951 by which time the Company's re-building programme was well under way. In 1960, he was appointed to *Oriana* for her maiden voyage where, apart from spells of leave, he has served ever since.



Captain S. Ayles presents Miss Margaret Eggleston, Stewardess, with a gold watch from Oronsay's Social, Athletic and Benevolent Club. She also received an autographed photo of the ship, a scroll from the cabin stewards and a cheque for £250, the proceeds of a collection on board from the entire Ship's Company 'to a wonderful lady'.

Miss Eggleston retired when Oronsay docked at Tilbury on 24th October, 1965, after continuous service with the Orient Line since 1936, apart from a period during the war.

G. Laverick

Mr. George Laverick said goodbye on 17th December, 1965, to *Orcades*, the ship he not only helped to build but has sailed in ever since her maiden voyage.

Mr. Laverick, of Barrow-in-Furness, was working as a driller at the local shipyard where *Orcades* was being built and helped to lay the keel plate. Then he became a shipyard fireman, and when the *Orcades* sailed on her maiden voyage in October, 1948, he was on board as a nightwatchman. 'Since then I haven't missed a voyage and the ship has never sailed from Tilbury without me,' he said.

During the 17 years he served in *Orcades*, Mr. Laverick walked thousands of miles on night patrol to make sure that everything was safe and sound. He used to take an early morning cup of tea to some of the ship's officers. 'Now I shall be able to take my wife her morning tea,' he said.



Mr. Norman Mateer looks out at Tilbury Docks.

N. C. Mateer

Mr. Norman Mateer, P & O Security Patrolman at Tilbury Dock, retired in September at the age of 80, protesting roundly that 'I'm still as fit as a fiddle'.

He had joined the P & O in March, 1956, after an action-packed life on land and at sea. After sailing some years on sailing ships plying the Liverpool-Australia route, he joined the Chinese Maritime Customs. Returning to Britain at the outbreak of the First World War he fought with the Royal Irish Rifles.

Mr. Mateer went back to the Orient after the war, serving with the Chinese Customs on the Siberian border. However, the lure of the sea could not be resisted, and he went to Australia where he signed on a schooner trading in the Pacific. In 1928 he joined Scott's Antarctic Expedition and helped to found Princess Elizabeth Island.

He continued in the Merchant Navy throughout the Second World War and until his retirement in 1956, when he joined the P & O.



Sir Donald Anderson, Chairman, presents Mr. W. J. W. Stick (left) with a gold watch to mark his retirement after nearly 50 years with the Company.

W. J. W. Stick, M.B.E.

At the end of October, 1965, we said goodbye to one of our ablest executives and one of the best-liked men in the Company.

W. J. W. 'Bill' Stick joined the Company way back in 1916 in the Tilbury Dock Office, and he served there and in the King George V Dock Office until 1936 when he transferred to Passage Department in Cockspur Street.

After war service with the Royal Engineers, where he held the position of Assistant Director of Engineer's Stores, with the rank of Lieutenant-Colonel, he returned to the P & O. He was appointed Deputy Passenger

Manager in 1960 and Deputy Passenger Traffic Manager in 1964.

Mr. Stick was appointed M.B.E. in 1941.

He and his wife are retiring to his home near Tonbridge, Kent, but his connection with the P & O group will be maintained by one of his two sons, who is a Second Officer with the B.I.S.N. Co.

Captain W. H. Waghorn

Captain W. H. Waghorn resigned on 5th October, 1965. For some time Mrs. Waghorn's state of health had been causing him anxiety and we hope that with his presence at home she will soon return to good health.

Captain Waghorn was a P & O Worcester Cadet and served his apprenticeship in *Kalyan, Malwa, Ranchi, Moldavia, Naldera* and *Rawalpindi*.

He was one of the 'Hungry Hundred' who, owing to the Depression, had to seek other employment whilst awaiting an opportunity to rejoin the Company after obtaining his Second Mate's Certificate. After 22 months he was appointed Supernumerary Fourth Officer on *Strathnaver* in July, 1934, and served in various ships of the Company during the War.

His first ship as Chief Officer was *Paringa* and his first command was *Socotra*. He commanded *Garonne* for a year and was in command of *Comorin* when he resigned.

Captain W. H. C. Wood-Roe, R.D., R.N.R.

Captain W. H. C. Wood-Roe retired on pension on 4th December, 1965, on reaching 60 years of age.

Captain Wood-Roe was born on 4th December, 1905, and joined *H.M.S. Conway* as a Cadet in 1922. From 1924 until 1927 he served in this capacity in *Kashgar, Chitral*, and *Mooltan*.

On 8th December, 1927, he joined the Company as Fourth Officer of *Kashmir* and was Second Officer of *Mooltan* when she was taken over as Armed Merchant Cruiser in December, 1939. He returned to the Company's Service as Junior Second Officer of *Ranchi* on 1st December, 1945, was appointed First Officer *Stratheden* on 13th October, 1948, and Chief Officer *Karmala* on 16th May, 1949.

On 11th January, 1954, Captain Wood-Roe was promoted to Captain, being appointed Staff Captain of *Stratheden* on 31st May, 1954. His first command was *Sunda*, and his last *Cathay*.

REMINDER

The Next-of-Kin distribution list for *About Ourselves* has been revised recently, as was announced in Issue No. 18. Next-of-Kin of Officers and Leading Hands are entitled to receive one copy of the magazine free.

Should any Officer or Leading Hand who has not already taken advantage of this offer wish to do so, he should write to

The Editor, *About Ourselves*, P & O - Orient Lines, Beaufort House, Gravel Lane, London, E.1, giving his name and rank and the name and address of the Next-of-Kin to whom the magazine should be sent.



Mount Fuji, seen from Shizuura Bay.

Mount Fuji (12,395 ft.)

BY CADETS J. R. H. BROWNE AND P. L. MORRIS, *SOMALI*

'The mate wants to see you two.'

Apprehensively we made our way up to his office pondering over our recent misdemeanors. Once inside the Chief Officer's office he outlined to us an invitation from the padre of the local Seamen's Mission for three members of the ship's company to go with him on a climb up Mount Fuji. So the next day we found ourselves with an Assistant Engineer making our way to the Mission.

On arrival we met the padre and our two other companions, both Australian. One was a teacher in Hong Kong holidaying in Japan, the other a businessman from Yokohama. After introducing ourselves and a quick drink we drove the 150-odd miles to the foot of Mount Fuji, travelling along crowded coastal roads before running inland towards our destination.

About four o'clock we stopped at the foot of the mountain to buy 'Fuji sticks', which are poles about five feet long with 'Fujiyama, 12,395 ft.' stamped on them, and other equally useless pieces of paraphernalia with which all climbers of Fujiyama equip themselves. We then continued a little further in the car until we came to a suitable place to park. Here we all piled out, collected our very inappropriate gear which included suits, ties, hand grips, gym shoes and a prominent lack of sweaters which turned out to be the only piece of equipment we really needed, and hurried after the padre who had already set off at a cracking pace.

The first stage of the climb was along narrow paths with high hedges on each side. This opened up a mile further on into a track which stemmed up the already steep pine covered slope. After an hour's walking we came to a clearing where there were some plank benches. We gratefully dropped our packs and sat down.

It was here that we met the American army, two

soldiers to be exact, who were stragglers of a party of 40 commandos on a 'recreational' climb organised by their Major, who, needless to say, did not go with them. They had covered about five miles, and when we came down next day we found them only a mile further up the track. However, we had no time to sit and chat. We wanted to cover as much ground as possible before dark, and the untirable padre soon had us moving again. The climbing was the same as before until we broke out of the woods just as it was getting dark. Here the ground gave way to a crumbling lava which was much harder to climb on.

It was now becoming cold, and we decided to stop at the next station for the night. The hut was made of wood and consisted of one large room with several partitions. The owner was a small old Japanese woman who wore a grubby kimono. She was overwhelmed at our arrival and immediately set about making a meal and tea over a smoking wood fire. We squatted on cushions around a low table and were served boiled rice, salad, tins of sardines and 'flaked whale meat' which we endeavoured to eat with chopsticks but soon we all resorted to our hands. This was washed down with beer and green tea, while the old lady kept up a continual chatter with no one in particular. As we intended to restart climbing at two o'clock in the morning we all decided bed was the best place for us and turned in.

At two o'clock we were woken with more tea and sent on our way out into the dark, chilly night. We stood outside the hut and gaped, for all the way up the mountain hundreds of lights were twisting upwards. Soon we were swallowed up by the steady stream of people climbing. Children, old men, and families with babies on backs, were all swaying along up the steep rocky paths. It was very hard work climbing now, stumbling in

the dark and gasping because of the thin air. We often stopped for a drink at the numerous stations, but the padre would never let us rest for long. On and on we plodded until it began to get light in the East.

Sunrise came at five o'clock when we were still over 1,000 feet from the summit. We all stopped and watched it rise from the sea of cloud below us, a red ball which tinged the whole scene pink; it really made the effort of coming all that way seem worth while. But we still had further to climb.

We cannot say that this last stage of the climb was fun. It just was not. We trudged on and on, falling over often on the loose stones until we finally got there. Here to our surprise we found a whole hive of activity. Stalls selling mementoes, drinks, meals and even printed forms saying that you had climbed Fujiyama, 12,395 ft. We were too tired to be interested and just sat down on a wall, eating sandwiches and feeling very happy.

We sat there until seven o'clock, when after visiting the crater we started on our descent at a hair raising speed as time was pressing as ever. We chose to go down the same way as we had come up and almost skied over the scree, our shoes bulging with pebbles and ourselves covered with dust. We stopped frequently for refreshment, for despite the altitude it was now very warm in the sun. Once we entered the forest the going was easier and after crossing over a gulley where the bridge had been swept away by the previous winter's snow we found ourselves once more by padre's car. It was a marvellous feeling to have accomplished what we set out to do, and we are deeply indebted to the padre for his leadership.



PHOTOGRAPHIC COMPETITION, 1966

Sea and Shore Staff, both at home and abroad, are eligible to compete, as well as those on the Pensions lists.

One section is for black and white photographs only. The other is for colour photographs, which may be submitted either as prints or transparencies. There is no limitation to subject matter.

Prints should not be less than 4 in. by 3 in. in size. On the back should be written in block letters the name and home address of the sender and the title of the photograph. The sender should also certify on the back of the Print that the photograph was taken by him-or herself. Colour transparencies should be placed in envelopes with similar details.

Entries for the competition should be sent to The Editor, 'About Ourselves', Beaufort House, Gravel Lane, London, E.1, so as to arrive not later than 1st June, 1966, marked 'Photographic Competition'.

Prizes will be: First Prize, £15; Second Prize, £10; Third Prize, £5, for both the black and white and for the colour sections.

The right is reserved to reproduce prizewinning photographs in *About Ourselves* without payment of fee.



HORS D'OEUVRES

from peanut butter to caviar

by Deborah Ogden

Assistant to Public Relations Director, San Francisco

Let's say, hors d'oeuvre by any other name would be a tasty tidbit, whether it be called Antipasta, Smorgasbord, or Zabousky. (In Russia, during the reign of the Czars, it was customary to have a sideboard in a room adjoining the dining room. The sideboard was filled with all kinds of special pastries, smoked fish and other delicacies and the diner munched these, standing, at the same time belting down strong liquors, before sitting down at the table.)

Escoffier charges the Russians with introducing the custom of standing for cocktails and hors d'oeuvres before dinner. He found the innovation 'intolerable' before dinner, but the custom of serving a variety of marinated vegetables and fish before luncheon met with his approval.

Hors d'oeuvres, literally 'outside the work' or main preparation of a meal and, by extension, before the meal, can range from the humble potato chip to the sophisticated oyster; from peanut butter on bread to caviar canape.

Peanut butter canape: Cream together two table-spoons of peanut butter with two tablespoons of butter. Add one teaspoon curry powder and a bit of salt. Spread on rounds of white bread.

Caviar canape: Cover round of toast with caviar butter. Garnish the edges with a thread of softened butter. Put fresh caviar in the centre.

Hors d'oeuvres are used as an appetizer and as a buffer to preprandial drinks. Experienced hostesses rely on a good supply of canapes to offset the side effects of potent cocktails. Their variety and piquancy depend on the artistic sense and professional knowledge of the hors d'oeuvrier, as Escoffier calls the tidbit-maker.

At sea, where appetites are already whetted by salt air, hors d'oeuvres are welcomed as a piquant start to luncheon—marinated artichoke heart, pickled mushrooms, smoked herring in sour cream and myriad other variations.

At the Captain's cocktail party and on other gala occasions, the chef has a chance to display his artistry and inventiveness. With delicacies from ports of call around the world, P & O chefs create such tempting snacks as barquettes of shrimp: $\frac{1}{2}$ pound butter, 1 ounce minced shallots, juice of two lemons; $1\frac{1}{2}$ pounds of shrimp; $\frac{1}{4}$ pint french dressing; parsley to taste. Mix butter, shallots, parsley, lemon juice. Put a little into the barquette. Marinate the shrimp in french dressing. Drain and lay shrimp on top of shallot butter.

As savouries have an affinity for the wines and liqueurs which follow dinner, so hors d'oeuvres complement cocktails, pre-dinner wines and fruit punch—for that matter.

From Abroad



Sir Donald Anderson (third from left) chats with San Francisco executives before luncheon at the Sir Francis Drake Hotel.

AMERICA—*Sir Donald Anderson Visits West Coast*

Sir Donald Anderson, Chairman and Managing Director of P & O Steam Navigation Company, arrived on the West coast in *Oriana* early September to attend a week-long International Industrial Conference at the Fairmont Hotel in San Francisco. After calling at the Los Angeles office, Sir Donald, accompanied by Lady Anderson, spent a week at Yosemite and in the Redwood country.

In an informal talk to the San Francisco staff, Sir Donald compared and contrasted P & O to the giant sequoias. (P & O has 40,600 employees around the world.) But while the sequoia is relatively regional, P & O is constantly spreading out and growing in many directions, Sir Donald said. He stressed the company's diversification and announced the P & O is building 32 new vessels, ranging from 300-ton fishing trawlers to 63,000-ton bulk carriers.

Sir Donald flew to Japan on 18th September for conferences with company representatives in Kobe and Yokohama. He returned to London by way of New York on 1st October.

ROTTERDAM—*Lady Crichton Meets Rescuer*

Sir Andrew and Lady Crichton attended a party for Continental shippers and Press on the *Pieter Caland* in Rotterdam last summer. For Lady Crichton it was a particularly moving occasion, as among the guests was a Dutch officer, Captain K. H. Vos, who rescued her when they were in *Nellore* when she was sunk in the Indian Ocean by the Japanese in 1944. Captain Vos was accompanied by his wife and by Mrs. Janssonius, wife of Captain P. Janssonius, who also took part in the rescue, Captain Janssonius could not come in person because of illness.

At 11.45 p.m., 29th June, 1944, the Australian passenger ship *Nellore* was a ball of fire. A few minutes earlier she had been struck amidships by a Japanese torpedo. Ten minutes later another torpedo lunged out of the water, but just missed. Then a grey-greenish submarine rose to the surface and proceeded to shell the burning wreck.

Three hours later *Nellore* seemed to jump out of the sea. Then she plummeted down amid the hiss of flames and foam. Then silence; broken only by the cries of survivors seeking sanctuary.

Two Dutchmen, Captains Vos and Janssonius, took command of one of the lifeboats which was crammed full with 40 passengers. The only woman among them was Lady Crichton. The Dutchmen, who had grabbed a sextant before leaving *Nellore*, were able to manoeuvre the boat to the island of Diego Garcia. They then went on, and after 10 days at sea were rescued by *Lossie* 100 miles South-west of the Danger Isles.



*The Governor of Western Australia, Sir Douglas Kendrew, K.C.M.G., C.B., C.B.E., D.S.O., presents Mr. R. O. B. Ladyman with a free P & O passage ticket to England as his prize for winning the Western Australia Junior Farmers' award. The presentation took place on *Oriana* on 2nd November, 1965, with Commodore C. Edgecombe looking on.*

AUSTRALIA—*Young Farmers' Awards*

Hardly had we heard the news that Mr. Bruce Gowrie Smith of New South Wales had won the 1965 P & O *Canberra* Award Scholarship, when already the names of the 1966 winners from each State started coming through. This year they will be coming on *Iberia*, arriving at Tilbury on 6th April.

They are: John R. Charlestone, 23, Tasmania; Alan H. Edmonds-Wilson, 22, South Australia; Kevin H. Hazell, 25, New South Wales; C. Robin Ladyman, 25, Western Australia; Rodney McFadzen, 23, Queensland; and A. Peter Small, 25, Victoria.



Lady Anderson (right) admires the organ with Miss M. McGettigan (centre) and Mr. L. Nell.

Their programme includes the usual very busy six months of seeing all aspects of U.K. farming, equipment and methods. It covers visits to firms and farms, sight-seeing throughout the British Isles, and finishes with a series of three exams, verbal, written and thesis, the aggregate marks of which determine the final winner of the *Canberra* Award. This is a choice of a A\$2,000 University scholarship or A\$1,500 grant towards farming equipment or improvement.

They will be sailing in *Himalaya*, leaving Tilbury on 22nd September.

CALIFORNIA—Fiesta

When Lady Anderson was in San Francisco in mid-September to visit the International Industrial Conference with Sir Donald, she attended an Early California Fiesta honouring the guests of the I.I.C. She is pictured here with Miss Molly McGettigan, a descendant of General Mariano Vallejo, an early California landowner, and Mr. Larry Nell, P & O - Orient Lines sales representative.

In the background is the company's 110-year-old barrel organ. This organ is one of the earliest and finest examples of an instrument once common in the streets



'Adventure' tour escorts.

of London. It was built by Antonio Tomasso who came to London from Italy in the early 1800s and, with fellow countrymen, earned his living touring the country, singing and dancing.

The troupe first used automatic pianos to which wheels were attached. However, these proved inadequate and Tomasso developed the organ displayed here. The few such organs left have been used at charity functions or bought by collectors. P & O - Orient Lines purchased this organ 15 years ago in London.

SAN FRANCISCO—Travellers Three

Full of enthusiasm for their new assignment as Run Away to Sea Adventure tour escorts are three staff members at the Company's San Francisco office: Miss Jo Ann Novello, and Messrs. Dan Hargrove and Andy Anderson.

They started the series of nine 1966 'Adventure' sailings by escorting 340 booked 'adventurers' on the *Chusan* Great Barrier Reef Circle Pacific holiday from the West Coast in December.

The new concept holidays include the steamship ticket, lodging and shore excursions with P & O escorts in the one price.

VANCOUVER—Fifth Anniversary

Vancouver office celebrated its fifth anniversary with a shipboard party on *Oriana* when she called there on 8th September last. The staff were entertained to cocktails by Commodore C. Edgecombe, and ship's Officers joined in the celebrations, together with visiting Mr. Michael Farlie of Bombay Agency and Seattle Branch Manager Kenneth Burchard.

In fact the Vancouver office was opened in March, 1960, but *Oriana's* visit was the first convenient occasion for the celebration to be held.

MELBOURNE—Royal Show Trophies

The P & O trophies for the Royal Melbourne Show were presented at a ceremony on 1st October by Captain R. J. Craddock at a small cocktail party in *Orsova*. They were for the Grand Champion Carcass, judged on the hoof and on the hook, and for the best export butter, judged both in London and Melbourne.

SUVA—Beauties. Commodore C. Edgecombe with entrants for Suva's annual Miss Hibiscus contest. He entertained the girls to lunch when *Oriana* called at the island on 19th September last.

The trophies were won by Messrs. J. & A. C. Bott of Naranghi, Yarrowonga, (best carcass) and the Longwarry & District Dairyman's Co-operative Association Ltd. (export butter). Both winners had won their respective prizes twice before, the last time being in 1963, when the prize-giving ceremony was also held on *Orsova*, with Captain Craddock officiating.

Part of the winning carcass and some of the winning butter was made available to the ship and served during the proceedings.

VANCOUVER—*Cable Link*

'The quick brown kangaroo jumped over the lazy dog' was Sydney's switch on the old finger exercise used to send a text message to Vancouver over the new Commonwealth cable link.

As the latest move in the company's general communications streamlining, Head Office and G.P.O., London, have devised a teletype system linking the United Kingdom, North American and Australian Offices. Vancouver, key point in the circuit, will relay messages from Head Office to other cities in the P & O system.

KARACHI—*Training Ratings*

Fifty of our Pakistani trainees completed a course of pre-sea training at the Seamen's Training Centre, Karachi, last summer. They were part of a class of 145 (the other 95 were from the Pakistan Shipping Office) who graduated on 31st July.

New entrants take a three months' residential course which includes basic training covering discipline, ship's organisation, health and hygiene, fire-fighting and life-boat drill, and specialised training covering all departments.

The P & O/B.I. trainees were particularly good at the passing out ceremony, and one of them won the P & O Cup for the best trainee of all the courses combined.

HONG KONG—*Shippers Party*

A Chinese dinner party was held for freight supporters in Hong Kong on 14th October, 1965, during Sir Andrew Crichton's visit to the Colony. Some 300 Chinese and 50 Indian shippers attended, and the function was deemed a great success by guests and hosts alike.

Sir Andrew (centre) toasts Chinese and Indian freight supporters in Hong Kong.



Ships of the Rotterdam Harbour Service say goodbye as Arcadia noses her way out to sea.

ROTTERDAM—*Arcadia's First Call*

A big welcome was arranged for *Arcadia* when she opened P & O - Orient Lines' London/Rotterdam/Australia route by calling at Rotterdam on 23rd September. Mr. W. A. Mackenzie and Mr. J. G. Davis were on board to represent the Management and act as hosts at a reception on board ship for local dignitaries.

As *Arcadia* arrived alongside, tugs and ships of the Rotterdam Harbour Service blasted on their sirens, and firefloats welcomed her with fountains of water shooting up into the sky. People from all over Holland had come to welcome the ship and mingled with local school-children who had been given the day off.

At a reception on board, the Burgomeester of Rotterdam, Chief of the Rotterdam Port Authority and British Ambassador were among the chief guests. While a police band was playing on the quayside, Mr. J. G. Davis presented them with a xylophone which the Burgomeester received on their behalf.

Burgomeester W. Thomassen (centre) chatting light-heartedly with Sir Peter Garran (left), the British Ambassador, and Mr. W. A. Mackenzie at the reception on Arcadia.



About Ourselves

P & O S.N. Co

P & O - Orient Management Ltd

P & O - Orient Lines Passenger Services Ltd