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P & O Orient Liners Of The 1950s And 1960s



Synopsis

The 1950s and 1960s was the last golden age of ocean liners. It was an age of many modern, superbly designed ships that were created just before the great inroads of the jet age. The long route out to Australia and New Zealand was among the longest lasting, until the early 1970s. It was still supported by regular passenger traffic: one-way travelers, occasional tourists and, of course, the last waves of migrants, mostly heading for new lives Down Under. P&O had purchased 51 per cent of the Orient Line in 1918, but the two companies remained separate firms, even competitors. After the Second World War, however, more of their liner services were coordinated. By 1960, they were fully merged as P&O-Orient Lines. Together, this created the largest liner fleet in the world. There were eighteen passenger ships in the fleet in 1961, for example. The last of these liners, the Oriana and Canberra, were in fact their largest, fastest and most luxurious. By the 1970s, their trade was largely gone – P&O turned more and more to cruising. Bill Miller takes the reader on a nostalgic voyage through the 1950s and 1960s aboard the final passenger liners – from the Mooltan, Orontes and Stratheden to the Oronsay, Arcadia and Orsova – of the great P&O and Orient lines.

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Customer Reviews

Miller profiles the ocean liners that served the the British-based P&O-Orient routes during the last two decades of regular service. The routes were mostly in the eastern seas, he says, mainly to India and Australia. The Peninsular & Orient Steam Navigation Company, the P&O, started in 1837, and it

was not until 1960 that it merged with the Orient Line, another British company and previously its arch-rival to Australia. The articles on the 23 ships include quotations about them from reviewers and passengers, and usually photographs and promotional material as well as information about their size and workings and the routes they served. (Protoview)

William H. Miller writes extensively on ocean liners, and is known as Mr Ocean Liner. He lives in New Jersey when he is not aboard a cruise ship lecturing about ocean liner history.

Bill's done it again! . Another 'potted' history of some of our favorite ships and companies. Great insights from some of the 'originals' in the crew and passengers who sailed on these beautiful ships. Interesting comments about 'Chusan' being one of the line's most popular ships; the differences between P&O and Orient Liners; Transpacific services...Read this one in conjunction with his "SS Canberra" and "East of Suez" for a fairly complete history of post war Euro - Australasian services. Best coverage since "Home and Back" and "Ships that Passed" back in the 80s. Paperback format tends to limit the text to the essentials but some interesting interior shots help. Nice to see 'Iberia' on the cover - always the Cinderella of the fleet

Sadly another of Bill Miller's recent "by the numbers, fill in the blanks" books. If you have never read another book about P&O and Orient Lines post war fleet, then this is a very basic overview and a pleasant read. Aside from a few personal quotes, there is nothing really new here. As usual, the publisher, Amberly continues to cut corners with many tiny pictures and chopped off graphics. It's a decent book but could have easily been much better.

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