

About Ourselves

No.33 Autumn 1970



CHITRAL (1)

The 15,248 tons gross *Chitral*, was built in 1925 by Alexander Stephen & Son Ltd., Glasgow. *Chitral* and her sister ships, *Cathay* and *Comorin*, were passenger/cargo liners designed for the Australian service, with twin reciprocating engines for a service speed of 16 knots. *Chitral* and *Comorin* were later fitted with exhaust turbines for an increased speed of 17 knots.

During the first months of the war they were converted to armed merchant cruisers, *Chitral* serving on the Northern Patrol, and in the later part of the war as a trooper. In 1948 she was returned to her owners and reconditioned as a Tourist Class ship for the Australian trade.

In 1953 she was sold for breaking up to the British Iron & Steel Corporation (Salvage) Ltd.



R. M. THWAITES

The death of Michael Thwaites, Chairman of P and O Lines, is a sharp personal loss to all of us who knew him. Michael was courageous—loyal—modest—sympathetic. No sycophant—no pushing of himself—intolerant perhaps, of sloppiness and bunkum—but himself conscientious and hard working to a fault. A strong man, and a nice man at the same time. Above all, a man, when you pick sides, to pick for your side.

To the Company, and indeed to the shipping industry, he gave service that was unlimited, single-minded, and dedicated. I think he was the best all round "liner" manager and operator of his time, and I don't believe that any of us who are left—older or younger—would ever claim to be able to match his combination of knowledge, judgment, and professional competence over the whole field. So to say that he is impossible to replace is a sad truth—but no criticism of his successor, Peter Parry. It is simply to say that—as one would expect—the new Chairman is not a carbon copy of the late Chairman. He is a different man, of a different generation, differently trained, artful in different fields, and with his own high qualities of mind and personality. He has made his name in shipping fields as far separated as tankers and passenger ships, and on the untimely death of its chairman, P and O Lines is fortunate to be able to throw up a successor so well equipped for the position as Peter Parry. We all wish him every success.

D. F. Anderson

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Cover (outside) SOUND OF BRASS.

A member of the Amsterdam Police Band adds his contribution to the welcome Amsterdam gave Chusan when that vessel arrived to open the new Amsterdam Passenger Terminal on 20 June 1970.

COMPANY NEWS



Commodore M. A. Trenfield

NEW COMMODORE APPOINTED

Captain Maurice Arthur Trenfield, at present in command of P & O Lines 28,000 ton *Oronsay*, has been appointed Commodore of the Company's fleet. The appointment follows the retirement of Commodore John D'Oyly Green, RD RNR.

Born in 1912, he served on T.S. *Worcester* and joined P & O as a cadet in 1929.

During the war Captain Trenfield served in troopships including the *Ile de France*, which was managed by P & O 1941-1943.

He was promoted to Staff Captain *Strathnaver* in 1956 and since 1962 has served as Captain in *Iberia*, *Bendigo*, *Patonga*, *Canberra*, *Orsova*, *Himalaya* and *Oronsay*.

MAYFLOWER CELEBRATIONS

A 48-page book featuring the story of the Pilgrim Fathers in this 350th anniversary year, entitled "Where Great Adventures Start", was launched in June by the Mayor of Southampton, Alderman Mrs L. A. Ironside, on board *Orsova*. Two copies of the book were presented to Captain E. V. Harris, the *Orsova's* Master.

The ship sailed to Port Everglades, Florida, and on arrival Captain Harris presented the books to the Mayors of Fort Lauderdale and Hollywood, the two cities in which Port Everglades is situated.

Alderman Mrs L. A. Ironside, the Mayor of Southampton, discusses the book with Mr Arthur Geoffrey, the editor, and the Sheriff of Southampton, Mr John Barr, with Captain E. V. Harris looking on.



SHIP GIVES NAME TO ROSE

In July Harry Wheatcroft the world-famous rose-grower and lecturer launched his latest rose, Oriana, named after the vessel in which, five years ago, he made a round-world voyage.

The rose which, predicts Mr Wheatcroft will become one of the most popular for years was launched at a ceremony at our headquarters in Leadenhall Street.

Oriana is a big, bold, brilliant bi-colour rose its outer petals being red whilst the inner petals are a creamy white, and this startling contrast commands instant attention in bed or border.

The flowers are large and of exhibition size which are usually borne singly on strong stems. The growth is vigorous, healthy and quick to repeat which makes it a good bedding rose.

HULL

In accordance with programme modifications announced in March, our direct cargo services to and from Hull were terminated with the departure of *Pando Gulf* on 20 June, 1970.

At a dinner attended by Mr E. (Ted) Smith and his staff on 18 June, Mr J. E. Playfair paid tribute to the years of friendly and efficient service received from Hull agents.

Other members of the Company present at the function were Captain R. N. Firth, Mr H. J. Hammond and Mr D. Trigg.



This photograph was taken in Hong Kong in the Spring following a meeting of the Far Eastern agents who had discussed P & O Lines Far Eastern Freight Services. Back row left to right: R. Lamb; A. V. K. Murray, Swire Mackinnon, Tokyo; X. Perterra, Soriamont SS Agencies, Manila; C. Williams, Hong Kong; M. J. Connor, Hong Kong; A. V. Cook, Hong Kong; R. Bowen, P & O Lines Ltd (Freight) secondment to Hong Kong; A. Butterwick, OCL; P. H. S. Pollitt, Cargo Supt Japan; H. Takeuchi, Swire Mackinnon, Kobe. Front row left to right: K. Reynolds, OCL; D. A. Gledhill, Swire Mackinnon, Tokyo; G. M. B. Salmon, Hong Kong; C. E. Lambert; J. H. Mills, Islay Kerr & Co Ltd, Singapore; P. Grosson, Soriamont SS Agencies, Manila; W. K. Corneck, Jardine Matheson & Co Ltd, Taipei.

Harry Wheatcroft who came to our offices in July to launch his new Oriana rose being presented with a picture of our ship ORIANA by Mr J. G. Davis.



LIVERY COMPANY GIVE LUNCHEON ABOARD "CANBERRA"

The Honourable Company of Master Mariners held a luncheon aboard *Canberra* recently.

Usually they hold their lunches and dinners aboard the headquarters ship *Wellington* on the Thames. The Southampton ceremony was arranged because this year's Master of the Honourable Company is Captain J. L. Dunkley, our Marine Superintendent, and former Master of the *Canberra*.

Among the guests attending were Sir Donald Anderson, Viscount Simon Chairman of the Port of London Authority, Admiral Sir Henry Moore, Mr A. C. Grover, Masters of City Livery Companies and the Presidents and Chairmen of organisations allied to shipping, two former P & O Commodores, Captain G. Wild and Captain L. Hill, who have commanded *Canberra*, and Captain W. B. Vickers, who is the present Master.

COMPANY HONOUR "PADRE"

Canon John Clift, MBE, the much respected Missions to Seaman padre at Southampton, has completed 40 years' service, and to mark this he was given VIP treatment by the Company, which included a lunch aboard *Chusan*.

In the 40 years he has worked in only three ports—Fremantle, London and Southampton.

Throughout he has had a close liaison with the ships of the line and this link has become so strong that he feels that he is the "private chaplain to the P & O". Often when he says farewell today to retiring Captains they are men he first met at Fremantle in the 1930s when they were junior officers.

There is a family tie-up as well. Canon Clift's sister is the wife of a shipmaster with British India.

In view of this background it was appropriate that P & O should honour Canon Clift on his anniversary. Captain Jack Simms, the Southampton Manager, asked him to call at his office to collect a pass. When Canon Clift arrived Captain Simms told him, "You are our guest for the day".

Accompanied by Captain Simms, Canon Clift went first to the *Arcadia* in No. 6 dry dock and then to the *Chusan* at 106 berth, Western Docks.

Aboard both ships, officers and crew were on parade to greet him. He watched flag changing ceremonies and visited every department, chatting to officers and crew members.

The tours culminated in a reception on board *Chusan* followed by luncheon with Captain Simms. Among those present was Mr E. G. Hocquard of the Royal Yacht Squadron who does photographic work for The Missions to Seamen.

COMPANY WIN EXCELLENT HEATER ORDER

Part of a £¼ million order for oil filled electrical radiators left for Japan during the Spring in the *Strathardle*.

The heaters, manufactured by Dimplex Ltd of Southampton, and ordered by the Suita Trading Company of Tokyo, will be sold in all leading departmental stores throughout Japan.

It is interesting to note that should this order have been received in 1969 it would have increased the total UK exports of all types of electrical space heaters by no less than 12%. Consumer goods are playing a more vital role than ever before in boosting our export effort.



CANBERRA quartet—Four Captains past and present meet aboard the vessel on the occasion of the Honourable Company of Master Mariners' luncheon in May. From left to right: Captain J. L. Dunkley, Captain G. Wild, Captain W. B. Vickers and Captain L. Hill.

Canon Clift pictured with Captain Simms and liner officers during his tour



OPENING OF THE NEW AMSTERDAM PASSENGER TERMINAL

Chusan officially opened the £2 million terminal before embarking passengers for the first of four Amsterdam based cruises aimed at the Continental market.

Leaving Southampton an hour late, owing to the rail strike in London on 19 June the vessel succeeded in reaching Amsterdam on time.

This caused a sigh of relief as, had the ship arrived late, the lavish ceremonies which had been arranged would have been spoilt as the Burgomaster of Amsterdam, Dr I. Samkalden, could only spend a limited time at the terminal as he had an appointment to see a Minister immediately after the inauguration.

On her arrival at Amsterdam early in the morning *Chusan*, which was dressed over all, was escorted to her berth by a fleet of tugs, whilst fireboats played their hoses as a salute. Amid the cheers of the crowd on the quay, the Amsterdam police

band started playing and it was not long before the Burgomaster arrived.

Mr J. G. Davis welcomed him in the PTA reception hall, and together they proceeded to the quay to take up their positions on the rostrum for the ceremony. Dr I. Samkalden began his speech and asked *Chusan's* Master, Captain E. Snowden, to come forward and help him swing the dummy ship's telegraph on the rostrum to full steam ahead to symbolise the opening of the passenger terminal. After the cheers and blasts from the ship's siren had died down, Mr Davis replied to the Burgomaster's speech and stated that he considered that Amsterdam was the ideal centre for a cruising port, being at the heart of a rich industrial area extending for 300 kilometres in nearly every direction.

Mr Davis concluded by presenting Dr Samkalden with a lifeboat named *Chusan* for the youth of Amsterdam.



CHUSAN makes a 180° turn before berthing at the new passenger terminal in Amsterdam.

The Burgomaster of Amsterdam, Dr I. Samkalden, and Captain E. Snowden swing the ship's telegraph to full steam ahead to symbolise the opening of the £2 million passenger terminal.

Group News

SOUTH AFRICAN INTERESTS DEVELOPED

The P & O Group and Union Acceptances Ltd, a South African merchant bank, announced in June the formation of a jointly owned company, P & O-U A L Shipping and Finance Ltd.

The company, based in South Africa, is formed to co-operate with South African producers, particularly those of base minerals, in the development of their overseas trade.

OIL SEARCH VENTURE

On June 8, the P & O Group announced its participation in the newly formed North Sea oil and gas exploration group.

The announcement follows the allocation of further exploration licences by the Ministry of Technology. The participants will operate east of Aberdeen.

BISHOPSGATE AUSTRALIAN COMPANY ACQUIRED

The Bishopsgate Insurance Co Ltd announced in June that they have acquired from Gray Dawes Westray (Holdings) Ltd a controlling interest in the Steadfast Insurance Co Ltd of Melbourne.

Bishopsgate, bought by P & O from the Mobil Group of Companies in January this year, is the main operating Company of the Group's insurance underwriting interests in Australia.

Close co-ordination of the operations of Bishopsgate and Steadfast is planned and the two Companies will shortly occupy joint offices in Melbourne and Sydney.

BI LAUNCH OF 'MERKARA'

British India have launched the second of their four general purpose cargo vessels. The m.s. *Merkara* was launched at the Neptune Yard of Swan Hunter Shipbuilders Ltd, Newcastle-upon-Tyne, on Monday, 22 June.

The ship was named by Mrs L. G. Hudson, wife of Mr L. G. Hudson, a Director of British India Steam Navigation Co, and is the second ship of this name to be owned by that Company.

The first vessel of this name was built by Barclay Curle and Co Ltd and operated from 1914 to 1932, principally on the London/Calcutta passenger run. The name *Merkara* derives from a town in Mysore State, India.

The vessel is a single screw diesel driven general cargo ship, with provision for the carriage of standard ISO containers in holds and on weather deck hatches. She has a curved stem with a ram bow, long forecastle, transom stern, simplex type rudder and cast steel sternframe. The accommodation and wheelhouse are aft.

m.s. MERKARA being launched from Swan Hunter's yard on the Tyne on 22 June. MERKARA is designed for the carriage of break bulk cargo, pallets or containers.





Prince Charles with the Mayor of Falmouth, Alderman B. Smales, arriving at The Docks on 10 June during his visit to Silley Cox and Co Ltd.

GSW

FALMOUTH YARD'S ROYAL VISIT

In June the Falmouth Ship Repair Yard of Silley Cox and Co Ltd, a subsidiary company of Green and Silley Weir, welcomed HRH Prince Charles, Prince of Wales. His visit brought to an end his tour of the Duchy of Cornwall.

Prince Charles was conducted through the shipyard to a site which is being considered by an independent organisation for use as a container terminal.

On his way, he passed the Company's Queen Elizabeth Dock, a dry dock capable of taking tankers up to 100,000 tons, which was opened in 1958 by the Prince's father.

After his visit, Prince Charles took tea with the Directors and members of the Management and

E. & A.

—Not a bad catch for an E. & A. crew member who recently hauled in 34 healthy sized Tailer while ARAFURA was berthed at Pymont. Another vessel of this Line, the ARADINA, lies alongside.



talked with members of the Works Council and their wives.

NSF

APPOINTMENT

Mr Ian M. Churcher, General Manager of North Sea Ferries, has been appointed a Director of this Company.

Mr Churcher has been with the shipping industry for nearly 30 years, having joined the General Steam Navigation Company at the age of 16. Born and educated at Westcliff-on-Sea, Essex, he entered GSN's Forwarding Department in 1937 and, with the exception of the war years, has been associated with the Company ever since.

In October 1964 he was appointed General Manager of North Sea Ferries, being based in Rotterdam.

PANDAIR

CONSOLIDATION OF AIR FREIGHT INTERESTS

The P & O Group have consolidated their international air freight activities by forming a new company, Pandair Freight Ltd.

They will be one of the largest air freight organisations in the UK with a staff of 450. The shipments handled by the Company will be worth at least £6 million a year to the world's airlines.

Pandair will co-ordinate the activities of EMG Air Services Ltd, Dowie and Marwood Air Services Ltd, Anglo Overseas Transport Co Ltd, Mory and Co Ltd, Claridge Holt and Co Ltd and Air Sea Freight (Scotland) Ltd.

In addition to their UK offices, units of the new organisation already have offices and marketing services in Australia, New Zealand and South Africa, and will shortly be established in Japan and the United States. Further international development is planned.

TRIDENT

ARDVAR—THE LAST OF THE QUARTET

Trident Tankers' latest giant tanker was named *Ardvar* on 15 June.

Like her sister ships, she was built at the Chiba yard of the Mitsui Shipbuilding and Engineering Company Ltd, just outside Tokyo, and when she set out on her maiden voyage in June only fifteen months had passed since the first of the four 214,000 dwt tankers, *Ardtaraig*, was delivered to the Company.

Ardvar was completed in 273 days, her keel being laid on 18 September 1969. She was launched on 22 February and her first trials commenced on 19 May. It took 120,000 man-days or, based on a ten-hour day, 1,200,000 man-hours to build her. Some 28,000 tons of high tensile steel went into her construction.

SHIP NEWS



Captain Riddelsdell with his Majesty King Taufa'ahua Topeh IV in the Royal Palace at Nuku'alofa.

CANBERRA—A Royal Occasion

Captain Riddelsdell was granted an audience with King Taufa'Ahau Topeh IV on the occasion of his last call at Nuku'alofa before his retirement.

Captain Riddelsdell was accompanied by Chief Engineering Officer, D. H. Smith, Surgeon, S. W. Watson and Purser, L. C. Wyeth.

After being received by His Majesty the King, Captain Riddelsdell presented, on behalf of the P & O Company, a framed photograph of *Canberra* and a very nice sun umbrella for Her Majesty the Queen.

IBERIA—Champion Charity Performance

The Pantomime Players which were formed in November 1968 are still very much in evidence despite the fact that many of the cast and helpers have changed each voyage. All performances have been given in aid of the Dilkusha Orphanage at Nausori, Fiji, and among the sums raised so far are £151 for 'Touchlight Revue', £30 from 'Satire and Song', £144 from 'Sans Souci' and the latest production 'Beer & Skittles' has raised a record £285.

In the last eighteen months a total of £1,100 has been raised for the orphanage. This money has been obtained in addition to the concerts, from raffles and collection boxes.

During this voyage *Iberia* also invited the children to the ship for a party. They enjoyed a cartoon show in the cinema, and after tea each child received a present.

In a lighter vein, it has been learnt that the ship's football team has played a total of 15 matches during their past voyage, and of these, six matches were won, one drawn and eight lost. Although the losses outnumber the wins it is still a pretty good record when it is recalled that *Iberia* had not won a match for about three years prior to this voyage

IBERIA pays a visit to the orphanage. A few of the ship's crew mix with children from the Dilkusha Orphanage at Nausori, the elderly lady on the right founded the orphanage in 1926. She is now retired and lives just outside Suva.



ARCADIA—Beloved Son Performed

A Konkani drama and music entitled "Apurbai-Echo Put" (Beloved Son) was performed aboard *Arcadia* recently during the ship's stay in Southampton.

The *Oriana* and *Orsova* were in port at the same time and well over 600 Goanese watched the show, which was a great success.

The production was organised by N. J. Colaco, Chief Pantryman, being written and directed by Romald Noronha Canacunin.

CANBERRA—Hosts RNR Meeting

On Monday, 18 May, *Canberra* hosted the twenty-third meeting of the RNR Advisory Council.

Among the distinguished guests were the Admiral Commanding Reserves, Admiral B. C. G. Place, VC, CB, DSC, and the Commodore RNR, Captain W. B. Vickers. Close on 50 RNR officers attended this meeting which assembled in the writing room for the opening address by the Admiral.

After these formalities had been completed the meetings began, being adjourned for drinks in the Crystal Room soon after midday. These were followed by lunch, the meetings being re-convened after the meal.



The Company who staged "Apurbai-Echo Put" Photographed aboard *ARCADIA* earlier this year.



A break for lunch during the 23rd meeting of the RNR Advisory Council which was held aboard *CANBERRA* on 18 May.

WHICH One's The Jumbo? Photo showing the relative size of the new 747 jet and *CANBERRA*. The passenger ship is approximately three and a half times as long (820 feet, compared to the jet's 321 feet) and has a passenger capacity six times greater (2188 to 362).





HIMALAYA. The vessels Bunny Club has its headquarters in the Boot and Piton the ship's staff being the Bunnies. The usual Bunny Club rules apply, a 10/- fine for 'misbehaviour'. The picture shows from left to right: Kathleen Scott (WAP), Anne Moss (Children's Hostess), Maureen McDougall (JWAP), Majorie Dawson (Nursing Sister), Jean Tattersal (Children's Hostess).

Captain Vickers presents Mr Boreham with his cheque.



ORIANA—Presentations

Captain Vickers recently made two presentations to members of his company.

The first was to Mr Boreham, Chief Steward, who received a cheque on his retirement from service with this Company. He had completed forty-three years with P & O and finished his service in *Oriana*, where he became well known to many passengers and crew members, not only for his gift of being everywhere at once, but also as the imperturbable croupier at the *Oriana* Casinos.

The second presentation was to Mr Fernandes, Chief Pantryman, when he too retired from the P & O. Mr Fernandes also received a cheque.

Mr Fernandes, receives his cheque from Captain Vickers.





That's the one! Captain Reed examines the winning entry for the \$6,000 Womens Weekly Treasure Hunt.

ORCADES—\$6,000 "Treasure"

Miss Dot Schmidt was the winner of the treasure on the first of two 1970 Treasure Hunt Cruises.

All adult passengers on *Orcades* were eligible to take part in the Hunt. Each was given a map of an island, and six clues were then printed on the "Good Morning" sheets distributed to cabins every day. Of the 1370 passengers on board, 1092 entered the Treasure Hunt.

Four World Travel Headquarters officials travelling on the cruise had the mammoth task of testing each entry against a transparent master map on which the area round the treasure was reduced to a small square.

This narrowed prospective winners to 320. A second master map reduced that number to 167. From there it was in the hands of Captain P C Reed. A third map with the exact spot of the



Some of the 400 entries for the "Wild West Night" aboard ORCADES.

treasure pinpointed on it had been in his keeping throughout the cruise.

It was brought in a treasure chest to the lounge. The Captain broke the seal and began examining the entry forms to find who had chosen the exact spot.

The winner was announced on the night of the "Pirate Ball".

Miss Schmidt was full of praise for the entertainment aboard. She said that during the day there was always something to do from listening to talks and demonstrations on perfume and cosmetics to learning how to make paper flowers. In the evenings, she went on to say, there was dancing, a Wild West night and an Old Tyme Music-Hall where artistes were the ship's officers "in disguise", and of course there was always the Bunny Warren Night Club.

ORCADES—Bunny Girls on Parade at the "Bunny Warren" Night Club.



HIMALAYA—Football Challenge Cup

Himalaya 9 Oronsay 1

The first challenge match for the New Himalaya Challenge Cup took place recently under what might be termed ideal conditions. The weather was cool, the ground firm and there was no wind at Green Point which is most unusual.

Oronsay played well in the first half and were the first to score. Fifteen minutes later a free kick was awarded to *Himalaya* about thirty five yards out from the *Oronsay* goal and this was well taken by Dave Lawton who found Harry Barratt's head and a neat flick made the score 1-1.

The second half showed a confident *Himalaya* mounting attack after attack and the goals started coming. Harry Barratt added five to his tally and

Dave Lawton, Dave King and Dave Prosser chalked up one a piece.

Himalaya 6 Iberia 0

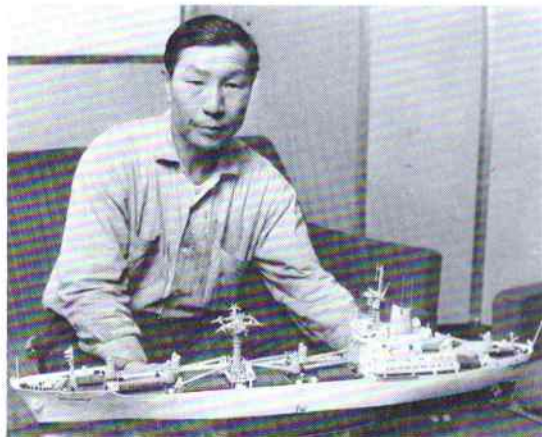
In this game *Himalaya* who were playing to retain the *Oriana* trophy trounced *Iberia*. Right from the kick-off they assumed control.

There was a very good turn out by supporters of both sides with Captain J. Terry, Master of *Himalaya* entertaining directors from P & O Lines, Australia.

Three goals up by half-time *Himalaya* went on to double the score. In this game Harry Barrett appears to have been the 'spear-head' of the attack causing confusion amongst *Iberia's* shattered defence.



HIMALAYA football team 1970. Known as Hansings Harriers, this team continues to win its matches convincingly due in no small measure to the forceful football of Harry Barrett.



STRATHARDLE. Mr Wong Wing who has been with the Company for three years has recently completed a model of his present vessel STRATHARDLE. The model is made of Papier Mâché and took over a year to make. Mr Wong Wing comes from Kowloon and is a Leading Maintenance Hand aboard the vessel.

FROM ABROAD



TOKYO—Retirement of Mr Kintoku Kakei

In April a reception was held on board *Strathbrora* at the port of Shimizu to mark the retirement after 41 years service of Mr Kintoku Kakei, Managing Director of Amano Kaiso-ten KK, our Shimizu agents.

A clock was presented to Mr Kintoku Kakei to mark the occasion by Captain D. P. Blois who hosted the reception with Mr A. V. K. Murray, our Japan Sales and Operation Manager.

Among the guests were senior officials of the Shimizu port as well as many important shippers in the Shimizu area.

Mr Kintoku Kakei, Managing Director of Amano Kaiso-ten KK, proudly displays his clock, with Captain D. P. Blois on his right and Mr Kennosuke Washizu, President of Amano Kaiso-ten, and Mr A. V. K. Murray on his left.



The Chuck Wagon—from left to right: "Wild Bill Hickock" Allison, Entertainments Officer; "Calamity" Val Cresswell, Disc Jockey and Chief "Shortsight" David Hall-Green, Entertainments Officer, photographed in ARCADIA's Greenwich Room.

SAN FRANCISCO—Playing at Cowboys and Injuns

Arcadia's Chuck Wagon, which was designed by Entertainment Officer David Hall-Green and built by B & S Display Studios of Eastbourne, Sussex for the vessel's Alaskan cruises has proved a great success.

Buffet suppers of pork 'n beans and sourdough were served to passengers from the wagon, which has "flap-down" sides to form a counter and shelves inside, the whole thing breaking down into small sections so that it can be stowed in a locker.



SYDNEY

Delegates who attended the First Annual Sales Promotion Managers Meeting held in the Conference Room of our Sydney Office in the Spring.

From left to right: J. Paterson, Managing Director, Paterson & Partners; T. Murray, Assistant Travel Manager, Elders Adelaide; M. B. Longstaff, Assistant Passenger Manager, P & O Sydney; G. McLaran, Deputy Passenger Manager, P & O Brisbane; D. J. Dickinson, Passenger Manager, P & O Perth; H. Peebles, Marketing and Sales Manager, Union Co. of Wellington; G. Robinson, Assistant Travel and Shipping Manager, Websters Hobart; D. A. Bigg, Sales Promotion Manager for NZ P & O; G. C. Galbraith, Agency Sales Manager, P & O Melbourne; B. Sutherland, Paterson & Partners; K. F. Lewis, Marketing Manager, P & O Sydney; J. D. Cooper, Sales Manager, P & O Sydney.

TOKYO—P & O Compradores in Japan

It appears that one Yeong Hop commenced service as P & O comprador in Japan in 1878 and worked through to 1897. He was succeeded by his son, Yeong Cheong Team in 1898 and his long service was brought to an unfortunate end in 1937 when he was arrested by the Japanese secret police, dying soon afterwards whilst still under police surveillance.

Yeong Cheong Team's son, Yong Wing Hong,

Guests at the dinner party held in Tokyo in honour of Mr Yong—*from left to right:* Mrs. J. T. Brown; Mr Yong Wing Hong, son of P & O's last comprador in Japan; Mr A. V. K. Murray, ex Mackinnon Mackenzie & Co. of Japan Ltd. and now with Swire Mackinnon; Mr J. T. Brown, last Managing

Director of Mackinnon Mackenzie & Co. of Japan Ltd.; Mrs Yong Wing Hong; Mr Yamanda, ex Mackinnon Mackenzie & Co. of Japan Ltd.; Mr Nishimura, ex Mackinnon Mackenzie & Co. of Japan Ltd., Mrs A. V. K. Murray; Mr S. K. Lai, co-purchaser of Mackinnon House, Yokohama

joined his father in 1920 and worked through to 1941 when he was expelled from Japan and took refuge in Hong Kong. He returned to Japan post-war since when he has conducted a business of his own.

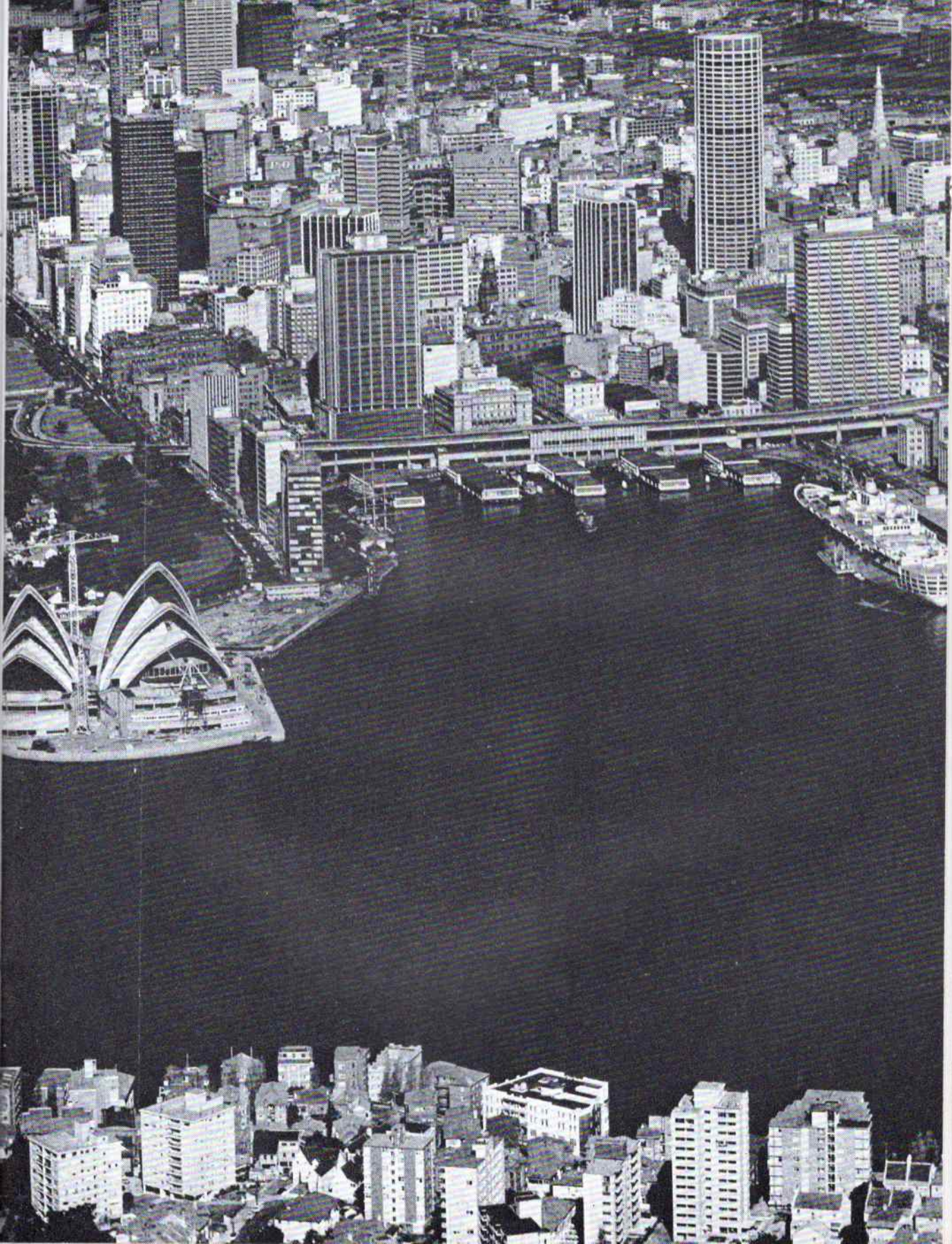
It only came to light last year, possibly due to the manner and date of Yeong Cheong Team's death, that no mark of appreciation by P & O had been recorded. With the closing of Mackinnon Mackenzie & Co. (Japan) Ltd last December it was decided to set the matter to rights.

Shortly before Mr J. T. Brown's departure from Japan in May a small dinner party was held in Tokyo at which he presented on behalf of the P & O an engraved silver salver to Mr. Yong, the inscription reading:

"Presented to Mr Yong Wing Hong and Family in respectful memory of Mr Yeong Cheong Team and Mr Yeong Hop, Compradores to the P & O in Japan for many years."

It is of interest to note that the wife of the Hong Kong comprador, Mrs. Wong Chi Po, is the daughter of the late Yeong Cheong Team. Her brother, Mr Yong, purchased along with a Mr S. K. Lai Mackinnon House at Yokohama at the time of the Agency's closure in Japan, thus renewing his family ties so to speak with the P & O. Mr Brown himself sailed from Yokohama aboard E & A's *Cathay* on 14 May for Sydney, being accompanied by his wife. After spending a few weeks in Australia, the couple flew on to England.





we hear that

"GELLY" PIRATES RIDDLE

Swashbuckling pirates are finding new plunder on the high seas. Instead of cutlasses they are armed with explosives, and their new haul from ships off the Kent coast is valuable scrap metal not pieces of eight.

One wreck it is thought they have been working on is the *Maloja* 12,431 tons, which sank with the loss of 122 lives in 40 ft. of water after being mined in the first World War.

SHIP'S FANFARE

The cruise liner *Oriana* has had a Fiji flavour added to its fanfare, which was composed especially for the ship by Sir Benjamin Britten, Master of the Queen's Music.

Sir Benjamin composed the fanfare when the ship was first launched. The original manuscript, in simple melody form, is displayed on the verandah deck of the *Oriana*.

When the *Oriana* was berthed at Suva recently, the master of the ship asked the Fiji Police Band whether they could produce a form of the fanfare. Duly harmonised and scored for the Fiji Police Band Fanfare Trumpeters it was given a special presentation at a lunch given on the following day by the master of the ship for the Acting Commissioner of Police, Mr T. A. Handford, and other guests.

The trumpeters stood on the bridge of the ship to play the fanfare.

WORLD SHIP SOCIETY

The World Ship Society, with well over 3,500 members in all parts of the world, held its Annual Weekend Conference and AGM at Southampton in April.

The nautical activities began with a bus tour of the docks and a visit to the Swedish Lloyd vessel *Patricia*. After lunch followed the Annual General Meeting which was held on board *Arcadia*.

Mr J. G. Davis was re-elected President of the Society and gave a Presidential address on the current shipping scene.

In the evening a dinner was held in the Skyway Hotel at which the principal speaker was Professor J. H. Bird of the Department of Geography, the University of Southampton.

THE RETURN OF THE "SHIP AND TURTLE"

Few pubs in the City of London have more interesting links with the past than Courage's new Ship and Turtle opened in June over fifty years after its predecessor ceased to exist. The opening ceremony was performed by Sir Donald Anderson in whose Group headquarters the pub is situated.

The original tavern on the same site was called The Ship and dates back to 1377 in the reign of Richard II. It was frequently patronised by Chaucer and his friends. Centuries later The Ship became the haunt of captains and officers of the great East Indiamen before they set out on their voyages to the East.

When the East India Company—East India House was opposite the tavern—was wound up, The Ship temporarily lost some of its importance, but later came back into favour as one of the great centres for Masonic and City festivities.

For a century from 1735 the owners of The Ship were a succession of widows. The last of these—a Mrs Charlotte Brown—sold the pub to a Mr George Painter in 1835 and shortly after he added "Turtle" to its name.

A general view of the 'Ship and Turtle looking towards the bar. In the foreground is a goldfish pond which can be covered at night to provide a stage for cabaret acts.



He practically rebuilt the house and it was his family that gave it its reputation for turtle soup. The turtles were kept in an aquarium in the basement until their 'turn' came, those weighing 1½ cwt, being preferred as they provided the best cuts of flesh. The aquarium was kept at a constant temperature of 90 degrees F.

FOREIGN COINS CHANGED FOR £STG

We hear that the foreign coins and notes received by the Lord Mayor Treloar College, from *Canberra* have been changed for sterling and realised a sum of £15, this, added to the jar of English money amounted to £43, bringing the value of the recent gift to the school to over £58.

RIBBLEDALE MOVE

We learn that Mr H. M. Flint is leaving the Hill Inn in Chapel-Le-Dale, Ingletton, to live at 18 Woborrow Road, Heysham, Lancs.

Harry hopes that his old P & O friends will still call on him and his wife Mary as they have done during his last four and half years at the Inn.



Ken Smart who is now in his 32nd season with the Vine Cricket Club.
[Photo: Sevenoaks Chronicle.]

THE CASE OF THE RETIRED CRICKETER

There can be no more devoted or loyal, and fewer older players in club cricket than Ken Smart, who for 32 years has been a member of the Vine Cricket Club, and who, at the age of sixty-one is still taking wickets and scoring runs. In June, 1955, The Cricketer magazine had this to say "Among the leading club bowlers at the present time few, if any, keep a more immaculate length than K. J. Smart."

The same words could probably just have well be written in 1970 for already this season he has taken 35 wickets playing for Sevenoaks and District Wednesday XI and the Vine 2nd XI. On 28 February, 1969, Ken achieved a life-long ambition to carry on his cricket after retirement. In 1969 after 43 years with our Company he is able to say that this ambition is well and truly achieved.

But retirement for this active 61-year-old really means just as full a life as before. He divides his spare time between cricket and caring for the beautiful one acre garden at his home, 'Perran' Badgers Mount.

His love of gardening he also puts to use on the cricket field where he carries out all the ground-work at the Vine's Knockholt ground. Ken also coaches cricket at the local school.

COMPANY DRUM INSTRUCTOR

We should like to congratulate Chris Oldfield of the Stationery Stores for gaining second place with his troupe, the Lambeth Sea Cadets in the Inter Cadet Bugles Band Competition won by the 2nd King's Royal Rifles Cadet Bandmen. Chris Oldfield is Drum Major with the Sea Cadets and is their drum instructor.

PRAISE FROM CRUISE PASSENGERS

As is customary, when a member of the staff retires, a private room at the Great Eastern Hotel was set aside in April for W. J. (Bill) Read's retirement luncheon.

During the proceedings a cable was read which had been received from two passengers.

"Another two regular cruising passengers regret retirement of Bill Read whose kind competence has enhanced P & O's good name and made customers into friends. Dr and Mrs W. G. Baker, 507 'Chusan' 1970".

What finer valedictory could be asked for by the former Cruising Manager.

ARCADIA MAINTAINS LINKS

Captain A. H. W. Dallas, Staff Captain of *Arcadia* maintains a very successful link with the Milford-on-Sea CE (aided) Primary School, Lymington. On 8 April he gave a talk and film show on life on board *Arcadia* and presented the school with a fine model of a "Drua", a Fijian war canoe which used to be about 100 ft long and able to carry 200 men.

We also hear that the crew of *Arcadia* have collected another generous amount this time of £40 for the Cloudesley Secondary School for Physically Handicapped Children. The men behind this effort were Mr T. Yale, Welfare Leading Hand, and Section Waiter Corcoran.

PANDOR CLUB, SOUTHAMPTON

The inaugural get-together held on board *Cowes Castle* on a June evening was an outstanding success. The weather plus the enthusiasm and hard work of the branch secretary and committee ensured that all went well.

We understand that other activities including cricket, skittles, and fishing are getting off to a good start whilst the newly formed motoring section held a treasure hunt for which 16 cars were entered.

KEN BARRINGTON COMES TO TOWN

In April an audience of about 60 Pandor members extended a warm welcome to the recently retired Surrey and England Cricketer.

After a lighthearted and amusing introduction Mr Barrington continued by showing his first film, his own, of MCC aboard *Canberra* 1962/63 en route from Aden to Fremantle. This colour film included shots of the Test Matches and MCC off-duty in Australia. The second film, 16mm this time in black and white, included BBC newsreel coverage of Jim Laker taking his 19 wickets at Old Trafford in 1956; Neil Harvey and Barrington himself scoring centuries in one of the Australian Tests 1962/63; the famous England v. West Indies Test at Lords 1963 (when Cowdrey had his arm broken by Wes Hall, the game ending in such an exciting draw); and the final Test at the Oval that year when the West Indies won the series to the tumultuous approval of their many spectators in the huge crowd.

After a brief interval for drinks, the final film was shown. This was as moving as it was sad in many ways for it was the "Sportsnight with Coleman" BBC television programme in which Ken Barrington, after discussion with his wife and advice from his doctors, announced his reluctant decision to the world that the time had come for him to retire.

For the final 20 minutes Barrington, in his interesting and modest way, answered many stimulating questions put to him by members. Winding up the most enjoyable and successful evening, Mr Robinson called upon Mr J. G. Davis, Pandor Club's Chairman, to propose a vote of thanks. This Mr Davis did with his customary aplomb and extended an open invitation to Ken Barrington to play any time for Pandor's Cricket Club which, always being short of players, would love to have him even opening the bowling with his leg-break tweekers.

MERCHANT NAVY HOTEL, LANCASTER GATE

The Merchant Navy Hotel was originally opened at this address in February 1951 and was the forerunner of a new conception of improved accommodation ashore for Merchant Navy seafarers.

In the following years the Board pursued a policy of higher standards of facilities in the various new hotels and clubs opened in the major ports, and in turn it was decided to completely modernise the London Hotel.

The Hotel was closed for the project in March 1969, and re-opened in April 1970. There is accommodation for 85 residents in 50 bedrooms, 39 of which will incorporate bathrooms (or showers) and toilets. The bed and breakfast charge for these rooms is 30/- per person. The charge for rooms without these additional facilities is 27/6 per person. Seafarers may be accompanied by their families and there are facilities for young children.

Tony Robinson introduced Ken Barrington to an audience of 60 Pandor Club Members at the start of the film show.



The Lounge bar at the Merchant Navy Hotel.

who's who Computer Bureau Systems Staff

The Computer Bureau provides a computing service to all Group Companies. The service is comprehensive and covers computer work from initial studies covering technical and economic feasibility through development to implementation and operation on our own or any other computer.

The Bureau is an integral part of Management Services Division and is divided into four main areas. This issue covers only the systems staff who are responsible for implementation of new computer work. Subsequent issues will cover programming, operating and administrative staffs.

1 T. M. L. Wiszniewski (Tom)
Joined P & O in 1966 as Chief Programmer from one of the large firms of Computer Consultants. In 1967 he was appointed Computer Bureau Manager in charge of all programming, computer operations and also systems work for the small computer user. He is now responsible for all Data processing activities pending the appointment of a new Director of Management Services.

2 A. W. Taylor (Alex)
Joined Management Services from Anglo Overseas in 1968. Alex is now Project Manager responsible for Forwarding Company applications.

3 J. C. Croucher (John)
Project Manager responsible for the London passenger project, shipping company accounting and freight applications. Joined P & O in 1968 after spending several years with a computer manufacturer as a programmer and systems consultant. Previously spent nine years at sea as a Deck Officer.

4 G. Selway (Geoff)
Joined Orient Line Accounts Department in 1947 and subsequent to the merger in 1960 joined the O & M Department. Since 1965 has worked as a Systems Analyst Consultant on the Passenger Project and is currently responsible for the co-ordination of systems activities in London, Sydney and San Francisco.

5 M. Eley (Mike)
Senior Systems Analyst who joined last year after several years computing experience gained in the textile industry. He now acts as Project Leader responsible for freight and accounting applications.

6 D. F. Smedley (Duncan)
Joined P & O in 1953. Went to sea as an Assistant Purser serving in STRATHMORE and ARCADIA. Transferred to Shore Staff and spent 1962 in our Aden Office as Passage Assistant. Joined the computer team as a trainee programmer in 1965, transferring to systems work in 1968. He is now a Senior Systems Analyst.

7 Mrs E. Bishop (Evelyn)
Evelyn joined P & O Lines in 1961 as a clerk in the Rates and Conference Department transferring to the Computer Bureau in 1965 as a trainee programmer and is at present a systems analyst as are the next six people mentioned.



8 P. G. Evans (Peter)
Peter entered the systems field through the insurance industry and joined us in August 1968. He is now the Project Leader responsible for London's implementation of the Global Passenger Reservation Systems with special involvement in Data Transmission.

9 J. A. Graves (John)
Joined three years ago after working at a Music Publishers. Spent nearly two years in Passenger Department before joining the Computer Bureau as a Programmer. John is now working for the Basic Passenger System.

10 N. J. Hodson (Nick)
Joined the Bureau a year ago, and is now the man you see if you think you have a use for a Computer Terminal. He works in Navigation House.

11 Mrs. E. Jones (Elizabeth)
Joined P & O in 1968 after four years' computer experience in the constructional engineering world. Elizabeth is currently responsible for developing integrated shipping accounting systems.

12 D. Long (Derek)
Joined the department one year ago having served a three-year apprenticeship programming for various companies. Derek is currently involved in putting P & O Lines Accounts on to the computer in preparation for D-day.

13 R. A. Stew (Roy)
Joined P & O just over a year ago, having previously spent three years as a programmer/analyst with a large construction company. Roy is now Project Leader responsible for developing a documentation system to integrate with the Passenger Reservation Systems.

14 A. R. Taylor (Andy)
Analyst. After leaving HMS CONWAY in 1958 Andy joined NZS. In 1969 he joined the Group Management Services Division. He is now responsible for the payroll, bunkering reports and stationery stock control applications.



NEWS DESK

FOREIGN CORRESPONDENTS

Miss M. McMurdo—Honolulu

T. S. Garrison—San Francisco

R. W. Wilson—Hong Kong

Hong Kong

The New Chinese Year commenced in February (this year is the year of the Dog) and there has been plenty of activity here in Hong Kong. *Cathay* made her Maiden Call under the E & A flag, *Chusan* and *Oronsay* (after her Vancouver delay) arrived together followed in fairly quick succession by *Canberra* and *Himalaya*. With *Canberra's* departure we took our leave of Captain Riddlesdell (affectionately known as Woof Woof) and we wish him many happy years of retirement. The B.I. *Rajula* came for a survey at Whampoa Docks and at one stage blended very well with the Chinese Mainland background in her coat of red lead. The Union Steamship Company's new roll-on/roll-off vehicular ferry *Wanaka* was completed and sailed from Taikoo Dockyard. We also had the maiden call of B.I.'s new heavy lift ship *Amra*.

Domestically in Mackinnons we have also had a busy time. A fairly extensive internal reorganisation has taken place and we have given our Travel Department the "cosmetic treatment" and it is now one of the most attractive and modern offices in Central District. Our Managing Director, Mr. Salmon, was elected Chairman of the Hong Kong General Chamber of Commerce and commenced his term of office by hosting the Federation of Commonwealth Chambers of Commerce annual congress. We also hosted the Annual P & O Lines F.E.F.S. Meeting, welcoming the newly appointed Agents from Japan and Manila. At the end of March we said farewell to Mr. Wong Chi Po, the last of a long line of P & O "Compradores".

Recently, we were becoming seriously worried about the continuing water shortage but on the day that Hong Kong Government ordered 5,000 million extra gallons from Red China the worst drought for nearly 20 years was broken by flash rain storms which, at one time, were all too reminiscent of the disastrous June 1966 storms and floods. We don't seem to

have heard much about your Channel Tunnel recently but thought you would be interested to know that our Cross Harbour Tunnel is now well under way.

The price of land in Hong Kong has been rising steadily but last month we think an unofficial "World" record was set when 53,000 square feet of reclaimed land (basically rubble) was auctioned off at HK\$258,000,000!! This makes the land even more valuable than a prime site on New York's famed Wall Street.

The typhoon season is now upon us and the general feeling is that after a couple of quiet years we are due to be on the receiving end. In view of their unpredictability they are given girls names—some of the more fickle ones in recent years have been "Wanda", "Ruby" and "Viola".

San Francisco

San Francisco headquarters and the various district offices in North America have been the scene of some hectic activity in preparation for the summer cruises. Among the sidelights, a volunteer committee of about fifteen San Francisco staff has been planning activities for the *Arcadia* crew when they have their two breaks here this summer. In addition to arranging discounts at local pubs and theatres, sports events and tours, the committee has invited fifty crew members to attend our annual company picnic in July. Twelve of our executives journeyed to Santa Rosa for three days in the spring for a management meeting away from office telephones, mail and general hustle and bustle. The group concentrated its efforts on re-examining corporate objectives and organizational functions. A second meeting was scheduled for May. Six weeks of programming meetings for 1972 began here in March, attended by London Director W. A. Mackenzie, C. C. Gorton of London, K. G. Fox of Sydney and our Planning Director Wally Kane. The North American objective is expansion of cruising from the West Coast and exploring the possibility of cruising out of Miami. President George Turner left in April to attend the Pacific Area Travel Association conference in Auckland, New Zealand. Former executive director of PATA, Mr. Turner was enthusiastic not only about seeing the progress the Pacific has made in tourism but visiting P & O's 'down-under' offices.

FLEET LIST

(as at 15 July 1970)

	Cannanore 7,065 tons	Pando Cape 8,972 tons	Pando Cove 9,236 tons	Pando Gulf 8,752 tons	Patonga 10,071 tons
Captain	Cooke C.B.	Barrett, G.C.	Mortleman-Lewis, E.A.W., R.D., R.N.R. Meredith, J.E.W.	Firth R.N.	Savage, G.J.
Chief Officer	Campbell, C.R.P.	Fitzwalter, J.S.	Robertson, K.B.P. Godfrey, R.M.N.	Wilson, J.R. Hall, R.S. Curran, C.J.N. Gilmour, I.F.	Perry, D.J.
Acting Chief Officer	Woollard, I.	Pennell, P.M. Chadwick, A.	Larcombe, B.	McManus, P.J.	Lockyer, P. Carr, M.P. Vlasto, K.M.
Second Officer	Ross, R.J. Robinson, A.W.	Toghill, P.L.	Sampson, C.	Nicoll, J.E. O'Brien, P.	Hewlett, R.H.K.
Third Officer	Frew, A.S.	Robson, I.	Young, T. McAllister, W.J.		Jeatt, D.E.R. Lawes, F.W. Leggett, T.V. Watson, P.C.
Junior Third Officer	Houghton, J.C. Gliddon, R.G.	Morris, A.R. Brookbank, J. Christie, D.L. Glossop, S. Cooke, N.A.			
Fourth Officer					
Radio Officer					
Acting Radio Officer					
Junior Radio Officer					
Trainee Radio Officer					
Chief Steward					
Carpenter					
Cadets					
Chief Engineer Officer	Paton, D. Graham, G.R.	Fisher, E.H. Newman, A.J.	Southcott, H. Goodman, A.	Screech, J.D. Marshall, R.L. Briailey, F.T.	Bannister, A. Carlisle, J.W.
Second Engineer Officer	Sugdun, R.	Sullivan, G.J.	Hancock, R.		Radbourne, D.E.
Ass. Second Eng. Officer		Buckley, R.H.			
Third Engineer Officer					
Ass. Third Eng. Officer					
Act. Third Eng. Officer					
J. Third Eng. Officer					
Ass. J. Third Eng. Officer					
Act. J. Third Eng. Officer					
Fourth Engineer Officer	Crocker, R. Bell, R.J. Sugdun, R. Hall, T.F. Puddicombe, B.	Stephens I.F. Briggs, P. Hughes, D.W. Lucas, E.M.	Butterworth, B. Watters, I.G. Pitt, S.R. White, A.W. Allen, R.	Field, K.J. Rootes, D. Caine, A.J. Pratt, N.B.D. Apps, V.P.	Lowrey, M.R. Ryan, J.B. Tuck, G.P. Matthews, M.L. Stringer, R.
Assistant Eng. Officers					
First Elect. Officer			Jones, M.J.		
Act. First Elect. Officer					
Sy Elect. Officer					
Electrical Officer	Machin, N.T.	Young, J.W.		Ellis, R.	Corrall, L.J. Gurnett, K.S. D. K. Stokes
First Ref. Eng. Officer					
Second Ref. Eng. Officer					
Act. Second Ref. Eng. Officer					
Engineer Cadets			Archer, G. Wicken, D.M.	Luckhurst, M.N. Stirrat, D. Wormald, G.	De Boos, P.B. Hardy, R. Wilson, W.R. Smith, J.M.

	Pando Head 8,935 tons	Pando Point 8,753 tons	Pando Sound 8,782 tons	Pando Strait 9,235 tons
Captain	Bullock-Webster, R. Hayward, P.E.	Adie, I.M. Jamison, S.S.	Underwood, R.F. Rushan, M.D.	Mordaunt, B.S.C. Tinsley, A.R.
Chief Officer	Fairgreave, J.B. Dick, W.F. Wilson, A.R.A.	Fatchen, M.J. Combe, G.P.D.	Clarke, W.J.C. Poyntz, R.G.J. Davidson, M.H.	Messinger, P.A. Coldham, R.
Acting Chief Officer	Atkinson, D.J.	Hart, R.C.	Wheeldon, S.R.	Burgoine, M.S. Stevenson, A.P.H.
Second Officer		Latham, G.R.		Tait, C.J.M. Kent, T.W.
Third Officer	Phelan, B.J. Leaver, D.B. Sutton, A.J.	Pattenden, F.J.	Brown, L.C.	McCurry, R.J. Boyce, P.A.J.
Junior Third Officer		Graves, M.H. Conlon, G.L. Davies, W.E.	Holmes, L.J. Jeffrey, K.S.	
Fourth Officer				
Radio Officer				
Acting Radio Officer				
Junior Radio Officer				
Trainee Radio Officer				
Chief Steward				
Carpenter				
Cadets				
Chief Engineer Officer	Stubbs, J.M. Turner, D.G.	Godbold, W.C.	Bayliss, N.H. Biggs, R.L.	Clarke, A.D. Spice, J.
Second Engineer Officer	Jarvis, H.	Brown J.G. Hinchcliffe, M.	Lewis, B.J.O.	Wright, C.
Ass. Second Eng. Officer				
Third Engineer Officer	Johnson, L.R.		Kernan, R.G.	Hewison, A.
Ass. Third Eng. Officer	Owen, M.G. Bellamy, D.R. Baker, R.P. Keir, J.	Worsfold, K. Williams, N.G. Bond, M.J. Goodfellow, R.B.J.	King, G.D. Smith, P.G. Todd, S.V.J. Stafford, D.G.	Parker, J.R. Appleyard, P. McGraffin, E. Lee, J.E.
Act. Third Eng. Officer				
J. Third Eng. Officer				
Ass. J. Third Eng. Officer				
Act. J. Third Eng. Officer				
Fourth Engineer Officer				
Assistant Eng. Officers				
First Elect. Officer				
Act. First Elect. Officer				
Electrical Officer	Struthers, A.	Blunden Brooks, R.	Bowles, P.	Kirk, J.R.
First Ref. Eng. Officer				
Second Ref. Eng. Officer				
Engineer Cadets		Sibbald, J.S. Killooran, A.O. Nelson, P.J.A.	Nimmo, R.D. Hill, T.	Walsh Wicks, C.J.

FLEET LIST

FLEET LIST

	CANBERRA <i>45,000 tons</i>	ORIANA <i>41,423 tons</i>	ARCADIA <i>29,664 tons</i>	IBERIA <i>29,614 tons</i>	ORSOVA <i>28,614 tons</i>	ORONSAY <i>27,631 tons</i>	ORCADES <i>28,164 tons</i>	HIMALAYA <i>27,955 tons</i>	CHUSAN <i>24,261 tons</i>
Captain	Vickers, W.B. R.D., R.N.R.	Cutler, R.J.H.	Cowen, E.	Field, A.J.	Harris, E.V. R.N.R.	Trenfield, M.A.	Reed, P.C.	Terry, J.W.	Snowden, E.
Staff Captain	Lefevre, J.A.	Love, P.W.	Dallas, A.H.W.	Scott-Masson, D.J.	Lincoln, T.A.M.	Hancock, J.E.	Crichton, J.A.P.	Hansing, D.A.	Chester, J.M.
Chief Officer	Merrick, A.E.	Hannah, D.H.	Thom, G.B.	Chapman, J.L.	Dornom, D.A.	Bradford, M.V.N.	Hughes, D.T.	Harris, G.E.	Townsend, S.W.
Navigator	Falkner, A.H.	Watkins, T.P.							
First Officer	Hanbidge, J.M.	Purchase, C.	Gibb, I.	Spread, R.J.	Upjohn, C.J.	Moulin, M.J.F.	Kilner, J.B.	Rodgers, D.A.	Jackson, R.L.
Second Officer	Morrow, A.P.	Morrow, L.J.	Julian, M.H.	Church, V.R.	Godderidge, C.T.	St. A. Coles, R.	Knight, R.D.	Douglas, W.M.	Mullins, D.E.
Junior Second Officer	Tyzack, R.D.W.	Stanway, I.C.	Johnson, P.F.	Smith, R.M.	Minter, B.	Abbey, C.T.	Moore, R.M.	Grove, G.R.W.	Priestley, R.P.
Third Officer	Renshaw, G.W.	Pilsworth, D.G.	Johnson, J.M.	Warner, B.J.	Blencowe, D.A.	Acland, I.A.D.	Lampe, A.H.	Turner, B.V.	Stoddart, C.
Junior Third Officer									
Fourth Officer	Fennelov, R.D.	Fowler, M.R.J.		Joyce, J.L.	Kilpatrick, A.J.		Pickford, P.W.	Mabbott, R.M.	Barber, M.T.
Cadet Officer	Marden, J.T.	Bell, J.M.	Mendoza, C.P. Warren, P.W.V.	Richardson, R.S.	Steeves, P.M.	Coombs, R.W. Knight, C.D.	Bird, K.C.	Gray, M.G.	Child, J.A.
Chief Radio Officer	Gibson, K.	Meaney, J.F.	Rainey, W.J.	Cowley, G.D.	Williams, H.	French, J.B.	Evans, G.W.	Morrison, J.H.	Keeling, W.
Snr.Chief Radio Officer									
First Radio Officer	Chapman, R.J.E.	Gillmon, D.H.	Sloan, J.F.	Ferguson, G.J.	Harding, G.	Gawley, J.C.E.	Chapman, K.M.	Chapman, G.A.	Graham, P.
Second Radio Officer	Bagent, N.M.	Drummond, D.B.	Bewley, R.W.	McLaren, N.O.S.	Rogers, D.A.	Stewart, B.J.	Beck, T.A.	Gaston, B.A.	Price, M.R.
A/2nd Radio Officer		Tetley, L.							
A J Second Radio Officer									
Junior Second Radio Officer	Westwood, J.V.								
Third Radio Officer	Pitt, D.J.	Hicks, D.E.	Jones, H.A.	Dyson, A.L.	Murphy, J.M.	Parkinson, M.	Bell, R.G.	Davenport, J.	Astley, C.
Junior Third Radio Officer	Allen, M.F.	Lownsbrough, R.G.	Pollock, R.M.	Scott, M.L.	Hilliard, D.A.	Hill, R.S.	Marczewski, A.J.C.	Walton, P.M.	Williams, J.S.
Fourth Radio Officer	White, M.A.K.	Clifton, J.S.							
Junior Fourth Radio Officer	Spiden, I.	Lawrance, A.J.S.	Venner, R.M.	Cowen, M.J.	Henry, R.C.	Diamond, P.S.	Buchanan, P.L.	Fleming, W.S.	Wheatley, P.R.
Surgeon	Watson, S.W.	Holroyd, J.D.L.	Seal, A.M.	Tanswell, A.K.	Lillystone, D.	Feltoe, V.H.	Hough, A.	May, A.J.	Lytle, S.N.
Assistant Surgeon	Williams, V.G.	Levinisky, R.J.	Ross, A.N.	Wood, J.A.	Berrick, E.	Douthwaite, C.M.	Sharpe, B.	Dawson, M.	Rathbone, S.
Nursing Sisters	Robertson, E.M.	Woodward, J.	John, E.M.	Waddams, L.	Thompson, H.M.	Tolhurst, D.	Liddell, L.	Newsholme, M.A.	Munsey, H.
	Farmer, M.H.	Johnston, A.M.							
Carpenter	Jameison, D.	Johnston, A.M.							
Plumber	Gayton, H.	Jones, M.	Chard, L.G.	Watson, A.	Bray, F.	Jones, C.R.	Chessel, R.	Williams, P.	Slater, A.E.
Boatswain	Richmond, T.	Rawlings, F.	Bealing, K.	Lemon, J.S.	Doree, R.A.	Longstaff, A.	Oppler, F.	Pappin, G.	Doree, C.R.
Cadets	Mitchell C.G.	Phillip, W.	O'Sullivan, J.L.	Wain, W.G.	Marston, C.	Warriner, A.	Gray, R.	MacCay, J.	Keyl, H.M.
Chief Engineer Officer	Mazonowicz, T.M.	Howell, J.O.	Maunder, R.J.	Westgarth, J.P.	Brown, R.D.	Twining, D.W.	Thompson, T.W.	Bownass, A.W.	Purdy, R.
First Engineer Officer	Stewart, R.	Dempster, W.A.							
Second Engineer Officer	Bowen, J.D.	Tate, M.	Graham, A.	Crowe, S.G.	Fitzgerald, P.	Drummond, W.	Bauchop, C.T.M.	Waller, B.H.C.	Pound, N.W.
Junior Second Engineer Officer	Newby, C.T.	Rogers, W.S.	Robinson, R.D.	Ashton, D.C.	Buxton, E.	Englefield, J.	Cole, M.J.	Johnstone, W.M.	Sanderson, R.
	Raine, J.								
Third Engineer Officer	Harvey, A.T.		Fairley, I.J.	Taylor, R.W.	Harrington, D.	Cook, J.C.	Ramsay, M.G.	Whitby, D.J.	Hewison, J.W.
Junior Third Engineer Officer	Rennie, L.	Tatton, P.A.	Fleming, T.F.	Bloomer, D.S.	Reilly, S.C.	Kelly, R.	Gregory, D.J.E.	Marshall, R.A.	Crowder, D.A.
	Yeoman, A.	Goodman, A.J.							
Fourth Engineer Officer	Munroe, J.L.D.								
Junior Fourth Engineer Officer	Goulding, M.F.	Dixon, P.G.	Cooper, P.H.	Maskell, M.R.	Collinson, M.K.	Harris, G.	Massey, W.T.	Selby, D.L.	Ballam, P.E.
	McQueen, C.J.	Gardiner, D.M.	Walker, G.	Taylor, J.E.	Bolton, B.	Sharpe, R.F.	Watson, A.A.	Wadsworth, G.C.J.	Guildford, R.
	Barraclough, A.	Wedd, S.	Bartlett, R.A.F.	Clegg, R.V.	Hunt, S.J.	Matthews, P.W.	Donaldson, P.W.	James, A.	Murdin, R.P.
	Fox, A.P.								
	Darlow, R.J.								
	Haigh, D.W.								
Assistant Engineer Officer	McGurran, F.								
	Kendall, F.	Chilton, A.J.	Jowett, R.J.	Thompson, J.	Hall, C.C.	Blakely, S.	Edwards, J.	Ray, M.G.	Murchison, R.A.
	Emmons, B.J.	Murray, R.A.	Haylett, S.W.	Rea, J.	Lawes, G.W.	Anthony, P.	Jones, D.L.	White, I.R.	Mulleneaux, R.
	Morley, J.L.	Campbell, E.A.	Willcox, D.	Hillman, G.A.	Chriswick, J.	Turner, H.	Tweddle, R.M.	Dinsdale, M.	Price, R.D.
	Griffiths, P.S.	Nicholls, G.A.	Watson, B.	Barrett, W.	Brady, J.	Corns, L.	Armstrong, I.F.	Lindon, B.	Hemming, T.E.
	McDonald, I.	McCandless, W.H.	Kelvin, B.	Burrell, J.	Haigh, M.G.	Heron, N.	Evison, K.C.	Kerr, J.R.	Barton, F.
	Harwood, N.	Walters, P.	Hunsley, J.	Atkinson, R.S.	Dobson, E.B.	Statham, R.A.	Cutter, A.		Jessop, R.A.F.
	Cotton, T.A.	Saunders, C.G.	Major, R.J.	Donaldson, E.	Lawrence, E.B.	Smith, M.E.	Gulliford, K.		Curzon, P.D.
	Dawson, R.D.	Burt, J.I.	Williams, M.		Parrott, M.	Osborne, R.M.	Gaylor, W.R.		
		Kelley, G.P.			McNicholas, M.	Mitchell, P.J.	Evans, K.		
		Villiers, R.P.					Kerr, G.D.		
		Perry, B.D.							
Cadet Engineer Officers									
First Electrical Officer	Davidson, E.	Dibsdall, M.C.H.	Whitford, A.F.M.	Edwards, A.S.	Smyth, J.	Matthews, B.	Roberts, W.T.	Dunford, R.J.H.	McLaren, A.G.
Second Electrical Officer	Jamison, A.C.	Cheetham, J.	O'Connor, J.	Dumoulin, C.	Newton, J.T.	Thompson, D.	Bartolomew	Fiddline, K.	Worsley, J.

FLEET LIST

(as at 15 July 1970)

	Strathardle 13,057 tons	Strathbrora 12,539 tons	Strathconon 12,529 tons		Chitral 13,790 tons
Captain	Clifford, J.A.	Kingswood, L.C.	Harrison, D.J.	Captain	Nowell, R.B.
Chief Officer	Pearce, R.J.S.	Bradley, D.	Prideaux, A.	Chief Officer	R.D., R.N.R.
Acting Chief Officer				Second Officer	Jackson, P.B.
Second Officer	Lee, G.G.	Matthew, R.C.	Turner, P.M.S.	J. Second Officer	Carveth, R.N.
Third Officer	Rowe, N.A.F.	Greenhalgh, J.J.	Byrne, K.P.	Third Officer	Dickins, G.T.
Junior Third Officer	Clowes, M.R.	Jackson, S.A.	Keane, D.N.	First Rad. Officer	Cooper, P.J.
Fourth Officer	Kennington, R.M.	Barradell, R.H.	Cochrane, J.K.	A. Second Rad. Officer	Baker, F.D.S.
Radio Officer				Trainee Rad. Officer	Plant, T.
Acting Radio Officer				Surgeon	Parsons, K.
Junior Radio Officer	Winkley, C.J.	Gibson, N.R.	Jarvis, A.W.	Nursing Sister	Gubbay, A.D.
Trainee Radio Officer	Tracey, J.T.	Dellow, K.E.		Carpenter	Burbage, J.M.
Chief Steward				Plumber	Pike, J.F.
Carpenter		Ball, A.J.	Bowles, S.H.	Cadets	O'Niell, P.
Cadets		Huyshe, R.	Birchough, J.J.H.		Wright, J.H.G.
		Purvis, T.J.	Kirtley, B.J.		Richardson, T.
			Harris, J.P.		Watson, L.A.
					Lakin, J.
Chief Engineer Officer	Peach, A.	Ditchfield, R.R.	King, D.M.	Chief Eng Officer	Chandler, C.
Second Engineer Officer	James, R.	Baird, N.	Burn, R.G.	Second Eng. Officer	McConachie, W.G.
Ass. Second Eng. Officer			Marsh, G.W.	J. Second Eng. Officer	Gough, A.W.
Third Engineer Officer	Mills, A.W.	Zobel, I.G.R.		Third Eng. Officer	Niccol, J.G.
Ass. Third Engineer Officer				J. Third Eng. Officer	Daniels, T.
Act. Third Engineer Officer				Fourth Eng. Officer	Officer, T.A.J.
J. Third Engineer Officer		Scott, I.S.	Smith, D.C.	Add Fourth Eng. Officer	Back, S.G.
Ass. J. Third Eng. Officer	Juniper, P.F.			Assistant Eng. Officer	Saunders, D.
Act. J. Third Eng. Officer				First Elect. Officer	Hewitt, H.K.
Fourth Engineer Officer	Chester, P.H.	Stansfield, S.	Hill, J.M.	A. Second Elect. Officer	Beck, M.J.
Ass. Eng. Officer		Roberts, W.B.	Orr, J.W.	First Ref. Eng. Officer	Sumner, R.R.
First Elect. Officer		Peacock, D.C.	Pitman, I.G.	Second Ref. Eng. Officer	Middleton, D.J.
Act. First Elect. Officer				Purser	Temple, R.C.
Electrical Officer	Stevenson, J.			A/Deputy Purser	Milne-Buckley, G.
Sy Elect. Officer				S. Assistant Purser	Harris, J.G.
First Ref. Eng. Officer			Hutchinson, I.	W. J. Assist. Purser	Van Gent, E.
Second Ref. Eng. Officer				Entertainment Officer	Van Deurse, A.M.G.
Engineer Cadets	Bouckley, A.A.	Dent, P.H.	Whittaker, D.	Hostess	Wilschut, H.M.
	Smith, J.	Lund, D.J.	Benham, C.B.	Children's Hostess	Priston, M.J.
	Alcock, K.A.	Sweetmore, M.J.	McAllister, G.A.	Chief Steward	Davies, D.B.
				Chief	Mitchell, M.S.

P & O RADIO OFFICERS IN TRIDENT TANKERS

Ardlui, Enrico, P.C.A.; *Ardshiel*, Dunn, A.; *Ardtaraig*, Richardson, P.S.; *Ardvar*, Selman, A.; *Busiris*, Bolger, M.O. (Actg); *Ellenga*, Hobson, D. (Actg); *Eridge*, Ayres, D.M. (Actg); *Garonne*, Crisp, B.J. (Actg); *Bradley*, J. (Trainee); *Grafton*, Donegan, P.R.; *Heythrop*, Geeson, A. (Actg); *Lovick*, S. (Trainee); *Maloja*, Macaskill, N. (Actg); *Malwa*, Cavill, M.V.; *Mantua*, Lloyd, F.J. (Actg); *Megna*, Moore, J.J. (Actg); *Opawa*, Wilson, M.E. (Actg); *Thornton*, S.E. (Trainee); *Orama*, Bolinger, R.E. (Actg); *Allen*, C.M. (Trainee); *Orissa*, Soper, P.R.; *Boyle*, W.A. (Trainee); *Ottawa*, Burke, A. (Actg); *Quiloa*, Thompson, J.C. (Actg); *Talamba*, Cowell, M.C.; *Hodgson*, J. (Trainee).

One happy result of the typhoid incident aboard *Oronsay* in January was the camaraderie developed among P & O ship and shore staffs. When the ship returned to San Francisco recently, members of Yellow Peril Club gathered at the home of A. Leslie Palmer, our advertising manager, to reminisce. Special membership certificates and engraved mugs were presented by ship's staff to San Franciscans who went to Vancouver to lend a hand.

North American management group held a luncheon for *Canberra* Captain E. G. H. Riddelsdell in April, honouring his last visit to San Francisco before retirement.

We have welcomed some new employees aboard in the past month: David Vera has become sales representative for the Los Angeles office, rejoining P & O after a year in the armed services. David joined the company in 1961 and was formerly agency sales agent in San Francisco, Ray Mansour has been named passenger sales agent in the Miami office, replacing Ken Grimes, who has returned to the San Francisco office. Ray graduated from the University of London with a degree in economics and has done graduate work at the University of Miami. Neil Ross comes to us from London to replace our departing Data Processing manager Jack Drenckpohl. Also in the data processing department, Duncan Smedley, who came to us from London seven months ago to work on Eldorado, is returning to London, and we are welcoming Steve Fabes, who will be filling the spot for about six months; and, Jerry Lauterwasser rejoins P & O after an absence of about three years. Jerry

has been named personnel supervisor, replacing Mary Ellen Pardee, who is soon to become a bride.

Honolulu

Our port usually has two visits each voyage from P & O ships coming up the Pacific, once Northbound and if the ship is not going to Europe via Panama, then again Southbound, so Honolulu probably sees the ships more frequently each year than most of the other ports of call. During the summer months there is more activity and this year we have *Oriana* in June and September, *Oronsay* and *Orsova* in July and again in August. Usually we see *Canberra* in July but not this year. She will be missed as this is a popular ship in these waters, but she will be back with us in October. We very seldom see the P & O freighters up this way, but occasionally get a visit from one of the "PANDO" ships, but this is usually just a short visit for fuel and supplies so we do not get the chance to go on board for a visit.

By the time this bulletin is published in September, summer will be behind us and we will be recovering from a hectic period, but this column has to be prepared way in advance so I will be unable to relate any instances that might be of interest to "About Ourselves" readers in this edition but will catch up in the next issue. It is nice being part of the P & O family and getting to see not only the ships but visits from various staff members of the worldwide group who pass through our islands en route to other countries.

Captain Riddelsdell unwraps a silver bowl presented to him by David Hogson.



HONOURS

We congratulate:

W. A. R. DART, Linen keeper *Oriana* on being awarded the BEM.

APPOINTMENTS

We congratulate:

D. A. ADAMS, Second Officer on his appointment to Assistant Nautical Inspector on 3 March 1970.

MISS L. J. ASCOTT, Woman Assistant Purser on her promotion to Hostess on 3 May 1970.

S. N. BENNETT, Purser Cadet on his promotion to Junior Assistant Purser on 23 June 1970.

MISS S. T. COLLINS, Junior Woman Assistant Purser on her promotion to Woman Assistant Purser on 19 May 1970.

MISS J. C. DIRKS, on being the first Dutch Woman to be promoted to Senior Woman Assistant Purser on 21 June 1970.

A. P. GOLDRING, Purser Cadet on his promotion to Junior Assistant Purser on 9 April 1970.

T. R. HARRAP, Purser Cadet on his promotion to Junior Assistant Purser on 9 April 1970.

G. C. HERRIES, Purser Cadet on his promotion to Junior Assistant Purser on 20 May 1970.

H. D. JAMIESON, Purser Cadet on his promotion to Junior Assistant Purser on 8 April 1970.

P. R. MERRIT, Purser Cadet on his promotion to Junior Assistant Purser on 9 April 1970.

I. M. NICOLL, Chief Officer on his appointment to Cadet Training Officer Shore Staff, on 1 July 1970.

D. C. PARSONS, Purser Cadet on his promotion to Junior Assistant Purser on 1 May 1970.

G. J. PEGG, Chief Officer on his appointment to Assistant Cargo Superintendent, Japan on 10 February 1970.

D. R. M. PIKE, Purser Cadet on his promotion to Junior Assistant Purser on 22 June 1970.

P. S. H. POLLITT, Chief Officer on his appointment to Assistant Cargo Superintendent, King George V Dock, on 7 May 1970.

MISS K. M. SCOTT, Junior Woman Assistant Purser on her

PERSONAL NEWS

promotion to Woman Assistant Purser, on 22 May 1970.

MISS M. E. SMITH, Junior Woman Assistant Purser, on her promotion to Woman Assistant Purser, on 25 May, 1970.

MISS J. R. F. TURNER, Junior Woman Assistant Purser on her promotion to Woman Assistant Purser, on 12 May 1970.

MISS P. R. USHER, Junior Woman Assistant Purser, on her promotion to Woman Assistant Purser on 22 May, 1970.

MISS G. J. M. WIJSMAN, Junior Woman Assistant Purser, on her promotion to Woman Assistant Purser, on 31 May, 1970.

CERTIFICATES

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

Extra Master's—Second Officers J. M. Hanbidge. Master's—Second Officers D. A. Adams, R. N. Carveth, V. R. Church, C. T. Godderidge, A. P. Hodges, R. D. Knight, G. G. Lee, R. C. Matthew, D. E. Mullins, L. S. Scorgie, J. R. Wilson. First Mate's—Third Officers, W. E. Bland, D. A. Blencowe, A. C. Chadwick, R. Coldham, W. F. Dick, H. E. Durell, J. J. Greenhalgh, N. H. Lampe, D. G. Pilsworth, R. G. J. Poyntz, N. A. F. Rowe, C. Stoddart, P. J. Footman-Williams. Radar Maintenance Certificate—Second Radio Officer D. A. Rogers, Radio Officer R. H. Baradell, Junior Radio Officers, M. O. Bolger, B. J. Crisp, N. R. Gibson, G. R. Latham, C. J. M. Tait.

First Class PMG Certificate—Junior Radio Officers, C. M. Allen, S. E. Thornton, S. Hird, M. C. Cowell.

Diploma in Marine Electronics—Chief Radio Officers, W. J. Rainey, H. Williams. First Radio Officers R. J. E. Chapman, H. F. Murphy. Second Radio Officer N. M. Bagent. Radio Officers M. L. Pulman, R. M. Kennington,

H. K. Smith. Acting Radio Officer, M. E. Wilson.

We congratulate the following Engineer Officers who have gained Certificates of Competency since the last issue of *About Ourselves*:

1st Class Steam Certificate—2nd Engineers D. G. Turner, G. R. Anderson. 2nd Class Motor Certificate—3rd Engineer S. Nicol. 2nd Class Steam Certificate—3rd Engineers J. W. Hewison, R. A. Marshall, M. J. Clay, A. J. Clarke.

21st BIRTHDAYS

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

Miss C. HARKNETT, Hotel Services Organisations, 23 July 1970.

MISS F. JONES, Secretary Mr P. Thomas, 8 July 1970.

ENGAGEMENTS

We congratulate:

MISS H LONG, Hotel Services Organisation on her engagement to MR J. WELLBELOVE, October 1969.

MISS B. A. PALMER, Fleet Personnel Department on her engagement to MR J. RAND, 15 April 1970.

MISS P. A. REID, Fleet Personnel Department on her engagement to MR P. S. H. POLLITT, Assistant Cargo Superintendent King George V Dock, 9 May 1970.

MISS S. TAYLOR, Hotel Services Organisation on her engagement to MR T. C. HUTTON, 28 February 1970.

MARRIAGES

We congratulate:

MISS V. BAUGH, Telephone Operator on her marriage to MR M. MARSTIN at St Pauls Church, Woodford Green, 18 April 1970. MISS D. CLARK, Freight Administration Department, on her marriage to MR A LOCK at All Saints Church, Colchester, 23 May 1970.

MISS M. DAVIES, Public Relations Division, on her marriage to MR G. F. HALL at LDS Hall Tilehurst, Reading, 22 August 1970.

MISS L. GORDON, Freight Sales Department, on her marriage to MR J. WYATT, at Acton, 27 June 1970.

MR S. McINTOSH, Cargo Superintendents Department, on his marriage to MISS M. CROCHRAM, at St Mary's Church, Dagenham, 6 June 1970.

MISS L. MORRIS, Telephone Operator, on her marriage to MR M. HASTINGS at St Mary's Church, Lewisham, 21 March 1970.

MR K. B. P. ROBERTSON, Second Officer *Pando Cove*, on his marriage to MISS J. A. BUDD, ex nursing sister *Orcades* on 14 March 1970.

Mr and Mrs K. B. P. Robertson.



MISS H. M. STANMORE, Accounts Department on her marriage to MR J. MAYBANK at St John's Church, Dagenham, 7 July 1970.

MR A. THORPE, Maintenance Cost Accountant's Department on his marriage to MISS A. SPENCER at Shedfield Church, Nr Bishops Waltham, Hants, 20 June 1970.

MISS E WALSH, Public Relations Division, on her marriage to MR P. LARKIN, at St. Annes-on-Sea, Lancs, 21 March 1970.

MISS S. WICKINGS, Freight Sales Department, on her mar-



Mr and Mrs P. Larkin.

riage to MR A. MARSHALL at St Saviours Church, Forest Gate, 18 July 1970.

BIRTHS

We congratulate:

MR J. A. CONTI, Accounts Department and his wife Patricia on the birth of a son, Peter John, 31 May 1970.

MR A. H. LONG, Accounts Department and his wife Jacqueline on the birth of a son, Matthew Johnathan, 23 May 1970.

MR J. E. HAYNES, Radio Officer, and his wife Jean on the birth of a son, Richard John, 4 May 1970.

MR G. M. MURRAY, Group Accounting Division and his wife Margaret on the birth of a son, James Stuart, 26 June 1970.

RETIREMENTS

DAVIES, R. W., joined Coy. 54 and served as second chef until he retired due to ill health on 23 Apr 70.

GREEN, CAPT J. D'O, joined Coy. 32 and was appointed Commodore on 18 April 1969, ret. 20 Jun 70.

LEGGETT, W. E., joined Coy. 34 and served as Public Room Steward until he retired on 29 May 70.

MASCARENHAS, W. L. joined Coy. 58 and served as Asian Crew Liaison Officer, retired 14 May 70.

PULLINGER, D. A. M., joined Coy. 29, served as Purser until he retired 7 July 70.

SANDALL E., joined Coy. 29, and served as barman on *Moldavia*, *Viceroy of India*, *Cathay*,

retired 1 Feb 70 due to ill-health.

SHEPHARD, G. A., joined Coy. 57 and served as Second Chef until he retired on 18 Dec 69 due to ill-health.

SINCLAIR (MISS) D., joined Coy. 38 and served as Stewardess on *Orion*, *Chusan*, *Oriana*, retired 1 May 70.

STEELE K., joined Coy 48 and served as Quartermaster on *Strathmore*, *Chusan*, *Oronsay*, retired 14 May 70, due to his wife being involved in an accident.

DEATHS

CAHILL, T., joined Coy. 28, held the position of oiler, retired 31 Jan. 63, died 28 May 70.

FREEMAN, R. G. CAPTAIN, joined Coy. 19 as Fourth Officer and served aboard *Surat*, *Strathnaver*, *Maloja*, *Carthage*, *Stratheden*, *Himalaya*. He was promoted to the position of Captain in 48, retired 14 Nov 58, died 13 Jun 70.

GARDNER, M. L., joined Coy. 04, Fowarding Dept of Anderson Green & Co, transferred to Stores Department until retirement in August 50, died 1 Jun 70.

GOLDSWORTHY, I. E. CAPTAIN, joined Coy. 21 and was appointed Commodore in 51, he retired 31 August 54 and died 10 Jun 70.

HARTLEY, D. F., joined Coy. 22 and was Shore Excursions Manager before he retired on 28 Jun 68, died 9 Jun 70.

MURPHY, M. J., joined Coy. 54, and served as Chief Radio Officer before retiring on 27 May 60, died 27 Jun 70.

RORISON, J., joined Coy. 22, and served as Shipwright, retired 58, died 5 Jun 70.

SIMPSON, T. C., joined Coy. as a Letter Bureau Attendant, retired 29 Mar 62, died 7 Jun 70.

VESTY, L. J. CAPTAIN, joined Coy. 24 and was appointed Captain of *Orion* in 42, before retiring from service in Sept 50, died 26 May 70.

WARD, R. S. CAPTAIN, joined Coy. 01, and retired 29, died 24 May 70.

WHYTE (MISS) I., joined Coy. 35, died 22 Jun 70.

OBITUARIES

Captain R. SUMNER WARD, RD, RNR (Retd)

Captain Reginald Sumner Ward, who died on 24 May was born on 10 January, 1880, at Preston, being the second son of the late Colonel William Ward, Royal (Bombay) Artillery. Educated at St Lawrence College, Ramsgate and HMS Worcester, he was awarded the P & O prize on passing out as a midshipman, RNR. He joined the company as a junior officer in 1900.

On the outbreak of the First World War he was mobilised into the Royal Navy, and while serving as First Lieutenant in HMS Oratava, of the 10th Cruiser Squadron, was Mentioned in Despatches. He subsequently commanded HMS *Heroic* and HMS *Anemone* in the Mediterranean and was awarded the Royal Navy Reserve Officers' Decoration in June, 1919.

He was promoted to Captain in the P & O in 1924 and given

the command of *Delta* and *Ranchi* before retiring in 1930.

A. I. D. HABGOOD

When I read of the death of Ivor Habgood in 'About Ourselves' March 1970 issue, I felt very sad.

When I joined Ivor in the early 1930's he had already succeeded in taking over from Cook's nearly all arrangements for the planning and execution of Shore Excursions at Mediterranean, Northern Capitals and Atlantic Isles, in conjunction with Albert Morris. They had their own private office in Warwick House Street for this purpose.

In collaboration with a Marine Superintendent in Leadenhall Street, actual cruise itineraries were planned from admiralty distance tables and the ports to be visited personally investigated as to the interest potential for passengers visiting them. Tickets and brochures were issued for Shore Excursions Office, London and each ship's Captain given most detailed instructions on the subject of the tour and general

information on all port facilities. In addition, Habgood formed a West End Publicity Section in the basement of 14 Cockspur Street with an artist, carpenters and accomplished electrician (ex Resident Housekeeper, Reg Hilditch). Here most elaborate display material was made and shown at many public exhibitions and big stores throughout the country plus our agent's offices, to attract the passenger to P & O cruising.

Year by year the publicity grew together with cruise bookings. Naturally, the continuity ceased at the outbreak of the last war, but by 1950, Ivor was again "at it" and cruising restarted in a big way, and still continues to grow.

A. I. D. Habgood was by no means a nonentity—in fact, in his day, he epitomised the words "P & O Cruising, the holiday that has everything".

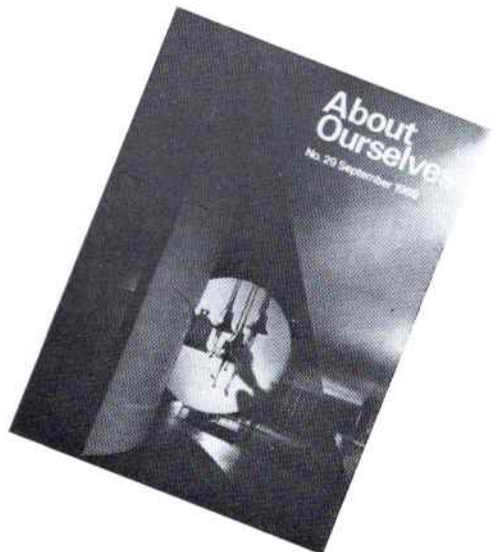
The late Donald F. Hartley, ex Shore Excursions Manager; retired December 1964.

National House Journal Competition 1970

The Editor has already made brief reference to an issue of 'About Ourselves' winning a prize in this competition. He was probably too modest however to emphasize what an achievement this was. The total number of entries was 307 and they were split into classes according to the production cost, high, middle and low. 'About Ourselves' was in class two of the low cost group and was placed third out of 59 entries—a notable achievement. Marks were given for content and design. 'About Ourselves' achieved 59 out of 60 for content, best in its class and in fact this figure was only bettered by one house magazine out of the whole 307 who entered.

I feel our congratulations are due to the Editor and everyone else connected with the production of our House Journal and I hope this achievement will inspire some more readers both current staff and retired staff to offer articles and reminiscences to the Editor in future.

W. A. Williams



STOP PRESS

NEW CHAIRMAN

Mr P. E. Parry was elected chairman of P & O Lines Ltd on Monday, 10 August. His appointment follows the death on 31 July of Mr R. M. Thwaites.

Peter Parry joined P & O in 1949 and from 1950/54 served with our agents in Calcutta, Colombo and Japan.

He was appointed an Assistant Manager in 1958 and General Manager in 1960. Two years later he became a Director of P & O Lines, being appointed Managing Director in 1963 and Deputy Chairman five years later. Two years prior to this Mr Parry was appointed a Director of the parent company, P & O S N Co.



P. E. Parry

AUSTRALIA 200—

To commemorate the Bi-Centenary of the landing of Captain Cook in Australia a limited number of copies of "Australia 200" have been sent to this office. Arrangements have been made whereby any member of the Company's staff may purchase the book at a cost of 66 shillings. The market retail value of the book is 164 shillings.

MAGAZINE SUPPLEMENT

IMPRESSIONS OF ALASKAN CRUISING

by Lyn Hymus

A murmur of excitement passed through the ship at the sighting of the first big glacier descending to the water's edge. Icebergs of varying sizes, shapes and colours drifted by us, and occasionally small pieces of impacted snow scraped the ship's sides, much to the consternation of the Chief Officer, but resulting in no real damage. This was Glacier Bay.

We had entered the bay early in the morning and steamed around the many inlets until late evening. No morning activities had been planned, as we anticipated that there would be enough of interest outside, and for once we were right! Some of the officers took up position above the bridge, that being one of the vantage points for taking photographs. There was a rush for cameras and films, and the ship's shops did a roaring trade all day.

The constantly changing wonderland of snow and ice provided endless subjects for pictures. We cruised along the face of glaciers in Lynn Canal as far north as Seduction Point. It was in Stephen's Passage that we began to note the presence of icebergs floating past; and they *were*'t all white, crisp and sparkling as, in school, we were led to believe! There were numerous hanging or receded glaciers to be seen among the cloud-swept peaks; picturesque ice falls and cascading waterfalls. But of course the grandest sights of all were where enormous rivers of ice fell to the water in places like Tarr Inlet with Grand Pacific Glacier at its head and Margerie Glacier on the port side. An addition to the original itinerary enabled a look to be taken at mighty La Perouse Glacier descending from its source, Mount Dagelet, 9,500 feet high and four miles away, directly to the Pacific Ocean where it measured four miles across at its face!

"Glaysher Bay Day" was without doubt the highlight of the cruise, and subsequent visits were equally as exciting as the first. *Arcadia* must have looked marvellous from the air as she glided gracefully up the narrowing waterways and pivoted to lie parallel with glaciers apparently only yards away. I cannot remember when I have been so excited by scenery.

On our second visit to Tarr Inlet, a boat was lowered so that some of the ship's company could go and chip real glacial ice from the bergs glistening invitingly in the water. The ship's photographer was despatched and managed to obtain a few really classic shots of the ship silhouetted against Margerie Glacier. In the silence while *Arcadia's* engines rested, the glaciers gave an ice show, for our benefit it seemed with huge chunks crashing from their faces with noises like rifle shots.

Our trip through Alaska incorporated much the same route as that followed by early explorers, and by the eager gold seekers of 1898, so many points of historical interest were passed. We were fortunate in having as Port Lecturers, people who actually resided in the area, and who therefore could give first-hand knowledge of Alaska and the way of life. Their commentaries were a popular addition to the programme.

After leaving Vancouver, to a rousing farewell given by a brass band on the quay, we awoke next morning to find that the ship had successfully negotiated the Seymour Narrows and was steaming steadily between snowclad peaks. As the summer progressed, the green of the conifers crept higher; but the ever present whiteness clung to the summits and provided an unforgettable scene. All day there was a variety of scenery to view, little forested islands, logging camps, the occasional fishing village or Indian settlement, all enfolded in an atmosphere of peaceful contentment that was felt rather than seen. An abundance of animal life added interest, too, and it wasn't unusual to hear the Officer of the Watch pointing out "whales on the starboard beam", or the number of porpoises following in the wake. Further north, the most delightful creatures were the seals who played quite close to the ship and provided a great deal of amusement.

The ports of call in Alaska, although small, were interesting. As the biggest vessel ever to negotiate the narrow channels of the "Inner Passage", *Arcadia* caused no little excitement, and the locals received us with overwhelming hospitality. Their welcomes have been unsurpassed, and if there were nothing to see, it would be worth the trip just for their kindness. However, each port offered its individual sights and pleasures.



At Ketchikan, where Captain Cook's name still predominates, one could visit nearby Saxman Village to watch authentic tribal dancing by the Tlingit Indians, and see one of the world's best collections of Totem Poles which are a fascinating study in themselves. From Juneau, obviously once the centre of the rich goldmining industry, there was a complimentary tour for all passengers to the Mendenhall Glacier, so stupendous in its dimensions and colour that photographs failed to do it justice. If one cared for a thrilling view of the area from a height of several thousand feet, there was always the opportunity of a ride in one of the amphibious aircraft without which these towns would be virtually cut off at certain times of the year. Sitka offered a Salmon Bake tour where "a delicious meal was but part of the deal"! Local residents performed Cossack dances that are typical of the area which was once a Russian settlement. Among the hundreds of islands, a snug anchorage was found from where a boat ride to the shore afforded additional pleasure for many passengers—and who cared if it rained when the covered limousines were in operation!

If the customers' delight was complete out of doors, then their indoor entertainment had to maintain the standard. A great deal of thought and effort was contributed by many people planning for an American clientele.

But in a one-class configuration the well-appointed public rooms were used to advantage. Efforts were made to spread passengers to all parts of the ship; and although at first this led to some confusion and "getting lost", there was no doubt that for Alaskan cruising anyway, the one-class theory proved ideal. The little old ladies who lived in the after end of the vessel soon discovered that any member of the crew was happy to assist them in finding the Night Owl Club in the Lookout Bar up forward, or perhaps the Pop Inn where a swinging Disco Dolly presided in psychedelic surroundings. For a quieter scene, there was always one of the several lounges at either end of the ship, where inexpensive cocktails could be sipped to the pleasant tunes of the resident pianist—or coffee served by attentive stewards while one of the ship's bands played "Music You Love To Listen To".

It was decided that catering should incline towards the American taste. Yet typically English dishes and flavour proved extremely popular, and some people queried why so much emphasis was placed on providing what they could get any day of the week! It seemed that, quite rightly, they wanted to sample the true British culture. This was surely true in evening entertainments where a good old English Pub Night, and the Victorian Music Hall, caused no end of favourable comment. Although bewildered at first, the Americans soon got the idea and became the most enthusiastic audiences we could wish for, participating fully, and appreciating all the efforts by the ship's company. We, in return, gleaned a new "language" which was meant as affectionate banter among ourselves, and was not used in any derogatory sense. Indeed, we came to love the Americans dearly!

And they marvelled at the number and variety of things to do, from early one morning until early the next. Additional lecturers and entertainers covered a wide field of interests, so that there was constantly something for everyone, and just not enough hours in the day for some people. Even the Bridge players were kept happy with their own room and instructor. Fancy being able to enjoy a cruise and simultaneously accumulate points towards a Master's Degree! Only the "Good Morning" sheet revealed all the venues and activities; and it was recommended that customers rise at 6.30 am in order to plan their day. Throughout it all, this fine vessel has continued to behave beautifully, and we feel that no better ship could have been chosen for the task. Despite the hard work involved, *Arcadia* is a happy ship, and a wave of enthusiasm between passengers and crew promises to keep it so. The commemorative plaque designed on board, and proclaiming that we did "Alaskan Season Number One" will be proudly displayed. If this is beginning to sound like an advertising commercial, it must prove something! In all sincerity, Alaskan cruising aboard *Arcadia* IS marvellous, and if you ever get the chance, don't miss it!

ORIANA GOES INTERCONTINENTAL

By D. J. L. Hodgson

When Oriana was arriving at Curacao recently the winds and tides which were prevailing made it necessary for the vessel to proceed ahead at about 7 knots pointing her stem at the Intercontinental Hotel. This was to counteract the effect of the strong cross current and the wind blowing on the starboard beam in order to enter the channel shown in the first of the photographs.

The Hotel mentioned is the only one in the world insured against being hit by a ship!



ORIANA noses up to the Inter-continental Hotel with the channel going away on the port bow.



The vessel coming nicely into position to enter the channel.



ORIANA entering the channel with the hotel on the starboard side.



The ship well past the hotel in the channel.

ODE TO ORSOVA

CRUISE 504

By P. Dornem

The Orsova waited patiently,
Her passengers to take to sea,
Once all aboard, she blew her top
For she was off, Cadiz first stop.

Meantime though there's time to kill
So let us see what needs our skill.
Your fellow mates you now have met,
And so the voyage should well be set.

Of dances you can take your pick,
The gala gay with every trick.
If French or Spanish be your taste,
To Continental you make haste.

If this indeed is not enough
Then try your hand at getting tough
With frogs a hoppin' everywhere,
And horses chasing here and there.

Our taste in beauty, wine and picture
Were amply fostered in helpful lecture
To aid our trips ashore each day,
The port lecture helped us find our way.

Sometime during all this fun,
We had to guess the daily run.
Those beauty spots which caused diversions,
Were well arranged by Shore Excursions.

The ports of call were sometimes brief,
Our second being at Teneriffe.
Then onward, onward somewhat nearer,
Came the third port called Madeira.

An Eastern promise at the Casbah,
Pulled us in to Casablanca,
We then did see Gibraltar Rock,
Which gave us time to take some stock.

Lisbon now was next in place
And life for us did move apace.
But eventide did calm the day,
And night time lights were on display.

The point of no return has come.
But we don't need to feel too glum
To fancy dress we turn some thought
And so return our glad support.

Our grateful thanks I say in rhyme,
As this so often saves some time.
The meters, too, I have abused
But hope that I will be excused.

To all the back-room boys we owe,
The fun and games held in the P & O.
To ship's staff, crew and other ranks
A very hearty vote of thanks.

**MAGAZINE
SUPPLEMENT**



A reproduction of the letter written by the late Mr R. M. Thwaites, former Chairman of P & O Lines Ltd, to His Majesty King Taufa'ahau Toupou, KBE GCMG, King of Tonga.

Independence Day (Tonga) By Captain R. J. H. Cutler

The Tongan Archipelago was discovered by the Dutch Captain Schovten in 1616. He was followed in 1643 by another Dutchman Abel Tasman, and over a hundred years later Captain James Cook visited the islands. Because of the friendly reception he received from the natives, he named the group The Friendly Islands.

Over the present celebrations, the word Independence seems to have been rather indiscriminately used—Tonga has always been independent and had its own monarchy from time immemorial.

During the 19th Century, Britain, France, Germany, Spain and America carved up the islands in the Pacific, annexing various groups with the sole exception of The Friendly Islands. In 1844, Aleamotu'a, the first Christian King of Tonga, asked Queen Victoria for Britain's protection. He died the following year and was succeeded by George Toupou I—named after George III of Great Britain. He was the first of the Toupou dynasty, and during his reign, several Treaties were made with European countries to protect Tonga's independence and prevent annexation.

George Toupou I was succeeded on his death in 1893 by George Toupou II and his reign too was full of Treaties. When he died in 1918, his successor was Princess Salote who became the well-known and well-loved Queen Salote Toupou III, under whom Tonga progressed rapidly economically and socially. On her death in 1965, her son came to the throne as Taufa'ahau Toupou IV. He had been head of the Government prior to the Queen's death and on 26 August 1958 he concluded a revised Treaty of Friendship with Great

Britain, under which Tonga remained a protected State within the Commonwealth, while the right of the Tongan Government to manage its own affairs was recognised.

After the King's accession he felt that Tonga had reached a position where it need no longer be a Protectorate, but could gain equal status with other independent nations. On 4 June 1970, this came to pass and Tonga celebrated its re-entry into the Comity of Nations and joining the British Commonwealth of Nations.

Oriana was on a cruise from Sydney, calling at Nuku'alofa, her first visit to the port, on 4 June and it was thought appropriate that P & O should mark the occasion by a presentation to His Majesty, at a time when Official calls were made at the Palace, after the Official Ceremonies. Permission was obtained from the Tongan Government by Mr. Wiggs, the Resident Agent at Nuku'alofa, and I was granted an Audience.

The gift, from P & O Lines Ltd., was an Elliott antique-style clock, together with a letter of congratulations and good wishes from the Chairman. Articles on Tonga have appeared in these pages before, and today Nuku'alofa was 'en fête', with streamers and pennants of red and white—the national colours—fluttering gaily in the stiff breeze, and showing up brilliantly against the green background of palm trees. Triumphant arches of palm fronds were everywhere, carrying portraits of the King and Queen, and in some cases of H.M. Queen Elizabeth II. Others bore texts to the effect that God was Love and the Lord is my Shepherd and expressions of high hopes for Tonga's future.



The Royal Palace discreetly hidden behind palm trees viewed from the lawns nearby.

The day's Ceremonies commenced at 9.00 am on a large greensward adjacent to the Palace, called Mala'e Pangai, where crowds of locals and our passengers gathered to watch the Flag Raising Ceremony, and to hear the King read the formal declaration of Tonga's joining the British Commonwealth of Nations. An added attraction was the smartness and drilling of Guards of Honour provided by the Tongan Police and Military Forces. This ceremony completed, the Royal Family, followed by representatives of Commonwealth and other Nations, including H.R.H. Prince William of Gloucester, representing Queen Elizabeth II, and local nobles and dignitaries, proceeded to the Royal Tomb to pay tribute to the Toupou dynasty for their rule of Tonga, to lay wreaths and hold a short religious service. Tongans are fervent Methodists, and Tonga is probably one of the few places left in the world, where on the Sabbath, the Fourth Commandment is strictly observed.

These functions took rather longer than estimated and the time allowed for presentations to His Majesty had to be abbreviated. On the King's return, to the Palace, about fifty "Distinguished

Photograph shows another form of decoration, triumphal arches made of palm fronds, these carried portraits of the King and Queen and in some cases HM Queen Elizabeth II.

Guests" gathered on the lawn outside the Palace main entrance where they were shepherded into some sort of order by majors-domo.

The wait here gave me a chance to take stock of things. The Palace is surrounded by lawns extending to the sea, and on these are dotted palms, tropical flowering trees and shrubs. It resembles a Victorian mansion of two storeys, with a central tower containing a third floor, and surmounted by a cupola. Like all the buildings I saw, it is of timber construction.

While making my way towards the Palace porch Crown Prince Toupouto'a received the salute at a march-past of school children from a pavilion on the lawn in front of the Palace. Led by a brass band, elder boys headed the parade and smartly "eyes left-ed" as they passed His Royal Highness. They were followed by girls in British-style gym tunics and blouses, but bare footed. As they entered the Palace ground they began a continuous cheer which went on and on as more and more children, gradually getting younger arrived, marched past and went. I believe that about seven thousand children were involved.

Eventually I arrived at the entrance to the hall, and the interior appeared as Victorian as the exterior, though after the brilliant sun, it no doubt looked darker than it was. An A.D.C. took me to the Audience Chamber and presented me to His Majesty, who was a truly majestic figure in full dress uniform. He graciously accepted the gift I bore, the greetings I conveyed from the Chairman and on behalf of *Oriana's* crew and passengers. He hoped they were enjoying their stay in Tonga and I felt it was safe enough to assure him that they were. Later, on board, on the way to Suva I was glad to find that I was correct—the passengers had had a grand and memorable day—we all had.

Streamers and pennants of red and white, the national colours, fluttered gaily on Independence Day.





Charles Mayne pointing towards the "Ridgway" facing the White Horse Hills in Berkshire. The Captain as Conservative Member for the Harwell Division is responsible for these lands.



Charles and Miranda outside their charming residence. Two Elizabethan cottages were converted into one unit and later additions were added. This being done over a period of some sixteen years.



A scene in the garden near the goldfish pond depicting one of the Mayne's three cats.



Charles Mayne and his wife sitting beside part of the Captain's extensive pottery collection most of which has a nautical theme.

THE RETIRED SCENE

CAPTAIN C. MAYNE

Conservative Member for the Harwell Division of the Berkshire County Council, Chairman of Wallingford RDC, and Nautical Assessor for the Home Office, Captain Charles Mayne first settled in West Hagbourne sixteen years ago, shortly after marrying his wife Miranda.

His estate nestles beneath the prehistoric pathway known as the "Ridgway" wending its way along the top of the White Horse Hills which was used by worshippers of a bygone age to reach Stonehenge.

Miranda puts her former career, commercial art, to good use instructing pupils how to construct fabric pictures. A former President of Hagbourne East and West Branch of the Women's Institute, she now furthers the cause of this organisation by acting as a Volunteer County Organiser.

Captain Mayne, who joined the P & O in 1926, still manages to find time for his hobbies which include shooting and collecting pottery despite the ever increasing pressure of committee work.



"Stein on the Danube"

Photographic Competition

Comments by the Judge
RONALD WILKINSON, M.S.I.A., M.S.T.D.

Familiar names from previous years appeared in the submissions for the 1970 photographic competition, although I was pleased to see some new competitors among the old stalwarts.



"Desert Snow"



"The Cruel Sea"



"Arches on the Seine"



"Tongalooma Sunset"



"The Listening Cobweb"

Mr M. E. J. Wilkinson of London showed us what the "old school" could do with a colour shot of the *Orsova*. Mr Wilkinson is a 72-year-old pensioner and although he is not among the winners, I congratulate him on a fine effort.

If you are not a winner this year, please look at the pictures that were placed or commended. Excluding the technical aspects, I suggest that they all contain two basic essentials that help to make a good photograph; these are the choice of subject and the originality of the composition.

A scene often presents itself that has great interest value, and this in itself can help to make it an outstanding picture. Too often, however, the full potential of a scene is lost by not devoting enough time to its composition. This is especially so with 35mm transparencies where the composing is done in the viewfinder. Spend a little more time in lining up your shot and experiment with several angles or exposures for good measure.

First prize for black and white goes to Mr T. Garrison for his picture "Stein on the Danube", a fine mood picture which I personally would have masked differently. In this section I commend Chris Flaherty for her entry "Desert Snow".

The colour section has been won for the second year by Cadet R. S. Holt, with a very well composed picture entitled "The Cruel Sea". It is worth remembering that there were several seascapes taken from ships in the entries and the winner was selected from these because of his careful composition.

In second place Mr T. S. Garrison has taken a daring and successful colour shot called "Arches on the Seine". Mr J. D. Goss, who was commended last year, is moving in the right direction with his third place "Tongalooma Sunset".

A simple record of exciting construction gains fourth place for Cadet R. S. Holt with "The listening cobweb", and commended in this section are Mr T. S. Garrison with his picture called "A Ship and Two Boats", Mr J. D. Goss with "The Artists" and Cadet R. S. Holt with two pictures entitled "Puffin Island" and "Mangrove Mist".

The full list of winners is as follows:—

BLACK & WHITE

First Prize—"Stein on the Danube" by T. S. Garrison, Public Relations Director, *San Francisco*.

Commended—"Desert Snow" by Chris Flaherty, Public Relations, *San Francisco*.

COLOUR

First Prize—"The Cruel Sea" by R. S. Holt, Cadet.

Second Prize—"Arches on the Seine" by T. S. Garrison, Public Relations Director, *San Francisco*.

Third Prize—"Tongalooma Sunset" by J. D. Goss, Passenger Department, *Brisbane*.

Fourth Prize—"The Listening Cobweb" by R. S. Holt, Cadet.

Commended—"The Artists" by J. D. Goss, Passenger Department, *Brisbane*.

Commended—"A Ship and Two Boats" by T. S. Garrison, Public Relations Director, *San Francisco*.

Commended—"Puffin Island" by R. S. Holt, Cadet.

Commended—"Mangrove Mist" by R. S. Holt, Cadet.



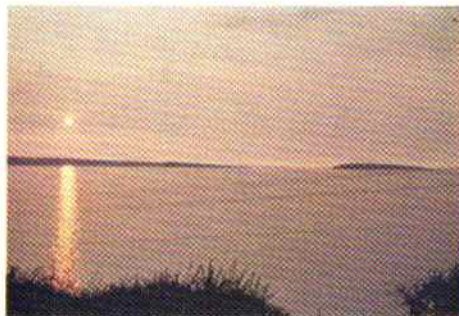
"A Ship and Two Boats"



"The Artists"

"Puffin Island"

"Mangrove Mist"





9TH JULY 1970



Motorman M. D. Rickman beside the diesel electric locomotive which hauled the train to the ship's side at Southampton.

Guard E. Rufus waves his green flag. Soon the train will be gliding silently away from Waterloo Station and the London suburbs.

The annual Pensioners Reunion Luncheon took place this year on 9 July. But the event was different from all held previously in so far as it was held aboard *Iberia* at Southampton. This photo feature follows the events of that memorable day and it is hoped that it will serve as a reminder to those who were present.

Chatting about old times en-route, from left to right: H. A. Hall, J. Vogt and G. Morris.





Sir Donald arrives at Southampton.



Our recently retired Commodore, Captain J. D'Oyly Green, shares a joke with Sir Donald, R. D. Rolt and his audience during the luncheon.



The Chairman welcomes Captain J. F. Waldrum.



All good things have to come to an end and here we see one of our pensioners, A. G. R. Saunders, being helped from the gangway by willing hands.



Soon the "old boys" were chatting amongst themselves as this picture shows: O. L. Buggé, L. E. O. Hermes Head of Pay Department, D. P. Taylor and H. M. Flint.



The end of the day. Guests proceed through the barrier at Waterloo to go their own separate ways.

DELTA — A CHAMELEON OF A SHIP

By B. MacDonald

If ships were animals, *Delta* would have been a chameleon. She was, at different times, a paddler, a sailing ship and a screw steamer. She disappeared completely without trace, reappeared seven years later and disappeared into oblivion again.

Built in 1859 by Thames Ironworks at Blackwall, *Delta* was a 1,618 gross ton iron paddler. She was a very beautiful vessel and was extremely popular with passengers. She was schooner rigged and her two exceptionally lofty masts were very well proportioned. Designed to operate on the Southampton to Alexandria run, she carried 126 first and 50 second-class passengers in easy comfort. Her engines by Penn were taken from *Valetta*, in which they had proved too powerful. In *Delta* they produced a steady 14 knots from the paddles which were fitted with a new P & O invention, feathering floats.

In P & O service, *Delta* was a great success, performing her duties without incident and acquiring a reputation for reliability. In 1869 she caused a stir at the opening of the Suez Canal. She carried a party of VIP's from Marseilles to Port Said where they transferred to a French ship for the procession down the Canal. The French, who had been outraged when *Delta* arrived in the wake of the Royal Yacht carrying the Empress Eugenie, were determined to keep the ceremonies predominantly French and *Delta* was to play no part in them. Her sole job was to wait until the VIP's returned and take them home. Her Captain probably considered this a slight to Britain and P & O (which it undoubtedly was) and a day after the procession had left he ordered "weigh anchor" and proceeded down the Canal, despite the frenzied protests of the French. *Delta's* regal progress was only impeded at Ismailia by the con-

The 1,186 tons gross DELTA built by Thames Iron Works at Blackwall in 1859.

MAGAZINE SUPPLEMENT

gestion caused by the breaking down of some of the French ships. At this point, much to the amusement of those on board and the mortification of the French, she swung round and returned just as regally to Port Said. Thus *Delta* probably became the first British and P & O ship to enter the Canal, albeit unofficially.

By 1873, the large number of screw steamers which were then trading the world, made paddle ships look somewhat old-fashioned. At this time P & O had only two paddlers, *Delta* and *Massilia*, and *Delta* was sent out to the Hong Kong station. Within a few months, the Japanese Government, who were preparing to invade Formosa, bought her together with twelve other foreign ships and renamed her *Takasago Maru*. The story is told that one of the meanings of the word "Maru" which is attached to the names of all Japanese merchant ships is "round" and that it was *Delta* which caused it to be adopted. It is said that the Japanese engineers who took her over did not know how to stop the engines, and disdaining to receive instructions from the P & O engineers, ran her "round and round" Yokohama Harbour until the steam ran out!

Takasago Maru's career as a paddler was short-lived. After she had trooped to Formosa she was handed over to the Mitsubishi Steamship Company and together with the other ships ran a liner service between Yokohama and Shanghai in competition with Pacific Mail. In 1875 Mitsubishi purchased the Yokohama/Shanghai service from Pacific Mail and as there was now a surplus of ships, *Takasago Maru* became redundant. Her engines and boilers were removed for use in a factory on shore and she was converted into a four-masted sailing ship, possibly trading locally. Two years later, with a cargo of rice, she sailed to the Clyde by way of the Cape of Good Hope,



taking four months. On arrival she was converted into a three-masted screw steamer with one funnel by Lobnitz of Renfrew who also added a hurricane deck her tonnage now becoming 2,075. She returned to Japan and ran mainly on local services, performing excellent work. In 1888 she carried 3,000 Japanese emigrants to Hawaii and in 1894/95 she took 24,803 soldiers and 228 horses to Pusan during the Sino-Japanese war.

The famous Klondyke Gold Rush occurred in 1898 and *Takasago Maru* was brought by the Centennial Alaska Transportation Company and renamed *Centennial*. Initially placed on the Victoria to Skagway and Dyea route, she later traded from Vancouver to Victoria and St. Michael. She was one of the largest ships in the Alaska trade and carried 110 first and 500 steerage-class passengers to and from the gold strikes. One wonders what conditions were like on board with 444 more passengers than she was originally designed to carry. The peak of the Gold Rush shortly passed and the flood of prospectors diminished. *Centennial* was chartered to the American Government who used her as a transport to the Philippines. Shortly afterwards, she was sold to the Charles Nelson Company of San Francisco who chartered her out a number of times and *Centennial* now saw service in Alaskan waters in the summer and between Northwest ports and Hawaii in the winter.

The year 1905 dawned. The Russo-Japanese war was in full swing, and *Centennial* was under charter to the Northwest Commercial Company. This Company had close business interests with the Russian trading companies on the Siberian coast. The war was interfering seriously with trade and in October *Centennial* was loaded with provisions in America and sent to Vladivostock in an attempt to dodge the blockade. It was hoped that the Japanese would take little or no notice of the ageing ship, but the plan failed and *Centennial* was captured by the Japanese in the Soya Strait. The Armistice was declared almost immediately afterwards and the Japanese, not bothering to go to the trouble of having the ship declared a prize, released her.

This last voyage had been a failure and no doubt when the offer came, *Centennial's* owners were delighted to sell. With considerable foresight, in the light of the events which were to follow, the buyer, Captain Coine, purchased her subject to her safe arrival in San Francisco.

And so it came about that on 24 February 1906 the 47 year old ship steamed slowly out of Muroran bound for San Francisco, loaded with a cargo of sulphur. After a month, she was posted overdue and as time passed she was given up as lost. About a month after she left Japan, a steamer reported sighting wreckage which was assumed to have come from *Centennial*. Of the crew, nothing was ever heard. She had disappeared as completely as the *Waratah* would, three years later. Many theories as to her disappearance were advanced, the most favoured being that the dangerous cargo

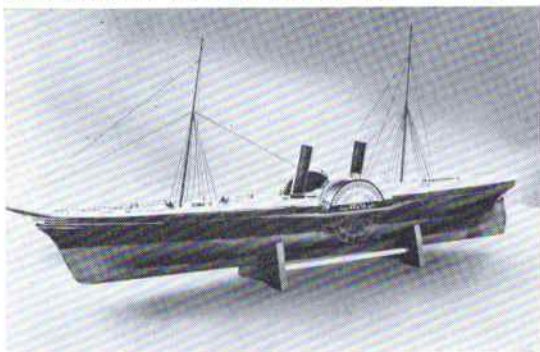
of sulphur had caught fire and consumed her. In the fullness of time the insurances were paid and except for mentions in a few papers and books the ship was forgotten.

Seven years later, memories were vividly revived. In 1913 a Russian scientific expedition sailing through the lonely reaches of the Okhotsk Sea sighted the ice encased shape of a clipper bowed steamship frozen in the offshore ice north of Sakhalin Island. The lifeboats had all gone and there was no sign of life. Examination showed that despite some corrosion of the ironwork the hull of this phantom ship was still staunch. Although the name was partly obliterated, there was no doubt as to the ship's identity; *Centennial* was a most distinctive vessel and one not easily confused with any other then afloat.

What caused *Centennial's* crew to abandon ship will never be known, for none of them lived to tell the tale. One can only conjecture that a machinery breakdown completely disabled the old ship. The charts available at the time showed a trading post on the mainland opposite the Kuril Islands, past which she would have steamed on her way home, and it is possible the crew made their way to the supposed safety of this station. Tragically, the post had been abandoned long since and perhaps the exhausted men, instead of drowning at sea, perished of cold and starvation in that uninhabited arctic wasteland. Whatever happened, the key is now locked safely in the ice. The story of what happened to *Centennial*, the old P & O *Delta*, after 1913 is also unknown. Perhaps the ship continued her spectral drift and is now locked fast in the ice off the Siberian coast. Maybe one day, an incredulous explorer will chance upon her, a modern *Marie Celeste*, a mammoth, frozen in the ice.

Or perhaps the ice carries her on a ghostly voyage to this day. A ghostly ship, her shape encrusted with ice, drifting eerily in and out of the Arctic mists, manned by the spirits of those who served on her all those years before, the sound of their hollow voices echoing the old commands. Who knows?

A model of the DELTA now in the P & O Group Exhibition Centre Made in 1876 by Mr Davidson the P & O Agent in Mauritius. The model is 1/50th real size and was originally fitted with miniature marine engines and boilers driven by a methylated spirit lamp.



HIS NAME . . . GEOFF ASH

Geoff Ash



In keeping with the forward-looking policy of P & O, it is becoming increasingly necessary to import specialists, in various fields, from outside the Company. One such specialist is Geoff Ash, who has recently joined Head Office Marketing Unit to undertake Shore Excursion Promotions.

His background is both interesting and varied. He spent nine years as a professional photographer, before joining Kodak Ltd in 1958. After four years' experience in various aspects of marketing he became, amongst other things, their senior lecturer, and took on the production and presentation of the Kodak Colour Show. For eight years he did three shows a week with an average audience of one thousand people a show.

As a member of Kodak's Advertising and Promotions Division he gained considerable knowledge and experience in both these fields.

As to his present appointment, his views are quite definite. "My aim," he says, "is to persuade all passengers to take full advantage of the shore excursions operated by P & O on both cruising and line services, and to convince them that our excursions are not only comprehensive, efficient, and well-run, but also the best value for money. It is also essential that they be left in no doubt that P & O shore excursions are the best possible way of visiting all the most interesting places at a port of call, in the time available."

Prior to joining the Company, he was indirectly connected with us in his capacity of photographic advisor on numerous cruises over the past five years. This enabled him to amass first-hand knowledge of shipboard life and it was then that the thought occurred to him that there was an obvious tie-up between shore excursions, the Port Notes, and the port lecturing activities which take place on board. He felt that the three were logically inter-related, and the two could usefully be employed to promote the third. As a result of this, he has now taken over the editorship and production of the Port Notes and the organisation and implementation of all port lecturing activities.

His first major task was the complete re-organisation of the ports of call slide library and, as he said wryly, "In an initial savage onslaught I discarded over two thousand slides and replaced them with new material. This had to be done before the start of the cruising season, so life was a bit hectic for a while!" He is now glad to report that order is now finally beginning to emerge out of chaos, as the new routines he has instigated settle down.

He dislikes being labelled as an expert. "I have always mistrusted that title," he comments, "since I once heard it defined as ex—a has-been, and—spurt, a drip under pressure!" However, he does agree that his specialised knowledge and experience can be put to good use in furthering the Company's interests, and is looking forward to widening his scope, as more people become aware of the services he has to offer.



Sir Herbert Brechin, chairman of the 9th Commonwealth Games, former Provost of Edinburgh, welcoming the Canberra Young Farmers to Scotland.

MIDLOTHIAN'S HEART WELCOMES FARMERS

By Captain H. V. Williamson

The 12th Annual Reception for the six 1970 "Canberra Award" Young Farmers from Australia was held at the North British Hotel Edinburgh on Thursday 4 June in perfect garden party weather. At this increasingly popular function, the purpose of which is to welcome the young farmers to Scotland, every organisation involved in the arrangements for their Scottish Tour is represented. The Guest of Honour was Sir Herbert Brechin, Chairman of the Commonwealth Games being held in Edinburgh this year. Previously he has attended on several occasions as Lord Provost of Edinburgh and now likes to be included every year as a friend of P & O. With Sir Herbert was his son Kenneth who is to act as attaché to the Australian Team whilst they are in Edinburgh for the Games.

Lord Rowallan, the Guest of Honour on a previous occasion, was also present. As a former Governor of Tasmania, he always hopes to attend whenever possible as he enjoys meeting again these talented young people from down under.

As usual Mr Jim Davis was in the chair and enlivened the evening with his humorous stories often at the expense of Scotland and the weather.

However, on this occasion it happened to be a balmy warm sunny evening, a point Sir Herbert, a perfect match for our Jim, in his reply, was quick to seize upon.

Commodore John D'Oyly Green having retired only four days previously, was there and had a special interest in the young farmers having brought them over on *Arcadia* in April. Mrs. Green bemoaned the fact that, although she had regained a husband, she had lost a daughter to the P & O. Patsy having just sailed as a Hostess in "*Orsova*".

The writer, who retired in 1964 his last ship being "*Iberia*", and his wife now Joint Representatives for the National Trust for Scotland, in the Ancient Royal Burgh of Culross, Fife, were present. They have been coming for a number of years and like to think of themselves as "regulars". Last year they had the honour, on behalf of the Trust, of entertaining the young farmers in Culross and are hoping that it can be arranged again this year.

This function besides being thoroughly enjoyed by all present, is indeed a most fitting introduction to Scotland for these young people. It is well publicised and a highly popular social occasion.



The Young Farmers amongst distinguished guests at the 12th Annual Reception held at the North British Hotel, Edinburgh on Thursday 4 June. From Left to Right; Robert Hart; Sir Herbert Brechin; Miss Phyllis Holden; Geoff Morgan; Mr J. G. Davis; Lord Rowallan, former Governor of Tasmania; Lady Brechin; Eddie Hann; Mrs Kenneth Brechin; Kevin Shadbolt; Ken Stephenson and Mr Kenneth Brechin.

The Editor has recently received a letter from Mr W. J. Campbell, the recently retired Managing Director of B.I.S.N. Co. extracts of which were thought worthy of inclusion in 'About Ourselves'. Mr Campbell is a keen philatelist and after attending a recent auction purchased a series of old Indian envelopes of the 1850's. Some of these contain letters written by a surgeon attached to the 65 N I regiment of the Indian Army written to his aunt in Glasgow. It is one of these that is reproduced in part below.



A LETTER FROM INDIA

W. J. Campbell.

Oriental Steamer, Calcutta
8 January 1857

My Dear Aunt,

We arrived here yesterday in God's mercy, after a fine smooth passage from Rangoon, where the whole of the 65th Regiment embarked on board the large Peninsular & Oriental Company's steamer *Oriental* on the 1st inst. We left Theyetmyo on the 26th ulto. in three "Flats" or accommodation boats towed by two river steamers, and were rather long in reaching Rangoon—as we grounded on sandbanks twice—no unusual thing in the Irrawaddy. The *Oriental* (which is one of the large steamers that go from Calcutta to Suez) was taken up by Government to convey the 65th Regt. N.I. from Rangoon to Calcutta at a great expense, viz. Rupees 2,500 per diem, and through some mistake she was sent too soon to Rangoon, where she had to wait seven days for our arrival—so that the trip will cost Government 50,000 Rupees, or £5,000! We were very crowded on board, having about 1,160 men of the Regt. including followers—but we were graciously favoured with fine weather and a smooth sea—so that the sepoys were as comfortable as they could be under the crowded state of the ship—and, thank God, no sickness occurred—only two men having died who had long been ill previously. The weather was warmer than we had it in Burmah, and the change of temperature, or some other cause, affected a good many of us officers, producing slight derangement of the stomach and bilious diarrhoea. Perhaps the good living on board the *Oriental* had something to do with it! I suffered like the others and required a slight anodyne once or twice and am better but not quite right yet. This morning the weather is cooler. We arrived at

2 pm yesterday but as the Hotels are crowded I slept on board the *Oriental*—but will go today and see and get a room at one of the large Hotels. The orders yesterday were that the 65th Regt. was to remain two days at Calcutta, and then go to Barrackpore (16 miles up the river) to prepare for the march to Dinapore. . . .

You will see by the newspaper that the Wing of the 29th which went to Rangoon to embark for Calcutta was sent back to Theyetmyo! Poor fellows, it was a great disappointment to them but the soldiers behaved very well and did not grumble. I saw Major Wheeler on his return. He called on me and kindly offered to collect for the mission as I had been doing.

Your letter of 7 November I had the pleasure of receiving at Rangoon. Another mail has arrived at Calcutta but perhaps our letters may have been forwarded to Rangoon by the *Fire Queen* steamer which we passed yesterday. I shall enquire at the Post Office if any letters for the 65th were kept back. I received letters from Mr Low and the usual newspapers, journals, etc, from you. I do not like some of the late articles in the Aberdeen Journal. The new Editor I fear is an irreligious man.

I shall be in no difficulty about lodgings as tents both for officers and sepoys are ready, pitched for us on the esplanade outside Fort William, a fine situation and it will be quite cool. . . .

And now, God bless you my dear Aunt. Write me to the care of Watson & Co., Calcutta, until further instruction. My love to all friends and, believe me, ever yours affectionately,

Alexi Gibbon

LETTERS TO THE EDITOR

History of Group Companies No. 3 E & A SS Co Ltd

Dear Sir,

In the current edition of "About Ourselves" No. 31 March, 1970 under the above heading and referring to the capture of *Nankin*. *Nankin* left Fremantle bound for Colombo and Bombay at 8 am, 5 May, 1942.

Sunday, 10 May, at 2.36 pm we were attacked by an aeroplane using cannon and it made an attempt to grapple the wireless aerial, but was frustrated in the attempt by machine gun and rifle fire from *Nankin*. Our distress message was received by the transport *Felix Roussel* in Convoy SU4 escorted by *HMS Chitral*, but was not reported until the convoy arrived at Fremantle on 14th May (Royal Australian Navy 1942-45 G. Herman Gill, page 62). The same volume in a footnote on page 193 states that *Nankin* was renamed *Loitan*.

In "The War at Sea", Volume II, by Captain S. W. Roskill, DSC RN, page 178, the account is given very concisely, but he states *Nankin* was renamed *Miollnir*.

I personally had always understood the new name was *Loitan*. Also, I should state that I was Chief Officer, *Nankin* at the time and am now the senior survivor. Mr J. Watson, Senior Radio Officer, *Cathay*, is the only officer still at sea who served in *Nankin* at the time. Mr A. G. Rose, Director P & O Lines of Australia Pty Ltd, Sydney, in charge of E & A affairs, was serving in *HMAS Adelaide* when she sank *Ramses* in the Indian Ocean and through her survivors received the first news of our existence after the attack.

It is a pity that the mis-statement about the wireless aerial was allowed to creep in the

article as, being printed in the Company's journal, in years to come it will come to be regarded as correct when there are no survivors left to refute the statement.

Captain H. C. G. Stratford, *Nankin*, gave full credit in his report to the gunners concerned for the efforts in this regard, which otherwise could perhaps be regarded as a slur on the ship and their bravery at that time.

Otherwise, I enjoy reading "About Ourselves" and the titbits from time to time appearing in it about the doings in the E & A with which I was connected for 43 years.

Yours faithfully,
B. W. DUN

Dear Sir,

As one who was closely concerned with the operation of the Eastern & Australian Steamship Company for a number of years I was most interested in the article published in the No. 31 March issue of "About Ourselves".

I think it gives in general a very good account of the history of that Company, but I am sure you will not mind my drawing attention to one discrepancy.

The article says that on the purchase of the Company by Lord Inchcape, just after the end of the first world war, it became a subsidiary of the P & O Group. That is not correct as the E & A Line was acquired in 1919 by the Australasian United Steam Navigation Company Limited, of which Lord Inchcape was the Chairman. Not at that time, nor at any time until some twenty-five years later, did any P & O Group Company or combination of Group Companies have a controlling interest in the E & A. If, in fact, there was any Group financial interest at all it was a small one, and the transfer between the two wars of Group older tonnage to the E & A was due mainly to the influence of the first Lord Inchcape in his dual capacity of Chairman of the P & O and E & A Companies.

The E & A Company became a subsidiary of the P & O Co in 1945/6 when it was reconstructed financially with a capital of £1,500,000, with the P & O, BI, Union Steamship Co of NZ, and the AUSN Co each contributing one fourth.

Yours sincerely,
B. FOGGON
(ex Senior Director P & O Lines of
Australia Limited)



Yes we do know it's Jimmy Savile but do calm down dear!



"It looks as though you could use a cruise too, chum!"



Cruise entertainers "The Petites" were obviously well entertained on the cruise.

Orsova's Top of the Pops

The stiff upper lip of some of our British cruise passengers drooped a little when 'show biz' personality Jimmy Savile boarded *Orsova* for a 13-day cruise in May.

Jimmy was on board to reach peak fitness for his busy summer schedule as well as recording material for his BBC programme 'Savile's Travels'.

It was not long before his long blond hair and large cigar became established features on board and it seems he had a way of making people laugh as some of these photographs show

R.A.B.



"Sausage a l'ORSOVA—from the north east corner of the Galley I think!"

When in Spain do as the Spaniards do—acting, but not quite looking, the Spanish gentleman in Cadiz.

Back to the camel, who thinks it's all rather a bore.





CHITRAL (2)

Two liners were purchased by the P & O from the Cie Maritime Belge (Lloyd Royal) SA of Antwerp for approximately £3 million in 1961. They were the *Jadotville* (*Chitral*) and *Baudouinville* (*Cathay*).

The second *Chitral* of 13,790 tons gross was built by the Chantiers et l'Atlantique de St Nazaire and was completed in 1956.

In contrast to the traditional elegance of the P & O liner *Chitral* retains the unmistakable air of the Continental passenger liner. The tall superstructure is dominated by a large funnel of Lascroux design, the first to be fitted in a British ship, although applied with success in a number of important Continental vessels, notably the *Liberte*, *Provence* and *Christoforo Colombo*.

The *Chitral* is notable in being the first single-screw passenger vessel to join the P & O fleet since the turn of the century, when the 11,000 ihp *India*, *China*, *Egypt* and *Persia* of about 8,000 tons gross were built from 1896 to 1900.

The unhappy political events in the Congo led to *Chitral's* purchase and it is interesting to note that the decks are heavily stiffened for carrying the log cargoes home from the Congo.

This year *Chitral* led the Company's first major attack on the Continental market with a series of cruises from Genoa.