

30 — Monday June 5th 1916 —
up 26 am, and upon coming on
deck found the ship was finished
coaling, and the Kaffirs were
just finishing cleaning up the
mess, this convinced us that the
ship would not go up and away,
I was told, for I was looking
forward to water lay at Kaffirs,
some were of size like a man across
to sea as yet, and upon drawing
out from the wharf about 8.30
the Tiggers gave us three times three
when we got outside we ran
into a very stiff South Easterly
the night before we had on the
T. 12, we were out to sea a five
miles, and the ship 195
straight towards the South, keeping
well out from the coast but
always in sight of land,
at 11.15 am we went under

31 many of the lads who have been
free from sea sickness for the past
three weeks went down to it
hardly, our lad was told by the
Doctor his stomach was weak,
he said, "weak he langes I am
throwing it further than any man
on the ship", however the next
day was just the same, the
sea was quite calm, and they
all smiled again, we hugged
the Coast of South Africa right
from Durban, we were some
distance out, but only lost sight
of land for short periods, as
for instance when the land
shaded in, on the 12th we
went to sea again, and the
ship when the Birniehead
struck a reef in 1852. It
stands out prominently in
people's minds by the way

32
solved to go about in batches of
about a dozen, under the charge
of a Non Com officer, but this
did not suit us at all, and
we soon split up, and arranged
to all visit in - some of the wharves
are situated about a mile from
the town, and although we could
have gone by train, we decided
to walk, when we arrived at
the town proper, we made for
a good place to have a meal,
and after putting away 6 coins
we felt at peace with ourselves
and with the world ~~in~~ ⁱⁿ general,
we then went for a run around
the town, but it was made rather
unpleasant, by rain falling
(some times very heavily) there are
some fine buildings, and one
remark was often heard, "isnt
this like parts of Sydney", it is

33
in which some 150 persons
were acted when the ship
was sinking, although it was
impossible to save more
than 100, there were a large
number of the injured, and the
only suffering party to be left
about thereabout, all the women &
children were first placed in the
boats, then the other passengers,
there was no confusion, and when
the boats were full, there was
~~no~~ practically only the soldiers
left, there was no help for them
and while the ship was sinking
the bugles played, the men stood
at attention & cheered, and so
went to a watery grave, there
was I believe only one or two
of them saved, when we were
opposite the part, we were ordered
to stand at attention, and the

seemed to be done, but any old
where, it is laid out quite
liberally in Gurban, which
is built on modern lines,
but just down a number of
places and boasts of a population
of about 60,000 whites, unlike
Gurban, Rickshaws are not
used, and Hansom cabs, Motor
Cars, seems to be the chief side
line of conveyance, electric
trams are installed, all double
deckers, same type as in Gurban.
The town is built at the foot
of Table Mountain, so called
on account, ~~of~~ ~~amount~~ of a
great portion of its top being
quite flat, a fog hung around
it all day, at times it partially
lifted, and gave us a good view
of it, there is also a very high

3
this was done to honor the
memory of such brave fellows.
Thursday June 8th 1916
We left about 7 am, the day was mostly
a calm sitting wind, with slight
rain, the sea was also fairly
rough, the entrance to Table
Bay, is a very wide one, and
on a rough day, the Bay itself
is little better than the open
sea, we drew up to the wharf
about 8.30 am, the wharves
are protected by a breakwater,
the port is not a very large
one, although very large ships
can be accommodated, after the
usual arrangements were made
with the port authorities we
were allowed off on shore leave
until 4.30 pm, we were sup-

38
The House is composed of both
English & Dutch, and it speaks
in both languages, the Speaker
was present, but was not
in the official chair, but con-
ducted proceedings from the
table in the centre of the members.
I had two photos taken of myself
in front of the main entrance, but
on account of the day and not sure
of the way they will turn out, we (Stam)
afterwards took a walk around
the town, and about 3.30 pm de-
cided on having some afternoon
tea, we hired ourselves to a very
large restaurant, and found some
200 300 of our lady there, the pro-
prietor was, supposing afternoon
tea to all of his boys gratis,
a very liberal action, and
least 600 benefited by his
kindness, he was a very decent

39
chap, met us at the door, and
bade us welcome, and on leaving
shook hands and wished us the
best of luck, when we came
out it was 4 pm, and time
for us to move wharfwards,
and as it was raining heavily,
we called it back, a few of
our boys we found had been
~~in the~~ ~~in the~~ ~~in the~~ ~~in the~~
muddling not freely but too
well, it was a pity because
it reflected on the whole, and it seem-
d a pity that because some light
or wise chose to misbehave them-
selves, that we (1700) should all
be tarred with the same brush.
We were to sail about 5 pm
and expected to sail about 5 pm
but time passed until it was
too late for us to leave port
that day, I went to bed early
for I was tired, and it was

up at dawn, and found on coming on deck
that we were still moored at the wharf,
the morning air was unpleasant, rain
falling and it was very wet, a long
log hung from the bows, and Table
Mountain was almost obscured, so
far. Since we have had a fair
has not been wholly clear since
mist, about 7 a.m. another steamer
berthed on the opposite wharf to
us, it was a New Zealand boat
bound from England to New Zealand
via Australia, on board were
28 wounded Australian soldiers,
convinced with several, and ex-
changed views, most of them re-
ceived their discharge in England,
several of them were in a very
bad way, one poor fellow only
had one arm left, both legs
were shot off, and his other

37
hill, practically arriving it's
a tram runs to its summit,
takes nice miles of winding
round & round, and when at
the top one is afforded a very
fine view, Cecil Rhodes (the
father of South Africa) residence
is close handy, and forms
part of the tourist's round, I
also went into Parliament-house
the House was sitting, and we were
admitted into the chamber, we
listened to a debate for some
time, among the members sitting
was General Botha, (the Prime
Minister of South Africa) he
is a big man, weighing some-
where around 15 stone, he moved
a motion that ^{the message of} Dyurpathy should
be sent to the King, on account
of the loss of Lord Kitchener.
it was passed unanimously.

a few was amputated, however
 most of them were feeling pretty
 fit, one lad, a Hawley Chap.
 brought several letters back
 to Australia with him, and
 promised to post them in Sydney,
 about 10 am we weighed anchor
 and moved into the stream where
 we anchored, we spent the re-
 mainder of the day here, feeling
 rather discontented, for if we could
 not get ashore, we would prefer
 to be on our way, and every
 day sail meant 200 miles
 nearer our destination, but later
 information leaked out, that
 our sailing orders had been ^{cancelled}
 and that we would have to await
 further instructions from the Ad-
 miralty, no reason was given,
 but it was surmised that this
 precaution was taken on

a day the ship, which was searched
 thoroughly from end to end
 by our officers, & wise pre-
 cautions, for a time bomb
 could easily have been
 hidden, and an exploding would
 cause some of us to take a
 trip heavenwards, and after we
 all came aboard, a roll was
 called, and a few men we
 found to be absent, and orders
 were given that any man coming
 on board was to be placed
 under arrest, and was to be
 officially identified, the only
 men caught were those who
 had been having a high time
 in the city, and now they are
 feeling very sorry for themselves
 as various punishments were
 dealt out to them, I saw sev-
 eral of them the next day and
 a few of their eyes were in deep shadow.

42 Account of the recent Naval
engagement in the North Sea, and
the possibility of there being some
of the German ships still ~~being~~
at large, and also a couple
of troopships from Australia
was expected to arrive at this port
within the next day or two, and
it was expected that from here
homewards we would be
conveyed by a cruiser, whether
this will come to pass or not, the
next few days will show, there
was also great precautions taken
that no information should leak
out in Cape Town, for a very
strong German feeling exists
in this town, and great care
was taken in guarding the
ship, a strong guard was
placed on the wharf, while
another volunteer guard par-

44 a very amusing incident oc-
curred in the afternoon, on one
night each we are given chess
for tea, and about 4 pm when
each battery was receiving its
issue, some very strong high
explosive chess was opened up
(it was worse than luncheon) ~~some~~
of the lads raised his hat to it
in honour of the dead, and then
the band played, they printed ^{on}
paper R. I. P. and stuck it on the
top, then arranged a wreath, then
secured a big slab of wood
placed the chess on top, and
four men acted as pall bearers
the procession then started (I was
one of the chief mourners) we sang
poor old Jeff, Nearer my God to be
and a mouth organ fixed played
the Dead march, we marched
all over the ship, the further

both boats were lying
 together, and we com-
 manded each by signal code.
 Sunday June 11th 1896
 The day turned out to be very
 cold & wet, the ocean was
 almost obscured by a heavy
 fog, all the time we have
 seen sea, we have not had a
 good day, in fact we have
 only had two bright days
 since we left England, they
 were ~~only~~ when we were in
 the bay, our church parson
 has been called on account
 of another, our battery was
 sent at Lepau, I was picked
 out to go, went on duty at 2 am
 this morn, we worked it 4
 hours on and eight off, Guard
 duty is the worst on the ship,
 we get very dirty, and our

we went, the longer the pro-
 ceSSION, and we all sang and
 carried our hats in most approved
 funeral fashion, at last we
 halted outside the Officers
 Saloon, and there sang several
 Hymns, the burial service was
 then read, and with dead silence
 (except a few sobs) the dear dead
 long departed cheer was gently
 lowered into the water, most of
 the Officers accepted it as a good
 joke, but some of them tried to
 stand on their dignity, they were
 only poor specimens that is, while
 our service was going on we
 learnt that another battery
 had conducted a war dance
 around their supply, and after-
 wards also consigned it to
 the waters of Pabla Bay, it
 served its purpose, for a little while later
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48 cant' - we have a wash,
over cloths is in the
the 24 hours (mine was
on Friday morning) and ones
were in to be eaten as last
night, I finished duty at
Monday, but I did a
washing, and went to
I was not feeling
well, and though the
I was sick, & vomited
a great deal, in the morning
I was feeling very shaky,
I went to the doctor, and got
some medicine, I now feel
much better, the 7th Brigade
were allowed ashore, I could
not get, but I did not feel
to sit, and I lay behind
a desk all day (for I had
trouble to sleep the previous
two nights) on Monday night.

#6 Saturday June 10th 1916.
Still here, unofficially informed
that several other troop ships
would arrive here, shortly & that
we would all go under Convoy to
England, and about midday the
Transport Benalla came into
port, she had a very rough
trip, and had just come from
Colombo, when she arrived there
she received instructions to proceed
to Cape Town and await instruc-
tions, there were six dead on
board from various causes,
a fire also broke out on
board, and on our occasion
the men were haltered down
in their batches for 24 hours,
and they were put on light
rations, Burgoo, & and 9 furs
forming practically the only
food they had for days.

Marathon came into Port
is the boat Tom Keating is
she anchored very close
and our people by shouting
to the other, I asked if
was aboard, and yes
was rowed back, but I could
not speak to him personally
on account of every one talking
and asking questions at the
same time, I will try and
go up to see him before we
leave but we will all go to
see him; here is now five Transports
at Port, Argyle, Marathon,
Belama, Bentalla, Ionic, I heard
that two more have yet to
come, the lads who went
ashore, first took part in
a route march, went to the
shops and had a look around
and were afterwards dismissed

57
up shortly, ~~mother~~ mother arrived back
at midnight, they were all put
under arrest, and dealt with
severely, their Colonel was
very much put out about it,
for he gave his word for the
men, and they did not have
the decency to play the game,
in the afternoon our Battery
carried out their sports on the
promenade deck, and were
much enjoyed by the lads,
there was obstacle races, Egg
& Spoon, pillow fights, and all
sorts of other games, childish
games, but nevertheless were
thoroughly enjoyed, and on
Thursday afternoon the sports
were concluded, and provided
two hours good enjoyment,
Word was received from
the Bentalla that another death

⁵⁸ had taken place on their ship, this time it was an Officer our flag was lowered to half mast in token of respect, it seems hard luck that seven men should die in this fashion, it would be much better had they died fighting, we, I believe are fortunate, for it is rare occasion ~~for~~ for a troopship not to have deaths on board, I think the sanitary conditions of the ship have a lot to do with the sickness on board, and it is a wonder that something serious has not broken out on our ship, we are all huddled together, sleeping in holds that it is impossible to properly ventilate, and when sleeping we practically breathe the same air that another man has exhaled, and the sanitary

⁵⁹ and given three hours rest and as the day (was supposed to) turned out very nice, they thoroughly enjoyed themselves, they got back to the boat about 5 pm, out of the bags brought back a message to us from Tom, I was sorry I could not see him myself, but I was not feeling too well, something disagreed with me the previous night, and I felt the effects of it this morning, so I spent the day sleeping, not even waking up for dinner.

Wednesday June 23rd
The 9th Brigade (Australia) was allowed ashore, and put on their honor to play the game, but when the roll was called at 5 pm, 17 were missing, some turned

arrangements at times are
unfortunate, and many other
things about the ship that are
very bad, and I think it is
more by good luck than good
management, that we have
been so free from disease, however
I hope it will be "all well
at ends well".

On Thursday night the boys am-
used themselves by a mock trial,
a man was murdered by being
struck in the back with a saw, and
the perpetrator was discovered, and
he had to stand his trial, a jury
was sworn in, and witnesses
were examined, and evidence found
and a verdict was taken. The cross
examinations were very bitter,
and some of the witnesses jury
were called very wasteful, and
there was a great deal of discussion.

55.
Describe my stay here as pleasant,
for I was only on shore once,
and then only for about 5 hours,
I did enjoy that, but even then,
heavy rain fell almost incessantly,
and they had not yet got to know any
way about it, it was time to re-
turn to the boat, we were all together
eight days in the bay, most of
the time in weather very nice, some-
times foggy, and in one day
only cold but not much unpleasant
and that was all, the day, the
boys saw a deer, a dog, a hen, and
about us, but shortly afterwards
it lifted, and the remainder of
the day was lovely, the view was
quite clear, and we got an
excellent idea of the country,
the view is very fine, all about
the Bay are hills and mountains,
the highest being Devils Peak

53 Table Mountain, Lion's head &
Signal Hill, Table Mountain
is the highest (2500 ft) but the
others are not far behind, the
name is well applied, for it is
very flat indeed, almost im-
possible to call a Mountain so
long to be so flat, following
from Signal Hill are twelve
smaller peaks, they are named
by twelve apostles, Signal Hill
is very strongly fortified, bush
and 92 well guns are there in
all, they are fenced in at some
distance by wire entangle-
ments, no one is allowed within
them, but a good view can be
obtained all the same, other peaks
are also fortified, but this is
the main position of defence.
~~about~~ Sometimes early in the morning
the cruiser "Kent" came in.

54 The jury retired, and returned
of guilty, the Judge sentenced
to be hanged, and to be kept
around his neck, he was
in court, where the
conviction in court, and a
man brought in the murder was
of course the case was dismissed, and
proceedings closed, the whole
was splendidly conducted and
acted, and was altogether very
interesting.

Friday, June 16th 1866.
We were told we were leaving
10 am, and were very sorry
for we were kind of prisoners
here with nothing to interest
it would have been all right
we had allowed as long as
marched out in the street
altogether a case of "S. A. M.
apt so far", I could not

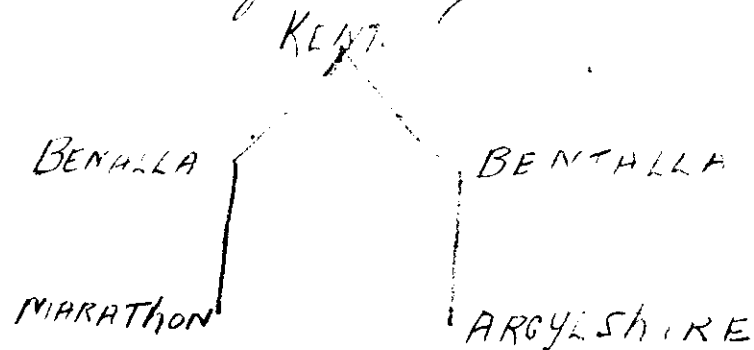
Port, this boat is to be our Convoy she is a first-class Cruiser built in 1903 her tonnage is approximately 10,000, she is manned with 14 6 inch guns and several others of smaller type, this is the boat that sank the Dresden and did severe damage to another German cruiser in the Falkland Islands engagement (this was the battle that made Admiral Sturdee famous), originally it was intended that these two ships were to leave together but one of the ships (the *Albatross*) had a severe outbreak of Measles on board, and over 200 had to be quarantined in Cape Town, Two other vessels were late in arriving and it was arranged that these boats will come along later under the

→ We did not lose sight of Cape Town for about two hours and just across the Bay from Cape Town is a large Island it is called "Rotten Island" this is where the Lepers are kept; about eight weeks ago a fine large Steamer named the *RANGATIRA* was driven ashore in a fog, one can hardly imagine that she is in such a helpless condition for some distance she seemed to be the only thing out there, she was a great pity for she was a lovely boat and practically new, her tonnage was about 10,000; we kept in sight of land until about 10:00 AM we lost sight of the point (we will not again see land until we look upon the shores of England)

Saturday June 17th 1916
 still moving along in the same for-
 mation, the transports are each
 separated by about one mile, and
 the cruiser is about two to three
 miles ahead of the leading boat,
 our boat is I think is of a slower
 type than the others, and at times
 we get some distance behind, and
 at other points be well ahead,
 we were ordered to do 70 revolutions
 a minute, this means a speed of
 about twelve knots, and at this
 speed we expect to reach port
 in England in about three weeks,
 our lad made a betting book
 on the day that we arrive home,
 he laid odds of 6 to 1 that we
 could not pick the day, I did
 not invest, for it is too uncertain
 for my liking, but we know
 what change of course they make

58 Convoy of an auxiliary
 cruiser now in Port, about
 10.30 am. we noticed the cruiser
 moving out, and presently our
 propellers got to work, and we
 started once more on our way.
 when we crossed out, our
 ship moved to a fairly heavy
 swell, leading us into the
 Kent, then came the Benalla
 on the left with the Buntalla
 opposite, and the Marathon
 and our ship brought up the
 rear, Marathon on our left,
 a space of about a mile sep-
 arated each boat:

rough diagram.



take, and instead of three weeks
it may run into six, we were
given instructions that in case
of the boats becoming separated
we were instructed to make for
Hawaii, which is of course
likely to happen, but ^{the} precaution
was taken in case of attack by
enemy ships, we will be from
now on in what is called the
danger zone, and the old order of
things on board the ship is entirely
changed, we now sail in the dark,
no lights on deck are allowed, and
the ships are in darkness all
the port holes are closed at dusk
and an extra cover is placed over
them to prevent the light showing
out, many of the crew sleep on
deck, these must take their life
belts with them every night, and
bring them back with them in the

63

Monday June 19th 1916.
We now began to notice the heat
of the sun. Each day is bringing
us nearer the line, but to ^{not}
~~expect~~ to cross until about next
Sunday, stormings were put all
over the deck, this no doubt will
be necessary, but it blocks the
air from coming down to the
hatches, this means that we will
have to depend entirely on the
canvas wind chute, and in
still weather, well practically
little air will come down, and
I suppose ^{we} will at intervals
receive a proper steaming, on
account of the port holes being
so low in the ship, they cannot
be opened, except in very calm
weather, and although it has
not been rough these past few
days, the waves were high

and at present a fee of 3⁰ is charged but when it has paid for itself it will be issued free until further expenses occur.

Tuesday June 20th 11.

The day was very warm, I had say somewhere around 90 in the shade, and a great many of the boys were getting about the ship, I thought it a good idea and for the time discarded my boots, one has to be careful that some big beetle crusher does not come into contact with our pet corn, it has our advantage in this, that one is not so liable to slip when the deck is wet, several of the lads have had nasty falls in this way; I along with several others in the afternoon were amusing ourselves with various kinds of physical

and just before he went up, Stan got up with the remark, that there would be brains for breakfast to morrow, almost as he said it, the chap fell, for the moment it made us feel queer, I sat up late this night, yarning to Stan we went through everything since we first met, I enjoyed a good old yarn over old times we must have yarned for over four hours.

Wednesday. We were paid to day 15/- this is our second pay on board, receiving our pound when we arrived at Durban, this money was a god send to some of the boys, a great many were absolutely stony, some of them came on board with as much as £10. and one chap told me he had lost it all he

second day out from Sydney
at Poken, the others lost their
money just as easily.
Our ship fired a couple of
shots from her guns today
at a barrel about 400 yds
away, her first shot just
went over it, and the second
disturbed the water a few feet
in front, this seems to be good
shooting to me, when one con-
siders the boat was moving
at thirteen knots, and was
moving up and down with
the swell, the cruiser also
fired several rounds but
I could not see the result of
them, no doubt they were
expert gunners on board,
she must have to do the same
as she did to the German.

66 Exercise among these was the
climbing hand over hand up
a ~~flimsy~~ steel ladder, many
of the ladders are very good at this
some going up a great height,
our lad (a wood boy) had a
go, and went up some twenty
feet, and must have overstated
his strength, for as soon
as he started to come down, he
fell to the deck, he came down
in a bundle, and we looking
on thought he must surely
be killed or severely injured, but
beyond breaking his fingers and
being temporarily knocked out
nothing serious happened to
him, that ended ladder climb-
ing for the time being. Stan
Sewell was fortunate in
this affair, for he was sitting
exactly where this chap fell,

69.

gunboats in the Falkland Is. encounters, usually she stays in front of us a distance of three or four miles but to day, she did a bit of manouvering, circled around us, moved right to the rear and about 2 pm, came up and passed us on our port at a distance of some 300 yds, the reason for this, I think, was on account of the propellers dropping a long way behind, almost out of sight, I heard that she stripped a blade of her propeller, this means that our speed will have to be reduced somewhat, which will be real hard luck, for as it is we do not expect to reach England before Sunday fortnight, when at that we will be over

71

about thirty, sorafts have to be used in most the case, besides the food, all is supplied to each man, and we are drilled at intervals with the life belts, boat etc, and each night our water bottles have to be filled.

Friday June 23rd / 16

My turn came round for Mess orderly, so far I had not done any of this work on the boat, how it is worked is, there are generally fourteen men to a table, and two are on each week, so one's turn comes round every seventh week, our's duties are to get the food from the galley, wash up, scrub the table, and generally look after our table, this takes up a good part of the day, but this is the only work the orderlies do, the rest

72 not do any of the parades,
personally I do not mind it. For
one is not troubled about any
old lecture or drill.

Saturday June 24th 1916.
Washing day again, but this does
not take long for our list is
short, in the afternoon we had
a ships concert, it was very good
some good songs and music
was rendered, and it passed
away the evening very pleasantly.
During the afternoon a raffle
took place, one of the lads
brought a little terrier bitch
on board with him at Sydney
and some three weeks ago our
Mascot "Nigger" had eight
little niggers, and the lads
~~put~~ put up for auction
two little niggers, the first for
35/- and 8/- respectively and

70 Thursday June 22nd 1916
Our sails were on deck, and
I was allocated to the ship stores
fatigue, and for about two hours
we were carrying bags of flour
potatoes, onions, Beef Mutton
&c to different parts of the
ship, our days work supply comprised
about five bodies of beef, fifty
sheep, besides a large quantity
of fish, as soon as this job was
finished, we were told off to
make Rafts for the ship, this
work has been going on now
for some days, and quite a number
have been made of logs with empty
barrel tied on, the reason for them
being made is, that there are not
nearly enough boats to accommodate
the crew in case of emergency,
there are about ten boats on the
ship, and each can only hold

74 There is nothing for the lads to do but roll about and sleep. They are content to take things as easily as they can.

Monday 26-6-16. Our unit on guard there is twenty one positions to be filled and it takes over seventy men to supply the guard. I went on duty at 4 feet, and was lucky to get a good position. Being stationed on the Starboard side on the aft bridge of the ship, during Tuesday some very heavy rain fell, and for two hours I was standing on guard and got a brogue soaking, still I felt in good spirits, standing there, moving up and down with a fairly heavy swell, and the rain and wind beating on us, I begin to pride myself on being an old sea dog; guard duty itself is not so bad, but the

75 conditions under which our work is done too good, there is no break for one to rest while one is off, and one has to push and shove to get subs meals, and even at that they are not too brilliant, stew is becoming a night mare with us, I hate the sight of it, for two meals every day since we left we have had nothing else, and I am heartily sick of it, seven weeks of this kind of food gets pretty monotonous, and for dinner the meal is boiled and baked, & generally it is pretty lumpy, while the vegetables consist of boiled tatoes and dried peas, however than goodness less than a fortnight, should see the end of it, table manners are pretty well forgotten by us now, and when I get back, I expect when asked to pass anything, I shall toss it in proper camp style.

Thursday July 29th
We altered our course a good deal
and we were told we were to
at Dakar (N. French Naval Station)
we sighted the Coast Land of S.W.
Africa very early in the morning
and about 9 am we could see
the town of Dakar in the distance
and about 10.30 am we weighed
anchor in the bay, and shortly
after moved into the Harbour,
ours was the first ship of the
Convoy to move in, and very
shortly the Senegalese wiggers
came out to meet us in Canoes
Some of them bartered post cards,
Mangoes etc, and several others
came along to dive down in
the water for money, they are
really wonderful at this, at
least I was always very deep I
recover the money, they swim

73
The money was handed over
to the ship wrecked Mariners
for the afternoon's entertainment
lasted until 7 pm, when it got too
dark to play, and as no lights are
permitted up above on the ship,
the concert had to finish.
Sunday - For the first time
I came on board & attended a
church parade service
I was unable in the past to attend
but it was very short merely a
few prayers and the usual service,
we crossed the Equator line at
12.50 pm, but the usual ducking
for persons crossing for the first
time did not take place I think
the heat took a good deal out
of the lads and they all seemed
content to lie under the awnings
one gets very lazy here, for the heat
is sometimes around 75° C. and

very fast, and seem tireless, at first they want not dive for bonnies, but the lads decide not to let them have anything else, so they quickly changed their mind, and they must have been rewarded with a fair amount, for there were many known them, there were great rogues and all, many of the boys were for fruit, postcards, and cheats right and left, but as the lads could not get them they had to content themselves calling them some cheap wares, but we learned a deal about the place, and of the boys on board, the capital of the island is the capital of the island.

ourselves if necessary.
 A. Boatons has been built in the bay, and this forms the Harbour, with a very small entrance, and a big boat house, a great deal of money was spent on it, the town was pretty full of ships, and seems to be a fair size, there are some fine buildings, and some stone structures, with very little variety, business is not very good, and the number of buildings is not very large, but they are all well built, and the town is very nice.

...in the habit and there is
...there, this is one of the...
...very little...
...Friday June 30th 1941

we remained at Dakar all day, our
ship took on water and coal, the
fresh water was very abundant
...condensed water and
...daily consumption
of fresh water is 30 tons, a large
...has to be kept in the tanks,
the cooling was very slow as
being in the stream necessitated
large amount of us and it was
then transferred in baskets.

...important...
...really a
...allies ships is
...fortified, quite
...mounted all over
...and besides
...ships coal
...very low quality
and caused a good deal of trouble
to the engineers, our ship changed
her gun here, we took a 12 par
...at Durban, and we used
...for a larger one
...is considered to be
...for submarine warfare
...throws a shell of about
30 tons, and pity help the submarine
one of these shells... and as
each of the ships in the Convoy
has one on board besides the
Convoy Cruiser, we should be
able to give a good account of