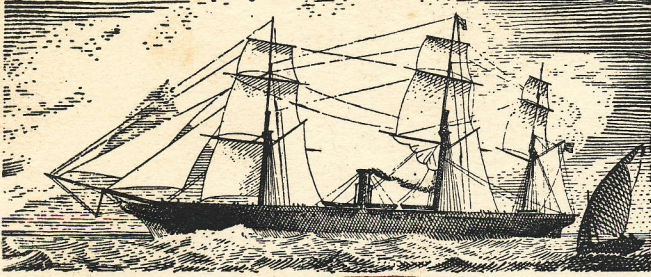
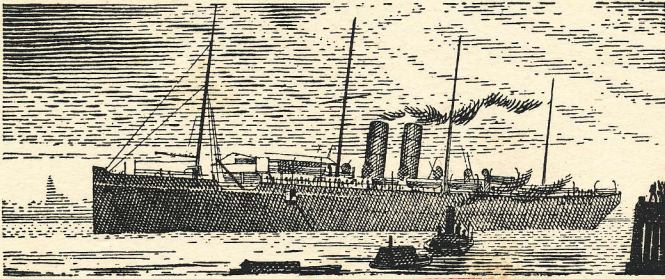


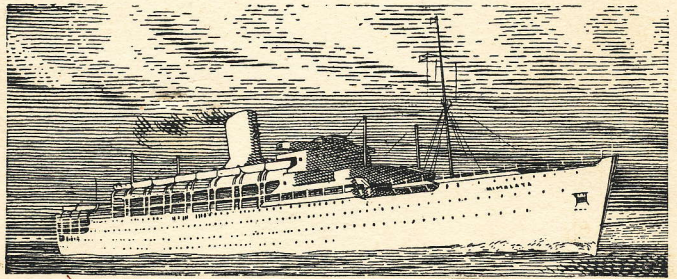
The three Himalayas



3,508 tons + 1,853



6,900 tons + 1,892



1853 ~

~ 1949

28,000 tons + 1,949



THE FIRST HIMALAYA

"the Nautical Sensation of 1853" was proclaimed by the Press of the time as the largest ocean steamship in the world, for had she not the immense tonnage of 3,508, equal to 4,000 tons burthen?

If you will glance at the illustrations on the cover you will see a vessel which in size is no larger than a cross-channel steamer of today. The artist's conception of the three HIMALAYA's does indeed represent clearly the changes in ship design and construction over nearly a century.

Built by C. Mare and Company of Blackwall, she left the shipyard for her trial trip to the Nore on 9th January, 1854. Originally intended as a paddle-steamer, she had changed to screw whilst on the stocks. Her engines were of 2,050 horsepower and her spar deck extended the full length of the ship; with bowsprit and clipper stem, one funnel and three masts, her appearance was very smart indeed. Her figurehead represented a Himalayan warrior of ferocious aspect. Not only was she handsome, but she was speedy as well, for on her trials she achieved $14\frac{1}{2}$ knots, and over 16 knots with the aid of sail.

Her appearance at Southampton, the P & O terminal port at that time, caused great interest, and huge crowds flocked to make an inspection of the "wondrous triumphs





of enterprise and skill displayed in this gigantic ocean steamer." The occasion went to the head of the journalist on the spot.

"The HIMALAYA," he proclaimed, "takes ducal rank among all merchant ships at present in existence. Passengers by this steamer will revel in every amenity and comfort that can be comprehended in a sea voyage. In a heavy breeze there would be no difficulty in getting eighteen knots, or twenty miles an hour, out of the ship by using both steam and canvas. Moreover, although in the war that now threatens, the ship would be bound by mail contract to carry guns for her own defence, this precaution would be unnecessary. The

HIMALAYA," the writer explains, "would run away from—or run over any enemy ship. She would cut down a man-of-war to the water's edge! The largest, the most heavily armed privateer would be glad to get out of her way!"

At Malta, the ship was described as "more a floating city than a ship, combining unrivalled speed with splendid accommodation for passengers, and ample stowage for the largest freight. Her measurements within and without," the writer continued, "her palatial saloons and sleeping cabins, her promenade deck, her multitudinous appliances, the power and speed of her engines, all have been told. And I need only add that in vessels of large tonnage there seems to be now no question as to the superiority of the screw over paddles for speed and economy of space and fuel."

One ardent writer went further, for he saw no reason why ships as large as 10,000 tons should not one day be built.

At Alexandria, the HIMALAYA was greeted with wonder, and the Governor, Ibrahim Elfi Bey, together with Henreddin Pacha, the Minister of Commerce and several of the European consuls and merchants of the city, paid an official visit to the ship.

Under the command of Captain Kellock, the HIMALAYA had broken all existing records for the run between England, Gibraltar, Malta and Alexandria,

maintaining an average speed for the whole voyage of 12.6 knots. Her first voyage was a triumph.

But by the date of her return to England, the Crimean War had broken out, and on February 25th HIMALAYA sailed for Gallipoli and Constantinople, loaded with troops. Again she broke all records on her way out.

On May 27th, she left Queenstown with 292 men, 12 women and 297 horses of the 5th Dragoons going as far as Constantinople and Varna. She was by now under charter to the Government as a troopship.

On July 26th she sailed from Liverpool with the Scots Greys bound for the Crimea, picking up the 8th Hussars at Varna as well as a troop of the 17th Lancers. Since she could carry 1,850 troops, far in excess of any vessel of her day, the Government now decided to save the high charter rates and to purchase her outright.

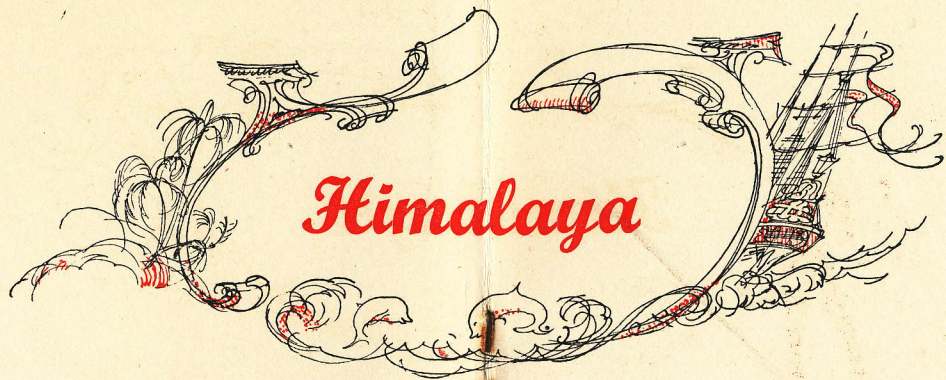
Her Chief Engineer was transferred with her as he alone fully understood her engines, and he was thus the only P & O officer to receive the Crimean Medal, although many others had voluntarily been under fire and had received no recognition.

For many years after that she performed her duties as a naval transport, and when she could no longer do this, she continued to make herself useful as a coal hulk.

Right up till 1940 she survived and then met a gallant end at Portland in an air raid after eighty-seven years afloat.



70 sheets -
The Newberry Band leader
Clarke (Viola)
Hoole (Cello + Sax)
Hammer (Drums)



Dinner

Autographs

CONSOMMÉ FLEURY

POTAGE WASHINGTON

FILLET OF PLAICE

DORIA

SWEETBREADS GODARD

GRILLED SPRING CHICKEN

COLD — MELTON MOWBRAY PIE
SALAD

RIBS OF BEEF

POTATOES — BROWNED

AU BEURRE

BRUSSELS SPROUTS

PEARS IN JELLY
PINEAPPLE SUNDAE

FRUIT

COFFEE

SATURDAY, 12TH MAY, 1951



THE SECOND HIMALAYA

"the fleetest steamer in Australian waters" belonged to the 'nineties, that decade in which some of the most graceful ships ever to fly the P & O flag were in service.

She was handsome indeed with her four masts and two funnels, all well raked, and she attracted much attention on the Clyde as being the biggest ship ever built in Greenock.

Built by Cairds in 1892, she had a tonnage of 6,900 and was 465 feet long. Her triple-expansion engines developed 10,000 horsepower.

Her interior fittings were distinguished, of course, by all the elaborate decoration of the late Victorian era, amongst which beautiful carvings by the famous Italian artist, Carlo-Cambi of Siena, took pride of place.

At that time, the growing prosperity of Australia demanded a higher standard of accommodation in ships, and HIMALAYA and her sister ships were designed to satisfy that demand. The baths and showers that were provided created quite a sensation, and helped to ensure the popularity of the ship.

After a maiden voyage to Bombay, the HIMALAYA settled down to a steady popularity on the Australian run, and in 1893 she broke the London-Adelaide record held by her sister ship AUSTRALIA which left behind an emblem created for the event, to be mounted at the main, decorated with vari-coloured ribbons. The delighted passengers gave a dinner to Captain Orman and his staff, and are reported as having expressed their gratification "in highly eulogistic speeches."

On 12th September, 1900, the HIMALAYA called at Fremantle, and many of the older Fremantle residents will recall that she was thus the first outward-bound mail ship to sail into that harbour. Suitably enough, her Commander, Captain W. L. Broun, R.N.R., had been born in Fremantle, the son of Fremantle's first resident magistrate and the nephew of the first Colonial Secretary of Swan River.

The day the HIMALAYA sailed into the harbour was a great occasion, and she was gay with colour, being "dressed" for the event. On arrival she was boarded by the officials of the town and her Commander was presented with an illuminated address and a medallion made of Western Australian gold.

As a new ship, the second HIMALAYA had made a record run of 25 days to Australia and she continued to collect minor records of various kinds—including a consignment of nearly two million pounds in gold, which in 1906 was the biggest shipment ever to be considered.

In 1908 the ship was transferred to the India and Far East service and in 1914, two days after the outbreak of war, she was in Penang. She was at once ordered to Hong Kong for conversion to an Armed Merchant Cruiser, and there she was armed with ancient 4.7 inch guns taken from broken-up Naval cruisers.

By the end of August, she was cruising in the China Sea and watching the port of Manila for German merchant ships attempting to leave port and supply Von Spee's cruiser squadron.

In November, she was engaged in the search for the schooner *AYESHA* commandeered by the survivors of the *EMDEN*'s crew.

From there she went to the Suez Canal and in 1915 helped to defend it against Turkish invasion, using her guns to good effect.

In September of 1915 HIMALAYA was ordered home and underwent an extensive refit, her 4.7-inch armament being replaced by 6-inch guns. She then sailed for the German East Africa campaign. At Simonstown an aircraft deck was built over her poop, and at Zanzibar she was given a seaplane for spotting



enemy positions during her bombardment of Dar-es-Salaam. The seaplane was also used to give the Sultan of Zanzibar his first trip in the air, a flight which greatly added to British prestige.

In 1916, HIMALAYA was taken over by the Government and remained with the Admiralty after the war, although manned by P & O officers and crew.

She was laid up at Southampton in 1921 and sold to the ship breakers in the following year. There must still be many alive today who remember the second HIMALAYA and, we hope, with affection.



THE THIRD HIMALAYA

“the largest ship to be completed anywhere in the world during 1949” was built by Messrs. Vickers-Armstrongs Ltd. at Barrow-in-Furness. She was ordered in January, 1946, and her keel was laid on 29th April, 1946. The ship was launched by Lady Currie, wife of Sir William Currie, Chairman of the P & O Company, on 5th October, 1948, and a year and a day later sailed on her maiden voyage on 6th October, 1949.

Tonnage 28,000; Length 709 feet; Service speed 22 knots; Horsepower 42,500 s.h.p.; Cargo capacity 435,000 cubic feet; Accommodation for passengers 1,163; Crew 631.