

## About Ourselves

# Yesterday the P & O Chairman told Stockholders—

“ Nobody must get the impression that conditions are too difficult to be worth fighting.

*The fall in profits is due to no single trade or service, but to the cumulative effect of worse trading experience . . . All an individual company can do in the face of a world position of this sort is to shorten down and tighten its own operations.*

*What are we likely to achieve by this? In itself it will not achieve any substantial turnaround in profits. For that we have to await better conditions for shipping.*

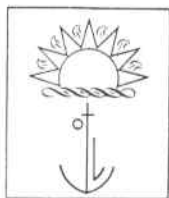
*What we can hope to achieve is a better tool, with a sharper cutting edge.*

*Whatever gains we can make now will be worth all the more when conditions improve, and our approach must remain constructive. ”*

SIR DONALD ANDERSON, Chairman

Peninsular and Oriental Steam Navigation Company

March 29th, 1962



# About Ourselves

No. 7. SPRING, 1962

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## COMMENT...

From the Chairman, Sir Donald Anderson

The cover of "About Ourselves" this time is nothing if not unusual. It is, of course, a reprint of our advertising in connection with the Annual General Meeting on 28th March.

At that Meeting I had no good news for our Stockholders. We were reporting on a bad year—and, indeed, are half-way through another, which shows no signs of being better.

The few phrases on our cover represent what we are trying to do. We must eliminate waste in all its forms. We must be on the top line. This is *our* job. It is not—and must not, however, be the concern of our customers; our passengers and shippers.

I am very concerned for fear that unpleasant word "economy" should become part of our vocabulary before our clients. They will not relish any ideas that we are economising on them—nor are we. "Economy" is a dismal word and a negative idea. Moreover, it can so easily and inevitably be used by some as an excuse for anything which is ill done.

"Why is my sheet dirty?" "Don't you know, madam, that the Company is having an economy drive."

"Why did you not answer my letter more quickly?" "I am sorry, but we are economising in staff."

"Why is the food cold?"

"Why was there delay with my Bill of Lading?"

And so on.

Efficiency is what we are after, and that means getting the most out of the least resources—a better service to our customers through a constructive approach to our job.

Certain of the ships (and indeed by far the majority) have been doing magnificently. We cannot afford at this time an upswing in passengers' complaints, which are nearly all about inferior service, and this is a thing that we can all do something about.

So, let us have no more talk of "economy". We must think instead of that positive virtue "efficiency".

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## SHIP NEWS

*Managing Director Mr. R. M. Thwaites presents the Royal Humane Society's Bronze Medal to Chief Officer D. J. Harrison (see "Soudan").*

### "CHITRAL" Japanese Children's Paintings

In February last this ship brought over to Britain some 300 pictures painted by children in Yokohama, Japan. They were formally handed over to the Lord Mayor of Portsmouth for a similar number of pictures by Portsmouth children which had already been sent to Yokohama in a Japanese ship that sailed from London on the same day the *Chitral* had left Yokohama.

The Japanese paintings, all on the theme "Yokohama City and its Life", have been on display at the College of Fine Arts, Portsmouth.



### "SOUDAN" Award for Officers

Whilst at Singapore in November, 1961, the Tank Cleaning Foreman was overcome by fumes. Chief Officer D. J. Harrison endeavoured to save him and he in turn had to be rescued by Second Officer M. N. Hulkes. The Foreman unfortunately succumbed despite efforts to give him artificial respiration.

The Royal Humane Society's Bronze Medal and Certificate were afterwards awarded to Mr. Harrison and Mr. Hulkes for their gallantry in rescue attempts.

### "ORSOVA" Bridge at Sea

Expert bridge tuition, at no cost, will be offered to all first-class passengers on two cruises this year. Mr. Nico Gardener, world-famous bridge player and international authority on the game, will travel in *Orsova* on two cruises to the Mediterranean, leaving Southampton on 9th July and 21st July, respectively.

Mr. Gardener, assisted by his wife, an international in her own right, will devote 1½ hours before lunch to beginners and players with little experience and an hour after lunch to players of intermediate calibre. The tuition will include talks on theory, practical play, and question-and-answer sessions.

Apart from being a lecturer and writer on bridge, Mr. Gardener has for many years been a British international, and represented Britain in the World Bridge Championships in New York in February. He is the present holder of the European Championship, won at Torquay in October, 1961.

Mr. Gardener is Director of The London School of Bridge.

"CHITRAL". This ship, like her sister "Cathay", has a mainly Chinese crew and after several voyages we learn that they are now firmly established in all departments and doing well. "Cathay" on her present voyage has also taken on a Chinese Saloon crew, in place of Goanese. Our illustration shows, reading right to left, the three Chinese Number Ones of "Chitral", Po Man Wo—Bosun; Chan Shing—No. 1 Fireman; Mak Kam—Leading Steward.



"ORION". The New Zealand High Commissioner recently paid a visit to "Orion" at Tilbury to say farewell to more than 700 emigrants sailing for New Zealand. Here he is shown saying goodbye to a migrant family.

#### "CANBERRA"

We are indebted to Mr. H. G. R. Porter of Escombe, McGrath & Co. at Southampton for details of this presentation:—

*County Plaque for "CANBERRA's"  
Cricketers' Tavern.*

Prior to departure of *Canberra* in April Mr. Desmond Eagar, Secretary of the Hampshire County Cricket Club with Headquarters at Southampton, visited the ship and

*The presentation on board 'Canberra'*



presented to Commodore Geoffrey Wild a plaque bearing the County Badge which was suitably inscribed.

Mr. Eagar was accompanied by Mr. A. G. Holt, the County Coach, Derek Shackleton and "Jimmy" Grey whose prowess is well-known to cricket lovers throughout the country.

Derek Shackleton, the Senior County Professional, invited Commodore Wild to accept the plaque for display in the Tavern with the best wishes of the Hampshire Club. Mr. Shackleton recalled that he first met Commodore Wild in 1950 when he sailed in the *Chusan* for the Commonwealth Tour of India.

Responding, Commodore Wild said that it gave him the utmost pleasure to do so, particularly as Hampshire had deservedly won the County Championship in 1961 for the first time in their long history, and it was a wonderful coincidence that this should have happened in the year that *Canberra* made her Maiden Voyage from Southampton. The Commodore said the plaque would prove a welcome addition to the many cricket tokens hung in the Tavern, and he proposed that it should be displayed surmounted by the County Cap—in a section of the Tavern which he thought should be named the "Champion County Panel". This would enable the County winning the Championship in ensuing years to follow Hampshire's lead and present their own plaque and Cap in turn.

In 1963 will occur the Centenary of the Club's foundation as a County Cricket Club. It is perhaps fitting, therefore, that Hampshire who have given so much to this great game should be the first County to have their Badge accepted for *Canberra's* Cricketers' Tavern.



"ORSOVA". Australian Wine Lunch at Adelaide. Here is Captain R. J. Craddock presenting the trophy to Mr. Eric Hamilton, Chairman and Managing Director of Hamilton's Ewell Vineyards, Ltd., with Dr. Grant Lindeman, a director of Lindeman's Wines Pty. on the right.



**"STRATHNAVER"**. Susan and Judith Hughes, twins from Kogarah, Sydney travelled from Sydney to Melbourne in "Strathnaver" on the ship's final voyage. Susan and Judith were born on board in January, 1950 while "Strathnaver" was approaching Australia. They decided to make a short trip in "their" ship before she was withdrawn and are seen here talking with Captain W. N. Eade shortly before sailing time—Sydney 'Morning Herald' Photo.



**"ARCADIA"** Our photograph shows Miss Alison Rudduck, winner of the Canberra Citation for 1961, being presented with the award on board "Arcadia" on January 16th in Perth. Miss Rudduck will be remembered as one of the party of Young Australian Farmers last year.



Exhibition bout between J. Gosnell and D. Horne.

### **"STRATHMORE"**

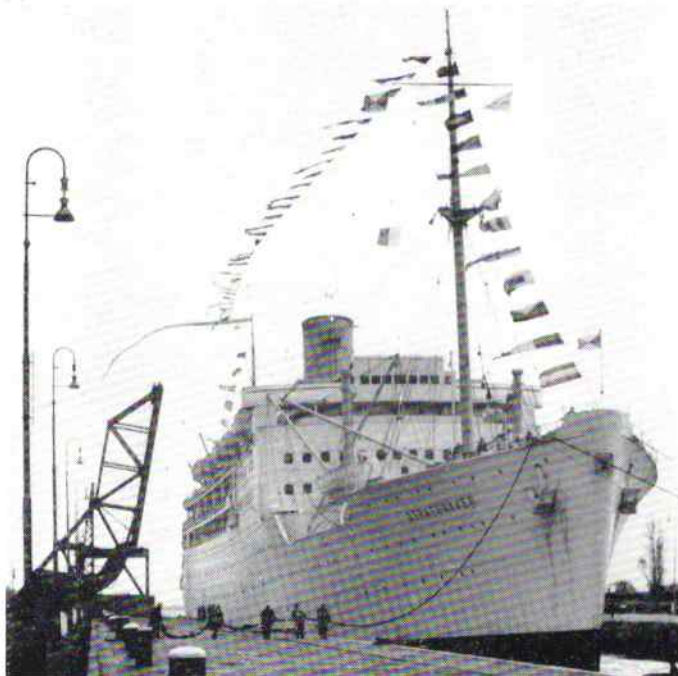
Mr. Thomas Campbell, B.C.S., who is Chairman of the ship's sports committee has kindly sent us a report of a highly successful Boxing and Wrestling Tournament held on board *Strathmore* on 22nd February, 1962, for the entertainment of passengers which raised £51 5s. 0d. for Seamen's charities and the crew sports club. The six hundred passengers who witnessed the events declared that it was one of the best evening's fun they had ever had. Mr. Campbell expresses his appreciation of the support given by Captain Clay and Staff Captain Haggas, as well as his own Committee.

There were four boxing contests, Bob Crolla v. Paddy Gamble at lightweight, Dave Horne v. Johnny Wilkinson at middleweight, Keith Johnson v. Doug. Wrighte at catchweight and a main event at welterweight between Paddy Hayden and Jimmy Gosnell. Two wrestling contests followed, the first between "Mauler" Jimmy Warren and Ronny Claringbull ("Little Atom") and an exhibition bout at catchweight between "Gentleman Jim" and Al Shell.

There was a grand finale of blindfold boxing, one five minute round, free-for-all. "Gentleman Jim" Haswell has, we understand, had considerable professional experience in bouts throughout the world including a victory over the then European Champion; he has of course officially retired since.

Another good scrap between P. Gamble and P. Crolla, with T. Campbell refereeing.





"Strathnaver" arrives at Tilbury for the last time

## Farewell

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# STRATHNAVER and ORONTES

In the space of less than a week, Tilbury has lost two of its oldest habitués: the liners *Orontes*, 20,186 tons, and *Strathnaver*, 22,270 tons. On 26th February, *Orontes* sailed once more from her home port, followed on 1st March by *Strathnaver*—but this time neither ship will return for both have been sold for breaking up.

*Orontes*, built in 1929 for the Orient Line has been sold to Spanish shipbreakers. She sailed for Valencia on 5th March there to be officially handed over to the breakers.

*Strathnaver*, built in 1931, has been sold to Shun Fung Ironworks, Hong Kong, like her sister *Strathaird*. She arrived at Hong Kong on 31st March, and was handed over on 2nd April.

Specially built for the Australian passenger trade, both vessels will be remembered by many thousands of Australians who have travelled in them to Europe, and equally by many thousands of "New Australians" who have travelled out in them to their new homeland; many people in Britain had their first introduction to Mediterranean cruises in them, especially in the tourist class.

The vessels will be remembered, too, for their war service, when both were requisitioned by the government for trooping duties.

*Orontes* was taken over by the government after

the outbreak of war, and, at first, was fitted out to carry about 4,300 service personnel. This figure was later considerably increased. In the course of her trooping service, she took part in "Operation Torch", the first landings in Algeria during the North African campaign in November, 1942.

Later, after landing nearly 4,000 troops on the beaches of Avola, in Sicily, she was straddled by five bombs without sustaining damage, and shot down the attacking planes.

At Salerno, *Orontes* landed the American troops, and afterwards was employed on a series of long trooping trips in preparation for the Pacific operations. During her trooping career *Orontes* carried many thousands of service personnel and steamed nearly 500,000 miles.

In recent years, *Orontes* has been used as a one-class vessel in the migrant trade to Australia.

*Strathnaver*, and her sister ship *Strathaird*—sold last year to Hong Kong—were, at the time they entered service, the largest and fastest ships in the P. & O. fleet. The "White Sisters", as they were known, were popular not only on the India-Far East-Australia run, but also on cruises in the Baltic, Adriatic and Mediterranean.

In 1939, after eight years' peacetime service, *Strathnaver* was requisitioned by the government,

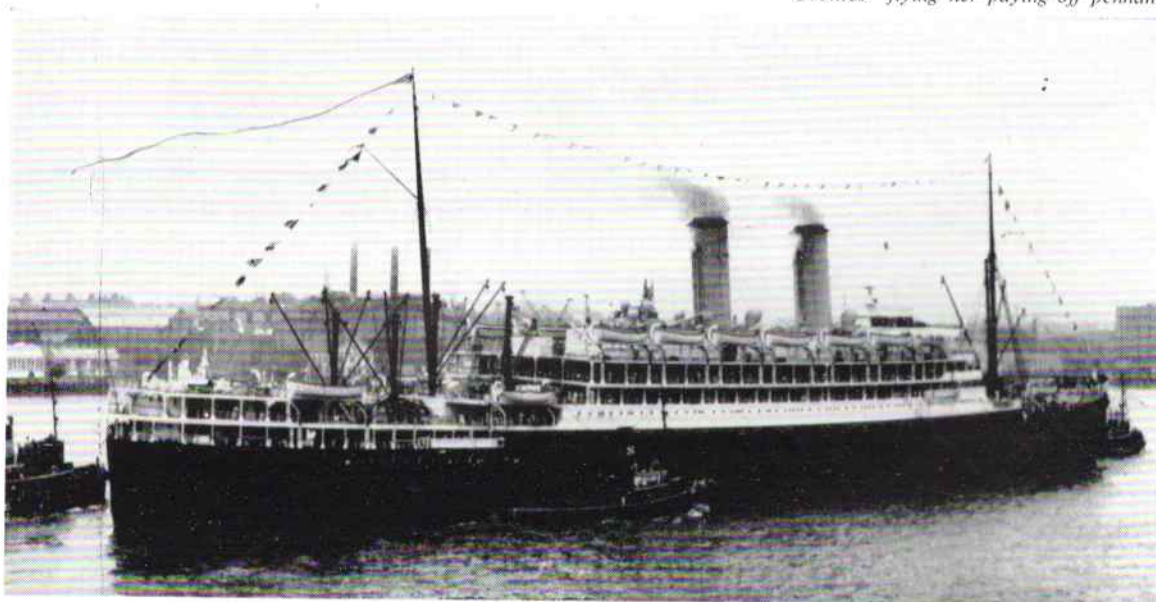
and for the next nine years acted as a troopship. Like *Orontes*, *Strathnaver* carried many thousands of service personnel and steamed a great distance on wartime duties.

*Strathnaver*, too, took part in the North African landings, and was subjected to heavy air and U-boat attacks. Again, while lying at the French port of Bougie, she was attacked from the air and her gun-

ners fired more than 3,500 shells at the diving planes.

*Strathnaver* continued her trooping duties until 1948, when she was handed back to her owners. Extensive alterations were made and two of her original three funnels were removed before she re-entered service. During more recent years she has been operated as a one-class vessel, with accommodation for approximately 1,250 passengers.

*"Orontes" flying her paying-off pennant*



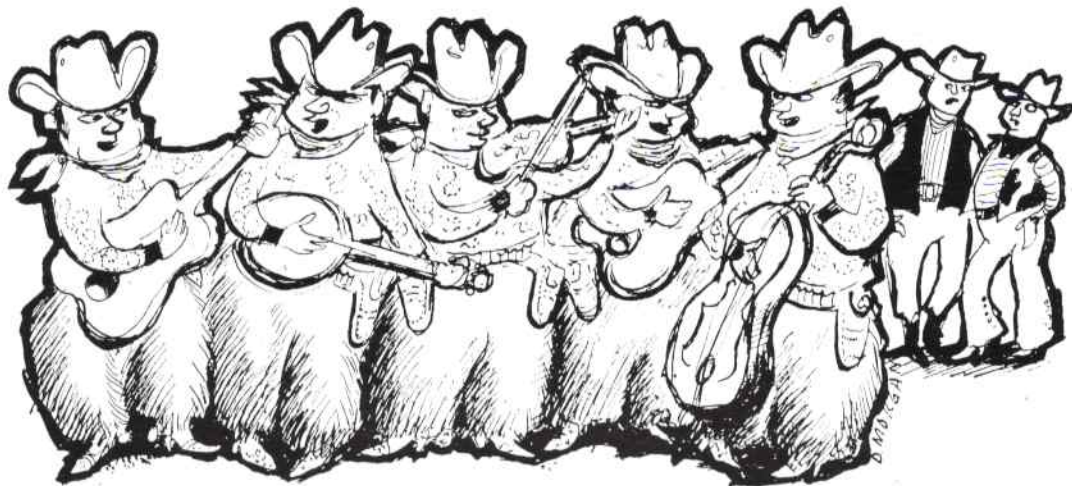
## RINGSIDE HAZARD

BY J. H. GOUGH WILSON

Do you like "Westerns"? Are you along those who mentally hug themselves in ecstasy when he range-riders chase the rustlers who are driving the mavericks off down the gulch on the television screen? Most boys go through a phase when they avidly read countless novels of the Wild West and imagine themselves as cowboys, rough as to speech, tough, hot-tempered and "quick on the draw", and I was no exception. Many otherwise intelligent adults of my acquaintance assure me that they still revel in western presentations, but everyone to his taste. I used to long to be a cow-

puncher, although my standard of horsemanship would never bring me international fame. Nevertheless, the interest persisted until I was brought back to stern reality by a shattering experience.

The incident which discouraged me occurred in New York. The World Championship Rodeo was being held in Madison Square Garden, and when I found that unexpectedly I should have time to attend, my delight knew no bounds. On visiting the box office it was a bitter blow to find that every seat was already booked, but after turning dejectedly away their 'phone rang and



I was called back and offered a single cancellation in the front row. Although the price rather shook my parsimonious instincts it was the chance of a lifetime, and in due course I was installed in the finest possible position for a close-up view of all the events, and the very smell of horses and cattle thrilled me to the marrow. By the way, having originally called the meeting a *Ro-deo*, with the accent on the first syllable, and after some years being told that it was a *Ro-DAY-o*, it was a surprise to hear the announcer pronounce it *Ro-deo*. Apparently "you pays your money and you takes your choice".

Before me was the arena, surrounded by a concrete wall about five feet in height, standing less than knee-high to the front-row spectators inside. Above the wall were two widely-separated rails, the lower one, which could be used as a footrest by anyone with long legs, being only a few inches above the top of the wall. The wide gap between the lower rail and the upper was laced in zig-zag fashion with rope lest any unruly animal be tempted to leap through.

Several granite-faced, straw-chewing characters lounged against the wall in front of me, and their comments on the proceedings were highly diverting, particularly when a vocal-and-instrumental quintette walked out to perform arrayed in ten-gallon hats, gaily embroidered shirts, gunbelts and holsters—and "chaps" made of purple ostrich-feathers! A famous singing-cowboy actor with a performing horse also aroused them to cynical mirth.

The competitions for the title of "World Champion Cowboy" were tremendously exciting, and prizes of tens of thousands of dollars encouraged the entrants to take fantastic risks. Their utter disregard of life and limb left the audience gasping.

The bronco-riding, calf-roping, steer-wrestling, riding wild Brahmah bulls with only a single rope girth, and so on, epitomised all western tradition, and miraculously nobody was fatally injured, in spite of some appalling tosses. Then came the milking of wild cows, and for the benefit of anyone who has not encountered these creatures

I can state definitely that any resemblance between *them* and the domestic cows with which we are familiar is purely anatomical.

In this contest a wild cow is released from a corral, and it bolts away hotly pursued by the mounted contestant, who, on overtaking it, flings himself from the saddle at full gallop and catches it by the horns. He is then dragged by the cow until his weight brings it to a standstill, when a second cowboy takes over the duty of trying to hold the struggling animal while the first nips smartly round to the dairy end and endeavours to obtain a sample of milk in a Cola bottle, which he draws from a holster as fast as any gunman of old ever drew his "equaliser". If and when this tough assignment is completed he has to run (which men who live entirely in the saddle probably consider the hardest part) to the judges' stand, where the whole operation is timed by stopwatch, while the assistant releases the outraged cow, which soon finds its own way to its mysterious underground quarters.

One of the cows was brought to a halt within a few yards of where I was sitting, and while the cow-puncher was trying to extract the precious liquid from the uncontrollable bundle of fury, it suddenly put its head down twisted and lashed out upwards with its back legs, and the cloven hoofs passed on either side of the man's face, just touching his ears. Even *he* thought this a bit much and abandoned the attempt. At this, one of the lounging straw-chewers remarked "Whassa matter dat guy, den? Skeered o' the crowd or sump'n!" seeming to think that stage-fright was more likely to be the explanation of the man's failure than nearly having his face obliterated.

His assistant thereupon released the cow, which rushed wildly up and down alongside the wall, seeking a way to escape. The zig-zag rope defeated it until it reached a point opposite my seat, in front of which the rope had been drawn at a wider angle than the rest. Here, incredible though it may sound, the maddened creature made a flying leap through the triangular gap,

and floundered with its back legs hanging down over the wall. The people on both sides jumped to their feet and fled, but one of the madly tossing horns caught under my thigh and I was jack-knifed against the back of the tip-up seat while the heaving animal bored away, glaring up with bloodshot eyes. With every snort I knew how the dragon's breath felt to St. George, though I should have appreciated some of the saint's advantages in the matter of armour, horse, lance, and most of all, mobility. I was quite helpless and being pushed and buffeted, with one knee being pressed against my chest, not knowing what fearful damage might be done at any moment by that viciously-pointed horn. At bullfights I have felt positively gleeful when a matador has been gored, but being on the receiving end was a different matter, and I felt far less bloodthirsty and not very valorous. All around me women were screaming, but outwardly I maintained a stoical calm. It was obviously essential for John Bull to keep a stiff upper lip while being the cynsure of thousands of eyes in the land of Uncle

Sam. It was then I discovered how extraordinarily difficult it is to attain complete rigidity of the upper lip when every other part of one's anatomy is quivering like proverbial jelly!

Eventually some of the cowboys managed to drag the cow back into the arena, and apart from dishevelment and extensive bruising I seemed unharmed. But what that infuriated beast did to my nervous system was just nobody's business!

Ever since then the sound of the word "cows" is enough to bring memories flooding back, with consequent distress. The lowing of gentle kine in a meadow is no longer a pleasant rural touch, and the experience has induced a sort of "lactophobia". The exhortations on placards to "drinka pinta milka day" make my blood run cold, and I get the screaming meemies even at the subdued hum from the waggon of the milkman! Gone are the adolescent ambitions to become a cow-puncher. Having been a cow-punchee, I've had it!

## "CARRY ON CRUISING" LATEST OF A POPULAR FILM SERIES



From left to right:  
Kenneth Connor, Liz Fraser, Lance Percival  
J. G. Davis, and Sidney James.

If this film should be coming your way you must try to see it. Although it is about cruising do not expect a life-like imitation of the real thing. Taken in conjunction with facilities made available by our Public Relations Department it carries a credit in the title to P & O-Orient Lines. The ship, the 'Happy Wanderer', bears a striking resemblance to *Oronsay* and *Orcades* and some beautiful colour shots of these vessels make identification easier. There resemblance ceases for what else could you expect with Sid James as Captain, Kenneth Connor as the doctor, Kenneth Williams as Chief Officer and Liz Fraser as the husband-hunting cruise passenger.

The cast were entertained at lunch on board *Canberra* on April 11th with about 150 guests from the film world, and from newspapers and the trade press, following on a showing of the film at an A.B.C. Cinema in Southampton. As we have by far the largest cruising programme this year such general publicity cannot help but popularise cruising and ultimately benefit us.

Mr. J. G. Davis, Assistant Manager of P & O-Orient Lines, in welcoming guests at the lunch, pointed out that their mutual organisations had similar problems—cinemas faced the competition of television; we, the shipping industry faced the competition of air travel. Only by producing the best and by giving passengers what they wanted could either hope to keep going. Mr. Jones of A.B.C. Films and Mr. Sidney James made brief responses.

# CADET NEWS

In the last issue of "About Ourselves" it was stated "There are now twelve ships in which promotion to Cadet Officer is possible". Since then, however, it has been decided not to appoint "Cadet Officers to the tankers.

"So now there are eight".

Cadet Officers are promoted on the basis of their all round performance. Captains' and Chief Officers' reports, CORRESPONDENCE COURSE and M.N.T.B. EXAMINATIONS. It may be of interest to note the last examination results of the most recently promoted Cadet Officers. D. F. Potter—93.8%; A. P. Hodges—93.4%; J. C. Wood-Roe—87.2%; L. J. Morrow—81.4%; J. W. Welch—72.2%.

## M.A.R.

These initials may soon have a more familiar ring. They stand for Mid-Apprenticeship Release, and represent the shipping industry's reaction to the Government White Paper of January, 1961 on Further Education.

The White Paper suggested that Apprentices in industry should be released, either for one day each week, or for a set period of months, in order to attend a Technical College. It is obvious that Apprentices at sea could only be released for a specific course, and already certain Companies have made experimental arrangements in this direction. Training Colleges have conflicting ideas on the form that the M.A.R. Course should take, but generally the theme is liberal, vocational and social.

Southampton University is to start their Course this September, and we have decided to enrol two Cadets in order that we may assess its value. The Course will be fully residential, and of two terms' duration, and will carry full remission of sea time. The two Cadets will be selected on merit.

## R.N.-M.N. LIAISON SCHEME

The Commanding Officer of the Britannia Royal Naval College, Dartmouth has again offered to entertain twelve Merchant Navy Cadets for a three-day visit. The

Cadets will arrive at Dartmouth on Thursday, 7th June and will leave on Sunday, 10th June. Only one Cadet from this Company will be invited for this visit, but those interested should contact the Cadet Training Officer.

## NEW CADETS

We welcome the new Cadets who joined the Company in May this year: W. J. C. Clarke, H.M.S. "Conway"; A. J. De La Haye, Southampton University; J. J. Noakes, Southampton University; T. R. M. Wainman, Southampton University; and R. G. Young, H.M.S. "Conway".

## PROMOTIONS

We congratulate the following Cadets on their promotion to Cadet Officer: A. P. Hodges—s.s. "Ballarat"; L. J. Morrow—s.s. "Aden"; J. W. Welch—s.s. "Stratheden" and J. C. Wood-Roe—s.s. "Orion".

## SECOND MATES

We congratulate the following Cadets who have recently obtained their Second Mates' Certificates and returned to the Company as Fourth Officers: P. D. Curtis, R. J. Spread and W. Williams.

## PANDOR SPORTS CLUB

Cadets interested in any of the activities of the Pandor Sports Club should contact the Cadet Training Officer who will always be pleased to arrange introductions.

Sailing enthusiasts may be interested to learn that the Cadet Training Officer occasionally receives invitations for Cadets to crew in privately owned yachts.

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## "About Ourselves"

### VOLUME V

It is now possible to bind your copies for Volume V comprising Numbers 31 (old series) and 1, 2, 3, 4 and 5 of the new series published in 1960 and 1961.

We are proposing to make available for those of our readers who like to preserve their copies in this way, a cover in which issues can be bound quite easily by the owner himself. It will be gold blocked on the spine and can be supplied at a cost of 8s. 0d. including postages. This means that it will not be necessary for readers to send in their copies but can await these covers and perform the binding themselves by a simple method.

Remittances for 8s. 0d. should be sent to the Editor, who will then supply the cover.

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# **CAIRNS AND THE ATHERTON TABLELAND**

**BY L. D. JAMES**

An unexpected call at Cairns to lift 2000 tons of bagged sugar last January gave me a chance to see one of the major tourist attractions of Queensland. The town itself is an attractive place of some 23,000 inhabitants and about 25 pubs; these are mostly of good quality and many of them residential to cater for the winter tourist season.

The Custom House, Post Office and principal banks are quite good looking buildings though of modest size but the new red brick railway station is rather plain. Tropical trees and shrubs on the platforms improve it a bit but there is plenty of capacity for expansion in the future. A new hospital is also conspicuous and not ugly and there is one sizeable department store, Bolands, which has been there some time.

The roads are all 45 yards wide and the main city streets have a strip of grass with flower beds, shrubs and trees down the centre—outside Burns Philp's office was a lovely frangipani in full bloom. A little further out the verges and sidewalks are turfed and planted with trees here and there. The width of the verge is such that several cars can be parked in comfort in front of each house. Some of the gutters have running water, either permanent or temporary, which could be made into more of an attraction than it is. Some were obstructed with litter and empty bottles and in one residential area I saw a goose and a team of ducks taking their evening constitutional.

The trees are mainly flowering or palms, poinciana and cascara being conspicuous as well as frangipani—the cascara has a yellow flower reminiscent of the laburnum

at a distance but its seed is in a long black sausage pod up to 20 inches in length and about one inch in diameter. This contains a black goo which smells just like the cascara sagrada of my mother's medicine chest; but reference to the encyclopedia credits cascara sagrada as coming from the Californian bearberry tree's bark.

The aspect of the town from seaward is very reminiscent of Penang, with well wooded high land behind the coastal plain all thick with vegetation and more trees than houses to be seen at a distance. As we arrived in the early morning there was the same misty smoke lying in the valleys in the still air which one sees so often in Malaya.

The mountains at the back are the face of the Atherton Tableland which is about 2,500 feet high and 30 or 40 miles back from the coast. The coastal plain is the principal sugar cane growing area of Australia and two roads wind up from it to the tableland. The northern one goes via Kuranda and the southern through Gordonvale. Through the good offices of the Manager of Burns Philp, our agents, I was able to have a day out to see the sights; we took the southern route up, which winds up the Mulgrave river valley for part of the way and near the top at the steepest part has 612 bends in 12 miles. This is called the Gillies Highway and until recently one way traffic only could be carried on it. Work was still going on as we passed, but it is now of ample width though with a rough surface and none of it tar sealed. The Kuranda route is not so steep and has a bitumen surface all the way, but to the southern part of the area it is a long way round. There is also another road on to the tableland much further to the south from Innisfail.

At the top of the Gillies Highway one soon comes out onto the fertile pastureland around Yungaburra, where the first tourist attraction is Lake Barrine. Lake Eacham is not far away and they are both crater lakes beautifully set in tropical forest with their peace and quiet only disturbed or shattered by water skiers. Fortunately not many of them on a Monday outside the holiday season.

Nearby is a famous curtain fig tree, this I laboured to describe in words at first but I think a photograph gives a better idea than any length of description.

The next tourist high spot in the area is the Tinaroo Falls dam; this was completed in 1959 and dams the Barron river to conserve water for irrigation. The area north and west of Atherton suffers from irregular rainy seasons and the dam is to be used to level out the supply.

When full the dam will hold up a volume of water comparable to Sydney harbour, it will also provide a natural reserve for flowers as well as animals and a considerable tourist attraction.

The southern part of the Tableland seems to be fairly well watered by nature and has some beautiful rolling down country where dairying is carried on, maize is grown and pigs are raised. Further north ground nuts and tobacco are the principle crops and it looked as if almost anything would grow.

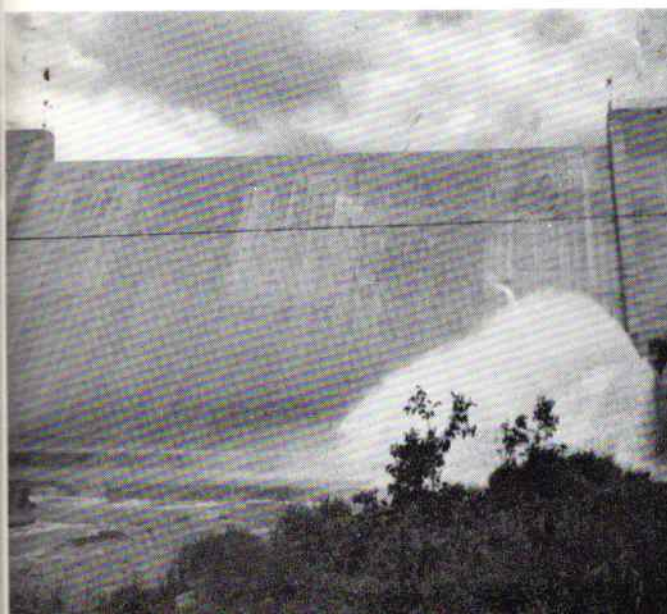
To return to the dam, the actual structure is 1,790 feet long and 136 feet high, being 120 feet wide at the base. Through it two ducts feed the concrete irrigation channels



*Curtain Fig Tree.*



*Kuranda Railway Station.*



which consist of 200 miles of main and another 200 miles of distribution channels, covering 131,000 acres. While the construction was going on quite a township was built at the site and some of this remains as a neat and tidy village with a cafe by the dam and also the necessary covered tables and benches for picknickers who are well served with a fireplace, water tap and rubbish bins conveniently placed alongside.

Another duct through the base of the dam keeps a minimum flow of water in the Barron river in order to operate the small hydro-electric plant at Barron Falls and keep other users supplied. There is a spillway 250 feet long to let the flood waters down when the lake is full and it will only be at such times that the flow over the Barron falls will be at all spectacular. It is estimated that the dam will cater for up to six lean years of rain in its area.

After a picnic lunch at the top of the dam we had a look around the bottom of the spillway and then moved on by way of Mareeba to Kuranda. Msreeba is a fast growing town and the centre of the tobacco area. It also has saw mills. There are many good timbers in this area, walnut, maple, silky oak, silver ash and others but labour costs as well as transport charges to user areas are high and it is difficult for these mills to compete with imported timbers in the main centres of population.

Our last stop was at Kuranda which has a notable railway station, not on account of its trains of which there are not many, but for its vegetation. The Queensland Railways' 3-ft. 6-in. gauge line climbs up the Barron river valley picturesquely clinging to the precipitous hillsides and then south along the top of the tableland to Atherton and beyond. The station is more like a nurseryman's showpiece than a railway station, palms and shrubs grow along the open parts of the platforms and where the roof prevents, tall plants there are serried ranks of pot plants and hanging baskets full of tropical plants and flowers. Altogether it makes a very good show and regularly wins the prize for the best station on the railway.

The Barron falls nearby has a drop of 770 feet but at this time there was not much of a flow, though picture postcards on sale gave an impression of how it could look when the river is in spate.

The Kuranda highway winding down to the coast offers some fine views of the sea coast between Trinity Bay and Cairns and the sugar plantations of the coastal plain.

Altogether this was a very worth while day and we covered about 130 miles. The potentialities of the Tableland seemed to me to be almost boundless; with adequate roads, there is a third road up from Innisfail in the far south, and the railway, all that is needed is labour—rather a scarce commodity in Australia today.

*Tinaroo Dam  
Spillway and outlet conduits (bottom right).*

# We Hear That

## "Posh"

This attractively produced quarterly published by P & O-Orient Lines Inc., in San Francisco, has been selected to appear in a display at the Library of Ideas, 230 Park Avenue, New York, in June. It has additionally been selected to appear in the "Visual Impact" Exhibit for the American Association of Industrial Editors at that group's National Convention in April. Our congratulations to those concerned in its production.



## P & O - Orient Agents' Manual

Copies of this attractive and extremely useful manual of P & O-Orient Lines information have recently been despatched to Travel Agents. It is in two volumes and runs to some four hundred pages.

Its appearance coincided with a series of meetings for travel agents in the provinces when a team of Company experts told them briefly of our ships and services, of advertising and promotion, inclusive tours, ticket exchange facilities and booking procedure.

The bulk of the audience is expected to comprise counter assistants both male and female. As Mr. A. M. Stirling, Assistant Manager says, this programme forms an extension of our policy of the fullest co-operation with travel agents. This is the first time that a shipping company has launched a scheme on such a scale.

Each of our ships will have a copy of the Manual and it will be possible for insertions to be added as required to keep the contents up to date.

Volume One gives route maps and distances, detailed information of ports of call both regular and occasional, specimen shore excursions; there is too a 'section on cruising'.

Volume Two gives full particulars of the P & O-Orient passenger fleet including cabin plans, a description of each ship, well illustrated, with some typical menus shown.



## Goanese Catering Staff in Orient Ships

Orient Line ships in recent years have experienced a serious shortage of suitable personnel especially in the Catering Department.

In view of this and, particularly, to carry forward the rationalisation envisaged at the time of the merger between the Orient Line and the P. & O. S.N. Co., it has been decided progressively to fill some of the jobs in the Catering Department of Orient vessels with Goanese.

This decision has been accepted by the National Union of Seamen as a natural development.

No change is contemplated in Deck and Engine Room manning.

*Orion* sailing 30th March was the first vessel affected by this arrangement, followed by *Oronsay*.



## "Canton"

*Canton* is to be withdrawn from service on her return from the Far East on 26th August. We understand that her future is as yet undecided.

*Six Australian Young Farmers, winners of the 1962 P & O "Canberra" Award for the best Young Farmer in each State arrive at Tilbury on the "Arcadia" on 1st March.*

*Photo shows: left to right: Brian Richards, John Doley, Robert William Saunders, Captain C. W. Mayne, Darryl Owen Barker, William Archie Moffitt, Noel Maughan.*





A reminder of cruising and happy voyaging. The 'Iberia' at Tenerife.

### 34,000 Cruising Berths

With this issue we are almost in time, except for the Easter Cruise, to wish our 1962 cruising ships successful and happy voyaging. This year's programme is without doubt the largest and most important ever undertaken from Britain by P & O-Orient, or indeed by any other line.

We shall have our usual large proportion of regular passengers, or as the Americans say, 'repeaters', but there will undoubtedly be many new 'cruisers'. The planning of the cruises has been a tremendous operation and the selling of them has called for a great publicity effort entailing all sorts of advertising and public relations promotions.

The Cruising Department itself has performed a remarkable feat in booking and berthing so many passengers; now it is the turn of the ships themselves and we look forward to next year when we must hope for even more 'repeaters'.



A letter recently received at Tilbury was addressed: , "P & O Ancient Management Co. Ltd., Tilbury Dock, Essex".

For Management you should of course read 'Mariners'.

Another letter sent to a crew member was endorsed on the back:

"If this letter has not been delivered by the 8th week, try harder on the 9th".

We hope you ultimately traced him, lady!

### Oh! Mr. Porter

A number of Head Porters from London's leading hotels—members of the international Clef d'Or Association—were invited to join a party of travel agents on board *Cathay* for the run-round from Tilbury to Southampton on 17th-18th April.

The guests were welcomed on behalf of Management by Mr. J. G. Davis and Mr. A. M. Stirling. Representatives of the press were also on board, and in its report, one London evening newspaper referred to *Cathay* as, "A sort of Dorchester Hotel with lifeboats". No doubt this made the Clef d'Or members feel at home.



#### MAY WE REMIND YOU THAT

P & O Tie . . .	10s. 0d.
Blazer Badge . . .	32s. 6d.
Scarf . . . . .	34s. 6d.

are available from the Sea Staff Service at  
122 Leadenhall Street, London, E.C.3.

# 1961 ACCOUNTS

When last year's article on the Annual Accounts was being written it did seem as if the shipping depression was beginning to lift so far as the P & O Group was concerned because the profits for 1960 were almost double those of 1959. In the event the result for the year to 30th September, 1961 was the worst experienced by the Group for many years, and in fact the profit after taxation fell to £764,000 against £5,212,000 for the previous year. The following statement shows the details of these figures.

	1961		1960	
	£	£	£	£
OPERATING PROFIT ...		14,549,000		17,189,000
Less: Depreciation ...	14,282,000		11,963,000	
Interest ...	1,233,000		1,106,000	
		15,515,000		13,069,000
Investment Income ...		—966,000		4,120,000
Net surplus on the sale of Government Securities ...		1,138,000		1,203,000
		407,000		523,000
<b>GROUP SURPLUS FOR THE YEAR BEFORE TAXATION</b>		579,000		5,846,000
Taxation recoverable ...		185,000		
Taxation payable ...		—		634,000
<b>GROUP NET PROFIT FOR THE YEAR AFTER TAXATION ...</b>		£764,000		£5,212,000

## GROUP SURPLUS BEFORE TAXATION

Before taking account of taxation the result has fallen by over £5m. from £5,846,000 to £579,000, largely because of a reduction of nearly £3m. in the operating profit and an increase of £2m. in the sum required for depreciation. In his speech to the Stockholders at the Annual General Meeting the Chairman said the turnover of the Group for 1961 exceeded £135,000,000, so that the reduction of £3m. in the operating profit represents about 2½ per cent of the turnover. This clearly shows that a small change one way or the other in gross receipts or in gross expenditure can have a substantial effect on the ultimate results. If the whole Group had been able to increase its gross receipts by 5 per cent, or reduce its expenditure by 5 per cent, or by a combination of increasing its gross revenue and decreasing its expenditure could have increased its gross profit by 5 per cent of turnover, the year's result would not have been about nil, but actually better than for 1960.

A look at the detailed figures making up the operating results of the various companies would show that most of the Group's world trades suffered. There were some welcome exceptions, notably the tankers which made a useful contribution to the operating profit.

The main reason for the shipping companies suffering reduced profits was the increasing cost of operating the trades. It is well known that wages at sea have increased, but it is not so well known that the actual cost

of manning passenger ships, the largest single item of their running cost, rose by more than 33 per cent in 18 months. But other costs increased as did the charge for depreciation, so it is a safe assumption that the gross revenue also increased despite the fact that more countries in the world are making regulations for their exports to be carried in their own ships. There is still a surplus of tonnage particularly of tankers and ore carriers, which have infiltrated into the grain trade and carry cargoes normally carried by dry cargo ships.

One outstanding feature of the Accounts is the substantial increase in the charge for depreciation, which has risen by £2.3m. This increased charge is necessary partly because of depreciation on *Oriana* and *Canberra* which both came into service during the year, and partly because of the additional charge needed for tankers and dry cargo ships delivered over the past 18 months. There has been a certain amount of comment on expenditure on *Oriana* and *Canberra*, whose total cost amounted to something over £30m. It has been suggested that if this money had not been spent the need for economy would not have been necessary. This is, of course, a fallacy because it confuses capital expenditure with revenue expenses. Although the actual depreciation on these two ships is about £1.5m. a year they came closer to earning it in full than any of the other passenger ships.

But what of the future? So far the present year has shown no improvement, and in fact the tramp market is worse. Throughout the Group many steps are being

taken to increase revenue, to reduce costs and to increase efficiency, and it is to be hoped that these measures will benefit staff and stockholders alike. Nevertheless, a substantial improvement in results must await better conditions for shipping.

### TAXATION

In last year's article it was explained that in the normal course of events a company expects to pay something over half of its profits in taxation. In 1960 the actual taxation charge was only 10 per cent of the profits because as a Group we were able to make the best use of our investment allowances. This year the taxation position is more dramatic.

Despite a profit of nearly £600,000 before taxation, there is in fact a net amount of tax recoverable. The reasons for this are complicated and the recovery depends largely upon which companies made the profit and which companies have large investment and annual allowances for tax purposes. Further it should be noted that the profit of £600,000 before tax includes a profit of £406,000 on the sale of Government Securities which is not taxable. The taxation figure is basically made up of three items: U.K. Income Tax, U.K. Profits Tax and taxation abroad, and the following statement shows the details of each of these for the past two years—

	1961		1960	
	£	£	£	£
U.K. Income Tax recoverable ...		907,000		125,000
Less: U.K. Profits Tax ...	97,000		137,000	
Taxation Abroad ...	625,000		622,000	
		722,000		759,000
Net tax recoverable ...		£185,000		
Net tax charge ...				£634,000

It is important in considering these figures to remember that the profit before taxation is the net result of all profits and losses of all companies in the Group. In other words the profit of the Group is the difference between the profits of certain companies and the losses of other companies. Several companies operate abroad and earned profits abroad, and were therefore liable to pay foreign taxes. That is why there is a charge of £625,000 for taxation abroad. From the size of this tax charge it is clear that the foreign companies made more profit than the Group as a whole, and therefore the net result of U.K. companies was a loss. As a result of their losses and because they had large capital allowances, certain U.K. companies were able to recover tax deducted at source from their investment income, and in some cases that investment income included dividends from

other Group companies. The total amount of U.K. Income Tax recovered by these companies was over £900,000.

### THE P & O COMPANY

One of the notes in the accounts shows that the Group profit applicable to the P & O Company is £890,000, whilst the amount dealt with in the P & O Company's accounts is £2,127,000. There is sometimes confusion about the meaning of these figures. The best way to consider the Group profit applicable to the P & O Company is to think of the P & O Group organisation as a family tree with various branches. As well as being a ship-owning company the P & O owns shares in other companies; in some cases all the shares are owned. For example, P & O owns all the Ordinary shares in the New Zealand Shipping Company. In turn the New Zealand Company owns all the Ordinary shares of Federal, which owns all the shares in Birt, Potter & Hughes. Here there is a group of separate families all leading back to P & O. In this case the whole of the profit of the New Zealand Company, the Federal Company, and Birt, Potter & Hughes is "applicable to the P & O Company" because no outside interests are involved.

Sometimes, however, the subsidiary or sub-subsidiary is not wholly owned, in which case only a proportion of its profit or loss is "applicable to the P & O Company". The balance is the proportion due to the outside or minority shareholders.

The amount of £2,127,000 dealt with in the P & O Company's accounts, however, is quite a different matter. It is a combination of the shipping result of the P & O Company as a shipowner and the dividends received from subsidiary companies as a share owner. It is in no sense a profit of the year because some of the dividends it received from subsidiary companies were paid out of reserves or the profits of previous years. It is, therefore, the amount taken from the Group by P & O to service its Preferred and Deferred capital and to ensure that the best use was made of the taxation allowances available to the P & O Company.

It may be asked why, since the £2.1m. dealt with in the P & O Company's accounts would have covered the same dividend as last year, the Board did not pay the same dividend. It was explained in the Report to Stockholders that over £1½m. of the dividends P & O received in 1961 came from profits retained by subsidiaries in previous years. The Board did not consider that it could distribute the whole of the amount received by way of dividend to P & O Stockholders, and therefore put £1m. back to reserve and distributed the balance. In considering the dividend to be paid, whatever the size of an organisation, a Board must have regard to the actual profits earned in the year. Since the profit applicable to the Deferred Stockholders was drastically reduced the Board felt bound to reduce the dividend, not only for that reason but because the prospects for the current year looked no brighter.

# PHOTOGRAPHIC COMPETITION 1961 RESULTS

*The first prize of £15 in the Black and White photographic competition has been awarded for the photograph "Enforced Restriction" by Basil E. C. Martin (Accounts Department, West End)*





*The second prize of £10 has been awarded to "The Ghost of Yesterday" by F. B. Gardner (Export Freight).*

*The third prize of  
£5 goes to  
"Elizabeth the Queen"  
by J. W. Henshall  
(San Francisco).*



## COLOUR SECTION

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*The first prize of £15 in the Colour section has been awarded to the entry submitted by L. L. Wyeth (s.s. "Iberia") taken in Baalbek, Lebanon*



*"Baalbek"*



*The second prize of £10 has been awarded to  
"Too Hot to Handle" by L. F. Stuckey (Agency Department West End)*

*The third prize of £5 goes to "The Heads" by P. A. Newsom (s.s. "Chitral")*





*"Out of Mischief" by J. W. Henshall*



*"Run Away to Sea" by D. M. Ridsdale*

## **COMMENDED** PHOTOGRAPHS

*"Over the Hills and Far Away" by J. W. Overell, Australian Line*





*Sussex Scene by C. R. Bengé (Pensioner)*

*"Get thee up into the high mountain" by Miss S. A. Jessop, Accounts Department, West End*

*"Working Against Time" by H. F. Theobald*



# Letters to the Editor

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*A presentation on board 'Arcadia'.*

Dear Sir,

On leaving *Arcadia* on retirement recently I was honoured by being presented by Captain Mayne, on behalf of the ship's company, with a very beautiful radiogram and record player of which I am justly proud. A more singular honour befell me when seven of my own department's senior officers arranged a little party and presented me with a very beautiful clock. Mr. Stewart, the senior second engineer officer, presented the clock on behalf of the others and in a very able and eloquent little speech bade me farewell.

You will readily appreciate what this meant to me and to all concerned to leave this great concern and those who run it in this very happy atmosphere.

As no photographs were taken at the Captain's presentation, I am taking the liberty of enclosing a photograph taken at the other presentation which might well illustrate what harmony can do for efficiency.

I am also including one of myself which you might consider to be of interest to you and your good work in making such a marked success of "About Ourselves".

Your faithfully,

D. C. Campbell, *Commodore Chief Engineer.*

Dear Sir,

## "Some P. & O. Characters"

Seeing the brief report in the Autumn number of "About Ourselves" of the death of my old shipmate Arthur Nicklen, brings back nostalgic memories of the time we served together. We both joined *Nyanza* the

same day in Royal Albert Docks, where the Company's intermediate ships usually berthed. The time was March, 1915, and the *Nyanza* was loading for Calcutta. The Chief Officer was a delightful person named Bedwell; Nicklen was Second, myself Third, and our Commander was that wonderful old character "Syd" Barcham as he was affectionately known. We had many characters in command of various vessels at that time, such as "Fighting" Gordon, his namesake "Scotch" Gordon, Paddy Llewellyn, and Charles Edward Irving to name a few; but Captain Barsham was the one with whom I had personal contact and it is about him that I wish to write.

I think he was called out of retirement to join the *Nyanza* as he was reputed to be 64 years of age. Before the war he had been in Command of the *Persia*, in which ship he became seriously ill due, it was rumoured, to his liking for cooked onions, of which he ate prodigious quantities. Be that as it may, as a result of his illness he lost a tremendous amount of weight, dropping from eighteen stone to something less than twelve. He certainly had a shrunken appearance when first we met, as he still was wearing the same uniforms that fitted him prior to his illness. They were somewhat on the floppy side.

His routine at sea was different from what I had been accustomed to. He rarely left the bridge deck and had all his meals in his cabin—due, no doubt, to the necessity for a strict diet. When he came up to the navigating bridge he was invariably smoking an Oriental cigarette in a six inch long holder. No bells were allowed to be struck between the hours of 8.0 p.m. and 8.0 a.m. and no noise was permitted in the bridge accommodation between two and four o'clock in the afternoon. Even my canary had to be covered up! Officers and helmsmen were expected to wear rubber soles. Moreover it was almost risking your job to call him at night except in case of fog. This, mark you, in wartime when U-boats were beginning to rear their ugly conning towers in the Mediterranean.

The Chief Engineer never had any problem regarding speed. The standing orders were for 79 revolutions at all times which pushed the *Nyanza* along at 11½ knots, weather permitting. The Night Orders, which were always handed to the Chief Officer at 8 p.m. were a masterpiece and covered every contingency, such as altering course at stated times and how far to pass off certain lights and headlands. Navigation lights, by which I mean steaming lights, were at a reduced visibility in the War Area, i.e., west of Port Said, and to avoid detection by enemy submarines we sometimes used unfamiliar routes. The risk of meeting fast Westbound transports was there, but such was our Commander's confidence that he left the job to us.

There was one occasion, however, when I let the side down badly; we were bound from Gibraltar to Port Said. For some reason, best known to the naval authorities, we were routed south of Pantellaria Island. Cape Bon light was still burning and somewhere around 10.30 p.m., I took a departure bearing of the light by the old pelorous situated in the extreme starboard wing of the bridge. For the accuracy of my bearings I had to depend upon the Q.M. at the wheel to keep on his course. For the benefit of my younger readers let me explain the drill. Each time a bearing was taken I would shout "Now" and the Q.M. would reply whether he was on course or to the left or right as the case might be, so you can realise how much one depended on the goodwill and co-operation on the part of the Q.M. When a quarterly swell was running for instance, it was very much hit or miss. How one yearned for a "monkey island" and unobstructed vision.

Anyway, the results of half a dozen bearings showed that we had been appreciably set to the north of our course and to make matters worse the weather conditions deteriorated shortly afterwards and light rain began to fall with reduced visibility. Thereupon, I sent for the spare Q.M. to come up on the bridge and told him to keep a sharp lookout for the loom of Pantellaria Island as there was no light on the southern shore. Well, you know what it is like peering into the murk, imagining that you can see the loom of the land one minute and then you are not at all sure about it. After a period of uncertainty I decided to haul out ten degrees to be on the safe side but omitted to note the time of alteration of course—a fatal mistake. I was not at all sorry when the time came for Arthur Nicklen to relieve me at midnight. I explained the situation to him while poring over the



chart. When he had finished expressing his doubts regarding my competence he said I had better inform Capt. Barcham as to what I had done. "What" said I, "disturb the Commander!" "Well if you don't, I shall" was the reply, and that was that.

I knocked at the Captain's door to hear an irritable voice roar "Come in!" and stood in the cabin entrance while the Old Man fumbled for his bedside switch. He turned a baleful eye and inquired what was the matter. While explaining what had occurred, I watched his expression carefully and waited for the explosion I assumed would follow. Instead he growled "Tell the Second Officer I will be up shortly, and you had better stand by in case I wish to ask any questions." As it turned out, all was well except that we had been set to the north of our course, but not as much as I had allowed for in my dilemma. It taught me a sharp lesson—to be more self confident—but I do not think Capt. Barcham ever quite forgave me, although he never showed it. I never had occasion to disturb his night's rest in future. After about a year, he left the ship for final retirement from sea service and, when he said farewell, asked me if I would care to have his excellent sextant and several books on tropical storms—on which he was an authority. To complete the bargain he threw in his lovely Ross telescope and would I consider thirty bob too much!

Regarding his knowledge of tropical storms, I was told that many years previously, when in the old *Japan* the ship encountered a violent storm in the Straits of Formosa, and was wrecked on the Pescadores. This, of course, was before the days of W/T, and he made up his mind not to be caught again. During the typhoon season, when east of Singapore, he insisted on the mercurial barometer being read every hour to three decimal points by the aid of a large magnifying glass.

He corresponded regularly with Fr. Froc, a famous meteorologist, who at that time was in charge of Zikawei Observatory in China.

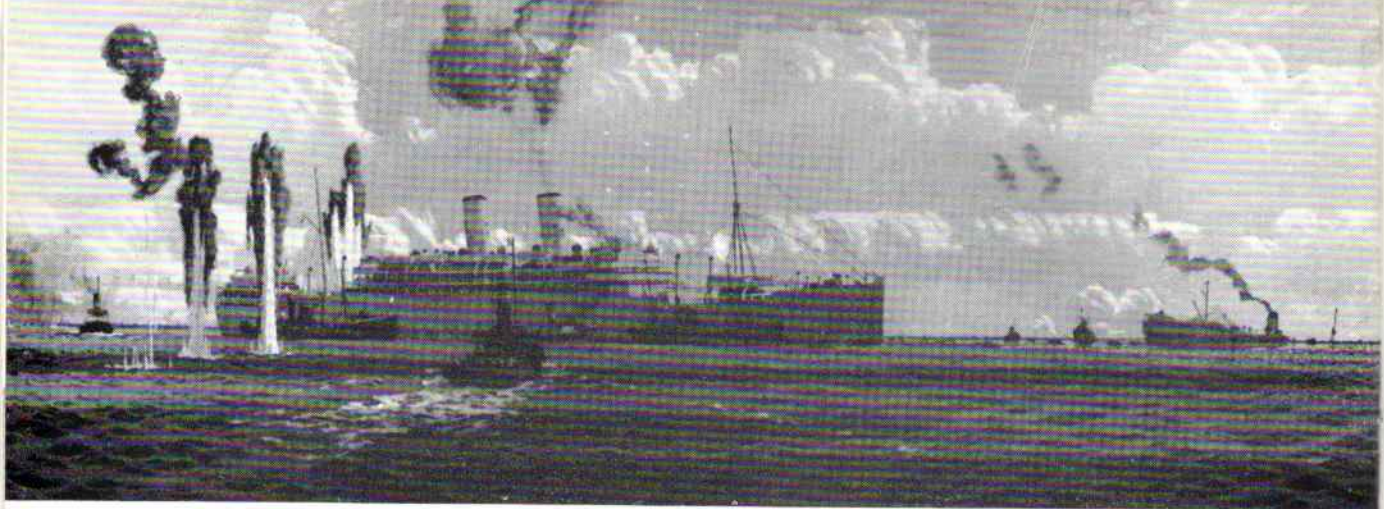
He was very conservative and Victorian in his choice of shore-going attire. For instance, in London, he donned a black Sandringham hat, a type of head gear favoured by Winston Churchill. With this he invariably wore a dark grey tweed suit with what we used to call a "gaff-topsail" coat, but more usually referred to as a morning coat. His boots were black and highly polished and this rig combined with an umbrella gave him the appearance of a prosperous farmer. In the tropics he sported silk pongee coat and white trousers, with the largest pith helmet it has been my pleasure to see, not forgetting his tussore umbrella with a green lining. He would have been a cartoonist's delight.

He always referred to Frenchmen as "Johnny Crapauds" and God help you when on watch if you did not give all French vessels a wide berth. This aversion was due to an incident when he was in the *Persia* and was involved with a French vessel off Europa Point.

I was sorry when he left the ship. He did not go to sea again, but used to come down to Albert Docks from time to time and keep ship during the latter months of the First War. I never saw him again and do not recollect when he passed away. All I can say is that he was a "Character" the like of which we shall never see again.

T. C. Fairburn.

Vancouver, B.C.



"ORONSAY" (Captain Nicholls, O.B.E.) at St. Nazaire 17th June, 1940, from the painting by Charles Pears, R.O.I. "Oronsay" (Captain Roberts) subsequently led the attacking fleet through minefields at night in the successful assault on Madagascar. Later (Captain Savage, C.B.E.) in October, 1942, she was attacked by a U-boat and sank after receiving five torpedoes while sailing unescorted in the South Atlantic.

Dear Sir,

I was very pleased to receive the copy of the company magazine "About Ourselves". It's good to hear a little of what is happening as regards those we have sailed with.

I was very interested in the article on Captain Roberts as I was a member of the crew both at the Madagascar invasion and also at the time of the *Oronsay* sinking, spending nine days 'cruising' in the lifeboat before being picked up by the Vichy "Friend" and interned in Dakar with the boat's crew including the Surgeon and Purser. I missed the *Oronsay* as I was on her from February, 1929 until October 9th, 1942.

Once again thanking all concerned.

I remain,  
Yours truly,  
W. HOLNESS.

Dear Sir,

I thank you for your letter regarding the presentation of Passage Ticket and Passenger List of the voyage of *Garonne* in which I travelled to Sydney from England as a small boy, with my parents and a younger brother, also my Grandmother and an Aunt in 1882.

Perhaps that voyage initiated my life's interest in ships.

After finishing school at a Church of England school in Parramatta, I attended Sydney Technical College for day classes in mechanical engineering, and evening classes in electrical engineering for two years. Then it was arranged that I be sent to Glasgow to be apprenticed for five years to Messrs. Ross & Duncan, Marine Engineers and Boilermakers of Whitefield Works, Govan, Glasgow, at the same time the firm saw that I attended evening classes at the Glasgow & West of Scotland Technical College. Ross & Duncan's works were only a short distance from Robert Napier & Sons shipyard where *Garonne* was built in 1871, *Ophir* was built there in 1891. I well remember the stir she created on arrival in

Sydney. Twin screw, only 2 pole masts, and 2 funnels, 110 feet apart, the First Class saloon situated between them.

Well, I left Sydney on March 6th, 1897 in the 4-masted *Ormuz*, 6,116 tons gross, 8,500 I.H.P. which was built in the Fairfield Co's. yard, Govan, in 1886. She had the largest single screw triple expansion engines I ever saw, Cylinder 46-in.-73-in. and 112-in., diameter with 72-in. stroke, with Bryce Douglas patent valve gear, 6 double ended boilers and 2 single-ended; large cold air type refrigerating machinery and *no* winches, all-hydraulic cranes, ash hoists and steering gear.

Then in September, 1898, I was privileged to be present at the launching of O.S.N. Co's t.s.s. *Omrak* at Fairfield shipyard, Govan, through a friend of my parents who was visiting Britain.

Unfortunately *Omrak* struck some distance down the ways so traffic on the Clyde in this vicinity was stopped. However, *Omrak* entered the water the next morning undamaged. Then in the final year of my apprenticeship the O.S.N. Co.'s t.s.s. *Orontes* (1) was launched from the Fairfield Shipbuilding & Engineering Co. yard in Govan and on my leaving Govan to join my first ship as a junior engineer, *Orontes* (1) was fitting out. (1902).

On Friday last, 12th January, I watched, with telescope, t.s.s. *Orontes* (2) pass Cronulla en route to London on her final voyage.

Yesterday, from the Sydney Cove passenger terminal, at which was moored t.s.s. *Orsova* (2), I watched with much regret P & O *Strathnaver* pass under Sydney Harbour Bridge and proceed down the harbour for her last voyage.

Some years since my good wife (since passed away), my son and I spent a most enjoyable holiday cruise on *Strathnaver* which ship, and her sister *Strathaird*, I visited and viewed their machinery on their first arrival in Australia.

With my experience as marine-engineer, followed by power station experience ashore, I am a firm believer in

turbo-electric propulsion for ships. One of my hobbies is collecting information on steam and power driven ships engaged in trading to Australasia.

Am busily engaged collating all such information I have gathered from school days to the present.

Also all the information that I have accumulated showing the advance of marine engineering and ship-building in my time.

I have the original passenger accommodation plan of *Garonne* given to my father in 1882.

Also of other Orient liners such as *Austral*, *Orizaba*, *Ormus*, *Ophir*, *Omrak* and some later ships.

How different today, what an advance in my lifetime, from *Garonne* to *Oriana*.

Yours faithfully,  
G. E. ARUNDEL,  
Cronulla, N.S.W., Australia.

Dear Sir,

I have noted that in previous editions of "About Ourselves" there have been one or two articles concerning tankers, but these have been what I should refer to as being of an 'official nature'.

On board *Maloja* a weekly newspaper, the "*Maloja Mercury*", is published with an assortment of articles, of happenings aboard and ashore, book reviews, readers' letters, the week's horoscope (as applicable to the ship's officers), medical advice?—and so on. Perhaps the feature that illustrates best of all sea and tanker life as it is here is the weekly poem contributed, as are many of the other articles, by our Editor, Cadet V. Gibson.

I am enclosing a selection of them in the hope that one or two will find themselves in an edition of "About Ourselves".

Yours sincerely,  
G. J. SAVAGE (Captain)  
Maloja

*Here is one example "The Beauty of Tankers—on contemplating six days in Kobe". Our congratulations to Cadet Gibson and our thanks to Captain Savage for intimate glimpses into tanker life.—Ed.*

### The Beauty of Tankers

(on contemplating 6 days in Kobe). Actual stay!!

The beauty of tankers, known to us all,  
Is the length of our stay, in some ports of call,  
And what I am saying is, as you may know,  
Borne out by what happened a short time ago,  
We had so little cargo that to our dismay  
We were to discharge for less than a day;  
This horror just didn't bear thinking about,  
To go in, discharge, then come straight out!  
But then happy smiles replaced every frown  
When we anchored outside, within sight of the town,  
And our joy was unbounded directly we saw  
That boats were provided to take us ashore.  
It's different of course on the ships of the sort  
Which stay at the most, two or three days in port,  
And life for the lads on them must be hell,  
For believe it or not, they work cargo as well,

Whereas work for our lads was hardest by far  
When lifting their beer in a cool Kobe bar.  
And life on the ship became more and more gay  
Remaining at anchor for day after day,  
Yes, there's no doubt about it, tankers are best,  
And "more ports like Kobe's" our only request.  
To recall something better requires greater thought,  
Than to swing for a week at a Japanese port.

## LATE ITEMS

### 'ORSOVA' at Acapulco

On 5th May, 100 years ago, Mexican forces scored a decisive victory over the French at the Battle of Puebla which proved to be the turning point in the protracted war between the two countries. On 5th May this year, *Orsova* called at Acapulco at the height of the battle's centenary celebrations—a Mexican national holiday.

As she steamed into port, *Orsova* was welcomed by 80 fishing and sports boats, and dozens of yachts. From the water spectacular "Holiday on Skis", speedboats towing water skiers hustled round the ship unfurling "Welcome *Orsova*" banners in their wake. On shore, similar pennants were hung in the main streets and in shop windows.

During the evening, local dignitaries, travel agents and pressmen were entertained on board, while on shore a Naval band gave an open air concert. Climax of the evening came when the last strains of music died away, and the sky was lit by a barrage of fireworks from the ship—a "thank you" from the Company to the City for its hospitality.

### OBITUARY

Mr. I. C. GEDDES. Our readers, former members of the Orient Line in particular, will be sorry to hear of the death of Mr. Irvine Campbell Geddes. Born in 1882 he entered the firm of Anderson, Anderson & Co. in 1901. In 1902 he went to Australia and returned in 1905, becoming a partner in 1906. He was a great rugger player in his day, playing for the London Scottish (captain 1905/06, 1906/07) and getting his Scottish Cap in 1906/07/08. He captained the Scottish side against England in 1908. He married Dorothy Fowler, daughter of Sir George Fowler, in 1911 and there are three sons, Ford, Ian and Keith.

He became Chairman of the Orient Line in 1935 and retired in 1952.

We very much regret to report the death of Miss Kathleen Selby on 30th April. She joined the Orient Line in September, 1926. During her career she was Secretary to the Staff Director and eventually became Supervisor of the Female Staff. She retired at the time of the merger with P & O in 1960.



*This is a general view of the site of the new P & O Building in Sydney. This photograph was taken on February 13, the day the first column was placed in position.*



*Mr. N. D. Pixley (right), Chairman of P & O-Orient Lines of Australia Pty. Limited, watches the first column of the new P & O Building in Sydney being placed in position. The building, scheduled for completion late in 1963, will rise to 18 floors.*



*Mr. John D. Bates, V.R.D., Deputy Chairman of P & O-Orient Lines of Australia Pty. Ltd.*

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

*NEW APPOINTMENT for Mr. J. D. Bates,  
Trustee to Art Gallery*

It was announced in Sydney on April 4th that Mr. John D. Bates, Deputy Chairman of P & O-Orient

## **From the Agencies**

---

Lines of Australia Pty. Ltd., had been made a Trustee of the New South Wales Art Gallery.

His Excellency the Governor of New South Wales, Sir Eric Woodward, approved the appointment. Mr. Bates has been a member of the Art Gallery Society for several years and is a Gallery Councillor.

He is Chairman of the Australian National Travel Association—the organisation responsible for promoting Australia abroad and is also a member of the Export Development Council as well as a Director of the Commonwealth Aircraft Corporation.



Mr. M. Longstaff

Mr. M. B. Longstaff of our Sydney Office Public Relations Staff is President of the N.S.W. Branch of the World Ship Society for the current year. So the members are being kept up to date on developments in the P & O Group fleets!

This Society, which was formed in England in 1946 caters for those interested in all types of shipping, and branches exist in many countries. The N.S.W. Branch has been operating for five years and at its regular meetings talks, frequently illustrated with films or slides, are given.

Mr. Longstaff is also Hon. Secretary of the Shippers' Society of N.S.W., which caters for more persons with a general interest in shipping and ocean travel.

#### JUNIOR FARMERS'

##### Most Progressive Club Award

As part of a plan to encourage the Junior Farmer Movement in Australia, the P & O Company in 1959 introduced an Annual Award of 100 Guineas for the Most Progressive Junior Farmers' Club in each State.

It also introduced—the *Canberra* Award—a trip to Britain for the top Junior Farmer in each State—and the *Canberra* Scholarship of £1,000 for a course at a University, Agricultural or Technical College for one of the State winners. A series of three examinations at the end of the tour of Britain decides the winner.

The Most Progressive Junior Farmers' Club award in New South Wales for 1961 went to the Yarrowitch Club. Although only formed in October, 1958, the Club has been extremely active, and membership is increasing steadily. As well as a varied social programme, the Club has had Field Days on Silage Making, Geology, Fruit Pruning, Road Safety and First Aid Instruction. As a local community effort, club members assisted in painting the local hall, and are tending the local cemetery. Nine entries have been made in State Championships, and six placings gained.

On March 9th, 1962 at Yarrowitch, a very successful P & O Presentation Ball was arranged by the Club and Mr. A. R. Hall, Public Relations Superintendent of P & O-Orient Lines of Australia Pty. Ltd. presented the cheque on behalf of the Company to Mr. Clifford, President, Junior Farmers' Clubs' Council.

#### SYDNEY HARBOUR—Group Shipping

During the week-end 3rd-4th March there were, in Sydney Harbour, nearly 175,000 tons of group shipping. They were berthed at various points so that no composite photograph was possible. The ships concerned were *Strathmore* 23,580 tons, *Bendigo* 8,782 tons, *Canberra* 45,270 tons, of P & O. *Oriana* 41,923 tons and *Oronsay* 27,631 tons, of Orient; and the *Eastern* 9,896 tons, *Nellore* 9,895 tons and *Karmala* 7,673 tons, of E & A Company.

## P & O-Orient Lines Inc. North America



*MEMENTO of many visits to Port Vancouver—a Thunderbird totem pole carving—was presented to Commodore A. E. Coles, R.D., R.N.R., by press, radio and TV newsmen of Vancouver on March 19. Marking Commodore Cole's last voyage to Vancouver before retirement, the presentation was coupled with expressions of appreciation for "courtesy, hospitality, co-operation and infinite patience" accorded the news fraternity since Commodore Cole's first visit to Vancouver as master of Orion in 1954.*



The first North American showing of the company's new colour film *Oriana* was held on April 10th in Vancouver. Sponsored by the Vancouver branch of the World Ship Society, the film was shown to 135 "first nighters", members of the society and local travel agents. P & O-Orient Lines' display materials decorated the "theater", and copies of POSH were distributed.



Confirmation of space to travel agents in any part of the country will be possible within two hours when I B M electronic computer equipment is installed at the San Francisco office next January.

Updated lists of all unsold space on sailings from the West Coast will be produced daily. Dr. Robert Nielsen, Research Director, who is directing the programming,

reports that the company is pioneering the use of this equipment for reservation control. The equipment will also be used for accounting purposes and to obtain statistical information for the Research Department.

Though the equipment will not be installed until January, the operation is well under way. Chip Gash, Research Department, and Ron Hutchinson, Traffic Control, have been selected as programmers on the basis of IBM aptitude tests. James Wright has joined the staff to help set up the programme.

★

Governor Edmund Brown of California named Warren S. Titus as chairman of the State Conference on International Travel. The conference was held in San Francisco in February. In announcing the appointment, Governor Brown said that he was "particularly pleased" to name Titus because "his leadership was a significant factor in establishing the U.S. Travel Service".

★

POSH, the company magazine produced quarterly for travel agents, was selected as one of the 16 top company magazines by PRINT, leading graphic design publication. According to PRINT, there are more than 9,000 company publications circulated in the United States.



San Francisco Office Art Exhibition

A glimpse of off-the-job accomplishments of staffers was afforded the San Francisco office when the first annual P & O-Orient Lines Art Exhibit was held during the first two weeks in April. Pictured above is part of the art and craft collection on view in the conference room. Alice Buckley, who arranged the showing said "the talent uncovered by our show was surprising and unusually good." Eleven oils, two watercolours, two sculptures, one silk screen and a variety of pottery made up the showing. Oils were contributed by Bob Gates, Joan Griffin, Bill Moser, Nat Solomon and Alice Buckley. The watercolors were by Robert Neilsen and Wellington Quan; the sculpture by Dave Waugh and Nat Solomon and Bill Moser contributed the hand crafts. Photo by Ian Cleghorn, Reservation Dept.

#### BAY CRUISE—for Office Staff.

Shore-bound staffers at the San Francisco office boarded the paddle-wheeler *Barbary Coast* for a salty cruise of the Bay on Saturday evening, May 12th. The Bay cruiser was chartered for a three hour voyage and dancing, drinks and hors d'oeuvres were featured. Informality was the keynote. Myra Ayres, Personnel supervisor made the arrangements.

#### HONG KONG



The P & O Cup race was run on 3rd March and was won by Longchamp, a horse owned by Mr. Chan Kam Wai and ridden by Mr. Kenneth Kwok. Here is the owner having received the cup from Mrs. George Tagg, wife of the senior partner of Mackinnon, Mackenzie and Co., our agents there; also representing the agents are Mr. and Mrs. G. M. B. Salmon.

★

#### BOMBAY—A BUSY PERIOD

On March 24th and 25th the Bombay Agency had to handle in quick succession *Strathmore*, *Oronsay* and *Canton*. We give here details of passengers and cargo dealt with:—

	Passengers		Cargo D/W Tons	
	Off	On	Discharged	Loaded
<i>Strathmore</i>	66	385	92 (cargo) ½ (18 bags mail)	108 (cargo) 23 (609 bags mail)
<i>Oronsay</i>	57	315	90 (cargo) 1 (37 bags mail)	49 (cargo) 25 (643 bags mail)
<i>Canton</i>	122	192	37 (cargo) 313 (9165 bags mail)	65 (cargo)
	245	892		

This heavy traffic was more concentrated than usual owing to *Canton* being delayed and her call thus coming on top of the other two ships. All three vessels were dealt with expeditiously in quick succession, without hitch, reflecting great credit on the Bombay staff.



## PANDOR CLUB

We report here on activities of the various sections during the past quarter. There has also been published this year, at monthly intervals, a small booklet "Pandor Club News", which is able to give more up-to-date news to Club members and to let them know more promptly of forthcoming fixtures.

If any members of the Club who are at sea would like to know what is going on and possibly enjoy participation whilst in London they should communicate with the Secretary of the Pandor Club at Leadenhall Street who will arrange for copies of the Club News to be sent to their ships on arrival in London.

### HORTICULTURAL SOCIETY

The Annual Meeting of the Horticultural Society was held on 28th March and Mr. C. W. Aston, its President, was present. The date of the next show was decided upon, Monday, 3rd September. We printed last year details of the 1961 Show with some impressive photographs and it is hoped that some of our readers will be encouraged to try their own entries on an admiring staff. If readers are in doubt as to the quality of their home-made wines, the editorial staff are prepared to give opinions.

Members of the Society were reminded of the facilities for bulk purchase of seeds and bulbs and for obtaining gardening tools at a discount.

### NETBALL

The final of the London Shipping Netball Association Knock-Out Competition was held on Saturday, 14th April between the Pandor Club (West End Team), and the Maori Club at the Maori Club ground near Worcester Park.

Although the game was a very good one, our team lost by 17-13. They had worked very hard to attain this position in the final and it was a great disappointment to all concerned that they lost as they were winning up to the last few minutes of the game.

They were awarded bronze medals for their efforts and on the whole a pleasant day was had by all.

The City team have not done quite so well and in the

London Shipping Netball Association League, came 13th and the West End team came 3rd.

The Netball season has now come to a close and the new season will start in the early part of September.

### ASSOCIATION FOOTBALL

#### RESULTS, SEASON 1961-62

DATE	OPONENTS	GOALS			
		FOR	AGAINST		
1961					
7 Oct.	William Deacons Bank	0	14		
18 Oct.	Tilbury Dock Office	1	3		
28 Oct.	Midland Bank	5	4		
4 Nov.	Peek Freans	1	7		
12 Nov.	English, Scottish and Australian Bank	1	2		
25 Nov.	National Provincial Bank	0	11		
9 Dec.	Westminster Bank	0	6		
16 Dec.	Westminster Bank	4	3		
1962					
10 Feb.	Molins Sports	3	2		
17 Feb.	Peek Freans	2	5		
24 Feb.	Molins Sports	2	6		
10 Mar.	Port of London Authority	1	9		
17 Mar.	Royal Arsenal Co-op.	1	4		
25 Mar.	English, Scottish and Australian Bank	4	6		
7 April	Ibis	2	5		
ANNUAL CHALLENGE CUP					
5 April	Escombe McGrath & Co.	9	0		
GOALS					
PLAYED	WON	DRAWN	LOST	FOR	AGAINST
16	4	—	12	36	87

As can be seen from the results we have had many heavy defeats and a few scattered victories, but the outlook for next season seems much brighter.

We have applied for membership of the London Business Houses League, and we hope that by playing competitive football we shall be able to recruit new members into the club. We would like to thank all those players who by regularly turning out each Saturday have enabled us to fulfil our fixture list.

*P.A.B.*

### SWIMMING

The summer season commenced on May 3rd at the Small Pool, Seymour Hall, our previous venue, since the New Aldgate Pool, although at last open to the public, cannot be booked.

Here is a great chance for those who cannot swim since the London Shipping Amateur Swimming Association employs Mr. Reg. Brickett as Instructor and one could not wish for a better start for beginners.

### DRAMATIC SOCIETY

The Society completed its 10th season with the production of "With Vacant Possession" at the Chanticleer Theatre on the 11th, 12th and 13th April. During the past 10 seasons its productions have ranged from drama to farce, melodrama to "Pygmalion" and we now look forward to another period of successful productions. The next production is to be at the Guildhall School of Music and Drama on the 13th and 14th of December.

"With Vacant Possession" is a comedy which shows



the situations that can arise when two families take possession of the same house, each believing that they are entitled to do so.

Jim Harlow (John Green) and his daughters, Jennifer (Jackie Hoadley) and Frankie (Ann Dunnett) are moving into their new house and congratulate themselves that at last they have a home of their own. Soon, however, George Ferrier (Anthony Robinson), Jim's boss, arrives with his family and claims to be the rightful tenant. His managing sister Margaret (Jennifer Bussy) takes charge and has their furniture moved into the upstairs rooms, while Jim and his family are crowded into the downstairs ones, and so matters stand awaiting the decision of the owner of the house, whom both George and Jim telegraphed each claiming to be the rightful tenant. George produces evidence of his claim and it seems that Jim must move out, and then Jim finally finds the money order counterfoil which proves his claim and it is George who must go. When the argument is at its height, Miss Pell (Helena Cole) a spinster who is always dropping in to borrow tea, announces she has bought the house with vacant possession and both families must go. At last the two fathers realise they are behaving foolishly and George rebels against his sister's ruthless plans, and Jim sends

his mother-in-law (Margaret Henstock) back to her other daughter's family. Jim is established as the occupant of the house, and the two fathers become once more the firm friends they had been for years.

Only Jennifer's unhappiness over George's son, Robin (John Buck) seems to cloud the future, but Robin springs the surprise that instead of being the light-hearted idler he seems, who has always evaded going into his father's works, he has started his own business of a coffee-bar which Florrie Banks (Pamela Searle) is managing for him. Through the play his Aunt Margaret has been scheming for him to marry Verna Malcolm (Judith Paul) who is a spoilt only daughter, but this has only been Margaret's idea and Robin has always been the reluctant bachelor. However, he throws over Verna, and he and Jennifer decide to get married now that Robin's own business is established. The play ends with Jim Harlow settling down with his younger daughter and his sister-in-law Alice Bradley (Joan Caldecourt) going to George Ferrier as his housekeeper, as he has at last managed to turn his dominating sister Margaret out of his home. As the play ends it is doubtful whether Jim is going to have a quiet life, after all, as Jennifer and Robin have their eyes on the upstairs room of his house for a flat when they get married.

#### Australian Young Farmers

*We have announced elsewhere the arrival of the 1962 party of young Australian farmers. Here is a picture taken during a visit to the Royal Farms at Windsor showing H.R.H. The Duke of Edinburgh welcoming them.*



# Personal News

## APPOINTMENTS

Three important Management appointments were made on Wednesday, 9th May.

Captain R. E. COWELL, C.B.E., R.D., R.N.R., the P & O Marine Superintendent was appointed Senior Superintendent of P & O-Orient Lines and a member of the Management.

Mr. C. E. LAMBERT and Mr. K. REYNOLDS were appointed Directors of P & O-Orient Management Ltd.

Captain COWELL was a "Worcester" cadet in 1916 and joined P & O as Fourth Officer of *Palermo* in 1918. He was appointed Deputy Marine Superintendent in January, 1953 and Marine Superintendent in 1955.

Mr. C. E. LAMBERT joined P & O in 1921 and after many years in the Export Freight Department, he was transferred to the newly-formed Conference Department in 1946. Ten years later he became head of that department.

Mr. K. REYNOLDS joined the P & O in August, 1950 as a Management trainee and went out to the Far East the following year, where he saw service in Calcutta, Singapore and Hong Kong. Returning to London in 1955 he has been especially concerned with the Far Eastern cargo services. His appointment as Assistant Manager came in 1959.

Captain COWELL's appointment means certain changes on the Marine side, where Captain G. R. PETERS now becomes Marine Superintendent of P & O vessels, with responsibility for the Royal Docks and ships berthing there. Similarly Captain SARGENT now takes overall responsibility at Tilbury.



## NAVAL ARCHITECTS' DEPARTMENT

The death of Mr. Temple, Naval Architect, has rendered necessary some reorganisation in the Naval Architects' Department, which is now to be administered jointly by Mr. J. H. Carter and Mr. D. W. McKee.

Mr. Carter will be responsible for:

1. The administration of the Naval Architects' Department;
2. *Canberra*;
3. Cargo ships and tankers.

Mr. McKee will be responsible for all passenger ships other than *Canberra*.

## MALAYA AND THAILAND

Last October Mr. J. H. Mills was appointed P & O group representative for Malaya and Thailand. He has now relinquished this post which has been taken up by Mr. A. C. L. Heywood whose address will be c/o Harrisons & Crosfield at Kuala Lumpur. He will act as liaison between the Company's Agents and supporters throughout Malaya and Thailand as well as with the Government and local business houses.



*The wedding of Mr. R. Butler and Miss J. Taylor.*

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

### MASTERS' CERTIFICATE

Second Officers W. B. THOMSON, I. R. NEIL, P. J. WRIGHT, G. R. E. YEATMAN, I. GIBB, D. B. MILLER.

### FIRST MATES' CERTIFICATE

Third Officers R. L. JACKSON, P. D. LUMB.

### FIRST CLASS STEAM CERTIFICATE

Second Engineer S. DONNELLY.

### SECOND CLASS STEAM CERTIFICATE

Third Engineers J. D. BARRETT, D. J. MIDDLETON, W. A. MORRISON.



## MARRIAGES

### Our Best Wishes to—

Miss Joyce TAYLOR, Stationery and Printing Department, on her marriage to Mr. Ronald BUTLER, of Hayes, Middlesex, at St. Leonard's Church, Shoreditch, on 31st March, 1962.

Miss Anne FREEMAN, of the West End Office, on her marriage to Mr. Gerald GOODMAN at the Holy Trinity

Church, Barkingside, on 24th March, 1962. On the wedding cake was a model of the *Strathmore* since they met on that ship.

Mr. W. C. C. WINTON, Senior Assistant Purser of *Canton*, on his marriage to Miss Katherine M. E. SMITH, formerly of Hong Kong, on March 28th, 1962, at Dunfermline.



### BIRTHS

#### Our Congratulations to—

Mr. A. W. WEDLOCK, Pursers' Department, and Mrs. V. WEDLOCK (née Miss Gamble of Accounts Department), on the birth of a daughter, Jennifer Mary, on April 16th, 1962.

Mr. T. C. HUGHES, West End Passenger Department, and Mrs. HUGHES, on the birth of a daughter, Fiona Gay, on Good Friday.

Mr. D. SLADDEN, Stationery Department and Mrs. SLADDEN, on the birth of a daughter, Alison, on April 29th, 1962.

Mr. K. H. DAVIE, 3rd Officer, and Mrs. DAVIE, on the birth of a son, Paul Eric Hill, on 18th February, 1962.



### ENGAGEMENTS

#### We Congratulate—

Miss G. K. HARPUR, of the Pursers' Department, on her engagement to Mr. D. J. ARUNDEL, of Heston, Middlesex.

Mr. A. G. STEERS, 2nd Electrician, *Canberra*, on his engagement to Miss C. COX, of Chesham, Bucks.

Dr. Douglas PICKERING, Assistant Surgeon, *Orontes* on his engagement to Mrs. Florence Wolstenholme, Children's Hostess on *Oronsay* and subsequently *Orontes*.



### RETIREMENTS

#### Sir Austin Anderson

Sir Austin Innes ANDERSON, a past Chairman of the Orient Line, retired from the P & O Board on May 1st.

Born in March, 1897, the son of Sir Hugh Anderson, F.R.S., Master of Gonville and Caius College, Cambridge, he served in the Army from 1915-1918, and after going down from Cambridge joined Anderson, Green & Co. Ltd. in 1921.

Sir Austin was appointed a Director of Anderson, Green in 1924 and Chairman in 1950. In the same year

*Sir Austin Anderson*



he became a Director of the Orient Line. He was appointed Chairman from 1952 until the time of the P & O Orient Lines amalgamation in May, 1960, relinquishing the Chair on 1st July, 1960. Sir Austin became a Director of P & O in 1955.

Among other appointments which he held was Chairman, Refrigerated Cargo Research Council (1946-58); Chairman, London General Shipowners' Association (1953); President, Chamber of Shipping (1955-56); Chairman, General Council of British Shipping (1955-56); he is also a past Chairman of the Australia and New Zealand Passenger Conference and Australia Outward Freight Conference. He represented the Chamber of Shipping on the British Shipbuilding Research Association, 1945-1960, and was a Member of the Ministry of Transport Committee on the Application of Nuclear Power to Marine Purposes from 1956-62. Sir Austin is a Director of The University Life Assurance Ltd. and of the Westminster Bank Ltd.

He represented The Chamber of Shipping on the International Conference on Safety of Life at Sea in 1948. During the War Sir Austin was Assistant Director, Liner Division, Ministry of War Transport (1940-43) and of Sea Transport Division (1943-45).

"Toby Anderson" writes our Chairman, Sir Donald Anderson, "for some reason christened Austin—has retired from the P & O Board, because unfortunately he has reached the age of 65, when executive directors will in future retire. He leaves behind him a great record of service, not only to Anderson, Green and to Orient Line, but to the Shipping Industry, and one which has been notable for the modesty and unselfishness which is so marked in his character. But if anyone imagined that behind an apparently timid manner there lurked a timid man, he had only to engage in a business discussion to discover his mistake. Toby had a wonderful knack of getting his own business way, and did it so nicely that his victim didn't realise what had happened until it was all over. We shall sadly miss so competent a shipowner, and so nice a man."

#### Mr. W. Dalgarno

Mr. W. DALGARNO, O.B.E., T.D., a director of P & O-Orient Management, of the B.I. Company, the Asiatic Steam Navigation Co. Ltd., James Nourse Ltd., and the Hain S.S. Co. has retired. He joined the staff of Mackinnon, Mackenzie & Co. in India in 1925. In 1946 he was appointed Assistant Secretary of the B.I. in London, transferring to the P & O as General Manager in 1950.

During World War II he served with the Army and was awarded the O.B.E. On demobilisation his services were lent to the Government of India for a period.

#### Commodore A. E. Coles, R.D., R.N.R.

When *Oriana* arrived at Southampton on May 4th, her Captain, Commodore COLES retired from the Orient Line in which he had served since January, 1928. He had been Commodore of the Orient Line since 1st January, 1961.

His first Orient ship in 1928 was *Osterley* of which he was Fourth Officer but he had been to sea previously in the MacAndrews Line and had also become Sub. Lt. in the Royal Naval Reserve.



During the war he was mentioned in Despatches three times and was engaged mainly in minesweeping and convoy duties. He was present at the 1942 Dieppe assault and later at the Normandy landings as well as those in the Scheldt.

Returning to the Orient Line his first command was *Orontes* in 1953.

Captain Coles' home is at West Bromwich where he plans to retire.

In the above photograph the Commodore is seen receiving a farewell present, subscribed to by the crew from the hands of Miss Mary Morrison.

#### Captain R. H. E. Hand

Captain R. H. E. HAND, Superintendent at King George V Dock since 1950, retired on 30th April and is succeeded by his deputy, Captain M. H. D'Aeth, who will retain his appointment as Deputy Dock Superintendent, King George V Dock.

Captain Hand was born at Cambridge and joined the P & O as a cadet in 1917. When war came 'Reggie' Hand was Second Officer of *Ranchi* and served in her until 1943 when he took over a landing craft building in U.S.A. In her he went to Salerno, Anzio and the 'D'-Day landings.

After the war he became Captain of *Khyber* until he came ashore in 1950 as Deputy Dock Superintendent at Tilbury. He went to King George V Dock as Superintendent in 1952.

A farewell lunch was held in his honour on board *Chitral* on May 16th, when a canteen of cutlery and a cheque were presented to him by Captain G. Randell, the ship's captain.

Captain Hand and his wife ask us to express in these pages their very great pleasure at the honour done to them.

#### Mr. H. A. Roper

The last member of an engineering family which has had an unbroken connection with P & O for 102 years retired on 30th April. He is Mr. H. A. ROPER, Engineering Superintendent in King George V Docks. He joined the P & O workshop at Albert Dock in January,

*Captain R. Hand*



1915 and is the last of the P & O apprentices. When Green & Silley Weir took over these works he went up to Cairds of Greenock to complete his apprenticeship there.

He went to sea in September, 1920, joining *Devanha* as 6th Engineer. In 1922 he went to *Moldavia* our first turbine passenger ship; then to *Cathay* in 1924, building on Clyde; afterwards to *Ranchi*, completing on the Tyne. He left that ship in 1927 to get his Chief Engineer's ticket. He served in various well known ships until joining *Eitrick* in 1938, our first motor ship. In 1941 he went to *Strathnaver* before going to *Empire Kamal* (ex *Hohenfels*). This latter ship had been scuttled in the Persian Gulf and he got her engines working again. His last ship was *Paringa*, 1947-1950, before coming ashore to King George V Dock.

His grandfather Henry joined the P & O in 1860 as a protégé of the famous William Lamb, our Engineering Superintendent who sent him to Hong Kong as works foreman. His father, A. G. Roper, was with the Company as Engineer from 1901-1939. His uncle Fred, a well known character, served from 1906-1954 and an uncle Charles who joined in the eighties and who left in 1925.

Mr. H. A. Roper, a Hampshire man, retires to his native county to live at Ringwood.

His successor as Assistant Superintendent Engineer is Mr. A. R. Murrison.

#### We wish many years of Happy Retirement to:—

Dr. D. W. ASTON, who was on the Medical Staff at the Docks, who left the Company on 30th April, 1962.

Mr. D. C. CAMPBELL, Commodore Chief Engineer of *Arcadia*, who retired on 21st May, 1962. He joined the P & O in 1925.

Mr. E. KNIGHT, Chief Engineer, who retired on the 31st January, 1962. He joined the Company in January, 1927. His last ship was *Himalaya*.

Mr. H. W. MALIPHANT, Chief Engineer, who joined the Company in April, 1928, and who retired on the 31st January, 1962. He was in *Cathay* when she was lost in 1942; his last ship was *Bendigo*.

Mr. J. G. H. THORP, Purser of Orient Line, who retired on the 28th February, 1962. He joined the Company in August, 1925 and first became Purser of *Ormonde* in 1935. He was Purser of *Orsova* on her maiden voyage and his last ship was *Oronsay*.

Mr. S. M. BAILY, Refrigeration Engineer, who retired on the 31st December, 1961. He joined the Company in November, 1939.

Mr. G. PRICHARD, Chief Steward, who joined the Company in September, 1920, and who retired on the 7th March, 1962. His last ship was *Cathay*.

Mr. D. M. MORRIS, Boatswain, who retired on the 16th June, 1962 and who joined the Company in October, 1928.

Mr. S. L. FURSE, Carpenter, who retired on the 14th October, 1961. He joined the Company in August, 1929.

Mr. W. PROUDFOOT, Bedroom Steward, ex *Strathmore*, who joined the Company in 1916 and who retired on 9th April through ill-health.

Mr. R. G. NEWBURY, Assistant Superintendent Purser who has had to leave the Company's service through ill-health.

Mr. A. A. EMMETT, P & O Sea Staff-Nightwatchman, who retired on 26th March, 1962, and who joined the Company in 1912.

Mr. C. L. MARTIN, P & O Sea Staff-Nightwatchman, who retired on the 6th April, 1962, and who joined the Company in 1915.

Mr. E. V. BAZIN, P & O Sea Staff-Nightwatchman, who retired on 22nd January, 1962. He joined the Company in 1934.



#### AWARDS



*The presentation to Mr. Barnaby*

#### Donkeyman Barnaby's B.E.M.

Donkeyman George BARNABY—36 years with the Company—was at sea in *Orsova* when he heard that he had been awarded the British Empire Medal in the New Year's Honours list.

When *Orsova* returned to Tilbury, the Chairman, Sir Donald Anderson, presented Mr. Barnaby with his medal and citation at a ceremony held on board. There for the occasion were his relatives; *Orsova's* Commander (Captain R. J. Craddock, O.B.E.); the ship's officers, and many members of the crew.

#### The Nevins and Griffiths Awards

These awards are made annually, the NEVINS since 1949 and the GRIFFITHS since 1958, the former consisting of a cheque and certificate to the Engineer Officers who obtain the highest marks in the Ministry of Transport examination each year for the Extra First Class and the First Class Certificate of competency, the latter presentations similar for Navigating Officers who obtain highest marks in the examination for Extra Master and Master.

In the Engineers First Class examination in 1961 Mr. G. C. Loughborough received one of the Nevins Awards. He joined the Orient Line in July, 1957 and is still in their service, having obtained his Second Class Certificate in November, 1959 and his First Class in December, 1961.

#### OBITUARY

##### We regret to record the deaths of:—

Arthur TEMPLE. The death of the P & O Naval Architect, despite his long illness, was a shock to all. He was only fifty-three.

His training was at the Walker Yard of Swan, Hunter & Wigham-Richardson and he joined the P & O in 1930 as an Assistant. He succeeded Mr. G. Denholm as Naval Architect in April, 1956. In his time he had much to do with the design and construction of the Straths' during the 1930s and with our post-war ships up to *Camberra*. During the war he was stationed at Bath, dealing with merchant shipping conversion for the Admiralty. He was a member of the Royal Institute of Naval Architects and the North East Coast Institution of Engineers and Shipbuilders. He left a wife and two sons.

He was an enthusiastic member of our golf team where his cheerful personality will be sorely missed.

A memorial service was held at Holy Trinity Church, Northwood on March 10th, attended by many old friends and colleagues.

Captain R. HOLLAND, who died on 26th February, 1962.

J. D. CAMERON, Orient Shore Staff, who died on 20th April, 1962.

A. L. WARD (July, 1913-July, 1953), formerly of Accounts Department who died on 16th April, 1962.

H. J. PLUMPTON (1914-1958), ex Chief Steward, who died on 2nd April, 1962. His last ship was *Strathnaver*.

C. B. SAINSBURY, Chief Engineer, (1923-1958), who died on 19th January, 1962.

J. W. POTTS, Chief Engineer (1919-1958), who died on 28th January, 1962.

W. A. J. POTTER, Engine-room Storekeeper, formerly with Orient Line. He died on 21st December, 1961.

Bryn M. EVANS, on 14th April, in service, at Waterloo Hospital. He was serving in *Chusan* and had to be landed ill at Southampton. He was 61 and had joined the Marconi Company in 1917. His first P & O ship was *Maloja* in 1950 and had since been Chief Radio Officer in *Stratheden*, *Arcadia*, *Strathmore* and *Chusan*.

Bruce CALLABY, Public Room Steward, who died as a result of injuries received in a car accident ashore whilst at home on leave from the *Strathmore* in January last.

Miss E. KIMM, Stewardess, ex *Chusan*, who died at home on the 28th January, 1962. She had retired in December after thirty-three years' service at sea.

Mrs. V. DALZELL, who died on 10th April at Tunbridge Wells. She joined the Orient Line in June, 1927 and was secretary to the Publicity Manager until she retired in 1946.

J. W. A. WOODBINE (1920-1960), Chief Steward, who died on May 6th. His last ship was *Coromandel*.

# FROM THE DEPARTMENTS

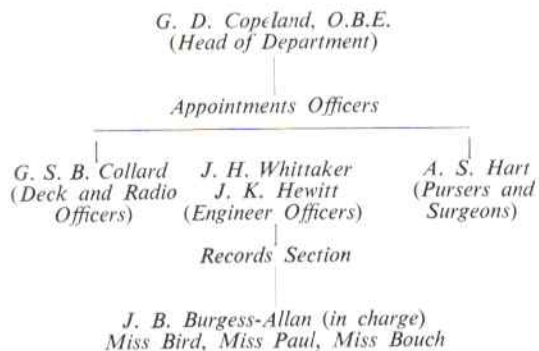
## OFFICERS' DEPARTMENT

Restored at Head Office

### A Personnel Policy

Old timers will recall an Officers' Department at 122 Leadenhall Street, a department which, a few years ago, was merged into the Marine Department. In the interests of economical operation and to help in applying uniformly the Company's policies affecting ships' officers, it has been decided that the complicated task of recruiting, planning appointments and leave, and record-keeping now dealt with by people in different departments, should be the responsibility of a single specialist department. The overall role of this department will be to carry out the necessary staff work to assist the Superintendents in manning efficiently the Company's Fleet.

Known as the Officers' Department it consists of a central records section and an appointments section as shown in the following diagram:



The Department will co-operate with Superintendents in recruiting and thus ensuring a steady flow of personnel. Deck Cadets will continue to be the responsibility of Mr. R. A. Peters who will maintain contact with pre-sea training colleges and work with Captain Askin and Mr. Copeland. It is hoped when the scheme is running effectively that it will be possible to advise ships and those concerned at least one month before arrival in this country or on the Continent, details of reliefs and replacements.

Interviews will continue to be made by the respective Superintendent on individuals wishing to enter the Company although the Officers' Department will keep records of all such interviews as well as any made later on in service. Keeping a finger on the pulse of feeling amongst the sea staff will also be part of its work.

The Chief Training Officer will, at the request of the Officers' Department, arrange courses, lectures and films, coming within the scope of training, and notifying those concerned when such courses are to take place.



'Canberra' model on show

## ELECTRONICS

**Canberra Models:** This Department arranged with the Public Relations Dept. two "talking" models to be exhibited, the first at the Brussels Exhibition about which you will have read in these pages, and the other at the National Maritime Museum at Greenwich for five months from May until September this year. The original model has had a widespread showing in Australia, Canada and the U.S.A. and well over a million people have seen the two.

The original was developed by our Engineering Adviser, Mr. Bunyan, and later alterations by which the models were fitted with Juke Box mechanisms with commentaries in two languages were devised by Mr. Bendelow and Mr. Millar Lawson of the Electronics Department.

Our photo shows the second model on show at the Schoolboys' Exhibition at Olympia where the mechanism was subjected to a severe trial, as may be expected.

## Electronics (cont.)

Congratulations to Mr. R. Plenderleith on his promotion from Acting Chief Radio Officer to the rank of Chief Radio Officer; to Mr. R. D. Tritton and Mr. J. I. Blyth on attaining the rank of Radio Officer and to Mr. G. C. Alton and Mr. A. B. Weeks on reaching the rank of acting Radio Officer.

## PURSERS' DEPARTMENT

Mr. E. W. H. PINCHES, until recently Head of the Steamers Shop Department, has now joined *Orcades* as Purser, relieving Mr. R. A. TAYLOR, who has resigned from the Company's service. This shows the progress in our merger, Mr. Pinches being the first head of a department to serve in a ship of the Orient Line.

Mr. E. L. FRENCH, Purser, has relieved Mr. R. M. W. PORTER, R.N.R. in *Orion*.

We regret to announce that Mr. W. BANISTER, Purser, *Oronsay*, was landed sick in Sydney. He was later discharged from hospital and came home in *Oriana*.

Mr. B. R. TONKS, Purser, *Strathmore*, has been relieved by Mr. P. MILES. Mr. J. A. MILLER, Deputy Purser, *Strathmore* has transferred to *Oronsay* as Supernumerary Deputy Purser for the outward voyage only.

Mr. J. G. CRAWFORD has now taken over from Mr. E. W. H. PINCHES as Head of the Steamers Shop Department.

Mr. C. T. R. HARE, Purser, has relieved Mr. R. C. TEMPLE, Purser *Himalaya*.

Mr. H. MAYHEW, Purser, has relieved Mr. R. S. BROWN, Purser, *Cathay*.

Mr. R. H. S. BARBER has relieved Mr. K. DELLOW as Chief Steward, *Maloja*.

Mr. R. G. GLIDDON has relieved Mr. G. RENDLE as Chief Steward *Mantua*. Mr. Rendle then proceeded in *Strathmaver* on her last voyage to Hong Kong.

Mr. L. H. PAGE, Chief Steward, has relieved Mr. P. GOURLEY, *Khyber*.

Mr. J. H. SMITH has relieved Mr. J. F. DENMAN as Chief Steward, *Patonga*.

Mr. W. J. McALLISTER has relieved Mr. J. H. SMITH as Chief Steward, *Singapore*.

Mr. E. S. HOLNESS has relieved Mr. J. D. RAFFINO as Chief Steward, *Surat*.

## FREIGHT DEPARTMENT

### Cocktail Parties for Shippers

With the coming demise of '122' as we know it, the Freight Department took the opportunity of entertaining some of its supporters in the large Board Room which few of them can have seen. Two cocktail parties each for roughly a hundred guests have been held and proved to be most successful although the thought that such a historic room should soon cease to be, evoked many sad comments.

The Freight Department desire to put on record their thanks to the Pursers' Department staff whose services greatly helped in making the parties go with a swing.

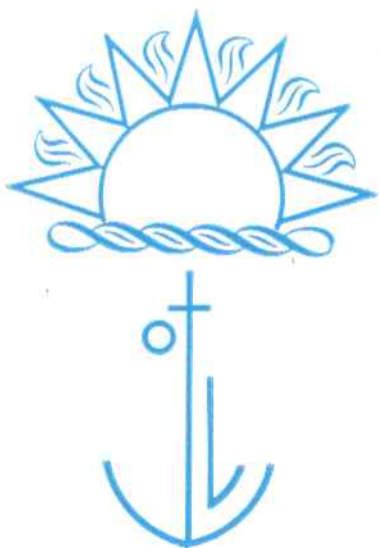


*WEST END.* Amongst the annual dinners in which the Passenger Department takes a lively interest is that of the West End Passenger Agents Association held this year at The Dorchester in Park Lane. Our picture shows the P & O-Orient table seating (in a clockwise direction) W. Stick, looking over right shoulder, on his left D. B. Dyer, C. C. Gorton, J. Prout, formerly Orient Line Passenger Manager, R. Rolt, P. Wise, W. J. Read, A. M. Willis, Harold McGinniss, Chief Migration Officer at Australia House, and lastly A. M. Stirling, Assistant Manager.

## PUBLIC RELATIONS DEPARTMENT

### "Those Passing Ships"

During the summer some of our cruising ships will be following the coastline from Southampton to Devon and Cornwall. When weather conditions are favourable these ships are likely to be well visible from the shore and a time-table has been compiled by the Public Relations Department for circulation to all interested organisations in south coast towns, showing when the ships are due off points like Coverack, St. Anthony's Head, Dodman Point, Fowey Lighthouse, Rame Head, Salcombe, Start Point, Beer Head, Bridport, Portland Bill, Shambles Light Ship, Anvil Point, Needles or Ventnor. There was a tremendous success when this was done on *Canberra's* run-round voyage in May, 1961 when in, for instance, Torbay, an armada of pleasure craft and yachts greeted her. By advising such diverse bodies as Hotels, the Motoring Organisations, Yacht Clubs and Pleasure Boat Operators it is hoped this year to achieve a similar response from coastline populated by sea-minded holidaymakers. The National Press: 'The Times' and 'Daily Express' enthusiastically reported the scheme over the Easter holidays. It is hoped that the film "Carry on Cruising", referred to elsewhere, may be showing along the south coast towns during the cruising season, in which case A.B.C. Cinemas will display these time-tables.



# About Ourselves

## **STAFF JOURNAL**

P & O S. N. COMPANY

P & O - ORIENT MANAGEMENT LTD.

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