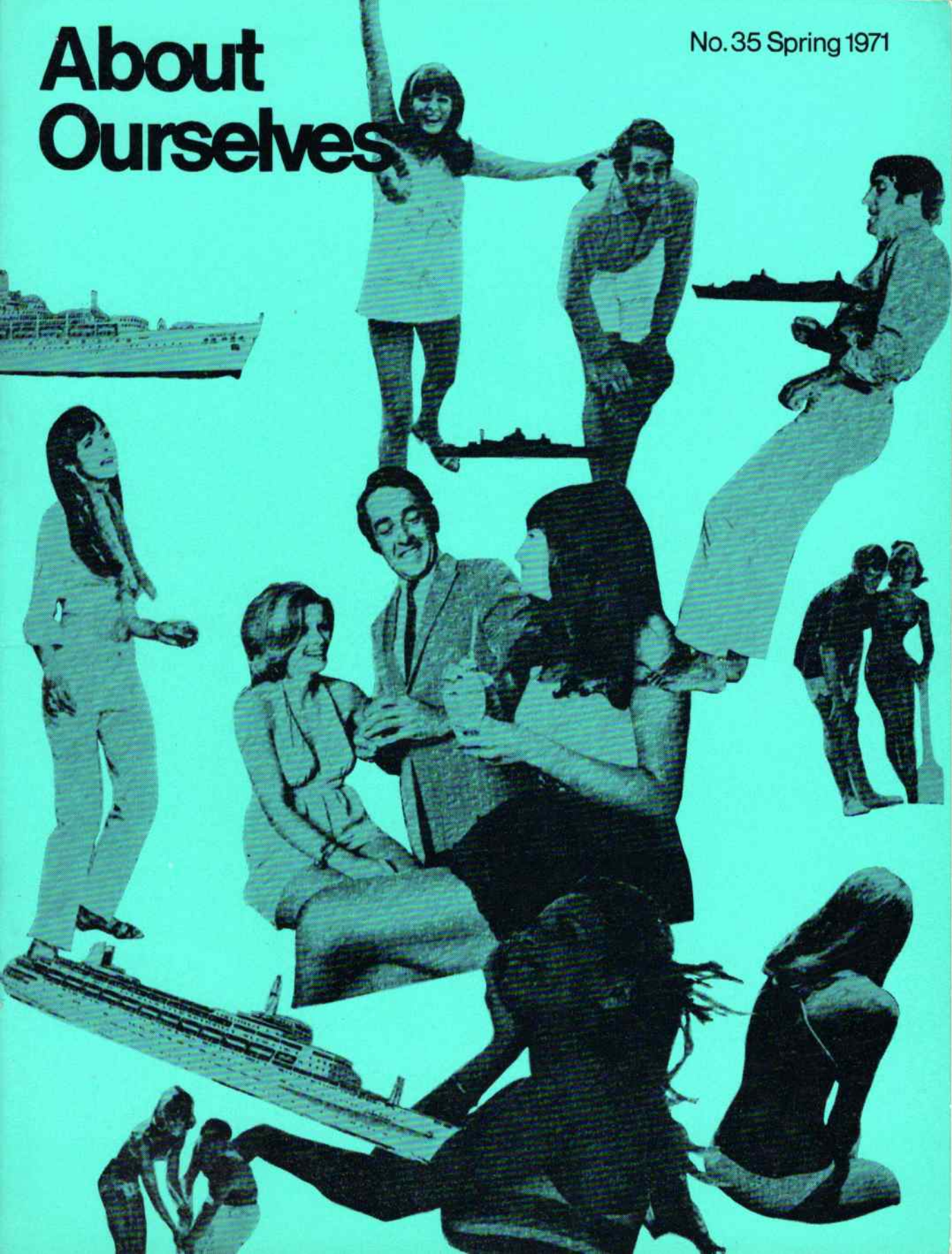


About Ourselves

No. 35 Spring 1971

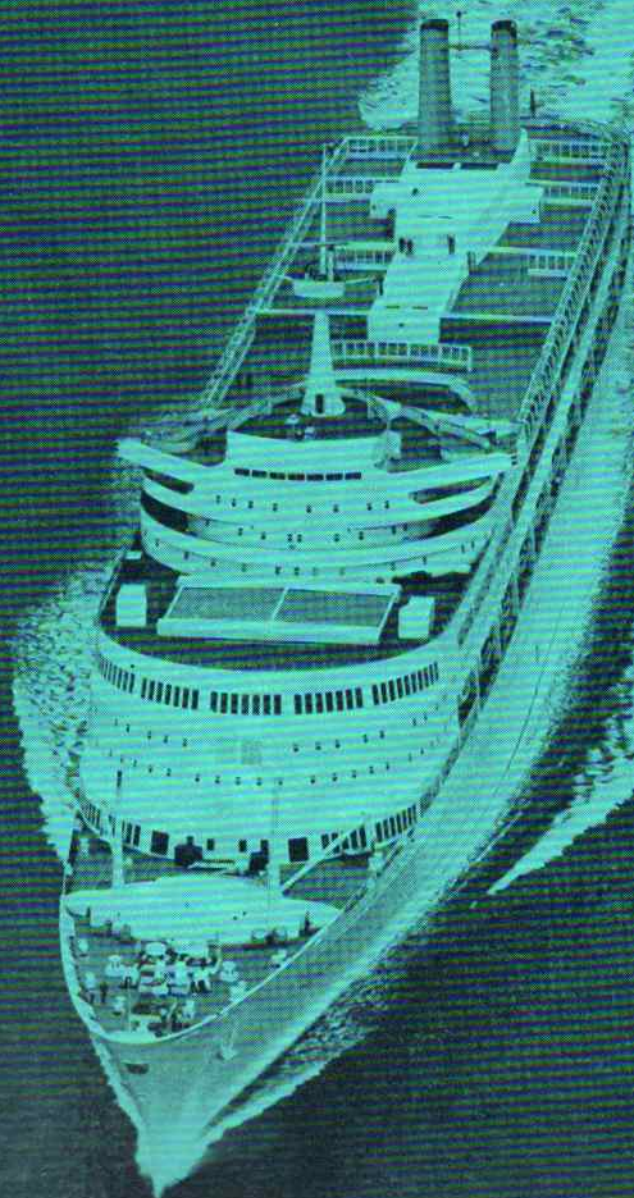


CANBERRA

To bring our ship profile series to a close we show two aerial photographs of the 45,000 ton Canberra. (see also inside back cover)

The vessel, named in honour of the capital city of Australia, is an Aboriginal word meaning "place by the water" and, by extension, "meeting place".

Canberra is the largest passenger ship in our fleet being built in 1961 by Harland and Wolff Limited (Belfast). The ship is fully air-conditioned and is fitted with anti-roll stabilisers. She is equipped to carry over two thousand passengers.



About Ourselves

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Cover (Outside) A photo montage designed by Ann Barulis

From the Chairman

of P & O Lines



New passenger ships are not ordered every day, and I am sure that all of you, whether afloat or ashore, were excited when you heard the news that we have decided to buy a new cruise liner. It is exciting news, for this purchase marks an important step in the diversification of P & O Lines' activities that is now taking place.

But decisions like this are not taken on a sudden flash of inspiration. Long and careful planning has gone into the project, and its viability is supported by research specially commissioned by us from the Batelle Institute of Geneva.

As a result of this study we decided that what the Company really needed was a "two-tier" fleet, with one section consisting of the larger traditional vessels of 20,000 tons or more, which would combine line voyages with cruises on established markets, while the other should be made up of smaller ships (between 10,000 and 20,000 tons), "custom-built" for specific local cruising markets.

It is this second section, of course, which accounts for the expanding side of the Company's business. Cruising is an international market which is growing at the rate of 10 per cent a year, and it is a market of which we are determined to expand our share.

This is why our order for a brand new 15,000 grt cruise liner, accommodating 750 passengers, makes good sense for us all. The ship—we have not yet decided on a name for her—will be cruising in the Caribbean, which is the main expansion area for the American market. She is naturally being fitted out to a very high standard: each of the 409 cabins has its own toilet, bath or shower, and multi-channel radio and telephone. Features not seen before in the Company's vessels include a sauna (with resident masseuse), a gymnasium and a shopping arcade.

Some of you may wonder why we have bought a new ship from an Italian yard, the Cantieri Navali del Tirreno e Riuniti SPA at Genoa, rather than from a British builder, especially as this will be our first ever non-British-built liner.

The simple answer is that a unique opportunity came up which we would have been foolish to turn down. Financial difficulties had led the Italian shipyard to break their contracts with the Norwegian firm Klosters for two vessels, and when things had been put right by the Italian Government Klosters decided that they could now only take one of the vessels originally ordered. Favourable terms and an early delivery date—the ship will be completed in June next year—enabled us to step in and renegotiate the contract for the second vessel.

I think the real importance of this purchase is that it reaffirms, clearly and unmistakably, our confidence in the future of passenger shipping. I hope there will be further proof of this before very long. What I can say now is that we are certainly in the market for further passenger tonnage, if other opportunities as good as this one should present themselves.

A handwritten signature in black ink, appearing to read "P. E. P. O. Lines", is located in the bottom right corner of the page.

Company News

CRUISING FOR SOUTH AFRICANS

New cruise opportunities for South African holiday makers were announced in December. The South African cruising programme by the 24,000 ton liner *Chusan* means that nearly 3,000 berths will be available between mid-December and January 1972. A total of three highly individual cruises are being offered with a choice of destination and price. These range from a thirty-day and twenty-eight day cruise to Latin America down to a short eight-day coastal cruise to Beira and Mozambique. Our tariff covers a range of fares to suit every pocket, from a thrifty £57 15s 0d in the short cruise to Mozambique, to £1,067 10s 0d for a double deluxe cabin with its own verandah overlooking the sea in the thirty-day South American cruise.

Chusan has a total of 942 berths for sale on each cruise and the combined cruising programme offers 2,826 South African holiday makers the opportunity to sample a cruise holiday in a British ship.

The Company has been operating a service of destination travel to and from the Republic for nearly two years but the newly announced programme means that we will be offering a complete cruising holiday to the South African traveller for the first time.

SUNSHRINE CRUISE

Arcadia in October carried a party of 190 Americans on a Mediterranean cruise.

The Americans who are members of the Great Lakes Shrine Association of Toledo, Ohio, all travelled first class in *Arcadia* and paid an average of \$800 each for their sixteen day package deal which included the twelve-day cruise.

The party flew from the States by air and spent a night in London before joining the ship in Southampton. After calls at Lisbon, Palma, Naples and Casablanca, *Arcadia* returned to Southampton and the party spent another three days in London before flying home.

This cruise has proved that there is vast potential in this type of market. The "Shriners" took to *Arcadia* and fitted in well with the other passengers aboard.

The package holiday was arranged by Atlas Tours and Travel Services Inc of Toledo.

The Great Lakes Shrine Association is a similar body to a Masonic Lodge in this country and it is believed that this is the first time any package holiday has been arranged on these lines.

HOTEL SERVICES APPOINTMENTS

Several retirements in the Hotel Services Organization has meant a number of new appointments and organizational changes.

J. A. Stone, former Deputy Superintendent and Administrative Manager retired on 31 December. He was succeeded as Deputy Superintendent by

R. L. Hewson, previously the Assistant Superintendent. J. G. Harrington, Catering Manager, has been appointed Administrative Manager. R. M. Porter, Dock Manager, HSO, has transferred to Head Office and appointed Assistant Superintendent (Catering); the title of Catering Manager changes to Assistant Superintendent (Catering). The above changes were effective from 1 January, 1971.

P. A. McGregor, Purser, transfers to shore staff and has been appointed Assistant Superintendent HSO (Docks). The title of Dock Manager HSO changes to Assistant Superintendent HSO (Docks). These changes became effective in October 1970.

C. J. Davidson, Superintendent HSO, will retire in November. He will be succeeded by R. L. Hewson. J. G. Harrington will then be appointed Deputy Superintendent and Administrative Manager.



The 1971 cruising brochure was officially "launched" on the Continent during October at a gathering of press and travel agents in Amsterdam. Hannie Verhoef and Marijke de Boer (Miss Amsterdam) are about to smash a couple of bottles of wine against the bows of the brochure which will send it skidding down the launching pad into the water below. The host, Mr J. G. Davis, stands between them.

P & O GO FASHION CONSCIOUS

A fashion show took place at Courtaulds Ltd, Hanover Square, London during November. The theme of this collection connected the P & O Line with the British Raj.

High fashion gowns in a new Tricel Double-Knit Jersey carried original prints based on the 133 year history of our Company.

The design concept for this collection was conceived by Bryan King and the project was realised through our co-operation. The designs were taken from the original paintings by Daphne Allison and Pam Hartman whilst the gowns were made up in the workshops of "Mother Wouldn't Like It".

Some of the gowns were modelled, for the first time, against a nautical background in the Group Exhibition Centre. The gown in the photograph portrays the Orient S N's ORMONDE and the ORIANA. The old P & O poster relays the splendour, that was real for some in that extraordinary period, whilst three Kiplingesque characters take the sun on the deck of a bygone liner.



P&O
EGYPT INDIA
BRAVE CHINA
AUSTRALIA

OCEAN CRUISES -
WOND TOURS

WE SPONSOR PLAYING FIELDS

The Company are sponsoring a playing field for Suva's University of the South Pacific marking Fiji's independence.

The sponsorship was announced at an official on-site reception at the University of the South Pacific by Lord Geddes recently. He was visiting the Fijian capital for the island's annual tourism convention, which this year coincided with the granting of independence.

Professor C. Aikman, Chancellor of the University, who has plans for the sporting facilities to be used not only by University students but also for the week-end rugby, soccer and cricket fixtures of local clubs, received the gift on behalf of the university. Among the guests at the on-site reception were the Minister of Social Services, the Mayor of Suva, the deputy chairman of the university council and members of the university sports council.

P & O Lines enjoy close links with Fiji. This year alone its cruise liners are making 48 calls at Fijian ports.

1971 CRUISING FARES REVISED

Owing to unprecedented and unforeseeable increases in operating costs, including an increase in fuel costs of over 100 per cent, the Company is to raise cruise fares by 10 per cent.

The higher rates will apply to all passengers booked on cruises out of the UK and the Continent irrespective of when their bookings were originally made. Passengers who have already booked will have their deposits refunded if they are unable to maintain their bookings.

CHANGE IN CONTINENTAL AGENTS

We changed our General Passenger Agents in Belgium and France last December.

Transami SA have been appointed General Passenger Agents for Belgium, replacing Best & Osterrieth NV, Antwerp.

P & O Lines' Passage Agency work is now carried out by Transami's Antwerp Office but their Head Office in Brussels also handle personal enquiries.

Mr Gilbert van Hoeck, formerly with Best & Osterrieth, has joined Transami in Antwerp to continue his sales activities on behalf of our Company.

The appointments of Ruys & Co, Paris and of Estrine & Co, Marseilles as General Passenger Agents for Northern and Southern France respectively have ceased although the position of Estrine & Co as Port Agents and Freight Agents remains unchanged. SCAC, Paris are now General Passenger Agents for P & O Lines for the whole of France. Agency work is handled by SCAC's Head Office but personal callers are welcome at their branch at 41 rue Boissy d'Anglais, Paris 9e.

These changes imply no criticism of our former General Agents who have done a good job for us in the past. However, it is felt that the new agents with their much broader spread of offices throughout their respective countries are better equipped to exploit our new and developing markets in Belgium and France, especially for our cruises from Amsterdam.

OUR MAN AT THE CITY OF LONDON TRAVEL CLUB

Newly elected Chairman of the City of London Travel Club is Mr Len Stuckey.

Len first came to the City twenty-three years ago to work for Orient Line and is now our Passenger Sales Manager. He is the second P & O Passenger Manager to be appointed Chairman of the Club the first being the late R. Croome Randall.

The newly appointed Luncheon Secretary is W. H. Lambert of Escombe McGrath.

A GREEN COACH TO CRUISING

So many of us who live in the Southend area think only of Eastern National in terms of green double decker buses on which we travel to and from the station.

This is understandable, of course, but there is considerably more to this bus company than that. Besides maintaining stage carriage services they operate coach tours throughout the British Isles and to many Continental countries.

Eastern National draw attention, in their latest holiday brochure, to the coach/cruise arrangements they have with our Company. The four holidays concerned change over at Villefranche, Cannes, Athens and Venice which give the bus company its first ever tours to Greece and Yugoslavia.

At the time of writing arrangements are being made with other bus/coach companies, such as the East Kent Road Car Co Ltd, to carry out similar programmes.

IT'S 20,000 "YULE TIDE" MARINERS

Over 20,000 passengers and crew from three Continents were at sea over Christmas on board our nine passenger liners.

All together the ships covered approximately 4,500 miles of ocean on Christmas Day consuming nearly fifty tons of food whilst the passengers were smoking half a million cigarettes and drinking nearly 2,000 bottles of spirits.

Seven of the ships were cruising and two were on main line voyages. Last Christmas there were two cruises out of Southampton, four out of Sydney and one out of San Francisco. And for the children each ship had its own Father Christmas.

ORSOVA WELCOMES TRAVEL AGENTS

A party of 300 Travel Agents and their wives attended P & O Lines' Annual Passenger Presentation which was held aboard *Orsova* early in November.

The presentation, arranged by Richard Esdale's former Agency Sales section, gave Agents an insight into our 1971 holiday programme which is centred on the Captain Cruiso cartoon character. About twenty P & O Lines' staff and their wives acted as hosts.

In the coming few months similar presentations will be held in fourteen provincial centres as far afield as Edinburgh, Cardiff and Southampton. The purpose of these functions is to show off our product to the people who are going to sell it for us.



Mervyn Karrasch, Deputy Chairman of P & O Lines of Australia (left) discussing the new P & O cruising film 'Starting As Strangers' with Anne Faulkner, who played the leading part. Also pictured Mr H. F. Jackson, UK Passenger Marketing Manager and Peter Bucknall (right), producer of Athos Film Productions. The film was made on board Canberra and features Lisbon, Gibraltar, Istanbul and several popular Mediterranean resorts.

"STRANGERS ON THE BIGHT" . . .

. . . should perhaps have been the title of the new P & O Lines' cruise film which has just been completed.

"Starting as Strangers", to give the film its proper title took about nine months to make.

It is two years since "Run Away to Sea" was produced and in that time films become dated. It was this situation, being without a current 'cruising' film, which led us to plan "Starting as Strangers".

Films are a vital part of our marketing plans. Before we can sell a cruise the public has to know what it is buying. We felt they should understand very clearly what a holiday on board a cruise liner is really like.

At the same time we appreciate the fact that to many people the appeal of cruising lies, to a large extent, in the varied ports of call. A second film was therefore commissioned, to be made in conjunction with "Starting as Strangers", in co-operation with the Tourists Boards' of various Mediterranean countries. This film concentrates on the countries concerned, using a P & O Lines cruise as the link.

WINTER HOLIDAY OPPORTUNITIES IN 1972

Three round world voyages incorporating six different ships are now on sale. The trips are programmed for early 1972 and fares range from about £600 up to nearly £3,000.

These round voyages are linked: they utilise two ships with passengers transferring direct from one ship to the next at either Sydney or San Francisco. An example is the *Canberra/Oriana* voyage. Passengers embark in *Canberra* on 7 January 1972 at Southampton and sail to Sydney via Cape Town. From Sydney they cross the Pacific to San Francisco where they join *Oriana* to sail home via Panama, arriving at Southampton on 14 March. Altogether nineteen ports are visited during this nine and a half week voyage.

In total over 18,000 berths will be put on sale between August 1971 and May 1972 in eleven

global sailings by seven different ships. There are three voyages to Australia via Panama and eight via the Cape.

By announcing our 1972 sailings at this time we are giving both the public and the travel agent the opportunity to book well in advance. A round world voyage is the holiday of a lifetime for most people and early booking will result in them getting just what they want by way of accommodation and itinerary.

EXPANDING SALES ACTIVITIES

A new P & O Lines' Promotions Unit has been set up in the UK Marketing area. It is under the direction of Mr Len Stuckey, Passenger Sales Manager. The new unit, commenced operations in January 1971, and concentrates on new business such as group travel, incentive traffic and tour promotions as well as handling the successful world wide Ocean Liner Holiday programme.

Its inception has resulted in a number of new appointments within the Passenger Department. Richard Esdale, formerly Agency Sales Manager, has been appointed Sales Promotion Manager in charge of the activities of this new section. He is assisted by Ron Beedle, formerly Reservations Sales Manager, who becomes Assistant Promotions Manager.

Bryan Redsell, currently Special Promotions Manager, is the new Reservations Sales Manager.

Paul Strickland, previously Assistant Agency Sales Manager, is appointed Agency Sales Manager and takes over from Richard Esdale.

Colin Cooper leaves his position as Agency Sales Supervisor for the North of England and returns to London to take up new responsibilities as Assistant Agency Sales Manager.

The appointment of a new Area Sales Representative for the North of England will be announced in the near future.

At the same time Len Wilton, previously the UK Sales Promotion Manager now takes up a new planning appointment in P & O's Head Office.

A SLOW BOAT TO SYDNEY

Last year John Fairfax became the first man to row across the Atlantic single handed. Not content with this achievement he is now going one stage further and is at the present time rowing the Pacific.

He is not alone this time, however, for accompanying him is his fiancée Sylvia Cook.

The couple travelled to San Francisco aboard *Chusan* last January, and it was from this port that they undertook the first rowing boat crossing of the Pacific.

Orsova, Oriana, Iberia, Himalaya, Oronsay and Canberra are acting as a link with the outside world, transmitting the oarsmen's latest reports to the nearest news centres.

The rowing boat itself was on display at the Boat Show in London in January and it was here that Julie Ege, the Norwegian actress, presented Sylvia and John with their passage tickets. Whilst talking amongst ourselves at the show it was discovered that Julie's agent Clifford Elson is the brother of Mr B. J. Elson who, as reported in the last edition of "About Ourselves", is Director of the Group Management Services Division.

Not only that, John Fairfax's promotions manager, David Llewelyn is a nephew of Sir Donald Anderson. David's brother Roddy, is co-director of the Disco-teque Company which supplies the discoteque in *Chusan*, the ship in which the adventurers travelled. Having seen to it that our passengers were suitably accommodated aboard *Chusan* our attention was turned to the shipment of their boat. This was arranged through our colleagues in the Holland America Line who shipped the craft aboard their cargo vessel *Kamperdyk*.

For readers who may like to follow the course of our lone sailors, it is thought that the voyage they have undertaken will be of some ten months duration.

Pensioner's Reunion Luncheon 1971



The luncheon this year will be held aboard
Canberra at Southampton on
Thursday, 27 May.



Julie Ege presenting Sylvia Cook and John Fairfax with their passage tickets, looking on Mr H. F. Jackson UK Passenger Marketing Manager. The presentation took place at the Boat Show during January.

NEW BBC TELEVISION QUIZ FEATURES TRAVEL

Mr James G Davis recently took part in making a BBC television series featuring travel which was launched by producer Cecil Korner at 6.45 pm on 12 January. The series, the first of its kind, was called "Where in the World?" and featured two opposing teams: Travellers, resident captain Fife Robertson, and travel writers, resident Captain John Carter, the compère being Michael Parkinson.

Apart from answering questions the contestants also had to identify, by taste, several kinds of food and drink and at one stage tucked into an interesting looking offering which turned out to be a plate of fried bumble bees.

The second programme featured a sharp contest between Fife Robertson, James G. Davis and Vladimir Raitz (*Horizon*) in one corner and John Carter (*The Times*), Peter Whelpton (*Associated Newspapers*) and Lewis de Fries (*Sunday Express*) offering the opposition in the other.

Cecil Korner commented after the first show that he thought the format was of interest and would entertain a very wide audience *as travel is a subject everyone is interested in!*

GROUP NEWS

GROUP DEPUTY CHAIRMAN RETIRES

The P & O S N Co announced in November the retirement of Sir Frederic Harmer.

Sir Frederic was born in 1905 and educated at Eton and King's College, Cambridge. In October 1939 he entered the Treasury and was a Temporary Assistant Secretary from 1943-1945. He served in Washington during 1944 and again in 1945, with Lord Keynes, during the Anglo/American economic and financial negotiations. He was awarded the CMG in 1945 and resigned from the Treasury at the end of the same year. In 1946 he joined The New Zealand Shipping Company, becoming Deputy Chairman in 1947 and Chairman in 1953. He resigned from the company on 31 March, 1966, to concentrate on P & O Group activities being knighted in June 1968 for his work for the British shipping industry.

He was appointed to the Board of the P & O S N Co in April 1955 and became Deputy Chairman on 8 May, 1957.

NEW MANAGEMENT APPOINTMENT

The P & O Group has appointed Mr John Stansby to its Group Management as a special assistant to Lord Geddes.

His task is to undertake assignments within the areas of Group business for which Lord Geddes is responsible and acts in the role of senior consultant reporting directly to him.

Mr Stansby joined P & O after four years as Development Director with Rank Leisure Industries Limited. His earlier career was spent with Associated Industrial Consultants and Shell-Mex.

BI NEW CHAIRMAN

British India announce the appointment of Mr. Richard Borlase Adams as Chairman.

Mr R. B. Adams, joined Mackinnon Mackenzie & Co Ltd, in Calcutta in 1947 after a short period in London with Gray Dawes & Co Ltd. In the ensuing years he served with Mackinnons in India, East Pakistan and Hong Kong before joining Islay Kerr & Co Ltd, in Singapore, where he became Chairman of that Company. He was appointed a Director of British India Steam Navigation Company Limited in September 1966, Managing Director in January 1968 and Deputy Chairman in January 1970.

He is a director of P & O S N Co, Trident Tankers Ltd, The New Zealand Shipping Co Ltd, Federal Steam Navigation Co Ltd, The Mauritius S N Co Ltd, Strick Line Ltd, The Shahrstan Steamship Co Ltd, and P & O Pension Funds Investment Ltd.



R. B. Adams

MORVADA LAUNCHED

The third of four "M" class general purpose cargo vessels, the *Morvada*, was launched on Monday, 30 November, at the Neptune Yard of Swan Hunter Shipbuilders Limited, Newcastle-upon-Tyne.

The ship was named by Mrs A. Y. Thomson, wife of Mr. A. Y. Thomson a Director of British India Steam Navigation Company Limited. The *Morvada* is the second ship of this name owned by the B I S N Co Ltd. The first vessel was also built by Swan Hunter & Wigham Richardson at Wallsend and operated from 1914 to 1933 on the London/Calcutta passenger run. The name "*Morvada*" derives from a place in Gujerrat, India.

DUNCAN WALLET NEW BOARD APPOINTMENTS

New appointments to the Board of Duncan Wallet & Co Ltd, one of the world's largest ship stores merchants, were announced in November.

Mr C. A. W. Dawes MC has been appointed Chairman. He succeeds the late Mr R. M. Thwaites, formerly Chairman of P & O Lines Ltd, who died in July.

Mr D. J. Hern, previously a Director of Duncan Wicket, has been appointed Managing Director.

Mr H. F. Spanton, a Director of British India Steam Navigation Company Ltd, Mr K. R. Anderson, a Director of P & O Lines Ltd and Mr J. Wilden, Managing Director of Anglo Overseas Transport Company Ltd—all P & O Group members—have been appointed to Duncan Wicket's Board.

E & A

NEW CHAIRMAN AND DIRECTORS APPOINTED

Eastern & Australian Steamship Company have appointed Mr L. G. Hudson as Company Chairman in succession to the late Mr R. M. Thwaites.

Mr Hudson is currently a Director of another P & O Group Company, the British India Steam Navigation Co Ltd.

Also joining the Board are Mr A. M. Stirling, a Director of P & O Lines Ltd, and Mr A. G. Rose, a Director of P & O Lines of Australia Pty. Ltd.

With sister ships *Cathay* and *Chitral*, Eastern & Australian operates a regular passenger and cargo service linking Australia with Japan, Taiwan, Hong Kong and the Philippines.

ESCOMBES

DIRECTOR RETIRES

With sixty years' work behind him Mr Malcolm Escombe has now decided to retire. He will, however, retain his ties in an advisory capacity, drawing on the lessons learned during those changing years. Author of two historical books on the growth of Escombe, McGrath, Mr Escombe joined the Company on 16 November, 1910. Since then he has held positions as a partner and as Managing Director. He was Company Chairman from 1955 to 1964, after which he remained a Director.

EUR

TILBURY-HAMBURG SERVICE UNDERWAY

European Unit Routes who operate regular container shipping services between Tilbury and the Continent commenced a Tilbury-Hamburg Service in January.

As with their established trades between Tilbury, Antwerp, Dunkirk and Rotterdam, the service will cater for the Sea Terminal/Sea Terminal transport of 20' 30' and 40' ISO units. This new service operates between No 43 Berth, Tilbury and EURO-KAI Container Terminal, Hamburg.

The management of this service by EUR is on behalf of the Members of the Hamburg/Bremen-London Conference namely The General Steam Navigation Co Ltd of London, Argo Reederei Richard Adler & Sohne of Bremen and A Kirsten of Hamburg.

CANDLES FOR POWER CUTS

Sixty tons of candles were shipped from Belgium to Tilbury by European Unit Routes, in a bid to ease shortages caused by the electricity workers' go-slow in December.

The candles, numbering about half a million, were transported from Antwerp in four giant containers on board the *Donau*.

LNG

GENERAL MANAGER APPOINTED

Mr David Durnford-Slater, has been appointed General Manager of LNG Carriers Limited, the company formed by The P & O S N Co, A P Moller of Denmark and Fearnley and Eger of Norway to transport liquefied natural gas on a worldwide basis.

Mr Durnford-Slater joined P & O in 1958. In 1960 he went to Ceylon for a year and then on to Hong Kong and Singapore. He spent some time in Aden and Japan before returning to London in 1966 as P & O Lines' Far East Freight Sales Manager. He was appointed a Manager of P & O Lines Limited in 1968.

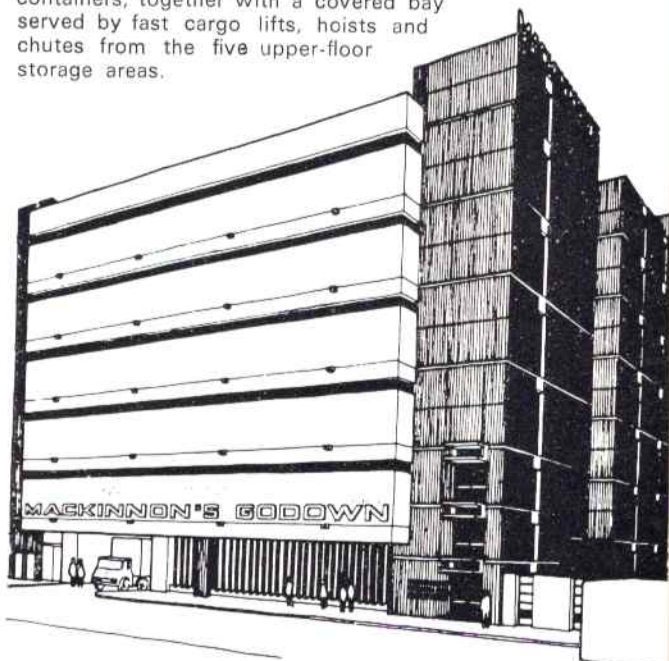
LNG Carriers will be based in the P & O Group's Leadenhall Street Headquarters. The Company's first liquefied natural gas carrier, an 87,000 cbm capacity ship due for delivery in March, 1974, has been ordered from Moss Rosenberg Verft AS of Norway. Further orders are being considered in parallel with commercial discussions covering the transportation of l.n.g.

MM

HK\$9M WAREHOUSE IN HONG KONG TO BE BUILT

Foundation work has started on a new P & O Group godown (warehouse) in Hong Kong's rapidly growing industrial complex of Tsuen Wan.

Announcing details Mackinnon, Mackenzie and Co (Hong Kong) Ltd, revealed that the six storey godown, when finished, will provide a spacious ground floor area for on-and-off loading of lorries and containers, together with a covered bay served by fast cargo lifts, hoists and chutes from the five upper-floor storage areas.



The godown, situated only 2½ miles from Hong Kong's planned Kwai Chung Container Terminal, is ideally placed for receiving cargo for storage once Kwai Chung's facilities are in full operation. Known as Mackinnon's Godown, it will be run by a subsidiary under the name of Mackinnon's Godown Co Ltd, and is expected to be fully working by December, 1971.

The project is P & O's second major Hong Kong property development in seven years, the first being the P & O Building—a familiar landmark on the waterfront of Hong Kong island.

NZS FEDERAL ENTER NEW TRADING VENTURE

Federal Steam Navigation Company Limited is extending its shipping activities into the world-wide carriage of refrigerated cargoes.

To start this new undertaking the Federal Company are taking delivery of a series of new fast fully refrigerated ships, the first of which is due to come into service towards the end of 1971.

This new venture will concentrate on the carriage of fruit and refrigerated cargoes in other world trades apart from existing commitments in Australasia.

Federal Steam Navigation Company, which is associated with The New Zealand Shipping Company Limited has for ninety years or more carried refrigerated produce from New Zealand and Australia.

POTH APPOINTMENT OF BOARD

P & O Transport Holdings Limited, the non-shipowning offshoot of the Group, has announced the appointment to the Board of Directors of Mr L. C. Birnage, Mr A. R. L. Escombe, Mr D. L. J. Mortelman, Mr E. Percival, Mr J. MacN Sidey and Mr D. Spice. All are Directors of P & O T H member companies. On formation of the company on 5 October it was announced that the Board would come under the Chairmanship of Lord Geddes, with Mr T. P. Daly as Director and Chief Executive.

BELGIAN COMPANY BOUGHT

Within a month of its formation P & O Transport Holdings took over one of Belgium's largest road haulage companies—Europa Express N.V.

Europa Express, based in the port of Antwerp, operates regular international transport services as far afield as Spain, Scandinavia, Austria and Italy with its 60-strong fleet of articulated vehicles and multi-purpose trailers. Formed in the post war years, it was formerly owned by Belgian road haulier A. Camerman.

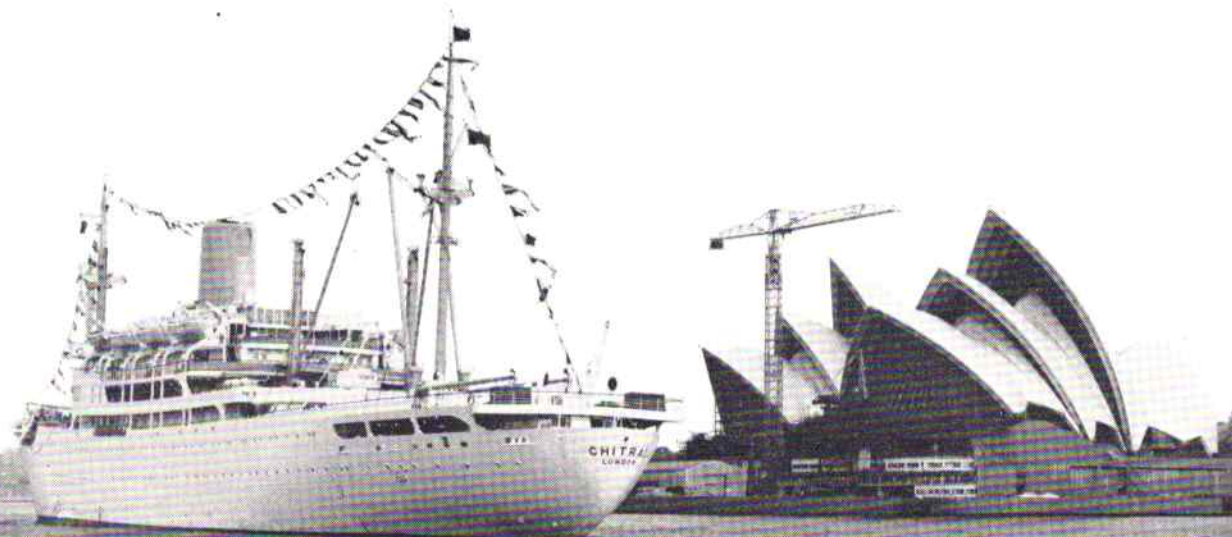
It is the company's intention that this new member company will be integrated with the existing continental activities of Ferrymasters, the international haulage company within P & O Transport Holdings. The move will establish Ferrymasters as one of the leading international road haulage groups trading between the UK, Ireland, Western Europe and Scandinavia.

SOUTHERN EAGLE SYMBOL FOR NEW FERRY SERVICE

Southern Ferries, which will inaugurate a new car ferry service from Southampton to Lisbon and Tangier on 8 May 1971 with the 11,500-ton ship *Eagle*, will incorporate an eagle symbol in its house style. The new *Eagle* will be the fourth ship of that name to be owned by The General Steam Navigation Company Limited (which will operate Southern Ferries), previous "Eagles" dating from 1824, 1856 and 1898.



CHITRAL sails past Sydney Opera House on her first round voyage for E & A from Australia to the Far East.



SHIP NEWS

Captain A. J. Field (centre of group at bar), Staff Captain T. A. M. Lincoln, and Tourist Class Entertainment Officer L. E. Hunt (standing right) enjoying a drink in the refurbished pub aboard ORSOVA.



ORSOVA—*The Portside Inn*

Through the Leading Hands' own initiative, their pub, on the port side of B deck has been upgraded to the point that it can be compared favourably to its counterparts in London.

They bought some red plush wallpaper in Sydney, various fittings in Hong Kong and Japan, whilst the ship's carpenters installed oak beams in the ceiling. The Company chipped in with new carpeting, tables, benches, chairs and a new sink for the bar.

IBERIA and CHITRAL in Sydney Harbour at the close of the year. IBERIA was returning from a Pacific cruise whilst CHITRAL, was leaving Sydney on an E & A round voyage to the Far East.

The barbecue in full swing on board PATONGA. One wonders, on viewing the fire extinguisher, if the officers are really the proficient chefs they make themselves out to be! If a mistake has been made we apologise and commend the presence of such safety appliances.



PATONGA—

The Cargo Ship with a Barbecue

Whilst *Patonga* was in Australia recently a barbecue was bought with wardroom funds. Since then there have been many enjoyable evenings whilst the ship has been at sea.

The officers cook their own steaks whilst cold sideboards, including fresh crayfish when available, add to the quality of the fare. To make more of an evening of it the barbecues are followed by horse race meetings with a champagne bar, bingo or films. All this must help pass the time during the long sea voyages that *Patonga* is experiencing since she has been away on a MANZ Line Charter.



ORONSAY—Consistency in the Bedroom

There is no doubt a great many people have served P & O longer than Michael Kavanagh, but few have served so constantly. He is forty seven years old and has just completed his fifty sixth consecutive voyage aboard *Oronsay*.

Michael was aboard the vessel for her maiden voyage from Tilbury in 1951 and has been on every voyage since that date.

Mr. Kavanagh began his working life helping to build submarines at the Vickers Naval Yards at Barrow-in-Furness. He joined P & O in 1947 and served for two years aboard the *Paringa*. Returning briefly to Vickers for some eighteen months in 1949 he signed up as Tourist Class Bedroom Steward aboard *Oronsay* in time for her maiden voyage. In all his time at sea Michael Kavanagh has said that *Oronsay* has only struck "really bad weather" on one occasion. That was several years ago off Japan when considerable damage was done to ship's furniture and several crew members were injured.



Michael Kavanagh.

Jimmy Savile with members of the crew on board *ORONSAY* recently.



ORIANA—Linda Sets the Pace

Beauty lies in the eyes of the beholder, they say, but few would dispute the beauty of Miss Linda Pace, who is a disc jockey and go-go dancer aboard *Oriana*.

Linda has just completed her first ocean voyage as a disc jockey although she has done similar work before at a discoteque in Florence. This was a holiday job whilst she was a student which gave her experience dealing with an international crowd of customers.



Linda Pace. Disc Jockey and go-go girl on *ORIANA*.

ORIANA—More from the People

TV personality Jimmy Savile, who has also said many nice things about us in a Sunday Newspaper, was invited to the crew band night recently and made a great impact.

The recreation room was packed to capacity to listen to Jim's inimitable line of patter. He made friends of everyone by his readiness to sign autographs, allow photographs, and generally chat with the lads.

Jimmy said afterwards how much he had enjoyed the visit.



The sea cadets on ORONSAY's bridge with Fourth Officer Knight.



PANDO COVE. One of three 7½ ton cabin cruisers being loaded in Singapore just prior to Christmas. Destined for London and Hamburg the craft were built in Singapore by International American Marine.

ORONSAY—*Singapore's future sailors visit*

Twenty four sea cadets, all first year members of the Singapore Polytechnic's School of Nautical Studies made a special trip to inspect the *Oronsay* when she visited the port in the Autumn.

Miss P. D. Gepp, the ship's entertainment officer, guided the boys to all parts of the ship before she handed them over to Fourth Officer Knight at the bridge, who then showed and explained the various instruments used in modern navigation.

ORONSAY. On 20 December sixteen 'First-Tripper boys', who had just joined ORONSAY, drove to the Lion Reserve at Longleat. Pictured with other members of the crew and our old friend Canon Clift the youngsters pose for the camera before leaving on their pre-Christmas party.



FROM ABROAD



SYDNEY—Conduct PR Exercise

A specially designed box containing about 100 bricks, estimated to be more than 300 years old, will be used as part of a special historical display to be incorporated in the foyer of the new 25-storey city office block being built by the Hammerson Group of Companies at Church Hill, York Street, Sydney.

The bricks, were taken from a wall leading from a farm near Lyndhurst, Hampshire (where Governor Phillip worked, and lived, when he received word that he was to lead the First Fleet to Australia), at a ceremony in September attended by Australian and New South Wales Government offi-

The bricks being removed from their special container on the wharf at Sydney Cove.



cial. The project to incorporate these bricks into a new Sydney building is part of an effort by the Hammerson Group to maintain the historical links of the site where Sydney's first churches were established under Phillip's governorship.

The consignment of bricks duly arrived on board *Canberra* on 14 October and was safely delivered to representatives of the Hammerson Group in Sydney. A small function was organised on board the ship on the morning of arrival. The Captain, Staff Captain and Purser entertained guests and the press prior to the unloading operations which took place in the mid-morning.

Four TV channels, three radio stations and four daily newspapers in Sydney, carried the story in which P & O Lines gained prominence.

The A\$8 million building is expected to be completed early in 1972.

TOKYO—P & O Week Display

Our Tokyo office had a P & O week display in the Matsuzakaya Department Store, Ginza, Tokyo in the autumn. This is one of the four largest department stores in Japan.

The aim of the display was to enhance the image of the Company's name and services at the same time assisting, this particular Department Store, to sell P & O passages.

A simple questionnaire was drawn up for visitors attending, with the first prize being a dinner on board *Canberra*, at Yokohama.

Part of the P & O Week display which took place in a department store in Tokyo recently.



SAVU SAVU—

Fijian Independence Celebrations

On 9 October 1970, the day before Fiji declared its Independence, Captain Fox and Officers from *Iberia* were asked to attend a ceremony at which the Union Flag was officially raised for the last time at Savu Savu.

Shortly after this event he was asked to be the recipient of the Carver Welcome Ceremony. After these formalities had been completed the Captain was asked to declare the Tagimoucia Festival open.



The Union Jack is raised for the last time at Savu Savu, Fiji.

HIMALAYA leaves Sydney on a Pacific cruise in November whilst ORCADES lies at the Overseas Passenger Terminal, Sydney Cove.



Captain Fox takes part in the Carver Welcome Ceremony during the recent Island Independence celebrations.

SYDNEY—Major Landlift—P & O Style

Towards the end of last year our Sydney office set an unusual precedent when some 600 passengers were transported by bus from the Overseas Terminal at Sydney Cove to the Pymont Wharves. This major land-lift was made possible with the co-operation of the Government Bus Services, the Commonwealth Customs Department and Mayne Nickless Ltd.

Eighteen modern buses transported 250 passengers from *Orcades*, berthed at the Overseas Terminal, to the *Himalaya* and *Iberia* which were berthed at 13 and 20 Pymont Wharves. The passengers had embarked at Fremantle, Adelaide and Melbourne to undertake Pacific Island cruises departing from Sydney. Likewise 350 passengers, who had returned from similar cruises on *Himalaya* and *Iberia*, were taken to *Orcades* to enable them to return to the Australian coastal ports.



HONG KONG—*Latest News*

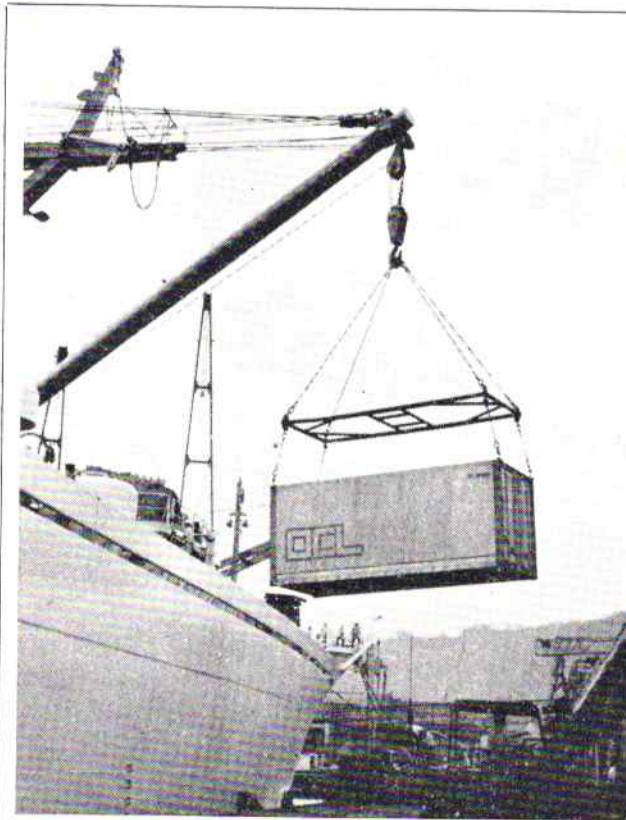
The last quarter of the old year was mostly uneventful from the point of view of traditional shipping business. The *Chitral* made a most welcome return to the Far East and she made a grand sight sailing from Hong Kong on her maiden voyage under the E & A flag. *Canberra* made a call in early November when she lifted nearly two hundred passengers for the U.K. on the longer route via Australia. Perhaps the most significant news item from Hong Kong in the period was the "launching" of Mackinnons Godown Company and the commencement of the foundations of our 6 storey Godown at Tsuen Wan in the New Territories on 1 December.

In addition to this Mackinnons Trading supplied beach towels in the design of the P & O flag to North America and to Australia for giveaways to their cruising passengers. Richard Nicholls (ex P & O Passage Bombay) who leads the Trading Division, undertook an extensive trading visit to North America and Europe selling export lines of umbrellas, handbags and knitwear. In the travel field, Mackinnons Travel is now moving into the tour side of the business and they are already establishing basic working arrangements with P & O

Group offices as far afield as South Africa, North America, Germany and Australia. One of the first incoming Groups that Mackinnons Travel handled was a Karate tour group from Mexico! P & O Lines and E & A Passengers visiting Hong Kong are now enjoying their sightseeing tours in the air-conditioned coaches of Travel Tours Ltd, which is partly owned by the P & O Group.

The Hong Kong skyline is constantly changing and already work has begun on the fifty storey office block complex opposite the Mandarin Hotel. This will be the tallest building in Asia. The cross harbour tunnel is well under way, and the office now have a regular helicopter service between the Island and Kai Tak Airport. A recent user was His Holiness the Pope, during his three hour visit to the Colony at the end of November.

Congratulations go to the Hon. G M B Salmon, Managing Director, on his appointment as one of the Unofficial Members of the Legislative Council of the Hong Kong Government. Roger Wilson is made a Director of the Universal Federation of Travel Agents Association (U F T A A) and appointed Chairman of the Hong Kong P A T A Chapter.



KOBE. STRATHCONON lifts an OCL container, the first by a P & O vessel from Japan. The photograph was taken at Kobe on 5 October. The container which contained hand tools, was consigned to London. Blue Funnel and Glen Line, P & O's partners in the Europe/Far East OCL venture, each loaded their first Europe bound containers recently.



SAN FRANCISCO—O. H. Olsen
Recently appointed to the newly created position of Travel
Department Manager in San Francisco.



SAN FRANCISCO—R. A. Dobrey
The newly appointed Agency Sales Supervisor in San Fran-
cisco is Robert Dobrey, formerly a sales representative in
the Los Angeles Office.

SAN FRANCISCO—Party Kicks Off British Blitz
The crew from HIMALAYA hobnob with San Francisco office
staff at a party given by P & O North America recently to
welcome the ship, celebrate the completion of their renovated

office space, and kick-off the "British Blitz", an all-out
sales effort to fill ORIANA to capacity for the two North
America winter cruises to the Caribbean which took place
recently.



We hear that...



A still from Bryan Berkeley's film, showing Chusan anchored off Ajaccio.

A PRIVATE VIEWING

... on Friday 23 October in the Group Exhibition Centre at Head Office we had something of a unique occasion when a passenger, Mr Bryan Berkeley of Cirencester, Gloucestershire, and his wife, who travelled as passengers on *Chusan* cruise 502, came and showed the film he made during his holiday.

Representatives from the staff included H. F. Jackson, L. F. Stuckey, N. J. D. Baptiste, D. Slater, Miss P. M. Osborn, Miss C. B. Reynolds (Editors Secretary) and several other members of the Group Public Relations Division who enjoyed the extremely artistic quality of the film and the air of tranquility which he had managed to produce. This was heightened, perhaps, by excellently chosen mood music which he synchronized on a tape recorder. Mr J. G. Davis, Director, managed to spare a few moments between meetings to come down, during the showing of the film, and meet Mr Berkeley. It was an occasion to be remembered.

PULLING POWER

... United Towing Ltd of Hull, Britain's largest ocean-going tug company, has extended its operations to cover Australia.

The company, one of the largest of its kind in the world, will carry out tows, salvage or otherwise, for Australian clients. P & O Lines of Australia Pty Ltd has been appointed agent.

United Towing has a fleet of 29 diesel-powered tugs, of which 13 are ocean-going.

IF ITS THURSDAY IT

By J. G. DAVIS

November is traditionally the month when most sectors of the Travel Industry reveal their promotional plans for the following year.

We had already seen a very good presentation on board *Orsova* at Southampton when UK Area outlined their Cruise and Line Voyage opportunities for 1971. In Australia Cruise Fortnight was fast approaching, but as yet nothing had been arranged for South Africa.

I asked Alan Davy, one of our Marketing Executives to work out an itinerary for a visit to South Africa, with the proviso that I could only afford to spend a week away from the office.

Neatly typed, the itinerary looked quite good and feasible but as flight SA 263 approached Johannesburg I read it again, apprehension began to creep in—a pre lunch appointment in Durban having spent the night—Capetown? Does that flight really take off

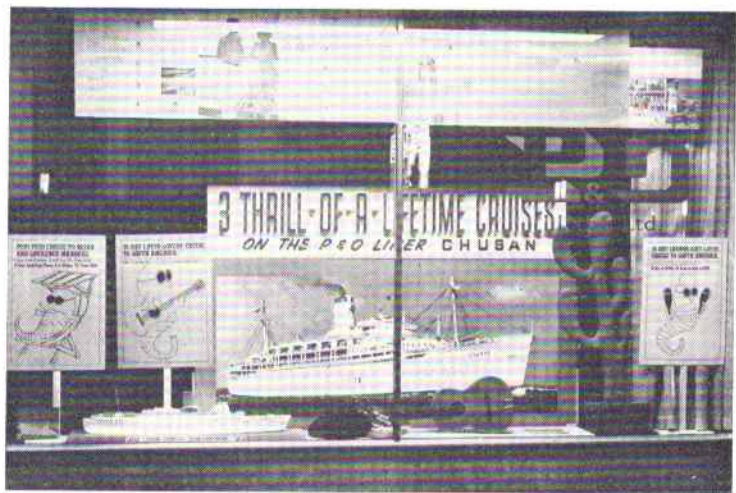
at 0700? Check in at 0615!—reading the small print very carefully I realised that the week ahead would be very hectic indeed—Press Conferences, Radio Interviews, Cocktail Parties for the Travel Trade, Official lunches, dinners, and numerous appointments.

The purpose of the visit was actually twofold, to announce our plans for 1971 in South Africa, and to give a fillip to Musgrove & Watson, who from 1 January 1971 became our sole General Passenger Agents for Southern and Central Africa.

Since our entry into the South African market we have progressed from a modest 6,120 passengers carried to and from South Africa in 1969, to 8,932 in 1970. 1971 is going to be an even bigger year for P & O Lines in South Africa, and also a big year for *Chusan*, the ship that features so prominently in our plans.



The South African cruise promotion underway in Johannesburg last November.



Musgrove & Watson's window display in Cape Town. CHUSAN features prominently in this promotion of the three cruises from South Africa.

A cocktail party in full swing in Cape Town, showing from left: Miss G Scherzer (Musgrove & Watson, Cape Town), Mr J G Davis, Mrs E Hardy (Musgrove & Watson, Cape Town), Mr Fleet (Branch Manager, Aeromarine) and Mrs A Crook (Musgrove & Watson, Salisbury).



MUST BE CAPE TOWN

In October 1971 *Chusan* leaves on a Round World Cruise having been chartered by Paul Berghouse of Associated Tour Operators of Johannesburg. Calling for the first time in her life at New York, *Chusan* sails on through Panama to Acapulco, San Francisco, Los Angeles, Honolulu, Japan, Hong Kong, Singapore, Colombo and back to South Africa. *Chusan* has not finished with "firsts". Starting in December 1971 *Chusan* will make the first ever P & O Cruise from South Africa and will make her first calls at Rio, Santos, Montevideo and Buenos Aires. This is followed by a short cruise to Beira and Lourenco Marques, then a second cruise to South America, this time calling at Luanda in Portuguese Angola en route—another first!

As Flight SA 262 approached Heathrow, I reflected on my hectic week away from the desk—16,000 miles flown, visits and presentations in Johannesburg, Cape Town, Durban. Familiar faces in Cape Town, Mr & Mrs Albert Morris, Trevor Penney from P & O/UAL in Johannesburg—and especially pleasant to welcome from *Oriana*, Captain Cutler, Staff Captain Love, Chief Engineer Mazonowicz, Purser Buy, to the Cruise Presentation in Durban.

Was it worth it? Let the facts speak for themselves—over 500 cruise passengers booked already; *Canberra* January embarked 418 passengers for Australia and the Pacific and *Orcades*, one day earlier than *Canberra*, embarked 354 passengers for Australia. A good start to 1971.



The people whose job it was to put over our South African programme in Cape Town. Mr J G Davis and right, Mr B L Francis, with some of those who attended the cocktail party.

After Johannesburg and Cape Town and a brief nights sleep it was on to Durban where Mr Bruce Fancis, Musgrove & Watson's Marketing Manager put over our cruising programme to an audience of travel agents.

Mr W J O (Tiny) Musgrove Managing Director Musgrove & Watson with guests at the Durban promotion.

IF ITS THURSDAY IT MUST BE CAPE TOWN
(continued)



Some more guests at the Durban function. From left: Mr Ray Ashworth (King & Sons, Durban), Mrs D Mosenthal (Rennies Travel, Durban) and Mrs M Harper (Viking Travel, Durban).



Time for a breather!
With CHUSAN as a backcloth guests were entertained to some music during the campaign in Durban.

Some of the guests at our promotion in Durban. From left: J H Buy (Purser Oriana), Miss F Brown (King & Sons, Durban), Mr B C Seidle (King & Sons, Durban), Captain R J H Cutler (Oriana), Mr A Sandberg (Musgrove & Watson) and Miss J Deas (Musgrove & Watson).



Again at the Durban reception the camera focuses on our own Mr A Davy and two young ladies from King & Sons, Durban who helped in this promotion.



Mr J G Davis in action in Durban.

MOVING TOWARDS RETIREMENT

By A. G. Brider

Retirement—a word to me which meant something that would come round in due time, but still seemed very distant.

Suddenly I realised that time was slipping by. My wife and I woke up to the fact that it was only two years away. We must decide what to do and where to go!

Obviously one of the major considerations is the cost of living on a pension. Overheads must be cut where possible, so a move to a rural area would reduce one of the major repayments, namely rates.

Earlier on we had talked about retirement with my brother-in-law and his wife. We discovered that we shared similar ideas in that an oldish house, or cottage, with a sizeable garden somewhere outside the commuter belt would be ideal. Here property would be more reasonably priced. Following this line of thought prompted the suggestion, that if we could find something capable of conversion into two self contained establishments, we stood a good chance of getting what we were after.

With this idea being approved by all concerned my wife and I decided to tour the West Country during two weeks holiday in June 1968. A similar vacation in June 1969 saw us actually viewing some properties. But we were no nearer our goal! Time passed and we were into April 1970.

One of the first decisions we made was that when we moved it would have to be about twelve, to fifteen, months prior to the actual date of my retirement so that when that day arrived we would be established in the place in which we hoped to spend the rest of our lives. We accepted, that, we should lose touch with people and friends we had made during thirty years in Upminster. But there being no family ties to bind us we were prepared to start afresh.

Once again in June 1970 we decided to make another sortie, made a base at Frome, accompanied by my wife's brother. Almost at the end of our two weeks tour, we decided to visit Shaftesbury, a town which my wife and I had liked during visits in previous years. We thought it would make a pleasant town near which to live. Following our normal procedure, we visited the local Agents who gave us useful information, and one, in particular, displayed a photograph of a farmhouse which upon enquiry we discovered to be already under offer.

On arrival at the dwelling we stopped, looked at the house, and at each other. Immediately everything clicked—this was exactly what we were looking for! Despite the knowledge that others were before us, we decided to view the property.

The owners were quiet, middle-aged, and quite charming, gave us permission to go anywhere we wished and finally took us round the gardens. There were two laid with lawns and almost totally screened by hedges of hornbeam, hawthorn and Ionicera. The more we looked, the more convinced we were that nothing else we might see, could come anywhere nearer our requirements.

Nothing daunted, we returned to the Estate Agent who told us he expected a decision from his client the next day and suggested, as we were returning home the following morning, I should ring him to hear the result. This was done only to learn that no decision had been reached. The Agent suggested we might go ahead with our plans, which we did. I telephoned the local builder and arranged a meeting between him and my brother-in-law the following week to discuss the possibilities of alterations. This meeting took place and as a result, my brother-in-law paid a return visit to the Estate Agents who said that if we cared to make an offer, he would pass it on to his client. This, in fact, he did there and then. After an agonising wait of half an hour, the reply came back to the effect that our offer had been accepted.

When my wife and I received this good news over the telephone, we just could not believe it for it seemed too good to be true. However, confirmation in writing soon arrived and then the problem of selling our own house arose. As it turned out we had no need to worry!

How people can move house every two or three years defeats me. One seems never to be coming to the end of all that has to be packed and the amount of junk that accumulates is unbelievable. Believe me, I was thankful to have an official dumping ground within easy reach.

Moving day, 15 September, 1970 (the date looms large) came at last. Our luck still held for the day dawned bright and sunny. Now we are installed on the ground floor of our new country home in the village of Motcombe, four miles from Gillingham, three from Shaftesbury, in Dorset.

My wife enjoys the peace and quiet of a Dorset village whilst I maintain a bachelor existence in town from Monday to Thursday, commuting each week-end. I consider this state of affairs well worth enduring for the short period until my retirement on 4 January 1972, with the knowledge that with reasonable fortune, I shall be heading for a pleasant life in a home and surroundings we dreamed of, but did not imagine, we should achieve.

Who's Who

Since the Australian freight trade was containerised in the early part of 1969, the main business of the Freight Division has been the Far Eastern cargo services. These are the STRATH, PANDO 'A' and PANDO 'B' services, each sailing being on a regular monthly pattern to and from Japan, Taiwan, Hong Kong, Philippines and the Straits in the Far East, and London, Hamburg, Rotterdam and Antwerp in Europe.

These three services are complementary to each other. The STRATH service sails to Hong Kong and Japan Eastbound via the Cape, returning to Europe via Panama. The PANDO 'A' service sails Westbound via Panama to Japan, Taiwan and Hong Kong returning to Europe via Singapore and the Cape. The PANDO 'B' service sails via the Cape in both directions, serving Port Swettenham, Singapore, Manila and Hong Kong.

As is indicated by its name, the STRATH service comprises the three STRATH ships, whilst the PANDO 'A' and 'B' services are served by the seven PANDO vessels, each ship alternating between the 'A' and 'B' service on successive voyages.

R. LAMB—General Manager in charge of Freight Division
Responsible for P & O Lines Far Eastern cargo services, and all freight matters appertaining thereto. Also responsible for all Conference matters.



J. W. MORRISON—City Cargo Officer
Liaises between Cargo Superintendent Docks, and Freight Department for booking of all special stowage such as chemicals, hazardous cargo, heavy and awkward lifts. Also liaises between docks and General Manager on stevedoring operations.



W. L. HOLLAND—Freight Sales Manager

In charge of Freight Sales operations in UK, Continent and Far East. Heads Sales Force in UK, supervises and directs Agents' activities in obtaining cargo for P & O Lines' vessels.



G. N. CHRYSTALL—Assistant Head of Claims Department
Deals with claims for loss and damage to cargo including assessment of claims and inspection of damage. Settles claims where necessary in conjunction with Claims Manager.



H. J. HAMMOND—Lines Manager
Responsible for the programming and efficient operation of cargo ship services and related financial and administrative matters.



J. A. REYNOLDS—Freight Sales Representative
Canvasses importers and exporters in London and the South East, and supervises Agents' freight canvassing in the Leicester area.



FLEET LIST

(as at 15th January 1971)

	CANNANORE <i>7,065 tons</i>	PANDO CAPE <i>8,972 tons</i>	PANDO COVE <i>9,236 tons</i>	PANDO GULF <i>8,752 tons</i>	PATONGA <i>10,071 tons</i>
Captain	Cooke, C.B.	Bonner, J.W.	Mortleman-Lewis, E.A.W., R.D., R.N.R.	Firth, R.N.	Savage, G.J.
Chief Officer	Campbell, C.R.P.	Fitzwalter, J.S.	Lloyd, C.M.R.	Jones, C.M.	Perry, D.J.
Acting Chief Officer		Godderidge, C.T.	Robertson, K.P.B.	Douglas, W.M.	Lockyer, P.
Second Officer	Woollard, I.	Hornett, P.C.	Renshaw, G.W.	Fowler, M.R.J.	Byrne, K.P.
Third Officer	Footman-Williams, P.	Rees, R.H.			
Junior Third Officer	Child, J.A.				
Fourth Officer	Frew, A.S.	Turpie, T.I.	Larcombe, B.	Richardson, R.S.	Kilpatrick, A.
Radio Officer			Robson, D.E.S.	Towers, E.W.	Cowell, M.C.
Acting Radio Officer					
Junior Radio Officer	Tanner, M.	Tracey, J.T.	McAllister, W.J.	Waters, P.G.	Pattendon, I.P.
Trainee Radio Officer		Brockbank, L.			Ivey, C.
Chief Steward	Owens, K.F.	Weaver, G.W.	Kent, T.	Baker, D.N.	
Carpenter			Walters, I.H.	Piik, P.O.P.	
Cadets		Lloyd, D.J.	Bowles, S.W.	Billing, J.P.A.	
			Firth, P.A.	McLarty, R.J.	
Chief Engineer Officer	Paton, D.F.	Fisher, E.H.	Hudson, R.E.	Screech, J.D.	Bannister, A.
Second Engineer Officer	Lonsdale, B.	Newman, A.J.	Nash, I.	Goodwin, C.M.	Weaver, D.F.
Ass. Second Eng. Officer					
Third Engineer Officer	Sugdon, R.	Riley, H.D.	Murdin, R.P.	Selwood, J.A.	
Ass. Third Eng. Officer					Hunt, R.E.
Act. Third Eng. Officer					
J. Third Eng. Officer					
Ass. J. Third Eng. Officer		Stephens, I.F.	Watters, I.G.	Burton, M.C.	Johnson, L.R.
Act. J. Third Eng. Officer	Rogers, W.	Betts, J.W.	Campbell, E.A.	Rootes, D.	Hayward, M.
Fourth Engineer Officer	Hollick, C.B.	Briggs, P.	Jones, S.A.	Davis, I.R.	Haie, A.J.
Assistant Eng. Officers	Boyd, M.K.	Lyon, J.	Bell, W.	Denton, B.	Bell, R.J.
	Smith, N.J.	Robertson, E.J.	Nelthorpe, L.	Garnett, A.M.	Godfrey, J.P.
	Hicks, J.A.				
First Elect. Officer					
Act. First Elect. Officer					
Sy Elect. Officer	Machin, N.T.	Parkinson, R.	Jones, M.J.	Clayburn, R.B.	Corrall, L.A.
Electrical Officer					Firth, B.
First Ref. Eng. Officer					
Second Ref. Eng. Officer					
Act. Second Ref. Eng. Officer					
Engineer Cadets		Young, R.P.	Walentowicz, P.J.		Perry, H.W.
		Elliot, M.R.			Farquhar, R.S.
					McWilliam, R.S.
					Fletcher, L.J.

	PANDO HEAD <i>8,935 tons</i>	PANDO POINT <i>8,753 tons</i>	PANDO SOUND <i>8,782 tons</i>	PANDO STRAIT <i>9,235 tons</i>
Captain	Scott-Masson, D.J. Rd.	Adie, I.M.	Underwood, R.F.	Hansing, D.A.
Chief Officer	Hayward, P.E.	R.N.R. Jamison, S.S.	Mavity, B.G.	Nash, B.G.
Acting Chief Officer				
Second Officer	Dick, W.F.	Derrick, M.J.	Beavington, M.	Hall-Thompson, M.H.
Third Officer	Wilson, A.R.A.	Cooper, P.J.	Durrell, H.E.P.	Stutt, I.C.
Junior Third Officer	Mabbott, R.M.	Hart, R.C.	Bass, R.P.	Pickford, P.W.
Fourth Officer				
Radio Officer	Atkinson, D.J.	Latham, G.R.	Wheeldon, S.R.	Taylor, M.
Acting Radio Officer				
Junior Radio Officer				
Trainee Radio Officer				
Chief Steward	Stitt, D.	Browne, K.C.V.	Waterman, A.J.	Morris, A.R.
Carpenter	Sutton, A.J.		Evans, J.P.	Cramp, B.C.
Cadets				Hayward, S.P.
				Hill, S.E.
				Blatch, C.
				Thornthwaite, P.
Chief Engineer Officer	Stubbs, J.M.	Nightingale, P.	Bayliss, N.H.	Craig, A.W.
Second Engineer Officer	Turner, D.G.	Wilkie, T.McG.	Biggs, R.L.	Spice, J.
Ass. Second Eng. Officer				
Third Engineer Officer	Harper, C.			Nicol, J.G.
Ass. Third Eng. Officer				
Act. Third Eng. Officer	Warwick, R.S.	Hinchcliffe, M.	Lewis, B.J.O.	
J. Third Eng. Officer				
Ass. J. Third Eng. Officer				
Act. J. Third Eng. Officer		Hodges, K.	Kernan, R.G.	Hewison, A.
Fourth Engineer Officer	Green, M.	Hutt, I.	Wooding, C.	Thomas, D.P.
Assistant Eng. Officers	Tatham, S.	Bond, M.J.	Forscutt, P.J.	Appleyard, D.
	Brooks, D.	Goodfellow, R.B.	Todd, S.V.J.	Keir, P.J.
	Imber, C.N.	Muir, J.	Smith, P.G.	Martin, R.
First Elect. Officer				
Act. First Elect. Officer				
Electrical Officer	Struthers, A.	McMullen, J.	Bowles, P.	Kirk, J.R.
First Ref. Eng. Officer				
Second Ref. Eng. Officer				
Engineer Cadets		Sibbald, J.S.	Nimmo, R.D.	
		Killoran, A.O.	Hill, C.W.	
		Nelson, P.J.A.		

FLEET LIST

(as at 15th January 1971)

	CANBERRA	ORIANA	ARCADIA	IBERIA	ORSOVA	ORONSAY	ORCADES	HIMALAYA	CHUSAN
Captain	45,000 tons Vickers, W.B. R.D., R.N.R.	41,423 tons Cutler, R.J.H.	29,664 tons Cowen, E.	29,614 tons Fox, R.E.J. R.D., R.N.R.	28,614 tons Field, A.J.	27,631 tons Trenfield, M.A.	28,164 tons Nowell, R.B.	27,955 tons Snowden, F.	24,261 tons Prowse, M.R.
Staff Captain	Lefevre, J.A.	Love, P.W.	Cookman, R.D.	Lowther, R.E.	Lincoln, T.A.M.	Thom, G.B.	Crichton, J.A.P.	Howe, G.E.	Chester, J.M.
Chief Officer	Merrick, A.E.	Guthrie, D.C.	Clark, J.G.	Chapman, J.L.	Dornom, D.A.	Goddard, C.H.	Hughes, D.T.	Harris, G.E.	McCarthy, T.J.
Navigator	Smylie, C.R.	Watkins, T.P.	Julian, M.H.	Church, V.R.	Broome, P.J.C.	Wilson, J.R.	Hicks, M.F.	Wilkin, R.H.N.	Jackson, R.L.
First Officer	Hodges, A.P.	Cavaghan, M.S.	Laurie, M.A.C.	Noakes, J.J.	Burton, G.A.	Dickins, G.T.	Knight, R.D.	Messenger, P.A.	Mullins, D.E.
Second Officer	Scorgie, L.S.	Gold, M.J.	Johnson, P.F.	Woodhead, J.W.	Minter, B.	Abbey, C.T.	Coldham, R.	Turrall, D.E.	Priestley, R.P.
Junior Second Officer	Reeves, J.E.	Poyntz, R.G.J.	Chadwick, A.	Warner, B.J.	Blencowe, D.A.	Browne, J.R.H.	Lampe, A.H.	Greenhalgh, J.J.	Wright, P.B.
Third Officer	Godfrey, R.M.N.	Dovey, G.E.						Barber, M.T.	
Junior Third Officer	Fennelw, R.D.	Bell, J.M.	Christie, D.L.	Champion, M.R.	Bird, K.R.	Joyce, J.L.	Breeze, M.T.	Reynolds, S.J.	Hampson, P.A.G.
Fourth Officer	Norton, P.		Mendoza, C.P.	Mole, P.J.	Steeves, P.M.	Palliser, J.C.	Littleton, J.E.	Green, J.H.	
Cadet Officer									
Chief Radio Officer	Hawkins, R.J.	Dowie, D.	Rainey, W.J.	Cowley, G.D.	Baker, F.D.S.	French, J.B.	Keeling, W.	Berry, R.H.C.	Jameson, C.
A/Chief Radio Officer	Chapman, R.J.E.	Gillmon, D.H.	Sloan, J.F.	Twomey, T.P.	Rogers, D.A.	Gawley, J.C.E.	Chapman, K.M.	Chapman, G.A.	Murphy, H.F.
First Radio Officer	Beck, T.A.	Drummond, D.B.	Smith, H.K.	McLaren, N.O.S.	Stewart, C.	Steward, B.I.	Raven, T.L.	Gaston, B.A.	Price, M.R.
Second Radio Officer	Pitt, D.J.	Tetley, L.	Jones, H.A.	Watson, J.D.	Robson, I.	Selman, A.J.	Bell, R.G.	Saunderson, R.W.	Hird, S.
A/2nd Radio Officer	White, M.A.K.	Ruscoe, A.C.	Tait, C.J.M.	Scott, M.L.	Hilliard, D.A.	Rice, D.A.	Ryan, R.V.	Cope, R.G.	Gibson, N.R.
A.J. Second Radio Officer	Lawrance, A.J.S.	Sylvestre, L.M.	Venner, R.M.	Mitchell, J.M.H.	Henry, R.C.	Diamond, P.S.	Buchanan, P.L.	Fleming, S.W.	Wheatley, P.R.
Junior Second Radio Officer	Parsons, K.	Durkin, P.P.	Marwood, R.P.	Tanswell, A.K.	Rostron, R.K.M.	Evans, J.C.W.	Williams, V.G.	Charlwood, G.J.	Lytle, S.N.
Third Radio Officer	Watson, S.W.	Levinsky, R.J.	Ross, A.N.	Waddams, L.	Liddell, L.	Douthwaite, C.M.	Sharpe, B.	Dawson, M.	Rathbone, S.
Junior Fourth Radio Officer	Purdy, D.W.	Lawless, R.A.	John, E.M.	Farmer, M.	Jamieson, O.	Toghurst, D.	Duggan, K.	Newsholme, M.A.	Munsey, H.
Surgeon	Berrick, E.	Woodward, J.	Chard, L.G.	Watson, A.	Bray, F.	Jones, C.R.	Chessell, R.	Mitchell, B.	Slater, A.E.
Assistant Surgeon	Jenkins, L.D.	Edwards, M.	Bealing, K.	Elliott, J.	Doree, R.A.	Longstaff, A.	Oppler, F.	Pappin, G.	Doree, C.R.
Nursing Sisters	Thompson, H.M.	Johnston, E.M.	Carpenter, W.J.	Wain, W.G.	Carpenter, C.	Warriner, A.	Gray, R.	Mackay, J.	Crean, T.P.
Carpenter	Gayton, H.	Richards, W.							
Plumber	Richmond, T.	Scott, R.							
Boatswain	Mitchell, C.G.	O'Sullivan, J.L.							
Chief Engineer Officer	Smith, D.H.	Mazonowicz, T.M.	Maunder, R.	Westgarth, J.P.	Brown, R.D.	Twining, D.W.	Thompson, T.W.	Constable, G.D.	Purdy, R.
First Engineer Officer	Newby, C.T.	Dempster, W.A.	Graham, A.	Crowe, S.G.	Fitzgerald, P.	Connolly, G.	Beauchop, C.T.M.	Bodbie, J.J.	Pourd, N.
Second Engineer Officer	Brogden, M.L.	Tate, M.	Robinson, R.D.	Ashton, D.C.	Buxton, E.	Englefield, J.	Heslop, J.D.	Walker, D.J.	Anderson, G.R.
Junior Second Engineer Officer	James, R.H.	Hibbert, D.R.							
	Raine, J.								
	Harvey, A.T.								
Third Engineer Officer	Weatherstone, J.C.	Tatton, P.A.	Fairley, I.J.	Taylor, R.W.	Brown, J.G.	Kelly, R.	Waters, R.K.	Mills, R.G.	Hewison, J.W.
Junior Third Engineer Officer	Clark, A.J.	Orwin, B.	Wright, C.	Bloomer, D.S.	Pitten, G.A.	Clay, M.J.	Taylor, K.W.	Marshall, R.A.	Crowder, D.A.
	Adair, I.R.F.								Guildford, R.B.
Fourth Engineer Officer	Robinson, P.R.J.	Betts, D.J.	Walker, G.	Glessinger, G.A.	Collinson, M.K.	Sharpe, R.F.	Evison, K.C.	Selby, D.L.	
Additional Fourth Engineer Officer	Kendall, F.								
Junior Fourth Engineer Officer	McQueen, C.J.	Gardiner, D.M.	Bartlett, R.A.F.	Officer, T.A.J.	Hall, C.C.	Matthews, P.W.	Jones, D.L.	White, I.R.	Gold, B.I.
	Ward, R.	Ballam, P.E.	Wilcox, D.W.	Rea, J.	Lawes, G.W.	Statham, R.A.	Tweddle, R.M.	James, A.	Pepperall, R.A.
	Fox, A.P.								
	Daniels, T.								
	Ballard, A.R.								
Assistant Engineer Officer	Harwood, M.	Collins, D.	Cook, P.A.	Eastman, A.J.	Knight, C.G.	Blakely, S.	Ellerton, J.	Dinsdale, M.	Murchison, R.A.
	Griffiths, P.S.	Doxatt-Pratt, N.	Watson, B.	Hillman, G.A.	Shaw, P.R.	Anthony, P.	Armstrong, I.F.	Lindon, B.	Price, R.D.
	Cotton, T.A.	Simclair, G.R.		Barrett, W.	White, M.A.	White, M.A.	Cutter, A.	Ray, M.G.	Haverscroft, C.
	Bird, J.H.	Villiers, R.P.	Miller, E.J.	Burrell, J.	Parrott, M.	Corns, L.	Clarke, P.J.C.		Barton, F.
	Morley, J.L.	Perry, B.D.	Major, R.J.	Smith, C.	Shuttleworth, P.	Heron, N.	Edwards, J.		Jessop, R.A.F.
		Nicholls, G.A.	Kelvin, B.	Earthy, P.F.	Haigh, M.G.	Mitchell, P.	Gayler, W.R.		
		Duncan, M.J.	Addison, K.	Hemming, T.E.	Dobson, F.B.	Smith, M.E.	White, D.B.		
Cadet Engineer Officers	Hearson, R.C.	Gibbs, M.	Thornton, R.M.	Towers, J.	Downie, M.	Chamberlain, M.U.	Kerr, G.D.	Higgins, A.G.	Peek, M.C.
	Lewis, G.M.	Cooper, N.P.	Britton, E.A.		Tomlin, M.C.	Prowse, R.J.	Ashworth, M.C.		

First Electrical Officer	Douther, V.	Edsbald, M.C.H.	Whiteford, A.	Edwards, A.S.	Smyth, J.	Matthews, B.	Hewitt, H.K.	Dunford, R.J.H.	Ironside, J.
Second Electrical Officer	Jamison, A.C.	Loosen, G.J.	O'Connor, J.	Dumoulin, J.	Quin, P.M.	Thompson, D.	Bartholomew, T.	Fiddling, K.	Worsley, J.
Junior Second Electrical Officer	Butler, R.J.	Baister, J.E.							
	Hart, J.E.								
Assistant Electrical Officers	Robertson, A.M.								
	Williams, I.M.	Harlow, J.M.	Sergent, S.D.	Latham, J.B.	McKinnon, I.	Page, M.D.	Douglas, M.C.	Kirk, R.G.	Hart, T.C.
	Young, D.	Kenney, B.J.	Goodson, R.	Carlisle, R.J.O.	Parker, J.	Davies, R.I.	Wildman, K.	Davies, C.K.	Smith, G.P.
	Webb, G.D.	Hammond, J.R.	Dean, D.	Pallas, P.	Butterworth, M.	Dodsworth, C.	Priddy, A.J.		Flynn, G.O.
		Barwise, D.	Dobbs, M.	West, M.J.	Jessop, B.	Norris, S.B.	Noble, D.W.		Graham, S.
		Dent, R.							
		Waldorf, J.							
		Stancilffe, E.							
Add Second Electrical Officer						Robertshaw, P.			
Ventilation Officer							Doig, P.	Harrison, M.	Cloughton, C.
First Refrig.Eng.Officer	Fricker, D.A.	Baxter, M.J.S.	Donkin, W.	McGuffie, E.	Steadman, R.		Sumner, R.		
Add First Ref.Eng.Officer									
Jr First.Refrig.Eng.Officer	Taylor, N.R.			Santi, M.G.					Clarie, P.
S/s Refrig.Eng.Officer		Muse, R.			Kenyon, P.	Stuart, W.P.		Alcock, G.	
Second Refrig.Eng.Officer	Gray, J.C.		Niblett, P.J.					Kerr, J.R.	
A Second Ref.Eng.Officer			Lyne, G.J.	Donaldson, E.					
Jnr.Second Refrig.Eng.Officer		Chilton, A.J.							
Third Refrig.Eng.Officer	Wolf, A.W.	Murray, R.A.	William, M.	Murphy, W.T.				Clark, N.G.	Thompson, J.
	Corke, D.								
Add 4th Eng.Officer			Wadsworth, G.J.						
Boilermaker	Davies, E.C.	Turner, P.L.	Tanner, J.D.	Casserley, F.S.	Landeryou, J.A.	Butler, G.P.	Hall, T.J.	Muntz, R.F.	Paterson, W.C.
Purser	Temple, R.C.	Buy, J.H.	Hale, A.G.	Blurton, D.C.	Whicker, M.C	Ewan, W.A.J.	Flint, K.J.	Miles, M.J.	Simpson, J.C.
A Tourist Purser									
Admin. Deputy Purser	Onslow, M.G.	Hodgeman, G.P.	Mulder, B.K.		Batt, P.			Jones, I.R.	
Deputy Purser (Catering)	Meyrick, J.J.	Pollard, T.M.	Bonham, J.S.W.					Webb, P.E.	
Deputy Purser (Accom)	Davies, D.B.	Barber, R.H.S.	Timmins, S.H.					Boxall, R.A.	
Deputy Purser				Parker, J.R.M.		Burleigh, D.G.	Smart, M.F.		Milne-Buckley, C.G.
Snr Assist Purser (Catering)	Andrew, M.W.	Pearce, D.S.	Harris, J.G.						
Snr. Assist. Purser	Hawkesworth, M.J.	Rutter, R.W.	Poyntz, J.M.		Keating, J.D.	Hemsley, W.A.M.		Collins, D.J.	
Assistant Purser	Blasdale, B.J.	Cardnell, E.J.	Price, M.	Earp, M.K.	Walsh, J.M.	Atkins, J.M.	Pratt, P.J.L.	Tilby, P.J.	Nicholls, R.K.
	Cameron, A.G.	Hawker, M.J.	Robinson, P.C.	Chirgwin, H.W.			Bull, K.R.	Tutton, P.A.	Talbot, S.R.
	Leck, J.D.								Saunders, D.L.
Jr. Assistant Purser	Bennett, S.N.	Sparks, K.F.	Walters, M.H.	Harrap, T.R.	Linck, P.	McCaughy, P.R.	Jamieson, H.D.	Melsom, C.P.	
		Leslie, H.M.		Merritt, P.R.	Pike, D.R.M.	Herries, G.C.	Parsons, D.C.		
Woman Snr.Assist.Purser			Salmon, S.J.						
Woman Assistant Purser	Watling, C.D.	Angrave, G.L.	Fisk, P.A.	Woodroffe, D.M.R.	Blackburn, L.M.	Smyth, J.C.			Orchard, J.C.
	Masset, M	Kai, C.G.N.		Evans, P.M.	Turner, J.F.	Moore, C.J.	Barlow, P.	Armstrong, S.T.	
	McLennan, A.M.	Collins, S.T.				Poll G.J.A.	Reed, J	Scott, K.M.	
	Ritman, J.C.	Goldsmith, D.K.				Green, R.A.			
		Wisman, J.C.							
Sy. Woman Assistant Purser									
Woman Jr.Assistant Purser	Johnson, S.V.	Jenkins, V.A.	Jameson, S.L.	Haage, M.L.	Renkema, T.				
	De Rijke, S.	Schmeink, E.	Koopman, M.J.	Hollowell, E.	Garwood, A.V.				
	Daniels, W.E.	Boult, P.D.K.					Cleverly, P.A.	Jonquiere, M.E.	Fernink, K.H.
	Sullivan, L.M.						Van Gent, E.	Evers, L.E.	Hyde, R.A.
Sy.Woman Jr.Assist.Purser									
Travel Advisor		Furniss, S.S.						Kohler, F.F.	
Entertainment Officers									
First Class									
Tourist Class	Diggins, J.M.	Isaacson, J.W.	Terry-Allison, W.F.	Roberts, J.D.	Smith, M.B.	Van Deurse, A.M.G.			
Supernumeries	Westwood, K.C.	Collingwood, B.J.	Kennedy, W.J.	Metcalfe, P.J.	Hunt, L.E.	Lynch, J.P.	Jamieson, W.	Ward, J.B.	Thiele, L.N.
Hostess First Class									Spilsbury, H.A.
Hostess Tourist Class	Dorrel, R.C.	Dillon, N.A.	Hymus, L.G.	Fox, D.M.	Green, A.M.	Macrae, D.			Langston Carter, B.
	Cox, G.A.	Ealand, Z.J.P.	Talbot, J.K.	Lomas, G.	Van't Hof, E.A.	Pay, J.C.			Blanire, S.M.
		Swift, N.J.					Ascott, L.J.	Worton, J.	Moss, D.M.
							Alexandra, J.	Bretherton, H.M.	
							Warwick, B.	Becker, E.P.	
Supernumerary									
Children's Hostess First Class	Grahame, E.A.	Allen, P.M.G.	McVean, M.	Kell, R.D.G.	Newbold, B.E.	Shepherd, M.I.	Nickson, E.J.	Moss, A.	Naylor, J.R.
Children's Hostess Tourist Class	White, R.	Millford, J.M.	Hynd, J.A.	Hunt, G.	Jones, Taylor, R.G.	Gepp, R.D.	Foxley, P.M.	Tattersall, J.M.	
Chief Steward						Walker, I.L.	Hodgskin, W.J.		
Chief Steward First Class									
Chief Steward Tourist Class									Lambourne, C.R.
Chef									
Purser Cadets	Ruddock, G.L.	Mincham, G.A.	Baker, W.C.	Cox, J.	Cornwall, H.	Rogers, G.H.	Roberts, A.	Rogers, D.J.	Pearce, M.W.
				Ellis, S.A.				Harrison, R.M.C.	

FLEET LIST

(as at 15th January 1971)

	STRATHARDLE	STRATHBRORA	STRATHCONON
Captain	13,057 tons	12,539 tons	12,529 tons
Chief Officer	Kingswood, L.C., Rd., R.N.R.	Blois, D.P.	Harrison, D.J.
Acting Chief Officer	Pearce, R.J.S.	Bradley, D.	Prideaux, A.
Second Officer	Pennell, P.M.	Mathew, R.C.	Tadman, J.R.P.
Third Officer	Rowe, N.A.F.	Skipper, M.E.	Willis, D.H.
Junior Third Officer	Jarvis, P. St. J.	Jackson, S.A.	Keane, D.N.
Fourth Officer	Kennington, R.M.	Barradell, R.H.	Cochrane, I.K.
Radio Officer			Jarvis, A.W.
Acting Radio Officer	Sweby, L.M.	Dellow, K.E.	Conton, G.L.
Junior Radio Officer	Fowler, M.E.	Langmead, C.F.	Bourne, J.G.
Trainee Radio Officer	Garrett, D.F.	Berwick, R.W.	Shepherd, N.K.
Chief Steward	Regan, R.	Graves, M.H.	King, D.M.
Carpenter	Case, E.	Berry, R.	Burn, R.G.
Cadets	Juniper, P.	Baird, N.A.	
Chief Engineer Officer	Mills, A.W.	Bartle, R.	Love, B.R.
Second Engineer Officer			
Acc. Second Eng. Officer	McConachie, W.	Stansfield, S.	
Third Engineer Officer	Crocker, R.		Smith, D.C.
Ass. Third Engineer Officer			Hill, J.M.
Act. Third Engineer Officer	Brown, G.R.	Fullager, J.T.	Orr, J.W.
J. Third Engineer Officer	Hargroves, D.W.	Peacock, D.C.	Calvert, R.
Ass. J. Third Eng. Officer	Stevenson, J.		
Fourth Engineer Officer			Hutchinson, J.E.
Ass. Eng. Officer			
First Elect. Officer	Linacre, R.J.	Miller, C.G.A.	Claridge, T.D.
Act. First Elect. Officer	Hill, T.	De Boos, P.B.	Mark, L.J.
Electrical Officer		Hardy, R.	Sharman, G.J.
Sy Elect. Officer		Smith, J.M.	Tame, R.B.
First Ref. Eng. Officer		Wilson, W.R.	
Second Ref. Eng. Officer			
Engineer Cadets			

P & O RADIO OFFICERS IN TRIDENT TANKERS

Ardul, Busby, A; *Ardshiel*, Astley, C; *Ardtaraig*, Rice, J.D; *Ardvar*, Haynes, J.E; *Busiris*, Lownsborough, R.G; *Ellenga*, Nicol, J.E. (Actg.); *Eridge*, England' G.C. (Actg.); *Garonne*, Parkinson, R.A.H. (Actg.); *Grafton*, Blyth, J.I; *Heythrop*, McNeill, R; *Maloja*, Hovden, B.T. (Actg); *Malwa*, Cavill, M.V; *Mantua*, Bradley, J. (Actg.); *Megna*, Moore, J.J. (Actg.); *Opawa*, Macaskill, N; *Orama* Swanson, A.B. (Actg); *Orissa*, Wignall, R.A. Doyle, W.A. (Trainee); *Ottawa*, O'Connor, K.L.; *Quiloa*, Simpson, A.J; *Talamba*, Allen, M.F.

P & O RADIO OFFICERS IN PANOCEAN VESSELS

Post Runner, Bewley, R.W.

P & O Lines Freight Division

This fast and reliable pattern has enabled our Sales Department to achieve considerable success in selling these services to Shippers. A good "back up" service to Shippers, especially in quick and efficient documentation and attention to claims, has enabled us to keep the traffic once we have obtained it. A further valuable contribution to the overall performance of these services has been the considerable efforts of the Cargo Superintendent and his staff in the Docks to attain quick turn-rounds of the ships in the face of considerable difficulties, particularly recently.

Encouraging results since these services were inaugurated are proving the success of these operations. Although the bulk of the Australian freight trade is in the hands of the Container Companies, the Freight Division is still responsible for the shipment of some freight in the Passenger ships. While the amount of commercial cargo shipped in the Passenger ships is not large, there is a steady flow of Post Office mail, passengers' motor cars and household effects all dealt with by the Freight Division.

**J. D. MORGAN—Assistant
Freight Cashier**

Responsible, with Head Cashier, for collection of export freight and dock charges. Also responsible for payment of invoices and the control and checking of all Agency Commissions.



P. W. ROBINSON—Traffic Clerk
Deals with bookings of refrigerated and other export cargo, freight rate enquiries, and day to day matters affecting ships' loading and discharging.



**P. B. BREWER—Lines
Department Clerk**

Responsible to Lines Manager for the co-ordination of STRATH Service operations. Liaises with Continental Agents on STRATHS' movements, and their loading and discharging operations.



MRS D. LOCK—Freighting Clerk

Processes, checks and signs Bills of Lading for export cargo. Assesses correct rate of freight and calculates freight accordingly in preparation for Freight Accounts to Shippers.



**MISS B. S. GRAISGOUR—
Forwarding Clerk and Deputy to
Import Cashier**

Deals with documentation on export cargo requiring agency service to Shippers. Also releases inward Bills of Lading and collects inward freight.



**MISS S. E. ROYALL—Secretary
to Claims Manager and Assistant
Secretary to General Freight
Manager**

Is concerned with general secretarial work and correspondence for these two Managers.



PERSONAL NEWS

HONOURS

We congratulate:

LEMON, J. S., Plumber *Iberia* on being awarded the BEM in the New Year's Honours List 1971.

VICKERS, Captain W. B., RD, Cdr, RNR, *Canberra* on being awarded the CBE in the New Year's Honours List 1971.

We also congratulate:

DAVIS, J. G., Director P & O Lines on having been elected a Member of the Institute of Marketing.

RAWDON, S. C., Assistant Maintenance Cost Accountant on having been admitted as a Member of the Institute of Purchasing & Supply on 22 October 1969 and a Member of the Institute of Materials Handling in July 1970.

WILLIAMS, W. A., Head of Staff Department on having been upgraded from Associate to full Member of the Institute of Personnel Management and having become the Deputy SMA Representative on the Executive Committee of the IPM.

APPOINTMENTS

We congratulate:

MORROW, L. J., on being appointed Careers Officer, Training Department, for a period of two years to relieve P. R. D. Cutmore who takes up a permanent appointment ashore as Administrative Assistant in the Nautical and Technical Division.

MEREDITH, J. E. W., on being appointed Assistant Cargo Superintendent KGV Docks to relieve P. S. H. Pollitt who has joined OCL.

CERTIFICATES

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

Masters-Second Officers G. A. Burton, J. F. Swann.

First Mates-Third Officers J. R. H. Browne, K. R. Byrne, R. B. Exley, R. M. N. Godfrey, D. H. Willis.

Diploma in Marine Electronics-

Chief Radio Officers K. Gibson, J. F. Meaney, Second Radio Officer P. C. A. Enrico, Radio Officers A. L. Dyson, G. R. McKie.

First Class PMG Certificate-Junior Radio Officer D. E. S. Robson.

We congratulate the following Officers who have gained certificates of competency since the last issue of *About Ourselves*: Second Class Steam Certificates - Third Engineers B. Orwin, R. P. Murdin, H. R. Hampson.

Steam Endorsement to First Class Motor Certificate-Second Engineer M. J. Littlejohn.

Motor Endorsement to First Class Steam Certificate-Chief Engineer P. Nightingale.

ENGAGEMENTS

We congratulate:

ALLEN (Miss) M., Passenger Department on her engagement to R. HARRIS on 25 December 1970.

HALPIN (Miss) L., Passenger Department on her engagement to A. BISHOP on 20 February 1971.

PARRY (Miss) C., Passenger Department on her engagement to A. VIOLA on 19 December 1970.

SINGFIELD (Miss) L., Passenger Department on her engagement to B. COOKSEY on 31 December 1970.

STAPLES (Miss) J., Cash Department on her engagement to G. M. BUTCHER on 25 December 1970.

TAGGART (Miss) J., Passenger Department on her engagement to P. DOLBY on 20 February 1971.

TUCK (Miss) P., Passenger Department on her engagement to D. NICHOLS, photographer *Chusan* on 16 January 1971.

MARRIAGES

We congratulate:

CLARE (Miss) C. M., Secretary to Head of Staff Department on her marriage to B. R. S. CASEY at St. James the Great, Friern Barnet on 16th January 1971.

EDGE, D.M., Passenger Operation Section, Southampton on his marriage to Miss A. K. WALLING at Southampton Register Office on 28 November 1970.

ENGLISH, A. C., Accounts Section, Southampton on his marriage to Miss L. C. EMM at Highfield Parish Church on 18 December 1970.

HALLAM, P. D. K., Anderson Green on his marriage to Miss M. POND also Anderson Green. Mr A. Ross acted as Best Man and the Ushers were Mr B. Spiller and Mr M. Kenny.

LEWIS, J., Passenger Department on his marriage to Miss Lesley Cannon, Marketing Unit at Barking Register Office on 17 October 1970.

LEWIS (Miss) S. M., Group Accounting Division on her marriage to D. G. RELF at St John The Evangelist, Havering-Atte-Bower Essex on 26 September 1970.

McDERMOTT (Miss) D., Accounts Department on her marriage to D. PERRY Pay Department at Kensington Register Office on 18 September 1970.

MONHAM (Miss) T. R., Management Secretary on her marriage to P. C. BANKS at The Church of St Mary the Virgin, Downe, Kent on 29 August 1970.



Mr and Mrs P. C. Banks

PETERS (Miss) M. L., Accounts Department, who joined Orient Line in 1935, on her marriage to A. McKIE at Sutton Congregational Church on 10 September 1970.

WESTROP (Miss) E., Passenger Department on her marriage to T. PALMER at St Pauls Church Canonbury on 20 March 1971.

BIRTHS

We congratulate:

FAIRGRIEVE J. B., ex Second Officer *Pando Head* and his wife Sheila on the birth of a daughter Rhona on 4 November 1970.

McDERMOTT C., Advertising Department and his wife Liz on the birth of a son Richard on 23 October 1970.

RETIREMENTS

BENNETT, A. S., Joined Anderson Green 28 and for the last ten years was a Director of that company. He retired on 16 October 1970.

FEAKES, G. L., joined Coy 25 and served as Storekeeper on *Ranpura*, *Stratheden* and *Himalaya*. He retired on 3 October 1970.

GILL (Miss) D. E., joined Coy 51 serving as Stewardess on *Ranchi*, *Carthage* and *Cathay*. She retired on 17 September 1970.

HARRIS, Captain E. V., RD, Capt. RNR (retired) joined Coy 39 as a Fourth Officer, being promoted to Captain in 1962 he has since served on many of the company's ships including *Himalaya*, *Cathay* and *Orsova*. He retired on 19 January 1971.

KING, P. G. A., joined Coy 37 and served as Port Relief Officer before retiring on 31 December 1970.

KINNAIRD, C., joined Coy 20 as a Junior Messenger at Fenchurch Avenue. At the end of the war returned to Coy as Head Messenger and was appointed Housekeeper at Fenchurch Avenue in 1957. He retired on 21 November 1970.

LEESON, A. J., worked for many years with Escombe McGrath before joining the company in our Southampton office in 1969, where he worked in the Passenger Operations Section of Services Department up until 30 October 70. He retired 29 December 70.

MATHIESON (Miss) F., joined Coy 48 and served as Stewardess on *Ranchi*, *Carthage* and *Chusan* before retiring on 26 October 70.

PINCHES, E. W. H., joined Coy 28. After period in West End Office went to sea as an Assistant Purser in 34. Promoted to Purser 49 he has since served on many of the passenger liners until his retirement on 17 February 1971.

POOLE, S. F., joined Coy and served as a Printer on *Mantua*, *Cathay* and *Himalaya* before retiring on 12 November 1970.

RENDLE, G. M., joined Coy 30 and was promoted to Chief Steward in 59 since when he has served

on many of the company's cargo and passenger ships. He retired on 21 October 70.

STONE, J. A., joined P & O Branch Service as clerk in Accounts Department before joining sea staff 25 and came ashore in 55. He was Deputy Superintendent HSO until his retirement on 31 December 70.

SYMINGTON, L. D. L., joined Coy 23 and worked in many departments before joining Hotel Services Organisation where he remained until his retirement on 31 December 1970.

THOMAS, A. J., joined Coy 29 and served as First Baker until his retirement on 15 November 70.

THOMAS, W. D., joined Coy 49 and was a Service Cook on *Himalaya*, *Strathnaver* and *Iberia* until he retired due to ill-health on 16 November 70.

WEEDEN, W. J. E., joined Coy 34 and was a Barman on *Strathallan*, *Chusan* and *Iberia*, before retiring on 14 October 1970.

WINSALL-HALL, W. G. C., Travel Adviser *Canberra* retired on 18 December 1970.

DEATHS

ALEXANDER (Mrs.) W. Secretary to Captain Dunkley, Marine Superintendent, joined Coy 36 died on 9 December 70.

BAYLEY, L. G., joined sea staff 30, came ashore in 52 and worked in Freight Department until he retired due to ill-health in 68, and died on 11 November 70.



COOK, H. G., joined Coy 23 and served as a Boilermaker until his retirement in 57. He died 29 December 70.

DRAYSON, H. J., joined Coy 05 and served as a Bedroom Steward until his retirement in 57. He died 21 December 70.

GOODALL, C. H., joined Coy 34 in the Purser's Department, and continued in service with that Department until his retirement in 67. He died on 17 October 70.

JONES, E. J., joined Coy 19 as a Baker. He served on the maiden voyages of *Orion*, *Orcades*, *Oronsay*, *Orsova* and *Oriana*. He retired in 63 and died on 2 December 70.

McCALL, G. M., served with the company from 36 to 41 joining BI in 51 as Chief Steward *Itria*. He transferred to the shore staff as Superintending Chief Steward Royal Albert Dock in March 54 the appointment he held until his death on 9 November 70.

MOUNT, R. T., joined Coy 19 and served as Baker until his retirement in 58. He died on 10 November 70.

POWER, T. C., joined Coy 49 and was a Public Room Steward on *Chitral*. Died at home whilst on leave from that vessel as a result of an accident 12 February 70.

PRIMMER, R., P & O Lines North America, passenger sales representative Miami, Florida died in October 70.

SANDALL, E., joined Coy 29 as a Boy and worked his way through the grades to Assistant Canteen Steward a position he held until his retirement in January 70. He died on 28 December 70.

SMITH, W. J., joined Orient Line 1929. He was appointed Chief Baker in 55 a position he held until his retirement in 68. He died on 31 December 1970.

VESEY, B., joined Coy 08 as a Clerk in Tilbury office a position he held until his retirement in 54. He died on 20 December 70.

Captain W. B. Vickers CBE presenting a clock and barograph to Mr E. W. H. Pinches, Purser *Canberra* on the occasion of his retirement.

APPRECIATION

P. G. A. KING

Commander King joined HMS *Worcester* as a cadet in 1919 and on leaving there in 1921 was presented with a gold watch by the P & O for coming second in the King's Gold Medal competition for that year. He served in the City Line and the old Aberdeen White Star Line before joining the Orient Line in 1937. During the Second World War he served afloat in the Royal Navy in the Atlantic, Indian and Pacific War Zones, including four years in command of corvettes and frigates being awarded the DSC in 1943 during the battle of the Atlantic. After being demobbed at the end of 1947 he spent one year in Hamburg as Merchant Navy Welfare Officer for the Merchant Navy Welfare Board, at its inception, and subsequently joined the old ex Australian aircraft carrier *Albatross* (renamed *Hellenic Prince*) as Staff Captain, shortly after in command. This ship had been fitted out to carry a thousand displaced persons from Europe to Australia and New Zealand, on behalf of the International Refugee Organisation. On completion of this operation two years later, he rejoined the Orient Line in 1952 as permanent Port Relieving Officer, continuing after the merger in this capacity until retirement in 1970.



Captain P. King being presented with a cheque from his sea and shore colleagues by Captain J. Simms on board CANBERRA in January.

(Photo H. J. Wood, Southampton)

LETTERS TO THE EDITOR

Dear Sir,

I had an opportunity to come up to London about three weeks ago, and visit the Pandor Club Room. I was surprised and delighted to meet some of my old colleagues, and spent a happy couple of hours discussing old times.

I would like to thank the Chairman and Directors for making a headquarters where old pensioners can meet.

This is a dream come true for R. H. B. Lord (Shore Excursions), see journal (No 23, May 1967) and myself journal (No 25, February 1968). At last the pensioners can meet in convivial surroundings when they come up to the office. Wishing you all the best and hoping to see you at the Pensioners' Reunion.

Yours sincerely,
ERNEST E. CADMAN

Dear Everyone,

Letter writing has never been one of my strong points, but I do want to try to tell you how pleased I am with the lovely record-player I received and to thank each one of you very, very much.

I am sorry I couldn't get round to see you and thank you personally, but whenever I put on a record it will, I know, remind me of you and the good times I have had with P & O. This sounds very hackneyed, but in spite of the odd times when I couldn't think what on earth had possessed me to join a shipping company let alone this particular one, I really have enjoyed it and been "happy in my work!"

Thanking you all once again.

Yours sincerely,
FREDA NASH

Sir,

This following piece is taken from The Massilia Gazette, a newspaper printed on board *Massilia* in 1890.

Originally, the Gazette was typewritten on quarto sheets and circulated to the passengers.

This notice appeared in the companion, and it was, no doubt, perfectly clear to smokers where they were to indulge in their bad habits on this ship.

NOTICE TO SMOKERS!

Smoking Limits

"From FORE part of AFTER companion to FORWARD and from AFTER part of AFTER sky-light to AFT!"

"Certainly! AFTER this we know what is expected of us. With our nautical eye we can see at once that we can only smoke FORE and AFTER, so we have altered our rig accordingly. Aye, aye, Sir, aft it is!

A COMPANION is what I want—
I search for one with sore heart,
But really what I wonder most
Is whereabouts his FORE-PART?
And you should know it, if you don't,
It is no cause of laughter,
That tho' I want him to the FORE,
I want him to be AFTER!
I'll find him somehow, if I search
East, west or south or nor'ward
For once he's found, O "limit" vast,
I see I may go FORWARD.
"FORWARD!" the word, "O gallant heart!"
Your task is not for aye, quite,
You've only to find the AFTER part
And AFT of the AFTER skylight!
And AFTER I have made my chart,
And lined on plank and rafter
The parallel line to the AFTER part
And AFT of the skylight AFTER,
Then may I smoke? If I am daft,
Tell me ere I grow dafter,
Were the FORWARD end of the jib-boom
AFT,
What would the stern be AFTER?"

Yours sincerely,
B. MACDONALD

Sir,

I was interested to read the article about the second "Delta" by B. MacDonald in the Autumn edition of "About Ourselves", one reason being that I served for some time in the Company's third steamer of that name which was built in 1905 and the first of a class of four intermediate type vessels.

The article reads "The paddles which were fitted with a new P & O invention, feathering floats" is not quite correct for the first was invented and patented by a Glaswegian named Buchanan in 1813 and proved a failure. It was later modified and known as Morgan's wheel which came into general use from 1830 and increased speed according to sea conditions between about 30 and 50 per cent as compared with the early wheels fitted with fixed floats.

Probably the final refinement was designed and put into practise by the well-known engineer William Stroudley of the London, Brighton and South Coast Railway about 1830, who perfected the outboard eccentric system so that the paddle floats entered and left the water with a minimum of resistance and lifted an extremely small amount of water, all of which had the effect of increasing speed.

A very interesting display of early, working, model paddle wheels is exhibited in the Science Museum at South Kensington, London, which together with various marine engine models is well worth a visit. It is interesting to note that in 1815 a barge was converted to steam propulsion for river use having a side lever engine, brick (yes BRICK) funnel and paddle wheels with four floats, which, by means of bevel gear, were kept vertical throughout their revolution.

The article also mentions "At this time P & O had only two paddlers, *Delta* and *Massilia* that was in 1873. It is therefore concluded that *Syria* of 1863 and *Nyanza* of 1864 must have by that time ceased operating for the Company. The later vessel was the last paddle steamer to be built for the P & O.

Yours faithfully,
CAPTAIN R. H. TURNER

MAGAZINE SUPPLEMENT

SOUTHAMPTON ... A YEAR ON

A few days before Christmas a buffet luncheon was held at Southampton aboard *Oronsay*. The Mayor of Southampton, Alderman Mrs L. A. Ironside, the Sheriff, Alderman J. Barr attended together with other civic officials and representatives of both the Port and City. Mr P. E. Parry and Commodore M. A. Trenfield were the principal hosts, the occasion marking the end of the first year's passenger fleet operations at that port.



The Mayor arriving at the top of the gangway before being "piped aboard".

Alderman Mrs L. A. Ironside chats with members of *ORONSAY*'s catering staff shortly before lunch. Also in the picture are the Sheriff, Alderman J. Barr, and Mr John Rix, Chairman of Vosper Thornycroft.



The buffet lunch in full swing from left to right round the table. The Sheriff, Commodore Trenfield, Mr Ironside, Mr John Rix, The Mayor, our Chairman, Mr D. A. Stringer, The Chief Constable of Hampshire, Sir Douglas Osmond.



CONTRACT BRIDGE

by Harry Ingram

To know *when* to say "No bid" is the hallmark of a good player. On the other hand a pass can produce a poor result. Recently I have experienced some very "funny" and unexpected distributional contracts. This one was from a team of four match. West was dealer with North-South vulnerable.

		<i>North</i>				
		S. 10 8 6 5 4 2				
		H. 3				
		D. A 9 7 6 5 2				
		C. —				
<i>West</i>			<i>East</i>			
S. J			S. A Q			
H. K 10 9 5 2			H. Q J 8 7 6 4			
D. K			D. J 3			
C. K Q 7 6 4 2			C. 10 8 3			
		<i>South</i>				
		S. K 9 7 3				
		H. A				
		D. Q 10 8 4				
		C. A J 9 5				

In Room I the bidding was:—

<i>West</i>	<i>North</i>	<i>East</i>	<i>South</i>
1 C	No	1 H	Double
2 H	3 H	4 H	No
No	5 C	No	5 D
5 H	6 D	No	No
6 H	6 S	Double	No
No	No	—	—

North's six spades was a wonderful bid as it happened, but he remembered South's take out double over one heart. The contract was made for the loss of the spade Ace only.

In Room II the bidding was not quite so exciting:—

<i>West</i>	<i>North</i>	<i>East</i>	<i>South</i>
1 C	1 D	Double	6 D
3 H	3 S	1 H	3 D
5 H	5 S	4 H	4 S

All pass

South's take out of the five spades doubled was a panic move, but he feared a bad distribution. The small slam was made and only the lead of the spades can defeat it. The swing was only 290 but North-South's total points was 18 against 22.

Another hand which goes a long way to show the marvellous excitement one can experience at the table was this:

<i>West</i>	<i>East</i>
S. A J 7	S. K Q 10 3
H. A K Q J 10 4	H. 9 6 2
D. A 7 6 3	D. 8 4 2
C. —	C. Q 10 2

By ruffing one club, six spades is unbeatable as long as the suit is no worse than 4/2 and one club is ruffed, but six hearts is defeated, as the suit broke 3/1. Played in spades the heart nine is a wonderful card as an entry for the club ruff. Can you honestly say you would have arrived at six spades? Six hearts must go one down.

QUIZ

South opens four spades as dealer. What should North say, holding S. 7, H. A 7 6 2, D. A 6 4 3, C. A 7 3 2?

ANSWER
No bid. Tempting to bid six but the odds are against the slam.

"Twenty Purser Cadets from P & O and Cunard Lines join H.M.S. Royal Arthur . . ." Thus begins the first sentence in the "First Lieutenant's Temporary Memorandum No. A36/70" issued from H.M.S. Royal Arthur at Corsham in Wiltshire.

PURSERS JOIN THE NAVY (MUD)LARK

In September 1970 fifteen new style purser cadets joined P & O Lines. Until then purser cadets had been recruited straight from school, aged about seventeen years. The latest intake are about three years older and have attained professional qualifications. Some are Graduate Members of the Hotel and Catering Institute but all have at least an Ordinary National Diploma in Hotel and Catering Operations.

To fit them for their role as Purser Officers in the Company's passenger liners the cadets undergo a six months training period ashore. During this

time two weeks were spent at the Royal Navy Leadership School at Corsham. The aim of the course was described as "to teach the cadets to use men".

By arrangement with the Ministry of Defence and Cunard Lines, five Cunard cadets joined the group. Recent re-organisation of our Purser's Department gives the junior purser officer a greater responsibility in the running of the Hotel Services and its staff. Industrial developments demand that all ships' officers, whatever their department, are able to manage personnel with confidence.

In conditions anything but perfect the cadets pitch their tents high up on the Black Mountain range.



The course assembled in the wardroom at H.M.S Royal Arthur, the highest point in the Wiltshire, at dusk on a wet and windy Sunday afternoon in January. Corsham, itself, is situated on a plateau high above the glorious Avon Vale on the Wiltshire/Somerset border. In fact the area represents the southernmost part of the Cotswold range which terminates a few miles to the south west near the Georgian City of Bath.

The next morning, eleven days of intensive training began, with introductions from the Captain of Royal Arthur and his staff. An hour on the parade ground was accepted with good humour and determination to equal, if not excel, the two hundred naval petty officers also undergoing training.

During the Dog Watches the cadets played volley ball and deck hockey against their hosts and won two games, a creditable performance for a course on their first evening at the school.

By the first Wednesday the Merchant Navy Cadets were behaving as if they had been in the Royal Navy all their nautical lives. At Divisions they marched past with the rest of the Ship's Company. During the afternoon three represented the ship in a rugger match against an R.A.F. team.

On Friday, after an early lunch, the party left Corsham for the Black Mountains situated on the

Brecknockshire/Herefordshire border, which give, on bright sunny days breathtaking views over the Golden Valley to the north and to the Brecon Beacons stretching away westwards.

The whole weekend was devoted to practical leadership tasks under stress conditions. A night was spent under canvas followed by a twelve hour trek in blinding rain and mist. The cadets trooped along in groups of four in visibility that, at times, was down to twenty yards. Their performance compared very favourably with the Royal Navy Petty Officers who undergo a similar but more extended trek.

Returning to the base camp, formerly the schoolhouse at Cwmyoy a few miles north west of Pandy, on Saturday evening, these professional hoteliers took over the catering for the establishment. The Royal Navy permanent staff declared that breakfast, prepared by Cunard with P & O commis, and lunch prepared by P & O on Sunday excelled any meal previously served at this isolated training camp.

Having returned to Corsham on the Sunday evening the cadets had little time to lick their wounds before they were flung headlong into the second week's activities.

Further lectures were given on such subjects as "The Supply Officer", "Drugs", "Job Enrichment", and "Trade Unions—History and Future". A visit was paid to R.A.F. Lyneham and time was even given over to religion, the Chaplain spending a couple of hours with the cadets thrashing out everyday problems with them. The school take religious instruction very seriously which, is perhaps, a little surprising at a time when Christianity is being thrown out of the window by the country's state education system!

After a longish sprint to the first "hazard" these cadets were pulled across a stretch of water by other members of their team.



Ceremonial Divisions. The Course Liaison Officer, E L French wearing the P & O sword, inspects the cadet pursers on the parade ground, at the commencement of the second Thursday's activities.

One of the practical leadership tasks was to transport this aluminium ball across a stretch of water on a very narrow raft.



On the second Thursday, which started with Ceremonial Divisions the Course Liaison Officer, Mr E. L. French of our Training Division, wore an old P & O sword which had been unearthed by Lieutenant Michael Lloyd, RNR a few years ago. Valued as high as £200, it is thought the sword dates from the early 1840's. It was made by the well-known firm of cutlers, Silver & Co of London and Liverpool, and is identical, in almost every respect, to a Naval sword. The old P & O rising sun and anchor emblem appears on the guard.

But if it was excitement that was required the reader may have looked no further than the Obstacle Course. The cadets were split into three teams, each of these having to transport a heavy length of timber around a most gruelling mud-squelching commando course against the clock. Water there had to be, and water there was—in super abundance.

Using ropes, pulleys and other gear the cadets struggled manfully across water, up trees, through drains, over eight foot walls, to complete the circuit in about twenty minutes in each instance.

Covered from head to foot in mud, soaking wet, sweat pouring from their brows, the cadets then had to listen patiently to the instructor who told

them where they had gone wrong. The leader had not placed himself in a position where he could best advise his team; the team had lost time because "there were too many chiefs and not enough injuns"; Smith should have given vocal support and encouraged his men; "you must remember competence can only be obtained after confidence has first been achieved" . . . and so on.

This is what the course was all about. Such instruction whether physical or mental must create results, good results, which must pay dividends in the years to come.

The first ever Leadership Course to be held for Merchant Navy Cadets, by the Royal Navy at HMS Royal Arthur, drew to a close with the Mess Dinner. Now the cadets can look back on what they achieved during that memorable fortnight. They will forget the strain, the stress, the sweat, although make no mistake, they will remember the events, if only in glowing terms. They have listened and learned in the classrooms and if in the end the cadets can look at themselves objectively and say that they have learnt to use men the tutors, in turn, can confidently state that the job has indeed been well done!

Having successfully negotiated a muddy slope the cadets then had to lift their log over a bough of a tree fifty feet above a pond. Here we see the rope being attached to a block and tackle first, prior to the "lift".



Walking the tightrope Navy style. A cadet drags the block and tackle yet another expanse of water.





The log followed with the other members of the team.



A sewer caused little trouble. The first cadet emerges and pulls whilst his colleagues, inside, push.

One rather painful lesson was learnt at the wall. It took a little time for the cadets to realise that the only way to get the log over this obstacle was to sit on the wall and lift it over.



The cadets tumbled after, alas for this poor fellow, head first!



The last leg, the cadets stumble towards the finishing line. The action has lasted twenty four minutes!

And now our youngsters find out where they have gone wrong . . . and the lessons learned are tucked away for future reference.



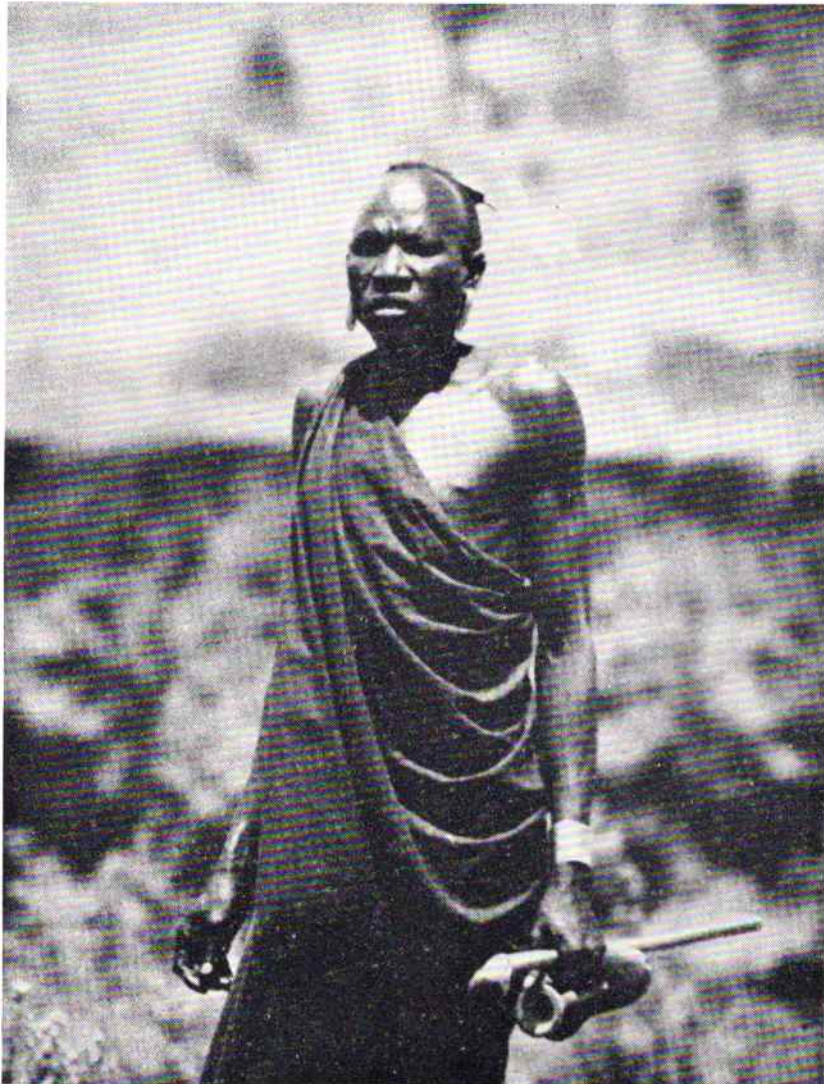
PENSIONER'S REUNION LUNCHEON 1971

The luncheon this year will be held aboard
Canberra at Southampton on Thursday, 27 May.

P&O ON SAFARI PART II

By John E. Hillier

Warrior from the Karamoja region. Note the hairstyle and the small stool he is carrying.



Somewhere between Malawi and Tanzania there appears to be a sure case of misunderstanding or obstinacy for, to the north of Malawi, the only route between these two adjacent countries lies through Zambia.

There is a very swampy area to the "top end" of Lake Malawi but this is not to be recommended; the last person to try it ended in gaol for three months for illegal entry into Tanzania.

For us, the transfer could not have been less disagreeable.

A very pleasant officer on the customs and immigration post at the exit from Malawi and an officer at the Zambia entry barrier who was more interested in his prospects as far as going to sea were concerned, than in our passports.

Between these two posts lie about seven miles of no-man's-land cut by a fast flowing stream two hundred yards before the Zambian border. We arrived at this stream only to find the bridge was in pieces. We had no alternative but to build a causeway ourselves and crawl over the rock strewn area.

A successful crossing and we continued over the rise to the border post to be welcomed by a very surprised official who had been wondering for days why no traffic had been coming through from Malawi. Ours was the first vehicle he had seen for a long time.

Seventy miles through the top corner of Zambia and we were again in the throes of form filling, passport stamping and questions. The immigration authorities were half-way through moving "house" and a small room had been temporarily equipped with a long desk on each side. "Processing" involved having to climb over redundant chairs and confiscated or lost goods to reach, first, the Zambian desk on one side and then the Tanzanian desk.

Authorities at the borders are strict as to the funds one has to maintain oneself. With a good supply of travellers cheques we were not bothered; but Indians passing through were having a lot of trouble. They, knowing fully well they can rely on relatives, never envisage having to carry amounts of ready cash. One old man of eighty, on his way out of Tanzania, had been waiting for two days in no-man's-land for his relatives to arrive and secure his transit into Zambia.

The Tanzanians and Zambians pride themselves in a 1,166 mile rail link they are building (or are going to build) from the port of Dar-es-Salaam to connect their countries to the sea. The Chinese are building it for them. Meanwhile, Zambia is cut off from the outside world by its own prejudices. Its traditional rail link to the sea, Rhodesia, has been outlawed in an effort to break, what will be seen in retrospect, its own back. Parallel with the proposed rail link, a new road is being built with money from Sweden and various other international bodies. This road provided for us one of our most vexing discoveries of the trip. Here are hundreds of miles of potential road. There are about ten miles of finished surface at the Zambia end and two hundred miles of very bad tarmac at the Dar-es-Salaam end. Between the two extremities are odd lengths of partially completed road. The remainder has yet to see any form of roadworks.

The only conclusion we could reach was that some "financial adjustment" had been arranged whenever funds were not available to complete the road in a normal fashion.

At present, the majority of the Tanzan-Zambian trade passes over the existing road—the famed Tanzanian "Hell-Run".

We wondered how we ever made it!

We wondered how anyone else ever made it!

We wondered how insane we were in going back along it on our way south!

So, after three hundred miles of "Hell Run", it was without regret that we turned down a side road leading to one of Tanzania's newest game parks, the Ruaha.

This park, lying along one bank of the Great Ruaha River, is accessible only by an old oil drum and plank ferry which precariously crosses the river at one point. But, surprisingly enough, the craft proved to be very efficient. Propulsion was just a case of supply and demand, the larger the load to be transported, the more men were recruited from the local population to help drag the ferry across.

By the time we arrived at Ruaha, we had been driving for days without getting the opportunity for a good "wash up"—and four days on those roads certainly warranted one.

The camping spot we chose down by the river provided the ideal situation, and much more. While driving downstream to the clearing in the bush, that the warden had humorously labelled "Camp Site", we passed a few elephant and antelope. This was the game we hoped to see more of the next day but, to our surprise, after about two hours of cleaning up ourselves and the Land Rover, we looked up to find the area surrounded by dozens of different animals, none of which seemed the least bit interested in our presence! The delightful Vervet monkeys were only too pleased to accept a couple of chapattis we had not had the courage to eat.

Unhappily, relatively tame animals are not the rule in game parks nowadays. Normally they come to accept people as long as they remain in vehicles, but in a park as new as Ruaha there has not been sufficient time for this acceptance to become a habit. We could only conclude that, in this very special case, enough time had elapsed since the area was used for hunting, for the animals to forget their fear of man as a hunter, while only retaining the natural balance of fear. These conditions probably will not last long.

We drove round the rest of the game park during the next two days, losing ourselves in the thick scrub a dozen times or more. It was on one of these inauspicious occasions that a large elephant elected to charge the Land Rover.

Unknown to us, at the time, her calf was standing concealed in the bushes and, in crossing her path, we had broken one of the traffic laws that exist in all game reserves — "Elephants have right of way!" — and, when an elephant calf is involved, it is the mother that will take care of the policing of this law!

Vast herds of buffalo were one particular highlight of Ruaha and we sometimes had to wait a quarter of an hour or more while herds numbering at least a thousand cantered across the road in front of us.

After three days we were sorry to leave Ruaha for, apart from the animals, we had the park to ourselves.

Re-crossing the Great Ruaha River, we continued northwards to the great tourist areas of Tanzania.

The map of this area shows the Ngorongoro Crater as a small crater among others on the southern flank of the Serengeti Plains. Logic would require these two tourist areas to be administered as a single unit. But this is not so, for Tanzania is a land where the maximum amount of money must be extorted from every tourist.

A gate ticket collector welcomes the tourist at the base of Ngorongoro and he cheerfully informs you that a further 20/- above the entrance fee will secure the services of a compulsory guide for the crater area. If you are unlucky enough not to be driving a Land Rover, the small sum of £10 a day will hire a four wheel drive vehicle from the Tanzanian authorities to take you down the steep incline. If you wish to see Serengeti, and not the Crater, the only road through is a treacherous one circling the crater rim.

The rim of Ngorongoro Crater lies at an altitude of about 7,000 feet and is covered in cloud for some months of the year. After an hour of driving in thick fog we were thankful to find the descent road into the crater and to reach, eventually, clear atmosphere some 2,000 feet below.

The crater owes its fame to the fact that, once down on the crater floor, one is surrounded by animals as if inside what might be termed a massive zoo. Flamingo abound on the crater lake, while zebra, wildebeeste, rhino, lion and a host of other game surround it.

Another ticket office and sixty miles across the Serengeti Plain brought us to the centre of the reserve, but it was not until we were heading west towards Lake Victoria that we found our detour worth while. Much has been written about the annual mass migration of hundreds of thousands of wildebeeste and zebra that abound in the park; but there is no substitute for actually witnessing this spectacle. Vast herds of these

A family from the Uganda province of Karamoja, on the Sudan border.



animals form at certain times of the year and head towards more favourable grazing grounds of the park. We drove nearly eighty miles before seeing an end to these fantastic herds and then, at the western extremity, we saw, congregated around some waterholes, what appeared to be a solid mass of animals stretching for miles around. One tends to become blasé having seen wildebeeste and zebra so many times before; but to see them there in such numbers is a sight never to be forgotten.

Uganda and Kenya, with the help of foreign settlers in the past, have become far richer countries than Tanzania; but how long they will flourish will depend on their future leaders. At present, all appears well, but the tentacles of nationalisation have already grasped the banks and insurance companies.

The highlight of our tour round Uganda was the visit to the province of Karamoja, bordering the Sudan boundary. Until recently, this district had been closed to visitors but now, a new game reserve, Kidepo, has been established in the area. The reserve is still in development stages, but it was the countryside through which we passed to get there, and the inhabitants of Karamoja that so impressed us.

Here lives a tribe which has yet to be totally affected by civilisation and its trappings. Beads, bangles and, if you are a man, an elaborately formed hairstyle, are all that these people consider necessary. A man's hairstyle is his great pride and he keeps it from being disarranged while resting by putting his head on a small stool that he carries with him at all times.

A drape of cloth tossed casually over his shoulder and a couple of hunting spears complete his wardrobe. For the ladies, a skin apron and bronze wire wound round the ankles and wrists. Beards and ear pendants are popular here, too, and a girl's value is probably judged by the quality and quantity of these ornaments. When we stopped at the side of the road we found that in no time we would be surrounded by these friendly people who, although they had seen a car before, had apparently had little opportunity of inspecting one closely. From somewhere they had learnt to recognise a camera and its potential value and, in this respect we had quite a few amusing arguments as we took photographs. For every click of the camera they wanted a coin, the value was irrelevant, and we tried in most cases to dispose of foreign coins which were no longer of value to us.

They would happily accept any coin carrying an obviously African face; but would not touch a coin with a "European" face, even though it was still legal tender in Uganda! But an empty Coca-Cola bottle was beyond value!

We had to travel south again before crossing into Kenya, for this made border formalities easier. Uganda is still under a State of Emergency and police, rather than immigration and customs, man the smaller border posts.

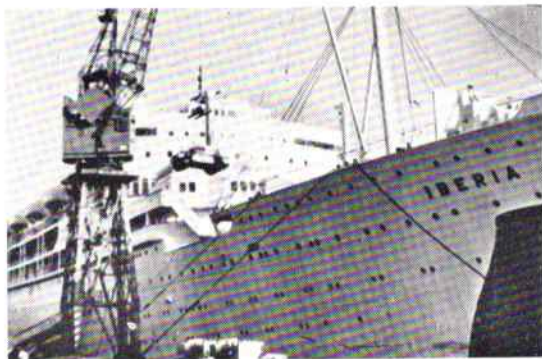
Kenyan game parks have little to offer if one is trying to see Africa on a budget; but the well-known Lake Nakuru Park is, in itself, well worth the visit to this country. Around, and on this small soda lake, live thousands of flamingoes and other birds. So many in fact, that it is hard at times to see the lake for the sheer numbers of them.

Flamingoes in such mass present to the eye a fantastic tablecloth of pinks, whites and greys as far as one can see. We were very sorry to have to leave this beauty to continue on our way.

A day in Nairobi was spent with friends and then we drove towards the coast and Mombasa where our route took us south again across countries through which we had already passed. Tanzania, where the "Hell Run" broke our second spring; Malawi where we experienced our first two punctures; Zambia, which doesn't warrant a mention; Rhodesia, where they were delighted to hear our comments on Zambia; and then South Africa to await a ship home.

It is now 17,000 miles driving since we left Capetown and, in five months of travelling, we have had a unique chance to compare the state of the countries that have gained independence with those whose people still have a mind of their own. It is rather sad to see how "independence" corrupts a country, while its beauty is exploited only to a degree where tourists can afford to appreciate it.

The Safari comes to an end. IBERIA prepares to receive one tyre-worn landrover . . .



. . . which is carefully lowered to her resting place in the ship's hold.



The land of the marshmen, Hereward The Wake and Ely Cathedral is also home to our former Master's Agent, Frank Baty.

He lives in a caravan at Witchford, in the Isle of Ely, and has been doing so since he retired from the Company four years ago.

The Parish of Witchford, population just past the thousand mark, played host to Bomber Command, who flew Lancasters from the nearby airfield during the Second World War.

Frank's caravan looks over the former aerodrome. Apart from a hangar little remains. The heavy clay soil has been given over to farming. This soil helps Frank in one of his major hobbies—gardening. He grows the most magnificent roses! His other interests include photography, woodwork and reading but perhaps most important of all he is Vice Chairman of the local branch of the British Legion.

Getting about doesn't cause this spritely sixty-four-year-old any problems. Without a car he relies on his cycle and the local bus service. He can walk the three miles into Ely in forty-five minutes.

Frank also makes a point of visiting his former colleagues in London whenever the opportunity arises.



Complete with walking stick, Frank prepares to take a stroll from his mobile home.

Photographed in his garden, Frank Baty watches a hare scurrying across the plough, land which once constituted part of one of Britain's wartime airfields.

THE RETIRED SCENE

BY FRANK BATY



Pursuing one of his favourite hobbies, Frank relaxes in his caravan and takes the opportunity to read through the latest edition of *About Ourselves*.

Three miles away, with the magnificent Norman cathedral in the background, Frank stops for a moment to pose for the cameras in Ely.

FOUR

IN REMEMBRANCE
MOODS OF THE SEA
THE SONG OF THE CANBERRA
A LIFESPAN

IN REMEMBRANCE

To the valley of the dead
Where bitter tears lie mingled
With unhallowed sanctity of bodies which
died crying

The flowers mix their ashes,
With the grief of city workers
And the chains on rusting gates
Reflect their bitter struggle.

Suzanne took me there
On an eve of Summer rising
Where stones of brick and marble
reflected our misfortunes.

The loves of knaves and masters
Echoed by the insects
As they burrowed deep inside, to find
the remnants of existence.

The roots of life low inside,
The framework of misfortunes,
The carriage of our actions destined
for their ending.

But never can such peace be found
In the whitened bones of plastic
Beneath the busy skies.

She lies there now in naked joy,
With songs unsung still burning,
In the ears of prophets and those
who smile all knowing

The darkness is her epitaph
The skies, her new found freedom
Upon a rushing day, a memory is born.

MOODS OF THE SEA

Near white is the sun in the morning
There's a wind which whips waves
to a foam,
For Neptune has issued storm orders
Which sends smaller vessels back home

But flying fish skim on the waters,
White porpoises leap in the air,
All creatures that live in the ocean
Cavort without worry or care.

The sea is as blue as a gentian,
There's a breeze with a sparkling sun,
And now is the time for sea horses—
See how they scurry and run.

The sunset brings calm to the evening
All is flat as a lake by a mill.
The sea has its moods like a woman
Trust them; and they'll n'er do you ill.

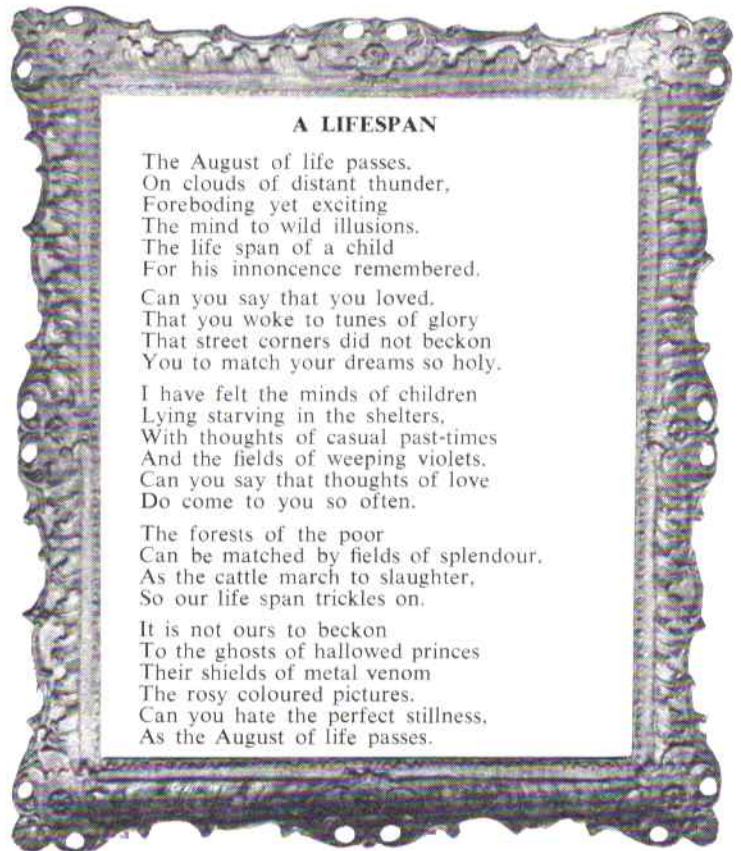
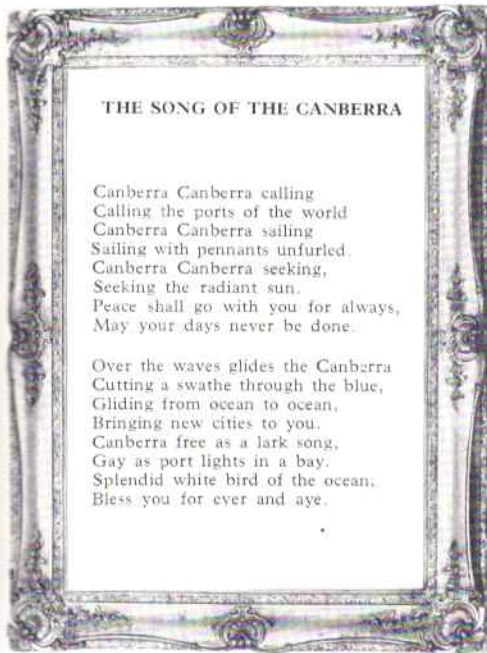
POEMS

BY A. S. HASELDINE

BY T. A. LAYTON

BY T. A. LAYTON

BY A. S. HASELDINE



HISTORY OF GROUP COMPANIES No. 6

ASIATIC SN Co. Ltd.

The Asiatic Steam Navigation Co. Ltd. was formed in 1878 under the auspices of the Liverpool merchant house of Turner & Co. and their Calcutta associates, Turner, Morrison & Co., to develop steam communication in the Bay of Bengal.

mv NURMAHAL



The new company was given a good start in life. It rejoiced in the active support of Thos. H. Ismay and William Imrie, the partners of Ismay, Imrie & Co, managers of the White Star Line. Their influence is to be seen in the blue star which is the central feature of its houseflag and is clearly a variation of the White Star emblem.

The first steamers built for the new company were four 3-masted sister ships of just over 1,650 tons built on the typical Harland & Wolff "long ship" principle and being in essence scaled down White Star ships. They were named *Shahjehan*, *Shahzada*, *Maharaja* and *Maharani*, thus introducing the system of nomenclature by Indian titles. The vessels were designed principally as cargo and coolie carriers with accommodation for only a few first class passengers, and no attempt was made to compete with the mail steamers and services operated by the well established British India S N Co.

Further tonnage was required, and the initial quartette were joined in 1880 by the *Peshwa*, *Nurjahan* and *Kohinur*. That Ismay, Imrie & Co were no mere sleeping partners in the Company's affairs was shown in 1887 when T. H. Ismay undertook an extensive tour of India, the upshot of which was a new blueprint for further development and the ordering of three new ships of 3,000 tons, the *Nawab*, *Nadir* and *Nizam*. In 1890 the Company suffered its first marine losses when the *Peshwa* and *Nurjahan* were both wrecked within six months of each other, and to take their places the 4,400 ton *Nurani* and *Nairung* were delivered in 1892. With the fleet strength now up to ten the Company was able to expand further, and began a new service from Calcutta to Java via Malayan ports, while another departure was its successful tendering to the Indian Government for the mail contract between Calcutta and the Andaman Islands, one of the less attractive features of which was the responsibility for the transport of convicts to the penal settlement at Port Blair. The 1890's were a period of consolidation with no new tonnage built until 1899 when three new R class ships were delivered. The 5,600 ton *Rajah* and *Ranee* in 1899 followed by the *Rajput* in 1900. Then in 1902 came the even larger sisters *Pasha* and *Pundit*. It is a remarkable feature that as late as 1903 all the ships built for the Company, with the exception of the two that had been lost, were still in the fleet, so it is not surprising that the four sisters built by Connells in 1904-05 revived the names of the ships they replaced, *Shahzada*, *Maharaja*, *Shahjehan* and *Kohinur*.

By 1912 the fleet numbered 17, and was able to show an impressive network of services criss-crossing the Bay of Bengal and turning west to Bombay, south to Ceylon and east to Malaya and Java. The principal cargoes carried were teak wood, rice, coal, sugar and general, while a large complement of native deck passengers was a regular feature.

Trading as it did entirely in Eastern waters, the Company was at first affected to a minor extent only by the outbreak of the First World War, and it was not until the requisitioning of ships became more general that it suffered its first loss with the torpedoing of *Kohinur* in the Mediterranean in May 1917 followed a month later by the *Pasha* in the Straits of Messina. The Company then had a year's respite before again sustaining two losses within a month of each other, the *Begum* in May 1918 and the *Pundit* in June, both ships being torpedoed.

In 1919 the head office of Turner & Co was moved to London and although the existing ships continued to be registered at Liverpool, additions thereafter were registered at London. By 1925, the fleet was returned to full strength and the three original R class vessels were disposed of.

The next ship built for the Company was the third *Maharaja* of only 2,895 tons. Three more ships were delivered to the Company by Lithgows in 1928-29, the *Ranee* and the slightly larger sisters *Subadar* and *Bahadur*, but the depression of the 1930's called a halt to any further activities in this direction. The major event of this decade for the Asiatic SN Co was the acquisition in 1935 of a controlling shareholding by the British India SN Co but Turners remained the managing agents.

The Second World War dealt much more hardly with the Company, first by the far greater disruption to its services caused by the general requisitioning of its steamers and by the Japanese menace, and secondly by the loss of eight ships. But due to the Company's extensive building programme it emerged in 1945 with fourteen ships compared with the thirteen it had in 1939. Four of these ships were nearing the end of their economic lives, however, so a further programme of six new vessels was embarked on, and as they were delivered the *Nawab*, *Nizam*, *Pasha* and *Pundit* were all disposed of for breaking up in India. The first of the newcomers were the fourth *Shahjehan* and *Shahzada* which continued the names of the first ships built for the Company, and they were followed by the *Bahadur* and *Subadar* in 1948-49, the group being completed with the delivery of the *Rajah* and *Ranee* in 1949-50.

In spite of the confidence evinced by this large building programme, the immediate post-war years were difficult ones for the Company, for with the coming of independence in India and rising nationalism in the land, its ships were excluded from its traditional coastwise trades round the Indian sub-continent.

Developments which met the changing conditions were the delivery of the *Nurmahal* in 1959, the *Nurjehan* and the larger *Kohinur* in 1963. The severing in 1960 of the long standing connection with Turner & Company and the acquisition by the P & O S N Co of the remaining shares in the Company in 1961, was done in order to integrate the fleet more closely with the P & O Group.

Also in 1963 the Asiatic Steam Navigation Company Ltd amalgamated with James Nourse Ltd and the Hain Steamship Company to form Hain-Nourse Management Ltd. This Company's present duties make it responsible for the operation and management of the Group's dry cargo bulk carriers and tramp fleets.

MAGAZINE SUPPLEMENT

SHORT STORY

LINES OF DUTY

by Scorpio

Captain Richfield yawned as the afternoon tea arrived. "It's four o'clock sir," called the steward as he loudly opened the window jalousie, waking the "Old Man" from his reverie.

For the past eight hours passengers from his cruising ship had been unleashed in the small port. As the heat of the afternoon sun beat down they made their way back seeking the air-conditioned coolness on board. The Captain leaned over the rail of his private deck idly viewing the lethargic scene on the quay. In his mind he was thinking about the sea currents beyond the harbour's narrow entrance and the possibility of a reported storm forcing him to deviate from his plotted course to the next port. He glanced at his watch and then climbed the companionway to the Chartroom.

Rodney Pawnchley, Purser, sat squarely behind his mahogany desk confident in his belief that a clear desk is an efficient one. His calculating eye scanned the stock market prices of a three day old newspaper as he waited for the port agents to arrive with papers to be signed. The jangle of a telephone bell rose momentarily over the clatter of the outer office, where last minute money changing and the final rush for postcard stamps, was in full swing.

"Excuse me sir . . . but the agents have just 'phoned . . ." Pawnchley glanced up at the young assistant who stood before him. ". . . apparently four passengers who went for a drive to Santa Achillea 'phoned the Agents to say they'll be about half an hour late getting back." Pawnchley's face fell. He knew of the "Old Man's" problem and it was with some trepidation that he reached for the phone and dialed.

"Bridge," crackled the earpiece.

"Purser . . . compliments to the Captain. Have just heard that four passengers went for a jaunt up the mountain and got lost . . . say they'll be about half an hour late." As he replaced the receiver his thoughts forced a wry smile to his usually sullen countenance. . . . "Hope they're good swimmers?"

"I thought we were going to leave at five o'clock," remarked a passenger in a group who had returned on board, noticing that none of the usual preparations for departure were evident. Concluding that something be wrong, an uneasy atmosphere soon developed. It wasn't too long before someone managed to get hold of the story, which quickly spread, and speculation as to who the four could be led to lively discussions.

Captain Richfield had carefully weighed the implications of the newly complicated situation in his mind and was plainly annoyed. It was his decision which could either leave four passengers stranded or cause him to plot his course again taking into account the deteriorating weather conditions. "Tell the Purser I'll give

them half an hour and no more," he thundered at the officer who'd delivered the message. Down below in the crew's accommodation the loudspeakers blared "Hands to Stations For'd and Aft." It was five fifteen. The Captain summoned the Mate. The Mate summoned the Gangway Quartermaster who hurried to the Bridge. "Keep that gangway fully rigged until the very last minute," he snapped . . . "and Welsh, get that harness lined up in case . . ." Welsh hoped there would be no need for the harness but went off in search of those deeply hidden safety ropes.

Securing lines had been cast off until one at either end linked ship to quay. Anxiously spectators kept careful watch for the entrance of their fellow passengers whilst the agency personnel waited in a group, glancing at their watches. Those precious minutes ticked past! To seaward, two tugs patiently nuzzled the side of the ship.

"Raise the gangway." The sudden order emanated from the Bridge. Simultaneously retaining lines were freed and met the water with a splash. The tugs took up the action, churning the depths, in their effort to move the ship. As they toiled the gulf between ship and shore widened.

Slowly the ship began to move forward. The tugs let go the lines and the passengers flocked to the rails aft to obtain a better view of the quay. The agents still waited: no one had moved. The size of those waiting figures diminished as the ship moved further away. The passengers began to drift from the rails silently, sympathising with their absent friends, and their horror of returning to find that the ship had sailed without them.

With the harness under his arm, Welsh made for the bridge. If his suspicions proved correct he knew it would be up to him to save the day. Apprehensively he continued the climb but felt somewhat relieved when he observed that they were about a mile from the quay . . . surely it would be too far? He reached the door of the Wheelhouse as the radio crackled out its message from the shore . . . "They've arrived and are coming out!" As all heads turned in the direction of the quay Welsh felt his heart quietly sink.

It wasn't long before a motor launch made its way out of the distance. The ship slowed and waited. With renewed interest the spectators flocked to the rails. Seconds later a door opened in the side of the ship and a rope ladder lowered to the waterline. Welsh watched with some anxiety the water's heavy swell beating the ship's side.

As the launch drew near, the four persons became visible. Two men, two women, all in their late thirties. The men could be seen fumbling deep in their pockets for currency to pay the boatman for this, undoubtedly, expensive ride.

Loud cheering broke out from the rails as the boat neared the foot of the ladder, the swell causing it to toss to and fro against the ship's side, making it difficult for anyone to maintain balance. Welsh took courage, as well as ropes, in both hands as he lowered himself out backwards towards the bucking deck; the muscles in his tanned arms standing out with each grip he took on the swaying lines. Pausing briefly to judge the motion, he was soon standing, as best he could, on the deck of the launch.

High above, the ship's photographer positioned himself for a good 'shot' . . . this would certainly be a good 'sell'!

Welsh was the focal point of attention as he caught the harness, thrown by the sailors, from the doorway. "Right . . . men up first," he announced taking charge. "But my wife she . . ." began one in protest. "She'll be up there just after you sir" replied Welsh firmly, indicating the ladder. One by one the men negotiated the twisting deck, reached the ropes and climbed, being caught in the sprays of water thrown up from between the two vessels. Both women remained close to the mast, one firmly clutching a heavy shopping bag. It was very apparent that neither cared for ladders. Welsh considered his next move. Approaching the nearer of the two with the harness, he managed to get her strapped in and persuaded her to cross, with his assistance, to the ladder. Momentarily engulfed in spray she stepped towards it and, with her eyes tightly closed, climbed up slowly to the cheering of the onlookers. Once safely aboard, the harness was returned. Welsh endeavoured to half walk, and half slide, his way towards the other woman. Petrified with fear, she would not loosen her grip on the mast. He spoke to her quietly and in a few moments her confidence fleetingly returned. It was more of a struggle to strap her into the safety line because she would not part with the bag. It was obvious to the spectators that while she kept it, she could not attempt to climb the ladder. Would Welsh be able to obtain possession without a scene? Together they manoeuvred their way across the careering deck towards the ladder. Only when facing it did she realise fully her predicament and reluctantly permitted Welsh to take the bag. Slack in the safety line was taken up when she made a sudden reach for the ladder through a welter of spray. She caught it and began to climb; faltering at every step. She was virtually hauled up by the harness, her ears deaf to the cheering from overhead.

The precious possession was hauled up after her. Drenched by spray, Welsh waved away the boatman and negotiated the ladder to even greater cheering; the perspiration dripping from his forehead. Glancing up to the Bridge at the top of the towering, white iron wall, the Mate was indicating that all was well.

That evening at Dinner, the Purser and most of the passengers were already seated as the Captain entered. He was feeling somewhat easier now that the storm had altered course and would pass well clear of them. He was also confident that his engineers would make up lost time so that, at sunrise, they would be at anchor off their next port of call.

London Shipping Athletic Association

By J. H. F. Cooke

The London Shipping Athletic Association was established in 1925 to give the staffs of Shipping Companies the chance of having their own Athletic Championships. All the leading companies at that time became affiliated and the first championship was a 5 mile Cross-Country event held in that winter. The following summer of 1926 the first Track and Field Championships were held at the Royal Mail Sports Ground. From that time until 1939 the Association went from strength to strength with strong inter-company rivalry, the Championships being won on five occasions by Orient Line, on four by the Nippon Yusen Kaisha Company and three times by Maori Club.

After the war the Association started its activities again in 1948 with a small Meeting at Ladywell Track, Catford, and the following year they moved to the University of London Track at Motspur Park. The Championships have been held there every year until 1970 when the cost of putting on a two evening meeting caused the Committee to change the venue to the East London Track at Mile End.

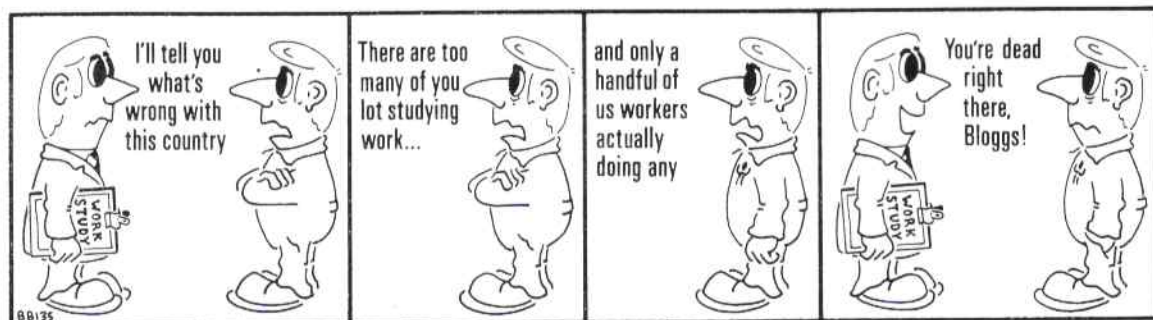
While the surroundings there are not as pleasant as those at Motspur Park, there is an excellent cinder track with good facilities for changing, a large covered stand for spectators and a restaurant. Its other great asset is that it is within very easy reach of the City!

Much work has gone into the administration of the Association by many representatives of the shipping companies in the City over the years but, at the moment, there is every danger of the L.S.A.A. folding up for lack of volunteers to take over the posts of Hon. Secretary and Hon. Treasurer.

It would seem a tragedy to me if this happened and I do hope that a number of readers may feel the urge to help. While a knowledge of athletic rules and procedures would be an asset, it is not essential, just the will to help.

At our recent A.G.M. our President, Mr. C. A. W. Dawes M.C., expressed confidence that the necessary volunteers would be forthcoming. Please do not let him down. Plans are in hand for the 1971 Championships but these cannot be progressed unless we are assured that there will be an Hon. Secretary to put them into action.

I shall be pleased to give details of the work involved (Beaufort House, Ext. 3623). The need really is urgent!



**MAGAZINE
SUPPLEMENT**

