

Diary of

A. SHARP. (Paymaster's Clerk)
R.A.N. "H.M.A.S. Australia".

4/8/14 - 23/1/15.

1

Tuesday 14th August 1914.

Completed provisioning and stowing
early in the evening and at 6 pm,
orders were given for steam for
14 knots to be raised by 8 o'clock.
Tipped our moorings shortly after
8 pm, and with the aid of the tug
"Hero" & "Heroic" proceeded out of
harbour, the cheering of the crowd
on shore & the bluejackets of the other
men-of-war in port being loudly
replied to by our own ship's company.
much to the discomfort of your Commr.
Hands fell in on the quarter deck
where directions for gun's crews and
relief watches were given by Lieut. (S),
and a small speech made by Commr.
Hyde in the course of which he called
attention to the fact that in war time
there were but 2 penalties for neglect
of duty, viz. - Hanging by the neck

4th Contd

kill the offender is dead, & shouting, adding, that the choice of either is not allowed to the guilty one.

Ship was darkened as we neared the heads and hands went to General Quarters, after which 'man and arm ship' was the order.

No intimation yet given of our destination, but as land is seen on our port bow we are obviously proceeding north. The tension is pretty high throughout the ship and we would be glad of some action to relieve same.

Turned in about 10.30 pm.

Sea smooth.

8.5. As we passed down Sydney harbour, a mainly ferry steamer came to and blatantly delivered herself of a most cheerful (?) farewell message, in the form of the 'Last Post' badly played on a decidedly degenerate bugle. This performance was greeted by a unanimous column of abuse from the outgoing battleship.

Wednesday 5th Aug. 1914.

Turned out 7.30 am. ('Guard & Steerage' regulations evidently overlooked in the excitement of warfare for which very grateful). Coast still in view on port bow, so course has not been altered. Received orders detailing Decoding Officers for regular watchkeeping duties. There are four groups of two individuals who act as decoders, so this means a regular routine of four hours on and twelve off, which is not so strenuous as might be. Fleet Paymaster & I work together & as my Chief is a sociable sort of person possessed of a strong sense of humour, our watch together will not prove monotonous. Kept forenoon watch this morning, two signals only being received. Next watch 13 to 4 am. tomorrow! Mrs Jackson is of opinion that if war has been declared between England and Germany, it is pretty certain that we shall have a "scrap" ere long.

5th Aug
Contd

4

Learned in course of conversation with his Officer that we are bound for Southern New Guinea where German has certain possessions and certain cruisers! Wondering whether the news of our departure from Sydney has been communicated to other parts of Australia, particularly Tasmania, & if so how it has been received.

3pm. Declaration of war confirmed by wireless cipher, occasioning a general feeling of satisfaction. We are out on business now, whatever may have been our object previous to confirmation of cables so was with German.

4.30pm. Great panic throughout the ship. Smoke ahead! Haul sent to G.O.: The Germans! Vision of victory, rich prizes! Proves to be a tiny coasting vessel flying the Dutch ensign! Disappointment! However, we're ready & expectant, so was our enemies beware! Overheard conversation between Boatman McCutcheon & Midshipman Pinke,

5th Aug
Contd

5

relative to prize crews. appears that the Boatman is to command 1st crew with Pinke, as his 1st Lieut., and they were discussing their plan of procedure on being sent aboard our 1st prize. Loaded pistols are being served out to the members of these crews, & Mr. McCutcheon has had his sword ground ready for use. It is doubtful whether or no we shall encounter certain colliers surmised to be for German ships, as they have several days' stand on us. But mine after them & we've a long way to go yet.

Thursday 6th Aug. 1914

Kept morning watch. nothing of much interest turned up. During watch 1st Lieut. Count Pöc, clad in pyjama trousers & monkey jacket brought copy of an intercepted message into Coding Office which had proved rather a puzzle to him & other intelligence Officer.

Lang's
Comd

6
No wonder, for it was a lengthy message in 10 letter German cipher, absolutely unintelligible. It was from the German Cruiser "Seydlitz" (3) to Berlin via Zap, a station in the Caroline or Marshall Islands and was marked "Urgent". Slag somewhat perturbed about it and expressed himself as being decidedly of ability to decipher the signal. Wireless operator Cdr. J. Mackenzie says that the transmitting cruiser was without 1000 miles of gas at time of making the signal: also thinks that it is impossible for the message to reach Berlin except via German East Asia which means that a friendly vessel in the Indian Ocean must pass it on. The plot thickens! About 5 pm. to "Intelligence Office" per medium of the Flag Lieut. Comd promulgated the following particulars for general information. -

The German Squadron is proceeding in a southerly direction and the Chinese Fleet

Lang's
Comd

7
has set out with the object of intercepting it. The French cruiser "Montcalm" has left Tahiti for the scene of operations, and should join us in about a week's time. There is every possibility of an extensive action taking place ere long, for the Germans will most certainly be cornered somewhere in the region of Southern New Guinea, should our plan work, the enemy will find herself opposed by the combined China, Australia & French Squadrons, which should prove sufficiently strong to crush her. The war fever has broken out among the Officers and Ship's Company, and a spirit of anxious expectancy prevails, but yet it is difficult to realise that we are actually at war. The thought is thrilling and yet alarming, for we are surely going either to victory or to death, may be for some of us, a combination of both. Another week or so and we shall know.

8
Friday 7th August. 14.

Passed through Whitunday Passage, meeting midway the Adelaide Id. Coq. "Marilda", the crew & passengers of which cheered us wildly. During the night passed Palm Islands, which of course are familiar to us from our recent tour in the region of same. Chart in forenoon shows very clearly the positions of the various friendly & hostile ships, and from this it seems that the Brit. Fr. Ships, both in number and fighting efficiency far excel those of the Germans & their allies. This fact gives us confidence & makes us eager to be at our enemies. It is thought that an action on or about Sunday next - cannot possibly be averted, & naturally excitement is high, for it is the first taste of war to the majority of us. The chart of passage illustrated ^{particular} referred to yesterday. It appears that ^{to name} ^{of the} ^{movements} ^{that}

9.
^{part} ^{could}
The China Squadron is out to intercept the German ship "Ender" which is conveying 4 colliers southward, the taking of which is calculated to ^{seriously} interfere with the plans of our opponents, robbing them as it would of their coal supply. We are preparing to meet the "Schaumburg" and "^{Enciso} ^{man} ^{and} ^{"Muenberg"} (German) somewhere in the vicinity of southern New Guinea & the end, ~~probably~~ the ship is being "cleared for action", this involves much labour as everything of value has to be put below & iron & other valuable articles of wood & other inflammable substances are made ready to "jettison". ^{that} Payment and are to put £10000 in gold below to ^{money} ^{which} most of our office papers, &c. have been packed in cases ready to be put below. No news from England has been received yet, so that we are naturally eager to learn the latest of events in Europe. "Encounter" & "Parramatta" have been ordered to join us at Bougainville Feb. 12. 10 3 Long. 100. 10 E. 10 m. ground

Saturday 8th Aug. 14.

Still proceeding north. Little of interest to recount. Weather getting warmer. Wireless stopped so as not to betray our position.

Sunday 9th Aug. 14.

Joined by "Lynx" & 3 Destroyers at 10 am. Conference of C.O.s on board Haphib.

Monday 10th Aug. 14.

No sign of enemy yet. Destroyers sent ahead after sunset to scout. Encounter sighted. Proceeding 15 knots.

Tuesday 11th Aug. 14

Admiral addressed Officers and Ship's Company on Quarter Deck in forenoon.

Explained plan of Destroyer attack to be made on Simpsonhafen, New Britain to-night. Destroyer with "Lynx" to proceed toward Simpsonhafen in the evening & make attack about 9.30.

Suggests probably Germans would make a night attack.

Suspense & anxiety very great. Hailed columns to wash.

Jack ^{and} Ensign to main & Ensign to foremast.

Reduces speed to 9 knots.

'Hell' hurrying to support us. "Encumber" not yet joined.

110-9
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As decided, Destroyer attack on Lifeson
Hafen carried through, the "Lyones", "Warrior"
& "Panama" painting company with
Napier at 5.30 pm. No the cheering of the crew
& the playing of the National Anthem. Attack
proved abortive, nothing in the way of
shipping being found in the harbour save
an empty coal bunk. Much disappointment
throughout the fleet.

Wednesday, 12th Aug 1942.

"Arctalia" Lyones & Destroyers patrolling
Lifeson Hafen, the last named destroying
~~wireless station~~ telephonic communication.
"Melbourne" reported not having found a
collier at 1 am, search was north.

"Encounter" signalled during forenoon that
she had sighted enemy Cruiser at distance
of 10 miles, & as a result ship prepared for
action. Amended signal received stating
that supposed cruiser was a merchantman.

110-7
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"Encounter" ordered to investigate and
later reported that name of vessel was
"Zambesi", & that she was trading to West
Guinea ports under the British flag.
She was accordingly released and con-
tinued her interrupted voyage. Not
being able to trace the "Zambesi" at
registry at Lloyd's the Admiral directed
a search to be made aboard her. The
"Encounter" undertook his duty and set
out in pursuit of the trader, reporting
later that she had a cargo of wireless
instruments & that she was carrying telegrams
& dispatches for the enemy, also that a
German W.T. Operator was on board.
"Zambesi" therefore brought into Lifeson
Hafen and a prize crew from "Arctalia"
in charge of Lieut. Jencia sent aboard her
to take her to Lyones, her papers etc
being confiscated by the R.A.C.
Left in the evening for Bougainville.

Thursday 13th Aug 4.

Underweigh at 15 knots.

Arrived Bourgainville about 4pm. No sign
Genemy or of collies, which latter
are becoming items of serious interest
to us, for our coal is fast giving out.
Expect shall have to go to Port Moresby
South for coal.

Destroyer & "Encounter" left for Rossel Is.
to coal from "Melbourne" Collies.

Under weigh again from Bourgainville,
but destination not yet revealed.

At Bourgainville saw first example of Coral
atoll & found some very interesting. ^{Port Moresby}
Understand we are bound for ^{Kingston}
to coal, after which we proceed to Noumea.
to again hear him his interesting evolution.
Something exciting is promised us on
leaving Noumea, but our informant,
Capt. Radcliffe, in his usual noble fashion,
told us in a P.D. speech that he was not
at liberty to divulge particulars of same.

Sunday 16th Aug. 1941.

Arrived Port Moresby 9am and commenced
coaling and oiling. Completed 8pm.
"Encounter" arrived in afternoon and
at night fettered entrance to Port
Moresby. Mails received & despatches
^{sent.}
Governor visited Admiral on board in
forenoon. People ashore in great funk
about Germans, one W.S. Operater
having gone mad with fear etc.

Monday 17th August

Left Port Moresby 9am for Noumea,
New Caledonia, there to pick up the
troops & canvas came to Samoa with
object of taking possession of this former
territory.

Thursday 20th Aug 41

Lighted Hon New Caledonia in evening
joined by A.M.S. Melbourne.
Ordered fresh provisions for ourselves
through P. & O. lying at Noumea.
Proceeding at reduced speed.

Friday 21st Aug 41

Arrived Noumea 8 am, anchoring
outside harbour.
Commenced coaling.
N.Y. Squadron & French ships found
here; French Admiral visited R. & P. on
shore "Australia".
Gave salute in honour of Fr. Admiral.
Fr. Admiral's first remark to Capt. Radcliffe
"and had you not killed anybody yet?"
Evidently of blood thirsty disposition.
Tricolor & Union Jack mingling happily
top them in harbour. One would think
there had never been a Scapton or
a Luatua? Weather chilly.

21 Aug 41
Conv 16

Ex-convicts (broken old men) local
assisting at coaling. Convict
Island about a mile off mainland.
One convict said to be have lived
there since '68 and is as mad as
a hatter.
Sent mail. Have received.

Saturday 22nd Aug 41

at Noumea.
Landed in afternoon with Heke,
Mick Miller, Germaine Lapiere, had good
time. Visited R.C. Cathedral with Fr. M.
Out by the transport ashore. Departure
delayed tonight.

Sunday 23rd August 41

Left Noumea 11.45 am. in company with
"Marteau", & N.Y. Squadron & Melbourne.
Passage out very pretty & interesting.
Ceased using binoculars.
Rigged Direction Detector.

Wednesday 26th. Aug. 14.

Arrived Suva, Fiji 9^{1/2} a.m. 8 a.m.
New Zealand ship to coast. Japanese
Collier here which is reported to have
coaled the German ship at Herdies Island
on 6th instant.

Weather - fine rain falling. Weather
No leave granted. Aijard, Edie dismissed
A. Valerius

Thursday 27th. August 14.

Left Suva for Apia.
Sea very rough. High wind. Hot.

Sunday 30th. Aug. 14.

Arrived Apia early. Swept channel
for mines. None found. No enemy ship
in harbours. American barque only
vessel found. Letter demanding sur-

note. Samoan Governor pigeon shooting
up country!!! (See p. 148).

conditional surrender and
immediate cessation of wireless
sent to Lieut. Governor of Glamorgan,
under threat of bombardment.
Lieut. Governor demurred somewhat
but after receiving threatening messages
troops landed from troop ships and
German flag replaced by Union Jack,
on shore. Patrolled sea at night.

Monday 31st. Aug. 14.

Returned to harbours. Left for
Suva with "Belbourne" & "Montcalm"
at noon. Congratulated "Psyche" &
other ships of King's Squadron on
excellent arrangements & good work
done. Weather continues very warm.
Not quite certain whether this is
Sunday or Monday, owing to fact
that we have crossed 180°^W meridian
of longitude, which makes difference
of 24 hours between our time and
that of Samoa. In 2nd degree of
vigilance!

Tuesday 1st. Sep. 14.

At Sea. 15 knots.

Wednesday 2nd. Sept

Arrived Suva about noon.
"Mont calm" proceeding to Namer.
Commenced coaling 2.30 pm
from Collier "Katoa". 1700 tons
Smuggled several bunches bananas
into office.

Finished coaling about 1 am Thursday.
Bananas in place sent aboard gratia!

Thursday 3rd Sept. 14.

Transports & "Gramme" arrived from
Apia with late Governor Samoa &
Limb as prisoner of war.
Despatches mailed here ^{on Wed.} at 11 for Lydney.
Went ashore 1.30 pm. Visited "Royal
Pacific" Hotel & had tea & dinner there,
very good indeed, exceptionally so

3 1/2
cents

to us who had been at sea for
about a month & on greatly
reduced rations for more than
a week!

Bought Post Cards & posted several
to D.C. & Home.

Visited R.C. Cathedral with J.H. Fine
very building of stone.

Met Father Fox, a most interesting
gentleman, who gave us some
details & figures illustrating work
of mission etc. in the island.

There are some 10,000 R.C. in the Fiji
1000 at Apia. Anglican & Wesleyan.

Brought non-conformist Protestants
A large number of Indians in

Fiji, imported by Government as
cheap labour. About 15,000 of
them of which a bare 30% are
womed.

Young gentlemen very tight at
8 pm. & provided a variety of
amusement on way back to ship!

Friday 4th. Sep. 14.

Left Suva about 8 am. Raining.
Sea very heavy.

Sunday 6th Sep 14.

Passed through New Hebrides.
After Divisions, Captain gave a short
lecture on the war in general and
the activities in the Pacific in particular
up to the present, illustrating same
by a large chart of the Pacific,
prepared by Lieut. Commr. Jackson
late of "Sealark".

Fight between 2 storches on after deck,
brought to a water sudden end by
both believers being placed in Commr's
report.

Bound for Rossel Island to coal and join
remainder of fleet with transports for
New Guinea expedition.

Where are these wretched Germans?

Monday 7th Sep. 14

Still en route for Rossel Island.
Fixed worn out chaps 15' styddite.

Tuesday 8th. Sep. 14.

Fixed 4' worn out shells.

Wednesday 9th. Sep. 14.

arrived Rossel Island in forenoon.
Joined by submarines, "Syones", "Euc",
"Astrogas", Collier, Transport, Supply
Ship etc. Quite a large fleet.

Mail received - 8 bags.
Left Rossel in evening with fleet.
Interpreter in German joined from Berrima.

Thursday 10th. Sep. 14.

En route for Simpson No. open.
Pautes company with remainder of
fleet, increasing shells to 14 knots.
P.O. ship "Goswami" astern, with
1500 troops: Berrima

Friday ¹¹ 18th. Sept. 14.

Arrived Simpson's Hope rain.

Picket Boat swept channel, Destroyers covering with guns.

Captured German steamer Lunatia carrying coal.

Troops landed from "Berima" to capture W.S. Station. Met with strong opposition.

Sharp conflict in which Lieutenant

Elwell, ^{Lockley} Captain ~~Lockley~~, Lingow, (ambly),

& about 4 men were killed. Lieut. Bowen wounded. Wounded brought aboard "Amadain" for treatment. Several German & about 30 natives taken prisoners. Staged outside for night.

Note:
Governor of
New Britain
up counting
pig shooting!!
(Dec 30 am)

Saturday ¹² 18th. Sep. 14.

^{at sea} Ruined a seaman who succumbed to wounds during night.

Accident to 2nd cutter during lowering. No one lost, crew being rescued in splendid manner by 1st cutter.

Remainder of fleet arrived 10.30 am. Sweeping ^{around} of Pier at Rabaul complete also at anchorage.

"Australia" and cruisers coaled, ^{same} taking in 1600 tons, completing operation about 4.30 am. Following day "Berima" went alongside Pier & discharged remainder of required troops. W.S. Station captured.

13

Sunday 13th Sep. 1914.

Clean ship Sunday postponed till to-morrow. Native prisoners landed having been won over by gentle persuasion. Lieutenant Jackson appointed Harbour Master.

Official proclamation of Raubaruas British port Ceremony of flag hoisting took place ashore, Officers of Fleet lending to participate.

Hospital ship "Plantala" arrived bringing mails. Small German steamer captured by "Vestator". Armed natives & Germans, & 3 Englishmen on board. Fighting rained on shore & "Melbourne" proceeded to Hebertshoke under sealed orders.

14th Continued

38 German male prisoners brought on board, including Army Officers, Doctors, Judges, Administrators, Officers, Plankeo &c. &c. Gunroom accommodation considerably upset by their arrival.

14

Monday 14th Sep. 1914.

Sunday routine observed.

"Encumbered" shelling ridge at Hebertshoke, Destroyer & Submarine searching south, a report anti-submarine ^{boats} ~~ships~~ having been received.

Remove report that "Aurora" ordered to Lyoner to canvas, anti-submarine to Ennetes.

Submarine A-81 failed to return to harbour at night at fears for her safety entertained. Fleet searching islands and sea for signs of her.

Secret news received that "Scharnhorst" & "Guinevere" left open on 14th. Steaming N.West. "Ender", German cruiser reported some time ago as sunk by Russian cruiser "Iskold", stated to have been seen in Indian Ocean Lat. 18° 0' N Long 86° 16' E on 13th Sep.

Look in store from "Rouge".

Tuesday 15th. Sep. 14.

a.e.t. still absent. Feared she has met disaster.

At noon 'Australia' got underway, for some place, officially unknown outside the Intelligence Department, but unmistakably believed to be Sydney, our duty being to convey the Australian troops from here as far as Aden. As we cleared Hobart-Loke, French Cruiser 'Montcalm' came into Simpson's Haven, the Customary marks of respect being offered by both Flagship. 7 prisoners but a parole - i.e. the élite of the bunch. 4 of whom are messes in ward room, the remainder apart from the "Common herd". Rest of prisoners divided into 2 messes of 15 each, these being continually under charge of sentries, asleep or awake.

15th
cont'd

Signal received from J.B.D. 'Zara' reporting having struck an uncharted reef, sustaining considerable damage to propeller shafts and screws, whilst standing east for a.e.t.

Tue. Tuesday, 16th. Sep. 14.

At sea steering South Easterly direct Sydney our objective. Admiral intimate that leave will be granted on arrival to ship's Co's. - consideration of good work done by all concerned. Great rejoicings. No news of submarine a.e.t. The worst fares! German prisoners quiet and amusing.

Thursday 17th. Sep. 14.

at sea altered course to intercept
H.M.A.S. "Sydney", who is proceeding
also to Rabaul.

During the night we steamed
about and proceeded to re-direct
our steps to Rabaul! Much
conjecture as to reason of this
sudden alteration in plans,
and not a little disappointment.
Evidently this move has been
made in consequence of information
received re presence in vicinity
of German cruisers. Sydney is
indefinitely postponed! We bound
to convey troops. Australia
reached about Lat. 16° S. on her voyage
to Sydney, when she started on her
return trip to Rabaul.

Friday 18th. Sep. 14.

at sea proceeding to Rabaul.
Signal received from Brigadier
in Command of troops at Rabaul,
indicating that he had met the
German Governor, who, though
having no authority to formally
surrender any German territory,
submitted his beams of transfer
of administration of German New
Guinea etc, which are certainly
very good. No further resistance
will be offered on shore, but
cannot guarantee that actions
will not be taken by German
fleet.

Paid Ship Company.

Report arrive Rabaul 6 p.m. to women
workers have been given by signal for
cotton to prepare for immediate cooking.

Saturday 19th. Sep. 14.

arrived Rabaul about 5 pm., and almost immediately, German prisoners of war were sent ashore for custody. Collier came alongside and coaling commenced. Finished about midnight taking in 1240 tons, creating a record for this evolution. J.H. transferred to Staff for de-capturing purposes.

Sunday 20th. Sep. 14.

No service on account of weather which is very hot indeed.

Rear Admiral Sir George C. Pater, K.C.V.O. promoted to rank of Vice Admiral, his first General signal in that capacity being to compliment "Amir" on her record night coaling.

Officers' & Ship Company tendered V.A.

their congratulations for signal.

No salute fired. Took in stores from "Asarangi". Received Press News up to date from Nouméa. Very inspiring. Remained at anchor for night.

Monday 21st. Sep. 14.

Sent mail per ^{oil ship "Munros"} ~~coaster "Australis"~~.
weighed anchor at 5.30 pm. and proceeded out of harbour. Darkened ship around. 7 weeks at sea! Quite hard, old business are we!
Picketed coast all night and saw nothing. "Samoa" ^{Botton} dismissed ^{some} ^{service} for theft.

Tuesday 22nd Sep. 14.

Returned to harbour 6 am., and anchored. Underweigh at 9.30 and left harbour accompanied by "Korobulu", "Ladonia", "Incorveta" and troopship "Beruina". Destination expected to be Wotho, New Guinea, but information Messon not made public. "Sydney" despatches to silence a low power W.S. station in vicinity.

Wednesday 33rd Sep. 14.

at sea, en route for Friedrich
Wilhelmshaven, German New Guinea.
Taking course round South of
New Britain, and some little anxiety
felt for safety of passage owing to
incomplete nature of Charts of
these parts. etc.

Thursday 24th. Sept. 14.

Arrived at W. Haven. 7 am. Encounter
sent steamboat into harbor and
brought off German Officials who
were taken to "Berrima", presumably
to be ~~taken~~ ^{made} prisoners of war.

Picket boat swept channel. No mines
found. Hoops & stores from "Berrima"
landed, Friedrich Wilhelmshaven becoming
a British port. Left at 5.30 pm. for
Rabaul.

An alarm was raised about 1 mi. light

24th 466
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having been seen which were thought
to be the former ships. Bands went to
these stations for "man & am ship" and
preparations made for action. Nothing
doing.

Saturday 36th. Sep. 14.

arrived Rabaul about noon and immediately
commenced coaling from "Whangape". Quite
a large fleet here. "Ami", "Emu", "Montcalm",
"Avance", "Zorro", "Parramatta", "Protector",
"Fantom", "A.S.S.", "Berrima", "Ancestry",
"Whangape", "Wahara", "Brantala", "Rosa",
"Nager", 2 oil ships & other cables & smaller
craft. Finished coaling 10.30 pm.

Sunday 39th. Sep. 14.

at Rabaul. Clear dit. Service at 5 pm.
on Gunter Deck. Went out 6 pm. and
kept guard ship. Returned harbor
at daylight.

Monday 28th Sep. 14.

Received large mails per "Oomahi"

Tuesday 29th Sep. 14.

Received small mail per "Kauai" from
Port Moresby. G. B. C.

Thursday 1st. Oct. 1914.

Left Rabaul accompanied by
"Montcalm", "Encounter", & "Sydney"
bombs, as summoned for Ocean Isls.
Continued on our course till
midnight, when squadron turned
about to retrace its steps to Rabaul,
evidently owing to information
rec'd. that German ships were recently
in the vicinity of Papeete, Tahiti, &
had bombarded the French settlement.
French admiral greatly perturbed,

Friday 2nd Oct. 14.

My Auntie & the biath day.
Arrived at Rabaul about 12.30
and commenced coaling.
Court Martial ordered for trial
by sto. Smith of "Australia": 4 pm today
on board "Sydney". Directed to
attend in capacity of shorthand
writer. Trial held 4 pm. lasting
about an hour. Smith sentenced
to 18 months Imp. with H.L. & to be
dismissed from H.M. Service at
expiration here of. (Chap - striking
A.V.O.)

Saturday 3rd Oct. 14.

Panic during morning owing to
military authorities reporting a stamp
yacht at sea. Destroyers sent out
to investigate, as thought to be
"Comet" or "Planet". Traced out
to be "Nusa", Government steamer
commanded by King Kabos Master
which at time was patrolling.

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Picture show given on deck in evening, the first since outbreak of war, in course of which news was received by P.A. which rendered it necessary for Fleet to evacuate Rabaul at once. Steam immediately raised and at 10.15 "Anatolio", "Montcalm" & "Egner" left Simpson's Harbor bound for Suva. Much conjecture as to nature of news. Should be more publicity given to such matters in the ship!

Monday 12th. Oct. 1914.

Arrived Suva with "Montcalm" & "Egner" after a fairly rough voyage.
"Grantata" arrives earlier.
"Levuka" reaches Suva from Levuka 2 1/2 after Fleet. Brought no mails.

Tuesday 13th. Oct. 14.

At Suva.

Reached Zams for first time. V.G.T.
Pleasure party in launch came to view H.M.S. & from harbours proceeded to take photographs of her. Camera seized by hand and contents & films exposed. Things quiet.

Wednesday 14th Oct. 14.
Sent mail per "Levuka" for Sydney.

Thursday 15th Oct. 14.

Collier arrived. Commenced to coal after lunch. Raining furiously. Remains of convoy arrived in afternoon. "Komet" captured at Rahaut.

Friday 16th Oct. 14.

Finished coaling about 3 am. Weather fine though occasional showers fell.

"Sydney" left Suva at 10 knots, presumably for Sydney.

Provisioned ship from "Corangi". Leave to Officer. Could not go ashore on account of having sent all my p.c. to Faden Island for stowage prior to leaving Sydney. Rather annoyed with myself.

Saturday 17th Oct. 14.

Left Suva in company with "Montcalm". Encounters for cruise between Fiji and Samoa groups of islands. Weather fine - sea rough.

Sunday 20th Oct. 14.

Reached Lawson port & searched island of Sawiri - no result. Proceeded back to Suva.

Wednesday 21st Oct. 14.

9 am. parted northward of Howe Island.

Thursday 22nd Oct. 14.

6 am arrived Suva. Received mails
at 'Lofa'.
'atua' arrived immediately after we
anchored, bringing mail with her.
Commenced coaling about 9 am.
from 'Himbleton': best coal & Patent
Fuel taken in.
Finished coaling about 7 pm.

Friday 23rd Oct. 14.

at Suva. Leave to Officers. My own
Leave stopped by S.P.

Saturday 24th Oct. 14.

at Suva. Leave given to Ship's Company
in watches. 3 1/2 hours ashore. Dragooning
scouts reported. Bluejackets got hopelessly
drunk and very riotous.

24th Oct
Contd.

~~at~~
Warrego held up 'Council' from
Newcastle with coal for Frisco.
Brought into harbour & debined.
Probably the previous method of
obtaining supplies of coal, viz.
through American port. Aust. Gov. had
sent 'Encounter' & assumed his position
previously

Sunday 25th Oct. 14.

~~at~~ 'Yarra' arrived from Sydney
bringing Australia mails with
her. Experienced rough passage,
averaging for some time, speed of
2 miles per day! Leave granted
to remainder of Ship's Company.
Ship somewhat quiet, although
hotels open, being Sunday.
Reported 'Blücher' joined Pacific
German Fleet. A formidable ship, &
one that could woutily do us battle.
Rumoured that we go to sea to-morrow.

Monday 26th ^{Oct} Nov 11.

Left Suva accompanied by "Mont."
& "Encounter", & shaped southerly
course!

Wednesday 28th. ^{Oct} Nov 11.

Sub-caliber firing carried out.
"Montcalm" & "Encounter" also firing.
Sighted ship before sunset: tried
to full speed & intercepted her. Found
to be ss. "Ventura" flying the Yankee
flag. Passengers yelled "oo-ees"
& cheered the men of either. Letters
papers up to 24th. received from
her & greatly appreciated. Sent
either way rejoicing.

Thursday 29th ^{Oct} Nov 11.

more Sub-caliber firing.

Saturday 31st ^{Oct} Nov 11.

Arrived Suva 5³⁰ P.M.
Coaled ship from "Bimbleton".

Sunday 1st ^{Nov} Nov 11.

ss. "Mosesby" arrived from Rabaul
bringing much overdue mail
with her & boxes.

Monday 2nd ^{Nov} Nov 11.
at Suva. Nothing doing.

Tuesday 3rd ^{Nov} Nov 11.

Left Suva accompanied by
"Montcalm".

Wednesday 4th ^{Nov} Nov 11.

Parted Company with "Mont."
who proceeded to Noumea.

Friday 6th Nov. 14.

Reported action off Valparaiso between 'Schauinsland', 'Guisenau', 'Munsterberg' & other German ships, and 'Good Hope', 'Mountbatten', under Admiral Caddock on 4th Inst. in which 'Mountbatten' sunk. Three German ships reported entered Valparaiso on 3rd Nov. How will this affect our plans. Decided return Suva at once to coal & be in readiness.

Saturday 7th Nov. 14.

Arrived Suva about 5 am. and immediately commenced coaling. Saturday night received orders to prepare for long cruise. Mails per Kouka received.

Sunday 8th Nov. 14. (A)

Provisions from 'Aorangi', and at 10 am weighed anchor, and accompanied by Collier 'Mallina' with 7000 tons of coal aboard her, proceeded to sea. Crossed Long. 180, and entered Eastern Hemisphere, thus altering our time, 12 hours ahead of Greenwich, to 12 hours behind Greenwich, a total actual difference in local time of 24 hours. Thus we lose a day, and to-morrow will again be Sunday 8th Nov. 14. Despatches mailed per 'Parramatta' for Sydney.

Sunday 8th Nov. 14. (B)

at sea, en route for Fanning Is. & Honolulu. Service held on board in forenoon. Rifle practice in afternoon. Weather fine & hot.

Tuesday, 10th Nov. 14.

"Sydney ^{has} sunk the 'Ender'." This cry greeted our ears on turning out, and no piece of news yet received has given us so much pleasure. Well done 'Sydney'!

Wednesday 11th Nov. 14.

Detail of Sydney's 'Ender' affair received.

3 killed + 15 wounded in 'Sydney'

200 " + 30 " " " 'Ender'

The 'Sydney's' exploit has made us doubly eager to have abun-
dantly with the enemy, if only to save
our reputation in Sydney!

Thursday 12th Nov.

Obstacle here, the prelude to sports
should be held on board, and
on fore & quarter deck. Very amusing.
Crossed the line during the night.
Following signal intercepted,
which is typical of the Yankee navy,
and caused us much amusement
from Miss 'Thomas' -
To Fort De Russel.

"Say old man, can you tell me who
would fight on Monday night.
Guess they would appreciate it."

Reply -

"Hell's heat white on Monday
night down Milwaukee old
man!"

Friday 13th Nov. 14.

For the first time in history of this ship, the pipe "Hands to Battle" was heard along the mess Deck. Let out, thus eliminating danger of sharks. Enjoyed dip in mid ocean very much. Water extremely buoyant. Temp ^{of water} 48°.

Saturday 14th. Nov. 14.

Reached Fanning Island 5 am. Long, narrow low lying, palm clad piece of ground, edged with a continuous, white sandy beach. Most unattractive looking spot, and of today's heat is typical of the temperature generally prevailing at Fanning Island, this Brit. possession does not appeal to me very strongly as a place of residence. The only feature of

14th Nov 14
interest in the island is the Telegraph (Cable) Station. Received quite a batch of cables and press news, the purport of the former, our orders from the Admiralty being kept strictly secret. However, it is understood that we are off on a long voyage, probably to the Eastward. Cooled from "Mallina" a unique cooling, seeing that we remained under weigh during the entire evolution. 1400 tons.

Struck by the particularly deep blue of the water, which is really beautiful, and wonderfully clear.

Left Fanning Island 7 pm.

2 accidents during cooling. Mr. Ogilvie, Gunnery, struck by wire rope which parted, inflicting minor injuries to arm & leg.

Holdfast ^{of} ~~H.B.~~ broke starboard leg by inadvertently stepping into coal chute which proved a misfit.

Def. NK
1881. (Contd)

Left Fanning Island at 4 pm. Steaming
12 1/2 knots, accompanied by 'Mallina'.
3000 miles journey ahead of us.

Sunday 15th Nov. 1914.

at sea, en route for Magdalena Bay,
Lower California, where we are to
join forces with H.M.S. 'Newcastle'
& a Japanese Squadron of 3 ships.

Saturday 31st Nov. 1914.

Spouts held on board, which proved
amusing, & interesting, helping
to pass the time very nicely.
Altered course during middle
watch, our destination being changed
from Magdalena Bay to Chamela Bay,
Mexico. Weather all along to date,
& very unpleasant, being rainy,
& windy, with a choppy sea.

Monday 2nd Nov. 1914.

'Mallina' left to proceed on by
herself.

Tuesday 23rd Nov. 1914

at sea, very rough. 490 miles
from America. (Chamela Bay).

Fel something like old Columbus!
No sight taken for several days owing
to failure of gun ammunition to appear. He might be expected

Wednesday 24th Nov. 1914.

at sea. Collier 'Mallina' passed
us during 1st watch.

Thursday 25th Nov. 1914.

Arrived at Chamela Bay, Mexico
at 8 am, and commenced coaling
from 'Hammonds' Collier. Rived in
harbour very heavy, rendering
coaling awkward & some difficult.

26th Nov. 1872.
(Contd.)

During afternoon, cables broke
adrift owing to the swell,
ships in Harbour. Arrive "Newcastle"
Japanese Ships "Adzuma" "Higaw" & "Asama"
Coastiers "Tremeadow" "Bouldale"
& "Phoksilan". Admiral visited
by Japanese Captains, who are very
interesting. Ceased coaling 7pm.

Friday 26th Nov. 1872.

Resumed coaling at 8 am. from
"Tremeadow". Mails left in
afternoon to procure fresh supplies
of coal. Provided with \$300 from
Kaphip to meet Panama Canal
Tolls which are calculated at
rate of 1 dollar 50¢ per ton. (4 dollars = £1).
"Newcastle" went out early in morning
despatched mail per "Mallina".
Sea chest transferred to "Tremeadow"
which ship is to proceed to England.
Forwarded sea chest! A bad forward!
you will not see my writing

26th Nov. 1872.
Contd.

aboard, but your success, a
portmanteau, is likely I am afraid
to prove even less interesting. Hereafter
I live in a leather bag! Ye poor &
little pile! Finished Coaling 6.30pm.

Saturday 27th Nov. 1872.

Proceeded to sea in accompanied by
Japanese Quarters & ^{Coastier "Procelatan" (1) (Also 7 more)} Banned for
Galapagos Islands, in region of Equator.
Lovely weather. "Newcastle" reports
much fighting in Mexico, the whole
country being in arms. Lieut. Cornet
Lewis logged for not reporting Coaster
dropped astern out of sight. About
one thousand pounds worth of
furniture, Office & Cabin fittings etc.,
known overboard after having
been broken into small pieces by
crew. The latter operation greatly enjoyed
by Bluejackets!

Sunday 28th. Nov. 1914.

at sea under gloomier weather con-
ditions. Church held on upper deck.
Singing & music atrocious.

Tuesday 1st Dec. 14. Departure Louise Captain
Montgomery promoted to Rear Admiral.

Wednesday 2nd Dec. 14.

joined by "Newcastle" at rendezvous. He
reported Coco Island uninhabited.

During night, very narrowly escaped
stranding on an island towards which
fleet has drifted on an unexpected
current.

Thursday 3rd Dec. 14.

"Newcastle" despatched to investigate
Jalapago Islands & choose suitable
anchorage. Reported "Deadwood Block",
there being no signs of human life.
Arrived about 8.30 am. Further down
in waters. Harbour very deep, with no
anchorage save close inshore. Coaled
from ss. "Protestant" - 1300 tons. Very good

collium. Newcastle Coaled & brought back
report that village very dirty & unhealthy,
being composed of numbers of mud huts.
Obtained 2 dozen fresh eggs - and associated
in spite of fact that our ambulance cook
boiled them hard! Visit paid by
Japanese Rear Admiral to "Australia".
Finished coaling 6.30 pm.

Friday 4th Dec. 14.

Patrolling outside harbour whilst
remainder of Guadalupe coaled.
Weather misty, fine drizzling rain.

Sat. 5th Dec. 14.

Returned to Base Point anchorage.
Sent mail per "A.S.",
Provisioned with Beef from shore
A.P. Morse Robinson joins "A.S."
to proceed to Panama for fresh
stores. Fleet left 5 pm.

Sunday 6th Dec. 14.

at sea.

Monday 7th Dec. 14.

to Wednesday, 9th 14

at sea en route for Pina Bay,

Thursday 10th Dec. 14

arrived Pina Bay, Colombia.

News received of sinking of
'Scharnhorst' & 'Gneisenau' & 'Munchen'
etc. by fleet under Admiral Sturdee
off Falkland Islands.

Remained at Pina Bay 1 hour,
& after being visited by admiral
Moumizama, left for Panama,
it being understood that 'Usui'
was to proceed through Canal to
Jamaica. Cheers 'Idzumo' on
parting, & complimentary messages
exchanged between allied ships.

Friday 11th Dec. 14.

When within one mile of Panama
news received by wireless from
Consul that 'Sudetic' would
not be able to negotiate Canal
on account of recent land
slide in Culebra Cut. Turned
about & returned to Pina
Bay to await further orders
from Admiralty. Arrived Pina
Bay in the evening.

Saturday 12th Dec. 14.

Coaled from 'Greenwood'. 1300
tons. 'Asama' left in evening
with 5 colliers for Yokohama.
Japanese bluejacket lost overboard
from 'Higo' & discovered. Buried
in evening ashore.

Sunday 13th Dec. 14.

at Pina Bay. Mails sent per 'Wallace'
for Sydney & 'Greenwood' for England.

Monday 14th Decr. 41.

Left Rio Bay 5 am, enroute for Callao.

'Newcastle' ordered to proceed to Panama, passing through Canal to Jamaica, stopped on 'Isafalpa' at sea. allowed to proceed after having been informed that she would be reported for neglecting signal blank check!

Tuesday 15th Decr. 41.

at Sea. Proceeding as above, 12 knots.

Friday 18th Decr. 41.

5.30 pm. arrives at Callao, Peru. ^(2.5 knots per hour) Visited by Naval & Civil dignitaries in great style. Being a neutral port, only permitted to remain 24 hours. Provision orders for cable telegrams. Port full of shipping, including several German barges by steamship. Several of latter forced to interview on account of having contraband of war on board for purpose of aiding enemy, etc. of war. Weather growing much cooler.

Saturday 19th Decr. 41.

Provisions from shore with stores & value of pass approx. Quantity of bottles beer obtained in view of 21st day. Mails sent ashore to British Consulate. Left Callao at 5.20, after 24 hours pass. Bound for Valparaiso

Sun. morn. 20th Dec. 14.

at sea proceeding towards Valparaiso.
Keeping close inshore within 3 mile
limit. Plenty of drifting
up the down coast. Very day, however
coast line.

Tuesday 22nd Dec. 14.

Half white the ring of the day.
Weather delightful.

Friday 25th Dec. 14.

Times.

Wednesday 23rd Dec. 14.

Visited St. Felix Island to give orders
to 2 cutters which were lying there.
Course shaped for Valparaiso.

Thursday 24th Dec. 14.

at sea, proceeding as before.

Friday 25th Dec. 14.

Xmas. day - at sea. Service held in
forenoon. No spirit of time; i.e. that of
debauch & drunkenness, running riot
among the young gentlemen. A very
good Xmas. dinner quite spoiled for
us by disgusting exhibition of general
Riot on the day, & release from these disagreeable
circumstances! 1 Bottle of beer per man
served out - provided out of captain's
pocket. Glee party at night in forenoon.
Some rather good fancy dresses seen.
Drink given freely, & certain senior
Officers - dead drunk! Message of welcome
received from British Colony, Street Club of
Valparaiso - for wireless.

Saturday 26th Dec. 14.

Arrived Valparaiso at 8 am., & after
firing customary salutes, commenced
coaling from lighters. Port crowded with
shipping, including large number of the
German merchantmen, evidence of the
evolution from enemy's ocean trade.

Set 26 Dec 49.
Contd

many visitors around the ship in boat.
Journal visits paid by V.A., & Consul
General. Received promotion in evening,
scarves on cooling throughout tonight.
The city looked very fine under electric
light.

Sunday 27th Dec. 49.

Left Valparaiso at 8 am, proceeding
at 15 knots. Ship very hot after cooling.
Bound for Falkland Islands, to scene
of Admiral Sturdee's victory over the
Germans under Admiral von Spee.

Monday 28th Dec. 49.

At Sea. at 10.15 am. Memorial Service
held for those who perished in the 'harrow'
'Good Hope' disasters, we being at that
time in close proximity to the spot
where the action took place. Service
very impressive.

Tuesday 29th Dec. 49.

At Sea. Sea very rough & weather very
cold, so much so that we are now
wearing 'full blue' uniform. Passed
ships: 'Orama' & 'Kent', with 2 colliers.
'Kent' took part in naval engagement
of the Falkland Islands & succeeded
in sinking the German cruiser 'Sturdee'.
These, & other ships are now engaged
in searching for the escaped German
Cruiser 'Decader', sister ship to the
notorious 'Enderb'.

Rather amusing incident in the mess
to night. Owing to rough weather,
the ship is rolling very heavily, and
toward the close of supper, a particularly
strong lunch course got commotion.
The mess table was cleared of dishes;
lockers flew open & emptied their
contents on the deck; books flew from the
shelves, & the cap the lot, the piano took
charge & that across the deck in fine style.
Order soon resumed however & hot, hot.

Thursday 31st Dec. 1914.

Entered Magellan Strait about 2.30 am. a very narrow passage bounded on either side by snow covered mountains. Several glaciers visible, which creates much interest. At noon sighted a vessel in the Strait which proved to be H.M.S. "Carnarvon", flagship of Admiral Doddart, but which was thought to be the German cruiser "Dresden". Hands went to General Quarters, the Evolution being completed in marvellously quick time. Judge assumed that we were in for a real action, and enjoyed the few minutes of uncertainty immensely. Anchored at 8 pm, as navigation in the Strait dangerous at night. To-morrow we shall be in the Atlantic - a new year, and a new ocean. What does the world hold for us?

Temperature about 45° fahr; but quite outdoorsly

Friday 1st January 1915.

Left Magellan Strait about 3 am., and entered the Atlantic, shaping our course for Port Stanley (Fackland Islands). Towards noon a defect developed in our Port Engine, which necessitates our proceeding under starboard engine only, reducing our speed to about 4 knots. This will delay our arrival at Port Stanley till Sunday morning, when under ordinary conditions we should have arrived for Saturday. Weather fine but cold. Concert in mess-hall in evening.

Saturday 2nd Jan'y. 14.

During forenoon we passed a life buoy bearing the name of the ill-fated "Dechaunhorst". Colliers ordered for 4 am. tomorrow. Usual Sunday routine - "Coal ship!"

Sunday 31st January 1915.

Arrived at Port Stanley 3 am.
Weather bitterly cold. Commenced cooling.
Diving party sent down to investigate
damaged propeller & to repair same if
possible. Rim of one blade found to be
folded over & other minor defects, have
made good by buff, the only material
result being to reduce our speed
slightly on the maximum.

Finished cooling at about 8 pm.
Provisioned with fresh meat etc.
Excellent mutton obtained at 3/30 per lb.,
the Falkland Islands being a great
sheep raising country.
at anchor during night.

Monday 4th January 1915.

Left Port Stanley about 3.30 am, proceeding
at 15 knots, gradually working up
to 30 knots in order to test the repaired
propeller. Everything - all "tin-disk".
Passed Pt. "Celtic", White Star
~~Abruzzo~~ lines.

Tuesday 5th January 1915.

At Sea proceeding as before. Weather
favouring gradually warmed.
Bank (Branch of Old-Louis Bank) opened, and over 3000
deposited by Officers & men's officers.

Wednesday 6th January 1915.

A day of excitement & unusual activity
at 4.30 pm. smoke was sighted about 30
miles away, below the horizon, and we
immediately altered course in hope
of cutting off, what we concluded must
be a ship, before sunset.

All available steam was raised and for several hours we proceeded at about 18 knots, but we did not seem to be overtaking the smoke, it was feared that darkness would fall before we came up with our quarry, under cover of which, she could easily evade us. So more boilers were lit up, and steam for 30 knots raised, with the result that the masts & single funnel of the ship soon loomed into view above the horizon. When the distance between pursuer & pursued seemed about 1,800 yards, the admiral gave order ^{for} that the foremast turret to fire one round of full charge as near as possible to the flying ship. A turret was cleared away & the aft gun fired, simultaneously with the flash from the muzzle of the gun, the chase evening about & brought to, evidently quite satisfied with our

power to speedily finish the long pursuit. (Later on one of the crew of the ship is reported to have said with some admiration, "You 12" blank shot came along way!") In about 20 minutes we were within signalling distance of the ship, which proved to be the "Eleanor Woodman" of Hants. She was a beautiful ship, and at five prize ~~was~~ darkness came down almost immediately, and one searchlight were brought to bear on the formation, and a careful search fore & aft made there with, for any sign of armament, for, as her upperworks were painted "war color", i.e. grey, it was not surprising that she should be an armed merchant. However, the admiral was satisfied with this scouting, and a sea boat, with prize crew under Lieut C. Allen & Lieut Williams went ^{aboard} ~~to~~ to make the customary visit of inspection. Meanwhile the powers had he, on the fore bridge were

deliberating as to the fate of the handsome
ship that had thus fallen into our
hands, and after some vacillation
it was decided to scuttle her &
sink her with gunfire. Landing
party under Ensign Bleasby was then
sent aboard to carry out their part
in the sinking process. The crew of the
"Eleanor" were transferred to "Quint
"Australia", and when every person
had left her, "x" turret prepared to
do her worst. The "Eleanor's" women
were a pathetic sight as she lay there:
abandoned by her crew, yet still with
her lights all burning, & idly rising
& falling with the swell, in the rays of our
searchlights she was really beautiful,
an appearance that was later confirmed
by the reports of the landing party as
to the luxury of her appointments.
What a pity to send her to the bottom:
what a pity to blast her & smash her with

shot & shell - what a shameful waste
of money & energy! But the power that
we know best, so we wait with bated
breath for the oncoming display, the
fruitless act of belligerent vandalism,
the sinking of the lovely "Eleanor".
There was a roar & a flash as "x" turret
began her deadly work - the first shell
struck the doomed ship aft the funnel,
leaving a great ~~scuff~~ rent in her upperworks,
a sheet of flame ^{radiated} ~~burst~~ forth as the
projectile burst, and the ship was a fire!
The second shot passed clean through
her leaving a gaping hole in her
painted side. Several of "Lyddite"
shells ~~was~~ pierced her below the water
line, and slowly she began to settle,
while the flames & smoke burst forth
from ~~the~~ her superstructure. Two steamers
slowly advanced her, silently watching
her as she wobbled and plumped in her
death struggle. How sad, and it seemed

could that we should deal thus with
so dainty, helpless a creature - but
the horror that he - ! For forty
minutes the ^{of} "Cleopatra" was engaged
with her fate, but with a final, despairing
heave, she sprang up the unequal temple,
like some great sea monster wounded
to death, she reared her head above the
waters and silently sank into the
ocean depths, disappearing leaving
behind her the evidence of her great fight,
the wreckage from her splintered decks, in
the swirl of waters that closed over her
grave. One single orphaned boat, a dainty
little steam ferry remained intact,
hovering over the spot where the mother
ship went down, alone, little wait
on the great wide ocean. And we
passed on to further conquest, burdened
with the lives of a hundred passengers,
a mother, crew and all.

J.

12th January 1915. Tuesday.

Arrived Abrolhos Rock early morning.
Found "Caropis" several collies at
anchor. Coaled ship and left again
in the evening, our destination being
St. Vincent. (The wrecks of a German ship
recently sunk at this spot, show clearly
above the surface of the sea, a debris
spot, with no signs of life save a
light-house perched high on a prominent
rock.

15th January 1915 Friday.

Whilst passing Fernando de Verana,
a Brazilian Port settlement, consisting
of several mountainous islands some
20 odd miles off the Brazil Coast, we
adopted a most unusual (at least with
this admiral) ruse to escape identify
by the local station. For an hour or so we
steamed under false colors, flying the
Brazilian Ensign in place of the vis admiral's flag.

Sunday 17th. January 1915.

Passed a sailing ship under full sail during afternoon. A fine sight. Did not challenge her. Weather growing cooler again. Due St. Vincent Tuesday morning.

Tuesday 19th January 1915.

Arrived St. Vincent about 11.30 am. Fired salutes which were returned by Portuguese Cruisers. H.M.S. "Vergara" at anchor here, ostensibly laid up with damaged engine! (Neutral Port). Commenced coaling from ss. "Indiana" & coals oiling from ss. "Romanian Prince". Black Sop in boat lined for pennies, to our great amusement. Landed 14 native prisoners taken from German ss. "Eleonore Boerman". Finished coaling about 2 am.

Wednesday 20th. January '15.

Left St. at 6.30 am. party landed and erected wooden cross over grave of Petty Officer Holmes killed whilst coaling at St. Vincent on 2 August 1913, during "Australia" voyage to Sydney. Left St. Vincent about 1 pm. Rumour for Gibraltar, & rumour hath it - Plymouth.

Later Rumour re Plymouth confirmed by Admirals memo. "Australia" is proceeding to Plymouth & is expected to arrive on 28th inst.

Thursday 19th. Jan'y 15. (Cont'd)

Trouble with the Stokers during last 500 g of St. Vincent, owing to certain Officers issuing orders to blow through boiler tubes which the Stoker considered impracticable orders. Trouble practically amounted to a mutiny, the whole matter refusing duty.

Friday 22nd January 1915 Vol. 33 Jan. 15.

Evening held by Vice Admiral into
circles attending the refuelling of duties
by Stokes on 19th inst. Attended Evening
as shorthand writer.

Financial & Allowance Regulations

1. What Clothing Gratuity are authorized for Payment to men & Boys in the RAN?

On first joining, P.O.'s & men shall be credited with a sum of 19.5.6. Boys to be credited with a sum of 15 on entry & after 6 months service a further 19.5.6.

after completion of 15 months' service a further 6d. a day shall be credited to each man or boy; after another 3 months' a further sum of 6d. a day for the quarter & so on.

2. Is the clothing gratuity paid to the rating in Cash?

No: it is credited to the man's clothing a/c. in the ledger, clothing charges being debited in the same a/c.

3. When is any balance of clothing gratuity paid in cash?

At the end of each year, and on promotion to warrant rank.

4. If a man's clothing charges exceed his Clothing Grant during any quarter, how is the extra charge made?

In the column for Clothing Charges. To be made against the man's pay.

5. How is the Clothing etc. of a ^{Recovered} Deserter adjusted?

Any balance standing to his credit on Deserter's account is re-credited on re-entry, and the allowance of 6d. per diem credited from the first of the month following that in which he is recovered, date to which credited is to be extended in months for the period of absence from His Majesty's part of a month being considered as one month.

6. In the case of a recovered deserter's home 'awaiting trial' how is clothing Grant adjusted?

This case 'date to which credited' is extended to date of discharge or date of re-entry for pay.

7. When is Clothing Grant not credited to a man's pay?

During such time as he is not in receipt of Active pay.

8. When a Petty Officer is rated Chief P.O., is any special allowance towards cost of kit made him?

Yes. an amount of 15 is credited in active pay column & 12/6 per, and clothing taken up charged against pay when ordinary clothing permits has been exceeded.