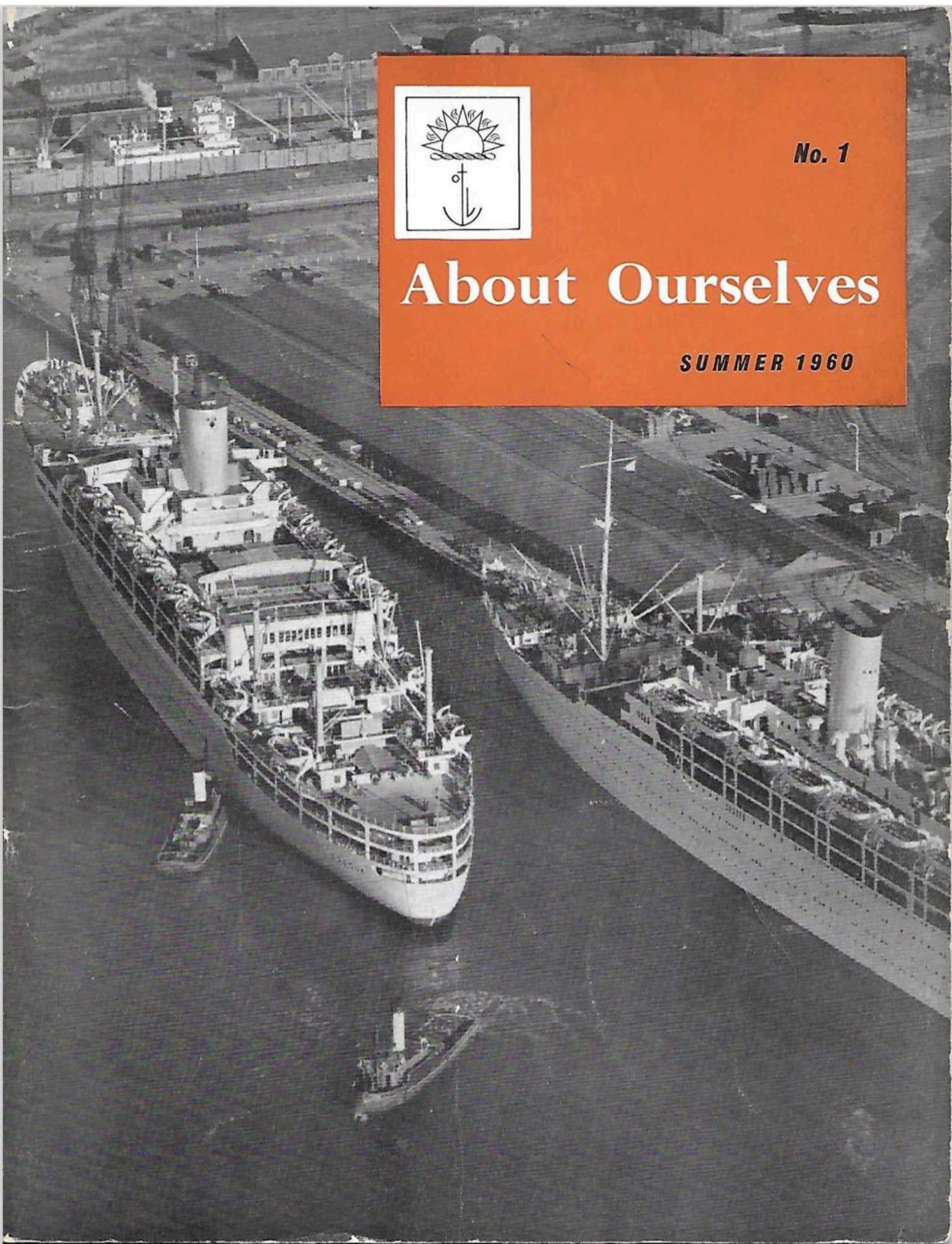
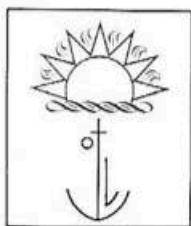


*No. 1*

# About Ourselves

*SUMMER 1960*





# About Ourselves

*All articles and illustrations in this Journal are copyright and must not be reproduced in part or in full without permission*

---

## A FOREWORD

*By Sir Donald Anderson*

With this issue, "About Ourselves" has suddenly increased its circulation by a percentage which would satisfy even Lord Beaverbrook, if that were possible. I hasten to welcome our new readers, by whatever method they may have been obtained.

The Editors of "About Ourselves" intend to maintain such features from the Orient Line "Newsletter" as will enable them to live up to their new responsibilities, and, as always, will hope for your support in the form of photographs and articles and news items to keep it a lively reflection of P & O-Orient—now our community.

P & O-Orient is a new conception, but it is built on firm and ancient foundations, and we are determined that it will do greater things in the future than either of its components could have done separately. I hope that "About Ourselves" will play no small part in building up the interests that are now common to all of us.

---

122 LEADENHALL STREET . LONDON, E.C.3 ● TELEPHONE: AVENUE 8000

*This is issue No. 1 of "About Ourselves" continuing from issue No. 10 of the "Orient Newsletter" and issue No. 31 of the "P & O Staff Journal".*

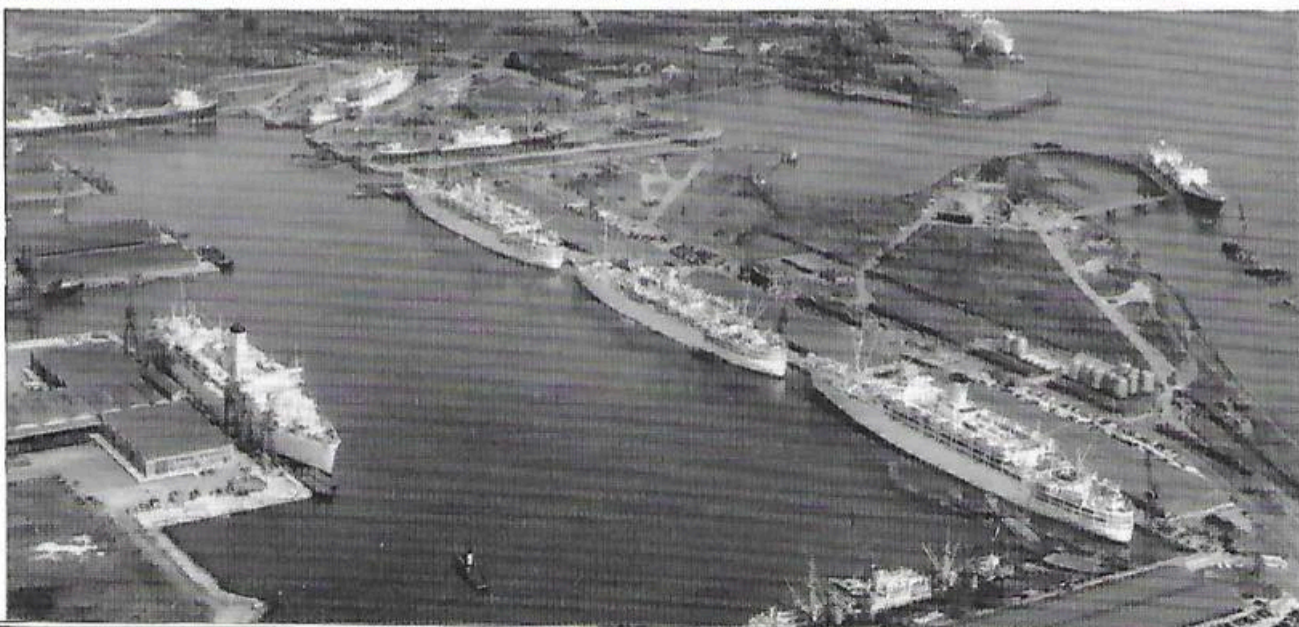
### OUR COVER

We searched for a really appropriate photograph for the cover of our first joint issue. This picture of *Orsova* getting so very close to *Stratheden* seemed especially suitable.

## CONTENTS...

A Foreword, by Sir Donald Anderson.....	1
The Amalgamation.....	3
Ship News.....	4-6
Seventy Years Ago.....	7
Sir William Currie, G.B.E.....	8
My Great Walk, by Peter Love.....	9-10
"Now I am a Pakistani Sailor of the P & O".....	10-11
Petit Fleur, by T. Lambert.....	11-12
Launch of the P & O Tanker <i>Mantua</i> .....	13
Book Review.....	14
Photographic Competition.....	14
News of the <i>Oriana</i> .....	15
The <i>Oriana</i> is News.....	16
Front Seat, by J. H. Gough Wilson.....	17-18
Sundry Reminiscences on a Night-Watch, by J. W. P.....	18
The P & O Museum.....	19
Shanghai 1913, by F. R. Mann.....	20-21
We Hear That.....	22
Looking into Colour Photography, by J. F. Loader.....	23-25
Animated Model of the <i>Oriana</i> .....	26
Orient News Letter.....	27-28
Canberra News.....	29-30
Orient Motor Club Rally, by G. E. Hill.....	30-31
Personal News.....	32-35
Sport.....	35-37
Old Boys Day, 1960.....	38-39
Orient Line Sea Staff News.....	40-42
Letter to the Editor.....	44

*We believe that for the first time on May 25th, 1960, five P & O ships are shown together in Tilbury Dock. They are, reading from bottom right hand corner, "Himalaya", "Strathmore", "Stratheden", "Strathaird" and "Arcadia".*



## The Amalgamation

**E**VEN at this early stage, we can fairly say that the amalgamation of the two Companies has taken place with much less disturbance—mental and physical—than might reasonably have been foreseen. It is true that the two “Managing” Companies are at present separated, in that P & O—Orient Lines Passenger Services Ltd. has its headquarters in the building previously occupied by Orient Line in Fenchurch Avenue, together with certain other Departments. Even this division, however, is being overcome successfully.

On a subsequent page a “family tree” of Management responsibilities has been drawn up. In the case of the P & O Company this was done once before in the first edition of the P & O “About Ourselves” in May, 1952. It has been a good deal more difficult to accomplish this time but does give a fairly clear picture of all that is involved.

A major change that has taken place under the amalgamation is that P & O S. N. Company as such has been able to divest itself of its operating and ship management functions. Thus the Board of Directors of the parent Company are able to concentrate on Group responsibilities. At the same time it does provide the operating Companies with certain central services, an obvious one of which is the provision of staff both ashore and afloat.

The functions of the other two Companies need little explanation. P & O—Orient Lines Passenger Services Ltd. concentrates on selling our product (i.e., ocean travel in P & O and Orient ships) and is thus responsible for programming of passenger ships and then for supporting these programmes with the necessary publicity and sales promotion. At the same time it will, of course, look after all the ancillary responsibilities of the passenger business in the shape of conferences, fare schedules, liaison of passenger and travel agents, and so on.

Much of the main effort of advertising is always concentrated towards the passenger ships. The selling of freight space has its own specialised market. It is logical, therefore, that the Advertising Department should be under the direct control of Passenger Services Ltd., although the small amount of pure freight advertising in which we indulge will also, of course, be administered by the Advertising Department.

Orient & Pacific Lines was initiated as a trade name in order to sell the combined fleets of the two

Companies in America and in the Pacific area as a single product (or “image”) at a time when the two Companies were in fact separate. With the complete integration of the two passenger fleets the need to perpetuate this name no longer exists. Equally we could not contemplate letting go the huge volume of goodwill attaching to the famous names of P & O and Orient. We have thus combined the two names and all our ships and services will now be sold world-wide under the name P & O—Orient Lines. Indeed we can boast that our complexity of services now provides passenger opportunities unrivalled by any other Shipping Line.

All the other functions of management are vested in P & O—Orient Management Ltd. This means management of passenger ships, and the operation and management of cargo ships and tankers, whether P & O or Orient.

Naturally, it is an essential part of the present scheme that the two “managing” Companies should work in the closest co-operation and harmony and this is being accomplished. Indeed it is everybody’s hope that with this concentration of passenger and cargo tonnage, concurrent with the specialisation now achievable in management, the Company is even more than ever competent to meet the challenging years for shipping which undoubtedly lie ahead.

### “About Ourselves”

#### Copies for next of kin

It has been our practice for the past two or three years to send a copy of the P & O Staff Journal to the next of kin of officers and leading hands. This results in practical difficulties in distribution especially with frequent changes of address and it has been decided, therefore, commencing with the autumn issue, that it will be more appropriate to send copies only when requested.

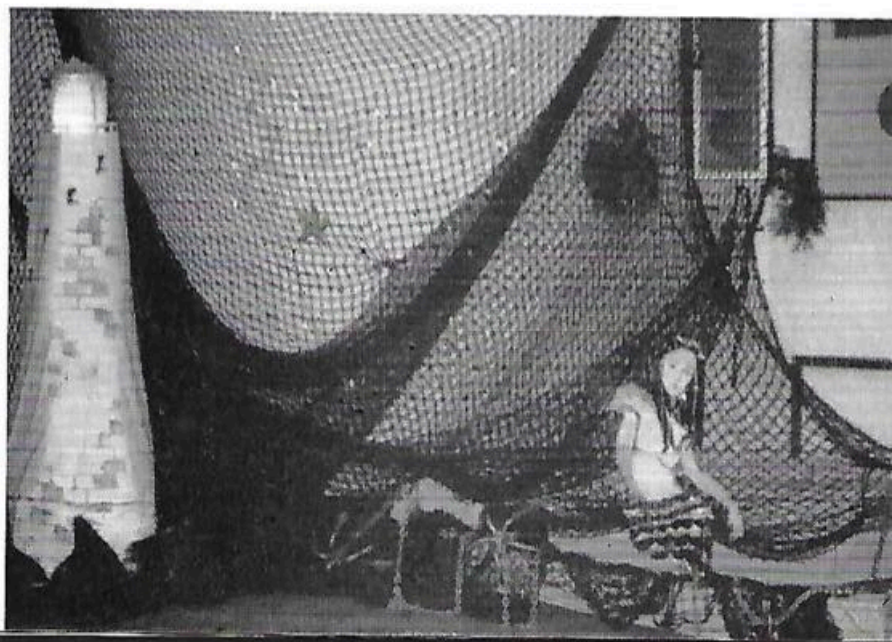
If, therefore, officers and leading hands who would like this practice continued would advise us, giving the addresses, we shall be happy to send “About Ourselves” to their next of kin.



**"IBERIA"**—Whilst in Honolulu in March there was held on board a reception in honour of the Eighth Annual Cherry Blossom Festival Queen candidates, given by the Japanese Junior Chamber of Commerce. Our illustration shows the very charming candidates with the ship's senior officers.

The party was, we are informed, a most successful one and was televised besides receiving a wide coverage in the local press and over the radio.

## SHIP NEWS...



### Sydney Dance—"Arcadia"

ON Tuesday 12th April, 1960, an Officers' Dance was held on board *Arcadia* in Sydney to celebrate the end of the ship's outward voyage and her imminent return home.

About one hundred and seventy people attended including a large percentage of Officers, their friends and also thirty-six members of the Company's Agency, Macdonald Hamilton & Company Pty. Ltd. As luck would have it *Stratheden* was also gracing Sydney with her presence and quite a number of her Officers were able to attend. Several Naval Officers from H.M. Submarines *Andrew* and *Anchorite* were also invited in return for the hospitality shown to a few—who shall be nameless—from *Arcadia*. Perhaps this should be known as the return of the White Ensign!

Thanks to the unstinting hard work of a few the Dance Space was transformed to a strikingly effective Fisherman's Grotto. The ability of the Radio Department and a Children's Hostess came into its own in illuminating the floor partly by the light of a flashing lighthouse, toned down in colour to cast its benevolent beam upon the whirling dancers. A small dinghy had been borrowed with the help of the Sydney Harbour Master and a beautiful mermaid reposed gracefully in the stern-sheets—painted, unfortunately! "Fishing" nets draped from the deckhead and round the pillars and various crustacea painted round the orchestra stand added magnificently to the effect. The dance started with a swing at about nine o'clock after a salty session of sea-shanties and soon the air was filled with the noise of music, laughter—and the scurrying of Bell-boys serving a multitude of drinks to all, with veteran rapidity; excellent supervision by a

*The Fisherman's Grotto—"Arcadia"*

SHIP NEWS CONT.—

senior leading hand ensured the steady flow of liquid refreshments.

During the first half a prize was given very neatly to a pillar in a spot waltz. An entertaining highlight of the evening was provided by an impromptu Can-Can performed by all those present on the floor at the time and was ably judged by the Chief Officer and his charming partner. This followed an Elimination Statue dance called "Sheiks, Arabs and Knights" (a description of which will gladly be supplied on application to the Editor). [Oh no it won't!—Ed.]

In a short interval everyone sat down to a table service supper, the theme of the evening again being emphasised by the inclusion of sea-food, ably prepared by the French Chef.

A photographer skilfully caught the happy mood of the evening with a series of delightfully candid snaps which will be treasured for many years to come by the happy revellers.

Unfortunately all good things have to come to an end and the strains of Auld Lang Syne and the National Anthem brought to a happy conclusion a most successful and enjoyable evening.

### "Strathaird"

#### "Goan Young Stars"

A very successful concert was held on board the *Strathaird* by the "Goan Young Stars" and we have received a copy of the programme presenting "*Polki-Vhoddvic*", together with photographs of the cast. This concert was attended by the Goanese members of the *Strathaird*, *Himalaya*, *Arcadia* and *Stratheden* and was held in the Tourist Dining Room of the *Strathaird*. We understand that some 600 Goanese attended together with several of the Officers on duty.

"As one who has for many years been interested in Dramatic Societies," writes Mr. Griffiths, our Assistant Superintendent Purser, "I can vouch for the fact that the general arrangements, i.e. stage, props, scenery and lighting, were excellent. All the props and scenery had been made or painted by the Goanese members of the ship's staff and were of a very high standard."

We reproduce herewith a photograph of the cast and can only regret that we cannot spare space to print the programme of the event.

*A Group Photograph of the "Goan Young Stars"*





**"ARCADIA"—VANCOUVER**

*When the "Arcadia" was in Vancouver, Mr. John Lias, her Dispenser, came across his Uncle William whom he had not seen for 49 years. There was great excitement in the little Devon village of South Zeal, where the Lias family come from, and we print the photograph, published in the Devon "Western Times and Gazette", showing the meeting.*



**"CHUSAN"**

*When the "Chusan" was in Belfast for the instalment of air conditioning, the Lord Mayor of Belfast paid her a visit, and we see him here with Captain Dunkley and the senior Ship's officers with our Superintendent Engineer, Mr. Girvan, also.*



*Photo by courtesy of Sydney Morning Herald*

**"ARCADIA"**

*One hundred members of the Crew of the "Arcadia" offered to donate blood to the Red Cross Transfusion Service while in Sydney recently. This photograph, taken in the Ship's Hospital, shows Dr. M. W. Leivers, Surgeon of the "Arcadia", Nurse Patricia Keyes of the Red Cross, and Steward J. McGee, one of the donors. This gesture on the part of the "Arcadia's" crew was especially appreciated by the Red Cross as it was made just prior to the Easter Holidays, when there is invariably a heavy demand on supplies of blood held at the Blood Bank.*

*When the "Arcadia" was in Bermuda last year, Captain Dunkley, her Commander, was presented with a plaque by Sir Bayard Dill, Chairman of the Tourist Development Board, and with a flag by Mr. David Gibbons, Chairman of the Chamber of Commerce.*

**"ARCADIA"—BERMUDA**



## SEVENTY YEARS AGO

*Sir William Currie's recent resignation from the Chairmanship of the P & O reminds us of another Chairman, Sir Thomas Sutherland who held that post for an even longer period, thirty-four years. We print below an article from a publication called "The Young Man", published in 1890, where for No. 1 of a series, Sir Thomas was selected.*

### KINGS OF COMMERCE

*Mr. Thomas Sutherland, M.P., Chairman of the P & O Company.*

MR. SUTHERLAND is a shrewd, energetic, indomitable Scotchman. He was born in Aberdeen in August, 1834, and was educated at the Grammar School and University of that city. It was also in an office in the Granite City that he commenced his business career. But like many other clever and go-ahead Scotchmen, Mr. Sutherland was strongly drawn to London, and while yet a lad removed to the great capital, to enter the office of the Peninsular and Oriental Company.

His talents were recognised and appreciated, and in course of time he was sent first to India, and then to Hong Kong. He resided for some years in China as the representative of the P & O Company, and became a member of the Legislative Council of Hong Kong. He fought a battle of reform against the local government there, and was chiefly concerned in founding the Hong Kong and Shanghai Banking Corporation—now the most flourishing of all the Eastern banks.

In 1867 Mr. Sutherland returned to London to become one of the managers of the P & O Company. It was then in low water; but, in conjunction with Mr. Henry Bayley, he introduced reforms which won for the company the popularity and success which it now enjoys. Some time afterwards he became managing director, and six years ago he was appointed Chairman of the Company.

Mr. Sutherland bore an important part in the settlement of the Suez Canal difficulties—the outcome being specially satisfactory to this country. He is now a director of the Suez Canal Company, and chairman of the Suez Canal Board in London. He took a leading share in the negotiations which resulted in the appointment of the Royal Commission on Mr. Chamberlain's Shipping Bill, and was one of the Executive of the Health Exhibition. At the last election he was elected the Unionist member for



*Mr. Thomas Sutherland, M.P.*

Greenock—with a majority of 697 over the Liberal candidate. Mr. Sutherland is married to the daughter of the Rev. John Macnaught, vicar of St. Mary's, Kensington.

Such a career should prove an encouragement to commercial young men. The young clerk from Aberdeen who enters the office of the far-famed P & O Company, and gradually works his way up to the positions of managing director and chairman, is an example of what can be done by pegging away, by plodding on, by dauntless pluck, and sterling principle. Let every young man aim at a high position, and by energy, study, and self-restraint, strive to become fit to occupy it.



*Sir William Currie is presented with a silver tray*

## *Sir William Currie* G.B.E.

ON 31st March, on which day Sir William Currie relinquished the Chairmanship of the P & O, innumerable people came to thank him for the many acts of kindness shown to those within the Company and to others with whom he came in contact during his term of office.

It is not possible to enumerate all the callers, but at 10.30 a.m. he was presented with a silver tea tray suitably engraved. This presentation was made by Captain G. Randall, Mr. J. S. Shivas, Chief Engineer, and Dr. S. A. Rance of *Carthage*, the Pursers and Radio Officers being represented by Mr. E. W. H. Pinches and Mr. F. H. Portess respectively.

The tray is engraved with the Company's Armorial Bearings over the inscription "Captain Sir William Currie, G.B.E., R.N.R., from the Commodore, Captains and Officers of the P & O Fleet 31st March, 1960." It will be recalled that Sir William was recently granted the Honorary Rank of Captain, Royal Naval Reserve.

The balance of £218 8s. from contributions towards this presentation has been paid into the Missions to Seamen at Lady Currie's request.

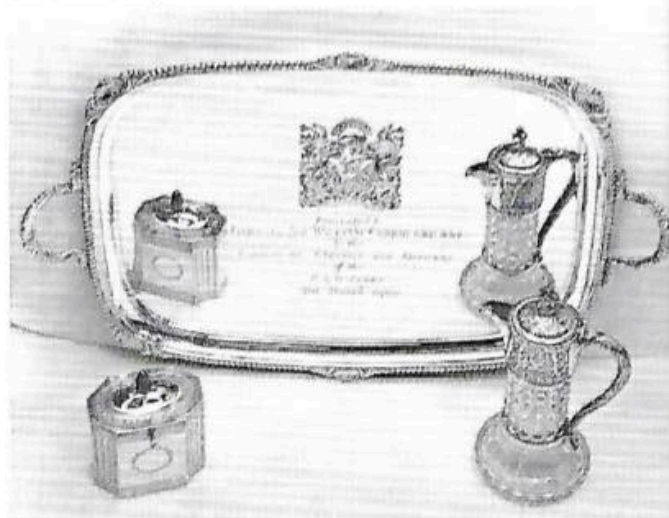
At 4.45 p.m. the same evening almost the entire staff of "122," of Cockspur Street, Tilbury and King George V Dock offices assembled in the Large Board Room. When the party had assembled, Sir William Currie's entry, accompanied by Sir Donald F. Anderson, was the signal for prolonged applause. Mr. W. T. Stephens made an excellent speech, which

was followed by Sir William's thanks and good wishes to all present. Mr. Stephens then called for three cheers for Sir William.

Some time later, on returning to his office, it is understood that Sir William found an antique silver tea caddy on his desk. This was from the party which had assembled in the L.B.R. someone having cunningly slipped into Sir William's office in his absence.

On 5th April, the Superintendents and Heads of Departments gave an informal dinner to Sir William and presented him with an antique Claret Jug.

*The Silver Tray with the antique Silver Tea Caddy and the Claret Jug.*



# MY GREAT WALK

By Peter Love

MARK should have known better; after all we both lived in the same Dorset village and he knew that I never walked further than the pub or the Post Office. Cunninghame-Browne, however, thought that everybody must have the same passion for twenty mile treks as himself. He suggested these treks so politely, as though doing the victim a good turn, that no-one was ever rude enough to refuse; "Toujours la politesse" was scratched out from many a phrase book by exhausted and beaten men.

Shirt, tie, collar and trousers, "civilized" paraphernalia, were removed and replaced by a Terry-towel shirt, Empire-Builder shorts and a pair of comfortable shoes. We were off.

Driving to the base of the Railway, well known to P & O travellers and crews, we were quickly whisked the two thousand feet to the top of the mountain. That train ride was an education; built many years ago the railway regularly carries passengers and goods from the warm humidity of Georgetown to the cooler (by some seven degrees) heights of the mountain where is a Preparatory school and many houses with views superb and isolation as much as desired. At the top of the railway we debouched onto a well metalled road that led us to a cafe of sorts. With all the houses, roads, and even buses I saw up on the mountain I never ceased to wonder that all was brought up by that miniature Funicular-type Railway.

The cafe provided us with tea and sickly cakes whilst we surveyed the panorama of Georgetown below us; *Karmala* in the stream along with many other vessels, *Corfu* gleaming white alongside the wharf and also the old *Rajula* of the B.I. Having paid for our tea our tip was rather unusual in that it consisted of letting the serving boys look through our binoculars. As they really were boys (of sixteen not sixty) they enjoyed themselves hugely looking through the wrong end.

Conventions, and appetite, satisfied, we started off. Seoult (C.B.) is so proud of "his" island (he was once the Mayor or some equally high dignitary of Penang) and showed us many buildings and points of interest from the top of the mountain before we started to descend. He pointed out a lonely house perched on a hill about halfway down the mountain-side, "I will show you that" he said and forthwith we plunged into the jungle.

Dante "had it soft", His Inferno consisted of seven terraces and one may reasonably assume that at

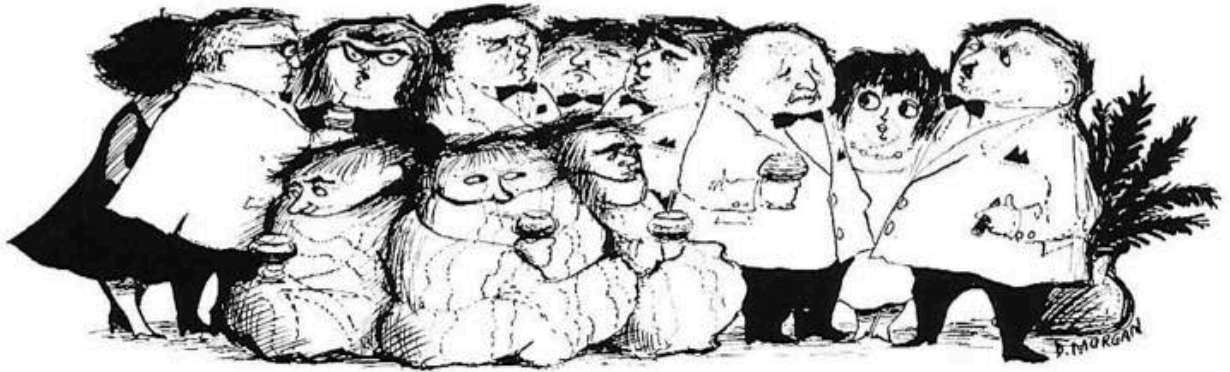
each terrace one could have a "breather"; not so here; we went down and down and down... Sometimes pathways eased the going, sometimes one had to adjust one's length of stride to many hundreds of steps whilst ofttimes one scrambled down sandstone tracks and jumped miniature precipices. I had never realized how tiring it is to walk downhill; on ascending a mountain or hill one's entire system of muscles is activated and the general exhaustion that sets in upon completion of the climb testifies to the general slothfulness of one's existence. In descent, however, all the work is done by the calf muscles and thighs and after the first thousand feet or so one's legs seem to belong to quite a separate person and move automatically by themselves.

We had, by now, dropped about fifteen hundred feet and found ourselves at the base of a secondary hill that rose about three hundred feet. "Just up this and there we are" . . . Seoult's long legs carried him ceaselessly on but I, feeling the numbness of exhaustion begotten of a three hundred foot climb (1 in 3 for the motorists) in a temperature of 86° F. had no eye or ear for the grandeur of nature around us. Only at the top, as we approached the house, was I recovered enough to listen to the chatter of the monkeys and envy them as they leapt easily through space from one flimsy branch to another; to survey the tropical vegetation of the forest spread below us and once again wonder at the endeavour of the men, and women, who up here built this house and so many like it.

The house we visited had belonged to many people famous in the history of the Colony, especially, I noted, Sir Stamford Raffles. It is kept in complete order, all furniture in place and oil-lamps trimmed although not occupied for many years, one quite expected to suddenly come upon Miss Haversham sitting, still in her bridal gown, waiting . . . However we saw no one, not even the old caretaker. It was the absence of any other souls that gave us the idea of a cold bath! There was a cistern full of rain water, and, peeling off sodden clothes, we doused ourselves with the icy water. A form of masochism perhaps, but wonderfully refreshing. Now, refilled with vitality, one felt quite prepared to tackle the last eighteen hundred feet.

By this time the sun had set so Seoult suggested we take a short cut. Short cuts in the English countryside inevitably lead on through nettles, brambles, bogs and other less likeable places so my heart sank when I thought of what might befall us here; however we pressed on undaunted. We kept our spirits up by holding highly abstruse and technical conversations, discussing the latest production of Ibsen whilst picking our way through head-high ferns . . .

Slowly twilight deepened into the indigo of an Eastern night, the moon played hide-and-seek in the



clouds, and, when she did appear, would have her helping light blotted out by the leaves of some exotic palm. All went well, however, the only contretemps being when Mark jumped onto what he thought was a large white rock and sank up to his knees in a soft sand-mound. Seoult remarked that a type of adder, poisonous he believed, made its nest in those mounds; Mark seemed very quiet for a while after that.

Eventually we left the jungle and emerged onto a road of sorts that wound between native hutments each with its own, very efficient, watchdog. Rabies is still not unknown in the East and so we each tried to walk between the other consequently our progress resembled a sort of jerky and slow motion Sir Roger de Coverly, quite intricate and nerve racking. When we returned to civilization Seoult said he knew some friends nearby in this part of the town and we would cast ourselves upon their generosity and borrow

their car. I said wouldn't it be amusing if we turned up in our sweat and grime to find a dinner party in progress; Yes, we all agreed, most amusing... except that it happened. As we entered the drive we saw two cars and to our ears came that extraordinary high pitched conversation denoting a Cocktail party in progress. "What to do?" "Proceed" said Seoult. Our host and hostess played the game wonderfully well and we were soon wrapped in huge towels with equally huge "Gin-and-Somethings" in our hands, sitting on the floor and behaving as though there were nothing extraordinary in three grimy men attending a polite evening party.

At last we had to leave, our kind hearted host drove us back to Seoult's house where, after a hot shower and a change, life resumed its normal course. A normal course enriched by an experience I'll not easily forget; and might even repeat one day... when I'm out of my wheel-chair!



## "Now I am a Pakistani Sailor of the P & O"

*Here we print the first article to be submitted by a Pakistani seaman. It comes from Yousuf Shah, leading seaman, now serving in the Strick Line's FARSIKIAN. We hope that it will be the precursor to others from our Asian Crews.*

**A**BOUT fifteen years ago when I was studying at school and the 2nd World War was in progress, my family were talking about the war, foreign countries and my father, who was the engine room Serang in P & O and was signed on the *Viceroy of India*. Two years later my father, Mukammal Shah,

came home on leave and told us about the *Viceroy of India* which sank when he was serving on her. I was very keen to join the P & O service because I had never seen the sea and ships. This was because I live about fifteen hundred miles from the sea-port of Karachi.

I got some useful information about selection of P & O sailors in March, 1957. I was now looking out for the appointed date and full news about this selection. At last I got all the details and the date for selection in our district Mardan. I went on the fixed date to the place chose for the selection and stood in the line. It was the last chance for selection, therefore I was worried about the result. The date was July 3rd, 1957, and by good fortune I was selected as a P & O sailor. There was no greater joy than mine. I was a member of the second "course".

Now I was only thinking about and imagining the foreign lands and the residents of the different countries, as I had heard from my father. I went to Karachi by train within 36 hours and started my six weeks training with the Navy. This was the first time in my life I had seen the sea, the ships and learned about a sailor's work.

After finishing my training, I prepared myself to go to Colombo by the *Arona* (B.I.S.N. Co.) to join the s.s. *Singapore*. It was the first day I had sailed in a ship, so I enjoyed it very much. I joined the *Singapore* on the 4th of October, 1957. She left Colombo at 8 p.m. that day for Aden. By way of the Suez Canal we went to Morocco, London and the Continent. On this first trip to Europe, I gained a

little knowledge about the people and was greatly impressed by the Europeans' way of life and their way of behaving well to other human beings.

The ship left London again on the 7th of December, 1957, for the East and reached Penang by the Suez Canal route on the 7th of January, 1958. On this trip I spent two months in Eastern countries, returned to the U.K. on the 23rd of March and changed to the *Strathaird* where all the crew were Pakistanis. We sailed from the U.K. to Colombo and disembarked there for the *Empire Fowey*. Then on 22nd of April, 1958 we embarked on the *Empire Fowey* and learned all about a seaman's job.

A seaman named Nawab Khan, a well educated man and one of the seniors, asked the chief officer to recommend them for the E.D.H. examination. The chief officer (Chester) reported to the senior officer and agreed. Nawab Khan and five other trainee seamen took the examination and passed. All the senior officers of the P & O took a great interest in the new sailors and made the way clear for every Pakistani Trainee to take the examination.

Nawab Khan and his five fellow-sailors were the first W. Pakistani seamen in the P & O to gain their E.D.H. tickets. Now we are serving the P & O and are happy that we have been promoted.



## Petit Fleur

By T. Lambert, Chief Engineer

**P**ROBABLY the easiest land-mass to be recognized by an orbiting space-man would be, due to pronounced shape and coastline, the Continent of Africa, standing out solidly from the old earth, a veritable carpet of colours and contours, shadow and shades, of deserts and jungle, mountains and valleys, home of strange beasts and birds, many races of mankind, descendants of the original.

Yes, this land was given nearly everything! Yet in all this wondrous area, these people seem surrounded by jealousies, paltriness, anxieties and fears, ex-

ploitation and oppression, death and disaster, that seems a daily part of its passing show. With all this is cast a doubt of the existence of God's guiding hand. It certainly stands out!

Perhaps most of us have had some interest in this great Continent at some time, from the Cape to Cairo, or Ghana to Guardafui, whether in childhood the seed was sown by Ballantyne or Kingston or the nowadays admirable productions on screen, radio and T.V.

But does one hear of contentment in the Congo,

serenity in the Sudan, unison in Uganda, cadence in the Cameroons, and so on, these days? Oh no! It's chaos, sorties, umbrage, intrigue and the like all over, with problems of race, creed and colour and communism to the fore!

All these upsets seem to have appeared by the recent introduction or so called introduction there of much vaunted "industrialization" by some external schemers, under the guise of a "better way of life" for all the inhabitants.

"Oh yes, we'll build your dams, loan you money, irrigate your deserts, give you all the food you want, unlimited supplies of power, stuffs to sell and buy, and so, eventually the lovely, heavenly life the outside world enjoys, (provided of course, you adhere strictly to our doctrines)."

We have all read in the Book of the seven plagues that wrought havoc on this Continent for an ultimate good purpose. That purpose was freedom from slavery.

Has anyone given a thought to something, in a sense, far more sinister, something far more effective and, without a doubt, there to stay? And what is this that will wring such mighty changes in this area? Why, a little flower! Most odd, one would say. What really is this newcomer on this troubled scene, what effects, what great results are in store by such a small one's intrusion in this great Continent? Shall we say originality is it's secret, subtlety it's nature? Let us see, bearing in mind that one never wins any battle against Nature!

Now on the reaches of the Amazon River in South America, far remote in a sense, from here, dwells and grows formidably, a canna-like water-plant—big leaves and a lovely little flower, the magnificent South American water-hyacinth (*Eithornia crassipes*). A true "petit fleur".

By some means it's seeds or roots managed to make the journey across the South Atlantic Ocean and set up home in the Congo River in the west.

It soon decided that this was a good water-way in which to live, nice and fresh and warm, just like home. Yes, it soon spread itself and crept up the 1,000 odd miles of the Congo River, managed to jump over the bit of Congo land left and get itself

established in the Sud swamps of Southern Sudan, and so into the White Nile!

Now with a determined air, it has decided to go to Cairo, down the whole Nile! Yes, it is well on its way to overgrowing the whole White Nile and is creeping towards the first big dam, the Jebel Aulia dam, a little south of Khartoum. It does not need to anchor it's roots in the mud. It is quite content to live on the surface.

Thus, shortly, here on the Nile a repetition of what has happened on the Congo will take place, only this river is, or has been made, the greater artery of commerce of the Continent.

Soon navigation will be something of a nightmare, the riverboats machinery will be out of action and the great power-house water-turbines at the dams will object most strongly against having to devour this sort of fodder!

So the new type of river-life will come to an end and the much vaunted "new way of life", so generously arranged for obvious reasons of infiltration by outsiders, to change completely the simple, happy systems of the locals in days of yore, will, perhaps not suddenly but will definitely cease!

There is none that will revert, wherever he may live, so quickly and completely to his old ways as the African.

So peace will come to this so-called enlightened dark Continent! No more subsidized tin gods to mock their countrymen with banners and bangs! It will be back to assegai and shield. The hunters and the cattle, the village life and bucolic atmosphere will re-appear. Then may it be possible for us or our children to take our ships and visit these lovely parts, untouched Nature at it's best!

As all the "Ologists" will say, "It's all there, all there!"

Perhaps the little flower will not be too late. Perhaps the "eighth plague" will be the ultimate blessing! Rest assured there is still a twinkle of mirth in the Mountains of the Moon!

And, perhaps, most of all, from the "Mills of God's dust", the little flower will emerge, the one of Love, Hope, Trust!

---

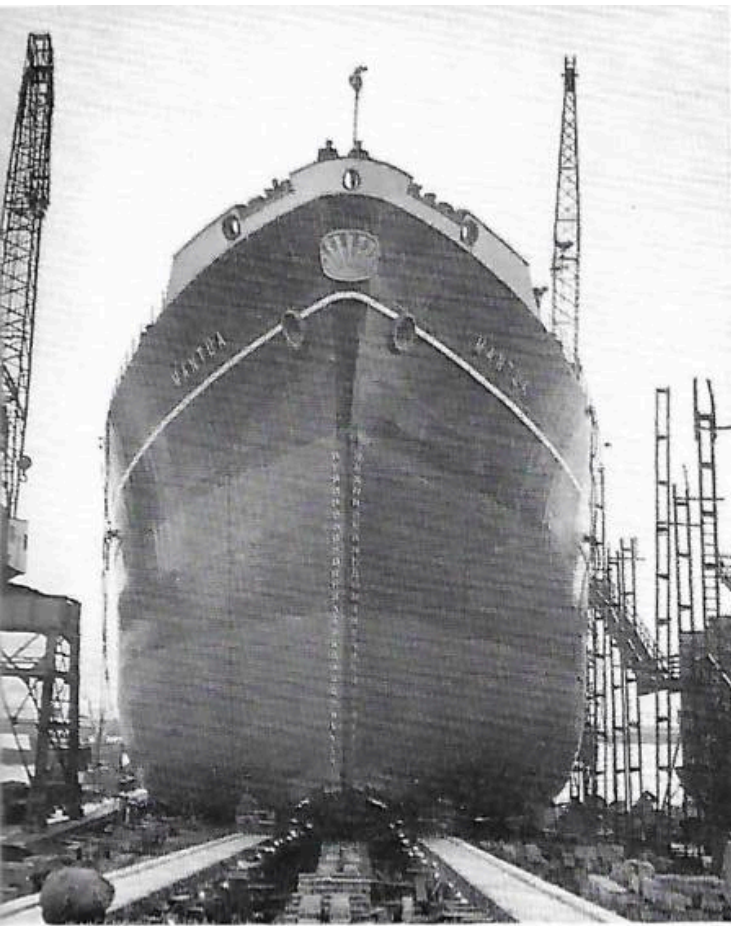
### A NEW TIE

Those who have crossed the line in a P & O ship may now adorn themselves with a new tie. Stocked by Miller, Rayner and Haysom of 110, Fenchurch Street, E.C.3, they are available at the cost of 19s. 6d.

in maroon or blue. A figure of Neptune superimposed on a rising sun is the only adornment.

The tie is being put in the shops on board one or two P & O ships as a trial, for sale to our passengers.

*Launch of the Tanker "Mantua"*

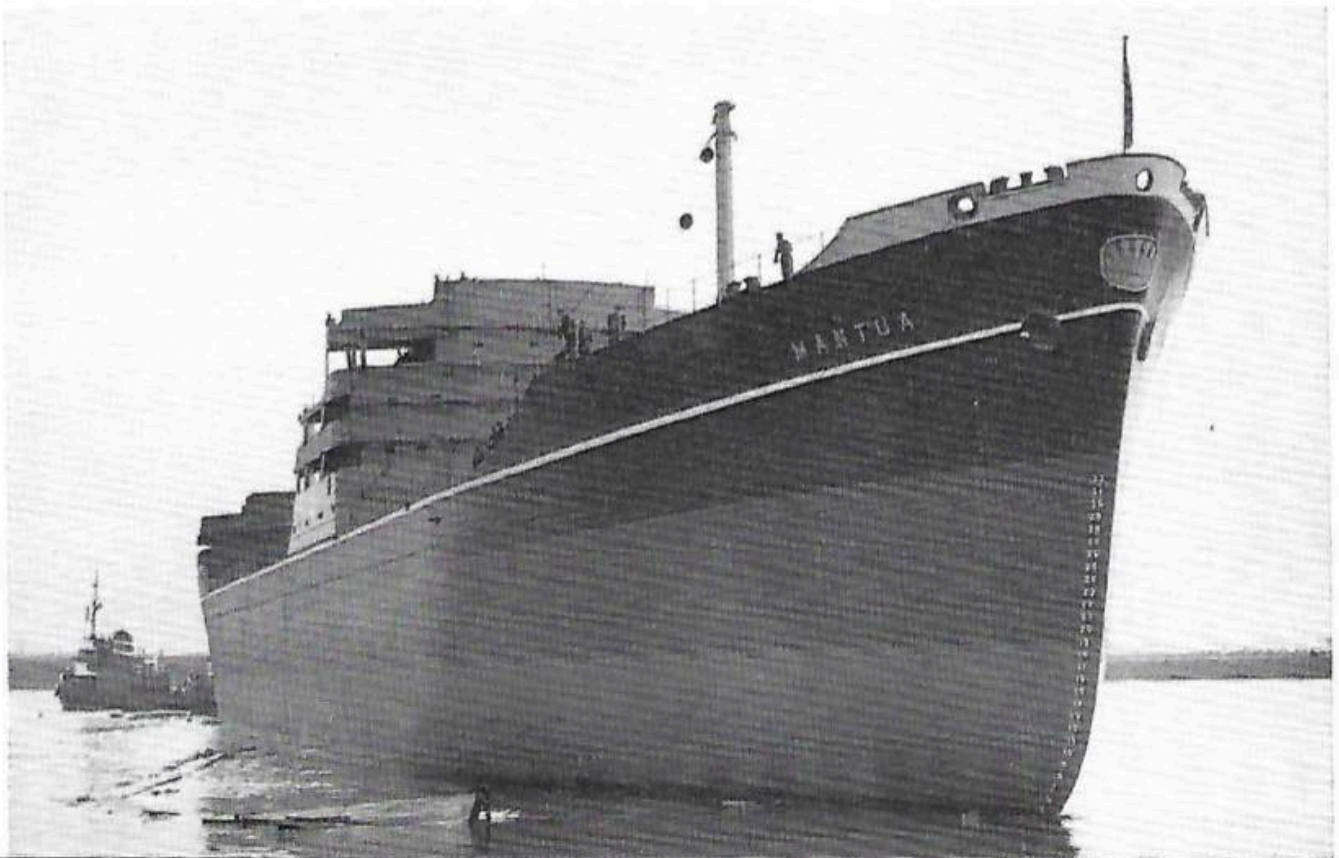


*Mrs. Marris wife of Mr. A. D. Marris a director of the P & O and of the Charter Shipping Company, launches the "Mantua" at Middlesbrough on April 13th. On the right is Mr. Marris and behind him Sir Donald Anderson. On the left is Col. Eustace Smith, Chairman of Smith's Dock Co.*

## *Launch of the P & O Tanker "MANTUA"*

*(18,750 tons deadweight)*

*The "Mantua" takes to the water*



**BOOK REVIEW . . .****"THESE SPLENDID SHIPS"***David Divine**Frederick Muller Ltd. 25/-*

With this history David Divine has brought up to date the story of the P & O. When Boyd Cable wrote "A Hundred Years of the P & O" in 1937 he produced a scholarly work culled from a myriad sources, and that has been considered the standard work on the Company up to now, with a War history by George Kerr to cover the years 1939-1945. Much of that century history does perhaps make dull reading, and Mr. Divine has attempted to instil the breath of life into some of these great men who made the P & O what it is. His opinions differ in some cases from Boyd Cable's, and it is interesting too to compare the two books. This new one discloses a number of facts hitherto not known, and the author has been at great pains to seek every possible authority. The years 1837 to 1840 of the Peninsular Company and indeed the years before that are largely lacking in detail, and records are scanty over that period.

One is led to surmise that Wilcox and Anderson were not too worried about minute books and ledgers, unless, of course, they acted solely for the City of Dublin's Steam Packet Company as agents during that time. But these two characters were certainly remarkable men, tough and resolute enough

to stand against government departments, or against marine disasters. When they did obtain the first sea mail contract from the Admiralty they were at last on a firm footing, although the finding of personal guarantees of £10,000 each must have been difficult, but the fact that they did raise those sums indicates their high standing in the city.

The loss of their ship, the *Don Juan*, on her first mail voyage (she had cost £43,000) was a crippling blow, but the new Peninsular Company survived it, replacing the ship at once.

The following years appear to have been a long battle with rival interests and governmental delays. When Wilcox died in 1862 and Anderson in 1868, the P & O was already famous and strong enough to stand up to the difficulties which the opening of the Suez Canal had engendered. All through his book Mr. Divine has kept also a valuable running commentary on the rise and fall of other Steamship Companies and of marine inventions and developments, which form a valuable means of comparison with P & O progress. The author's statistics too show the P & O's share in world trade and its considerable part in the development of the carriage of goods and passengers by sea. It was in 1890, he notes, that freight takings at £1,247,000 surpassed passage earnings of £948,000 for the first time.

We are brought up to date in this history with the acquisition of air interests by the P & O group. One wonders if our next historian will record the sending off of the first P & O rocket to Australia!

## Photographic Competition

The Management have increased the scope of this annual competition for which all Sea Staff and Shore Staff, both home and abroad, will be eligible to compete, as well as those on the Pensions Lists.

The competition, in which we have endeavoured to keep the rules as few and simple as possible, will offer competitors using an inexpensive camera a chance equal to those using a more elaborate one.

One competition will be for black and white photographs only. The other will be for colour photographs, the popularity of which has increased considerably in recent years and which we hope to reproduce in colour in the Journal.

Prints in black and white should not be less than 4½ in. × 3½ in. in size. On the back should be written in block letters the name and home address of the sender and the title of the photograph. The sender should also certify on

the back of the Print that the photograph was taken by him or herself. The colour transparencies should be placed in envelopes with similar details.

No competitor may send more than three entries.

Entries for the competition should be sent to the Editor, "About Ourselves," 122, Leadenhall Street, London, E.C.3, so as to arrive not later than October 31st, 1960, marked "Photographic Competition".

Prizes will be : 1st Prize £15 ; 2nd Prize £10 ; 3rd Prize £5, for both the black and white and for the colour sections.

The right is reserved to reproduce prize-winning photographs in "About Ourselves" without payment of a fee. Should, however, any photograph be considered suitable for publicity purposes, an offer to purchase the rights would be sent to the owner of the photograph.



*"Oriana" is fitted with eight 5-ton A.S.E.A. cranes. The base ring for the port crane to No. 3 Hatch is seen being lowered on to the crane plinth.*

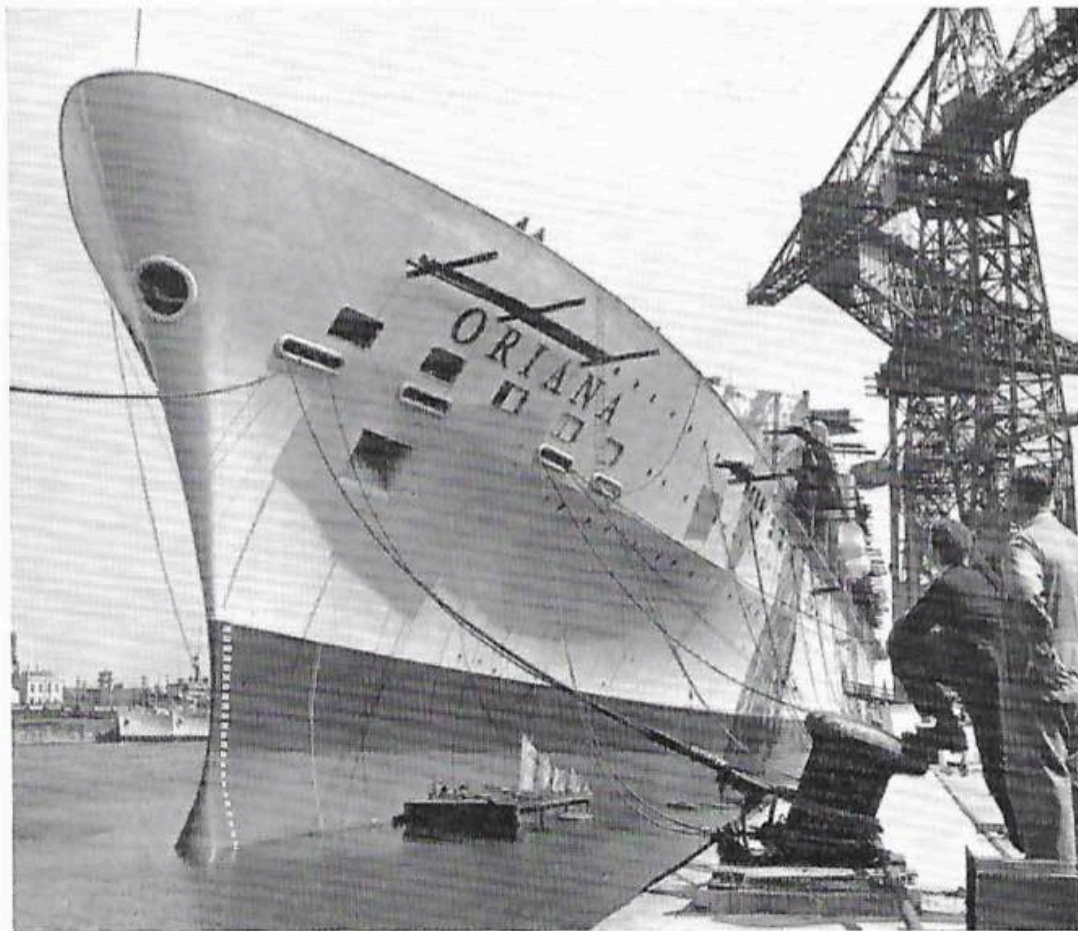
*An up-to-date ship—but an ancient trade—caulking the wood deck on the Tourist Stadium.*



## News of the "Oriana"

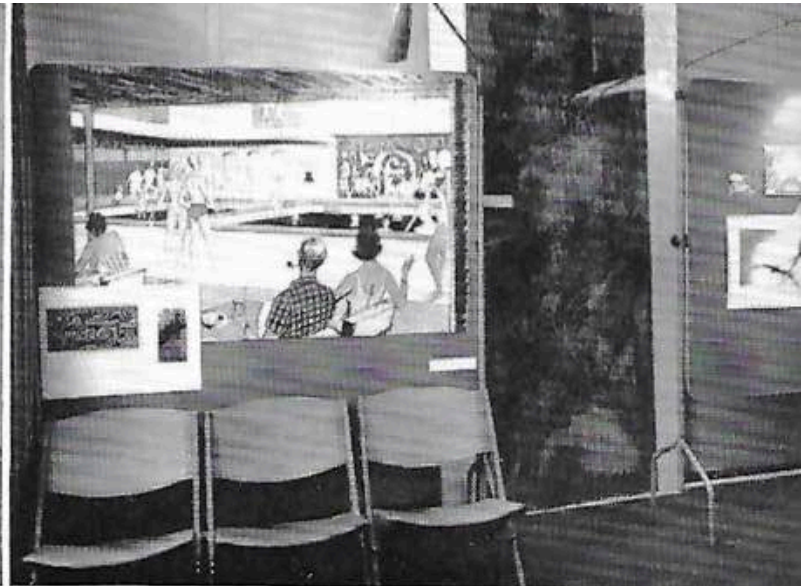
The 40,000 ton passenger ship "Oriana" in the fitting-out basin at the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd.

*Bow view of "Oriana" from the fitting-out wharf. The fine lines and well-raked stem serve to emphasise the bulbous bow that will be well below the waterline when the ship is at her load draft.*





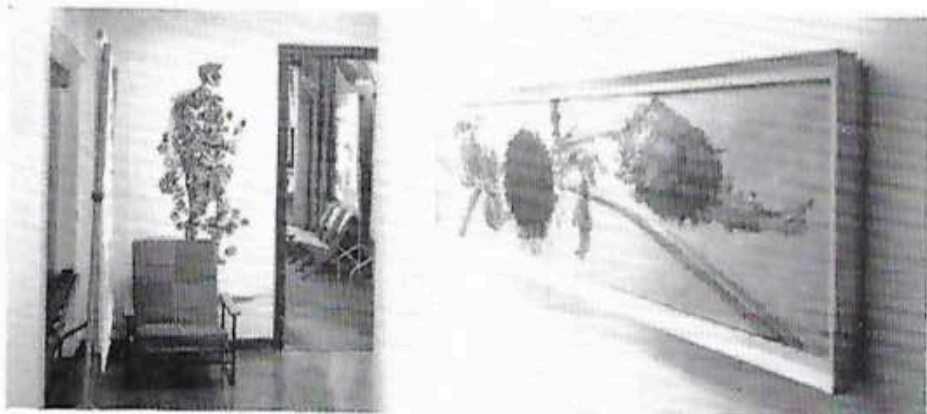
Mr. F. Burne attached to Publicity Department, Mr. Misha Black, O.B.E., R.D.I., of Design Research Unit, and Sir Colin Anderson examining some of the fabrics.



On the left: a drawing of the First Class Swimming Pool and Children's Paddling Pool; below the drawing: three of the Cormorant chairs specially designed by Ernest Race for the Swimming Pool decks; centre: one of the panels in vivid blues and greens by Anthea McNish for the Tourist Restaurant.

An Exhibition of *Oriana* equipment was held on the first floor of 14, Fenchurch Avenue on 30th and 31st May, to which members of the Press were invited. The parties numbered about 60 on each day.

. . . the "Oriana" is news



Facing: one of a set of seven panels depicting "The Masque of Oriana" by Olive Sullivan for the Tourist Assembly Room and Bar; on right hand wall: "Sunflowers" by Edward Middleditch.



Sir Colin and Sir Austin Anderson with the artist Judy Cassab.



Princess Alexandra's Portrait

Judy Cassab, the Australian artist, has completed a full length portrait of Princess Alexandra. The portrait, which was painted at Buckingham Palace, will hang in the main First Class entrance in "Oriana". The portrait was commissioned by the Orient Line as it was Princess Alexandra who launched "Oriana" on 3rd November, 1959.

## FRONT SEAT

by J. H. Gough Wilson



THE weather was cold. Outdoors it was sufficiently uninviting to warrant the full treatment of woollies against the vagaries of the English climate. So when a visit to the cinema was proposed, it came as a welcome suggestion, particularly as a film was being shown that had been hailed, even by the captious critics of the Press, as a "must".

On the last occasion that we had seen a picture at this house, we had taken seats in the back row of the stalls adjoining the centre aisle, and throughout the performance had been distracted by the young usherettes, whose comeliness did not excuse their continual fidgeting. The last straw was a prolonged spell of whispering and rustling of paper, followed by a giggling, interminable hunt on the carpet, on hands and knees, by torchlight.

This was brought to an end by my companion saying, in icily clear tones: "If you are looking for your piece of toffee, it is in the top of my boot!"

Determined not to risk a similar experience this time, we went upstairs, and were happy to find ourselves shown into seats in the front row of the circle. The initial delight was tempered by discovering that one's knees pressed firmly against an unyielding low wall.

It is a well-known fact that hot air rises, and before the lights were lowered the temperature was quite tropical. In spite of being the cynosure of all eyes in the ascending tiers of the circle and upper circle, there was no option but to stand up and divest myself of raincoat, scarf, jacket, sweater and pullover, which involved tasteful braces being revealed in the full splendour of glorious technicolour before the jacket was resumed.

On sitting down I felt the atmosphere to be distinctly cooler, which was largely due to my strip-tease act having put me, as the Americans have it, "in the dog-house".

However, normal relations were restored by the first interval. The heat by this time was stifling, and when a young lady made her way along the row behind, bearing a tray of delicacies, the thought of ice-cream seemed very attractive. Accordingly I rose,

turned round and purchased two "tubs", coated with frost, with accompanying little wooden spoons in slippery waxed-paper covers.

While coping with these with one hand and trying to make payment with the other, a coin escaped my grasp and rolled away.

After a perfunctory search it was written off as a loss, and we removed the lids of the tubs, which were prised off with a liberal portion of ice-cream adhering to their under-sides. The problem then was where to dispose of them. We were about to put them in the ashtrays affixed to the wall in front of each seat, when the refreshment lady very obligingly returned behind us, minus her tray, but bearing an electric torch to try to locate the missing coin.

Her intentions were of the best, but we should have been far happier without her assistance. While trying to turn and look pleased, my companion and I both pushed the sticky tub-lids into our respective ashtrays—and together withdrew two right fore-fingers coated with ice-cream and tobacco ash, looking like the heads of revolting grey bulrushes. Incidentally, there is no odour in this world more offensive, to non-smokers, than that of stale tobacco-ash. Our left hands were occupied in clutching the tubs and the wooden spoons, still in their incredibly slippery papers; the low wall in front was so sloped, purposely, that nothing could be stood on it; and it was not possible to reach a handkerchief to wipe our intolerable fingers.

As we both stood up and turned to assist in the search, there was a cascade of gloves, coats, handbag, woollies and scarves. The questing beam from the torch probed among legs and footwear, and after all her trouble we simply *had* to feign *some* interest in the proceedings.

Meanwhile the contents of the little tubs softened steadily. We turned to face one another, and as we bent simultaneously to look under the front seats, our heads met with a resounding crack. Straightening up with a jerk, there were mutual apologies, followed by a cream-dripping repetition of the collision. The smile accompanying the apologies now seemed a

trifle strained, and the third time I was allowed to stoop alone. Delving in the mound of discarded clothing, with bent wrist and fearful forefinger stiffly extended, seeking a patch of level floor on which to stand the wilting tub, my shoulders became wedged between the arm of a front seat and the front wall.

Under the baleful glare of innumerable pairs of eyes, the rôle of principal actor in this distressing drama was wearing rather thin, but everything comes to an end, and the indefatigable refreshment vendor eventually ran the quarry to earth.

Our fulsome expressions of gratitude were out of all proportion to the value of the money recovered, which proved to be one halfpenny!

Eventually a resting-place was found for my tub on the floor, and a handkerchief was produced. The

reeking deposit was removed from the outstretched forefingers, and then came the difficult task of trying to extract a lukewarm mush from the soggy containers, with flat wooden spoons, in semi-darkness, without dropping any on the garments.

In due course this joyless manoeuvre was completed. It was almost time to start dressing again. Among the patrons of the circle, our unpopularity was unparalleled.

We hear that the film we had gone to see was excellent!

There should be a moral to be derived from this story. It is probably yet another argument in favour of investing in a television set!

J. H. GOUGH WILSON

*HEADACHES  
FOR SUPERINTENDENT'S  
DEPARTMENT*

The following, received from a Continental Tug, explains how a ship lost a short length of towline:—

“The ‘———’ (Name of Tug) followed athwart on her spring with the portside tug moving portside.

While doing so the shackle shaved a couple of times the hawser and suddenly we had to pull full speed when the hawser broke just past the splice when tight, and then we made another connection.

The broken piece could not be spliced again and which we kept in the aft-tank for 10 to 14 days. This tank, one day being filled halfway, we emptied same and then threw away the piece.”

*SUNDRY REMINISCENCES  
ON A NIGHT-WATCH*

Alone above the sleeping world,  
The empty ocean bound around,  
The quiet noise of creaming wash,  
The sturdy throb of engine sound.

Thoughts of people, places, things,  
Come crowding in the silent night,  
And bring warm comfort down to me,  
Alone beneath the cold starlight.

Australia's sundrenched rocky shores,  
Surfing out at Manly Bay,  
Driving through the Sussex Weald,  
Th' electric thrill of sailing day.

Of garish nightclubs in Penang,  
The forms of dancers through the haze,  
The chilling violence of typhoon,  
That mountain wilderness of wave.

The surging wash, the tumbling wake,  
The track of forty thousand horse,  
The humid stillness of the Line,  
The freezing cyclones of the North.

A woman's happy laughing voice,  
Memories of a leave last year,  
The casual comradeship of men,  
The local for a pint of beer.

And out upon that trackless waste,  
The ever changing, changeless sea,  
Memories from out the past,  
Come back to keep me company.

J.W.P.



## *The P & O Museum*

THE establishment of this Museum of Shipping and Maritime records at 122 Leadenhall Street is a tribute both to the men and to the ships of past generations that have done so much to build up the traditions of the Company and of the P & O Group. We believe the Museum to be unique.

Many of the vessels shown in model form or depicted in old photographs or paintings were—in their day—as revolutionary and far in advance of their time as *Canberra* and *Oriana* are today.

A large number of the items displayed come from the Company's own records and much has been gathered from those formerly connected with the Group as well as from generous friends overseas.

Amongst the material exhibited will be found records of ships and personnel going back as far as 1840—copy letters, instructions, manifests and Bills of Lading, now growing faded, from the Mediter-

ranean and the Near East. Relics from many wars, when the Fleet was engaged in troop carrying, convoy protection and many varied gallant duties, including crests and badges from units of the armed forces which travelled in the *Empire Fowey* were presented as souvenirs of a happy voyage. Photographs dating from the earliest days of photography are among the more historically interesting souvenirs in the Museum's display.

Old Press Notices, books, menus, articles and nautical descriptions of many kinds, charts and paintings all combine to play their part in presenting to the visitor a record of seafaring which extends over a century.

The Museum is open all day and those who may be interested in seeing a collection of shipping items unrivalled in the City of London are asked to telephone the Librarian.



*F. W. Foster at the tiller, Miss Cochrane, afterwards Mrs. Carpenter in the large hat.*

WHEN I arrived at Shanghai in the *Delta* on March 1st, 1913 I was received by Mr. A. M. Marshall, the Agent, who introduced me to the Shanghai Club, noted for the longest bar in the East; E. C. Richards, Chief Clerk, afterwards took me to the Country Club, which ladies and their husbands were wont to frequent. Then "Flash" Lemarchand, who was one of the most successful of Race pony owners in Shanghai, having won the Shanghai Derby with one of his ponies, persuaded me to exercise his ponies at the Shanghai Race Club. This meant getting up at six in the morning and going down to the Race Club in a rickshaw, to ride his ponies round the course.

It was terribly cold in the winter months, and I well remember being pulled down the Nanking Round with a bitter wind from Siberia blowing in my face, which it does in the winter months, and arriving half frozen at the Race Club; however, I enjoyed riding. Later I joined the Shanghai Light Horse and bought a pony. H. V. Wilkinson, who was a member of the staff at that time took me to the Golf Club, but I spent most of my leisure time at the Race Club, which I found the least

This is the third article from this author describing life in P & O agencies in the days before the first world war. The others appeared on pages 140 and 203, Volume IV. (Ed.)

# Shanghai

## 1913

By F. R. Mann

expensive. E. Carpenter and F. W. Foster were also members of the staff.

I remember playing golf with Captain Coldwell, who was afterwards Captain of the hospital ship *Assaye*. During the Gallipoli Campaign Captain Coldwell visited me in No. 19 General Hospital, Alexandria, when I was lying there wounded in August, 1915. In a previous article I have mentioned Captain Erastus J. Thornton, then Chief Officer of the *Oriental* while I was at Shanghai, who joined me on a shooting expedition to Woosung.

As there was good snipe shooting around Soochow, I was lucky enough to find that Mr. Watson, Sworn Measurer at Shanghai, was also a keen shot, and we spent some weekends on a Chinese houseboat near Soochow and had some excellent snipe shooting.

While I was in Shanghai I had a severe attack of malarial fever, and spent a week in the Victoria Nursing Home. As some acknowledgment of the kind attention which I received from the nurses there, I asked some of them to come on a P & O launch picnic, and one result of this "get together" was that E. Carpenter married Miss Cochrane, who had been my nurse, and with whom to this day I correspond. Mr. & Mrs. Carpenter later lived in Kobe where he was Agent.

In 1913, soon after the Republic was declared in China, there was sporadic fighting going on around Shanghai between Republican forces and rebels, and in July the Shanghai Volunteers were called out, assisting in guarding the boundaries of the Settlement. As a member of the Shanghai Light Horse I was on active service for two weeks. I should mention that the Settlement was divided into the French Concession, the British and American Concession, and the Japanese Concession, with large contingents of Germans and Portuguese, all of whom furnished units to the Volunteer Corps, which was under the command of Lt.-Colonel A. A. S. Barnes.



*The Shanghai Light Horse on active service in 1913*

The Chinese Naval forces were bombarding the Woosung Fort and land forces, the rebel H.Q. and the Arsenal in Chapei, a suburb of Shanghai, but as their shooting was not too good some shells fell in the Settlement.

In order to stop this state of affairs it was decided to land contingents of British, Japanese and American Marines, and sailors from warships anchored in the Wangpo River, and to turn the rebels out of Chapei. This was duly accomplished by the Marines, sailors and volunteers, who surrounded the rebel H.Q., and placed maxim guns at strategic points; then an officer with a revolver in his hand, accompanied by two troopers of the Light Horse, marched in and called on the Chinese Commander to order his troops to lay down their arms. After some threatening behaviour, this was done. The Chinese marched out and Japanese Marines marched in and collected the arms and ammunition. This ended the fighting round Shanghai.

The City of Shanghai which is 853 miles north of Hong Kong, and lies twelve miles up river from the mouth of the Wangpo River, a tributary of the Yangtze-Kiang, presents a very remarkable contrast to Hong Kong. The latter is a mountainous island, and opposite on the mainland is the Kowloon peninsular, also surrounded by mountains, whereas Shanghai is on the delta of a great river, with flat land for many miles inland, intersected by canals and creeks.

*Occupation of Chapei rebel H.Q. by Marines from H.M.S. Newcastle and Shanghai Volunteers in 1913.*



The climate in winter is very cold, dominated by icy winds which blow from Siberia, but in summer the heat is terrific, humid and enervating.

Ships came up river to discharge cargo at the Hongkew Wharf, a mile below the town. After discharging the steamers moved out into the river and lay at moorings opposite the Bund to take on cargo and passengers. When this was completed P & O mail steamers proceeded down to Woosung and anchored there to await despatches, manifests, bills of health, etc. Our shore gunner at the time was Evans, who was in charge of the tug and tender *Jutzlaff*, the launch *Ruth*, and cargo lighters, etc. Evans later won a substantial prize in the Calcutta sweep. I sometimes went down to Woosung in *Jutzlaff* with Evans to despatch P & O vessels, and it seemed a long journey returning the twelve miles to Shanghai at night against a strong current.

In 1913 there were great celebrations by the German colony on the Kaiser's birthday, and I took some photos of German sailors from warships passing the P & O office to parade on the Bund.

In Shanghai in 1913, from Mr. Marshall downwards, we were a "Band of Brothers". Towards the end of the year, having completed 5½ years' service in the East, I applied for home leave, which was granted, and I left Shanghai for England per s.s. *Himalaya* on 30th December, 1913, leaving behind many good friends.



*A Publicity fishing trip was held recently "in Australian waters". Those recognisable to us in London are Mr. Rowan Hall, Macdonald Hamilton, Messrs. Vic Tadgell, M. Sampson (Sammy) and Rob Latreille, Orient, and Mr. Fergus Paterson and his son of The Advertising Agency. The weird object in the hands of the central figure is presumably to prove the purpose of the trip.*

## We Hear That



*Sir Donald Anderson receiving a model tugboat from Mr. Charles Hooper, a senior accountant of the Long Beach Harbour Board, Los Angeles, in the board room at 122. This presentation marks the fact that the P & O Company is now one of the major users of the harbour. Sir Donald said that the model would have a permanent place in the Company's museum.*

### **Mazagon Docks - Bombay**

These docks, familiar to many of our readers, were taken over on behalf of the Indian Government on May 14th by Mr. Krishna Menon, Indian Defence Minister.

They cover 35 acres, with two dry docks, one for sea-going vessels and the other for smaller craft, and six slipways for coasters and lighters.

The P & O originally planned these docks in 1847, gradually building them up to a large establishment. By 1914 there were some 8,000 hands under a European technical staff, and during the first World War much additional work was undertaken. Besides the fitting out of transports and the building of craft for the Mesopotamia campaign, heavy repair work to warships of all kinds was undertaken, as well as transforming liners into troopships or hospital ships.

*To commemorate its success in 1959 as winner of the first P & O 100 guineas prize for the State's most progressive Junior Farmer Club, the Club at Federal, near Lismore, New South Wales, will present a bell to the local school. A similar prize is awarded in each State as part of the P & O plan to encourage the Junior Farmer movement, the major features of which are the P & O "Canberra" Award of a tour of the United Kingdom for the "top" Junior Farmer of each Australian State and the P & O "Canberra" Scholarship of £A1,000 to an Australian university or agricultural or technical college. The bell bears the inscription "Presented by the P & O Steam Navigation Company to commemorate the award to Federal Junior Farmers Club of the first P & O Prize for the most progressive Club in N.S.W., 1959".*



## **P & O and Orient Line Amalgamation**

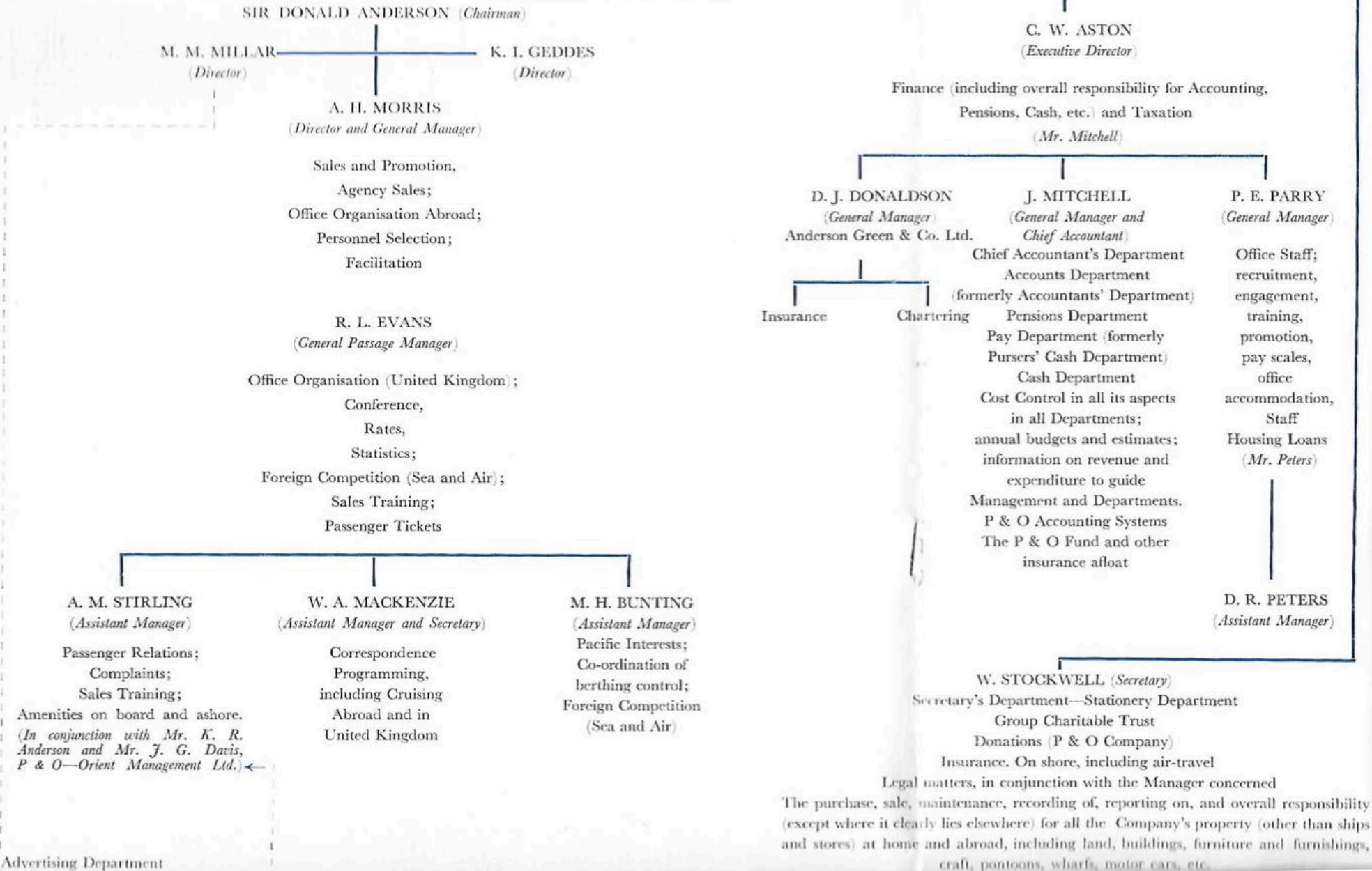
---

**T**HE chart which we publish in this issue is intended to set out the relationship between members of the management and the various departments.

# P & O S. N. COMPANY

*Directors:*  
 SIR DONALD ANDERSON (*Chairman*),  
 MR. F. E. HARMER (*Deputy Chairman*), SIR AUSTIN I. ANDERSON, SIR COLIN ANDERSON, MR. C. W. ASTON (*Executive Director*), LORD B...  
 SIR WILLIAM C. CURRIE, MR. W. DALGARNO (*Executive Director*), LORD GEDDES, MR. F. I. GEDDES (*Executive Director*), MR. R. G...  
 LORD INCHCAPE, MR. A. D. MARRIS, MR. M. M. MILLAR (*Executive Director*), LORD RUNCIMAN, MR. H. A. J. SILLEY, ...

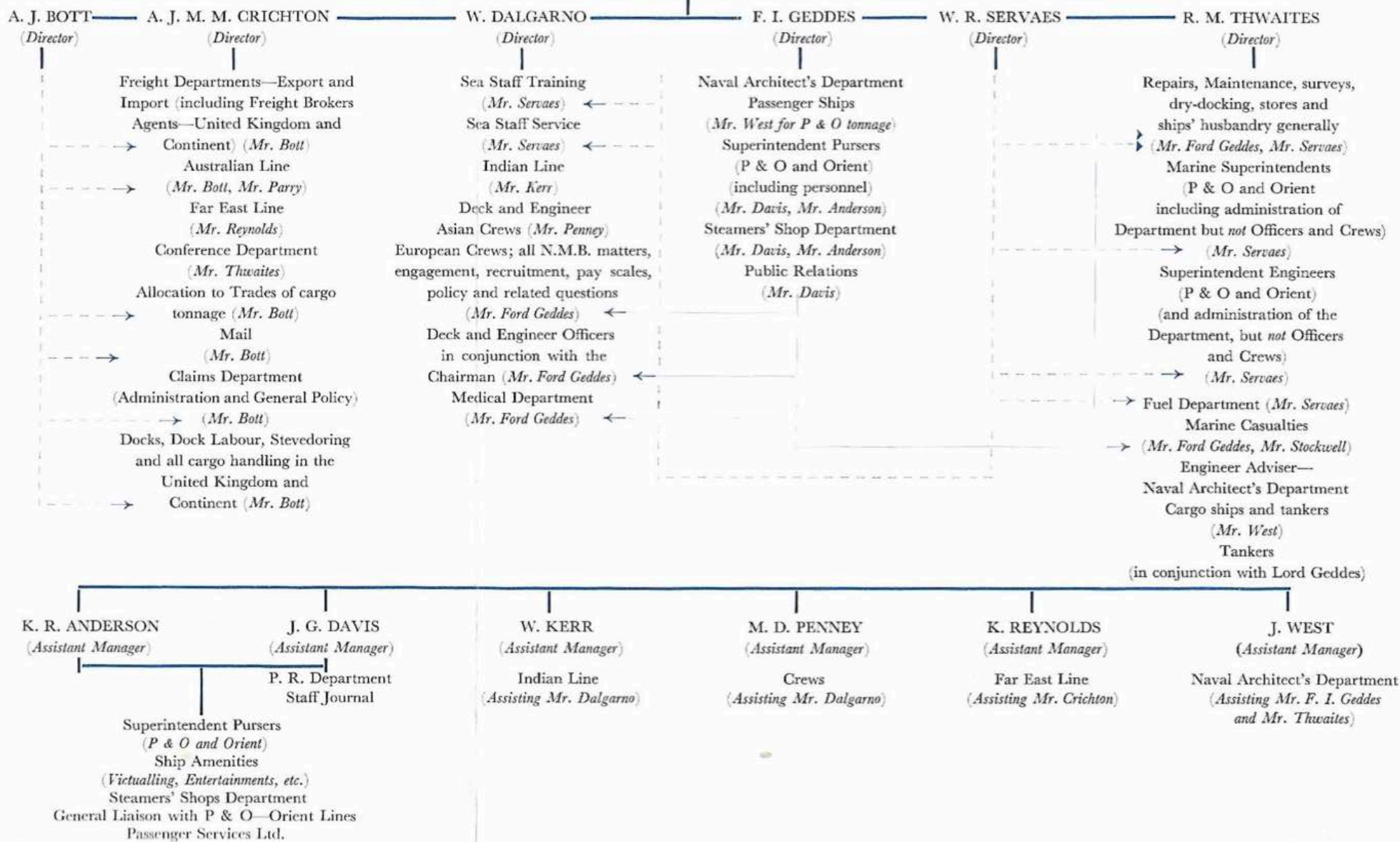
## P & O - ORIENT LINES PASSENGER SERVICES LTD.



CE, MR. A. J. M. M. CRICHTON (*Managing Director*),  
 OUT, SIR JOHN H. HALL, MR. F. J. HALLETT,  
 R. M. THWAITES (*Managing Director*).

## P & O - ORIENT MANAGEMENT LTD.

SIR DONALD ANDERSON (*Chairman*)





*M. M. Millar*



*K. I. Geddes*



*Sir Donald Anderson*



*A. H. Morris*



*C. W. Aston*



*R. L. Evans*



*D. J. Donaldson*



*J. Mitchell*



*P. E. Parry*



*A. M. Stirling*



*W. A. Mackenzie*



*M. H. Bunting*



*D. R. Peters*



*W. Stockwell*



*R. M. Thwaites*



*A. J. M. M. Crichton*



*W. Dalgarno*



*F. I. Geddes*



*W. R. Servaes*



*A. Bott*



*K. R. Anderson*



*J. G. Davis*



*W. Kerr*

*M. D. Penney*

*K. Reynolds*

*J. West*





## *Looking into Colour Photography*

*by J. F. Loader*

*WASHING DOWN.* A shutter speed of one-hundredth of a second was sufficient to "freeze" any movement of the men.

LAST summer was the finest on record at home for many a long year and no doubt this contributed to the mounting interest shown in colour photography. Many people, possibly, tried their hand at it for the first time, whilst, perhaps, others were a little doubtful, when looking at the selection of cameras on view in photographers' shopwindows, and comparing the apparently complicated array of dials, levers and windows with the simplicity of their box which has "satisfied the family needs for years". In fact most modern cameras are very easy to use and one can be completely at home with them after very little practice. In anticipation of another fine summer (dare one say it), the purpose of this article is to try and examine what is involved in colour photography, especially for the beginner.

Colour photography can be attempted in two ways, by the production of positive transparencies, or by using colour negative film. Transparencies are primarily intended for projection viewing, although good paper prints can be obtained from them, whilst the negatives produced from colour negative film are for making prints. With transparencies there is the advantage of being able to obtain prints from them as well, but it is considered that the negative film gives better prints and, if it is only prints in an album that you want, it would probably be better to use negative material.

Talking of the films already is rather jumping the gun, because the first consideration must be the purchase of the camera. The 35 m.m. miniature has become the most popular type of camera for colour work and is suitable both for transparency and negative work. A  $2\frac{1}{4}'' \times 2\frac{1}{4}''$  format (12 exposures on a 120 film) can also be used and there is quite a considerable range of this type of camera on the market. The cost of the outfit can range from a few pounds to over £200. The very cheapest cameras whilst quite good, are naturally somewhat restricted in their performance. It is better to try for a camera with ever-ready case in the £20-30 price range. In getting a camera within this range it will probably mean going without luxuries such as coupled rangefinders, built-in exposure meters, extra fast lenses, etc. The lens, to my mind, is the item that counts in the camera above all else. Most lenses are constructed with three components and these usually give good definition and are adequately sharp. However, a four-glass lens will give just that extra bite and sharpness and I think an extra pound or two spent in this direction is well worth while.

It will be as well to purchase one or two accessories for the camera. A lens-hood, which is a cylindrical object fitting over the lens, would be useful for preventing any stray light from reaching the lens.

An exposure calculator or meter is also necessary, as will be seen later on.

There is a fairly wide range of films available, both for transparencies and negatives and most of them give satisfactory results. From one's own experience and seeing the result of other people's efforts, it will not be long before the film is found which gives the most pleasing colour rendering.

At this point we should stop to consider what part the various sets of figures and dials on the camera have to play when taking our picture. To obtain the perfect transparency, or negative for that matter, a definite amount of light must pass through the camera lens and reach the sensitized surface of the film. In other words, the correct exposure must be made. In colour work the amount of light can hardly be varied at all. The amount of light reaching the film is regulated by the shutter, which opens and closes to allow the light to pass through the lens and on to the film. A box camera lens usually permits an unvariable amount of light through the lens when the shutter is released. The better camera has two means of varying the light passing through the lens, i.e. by means of the aperture which can be said to regulate the light and the shutter which allows the light admitted by the aperture to pass through the lens for a certain time. This enables pictures to be

taken in all kinds of light conditions. One series of numbers on the camera shows the position for the various aperture settings, normally engraved thus :—

2, 2.8, 4, 5.6, 8, 11, 16, 22

In practice, however, these figures are usually preceded by the letter "f", and are referred to as f.2, f.5.6, etc.

On the scale outlined, f.2 accepts the greatest amount of light, whilst the other numbers pass half as much light as the one to their left, i.e. f.4 would pass half as much light as f.2.8.

The shutter determines for how long the light will be able to pass through the lens at the selected aperture. Another set of figures on the camera will show what shutter "speeds" are provided. The scale may be :—

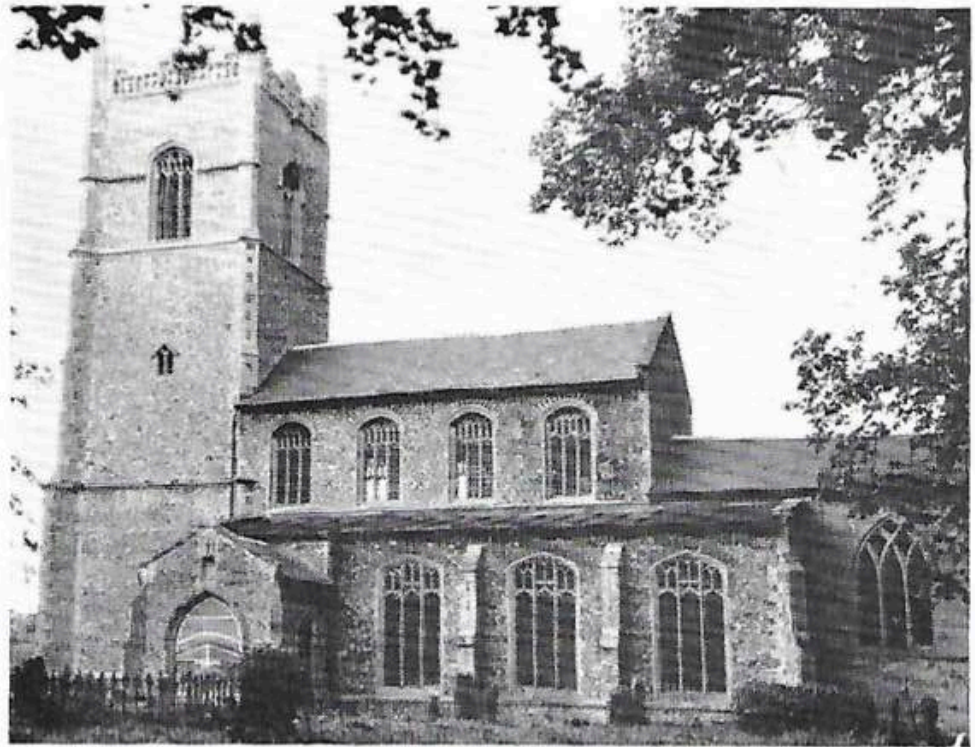
1, 2, 4, 8, 15, 30, 60, 125, 250, 500.

This covers ten different settings ranging from one second on the extreme left moving across in fractions of a second, to the very fast speed of 1/500th of a second at the other end of the scale. For our purposes the shutter speeds may be said to halve going from left to right. By setting the lens at a certain aperture, say f.5.6 and releasing the shutter at 1/250th of a second, it will mean a certain amount of light will have been allowed through the lens to react on the

*PADDINGTON BOUND. A shutter speed of one-five-hundredth of a second was needed to "arrest" the movement of the train, which was travelling at a speed of 60 m.p.h. or more.*



*A NORFOLK CHURCH. A dull weather shot (it was actually raining) and where a shutter speed of one-twenty-fifth or one-fiftieth of a second would be suitable owing to lack of movement.*



film. If we want to use a shutter speed of  $1/125$ th of a second, the shutter blades will remain open twice as long as at  $1/250$ th of a second and, therefore, if the lens aperture is held at  $f.5.6$  at  $1/125$ th of a second this will double the amount of light passing through to the film, over expose it and produce a transparency with colours looking a little washed out. Going back to our aperture figures, we found that the higher the  $f.$  number, the smaller the amount of light passed. Therefore, in our example exposure, if we want to alter  $1/250$ th of a second shutter speed at aperture  $f.5.6$  to  $1/125$ th of a second, the aperture setting must be moved to  $f.8$ , making the lens accept half as much light as at  $f.5.6$  but passing it twice as long at  $1/125$ th of a second as it would at  $1/250$ th of a second. Therefore, precisely the same amount of light reaches the film in both the exposures which have been considered.

A third set of figures on the camera covers various distances on which to focus the lens, whilst a fourth tells the cameraman what depth of the picture will be in focus when the lens is focussed at a given distance and is set at a given aperture.

As has already been hinted it is essential in colour photography to arrive at the correct exposure, i.e. to set the shutter speed and aperture in their correct relation to each other and this relationship should be obtained preferably by using a photo-electric cell exposure meter or at least a reliable exposure calculator. By taking into account such items as weather conditions and film "speeds" the meters and

calculators will give accurate exposure readings, although a little practice is usually required before obtaining consistent results.

Colour transparencies are returned from processing in convenient strips, or are mounted individually, in cardboard mounts, ready for projection. Cardboard mounts still leave the film exposed to wear and tear and it is advisable to eventually mount the transparencies between glass covers, which will keep dust away from the film and avoid it being scratched. Finally, the slides should be kept in a suitable storage box. There are several types of boxes available and most of them provide indexing facilities.

The remaining items in one's outfit are the projector and the screen. With regard to projectors it is sufficient here to say that there is a wide selection from which to choose, ranging from simple models to those which are fully automatic. Although specially manufactured screens give a somewhat brighter picture, quite a good screen can be made using a square sheet of hardboard and painting it with white matt paint.

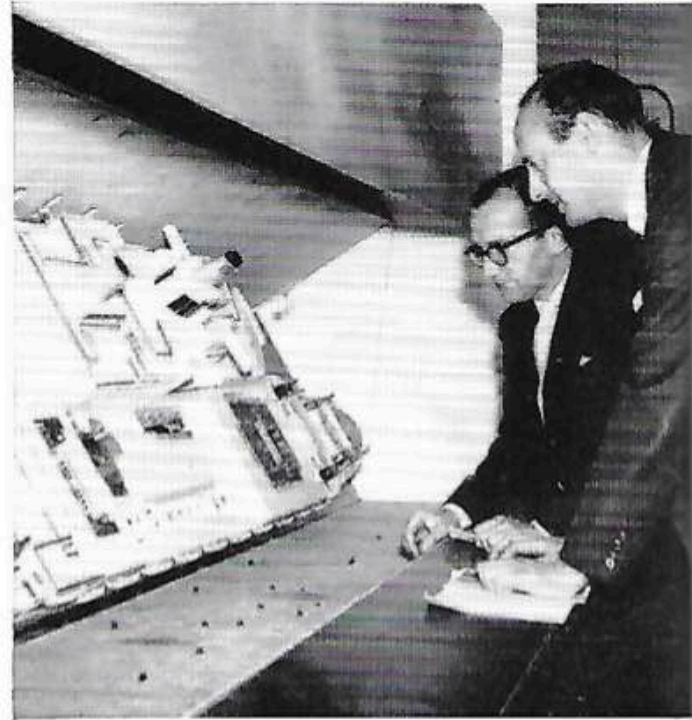
In winding up, a word or two about the photographs. These have naturally been taken on black and white negative film, two being from 35 m.m. miniature negatives and the other from a  $3\frac{1}{4}'' \times 2\frac{1}{4}''$  negative, but the technique is similar to that used in colour work. Remember photography has great possibilities in many directions and you never know where yours may one day lead you.



*The model of the "Oriana" as she looks before animation takes place*

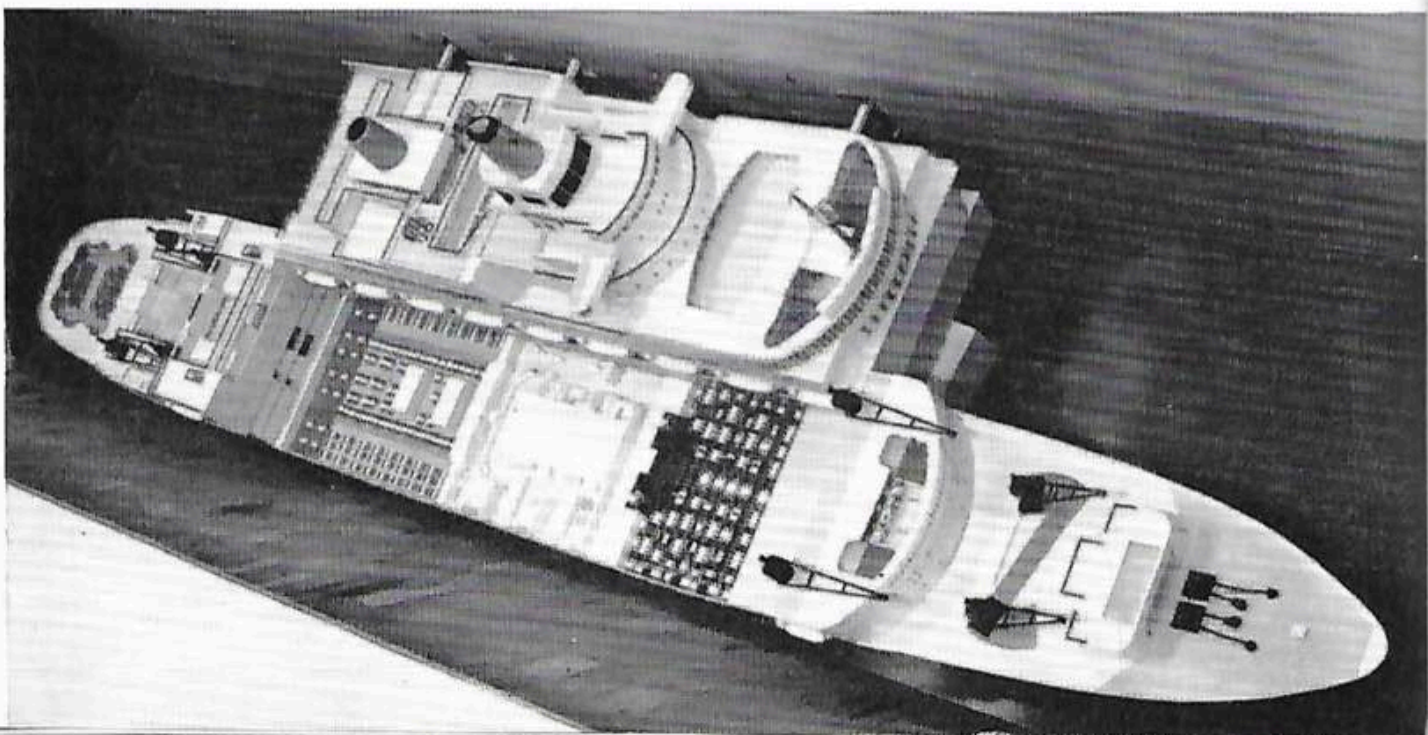
***Animated Model of the  
"ORIANA" for the  
British Trades Fair in  
New York***

An animated model of the 40,000 ton liner *Oriana*, the new passenger vessel launched recently by Princess Alexandra, is exhibited at the British Trades Fair in New York. The display was designed and produced by Technivision of Maidenhead and shows details of the *Oriana's* accommodation and fittings. Each of the decks described is automatically exposed to view and a commentary giving a verbal description is synchronised electronically to pointers that highlight the particular item in question. Included in the model are some three thousand chairs that are exact replicas of the *Oriana's* fittings. After the Trade Fair in New York, the model will make a tour of six months in the United States, in order to sell the idea of travelling British to the American citizens.



*Mr. Stanley Bonnett (left) of the "Daily Mail" and Mr. J. G. Davis study one of the deck-sections*

*The animated model of the "Oriana" tilts in its showcase and deck-sections are drawn upward to show the accommodation*



# Orient Newsletter

We regret to learn of the death of Mr. George Townsend after a short illness on the 24th May. He was born on the 28th August, 1876, and joined the firm of Anderson, Anderson and Co. Ltd. as a messenger just before his fifteenth birthday. He rose to be a Head Messenger and was later more of a personal assistant to a number of the Managers. Despite his lowly status he was a man of considerable erudition and will be remembered by Orient Line members for the excellent series of articles of personal reminiscences about the office and the City of London of his earlier days. Although he was nearing his 80's at the time I recall that the articles were written in a beautiful copperplate style and needed no alteration of any kind.

He was married 20 years to the day after he joined the firm but, although he was passionately fond of children, he had no family. The great tragedy of his life occurred on 10th May, 1941, when, during the air-raid in which the office in Fenchurch Avenue was bombed, his wife was killed in the basement shelter. He retired on the 31st December, 1946, and called regularly on his friends in the office until a month or two before his death. L. E. K.



Few people like change, and no one would pretend that he did not regard the recent P & O-Orient merger with some misgiving.

One of the saddest factors of the merger, however, from the point of view of the older ones who remain, is that so many of one's former colleagues suddenly depart before their expected time and one feels a real sense of loss. This was probably the general feeling on the evening of the 27th April when a large number of the Orient Staff gathered in the Canteen to say goodbye to eleven of their colleagues :—

Mr. W. Falcon (Superintending Engineer's Department).

Mr. L. M. Gilkay (Insurance).

Mr. J. S. Edwards (Group Accountant).

Mr. L. E. White (Bills of Lading Manager) and his No. 2.

Mr. G. R. Houghton.

Mr. A. Taylor (O.S.N. Accounts).

Mr. W. F. Bazin (Stores Department).

Mr. H. F. Henwood (Passenger Department).

Miss K. E. Selby (In charge of the office ladies).

Miss E. C. Gibb (Passenger Department).

Miss S. G. Jones (Book-keeping Department).

The Chairman thanked them all for their long and valuable service to the Company and made a number of presentations on behalf of the Managers.

Mr. Edwards, who has so often delivered the panegyrics for retiring members in the past, on this occasion found himself returning thanks for himself and his ten colleagues. That we cannot say as much about each as was normal in the past is obviously due to the large number and not through any feeling of disrespect to any. Brief notes on their careers are as follows :—



J. S. Edwards



L. E. White

**Mr. W. Falcon**, born 9th May, 1895, first served with the Company after World War I as Tenth Engineer of the s.s. *Friedrichsruh*, a former German ship, operated by the company for a short while, and then served in *Orvieto*, *Omrah*, *Orsova* and *Oronsay I* until August, 1930, when he joined the Shore Staff. He was transferred to the City Office early in 1940 and remained in the Superintending Engineer's department until his retirement. His kindly nature and cheerfulness will be missed by all but, as he lives at Grays, no doubt Office and Tilbury colleagues will see him from time to time.

**Mr. L. M. Gilkay**, born on the 2nd June, 1896, entered the firm in 1914 in the Insurance department. He joined the King's Royal Rifles in 1916 and was prisoner of war in the last year of the war. He returned to the office in January, 1919, and remained in Insurance for the whole of his career.

**Mr. J. S. Edwards**, born on 22nd October, 1897, joined the Company in the Accounts department in October, 1920. He succeeded the late Mr. J. P. Lardner as Accountant in July, 1942, and became Group Accountant in 1953. He was one of the Orient Line golfing members and has entertained the Golf Club on numerous occasions at his home course at Upminster and he intends that his retirement shall not prevent further meetings there in the future.

**Mr. L. E. White**, born 8th March, 1899, joined the Company 1st April, 1920, and served in the Bills of Lading department. He spent the whole of his time there with the exception of nearly three years during World War II with the Australian Freight Register. He became Manager in 1946 on the retirement of Mr. W. M. Bateman.

**Mr. W. F. Bazin**, the most perennially youthful member of the Company was born on the 1st October, 1898, and joined the Bills of Lading department on the 7th June, 1915. He served in the Army in the first War from September, 1916 to September 1919 and was transferred to the Stores department in August, 1925. During the Second World War he was a full time member of the A.R.P. until December, 1939, when he returned to the Stores Department for the remainder of his career. He was Captain of the Chess Club and one of the more brilliant players whose inconsistency, however, regularly let him down in the office championships.

W. F. Bazin



**Mr. A. Taylor**, the last of the triumvirate of the Accounting Taylors, was born on the 3rd October, 1898, and joined the firm on the 1st October, 1915. He served in the Insurance department until February, 1917, when he joined the Royal Field Artillery and took part in the last big German offensive in March, 1918. Except for a voyage as Assistant Purser in 1924 and a short period in 1926 with Anderson, Green & Co. as Cashier, he served the whole of his time after the first War in the O.S.N. Accounts department. His father joined the Orient S. N. Co. on its formation in 1878 and died in the service in 1910.

**Mr. G. R. Houghton**, born 12th April, 1902, joined the firm in February, 1919, in the Correspondence department, for two years was in the Forwarding department and the next 38 years in the Bills of Lading, except for service during the war in the Inward Freight and Insurance departments.

**Mr. H. F. Henwood**, born on the 28th June, 1908, joined the Company in August, 1925, in the Correspondence department and, except for Army service in the Second World War, was in the Passenger department from September, 1925.

**Miss K. E. Selby** joined the Correspondence department in September, 1926, and in October, 1932, became Secretary to Mr. J. A. Hawkyard and the Outward Freight department. In 1946 she was transferred to the Secretarial department in charge of the female staff.

**Miss E. C. Gibb** joined the Company in July, 1927, in the Passenger department and, except for four years in the Stores during the War, was in the same department all her career.

**Miss S. G. Jones** joined the Company in September, 1934, in the Passenger department at Australia House. She was transferred to Anderson, Green & Co. Accounts department in January, 1940, in which department she remained until her retirement, except for three years during the War with O.S.N. Accounts.

A number of presentations were made by the Managers as follows :—

- Mr. W. Falcon—a Watch.
- Mr. L. M. Gilkay—Granddaughter Clock.
- Mr. J. S. Edwards—a Silver Salver.
- Mr. L. E. White—a Carpet.
- Mr. W. F. Bazin—a Watch.
- Mr. A. Taylor—a Tape Recorder.
- Mr. G. R. Houghton—Twin Beds.
- Miss K. E. Selby—a Nest of Tables and a Coffee Table.
- Miss E. C. Gibb—a Brush and Comb Set.

Mr. Falcon was presented with a stainless-steel tea service and all the other members retiring with cheques from their former colleagues.

*G. R. Houghton*



*Miss K. E. Selby*



*C. F. Morris*

#### C. F. Morris

His many friends in and outside the Company will be sorry to learn that Charles Morris, O.S.N. Co., Naval Architect since 1949, left the firm on June 13th to take up a similar appointment with William Denny and Bros. Ltd., Dumbarton.

Born in May, 1908, he served his apprenticeship in the Ship Drawing Office of Vickers-Armstrongs Ltd., Barrow-in-Furness and was later on the Staff of the Ship and Naval Designing Departments.

During the war he was engaged on the design of submarines.

In March, 1944, he joined the O.S.N. Co. as Assistant Naval Architect to the late Mr. F. Walker and was appointed Naval Architect on the latter's retirement.

He supervised the design of *Oronsay* and *Orsova* and, by arrangement with his new Company, he will continue to be responsible for *Oriana* until she sails on her maiden voyage in December this year.



#### Retired Staff News

Congratulations and best wishes to our former colleagues whose birthdays have occurred since the last ORIENT NEWSLETTER, and to those who will have birthdays during the present month of publication of "About Ourselves".

- MAY Miss L. Hollister, 2nd ; Capt. I. E. Goldsworthy, R.D., R.N.R., 8th ; P. F. Finch and W. Falcon, 9th.
- JUNE W. M. Bateman (80), F. N. Elliott and L. M. Gilkay, 2nd ; Capt. G. G. Thorne, R.N.R. 13th ; E. H. Skevington, 14th ; Capt. A. E. Nicholls and V. H. Phillips, 18th ; Capt. T. L. Shurrock, O.B.E., 19th ; Miss E. D. Smith, 26th.
- JULY Capt. G. S. Kennedy, C.B.E., 3rd ; I. C. Geddes and Miss E. C. Gibb, 9th ; S. H. James, 17th ; C. E. Cast, 20th ; Capt. R. J. Galpin, R.D., R.N.R., 21st ; T. R. Blelock, 29th.



Congratulations to Mr. W. G. Inglis, M.B.E., former Orient Line Stores Department Manager, and Mrs. Inglis who celebrated their Golden Wedding on 6th July.



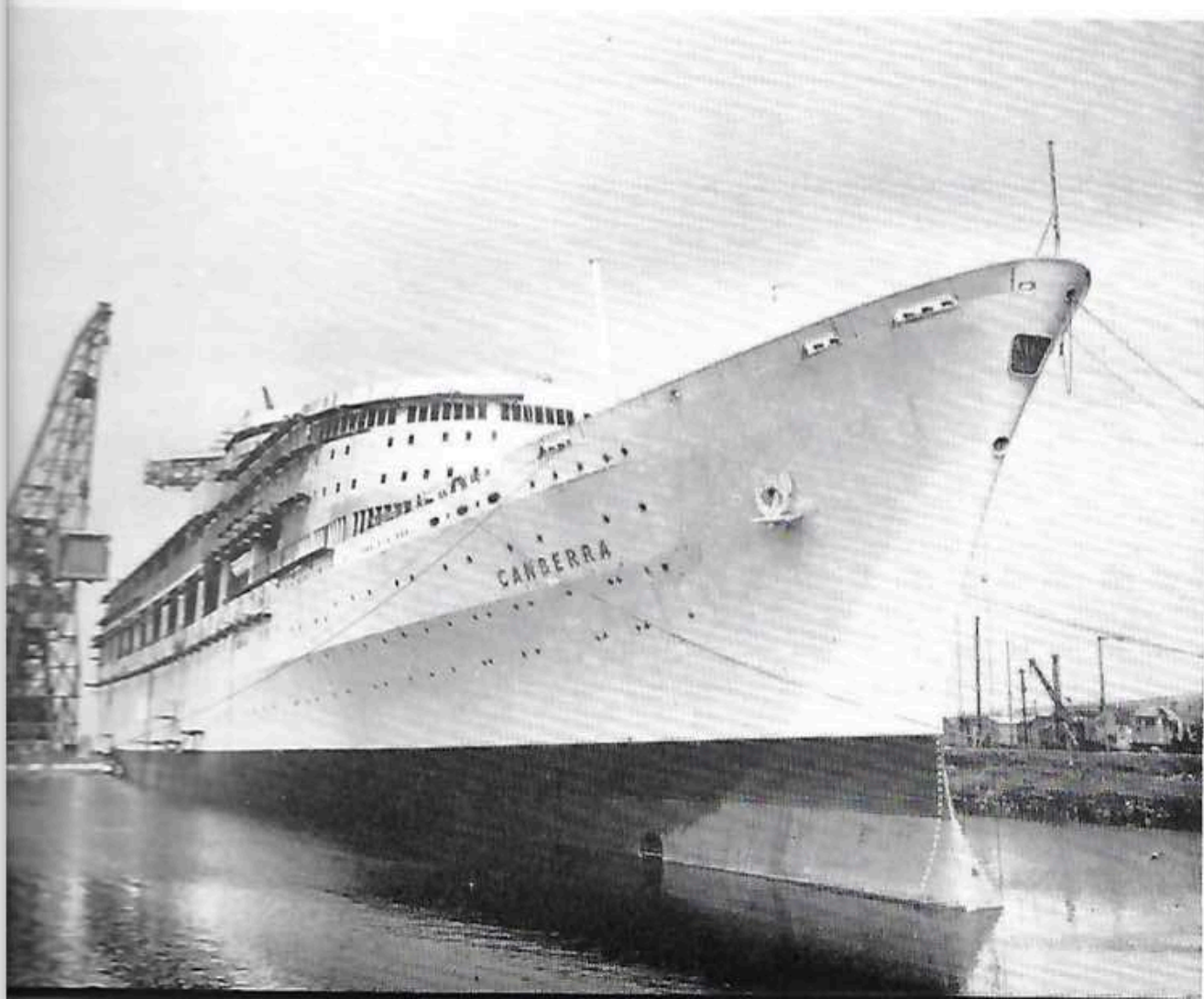
We learn from Tilbury, just as we are going to Press, of three more retirements : P. J. Murray, General Office, after 40 years' service ; W. Blackshield, Cargo Office, and B. J. Taylor, Tilbury Accountant, both after 34 years' service. "B. J." is still around, however, as for a time he is assisting Messrs. Duncan Wallet.



*We show here the visit of the Rt. Hon. R. G. Menzies, P.C., C.H., Q.C., LL.M., Prime Minister of Australia, and Dame Pattie Menzies, G.B.E., to Messrs. Harland and Wolff Limited, Belfast, on 24th May to view the Canberra, which Dame Pattie named and launched on 16th March, 1960.*

## *“Canberra” News*

*As the “Canberra” in the fitting-out basin at the Belfast shipyard of Harland & Wolff one of the main boilers is being lifted from the deck of floating crane on to “Canberra”. The boilers are the largest ever fitted in a merchant vessel. Complete with superheater, weights about 100 tons.*





In the picture are Hiroko Tainchi daughter of the Japanese Manager of Mackinnon, Mackenzie & Co. at Osaka, and Helen Brown, daughter of J. T. Brown, director of Mackinnon, Mackenzie & Co. (Japan) Ltd.

### EAST MEETS WEST

While *Canberra* and *Oriana* have been under construction, tens of thousands of potential passengers have "toured" the liners—without even going near a shipyard or the sea.

The electronically operated scale model of *Canberra*, built for display at the Brussels World Exhibition in 1958, has since been on view in Australia, New Zealand, Japan (the International Trade Fair at Osaka) and now the U.S.A.

More recently a similar *Canberra* model was constructed and has been exhibited throughout the U.K.—including such shows even as The Ideal Home Exhibition at Olympia—while a hydraulically-actuated *Oriana* joined our miniature fleet for the British Trade Fair in New York (June 1960), where it was displayed alongside the first *Canberra* model.

Thus our model fleet is, we hope, arousing public interest in and affection for our two big ships even before their maiden voyages.

### "CANBERRA" NEWS

*Canberra's* launch did indeed receive possibly the widest publicity coverage ever achieved on a single day by the P & O Company.

There were special supplements in, amongst others, the following newspapers: The Times, The Glasgow Herald, The Scotsman and The Financial Times; and whole pages in many other newspapers.

Many pages were devoted to the ship also in Fairplay (special supplement), The Illustrated London News and the Sphere.

Perhaps the most original description was, however, given in a charming misprint in the Liverpool Echo. Here a picture of *Canberra* for the launching was given the caption:—

"An unusual picture of the Mersey Docks and Harbour Board buildings reflected in a puddle after a rainstorm. The photograph was taken on the roadway leading to the rest room for old people at the Pierhead."

A slightly dampening description of our pride and joy.

# Orient Motor Club Rally

28th/29th May 1960

G. E. Hill

WE are by now beginning to take the superb efficiency of the Orient Motor Club Rally organizers rather for granted. This is only because, from a competitors point of view, everything (except the clues!) is always made smooth, easy and pleasant; and once again, on the All Night Rally on the 28th/29th May we were treated to another example of their competence and thoughtfulness.

On this occasion, the organizers must, we felt, have been specially chosen from a race of supermen, bred indeed for the purpose, who obviously never sleep, and have, clearly, since the age of about 18 months, been finding their way about from Nursery to Bedroom and Garden, not by moving from table to chair as we poor mortals did, but by being issued with a series of map references and clues.

We were met at "The Cricketers" at Epsom and shepherded to our respective positions and, after a short briefing, despatched on our ways, and we began, by a devious route, to wend our way towards the half way point, and refreshments.

Timing was the most difficult part of the first half, we found, as we had to answer seventy-one clues in rather less than four hours.

On many occasions we came upon small knots of competitors wandering around isolated spots of the Surrey or Hampshire countryside, shining torches on to unmentionable objects in the hopes of finding an answer, and muttering darkly to themselves. We did not apparently disturb any local inhabitants, neither



*Finding their way about from  
Nursery to Bedroom . . .*

we realise our nightmare of being sent back into  
t expanse of dark loneliness to retrieve a clue  
hen trying to return to our vehicle only to see  
small pinpoints of red light disappearing into  
distance.

wards the wee small hours we began to get a  
sleepy and when well on to the Stockbridge  
past Basingstoke the driver suddenly realised  
the principal navigator was not working out the  
clue but was, in fact, snatching a short snooze.  
nally arrived in a car park in Basingstoke at  
a.m. heavy eyed and slightly grumpy, when a  
full smiling face appeared at the window and  
"I say, this is *fun*, isn't it?"

was the Marshal at the check point, who, having  
ed us in, told us we were just in time for the  
iced sausage rolls and coffee. This cheered us  
berably and having refreshed ourselves, we  
ed the ladies who had so kindly volunteered to  
after our comfort—yet another example of  
t organization.

er this, we found our second wind, which was  
ll, because we were now required to do some  
s navigating, and, indeed, some highly com-  
ed arithmetic, upon the correct solution of  
our breakfast ultimately depended.

rtly after four it began to get light, and one  
d that the apparently shapeless masses of  
jerkin, sweater, and woolly tasselled hat that  
d been bumping into during the dark hours at  
s points, were none other than our colleagues  
n more normal times and clothes, were wont  
e Trafalgar Square and Leadenhall Street.

managed to achieve full marks for tyre  
es, lights, etc. at the sensibly placed check  
and rested for ten minutes before proceeding,

when shortly we found ourselves in the New Forest,  
and to see the dawn coming, and the wild life (in  
plenty) waking up, made our sleepless night well  
worthwhile.

Our navigators rose magnificently to the occasion  
and, after about three most pleasant hours, with all  
the clues answered, we arrived at Gascoignes Hotel  
in Lyndhurst. Washing and shaving facilities were  
provided by the Hotel, and just before eight we sat  
down to an excellent breakfast. Much refreshed and  
trying to fight down that smug and superior feeling  
one always gets when one has got up much earlier  
than the world in general, we all went on to Beaulieu  
Abbey where the results of the Rally were announced  
and the prizes given to the deserving winners.

We spent a most interesting morning in Lord  
Montagu's Motor Museum and wandering in the  
Palace and its peaceful grounds, before gently finding  
our way home.

Our hats were mentally raised to Miss Fieldson  
and Miss Biggs, who competed on a motor scooter;  
and to the "All Girl" crew of Miss Audrey Clark's  
Austin, which, unfortunately, suffered a minor  
breakdown after the Rally, but with no serious  
consequences.

We were unable to unearth any adverse criticism  
in regard to any part of this excellently organised  
Rally, and we all agreed that we would not have  
missed it for anything.

We sincerely thank and congratulate all those  
responsible for a very pleasant and unusual outing,  
and we are all greatly looking forward to the next  
one.

The order of finishing in the Overall Competition,  
with the Navigation results in brackets, was as  
follows :—

Car H	P. Allen 1st	(3rd)
" D	J. Dickinson 2nd	(2nd)
" J	Mrs. Y. Strong 3rd	(1st)
" P	M. Lee 4th	(6th)
" G	G. Pleace 5th	(5th)
" DD	K. Price 6th	(11th=)
" K	Miss A. Clark 7th	(10th)
" I	A. Winsor 8th	(11th=)
" R	Mrs. M. Copas 9th	(9th)
" V	F. H. Penny 10th	(8th)
" B	J. Duranti 11th	(13th)
" EE	C. Dasniers 12th	(7th)
" U	G. Hill 13th	(14th)
" S	G. Fothergill 14th	(16th)
" AA	J. Fry 15th	(4th)
" GG	B. Reeve 16th	(15th)

This was the last rally to be organised by the  
Orient Motor Club but plans are already well  
forward to combine with the P & O Motor Club,  
and a full programme of rallies and other meetings  
will be published shortly.

# Personal News

## APPOINTMENTS

### Directors

P & O Directors at their Meeting on April 20th approved the following appointments to the Board, with effect from the 1st May, 1960: Sir COLIN S. ANDERSON, Mr. W. DALGARNO, O.B.E., Mr. C. W. ASTON, F.C.A., Mr. F. I. GEDDES, M.B.E.



Sir DONALD ANDERSON was re-elected Chairman of the Shipping Federation at a meeting of the Executive Council on 25th May.



### Export Freight Manager

Mr. C. S. GUERNSEY joined the P & O Branch Service in 1926 when they were in Asia House, Lime Street and came over to Leadenhall Street in 1930 when the P & O Branch were merged with the Main Line.

He spent practically all of his time with the Freight Department. Shortly after the outbreak of Second World War he was seconded to the Ministry of War Transport and later joined Director of Movements, War Office. Returned to Freight Department in 1946 and now succeeds Mr. Stephens as Export Freight Manager.



## "CANBERRA" APPOINTMENTS

We learn on going to press that the following provisional appointments have been made for our new ship: Chief Engineer, Mr. J. SKAKLE; Purser, Mr. L. S. WARREN; Chief Steward, Mr. M. F. PERCH.



Congratulations to the following Navigating and Engineer Officers who have obtained Ministry of Transport Certificates since our last issue:—

### MASTER'S CERTIFICATE

Second Officers J. M. WOOLLEN, A. C. MACKINNON, J. C. VINT, J. E. LEGGETT, M. HALL.



### FIRST MATE'S CERTIFICATE

Second Officer J. W. PASTON.  
Third Officers B. C. HOLLEYOAK, T. D. UNDERWOOD, M. N. HULKES.



The Company's Cadets A. R. TINSLEY, M. J. BRACE and M. J. CARTER have obtained their Second Mate's Certificate and joined as Fourth Officers.



## SECOND CLASS STEAM CERTIFICATE

Third Engineers D. B. ROSS, J. MC.N. MCNAMARA, B. R. LOVE, J. M. CHANDLER, A. S. BOWER, G. OSBORNE.



## SECOND CLASS MOTOR CERTIFICATE

Third Engineers A. W. MYERS, G. R. GRAHAM, C. M. GOODWIN.



We would also like to congratulate Captain K. WALKER, R.D., and Captain B. S. C. MORDAUNT on their promotion to the rank of Captain, and Messrs. A. A. MILLS, E. H. FISHER and I. H. STEWART on their promotion to the rank of Chief Engineer.



Congratulations to Mr. R. J. HAWKINS on confirmation in the rank of Chief Radio Officer as from 29th June 1959. Mr. W. DAWSON, First Radio Officer, to the rank of Chief Radio Officer, on his appointment to *Strathmore* on 23rd May, 1960. Mr. T. H. MARTIN, Radio Officer to First Radio Officer, *Corfu* on 25th May, 1960. Junior Radio Officers J. M. WHITLOCK, R. A. STATON, H. WALTERS and I. T. RITCHIE, promoted to the rank of Radio Officer.



We have to announce the following appointments:— Miss A. TOLER-AYLWARD, Children's Hostess, *Canton*; Miss L. REEVE, Children's Hostess, *Carthage*; Miss W. V. ROTHWELL, Children's Hostess, *Stratheden*; Miss P. M. PINHEY, Children's Hostess, *Strathmore* has now proceeded on leave.

Mr. G. PRICHARD, Chief Steward, *Carthage*, is proceeding on long leave and will be relieved by Mr. W. REES.

Mr. L. C. WYETH, Purser, ex *Corfu* has left that ship and has now joined *Strathmore* as Purser, relieving Mr. C. T. R. HARE, Purser, who is now taking a holiday in Scandinavia.

Mr. H. W. MAYHEW, Purser, ex *Empire Fowey* has now joined *Corfu* as Purser.

Mr. K. C. BROWNE, Chief Steward, *Maloja*, will be relieved by Mr. S. EDNEY, Chief Steward. Mr. Edney was relieved in the *Strathaird* by Mr. E. LUNGLEY.

We regret to report that Mr. R. S. BROWN, Purser, *Strathaird*, is sick and unable to rejoin his ship. He has been relieved by Mr. B. TONKS, Acting Purser, who has just spent 10 weeks on a catering course at the Westminster School of Cookery.



## MARRIAGES

### Our Best Wishes to—

Mr. M. W. TRUSCOTT, West End Office, on his marriage on the 23rd March to Miss PAMELA M. COX at Greenwich.

Dr. JOHN HUGH KEN MACKIE, ex Surgeon, and Miss SHEILA BARBARA MILES, ex Nursing Sister, both recent members of the P & O Medical Department, on their marriage at Holy Trinity Church, Sloane Street, Chelsea, on the 6th June.

Miss RITA TRAYNER, ex Pursers' Department and Sea Staff Stenographer, on her marriage to Mr. FRANCIS DYTON, of Westcliff-on-Sea at St. Saviour's Church, Westcliff, on Monday, 6th June, 1960.

Mr. B. G. METCALFE, Second Officer, on his marriage to Miss JOAN WETHERBURN AUNGIER, on 9th March.

Mr. A. EASTON, Radio Officer, on his marriage to Miss B. P. R. ASCOLI, formerly Children's Hostess and Social Hostess, at St. Mary Abbot's Church, Kensington, on 4th June, 1960.



### ENGAGEMENTS

We congratulate—

Mr. J. C. SIMPSON, Deputy Purser, *Strathaird*, on his engagement to Miss J. M. SMART, of Melbourne, Australia.

Mr. C. FRAZIER, Accounts Dept., West End, on his engagement to Miss G. WISE, late of Orient Line.



### BIRTHS

Our Congratulations to—

Mr. M. A. SHOTTS, Senior Assistant Purser, *Strathnaver*, and Mrs. SHOTTS (née Pheby) on the birth of a daughter, Sally Anne, on the 26th April, 1960.

Mr. F. M. O'CONNEL, Chief Officer, *Corfu*, and Mrs. O'CONNEL (née McMORRAN), on the birth of a daughter, Sharon Elizabeth, on the 24th March, 1960.

Mr. P. BYERS, Assistant Engineer, *Patonga*, and Mrs. BYERS, on the birth of a son, David Peter.

Mr. K. H. DAVIE, at present Third Officer on the Dock Staff, and Mrs. DAVIE, on the birth of a daughter, Karen Rey, on the 11th May.

Mr. L. JONES, Stationery and Printing Department, and his wife, formerly Miss J. RAINSBURY, of the Orient Line Inward Freight Department, on the birth of a daughter, Elizabeth Ann, on 14th June.

Mr. W. H. BICKFORD, Second Officer, and Mrs. BICKFORD, on the birth of a son, Peter William.

Mr. C. A. YATES and his wife WENDY (née Hannaford) on the birth of a daughter Stella Frances on 10th July.



### Mr. W. C. Mizen

On 7th April a small informal dinner was given at the Cafe Royal by heads of departments and senior members of the staff to Mr. W. C. MIZEN to mark his retirement. Mr. ADRIAN HOPE was in the chair, and an extremely pleasant evening was spent, with some amusing speeches which must, we fear, go unrecorded.



### RESIGNATIONS

The Rt. Hon. Viscount LEATHERS, P.C., C.H., relinquished his P & O Directorship on the 31st March, 1960.

Mrs. VALERIE WEDLOCK, who as Miss Gamble, joined the Company in 1952, is resigning on the 30th June. Her husband is ALLAN WEDLOCK in the Pursers' Department.

Mrs. S. BAILEY resigned from the Medical Department at the end of February.



A. B. Hope

### RETIREMENTS

#### Mr. A. B. Hope

Mr. A. B. HOPE, Passenger Manager, retired on 30th April. He joined the P & O in April, 1912, serving at first in the Officers' Department, transferring in the following year to the old West End Office in Northumberland Avenue. From 1914 to 1918 he served in the R.A.S.C. Horse Transport and was in France from March, 1915 onwards. Returning after the war to the Passenger Department he gained experience in its many sections. In April, 1942, he was gazetted to the Royal Engineers Movement Control. In April, 1946, he became Joint Chief Assistant to the Passenger Manager; Deputy Passenger Manager in July, 1950, and Passenger Manager in April, 1954.



W. T. Stephens

#### Mr. W. T. Stephens

A cocktail party was given by Mr. W. T. Stephens, M.B.E., M.C., for just over 100 guests, in the Management Luncheon Room on Friday, 20th May, to celebrate his retirement after nearly 46 years' service with the

Company. Mr. A. J. M. Crichton, Managing Director, made a suitable presentation and thanked him for his long and loyal service.

Mr. W. T. Stephens joined the P & O Company in September, 1914, in the Freight Department and has remained connected with it throughout his service of some 46 years.

In 1914 he immediately enlisted and saw much active service with the Sherwood Foresters on the Western Front and was awarded the Military Cross.

He returned to the Freight Department after the First World War in 1919 and gained experience in all branches of its activities.

Shortly after the outbreak of Second World War he joined the staff of Director of Movements, War Office, and served there until 1946, receiving the M.B.E. for his services. Returning to the Freight Department he was appointed Export Freight Manager in 1950 and Chief Freight Manager in 1959.

#### Mr. F. G. Corin

Mr. F. G. CORIN, Manager of the City Passenger Department, retired on 30th April, having been with the P & O since 1920. From then until 1940 he was in our Paris Office, becoming Manager there in 1933. After the war he was made Manager of the P & O Office in Australia House before that branch was transferred to Kingsway, where he also presided until it was closed. He then took over the Passenger Office at "122". At a farewell cocktail party, widely attended by his friends, Mr. M. Millar paid tribute to Mr. Corin's long and useful career here and in France.

#### Mr. W. Evans

Mr. W. EVANS (1914-1960), Head of the Accountants' Department, retired on 30th April. He served in the First World War from 1916-19, returning to the Accountants' Department, with whom he had started. He will be remembered as the Company's best chess player, and captained our team in the London Commercial Chess League in the 1920's and 1930's.

W. Evans



#### Mr. J. H. Chubb

Mr. J. H. CHUBB, Chief Engineer (1925-60), has had to retire because of failing health. Joining the P & O in March, 1925, he became acting Chief Engineer in March, 1953. His last ship was the *Arcadia*. His unfailing cheerfulness and his outstanding personality had made him popular in all of his ships. We wish him improving health in his retirement.

#### Mr. R. Latta

Mr. R. Latta retired at the end of April on completion of 47 years of service in the Company.

At a small party in the Import Freight Department, Mr. L. Hedley Prole, the Import Freight Manager, presented Mr. Latta, on behalf of his colleagues, with a clock and a pocket wallet.



#### We Wish Many Years of Happy Retirement to—

- Mr. F. C. HILLARD, First Electrician (1922-60).
- Mr. H. F. PARLETT, Import Freight Dept. (1913-60).
- Mr. A. V. JACKSON, Boilermaker (1919-60).
- Mr. G. D. BATCH, West End Office (1920-60).
- Mr. B. W. B. POOK, Freight Dept., King George V Dock (1916-60).
- Mr. A. G. MEEK, Pay Dept., (1920-60).
- Mr. R. J. HEARN, Accounts, West End (1920-60).
- Mr. A. P. F. JAMES, Purser's Dept., (1925-60).
- Mr. S. D. TAYLOR, Purser's Dept., Tilbury (1926-60).
- Mr. W. H. WARRY, Chef (1926-60) through ill-health.
- Mr. J. J. BROWN, Accounts, West End (1920-60).
- Mr. C. H. LINNETT, Freight Dept., King George V Dock (1920-60).
- Mr. J. WILCOCK, West End (1932-60).
- Mr. M. J. MURPHY, Radio Officer (1954-60).
- Miss B. A. LAWTON ("Auntie Kate"), Stewardess, last ship *Empire Fowey* (1933-60).
- Mr. F. CULL, Second Steward, last ship *Strathmore* (1923-60), ill-health.
- Mr. R. SWEETLOVE, Tourist Second Steward, last ship *Stratheden* (1920-1960).
- Mr. F. S. LEWIS, Second Steward, last ship *Strathmore* (1938-60), ill-health.
- H. G. SHAYSHUTT, Staff Clerk at King George V Dock (1914-60).
- B. C. MCCORRY, retired due to ill health on 31st January, 1960.



Mr. F. FIDLER, Shipping Manager to Mappin & Webb, Ltd., has just retired after 62 years' service. In his last year he has seen the completion of his firm's commission for the *Canberra* involving 63,076 pieces of plateware and 6,763 pieces of hollow-ware in the *Canberra* design created especially for this ship.



## OBITUARY

We regret to record the death of—

W. A. FOWLER, Dining Room Head Steward, last ship *Beris*, died at home after a long illness on the 14th May, 1960. His ashes were buried at sea from the *Corfu*.

E. E. PEACH, Tourist Second Steward, last ship *Strathmore*, died in hospital in the United Kingdom on the 21st May, 1960.

W. P. NICOLL, Chief Engineer (3.11.24—31.3.60). He died on 3rd April, 1960. Last ship *Himalaya*. Taken sick on last voyage to Australia and landed at Sydney. Died at Greenwich Seamen's Hospital.

L. A. WILLIAMSON, Shore Purser (1911-44). Died on 4th May, 1960. Last ship *Ranpura*, 1927. Came ashore 1928 as Inspecting Purser.

R. D. MAY, Stationery Dept. (1920-57). Died on 21st April, 1960.



## Editor's Note

On page 29 of our last issue we announced the retirement of Captain K. A. H. CUMMINS and mentioned that he was promoted to Captain when he commanded the *Sametrick* in 1947. He writes to tell us that he actually commanded the *Maloja* in July, 1946.

---

## RADIO TELEPHONE

Radio Telephone has now been fitted to all passenger ships in the Fleet and already most of the cargo ships are also fitted.

The immediate response from passengers has been surprising. *Arcadia* returning from her last deep sea voyage accepted 50 calls in one day which is equal to the most that the *Queens* have ever done although it must be admitted in the case of the *Queens* the ranges were probably greater. A few days later when *Himalaya* was returning, delayed by fog, she cleared 150 calls in one day, which amazed the Post Office and all concerned... especially as this was in addition to transmitting 102 telegraphic messages in the same day. Since this, *Himalaya*, coming in from a cruise, has accepted 113 in one day as well as a number of telegraphy messages. This number would have been 123 but 10 of the numbers ashore did not reply.

It is encouraging to know that this service has got off to such a good start and we hope that it will become more and more popular in the future.

## SPORT . . .

### "PANDOR" SPORTS CLUB

With the coming together of the two Companies, meetings have been held under the Chairmanship of Mr. M. M. Millar, to found a new Sports and Social Club which will combine the two previous separate organisations.

In the first stages these meetings have consisted of the Captains and/or Secretaries of the various individual Societies (ranging from Dramatics to Rugger, Table Tennis to the Motor Club), and each one of the individual Clubs was asked to submit ideas as to how the organisation could best be run.

One thing became immediately apparent and that was that a Club-room in Head Office is considered essential to provide a meeting place for the staff and a central position where notices in connection with Club activities can be displayed. In the Orient Line, the coffee room has fulfilled this function, providing also the necessary space for a table tennis room. At the time of going to press it has been agreed that the room in Fenchurch Avenue will remain available for the purpose until the autumn, after which it is hoped—though unfortunately cannot be certainly promised—that similar facilities will be made available in "122". With so many Departments and individuals to fit in the main building at that time, Management find it impossible, unfortunately, to guarantee the space.

Another decision that has been made is that the combined Club shall be called the Pandor Club. The meeting felt that this name is a happy combination of the names of the two Companies and will, moreover, be an easy name for shouting purposes at the various athletic events. A badge of a panda might even become our symbol . . . This verbal extension may be abhorrent to some of us!

The Chairman has most kindly consented to be President of the Pandor Club. There will also be a Chairman, Vice Chairman, two Joint-Honorary Secretaries (for the initial stages, one ex-P & O and one ex-Orient) and an Honorary Treasurer. Then there will also be a Committee consisting of elected representatives from each of the various Clubs.

It was agreed, too, that a subscription should be levied, probably at the rate of 5s. a head per annum, this covering all activities offered by the Club.

Membership will be available to all the staff and indeed sea staff if they are interested.

At the time of going to press, there is nothing more which can be said other than that a Small Committee, consisting of Messrs. Cook and Sykes and Messrs. Stockwood and Young are going to meet in order to draft a set of rules for the Pandor Club, which will be available

before the first general meeting which is scheduled for Wednesday, 29th June.

Thus more news will follow in our next edition, and meanwhile we wish the Pandor Club all success.

## ATHLETICS

A joint team of P & O and Orient Staffs managed to gain third position both in the Lloyd's List Cup for Ladies' events and in the overall "Kelso" Cup at the London Shipping Athletic Association's annual meeting at Mootspur Park on 16th June. Unfortunately, the delay caused by the amalgamation rather curtailed our training programme but, nevertheless, several of the team managed to gain place medals, including one First—Miss B. LONG (Import Freight) won the 440 yards Ladies. Other place medallists included Miss V. BENFORD (Accounts), third in 440 yards ladies; Mr. P. HEANLY (Pursers) third in 120 yards Hurdles and in the 440 yards; Mr. J. LIGGINS (Baggage, Tilbury Dock) third in Long Jump; while Misses B. LONG, S. CHEESEMAN (West End Accounts), S. HINDE (Accounts), P. O'CONNOR (West End) formed our Ladies Relay Team which gained third place. A number of others managed to gain points for the team by being placed in the first six for their respective events—Misses B. LEIGH and M. WANSTALL (Export Freight) and Messrs. R. PLEACE, N. TURNER (West End) and R. BUGG (Export Freight).

Several Championship Records were broken during this Meeting, including the Two Mile Walk (14 minutes 50 seconds); Long Jump (23 feet 7 inches) and One Mile (4 minutes 12.2 seconds). These winning performances suggest a very high overall standard of athletics and, therefore, give a false impression since they are representative of only a mere handful of the competitors who are keen fulltime athletes. In fact the standard tends to be low, particularly in the Ladies' events.

We ourselves have no outstanding athletes and our placing must be credited in the main to team spirit.

## CRICKET

*Orient Line 1st XI v. Williams Deacons Bank 1st XI at Catford Bridge May 16th and 17th.*

Orient Line won by 5 wickets.

Last year Orient Line lost one match by the narrow margin of 1 wicket. It was, therefore, a pleasing start to the new season by reversing so decisively the last year's result.

On a very difficult wicket Orient Line, on winning the toss, had no hesitation in putting Williams Deacons in to bat. Lee and Jones opened the bowling, the latter, moving the ball well both in the air and off the wicket, taking 2 wickets. Linney and Price came on in a double change of bowlers taking 3 and 4 wickets respectively. It was then left to Ross with his second ball to remove the last batsman. Good bowling and fielding meant the dismissal of the Williams Deacons batsmen for 54 runs in 45 minutes.

Linney and Lee opened the innings for Orient Line and both played confidently. Lee was caught in the deep from a lofted straight drive and wickets began to fall steadily. Linney, however, stayed secure and was 30 not out when Orient Line passed the Williams Deacons score with 5 wickets standing.

## GOLF

The Spring Meeting of the London Shipowners' Golfing Society was held at Walton Heath on Wednesday, the 4th May, 85 members taking part.

The main event was the Harmer Cup and fifteen teams were entered from ten Shipping Companies. British and Commonwealth—3, B.I., N.Z.S.Co. and Orient Line with 2 teams. It was unfortunate that P & O were only able to field one team and this by no means their strongest.

The morning qualifying singles Stableford resulted in eight individual Companies being represented in the Quarter-finals as follows:—

B.I., Ellermans, G.S.N.Co., N.Z.S.Co., Orient Line, P & O, Royal Mail and Shaw Savill.

Only British and Commonwealth and Port Line, usually two of the strongest teams, failed to reach the last eight.

The qualifying singles competition was also played for the Port Line Trophy for the best scratch score and the Shaw Savill Handicap Trophy for the best nett score. Mr. K. R. Anderson was at the top of his form and returned the best figures while Mr. H. S. Taylor, of the Cunard, won the Handicap competition.

After lunch the Quarter-Finals of the Harmer Cup were played and although P & O were defeated by Ellermans the other three places were filled by members of the Group, B.I., Orient Line and N.Z.S.Co. who beat Shaw Savill, G.S.N.Co. and Royal Mail respectively.

The Semi-Finals and Final will be played at Chislehurst on the 28th September when the Orient Line meets the N.Z.S.Co. and B.I. plays Ellermans. This will be the third meeting between Orient and N.Z. and we would like to think that it will be the case of "third time lucky" but hopes are not very high, especially as Mr. K. R. Anderson will be on holiday.

The Blue Star Foursomes Trophy, which was competed for by members not playing in the Quarter Finals, was won by Captain E. Fullick and Mr. R. Harris of British and Commonwealth. The President, Mr. F. E. Harmer, and Mr. W. R. Rae, of the Blue Star, presented the prizes.

Our thanks for an excellent day go to the new joint secretaries M. Lake and J. Cunningham, and their assistants, and to our Companies for giving us the opportunity to play.

L.E.K.

## FOOTBALL (Association)

### SOCCER CHALLENGE CUP

#### P & O v. Escombe McGrath & Co. Ltd.

April 4th, 1960, will be a day long to be remembered in the Soccer annals of the Company. The game versus Escombes for the Challenge Cup settled down in the first half to the usual pattern of the P & O defence thwarting the opposing forwards in their attempts to score, Barber in goal making several fine saves. The question whether P & O forwards could combine to penetrate Escombes' defences and score, remained unanswered at half-time with the score 0-0.

In the second half Escombes had the advantage of a light wind, and were pressing with greater assurance. It was, therefore, refreshing to see both P & O wing forwards bringing the ball well into Escombe's territory. After



*Back Row L. to R.: I. George, D. Owen, K. Waite, J. G. Davis, G. Barber, J. Liggins  
Front Row: B. Ottaway, K. Griffin, R. Pleace, D. Russell, M. Moran, G. Dearle*

twenty minutes, one of these movements resulted in a well-attended scrimmage in front of goal, when Pleace managed to push the ball over the line to score. This unexpected success caused Escombes' forwards to press even more vigorously, and the P & O defence were hard put to it to stop them. Whilst P & O supporters were hoping for the final whistle before the precious lead of one goal disappeared, the ball was swept into Escombes' half and Russell, at inside right, scored with a well-directed shot.

With a lead of two goals the whole P & O forward line were imbued with great confidence, and their efforts were soon rewarded with further success when first Waite ran through on the right, then Liggins did likewise on the left, to make the final score 4-Nil.

P & O's first victory since 1952 was enjoyably celebrated in the evening, when over 100 spectators and players were entertained by Escombes, whose Chairman, Mr. W. M. L. Escombe, presented the cup to Mr. J. Davis, Captain of the winning side.

#### *Record of Results since 1922.*

					<i>Goals</i>	
		<i>Won</i>	<i>Drawn</i>	<i>Lost</i>	<i>For</i>	<i>Agst.</i>
Escombe McGrath & Co. Ltd.	... ..	15	4	9	103	84
P & O	... ..	9	4	15	84	103

## **TENNIS**

Members of the Staff who are not members of the Tennis Club may not be aware that there is a London Shipping Tennis League and that some very excellent Cups have been presented by leading Shipping Companies, including P & O.

Unfortunately, due to cruising and other problems, including the fact that the Club tennis courts are not convenient for most of the Staff, it has not been possible for us, during the past few years, to enter teams.

It is considered that within the Offices there must be quite a number of tennis players who find conditions at their local Clubs far more convenient than those at

Forest Hill but who might possibly be interested in entering these competitions.

The spirit of the game and the social atmosphere when meeting friends in the other Shipping Companies are far more important than the standard of play, and it is very desirable that this Company should be represented if possible.

Mr. M. M. Millar is the Chairman.

Will any members of the Staff who may be interested kindly give their names to :—

City Office: Mr. B. Eyles (Accounts)

West End: Miss A. Hillier (Berthing)

## **DRAMATIC SOCIETY**

On Friday, 8th April, a very pleasant evening was enjoyed by audience and participants alike, when the Dramatic Society presented a "mixed bag" of films, two solo performances, and a one-act play in the large Board Room to members of the Management and Staff, with their families and friends.

Much thanks is due to all who took part in or helped to organise this entertainment, particularly to the members of the Maintenance Department who erected an excellent stage.

A party visit to the Globe Theatre to see "The Com-  
plaisant Lover" was much enjoyed by some twenty-five members of the Society and it is hoped to arrange similar visits in due course.

The Society's next full-scale production will be at the Guildhall School of Music and Drama on 15th and 16th December and we hope you will all take note of the dates and come along to support us. We also hope that some of our Orient Line colleagues will be taking part or helping behind the scenes.



*Deaf Captain R. J. H. Cutler greets guests as they arrive. First Captain  
K. A. R. Cummins then Percy Job with W. T. Stephens behind him.*



*Arriving on board, A. T. Rolt, H. E. Duncombe, R. Sweetlove,  
E. Shady.*



*R. Livingstone, W. Malone, J. Hadley, H. P. Knevitt, Dr. Milner.*



*A group of Engineers including A. Donnelly, W. Blue, J. Webster,  
A. C. Homewood, R. Calderwood, W. Girvan, J. Thompson.*

# Old Boys' Day 1960

“Himalaya”  
27th June



*W. C. Peters (Baker), R. T. Mount (Chief Baker),  
E. Crisfield (Plumber) and J. Powell (Chef).*



*B. Vesey with 89 years old B. Rutland.*



*Sir Donald Anderson and Captain Slimm greet  
W. T. Hardy.*



*O. F. May, S. F. Parker, P. Job, R. W. Calderwood.*



*G. E. Bethell, J. R. Albon, C. G. Wilkinson,  
R. R. Chalk.*



*A group of Accountants, past and present. R. R. Chalk,  
A. S. McGillivray, R. T. Hearn, D. P. Oliver.*



*Captain Askin talks to Captain G. S. Stable and  
M. J. Murphy.*



*M. J. Green, H. Osbourn, L. J. Glendening.*

## ORIENT LINE SEA STAFF NEWS

### "Orcades" to the Rescue

The following letter was some little time ago received by Captain J. D. BIRCH, D.S.C., R.D., R.N.R., Master of the *Orcades* from the Sergeants' Mess at Lautlala Bay, Sava:—

"Dear Captain,

I wish to thank three members of your crew—G. White (Bosun), T. Hill (A.B.) and P. Barden (J.O.S.) for their wonderful assistance in rescuing my dog from a cliff this afternoon.

The co-operation of you and your ship for lending the ropes and the thoughtfulness and courage of these three men will always be remembered and deeply appreciated by my family and by me.

Once again, thanking you very much.

I remain,

Yours sincerely,  
Sgd. Anne E. Campbell"

It appears that a dog belonging to Sergeant and Mrs. Campbell was missed about 8 o'clock in the morning of the 18th March, 1960, when the *Orcades* was in the port of Sava in the Fiji Islands, and was heard barking near some cliffs during the afternoon. It could not, however, be located owing to an overhang of the cliff. The owners of the dog, being sensible people, accordingly went to the Merchant Navy for help and this was speedily forthcoming when the Bosun and the two seamen mentioned in the above letter, equipped with ladders and ropes, were driven to the scene of the accident. The dog had apparently fallen over the cliff edge and landed some 30 feet down on a ledge, but could not be seen from above.

Three Jacobs ladders were lashed together and the Bosun went over the side and effected the rescue.

The Royal Society for the Prevention of Cruelty to Animals, having heard of the rescue, recently wrote to the Captain asking him to convey the Society's sincere thanks and appreciation to Bosun G. White, A.B. T. Hill and J.O.S. P. Barden, for their humane action.



### Chief Crew Messmen

Two Chief Crew Messmen, who will be well known to most of the Orient Sea Staff, recently retired to work and live in Australia. Mr. T. E. CASEY left *Oronsay* when she arrived in Melbourne on 18th May to take up, we understand, a television appointment as Stage Manager. A few weeks later Mr. L. L. ENDERSBY left *Orcades* at Sydney on the 21st June. Mr. Endersby joins his family in Sydney and is to be House Manager of the new *Missions to Seamen* near Circular Quay.

Although neither Mr. Casey nor Mr. Endersby had been Chief Crew Messman for a great length of time, they both had made their mark in their different ways and will also have made many friends amongst the sea staff, who, no doubt, will be meeting them from time to time as our ships call at Melbourne and Sydney.

We wish them both the very best of luck and much happiness in their new careers.



### s.s. "Orion"

The photograph below shows six members of the *Orion* Crew who have served continuously in this ship, the combined length of service being 98 years. Mr. W. Gower, we are told, came up from the Engine Room to be included in the photograph without having had time to change.



Standing, L. to R.: J. Bevis, W. Gower, W. Howell, N. Wilson.

Seated, L. to R.: L. Doyle, S. Hoare, D. Battison.



### Long Service Awards

Only four Orient Line ships have sailed since the publication of the Orient Newsletter in April and altogether 32 awards have been made.

When Sir Austin Anderson presented the grants and badges before *Oronsay* sailed on 21st April, he was surprised to find both Father and Son being presented to him. The father concerned was Mr. G. E. Fish, First Butcher, who has 25 years' continuous service with the Company and whose son, Mr. A. G. Fish, is now a Tourist Public Room Steward with five years' service.

Sir Austin said that he could not recall that this had happened before and certainly from the records available we cannot find a similar case. It would be interesting to know whether there is anybody still in the Company who can recall father and son both receiving grants on the same ship and at the same time?

#### s.s. "Orontes" Voyage 68

<i>Deck Department</i>		<i>Badge</i>	<i>Grant</i>
C. J. CUTTING	A. B. Sailmaker	10 yrs.	£10

<i>Catering Department</i>		<i>Badge</i>	<i>Grant</i>
K. JORDAN	Second Storekeeper	5 yrs.	£5

#### s.s. "Oronsay" Voyage 28

<i>Deck Department</i>		<i>Badge</i>	<i>Grant</i>
A. GLADWELL	Deckman	5 yrs.	£5

<i>Engine Department</i>		<i>Badge</i>	<i>Grant</i>
N. WEBB	Greaser	5 yrs.	£5

<i>Catering Department</i>		<i>Badge</i>	<i>Grant</i>
A. E. PLUMLEY	Third Barkeeper	25 yrs.	£25
G. E. FISH	First Butcher	25 yrs.	£25
S. J. EDWARDS	B.R.S.	20 yrs.	£20
A. CAMERON	Second Baker	10 yrs.	£10
D. SHILLINGS	B.R.S.	10 yrs.	£10
A. G. FISH	Tourist P.R.S.	5 yrs.	£5
R. W. DAVIES	Second Cook	5 yrs.	£5
W. R. HALLS	Vegetable Cook	5 yrs.	£5
A. L. HANCOCK	Second Butcher	5 yrs.	£5

#### s.s. "Orcaades" Voyage 36

<i>Catering Department</i>		<i>Badge</i>	<i>Grant</i>
L. A. AMBROSE	A/Barkeeper	10 yrs.	£10
V. L. BRADLEY	Pastry Cook	5 yrs.	£5
W. H. CRACKNELL	Dairyman	5 yrs.	£5
J. HANNAH	Night Watchman	5 yrs.	£5
B. S. HEATON	P.R.S.	5 yrs.	£5
A. O. JONES	P.R.S.	5 yrs.	£5
D. M. KEANEY	B.R.S.	5 yrs.	£5
P. P. O'NEILL	A/2/Steward	5 yrs.	£5
J. REID	Night Watchman	5 yrs.	£5
B. SAWYER	B.R.S.	5 yrs.	£5

#### s.s. "Orion" Voyage 55

<i>Deck Department</i>		<i>Badge</i>	<i>Grant</i>
E. MARCH	Bosun	25 yrs.	£25

<i>Engine Department</i>		<i>Badge</i>	<i>Grant</i>
T. CLOKE	E.R.S.	25 yrs.	£25

<i>Catering Department</i>		<i>Badge</i>	<i>Grant</i>
J. H. TURFFREY	First Barkeeper	25 yrs.	£25
J. DRUMMOND	First Pantryman	10 yrs.	£10
N. TOLLAND	Second Laundryman	5 yrs.	£5
D. S. PIKE	A/Linen Steward	5 yrs.	£5
A. B. HODGES	P.R.S.	5 yrs.	£5
G. PATERSON	B.R.S.	5 yrs.	£5
F. CORMACK	Assistant Cook	5 yrs.	£5



### SOME RECENT WEDDINGS

G. C. LOUGHBOROUGH, Junior Third Engineer, *Oronsay*, to Miss M. A. CORBISH on the 21st May, 1960, at Chatsworth Methodist Church, Sydney.

R. W. BAKER, until recently First Refrigerating Engineer, *Orcaades*, to Miss M. G. WHEELER on 25th June, 1960, at St. Georges Church, Beckenham.

D. F. PIKE. We learn that D. F. Pike, Assistant Barkeeper, London, was also recently married at Tilbury.



### BIRTHS

13th April to Patricia, wife of M. EDWARDS (A/Laundryman) twin daughters, *Orsova*.

17th April to Barbara, wife of S. ILEY (A/Barkeeper) a daughter, *Orion*.

24th April to Maire, wife of T. BRADY (A/Cook) a son, *Oronsay*.

29th April to Jean, wife of E. J. LAMBE (T/Waiter) a son, *Oronsay*.

6th May to Margaret, wife of R. ELLIS (Q.M.) a daughter, *Orontes*.

9th May to Janet, wife of J. BARON (Bos. Mate) a son, *Orsova*.

22nd May to Mary, wife of F. TRAVERS (Uty. Std.) a son, *Orontes*.

26th May to Dolores, wife of D. WILSON (T/BRs) a daughter, *Oronsay*.

13th June to Marie, wife of J. MILLIGAN (Officers Steward) a son, *Orsova*.

16th June to Margery, wife of A. Long (A.B.) a son, *Orontes*.

19th June to Jane, wife of J. DOWNIE (Bakers Uty. Std.) a son, *Orsova*.

22nd June to Elizabeth, wife of J. CANAVAN (Asst. Std.) a son, *Oronsay*.





Reading from left to right —

BACK ROW

Pointer, Horniman, Harrison, Ward, Lister, Davie (Capt.), Sharpe, Young (D).

FRONT ROW

Honour, Canavan, Young (W), Coyne, Clavis, Shaw (Football Captain)

The photograph above shows the *Oronsay XI* that was recently defeated 4-3 by the *Orontes*.

*Oronsay* have a very keen Supporters Club with a membership of 175 and we have received copies of a well-produced fixture list for both the A and B teams. At the time of writing the skill of neither team has quite matched their keenness as the A team have lost four of their first five matches, the remaining one being drawn, and the B team have lost one and drawn one.

However, both teams are reported by their Football Captain E. A. Shaw to be playing good football and only lack final punch in the forward line. By the time this appears in print it was confidently expected that this fault will have been remedied.

The actual results of the matches played are not known, except that in addition to the match with *Orontes* mentioned above, *Himalaya* beat *Oronsay* 6-0 in Colombo and a Tourist Passenger side have also beaten them 6-2.



Where are they now?

**BATH STEWARD R. STOCK**

Stock was landed into hospital at the beginning of May at Sydney with a slipped disc and is being repatriated in his own ship, the *Orontes*.

**B.R.S. F. POOLE, ex Oronsay**

Poole, who has been very ill, is now a patient at the Royal Marsden Hospital, Fulham. He would very much like to hear from his old shipmates.

**MISS DAISY SEARLE**

We heard recently from Miss Searle that she is enjoying her retirement at Bracknell, Berks, and has settled down quite happily to life ashore, keeping herself well occupied in the garden. She is also in the local British Legion Concert Party and is learning to drive a car.

**C. J. STUCHFIELD (last ship Orion)**

Contrary to expectations Stuchfield is still at Preston Hall Hospital, and expects to be there until the end of the summer. He called to see the Welfare Department at Fenchurch Avenue recently and when he is finally discharged from hospital he plans to obtain a small business, possibly a tobacconists, in Maidstone.

**CREW PANTRYMAN A. J. GORDON**

Gordon returned in *Orcades* in May, since when he has been in Greenwich Seamen's Hospital. One of the first things he had to do there was to lose weight and this he seems to have done fairly successfully.

**OILER H. E. GREEN**

Green has been another patient at Greenwich, where he underwent a hernia operation. He made a good recovery after this and is now convalescing.

**V/STEWARD B. HASTINGS**

Hastings has been moved to the Brompton T.B. Annexe in Hampshire, where he is reported to be making good progress.

**B.R.S. W. McGUIGAN**

Friends of McGuigan in *Orontes* will be pleased to know that although he is still in hospital in Sydney, he is now making good progress. McGuigan fell down a companionway and fractured his neck.

**E. BASSILL (last ship Orsova)**

Bassill has written happily from Ware. He is now well enough to have taken a light job in a Packing Station, and attributes his improved health to the work he does in his garden, which he says is looking very nice.

**WILLIAM HENRY GILL,**

who served with the Orient Line during the period 1950-55 and who some of the present sea staff may remember, has now joined Coulapides at the new Royal Alfred Homes at Belvedere. It will be recalled that a reference to the opening of the new Homes by Princess Alexandra last June appeared in the Christmas number of the Orient Newsletter.



**The Late George McMillan (Quartermaster)**

Friends of Quartermaster George McMillan, who died at sea on 21st July, 1959, while serving in *Oronsay*, will be interested to know that an original oil painting by A. T. Peasly of a street scene in Bedford now hangs in the *Oronsay* Leading Hands' Mess. This picture was presented to the ship by his widow.



**Robert Thorne**

To undertake a long voyage as a passenger in a ship in which one has previously worked must be quite an experience and this was the good fortune of Robert Thorne when *Oronsay* sailed for Australia on the 21st April.

After 34 years of service with the Orient Line Robert Thorne had retired and was sailing to Sydney to join his family. He had served his apprenticeship with Vickers Armstrong Limited at Barrow-in-Furness and joined the Company in January, 1926, as Third Electrician in the *Otranto*.

Except for a period of two years when he was a member of the Shore Staff, he had served at sea continuously in *Otranto*, *Orontes*, *Orford*, *Oronsay*, *Orcades* and *Orsova*, having been promoted to First Electrician in May, 1942.

There can be little doubt that we are voicing the sentiments of his fellow officers in all these ships when we say how much "Bobbie" was liked and respected as a shipmate, and for the quiet and efficient way he carried out his duties.

We wish him and his family many happy years of retirement.



*Scene taken from the deck of the "Iberia" on cruise No. 3 to the West Indies, by the Marine Photo Service Co. our official photographers. William Currie, a passenger on that voyage with Lady Currie, remarks the still waters of mid-Atlantic at a point 680 miles south-west of the Azores, and 1,070 miles west of Teneriffe.*

## Letter to the Editor

### Missions to Seamen

Dear Sir,

Shortly after the arrival of *Stratheden* at Tilbury on the 24th May, 1960, I was informed by "The Powers that Be" that I was to complete all my business early the following morning and GET HOME! A very nice welcome indeed and I made every endeavour to comply. However, still more pleasant things were in store.

After a hot railway journey to Newbury I continued my way home by car, so imagine my surprise to see notices on the roads with arrows pointing to "Oak Tops" (the name of my house) and following these to arrive at a bunting adorned entrance with strains of "Life on the Ocean Wave" floating up from a band playing in the garden.

Wednesday the 25th May was a beautiful summer day and you will agree that this was a most exciting home-coming for "the sailor home from the sea", but my return was, really, only incidental (although, I understand, they were quite pleased to see me) for the importance of this day was that my wife had opened our garden—with coffee, a light lunch, tea and so forth thrown in—in aid of the Missions to Seamen.

The Band had come by kind permission of the Headmaster, The Royal Merchant Navy School, Bearwood, and under the direction of Mr. Hickton, the Bandmaster, they played in the garden during the afternoon. Looking very smart in uniform the boys played jolly well.

The Area Secretary, the Rev. Mr. Hutchison, was a tower of strength with his organizing ability and it was he who provided the flags which added colour to our entrance.

The Committee of the Newbury Branch of the Missions to Seamen, led by their Chairman, Rear-Admiral Claxton, rallied round to great purpose and among our many guests we were pleased to welcome Captain K. A. H. Cummins and his family. Captain Cummins had looked in to make sure that it was all shipshape and P & O fashion.

Being a simple sort of chap I had never dreamt that, one day, we would have a band playing in our own garden. However there they were and owing to their efforts and the great generosity of our friends we raised just over £85 for the Funds of the Missions to Seamen.

Yours faithfully,

L. A. HILL,

Captain *s.s.* "Stratheden"

## CHU-CHIAN VIGIL

A dark night. A quiet night. Velvety blackness fringing the aurora that spreads fanwise from the brilliance of the gangway lighting over the ever-moving dank muddiness of the flood tide swirling in ripples and eddies, shadows gaunt, reflections vague.

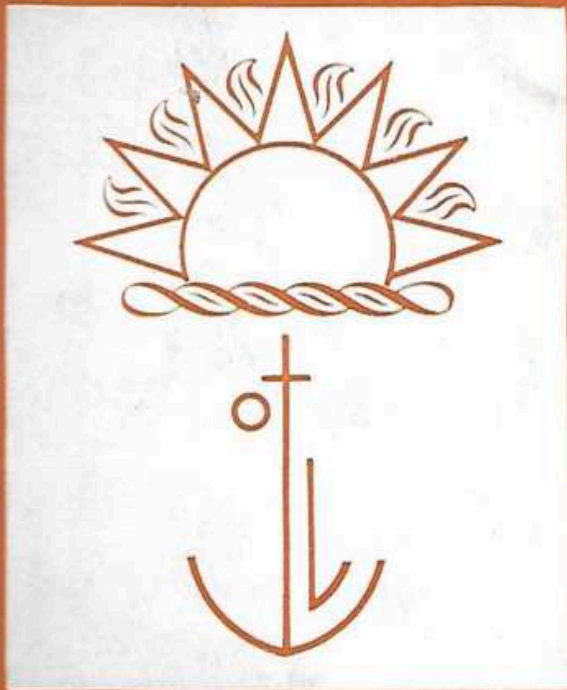
Then a whisper without chord causes one to listen, wondering, as a ghostlike shape glides into view moving slowly but with purpose of its own. A glimmer of yellow light, two figures bending as the meagre drab-looking shaman takes confidence from the darkness. The eerie creak of the single, stropped oar threshing the muddy waters with murmurs of protest as the two men, shoulder to shoulder, push-and-pull; push-and pull unceasing, urging their small craft forward on the back of the current. And another, a few lengths behind ferrying a load of bricks covered over with dirty straw beneath the cupola of matting and old canvas. No voices—just the steady pulse from the long blades sculling over the untold distance from some far away creek. Sliding past, neither men look up as they quest onward into the blackness beyond, gazing at the guiding flash of the Bar buoy and their journey's end. Then, suddenly as they came, nothing remains but the dwindling flicker of two tiny lanterns to show their existence, their way of life—always at work, eating and sleeping on their sturdy craft through the dark night.

The quiet night of the Chinese—who also watch.

WATCHKEEPER.

### *A Final Note*

We hope you liked this the first number of the P & O—Orient staff magazine. It will be the endeavour of the Editors and production staff to produce future issues of even higher standards, but we would remind our readers that to succeed in this requires their co-operation. Articles and stories, photographs and news, are necessary to maintain interest and it is to you that we look to supply such material.



# About Ourselves

## **STAFF JOURNAL**

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

P & O - ORIENT LINES PASSENGER SERVICES LTD.