

This set of the Nautical News and Notes is taken from issue No. 76, August 1916. The unknown contributor was very patriotic. Naturally much of the news was related to the War - including the capture of the GER's SS Brussels. It provides more detail than usual, but the ultimate fate of Captain Fryatt was not yet known.

The pages in the original file have more clarity than this extract does.

Nautical News and Notes.

The Germans Fulfil a Wild Promise.

By far the most exciting nautical event since we went to press with the July issue of the RAILWAY AND TRAVEL MONTHLY has been the successful voyage to the United States of a German submarine.

The *unterseeboot* claims to be a merchantman, and therefore liable to treatment meted out to such enemy vessels.

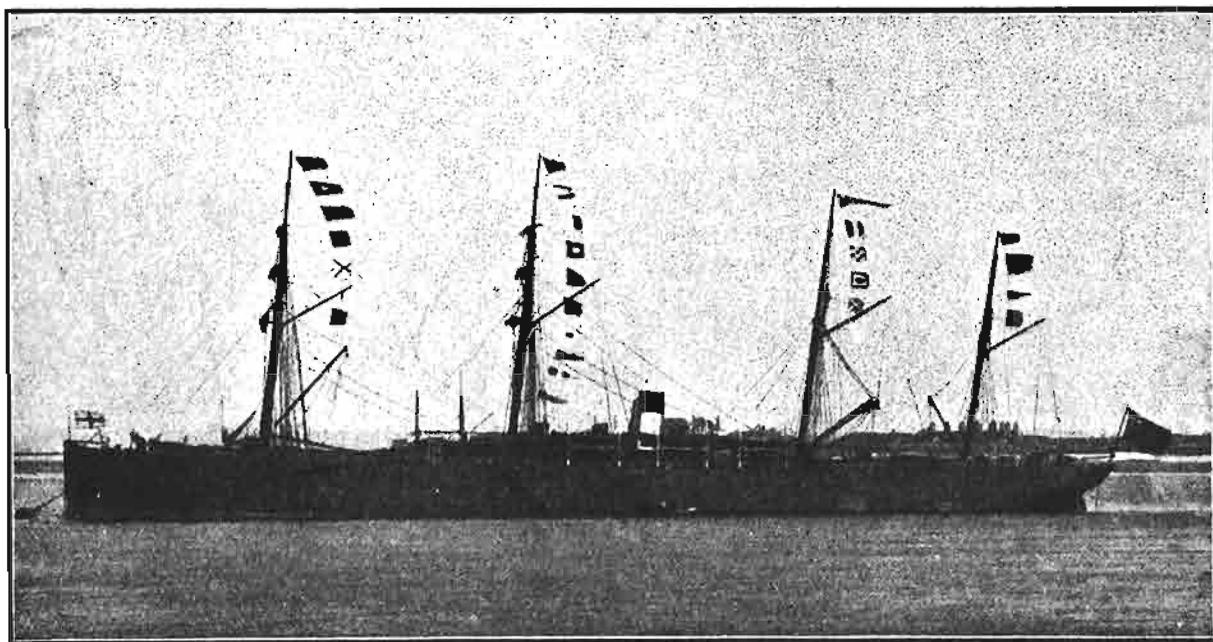
It will be remembered that the Germans have for some time been saying that such boats were building and would be running in due course. They have kept their

a tug, the *Timmins*, which the Germans hired some time ago, and was escorted into Hampton Roads. After a stay of several hours she was taken charge of by Captain Hinsch (of the North German Lloyd Line), who accompanied her to Baltimore, the *Deutschland* keeping within United States territorial waters.

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The "Deutschland's" Cargo of Germany's most Valuable Product.

She arrived at Baltimore at 6 a.m. on July 10th. Her cargo consisted of 750



THE *Assyrian Monarch*, A FAVOURITE TRANSATLANTIC LINER OF THE 'NINETIES.

word, and it is now the duty of our Navy to suppress this traffic. We hope they will do so speedily and effectively, before more similar craft make the voyage. The successful submarine is named *Deutschland*, and according to her Bill of Health this submarine has a gross tonnage of 791 and a net tonnage of 414, with a length of 315 ft. The document describes her as engaged in freight-carrying trade between "Bremen, Boston, and other West Atlantic ports."

The *Deutschland* passed Cape Henry at 1.45 a.m. on July 9th. She was met by

tons of dyestuffs. [Some accounts give a much less quantity.] The name of the captain who commanded her on her voyage across (and under) the Atlantic is Paul König. The crew of 29 are alleged to belong to the merchant marine. The vessel is painted marine green to ensure invisibility, and carried a signal-gun with 40 rounds of ammunition and four pistols. Otherwise she is said to be unarmed. König's face was wreathed with smiles as he informed his interviewers that the hope of those chartering the submarine was by establishing regular voyages to "break

the British blockade " and force neutrals to take action to compel its abandonment.

Captain König, the day he arrived at Baltimore, issued a written address to the American people, in which he describes in language full of superlatives how flourishing, happy, and prosperous Poland, Belgium, Servia, and the occupied portion of France are under the beneficent rule of Germany.

[Our rude proof-reading girl winked at this, and said "I don't think."—ED.]

The submarine *Deutschland*, the statement says, will be shortly followed by the submarine *Bremen* and by other submarines constructed by the Deutsche Ozean Rhedfei, flying the old Bremen flag.

* * *

Our Fleet must Increase its Alertness.

Captain König is a bronzed little man barely over 5 ft., and formerly well known to Americans as the captain of the *Princess Irene*. In conversation with reporters he made the most of his yarn, relating how the *Deutschland* submerged in the North Sea and her crew sang "Deutschland UNTER Alles—[this is prophetic—ED.]—while "British destroyers raced overhead."

From statements made by the commander of the submarine it appears that he avoided all risk of capture by instantly submerging when smoke from the funnels of steamers was observed on the horizon during the voyage across the Atlantic.

The United States Government officials at Washington have, it is said, determined to treat the submarine as a merchant vessel. Her owners are alleged to be, not the German Government, but the North-German Lloyd Steamship Co.

"Just wait," the captain remarked to the reporters, "there'll be more submarines here soon, and we are going back to get another cargo."

The dyestuffs brought by the *Deutschland* are consigned to A. Schumacher and Company, of Baltimore. According to statements made by Germans she proposes to take back a cargo of nickel and rubber. But the major portion of her intended cargo will consist of important legal documents, which it has hitherto proved impossible to forward with safety, and remittances from banks and individuals.

But will she ever reach Germany again? What says the British Fleet?

* * *

A Move in the Right Direction at last.

The best item of shipping news since the Germans started the war has been the announcement of our Government that it abrogates the "Declaration of London." This decision ought to have been arrived at immediately war broke out. Had it then been made, we have little doubt that the war would have been over many, many months ago, as Germany would have been forced to sue for peace because of the stringency of the blockade that would have been enforced.

After "waiting and seeing" for nearly two years, our rulers have come to the same decision with regard to the "Declaration of London" that every business man arrived at when the war started.

The Order in Council that abrogates the Declaration states that "His Majesty is pleased further to declare, by and with the advice of His Privy Council, and it is hereby declared, that it is and always has been His intention, as it is and has been that of His Allies, to exercise their belligerent rights at sea in strict accordance with the law of nations;

"And whereas on account of the changed conditions of commerce and the diversity of practice doubts might arise in certain matters as to the rules which His Majesty and His Allies regard as being in conformity with the law of nations, and it is expedient to deal with such matters specifically."

[Here follows the new regulations as to contraband cargo, etc.]

* * *

The German Captures in the North Sea.

The Great Eastern Railway, whose steamers since the war have been plying between Holland and Tilbury, have lost, by the capture by the Germans, its steamer *Brussels* an event to which the Germans are giving as much prominence as to their naval "victory"!

In matters of this character, good fortune having for so long favoured these vessels in their journeys across the North Sea, the surprise is that the Germans had not attempted such captures before, instead of depending upon the foul work of their submarines to destroy men and ships.

Doubtless our patrols usually watched the coast near Ostend and Zeebrugge so well, that the taking of a prize in to a port was impossible for the Germans. This time they apparently knew that they could elude our patrols, with the result that we lose the *Brussels*.

To show their prowess, the Germans, before taking the *Brussels* into Zeebrugge, steamed at first into Ostend. When it became known that the Germans had captured an English steamer the quay was speedily crowded, officers driving up in motor cars. Bands of music were brought to celebrate the occasion, and cameras were directed at the ship. When they saw they were being photographed, most of those on board turned their backs to the cameras.

After the capture, and until port was reached, the German naval officers behaved with much harshness to the passengers and crew, threatening them with revolvers, and instituting a close search for secret dispatches which they said were being carried on the boat. Some Russians on the *Brussels* were roughly handled and transferred to a torpedo-boat.

* * *

The Sight of Pork puts Heart into the Huns.

When the *Brussels* reached Zeebrugge she was taken into the inner harbour, where the cargo was unloaded. The German sailors laughed loudly when dead pigs were brought up, saying that there was a prospect of better rations than they had lately enjoyed.

The crew and passengers of the *Brussels*, including the Russians, were sent to Bruges, where the Russians are imprisoned. Next day the women were allowed to return home, the crew being sent to Germany.

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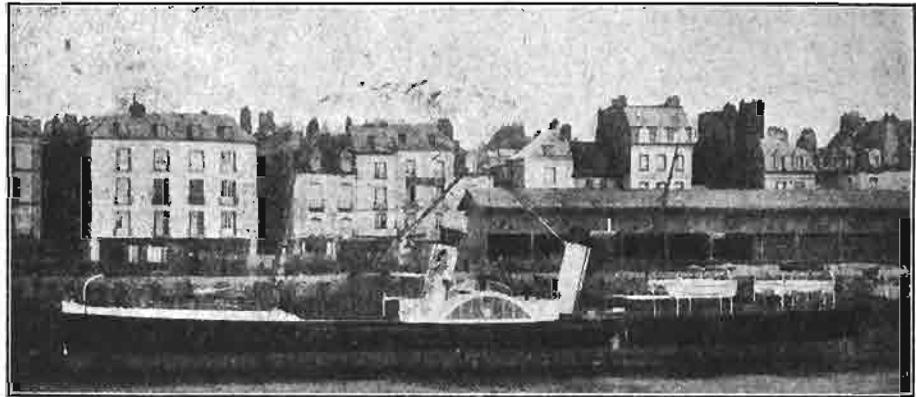
The Captor's Account of his Prowess.

The German naval lieutenant who brought in the *Brussels* to Zeebrugge has

given out the following version of the capture:—

On June 24th, at 2.20 a.m., we saw a black vessel before us which showed side lamps only, with the apparent object of giving the appearance of being a sailing vessel. I and two men went on board. One of the men at once made the wireless apparatus unworkable; whereupon, after taking off my cap and disclosing my identity, I declared the vessel to be a German prize.

The Captain of the *Brussels* was determined to delay the vessel as much as possible, and the report reached the lieutenant that no stokers could be found. Most of them had gone aboard



A BRITISH PADDLE-WHEELER IN A FRENCH PORT.

the German destroyer. Time flew. The danger was increasing that British vessels would arrive, so I pointed a revolver at the captain, Charles Fryatt. "Obtain the men," I ordered. Three stokers came forward, and the captain remarked that he had also 24 Russians. These were all sent to the engine-room.

In spite of all the efforts of the German engineers the vessel did not move until finally I said to him through the speaking-tube: "Do what you can. If the British come in sight we shall blow up the vessel." Smoke appeared on the horizon, and the course was altered. On reaching the Schouwen Bank the German flag was hoisted at the masthead. The captain was placed under arrest, and the *Brussels* passed the outgoing mail-boat.

* * *

Why did it happen again?

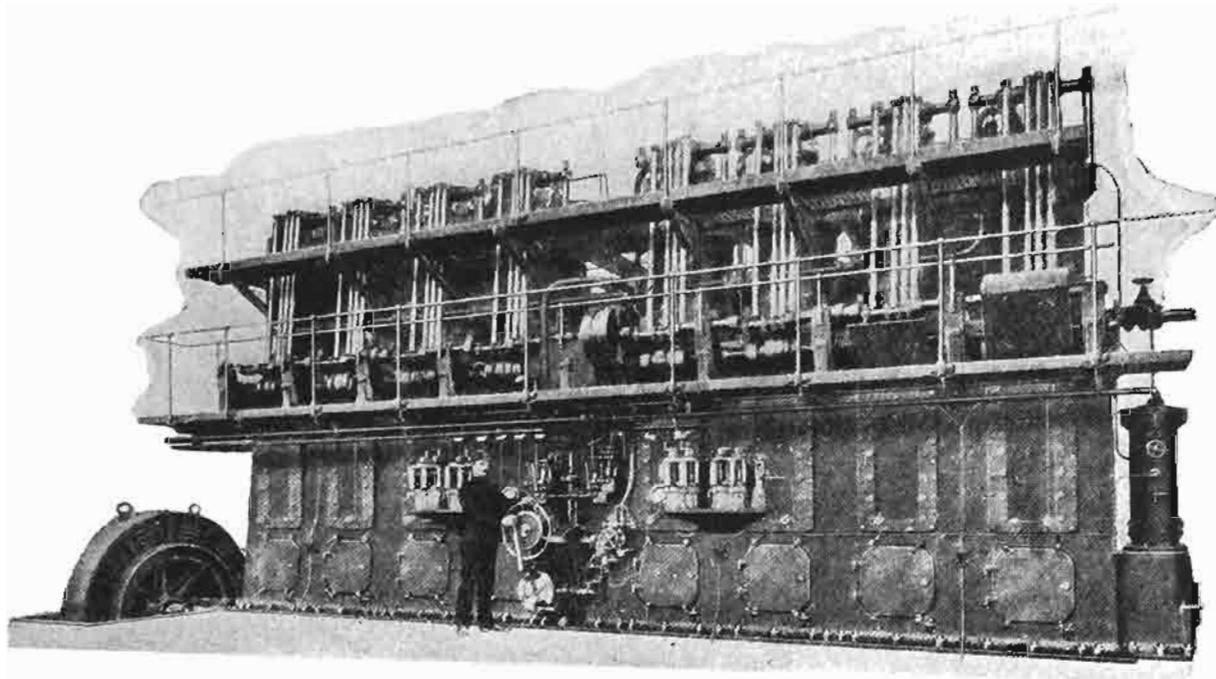
Emboldened by their success in the capture of the *Brussels*, the Germans

made a similar capture of another British vessel a few days later. On this occasion it was the Cork Steamship Company's *Lestris*, which was captured by German submarines or torpedo-boats in the North Sea on July 5th. The *Lestris* is a vessel of 1,384 tons, built in 1905.

It is evident our North Sea patrol vessels must not be caught "napping" again. We can understand the *Brussels* being captured because it was a new development of German tactics. But having the knowledge of that capture,

equipped with large naval guns (1842); the Coldstream Guards leaving for the Crimea (1854); the Grenadier Guards leaving for Nova Scotia in connection with the "Trent Affair" (1861); and Paget's Horse leaving for South Africa (1900).

Coming to the present World War there is a picture of the hospital ship *Asturias*, which a German submarine attempted to torpedo on February 1st, 1915; a sketch of the *Aragon*—the first modern mail steamer to be fitted with naval guns



ONE OF THE PAIR OF MOTOR TYPE ENGINES (8-CYLINDERS) DRIVING ONE OF THE TWIN SCREWS OF THE MOTOR SHIP *Selandia*.

our patrols ought to have taken measures that would have precluded the *Lestris*, or any other British vessel in the North Sea, falling into German hands.

* * *

"Spoiling the Ship for a ha'porth of Tar."

New Calendars are usually associated with January 1st, but the R.M.S.P. Company, realising that at that time most people are overwhelmed with calendars, hit upon the novel idea of bringing out a calendar commencing with July 1st.

In it is embodied a series of colour sketches by the marine artist, Charles Dixon, R.I., depicting incidents in past and present wars in which steamers of the Company have figured.

These include the first liner to be

for defensive purposes; and, finally, a picture of the thrilling engagement in the North Sea on February 29th, 1916, between the R.M.S.P. *Alcantara* and the German raider *Greif*.

Unfortunately, several of the coloured pictures are spoiled—the blocks have been apparently cut down to fit the calendar. The windjammer *Dee* (she is a paddle-wheeler as well), for instance, looks as if she had been having a "scrap" with the Germans, and lost her masts for three-quarters of their height.

* * *

The "Goeben's" Wonderful (!) Exploit.

Many tales have been afloat concerning the wonderful (?) exploits of the German warship *Goeben*, which at the commencement of the war fled to Constantinople,

and since has been a mighty unit of the Turkish Navy, endowed with more lives than the proverbial cat.

The latest reported exploit of the *Goeben* is that she has bombarded the town and port of Tuaps [below Novorossisk on the north-eastern shore of the Black Sea] and sank the passenger steamer *Knias Obolensky*. The *Knias Obolensky* is an iron paddle steamer of 250 tons, owned at Odessa, and built at Antwerp in 1847—69 years ago. This destruction of a vessel of so patriarchal an age is worthy of record on the Huns' roll of infamy, which records the destruction of Louvain and other ancient landmarks. The *Knias Obolensky* ought to have been in a marine museum, and not paddling the Black Sea.

* * *

How we Crippled the Huns at Horn Reef.

Since the publication of the July issue of the RAILWAY AND TRAVEL MONTHLY, Admiral Jellicoe has issued his report on the Battle of Horn Reef, and we are enabled better to judge the result of this naval fight. The loss to the German navy Sir J. Jellicoe tabulates as follows:—

BATTLESHIPS OR BATTLE-CRUISERS.

2 Battleships, Dreadnought type.

1 Battleship, Deutschland type.

(Seen to sink.)

1 Battle-cruiser.

(Sunk—Lutzow—admitted by Germans.)

1 Battleship, Dreadnought type.

1 Battle-cruiser.

(Seen to be so severely damaged as to render it extremely doubtful if they could reach port.)

LIGHT-CRUISERS.

5 Light-cruisers.

(Seen to sink; one of them had the appearance of being a larger type, and might have been a battleship.)

TORPEDO-BOAT DESTROYERS.

6 Torpedo-boat Destroyers. (Seen to sink.)

3 Torpedo-boat Destroyers.

(Seen to be so severely damaged as to render it extremely doubtful if they could reach port.)

SUBMARINES.

1 Submarine. (Sunk).

A total of 21 vessels.

The loss of 14 ships sustained by the British fleet were fully mentioned last month.

Can the Germans Explain?

A good story is told of a severe snub recently administered to Ballin by an American. Ballin was boasting to the Yankee of the naval "victory" gained by the German fleet, when it ran away from Horn Reef and sought safety behind the gates of the Kiel Canal. "Oh, really," said the American. "Well, I am returning to the States next week; which Hamburg-America boat sails for New York on the 7th, and where can I book my passage by her?"

* * *

Shall we Annex the New German Leviathans?

Ballin, the Jew Hun that controls the Hamburg-America Line, thinks that he will be able to do as much trade with his steamers after the war as before. We are afraid he will be disappointed. Ballin recently stated that the Hamburg-America Line had in course of construction a steamer named *Bismarck*, of 56,000 tons, which will be the largest vessel in the world, and also a ship named *Tirpitz*, of 30,000 tons, and three other steamers, each of 22,000 tons. The Vulcan Yard was building nine steamers, four of which will have a displacement of 18,000 tons each, and at the Flensburg Yard there had been constructed a large number of merchantmen, including two of 13,000 tons. At Geestemünde two steamers, each of 17,000 tons, had been built for the Panama Canal trade.

The Hamburg-South America line had built a new steamer called *Cap Polonio*, which is a sister ship of the auxiliary cruiser *Cap Trafalgar*.* The Norddeutsche Lloyd Company had built two steamers, named *Columbus* and *Hindenburg*, each of 35,000 tons, the *Munchen* and *Zeppelin*, each of 16,000 tons, and 12 other steamers of 12,000 tons, while six vessels had been constructed for the Africa Line, eight for the Hansa Line, and 10, varying from 9,000 to 13,000 tons, for the Kosmos Line. In our peace terms we might demand that these new steamers be handed over, as part compensation for some of our merchant ships illegally destroyed by the Huns.

With regard to the boast about the *Bismarck*, it will be remembered that

*A coloured plate of this vessel can be supplied by the publisher of the RAILWAY & TRAVEL MONTHLY.

the *Imperator*, with a gross tonnage of 51,969, and the *Vaterland*, 54,282, both belong to the Hamburg-America Line, and if trouble happened between the United States and Germany, the United States will annex the latter. She is now interned in New York.

* * *

The Commonwealth as Shipowners.

The war has shown us how completely dependent we are upon ships to supply our needs. When Government requires the services of huge fleets of merchant vessels to convey troops, supplies, and the other auxiliaries of war, the number of ships left for the conveyance of food to our island becomes much reduced, and freights soar to such heights that, coupled with the manipulations of food kings, everyone here is charged prices out of all proportion to its value, for their food.

Large wheat crops in our overseas dominions are of no use to supply us with bread unless ships are available to bring the wheat to this country.

Mr. Hughes, the Prime Minister of Australia, does not intend to let the Commonwealth be at the mercy of shipping rings, and failing to secure ships to bring the bumper Australian wheat crop to Europe, he went into the ship market and bought 15 cargo steamers. These the Commonwealth will operate as a State-owned steamship line, to be called "The Commonwealth Government Line."

Many people have been asking our Government to do something of this kind ever since the war broke out and freights rose to such prices. While our rulers have been practising their "wait and see" policy, Australia's Premier has done the deed for the Commonwealth.

This Fleet and its Management.

The following are the names, date of building, and gross tonnage of the 15 vessels acquired by the Australian Government:—

Name.	Date.	Gross Tonnage.
<i>Strathendrick</i>	.. 1907	4,379
<i>Strathavon</i>	.. 1907	4,403
<i>Strathairly</i>	.. 1906	4,326
<i>Strathord</i>	.. 1906	4,417
<i>Strathleven</i>	.. 1907	4,396

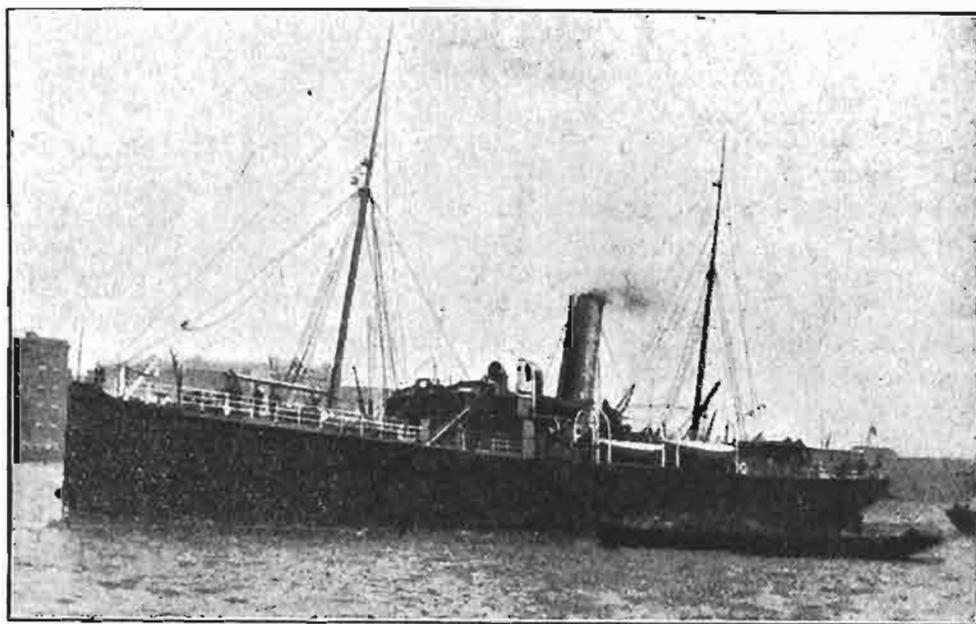


Photo.]

[Mr. G. W. Tripp.

ARRIVAL OF A CARRON LINER AT LONDON, FROM "SOMEWHERE IN SCOTLAND."

Name.	Date.	Gross Tonnage
<i>Strathdee</i>	.. 1907	4,409
<i>Strathspey</i>	.. 1906	4,432
<i>Strathgarry</i>	.. 1907	4,398
<i>Strathbeg</i>	.. 1909	4,338
<i>Strathesk</i>	.. 1909	4,336
<i>Ardangorm</i>	.. 1915	3,570
<i>Ardanmhor</i>	.. 1907	4,454
<i>Vermont</i>	.. 1900	4,271
<i>Daltonhall</i>	.. 1899	3,534
<i>Kirkoswald</i>	.. 1912	4,021

The ten "Strath" ships have been taken from the Glasgow firm of Burrell and Son, who manage a fleet of 25 "Straths."

The Commonwealth Government has appointed Mr. H. B. G. Larkin, Commonwealth shipping representative on the High Commissioner's staff, to be general manager of the new line. Many of the

vessels are now employed on Government business, and as they become available they will be sent out to Australia to load wheat for the United Kingdom. This Commonwealth fleet is not the first State steamship service in Australia. Five vessels were already owned by the Government of Western Australia, including two of about 3,000 tons each.

* * *

Its Cost of Two Millions.

From details that have now been disclosed, it appears that the Australian Commonwealth paid £145,000 each for the ten "straths" and for the *Ardangorn*, £125,000 for the *Ardanmhor*, £110,000 for the *Vermont*, £80,000 for the *Daltonhall*, the cheapest, and £158,000 for *Kirkoswald*, the most expensive of the 15 vessels.

Of the above fleet, the s.s. *Vermont*, is the first steamer available for the use of the Commonwealth Government. She has been fixed to load a full general cargo from New York to Australia, and has left England for New York, and will probably be *en voyage* to Australia by the time our readers peruse this paragraph. The question of renaming the fleet is under consideration.

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Will the Commonwealth Compete with the Shipowners?

In the present inflated state of the ship market, the Commonwealth has had to pay excessive prices for its fleet.

It is understood that for each of the larger vessels about £145,000 was paid, which, on a deadweight of about 7,500 tons, would represent a value of about £20 a ton. Before the war the value of such ships was estimated at about £4 per ton.

Mr. Hughes states that the purchase will not affect shipping already in the Australian trade. This would seem to suggest that the Commonwealth Government will credit itself with the present high freights. If so, not being subject to income-tax and excess profits taxation, the ships should be able, within a year or so, provided the present rates are maintained, to pay for their cost, and so prove an excellent investment for the Australian Government. If, on the other hand, they competed with British shipping, and a reference to rates suggests that they will,

the position of British shipowners, who are subject to heavy taxation, might be unfavourably affected.

Special permission will have to be secured for transfers of registry from Great Britain to Australia.

Although the purchase price is over two millions, the deal is not a record one for shipping. On April 18th, 1912, a cheque for over £5,000,000 sterling was drawn on the Bank of England by the Royal Mail Steam Packet Company in favour of Messrs. Donald, Currie, and Co., in payment of the bulk of the ordinary shares in the Union-Castle Mail Steamship Company.

* * *

Loading Iron Ore by Magnets.

Iron ore is not an unimportant cargo on steamers plying the Great Lakes; for the quick handling of such cargo, the s.s. *Cicoa*, one of the Great Lakes navigation boats, has been equipped with three magnets, each magnet being capable of lifting 1,500 lb. at a time. The magnets are energised by a dynamo of 250 volts. Four men are engaged handling such cargo on the vessel, one man at each of the lifting magnets and one at the dynamo. The *Cicoa* is said to be the only vessel so equipped on Lake Michigan.

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Chinese Name, but British-owned.

The *Ping Suey*, one of Holt's "Blue Funnel" steamers, has stranded on Dassen Island, north of Cape Town. This is likely to be a serious matter for underwriters, as she carries a valuable cargo from Liverpool to the East. The steamer herself, which is 6,452 tons register, built in 1899, is uninsured. A contract has been made on a no cure no pay basis to salve ship and cargo for 33½ per cent. of value when delivered, but an indication of the risk may be gathered from the fact that 50 guineas has been paid on cargo to pay a total loss if hull is a total loss.

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The P. & O. meets Cunard Competition.

Last month we recorded important developments in the Cunard's activities, especially its open entrance into the Australian and New Zealand trades. This expansion of the Cunard Company has evoked a move on the part of its chief competitor in the Oriental and Austral-

asian trades. The Peninsular and Oriental Steamship Company has, subject to the consent of the Treasury and to confirmation by the requisite number of shareholders, entered into an agreement whereby the shares of the New Zealand Shipping Company (Limited), which owns the Federal Line, will be acquired by the P. and O. Company in exchange for P. and O. deferred stock.

The New Zealand and Federal fleets, including several vessels under construction, consist of 31 fine passenger and cargo

The issued capital of the New Zealand Shipping Company is £1,133,400, in 90,672 ordinary and 22,668 preference shares of £10 each. There is also outstanding £381,300 in four per cent. debenture stock. The ordinary shares are quoted at 21 and the preference shares at about 10½.

We believe that there is no intention of changing the method of management and *personnel* of the New Zealand and Federal companies.

In view of the attacks on British trade which are expected from German com-

panies after the war, the present consolidation will be regarded as distinctly satisfactory as an indication of the organisation of British shipping.

With strong companies like the Cunard and P. and O. controlling the Australian shipping routes, the German vessels, if our Colonies admit them to trade to their ports, will have little chance to obtain any remunerative freight or passenger traffic

between Europe and Australasia.

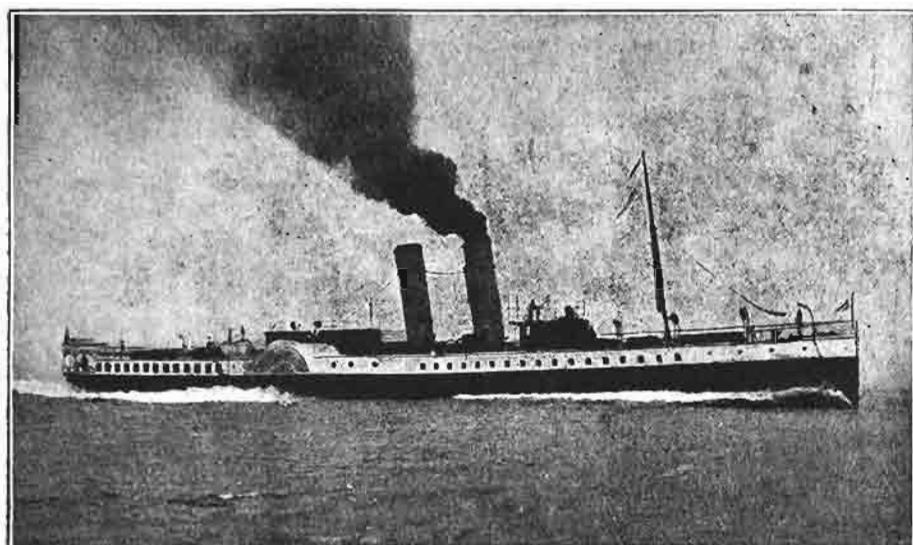
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Standardised Ships to be Built.

Standardisation is to be carried into the construction of steamships. There are many advantages from such a plan; but in ocean passenger boats travellers are not likely to take kindly to the idea, as little peculiarities, and difference in the arrangement of passenger accommodation, has a charm which appeals to the traveller, and (other things being equal) influences him in his choice of a steamship company and of certain steamers. Perhaps, however, this point will be kept in view, and the standardisation will be confined to the cargo accommodation, and other matters not directly affecting the ocean traveller.

A capital of £300,000 has been privately subscribed to form a company to construct steamships of a standard design.

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Lady Moyra, THE POPULAR STEAMER OF THE FURNESS RAILWAY, WHICH ENABLES VISITORS TO BLACKPOOL, ETC., TO ENJOY AN EXCURSION TO THE BEAUTIFUL ENGLISH LAKES.

vessels, fitted for carrying refrigerated produce. The total gross tonnage of the 31 ships is 244,334 tons. Including the British India Steam Navigation Co., the shares of which were acquired by the P. and O. in 1914, the combined fleets of these four companies will consist of 228 steamers of 1,386,589 tons gross.

For many years the New Zealand and Federal fleets have worked in close agreement with the British India Company in the Australian trade, and the arrangement now arrived at may be regarded as the natural sequence.

* * *

The Shipper and Traveller will not Benefit—nor should the Germans.

It may safely be assumed from the composition of the contracting boards that the terms of the fusion are fair to both sides, and there is little doubt of their adoption by the shareholders.

The shareholders include the following leading shipping companies:—The P. and O., and British India, New Zealand Shipping, Orient Steam Navigation, Federal Steam Navigation, Furness, Withy and Co., Shire Line (Turnbull, Martin and Co.), A. Weir and Co., Harris and Dixon (Limited), Trinder, Anderson and Co., Bethell Gwyn and Co., and Birt, Potter and Hughes (Limited).

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Chepstow Chosen for the Experiment.

New ground is to be broken by the company in the matter of its shipyard. None of the recognised districts for ship-building has been chosen for the site; Chepstow on the Wye is to be the home of the new venture.

A site of from 40 to 45 acres has been secured on the River Wye, two miles from the Bristol Channel, giving a depth of water for launching of 45 ft., and has been plotted out. From 25 ft. to 30 ft. is the usual depth of water considered necessary. Ample coal and steel are now obtainable at South Wales at a lower cost (it is said) than on the East Coast and on the Clyde. The site is adjacent to the Chepstow station of the Great Western Railway.

The plans which have been prepared provide for the construction of nine or ten large ships at the same time. Ships of a standard type of about 8,500 tons deadweight will probably be built at first, but it will be possible to build vessels up to 12,000 tons. The length provided for is from 450 ft. to 650 ft. The type of vessel would be such as would in normal times load outwards cargoes of coal, and bring home wheat and other essential commodities. She would be able to go practically anywhere and everywhere. The machinery at Chepstow will be specially designed for producing standardised parts of hulls and engines.

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The War and the Shipwrecked Mariners' Society.

At the seventy-seventh annual meeting of the Shipwrecked Mariners' Society, which was held recently, Admiral W. F. S. Mann (Chairman of Committee) presided. The Report for 1915 showed that, as a direct consequence of the war, the relief expenditure was far greater than usual,

15,581 persons having been assisted, compared with 9,777 in 1914. Notwithstanding repayments by the Admiralty and numerous shipowners of expenses incurred with regard to crews landed after their vessels had been sunk by the enemy, and many donations given in consideration of special circumstances, the receipts (including £3,483 from legacies) were £4,586 less than the total expenditure, which amounted to £35,938. The "Emile Robin" life-saving rewards (for the rescue by a British ship, regarded as the most meritorious in the year) were adjudged to Captain Terrot Glover and Chief Officer Gerald Dalton, of the s.s. *St. Leonards*, of Liverpool, for saving the crew (eight) of the French barquentine *Jacques Marcel* in the Atlantic on August 12th-13th, 1915.

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The "Conway" and the War.

Another institution in which "those who go down to the sea in ships" are much interested is the training ship *Conway*. The fifty-seventh annual meeting of the subscribers to the said school ship was recently held. Mr. G. D. Killey, who presided at the meeting, mentioned that the record established by the *Conway* during the war was one of which any school would be proud. As many as 750 old boys are serving in the Navy, and nearly 175 in the Army. The decorations and distinctions won by "old" boys included one V.C., two C.M.G.'s, four D.S.O.'s, five D.S.C.'s, one Albert Medal (first-class), one Russian Order of St. Ann, and a number mentioned in despatches for specially good service. Fifty-one of the men had fallen, and it is intended to erect at the end of the war a fitting memorial of their gallant sacrifice.

During the year, the report stated, 144 cadets were admitted to the ship, and 106 left, the average on the roll being 214. Since 1859, 4,750 cadets have joined the ship, of whom the great majority entered the Merchant Service, 165 entered the Royal Navy as cadets, and 535 the Royal Naval Reserve as midshipmen direct from the ship, besides a very large number who received commissions both in the Royal Navy and the Royal Naval Reserve after being at sea for a period.

A Hundred Thousand Miles in a 23-tonner.

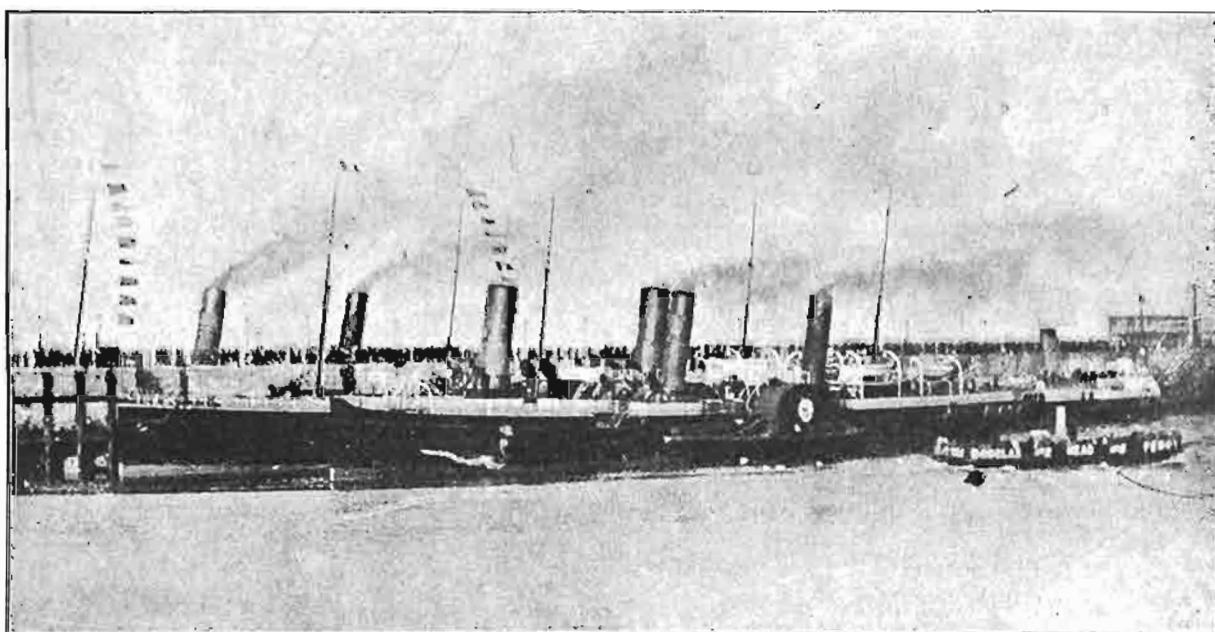
In these days of leviathans, such as the *Mauretania* and *Britannic* (to say nothing of interned Hun ships, such as the *Vaterland*), it is refreshing to find that lilliputian vessels can still be found making lengthy voyages.

It gives us pleasure to chronicle the safe arrival at a port "somewhere in England" of a tiny yacht of only 23 tons—the *Mana*—after a voyage of 100,000 miles. The vessel, which belongs to Mr. and Mrs. Scoresby Routledge, left England over two years ago, in the days before the Huns had broken the peace of the world. Her

to take effect as from October 5th, bringing the rate for laden ships to 7f. 25c. (6s.) per ton, and for ships in ballast to 4f. 75c. (3s. 11d.) per ton.

The dues were raised as from April 1st last by 50 centimes, and the possibility of the present increase was mentioned at the last annual meeting of the company held in Paris. It was then pointed out that in consequence of the war the transit receipts last year declined by nearly 24 per cent., and the total receipts by nearly 27,000,000f. (£1,080,000).

In the years immediately preceding the war there was a steady reduction of the



HOLIDAY STEAMERS ALONGSIDE THE PIER AT A PLEASURE RESORT IN A PRE-WAR AUGUST.

destination was Easter Island in mid-Pacific, to which her owners were proceeding on a scientific expedition. Mrs. Routledge returned some time ago, but Mr. Routledge himself stuck to his tiny craft and came home entirely by sea—a voyage of much adventure in perilous times.

* * *

Is it "Killing the Goose"?

The directors of the Suez Canal evidently believe that, as trade falls off, rates must be raised. Attempts of this character to reimburse falling profits can be carried too far. Soon shipowners will be diverting more vessels from the Suez routes if the increase of charges be persisted in.

This further rise of 50 centimes (5d.) per ton in the Suez Canal dues is announced

dues, and the increase now announced will raise the rates to the level of 1911.

* * *

Rewards for Braving Hun Piracy.

Suitable recognition was recently made in London of the extreme gallantry of Captain J. D. Jackson and the officers of the *San Melito*, a great tanker, 550 ft. long, with a total d.w. capacity of over 16,000 tons. On August 21st last year, whilst taking a voyage to Mexico for the purpose of loading a cargo of oil fuel, she was suddenly attacked in the Channel by a German submarine, which, at a distance of 250 to 300 yards, opened fire upon her without warning. The captain was struck by the flying splinters of a shell which hit the lower bridge, and stunned for some moments. But he gave the order

to "Away, full speed!" notwithstanding the fact that the submarine was flying the signal "Abandon ship immediately." For full 40 minutes shells flew all around the *San Melito*. But by consummate skill and calm courage the crew, who stuck manfully to their posts—especially the chief officer, Mr. Piper, who took the wheel, and to whose steering the escape was largely due—managed to save their boat. To honour this stirring episode and the heroes of it, Captain J. D. Jackson and his gallant officers were each presented with a cheque and a silver inkstand, wrought in the form of a model of a German submarine, the money having been jointly subscribed by the various firms, etc., interested in the ship, her insurance, etc. The Hon. Clive Pearson, who made the presentations, stated that, as an example of the cool manner in which the entire crew stuck to their posts during the forty minutes' attack, the chief cook (Mr. R. Fitz-Patrick) remained on deck the whole time peeling potatoes for the mess!

Lord Murray added his tribute when he said that, notwithstanding the innumerable functions he had attended in the course of a long public life, he had never attended a gathering of a more heart-stirring nature. The deed was one of the most sterling, simple stories of courage at sea. It was an example of the tenacity and bravery of the British race.

* * *

A Lloyd's Register for America.

Readers of these "Nautical Notes" during the two years that war has been raging have doubtless noticed the frequent news relative to the expansion of the United States mercantile marine, that became necessary because of the withdrawal of British ships, formerly employed on trans-Atlantic services, for other more important duties. So great an increase has already taken place in the number of merchant vessels on the United States Register that Lloyds have decided to establish an American Committee, whose headquarters will be in New York.

There are now 1,129,000 tons of merchant shipping under construction in the United States, being nearly double the amount launched in the United Kingdom last year.

The chairman of the new committee is Mr. A. G. Smith, president of the New York and Cuban Mail Steamship Company. The other members of the committee consists of representative underwriters, shipowners, shipbuilders, and marine engineers.

The chief surveyor for the United States and Canada is Mr. James French, who has had many years' experience as a surveyor to Lloyds in the shipyards on the Tyne and the Clyde; and Mr. H. J. Cox, who has been serving on the chief surveyor's staff in London, has been appointed as his assistant. Mr. E. M. Salmon has been transferred from the chief engineer surveyor's staff at headquarters to be the principal engineer surveyor at New York; and Mr. R. P. Hutchinson, who has been a member of Lloyd's staff for 21 years, has been appointed secretary. The total staff of Lloyd's Register in America now cludes 50 surveyors.

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The Number of British Ships now on the Register.

In previous issues of the RAILWAY AND TRAVEL MONTHLY we have reproduced the estimates made by various authorities as to the effect of the war on our mercantile fleet. The official figures as supplied by Lloyd's Register are now available for 1915. They show for the United Kingdom a decrease last year of 268 and a total tonnage decrease of 11,151.

This result is arrived at as follows:—

		Tons.
Added ..	655 steamers	of 1,461,816
	152 sailing ships	of 61,934
	807 vessels	of 1,523,750
Removed	741 steamers	of 1,452,679
	334 sailing ships	of 82,222
	1,075 vessels	of 1,534,901

Resulting in a net loss to British mercantile marine of 268 vessels of 11,151 tons.

Of the tonnage added to the Register last year about 51 per cent. consisted of new vessels, practically all of which were built in the United Kingdom. The exact number of new steamers was 377, of 769,530 tons, and the number of sailing ships 61, of 8,791 tons.

The total losses due to war causes (which account for 53 per cent. of the removals

from the Register) exceeded the total new construction by 13 vessels and 35,912 tons. Four hundred and fifty-one vessels of 814,233 tons were lost owing to the war; whilst 431 new vessels of 778,321 tons were built. The excess of war loss was thus thirteen vessels of 35,912 tons.

Seventy-seven steamers of 101,351 tons and fifteen sailing ships of 7,139 tons were bought from foreign countries.

Nearly 19 per cent. of the deduction from the Register was due to ordinary sea casualties, breaking up, dismantling, etc.

* * *

Foreigners Acquire Our Ships.

The tonnage sold to foreign owners was 232,947 tons, or about 15.2 per cent. of the gross reduction. The countries which acquired the largest amount of tonnage from the United Kingdom last year were:—The United States, 88,348 tons; Norway, 38,623 tons; Greece, 30,279 tons. In addition, 39,307 tons were transferred to British Colonies.

The vessels on the Register of the United Kingdom on December 31st last were approximately as follows:—

			Tons gross.
Steam	..	12,766 vessels of	19,154,277
Sailing	..	8,021 " "	844,391

Total 20,797 " " 19,998,668

The figures for new vessels classed by Lloyd's Register corresponding with the general movement of the shipbuilding industry show a decrease of 768,198 tons on those for 1914, the details being: 404 steamers of 965,744 tons; thirteen sailing ships of 2,789 tons.

* * *

The End of the Oldest Scottish Whaler.

The old-time whalers are fast becoming known no longer on the pages of Lloyd's Register.

In our April number we referred to the *Active*. We are now able to state that she was the oldest of the Scottish whalers, having been built at Peterhead in 1852, is now no more. Besides her Antarctic voyage, she made over 60 voyages to the Arctic regions.

This 62-years-old Dundee auxiliary whaler has recently been lost on a voyage

from Leith to Archangel. The *Active* had played a part in Antarctic exploration. She was one of four Dundee whalers sent to the Weddell Sea in 1892-93, when Dr. W. S. Bruce, Dr. C. W. Donald, and Dr. Campbell were appointed to carry out scientific observations. The *Active*, on which Dr. Donald sailed, discovered that Joinville Island was divided into two, the southernmost island being named Dundee Island. The master of the ship, Captain Robertson, was chosen by Dr. Bruce as master of the *Scotia*, for the Scottish National Antarctic Expedition of 1902-04.

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More Enormous Earnings by Shipping Companies.

The Tempus Shipping Company (Limited), of Cardiff, which owns five steamers representing 15,400 tons gross, recently declared profits for the 10½ months ended March 31st, of £153,267, compared with £18,755 in the preceding 12 months. The company has increased its dividend from 10 to 20 per cent., reserved £80,000 for excess profits tax and income-tax, placed £30,000 to general reserve, and carried forward £20,000. The capital is apparently about £100,000, and on this basis sufficient profit was made in 10½ months to return the capital, pay a dividend of 50%, and still possess its fleet of five steamers.

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The Lighthouse Fund in Wartime.

The statement of account of the General Lighthouse Fund for the year ended on March 31st last has now been issued as a White Paper. It shows that the total income for the year was £608,512, and the total expenditure £543,877. There was a balance in hand at the close of the year of £64,635, as against £69,325 on March 31st, 1914.

Light dues collected in the United Kingdom totalled £488,098, and £5,433 accrued from the sale of old plant, stores, &c., and rents of disused lighthouse property and the sale of land. During the year £67,311 was expended on extensions, improvements, and renewals in the service of lighthouses, light-vessels, buoys, and beacons.