

"GENTLEMEN, ..."

"THE KING"

that was, now
"Dook o' Wauls"



As Prince of Wales Halifax 1919

HALIFAX NOVA SCOT

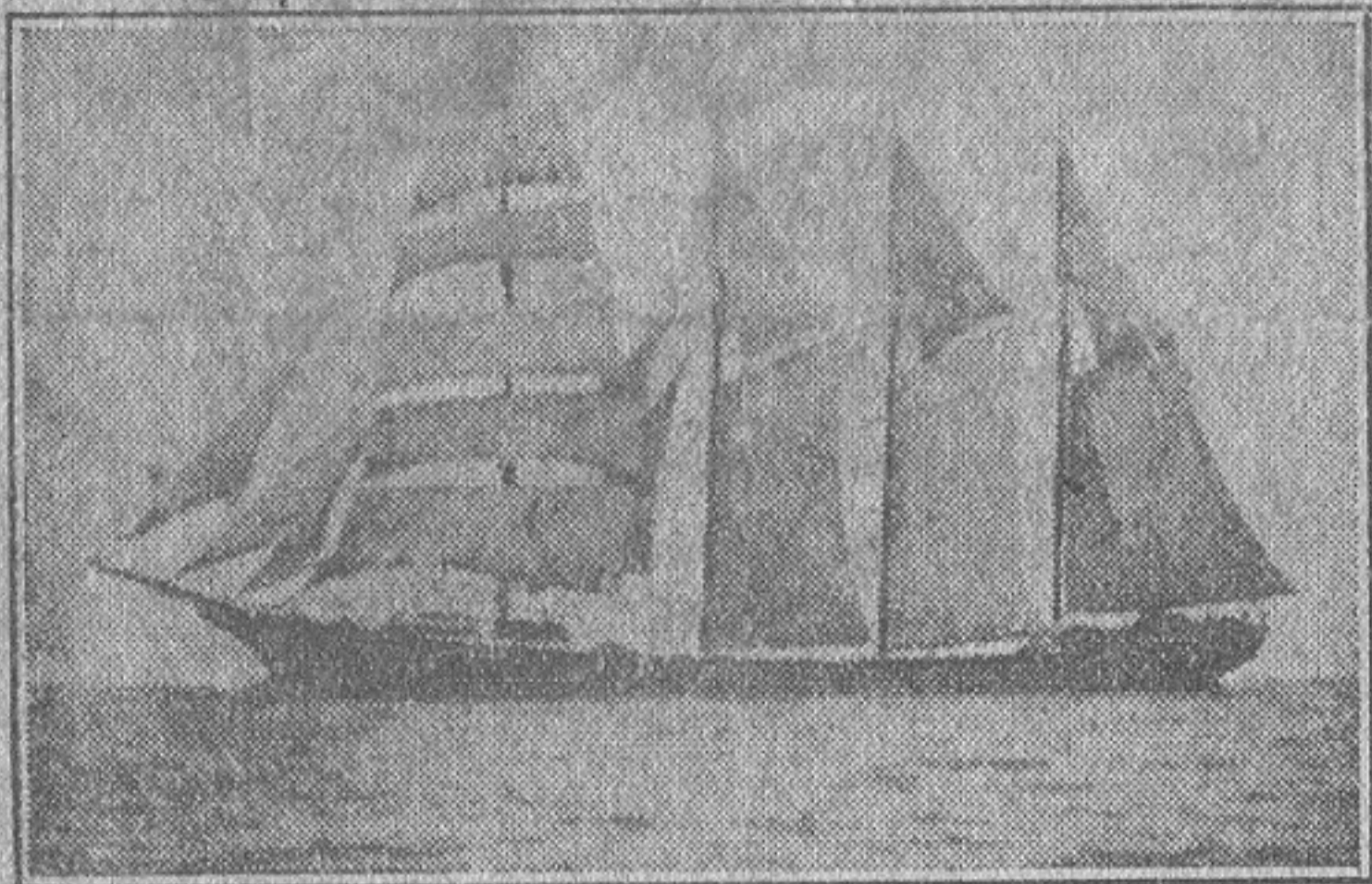
1919



Superstition and the Skipper

By J. Barr Champion

Oct-1914



REMEMBER it was the day Jack killed the booby.

Lord! how bored we were. What was it the poet said?

As idle as a painted ship Upon a painted ocean.

That was us. For three weeks we had had hardly a capful of wind. The crew grinned cheerfully. "More days, more dollars," they said, but the skipper scowled. His owners wouldn't be best pleased at us limping through the Golden Gate days behind our schedule.

He was a "blue-nose," which in the language of the sea means a Nova-Scotian.

"The longest damned lot o' ca'ms I ever knoo," he said irritably, and gazed out to where the overdue Trades would come.

Homeward bound from Levuka, with copra, sixty days out we were, and the cursed doldrums had seized us—zephyrs, heavy rains, electrical disturbances and then—calms again. We had won to the edge of the Nor'-East Trades and should pick them up any time.

Meanwhile this everlasting, quiet, beautiful, horrible calm.

And then I caught a booby. Jack, the ship's dog, made for it, and before I could say Jack Robinson and the skipper could get half-way through his rich stream of profanity, the dog had killed the bird.

The skipper was a superstitious man.

"Hell! Now we're in for it," he said, solemnly, and it was as though he had written all the bad

moving mass of tackle. Wires and flapping sails, cowardly spars and booms that swung round in the beastly dark and brought you down into the tumbling swirling water that washed the deck, all contributed to the general pleasure. With the gale screaming overhead and the monotonous bump-bump of the booms, it was something to learn that soundings showed we weren't leaking.

Hands were mustered. All present, and a good job, too, for we needed every mother's son of 'em. The crashing booms were beating time against the bulwarks and, unless they were made fast, we'd be in a terrible pickle.

Superintendents of Sunday schools were not for that job. As cowboys hog-tie steers we had them lashed at last, and to an accompaniment of the same language. Bullocks and bulwarks need the same treatment, I guess.

Then all we could do was to await for daylight. "Slushy" was dancing a hornpipe in his galley making coffee. We could hear him marathoning round and cursing his bruises as the ship bucked like a broncho.

At five-thirty came dawn, and we could take stock.

"Hell!" said the skipper, and other words failed him, as he looked at what had once been a ship. No one spoke. We respected the captain's right to express himself first, and he lacked the language.

Masts, yards, sails, stays and all the conglomerate litter of shipwreck lay before us. It looked an impossibility to clear it, let alone get under way.

luck that goes wandering about the oceans of the globe to come aboard us.

Sure enough it less than half a tick up blows a heavy squall.

"Take in the royal, gaff tops'ls and the flying jib. That's old man trouble comin' hell bent for us."

The ship heeled over to the sudden wind, not yet over-much, picked up way, and at a nice ten knots we moved off.

A false alarm! The squall passed, and the calm was on us again.

Then with a sudden flurry that belongs to these latitudes, another squall was leaping furiously on us.

"Stand by the t'gallant halyards. I yelled, and out came the skipper with a face like thunder.

"You b—booby killer!" he said, and I couldn't tell whether he was stuttering or cursing. Then he passed the news that the glass was falling, and the way he said it made you think of sudden death and Davy Jones awaiting.

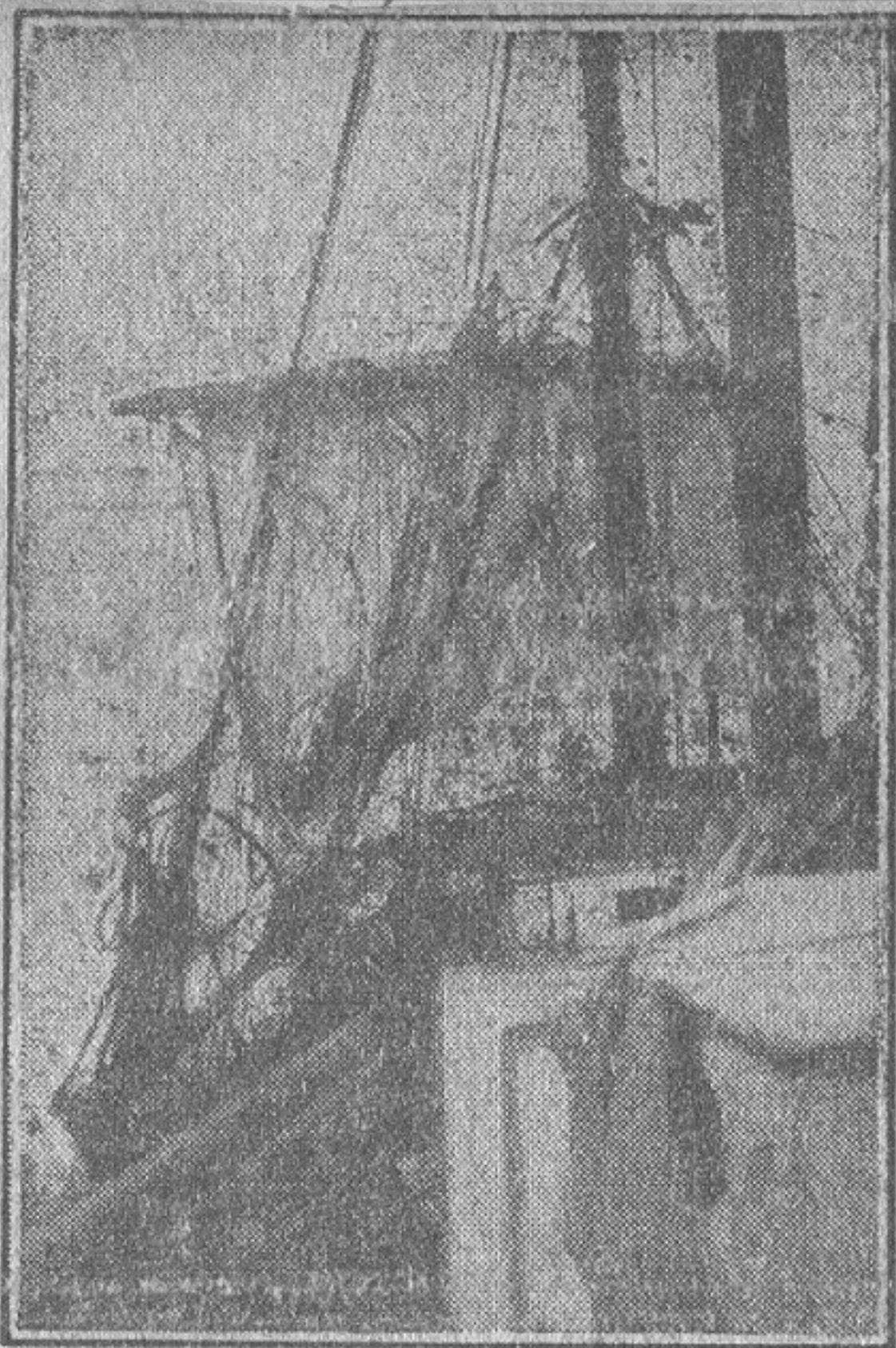
When all was trim I went below to rest. Into the bunk I rolled, along with my little friends the copra bugs and the cockroaches. But company never worries me in my watch below.

I was sleeping like ten men when a miniature Niagara through the port peared on to me, and I found I was standing on my head. So was the ship. The hurricane was on us.

When I reached deck the back-stays had gone, and the masts with them.

The night was like pitch. You could take chunks of blackness and pitch them overboard. On the top of a heaving, shifting, black sea, with ten thousand little shrieking devils humming through the fallen rigging we hog-rolled, dismasted and as helpless as a beetle on his back.

The deck was a twisted, writhing,



Our fond thoughts of Christmas in Frisco vanished. Maybe, next Christmas, with luck, and if we hurried.

And then, while we looked, the Nor'-East Trades came up, and us without sails to meet 'em. The cussedness of things. It blew merrily on to Frisco, and left us on that blistering ocean, sweating blood and tears for a week, working day and night. Then, dot and carry one, we hobbled across the sea, one thousand eternal, infernal ocean knots, with copra and peas for our diet before the "Sierra" sighted us, and reported to Honolulu.

Every day and every night that nightmare sea-stroll on crutches, the skipper's eye was on me, bright and blue and cold as his Nova Scotian ice and every glance said with profane emphasis—ever notice what profanity can be in the human eye?

"What in the name o' Tophet did you kill a booby for?"

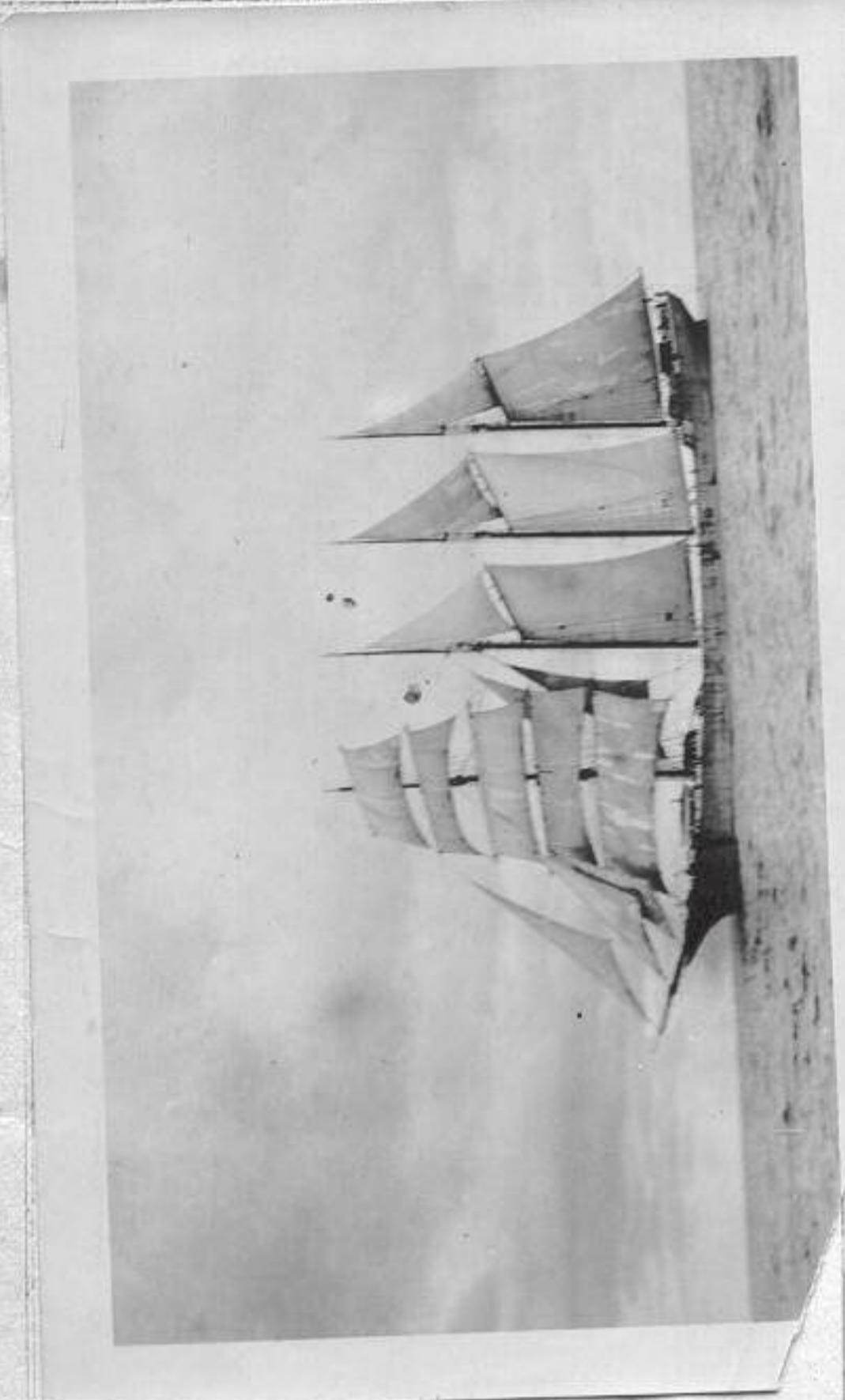
BARKENTINE "IRM GARD" of San Francisco, Oct 1914.

MELBOURNE "HERALD" AUG. 12th 1923 } AUSTRALIA.

Levuka, Fiji to San Francisco

Before gale

After gale



2nd mate.
 \$ 80.00 per mtd.
 (10)

Disastered off Palmyra Islands

"Ironguard"

Nov 30th 1914

MIAMI DAILY NEWS
MARCH 21st 1924

Treacherous Coast of Bimini Claims Another Shipwreck

"Queen" of Liquor Dealers and Party Escape Death as Boat Beaches

The treacherous coast of the isle of Bimini, settled nearly a century ago by salvagers of the vessels cast on its rocky reefs has claimed another victim of shipwreck, one of the largest wholesale liquor dealers in the Bahamas—Miss Gertrude C. Lythgoe.

Only slightly discontented by the experience in which she nearly lost her life, Miss Lythgoe has come to Miami aboard the Miami-Bimini steamer Esmeralda to arrange for a wrecking crew to float the auxiliary schooner-yacht "Venturer," which she, with a party of three guests, was cruising among the islands. She believes that the craft can be rescued from the beach where it was washed Saturday morning by a sudden gale.

Miss Lythgoe formed a striking picture as she sat on the rail telling of the wreck. Her features, scarcely relaxed after the excitement of the wreck, and almost Oriental in their lines, were offset by a gown of satin black and a turbin hat of crimson yellow.

"Our captain had gone ashore for the night," she said, "expecting to return early in the morning. About 6 a. m. a sudden gale blew up off the Gulf stream and sent seas raging over the bar at the entrance to the Bimini harbor, too high to allow the small craft of the captain to cross. We were anchored outside as the 'Venturer' could not enter the shallow bay.

"Tossed this way and that by the wind and the waves, the boat was soon torn from its moorings and sent rolling toward the shore. The engineer, hindered by the rocking of the ship, was not able to start the engines.

"Our last hope was in the emergency anchor fastened by a strong steel chain. We breathed a sigh of relief as it caught for a moment on a reef. But fate seemed to be



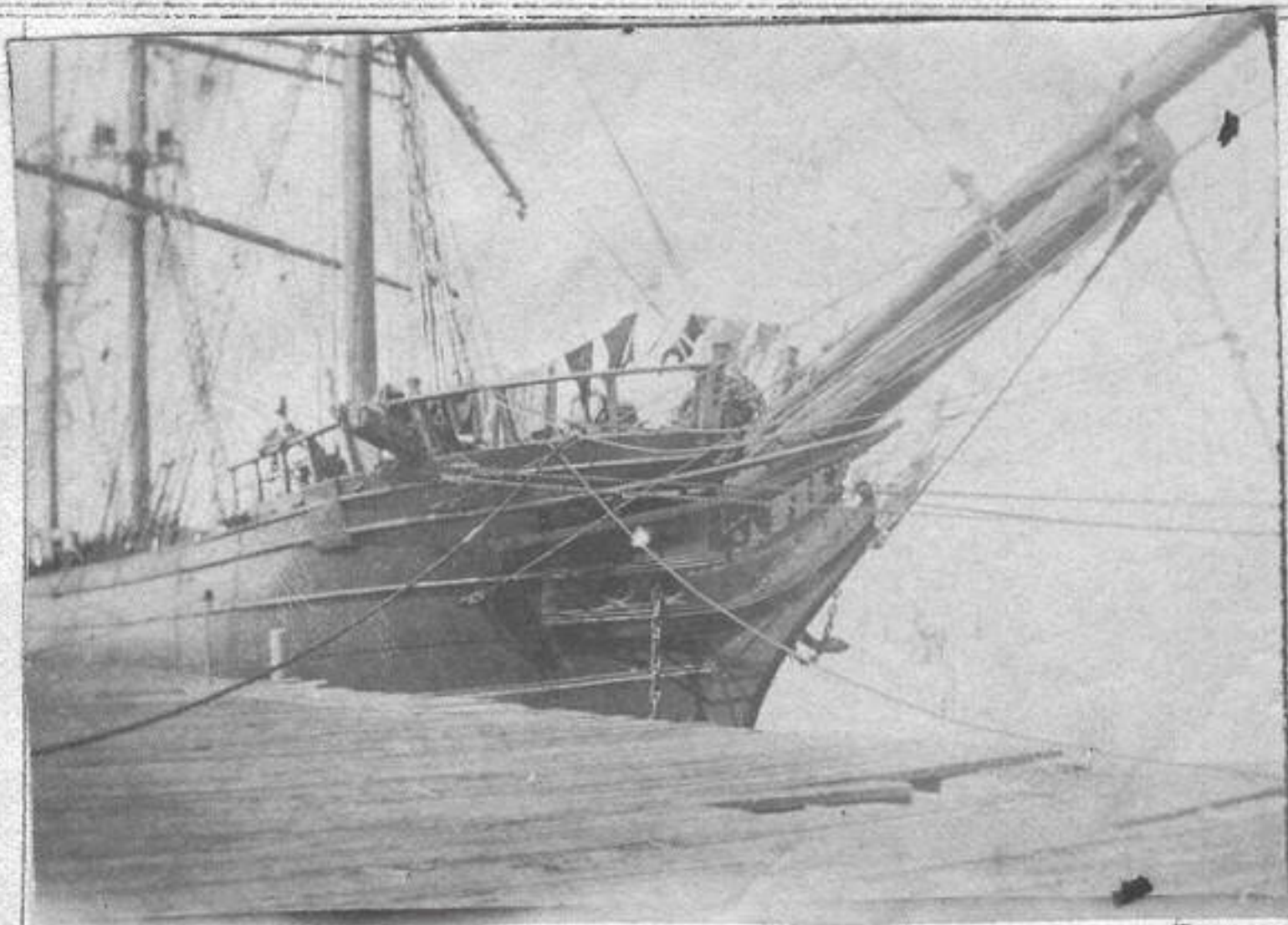
GERTRUDE C. LYTHGOE

against us for the chain slipped from the deck of the boat, where it had been insecurely fastened.

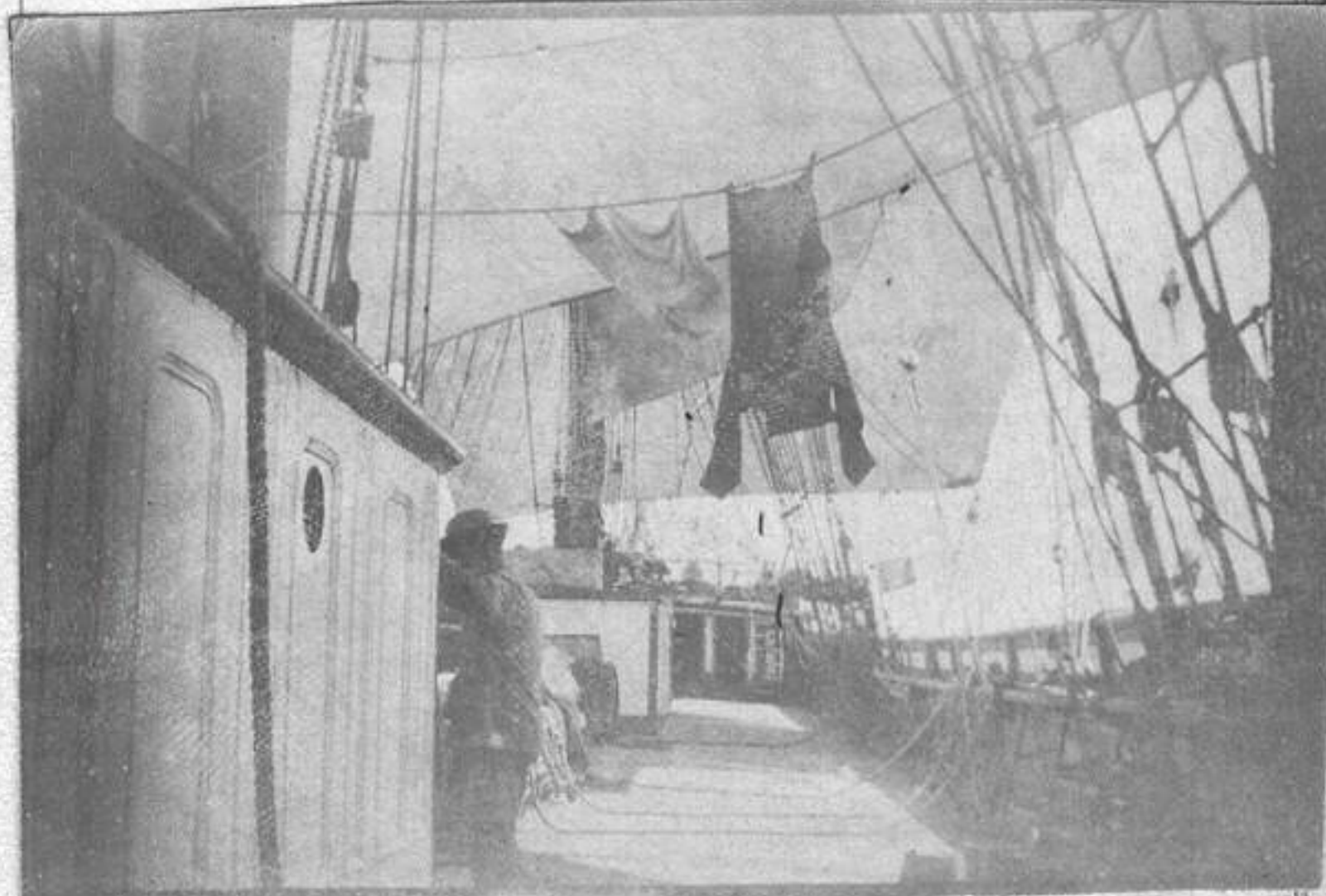
"Coral rocks began to grate on the bottom of the schooner. We clung for our lives as it thudded on sand. Then a great billow carried us high on the beach in front of the hotel. My guests, two of the crew who were aboard at the time, and I escaped without serious injury. Although the boat hit a few rocks, I do not believe that it is seriously injured."

Miss Lythgoe was born in Ohio and lived for some time in San Francisco. About six years ago she went to Nassau where she entered the wholesale liquor business, representing A. L. Williams & Co., and William & Frazer, Ltd.

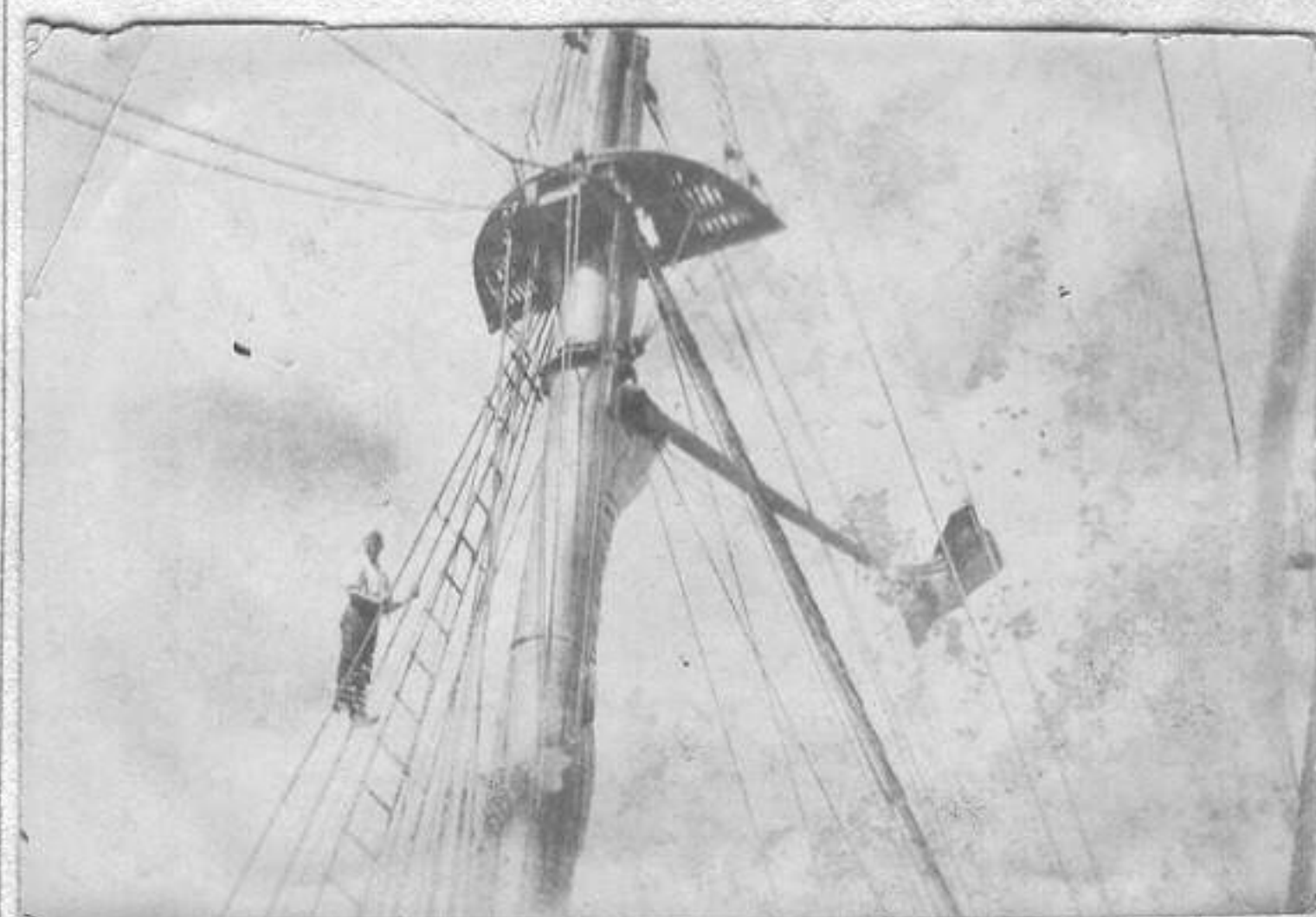
Her occupation and business ability have won for her fame not only in the British islands but throughout the greater part of the United States. She is one of the most prominent figures of the Bahamas, where she is popularly known as "queen" of liquor dealers.



Barge City of Hankow 1133 tons
Eureka 1903
my first ship. Cabin Boy 15 yrs
\$1 per month



City of Hankow at Sea
Sunday
Newcastle to Honolulu April 1903



Thursday afternoon
Havee white shirt - insign
Eureka California July 1903

United States of America

State of Florida, }
County of Dade } SS.

By this Public Instrument be it known unto all whom it may concern:

That on this 15th day of January, 1925, before me, a Public Notary in and for the State of Florida, by Letters Patent under the Great Seal of the State, duly commissioned and sworn and dwelling in the City of Miami personally came J. Barr Champion

Master of the Ship called the "QUEEN OF HASSAU" of Hassau, N.P. of the burden of 152 tons, or thereabouts, now lying in the harbor of Miami and said that he sailed in and with the said vessel on the 1st day of January last from the port of Hassau, N.P. with a cargo of Passenger Service bound to the port of Miami Having in the due prosecution of

said voyage on the 2nd day of January, 1925 at 7.40 a. m., while coming into the harbor of Miami, Florida a dense fog suddenly developed causing us to run on the bank.

We endeavored to work off but were not successful. We employed tug "Silver Star" which was not successful. We finally employed tug "A.B. POTTER" who took us off.

After a record run averaging 19 knots we had to do this. Five millionaires and crew on board who were anxious to catch New York train paid bonus to all hands and the cook. Cost of tug amounted to \$300. First and only time have ever payed. Can't ease it fog. Truly a marvelous feat. Blessed whatever it was.

he now enters with me, the said Notary, in due form of law, his protest, to serve as occasion may require, reserving to himself the right to extend the same in time and place convenient.

IN TESTIMONY WHEREOF, The said Master has hereunto subscribed his name, and I, the said Notary, have to these presents set my hand and seal of office the day and date first above written.

J. Barr Champion Master.

J. Sudilist Notary.
(SEAL)
Notary Public for the State of Florida at Large.
My Commission Expires January 3, 1927



MIAMI "DAILY NEWS"
DEC. 2ND 1924

Instances considered of singular nature occurred while the fishery cutter, Canada, was cruising from Halifax, N. S., to Miami to be converted into a passenger cruiser and operated by the Florida Inter-Island Steamship Company between this port and Nassau.

The former guardian of northern fishing interests and friend of the denizens of the deep, was accompanied practically the entire distance southward by some type of the finny tribe, according to first-mate Joseph Champion. A school of porpoise was first sighted, as they swam gracefully in line with the cutter for many miles. Then several black fish of an undetermined origin trailed the ship. The fish appeared to have recognized the friendliness of the cutter and grew unusually bold.

Sea Serpent Sighted.

Off the coast of Florida a tremendous sea serpent was sighted. The sturdy, weather-browned first mate claimed that the monster would have extended fully 100 feet if stretched out. It swam through the briny water, exhibiting the identical motion of snakes found on land. Its color was of a greenish hue that underwent color transformations with the sunlight. Out of all the fish stories related by seafaring men, this makes the first concerning a sea serpent heard here in many months. The monster was of a dangerous type and ugly to behold, first mate Champion claimed. Capt. G. R. Parsons of the Canada, a typical Canadian and young sea captain of personality, was modest about the "fish" encountered. He liked best to talk of the ship which he commands.

The Canada was formerly owned by the Dominion of Canada and was utilized in guarding the fish of northern waters and saving them from off-season attacks of fishermen. She is a coal-burning cutter and will be converted into an up-to-date oil burner by the Florida Inter-Island Steamship Company for service between Miami and Nassau. A. J. McIntosh is vice-president of the company and is in Nassau at the present time making arrangements for the inauguration of the new steamship service to the islands.

Name to Be Changed.

The name of the vessel will be changed when she is recommissioned. Workmen are overhauling the ship and putting her into excellent condition for the run. She is 210 feet long and has a beam of 25 feet. Her speed averages 18 knots an hour.

The trip to Nassau will be made in 10 hours sailing time. More than 100 people can be accommodated on the Canada when she is refitted. Captain Parsons expressed great satisfaction with Miami and the South. This is his first trip here. All the crew members are husky Canadians. They said they were glad to escape the rigors of a northern winter.

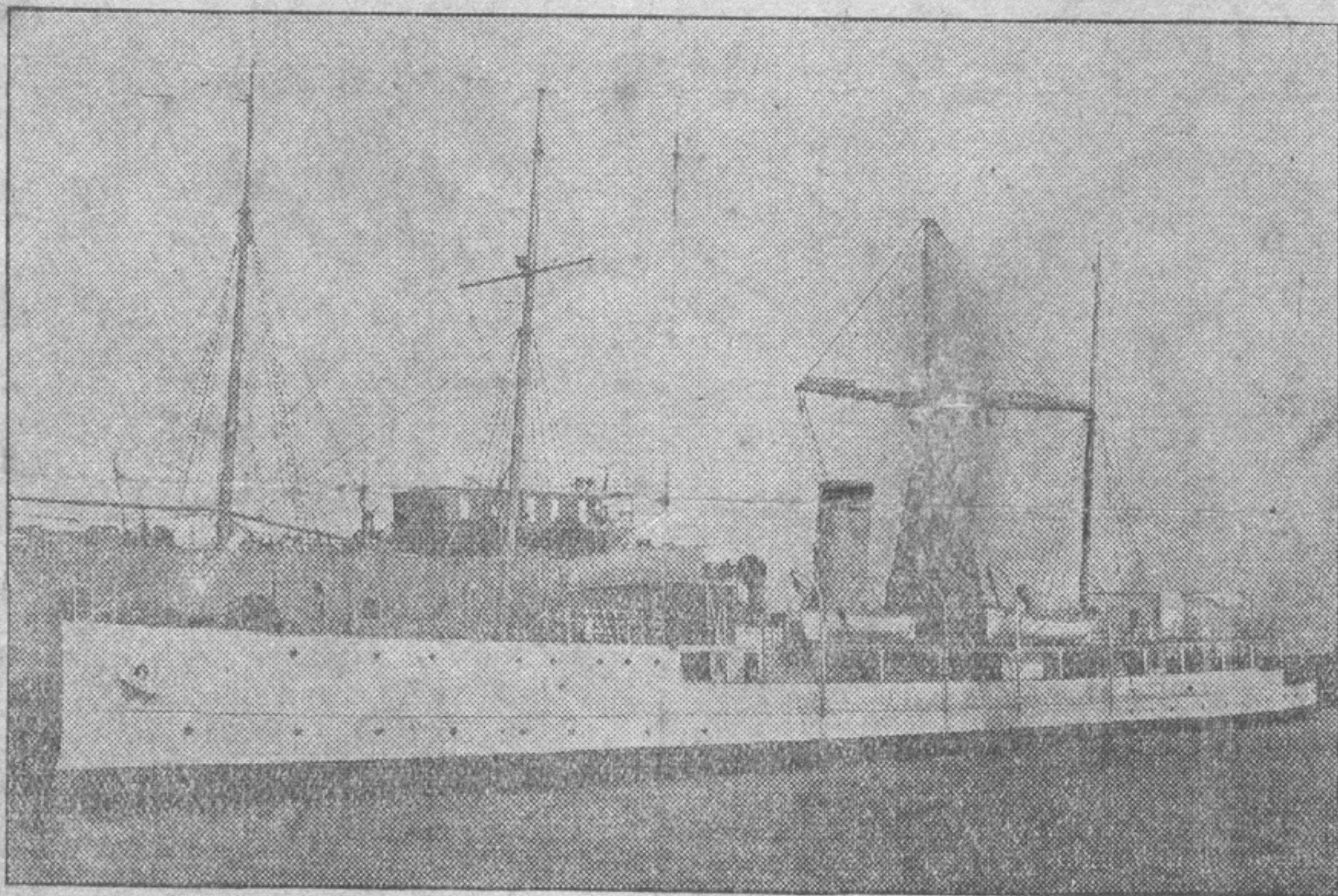
The cub reporter came aboard two steps at a time when we arrived at Miami, Florida. He asked me if we had anything to report so I took him to the Captain's cabin. The Captain, a sociable young "feller" brought out a little "gargle" and after clearing our throats of the dust which will accumulate in spite of anything down here we gave the C.R. his yarn. I saw the fish or whatever you like to call it. I believe it was a

huge sea snake (I never drunk at sea) and I honestly believe there are such "animiles" in tropical waters. I pointed it out to the man at the wheel and I am sorry that I did not have my camera handy at the time. During

the time I have been in these waters I have kept a good lookout for these "fellers" for more reasons than one (We have an open bridge) well folks when you read this you can believe it or not. I'll have my lasso handy.
 next time
 ~~Canada~~ next page

"MIAMI HERALD" NOV. 16, 1924

QUEEN OF NASSAU READY FOR MIAMI RUN



The steamship Queen of Nassau, pictured here, will make its first appearance in Miami next Tuesday to receive final grooming for its daylight service over the Bahama banks to Nassau.

This announcement was made in the Hotel Leamington last night by A. J. McIntosh, vice president of the Florida Inter-Island Steamship Company.

Mr. McIntosh will sail to Nassau on the Nassauvian, if that vessel is able to leave port today, to arrange for part of the refitting of the Queen of Nassau. If the work cannot be done at the New Providence port, it will be done here. The interior of the vessel is ready for the service, with engines overhauled and wireless installed, but the decks remain to be

dressed down and awnings fitted.

Assurance of city officials was given to Mr. McIntosh yesterday, he says, that a passenger office would be arranged in one portion of the steel shed on the north slip of municipal docks. Electric lights and water have already been extended.

No agent has been selected for the new line in Miami, but arrangements have been made whereby the business will be represented in Nassau by the Ward Line agency.

Nine or 10 days after the Queen of Nassau arrives in Miami will be sufficient to prepare her for her first passenger-carrying trip in the new service, according to Mr. McIntosh.

A. E. Parsons will be captain of the Queen of Nassau. He is experienced in the New York-Bahamas service, and has just returned from

delivering a vessel to Japan. He was in command when the Queen of Nassau was brought from Halifax to New York, and will bring it to Miami. J. B. Champion, first officer, comes from the British navy. A crew of 24 men will be carried.

In the picture, the heavy steel mast just aft of amidships is part of the equipment of a vessel lying behind, its appearance being a trick of perspective.

The Collier County, intended for the service from Miami to Tampa, is now in New York also, but will not be brought to Miami until the middle of December, according to Mr. McIntosh. It is a modernly equipped sea-going vessel, 250 feet long with 30-foot beam, and a cruising speed of 15 knots, Mr. McIntosh says.—Photo by John Weiss, Inc., New York.

1st Officer

\$ 300

(£60)

Master

\$ 400.00 per month
(£80)

Has No Record Of Sea Serpent

Halifax Herald
25.11.36

DOUBT the monster sighted this week in Chedabucto Bay by a fisherman was a "sea serpent" was expressed here yesterday by Dr. D. B. Finn, Director of the Fisheries Experimental Station.

"There is no authentic record known to science that such a creature as a 'sea serpent' ever existed", he asserted.

SOMETIMES MISTAKEN

ACCORDING to Dr. Finn, giant squid, porpoise, whales, sharks and giant conger eels were sometimes mistaken for sea serpents.

Some time ago what was at first believed to be the carcass of a sea serpent was washed up on the Pacific coast. Later examination proved it was that of a basking shark.

Opinions differ, however, and Captain J. Barr Champion in the steamer "Canada" a few years ago, is certain he saw a sea serpent off the coast of Florida.

The "Canada", a former naval vessel, was on her way to Miami from Halifax and "it was the one time in my life", Captain Champion avowed, "I wished I had a camera". *had had*

F. W. W. Doane,

City Engineer

(Overseas on Active Service.)

H. W. Johnston,

Acting City Engineer.

Halifax Explosion

To Lieut. Martin

In charge

J.B. Champion (with Grand Fleet
~~1000~~
Street and to remove

WJD/D

F. W. W. Deane,

City Engineer
(Overseas on Active Service.)

H. W. Johnston,

Acting City Engineer.



City Engineer's Office,
Halifax, N. S.

April 3^d 1918.

Halifax Explosions

To Lieut. Martin

In charge of the Guard at Devastated Area

Please allow *W.R. Price* on behalf of *Mr. J.B. Champion* (with *Grand sheet at sea*) to search ~~reserves~~ ~~from his premises~~ . # *1370 Barrington* Street and to remove any *logs* may think necessary.

H. W. Johnston
Acting City Engineer

WJD/D

PHOTOSTAT
2 copies

J. B. Champion

TAHITI TOURIST GAZETTE

PAPEETE, TAHITI, FEBRUARY 28th. 1927.

Frank and I landed here April 1906

TWENTY YEARS AGO..... FEBRUARY 19, 1907.

The non-magnetic yacht, "GALILEE", captained by John T. Hayes, and commanded by W. J. Peters, of the Carnegie Institution, Washington, D. C., sailed out of Papeete Harbour in continuation of her scientific survey work of the Pacific and other oceans. There were tears at her departure, tears from two broken hearts that welled and overflowed. The one was the eternal Mother heart that has suffered silent, uncomplaining, for untold ages; the other, the ardent, eager boy-heart athirst for adventure and the winning of his spurs, albeit sorely aching. For the Galilee carried away a recruit to her crew in the galley. The recruit was Oscar Nordman, thirteen years old; and his mother, still lives, in her eyes the pride of her boy returned home.

Another recruit was Joe Champion, very young then, too, although a veteran, for he had arrived in Papeete with a companion in a small skiff "Borrowed" from the sailing ship, "Lord Templeton". It is a long story, but the Captain and Mate of the sailing ship had been somewhat harsh to Joe and his friend, so they said, and in the still of night, having sighted the point of Tautira, of Tahiti, forty miles away, although the ship was

merely passing Tahiti, her destination being ^{HONOLULU} ~~New Zealand~~, they went over the side, Joe, who had been steering having first lashed the wheel of the "Lord Templeton" firmly. Followed a stern chase by the Captain of the vessel, but they were lost in the night. They rowed all night, next day and night, and the day after arrived at Tautira, where a native with a spear (who was going out to fish, although they did not know that), came to meet them. Joe Champion's friend admonished him to the effect, "Now we're done, Joe. That guy is going to eat us sure. Remember what the Captain shouted to us, that we would never live to see Papeete?" But Joe although somewhat shaken by events, for mind, this was twenty years ago, insisted that he had read of Tahiti and that it was civilized, which fortunately proved true. Joe Champion is now Captain of a fine motorship on the Atlantic seaboard.

The "Galilee" returned many moons after and subsequently became a familiar to our waterfront as mail carrier between Papeete and the Golden Gate.

190

HONO



Our landing place
Tautira, Tahiti

Lorana Tahiti

Tautira Tahiti

Honolulu Tahiti

J. B. Champion

WELLINGTON N.Z. PAPER

JUNE 9TH 1906

A DARING ESCAPE.

ADVENTURES ON THE HIGH SEAS.

TWO YOUTHFUL DESERTERS.

PRESS ASSOCIATION

AUCKLAND, June 9.

Two of the steerage passengers by the Taviuni, which arrived from the islands to-day, have an interesting story to tell. They deserted their ship on the high seas, and after a long pull in an open boat landed on the islands of the Society Group, joining the Tavinui there for Auckland. Their names are J. Champion, a Wellington youth, and Maynard, an American.

Champion, on being seen by a "Star" representative, stated that he and Maynard were members of the crew of the American barque Lord Templeton (Captain Serden), which left Newcastle on April 13th last for Honolulu. Fights and quarrels were not, he says, infrequent on the ship, until at length life became unbearable to the youths, and when they were five weeks at sea they concocted a plan to get away from the ship in one of the boats. Provisions, consisting of a keg of water and a few biscuits, were placed in a small boat. Selecting a favourable night, the two adventurers lowered the boat, and pushed off from the ship's side.

Their escape was immediately noticed, and the ship was put about, the intention being to overtake the little boat. The wind at the time was very light, and after chasing the deserters for a little while, the Lord Templeton was again put on her course for Honolulu.

Shortly after daylight broke, they dimly discerned the outline of an island. The distance was, roughly, fifty miles, but the youths set to the task of rowing for the shore with a will, and after thirteen hours they ran their boat on the beach at the island of Tautira, distant about forty miles from Papeete, in the Society group. They reported the circumstances of their flight to the native chief, who received them hospitably, and they stayed a week at the settlement, spending a very enjoyable time.

The chief in the meantime had communicated with the British Consul, the result being that at the end of a week gendarmes arrived on the scene, arrested the youths, and took them to Papeete, where, on the arrival of the Taviuni, they were placed on board the steamer, to be conveyed to Auckland.



2048 tons Reg.

*Ordinary Seaman
£2-10-0 per mt.*

Jan - April 1906

B/DG.



NEW ZEALAND.

MAR

Mr. J.B. Champion,
P.O. Box 180,
Belize,
British Honduras,
CENTRAL AMERICA.

Dear Sir,

I have the honour to inform you that you deserted the "Lord Templeton," Tahiti, a diary, Barry's Almanac, of Discharge, reference, and another document, and a silver medal, both of which are now in the possession of the British Consul at Papeete.

B/DG.



IN YOUR REPLY PLEASE

M.1908/101

QUOTE THIS REFERENCE.

MARINE DEPARTMENT,
WELLINGTON,
25th November, 1931.

Mr. J.B. Champion,
P.O. Box 180,
Belize,
British Honduras,
CENTRAL AMERICA.

Dear Sir,

I have the honour to inform you that when you deserted the "Lord Templeton," in May, 1906, at Tahiti, a diary, Barry's Almanac, 1906, two Certificates of Discharge, reference, and another document, three Chevrons, and a silver medal belonging to you were handed in to this Department. The Department, however, considers that these should now be returned to you, and I am accordingly forwarding them under registered cover to the above address, which has been ascertained through your cousin, Mr. M.E. Champion, Caretaker, Tepid Baths, Auckland.

I shall be glad to have an acknowledgment of the receipt of these articles, in due course.

Yours faithfully,

Secretary.

ENCLOSURE

Articles forwarded
under separate
cover.

→ not "at", dear Secretary, but, 40 miles
"off" Tahiti on the "high" seas. ~~and~~
After "pulling" and a "sailing" 14
hours, landed at Tautira, at the same
spot where R.L.S. ~~landed~~ stepped off in
1889 on route to Samoa.

Je Soussigné, Ariie a Cerainano, Président
du Conseil de Distict à Tautira, Seclare avoir
receu en consigné les objets ci-après désignés,
Savoir:

Une embarcation; Deux canoes en cuivre,
quatre rames tout une en mauvais état,
Douze kilogrammes de corde, Deux haches,
Deux ceintures de sauvetage.

Une malle contenant, 20 livres de
lecture, 1 cadre et 1 lot de photographies,
7 caleçons, 7 tricots, 2 chemises blanches,
1 veston de laine, 1 veston blanc, 1
jersay, 7 chemises de couleur, 1 veston
bleu, 7 cols, 2 taites d'oreillers, Deux
foulards, un bonnet de nuit, 6 paires
de chaussettes, 2 cache-nez, 4 couvertures
de coton.

Un sac contenant 6 pantalons, 2
vestons en toile cirée, 1 paire de bottes en
cuir, un gilet, 2 oreillers, 1 chapeau en toile cirée.

Tautira le 18 Mai 1906
Signé Ariie a Cerainano.

Copie de l'inventaire des objets et effets
laissés à Tautira par les hommes Joe
Champion et Ralph Mayaudais

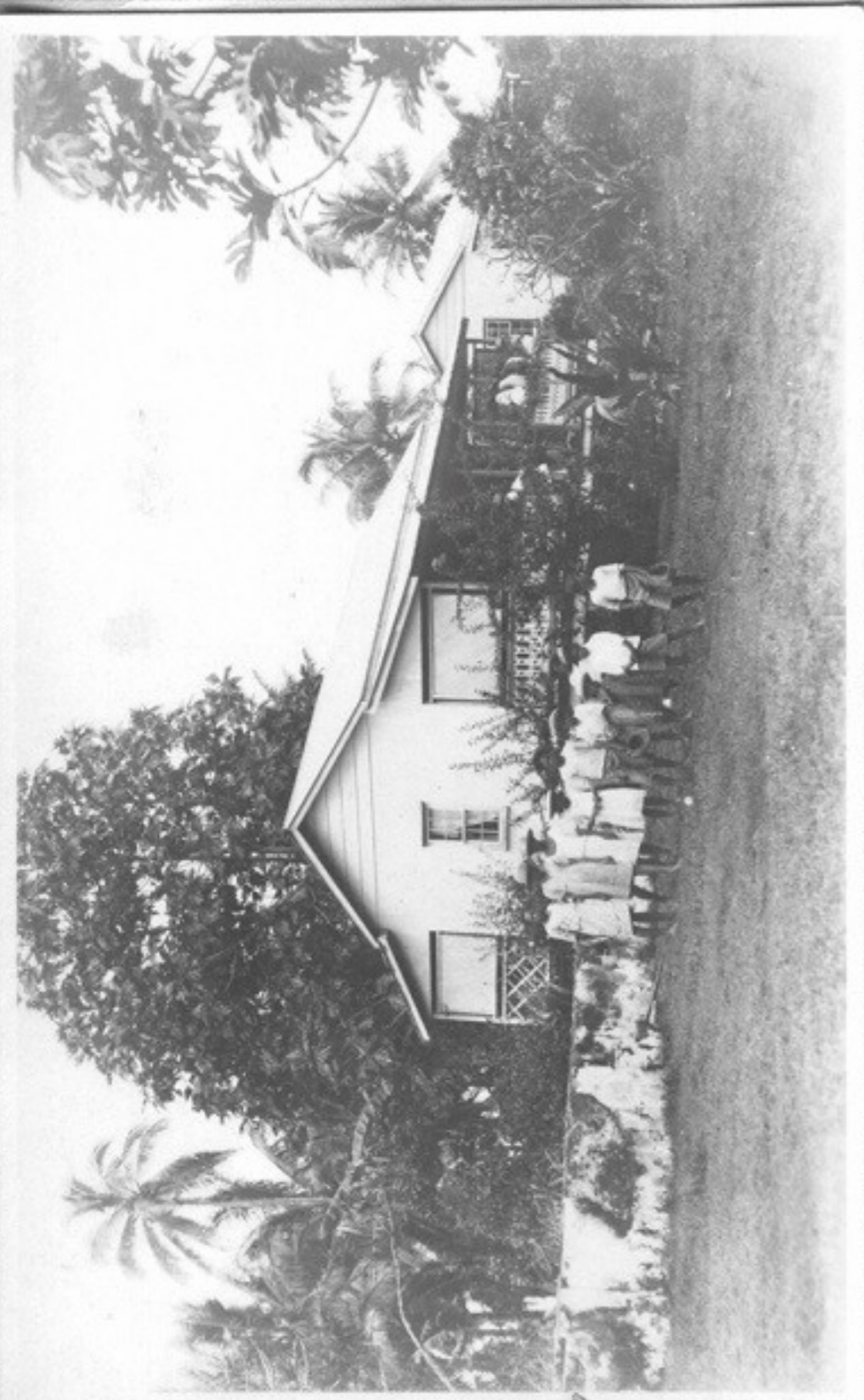
Ducrocq J. Mamy

A list of our
belongings
("dunnage")
Written by the
Chief of the
village Tautira
when we
were captured
by the gendarmes
and taken to
Papeete. This
Chief was a
very fine man
and we both
liked him.

Chief's Signature

See over

J. B. Champion



Our bungalow.



Drying coconuts
Tautua Tahiti

Tautua

Oct. 1923

Our dearest neighbours
Listening to phonographs.

Tahiti to Fuisu via Marquesas.



Out. Sch yacht, "Faith"
of Chicago
at Oakland San Francisco

Chief mate. \$350 per met
(£70)



"Faith" at Sea
Nuka Hova
Marquesas Islands
to
San Francisco
July 1923

Proof

THE SPLENDID WAR SERVICE OF THE BRITISH MERCHANT SEAMAN.

The Inspiring Story of Clan MacTavish's Gallant Fight With the Hun Raider Moewe--They Stood to Their Three-Inch Gun Like Heroes And Fought to the End.

Sailing from Sydney, N. S. W., with a full cargo of frozen meat for London, the British steamer Clan MacTavish, cleared the Heads and steered a southerly course. She was down to the Plimsoll mark, and being homeward bound, her crew of thirty, from the master to the fifteen year old cabin boy were in high spirits. They would see their loved ones at home in the course of a month or so, if all went well. After being twenty-four hours at sea the captain anxiously opened the envelope which contained his sealed orders, and read the following:

Admiralty orders—Take Cape route, enemy submarines playing havoc with commerce in Mediterranean. Keep sharp lookout for enemy commerce raiders. (Signed) ADMIRALTY.

The master after reading the above called his chief officer who read the orders, frowned, touched his cap, and went on deck. He had a young wife at home in England, was married a few days before they sailed on their outward bound trip. She had written to Australia and remarked that by the time he reached home she hoped to be a happy mother. Now fear seemed to creep through his mind, a feeling he had never experienced before, a feeling that he would never see her ~~again~~ again. His forefathers were "men of the sea" who had carried the Red Ensign to the four corners of the earth, and he had inherited their calling. The same blood coursed through his veins, the red blood which has sticking powers, which puts up a fight and a stubborn one although he only has a three-inch gun mounted aft, should a raider come along. The three-inch gun was like a youngster's pea-shooter alongside a modern six-inch, such as are carried by the raiders, but, nevertheless, it was a gun. He carried out the drill at the gun daily, for being an R. N. R. man it was a part of the day's work now.

They were now three weeks at sea, steaming a good fourteen, had sighted St. Helena, the preceding noon and the watch had just been relieved when the lookout reported smoke on the starboard bow. It was only a matter of minutes before the vessel was plainly visible and she resembled a tramp. "Looks like a tramp, Mr." exclaimed the captain to his chief officer. "No, sir, she's coming up too damned quick for a tramp and I don't like the looks of her," was the answer. The Admiralty orders now ran through the captain's mind and he recited: "Keep a sharp lookout for commerce raiders."

"Hard a starboard," to the quartermaster.

"Speak to the chief engineer and tell him to give her every ounce of steam," to the mate. He was a man of very few words and the mate understood. Calling the chief engineer to the speaking tube, the mate shouted, "Give her hell, chief, we are being chased by a commerce raider!" The chief engineer, a bluff old Scotchman, went into the stokehold to shake his Lascar firemen up, and when they realized that they were liable to be blown out of the water at any instant they trembled with fright. The old chief was armed now and stood over them, while the second engineer tended the engines. All hands were called on deck and the three-inch gun's crew closed up. The commerce raider was rapidly overhauling them and presently a shell whizzed over the Clan MacTavish and dropped into the sea. "By God, that was a six-inch shell, I'll stake my life on that," cried the mate to the captain. Grabbing the megaphone he shouted to the second officer who had charge of the three-inch. "Don't commence firing until I give the order then give her hell and pour it into her." Shells began falling dangerously close to the Clan MacTavish and it was only a matter of seconds before they would strike her. "Open fire, Mr." shouted the mate and that three-inch coughed up pills in a way that made the mate fairly laugh

with joy. The raider had picked up the correct range and one shell carried away the main mast, another killed four of the crew, outright. All jaws were set with that British determination and they would fight to the finish.

Crash! a shell struck the engine, killing the captain, quartermaster and hurling the mate on deck. By a streak of luck he wasn't wounded, but his left arm hung limp, being broken at the shoulder. The raider was now a mile off on the port quarter and she was pouring a deadly fire into the Clan MacTavish. The Lascar firemen had deserted their posts and crawled on deck at the beginning of the scrap and the engineers had kept the fires going. The ship was now leaking and, in spite of the bilge pumps, the water was rapidly gaining. The engineers stuck to their posts until they were forced to leave for the deck. Once on deck a terrible sight met their gaze. Wounded lying around the decks, crying piteously for water, masts gone and the three-inch gun being worked by the mate and an apprentice; the latter loading and firing. Around the gun were no less than six killed and four wounded. The Red Ensign was still fluttering in the breeze and the sight of it put new life into the engineers who rushed aft to assist with the gun. There were only three rounds left, and in a few minutes they would be at the mercy of the raider. She had now steamed around to the starboard quarter and was within hailing distance. A voice from her bridge shouted:

"Haul down that rag and surrender."

"That rag stays where it is," was the answer from the mate who was propped up near the gun.

"I'll sink you then," came back from the Moewe.

Killed

gazed
2nd

*Written on Examination duty off Halifax Nova Scotia
Feb. 1916. I can see mistakes.*

"Go ahead and be damned to you!" shouted the engineer, for the mate was weak and dying, his only thought being of his wife, and child in far-off England. Then a terrible fusillade and the Clan MacTavish settled beneath the long Atlantic swell. The setting sun closed in on another example of German Kultur, and these brave British seamen are to be avenged by our fast cruisers. The Moewe had not escaped damage, or the three-inch shells had accounted for half a dozen Huns and her bridge had received a battering. Just think, though, one little three-inch gun against eight six-inch and ten twelve-pounders!

Now, what about your stay at home critics, who sit in their cosy homes, smoke Havanas, and say that the British merchant seamen give in without a showing of fight? Why the British merchant seamen have played, and are playing a wonderful part in this great war, a part which will go down in history. When Von Tirpitz declared a blockade and sent out his U boats he had the idea that his action would demoralize the British merchant marine, but he hadn't reckoned with the merchant seamen of old England or "The Flag That's Braved a Thousand Years, the Battle and the Breeze." Foodstuffs were carried to Great Britain from her colonies, just as though there wasn't an enemy submarine built, in fact, more shipping entered and cleared at the various ports while the blockade was in full swing than at any other period. Von Tirpitz must have cried to find that his long dreamed blockade was a failure. Our merchant seamen would sail, did sail and will sail over the Seven Seas regardless of enemy submarines and commerce raiders.

Speaking to the master of a big tramp a few days ago he said: "They laugh at the idea of a submarine blockade of England!" In the case of the Appam, her master was fully justified in surrendering without putting up a fight, he had a large passenger list including many women and children, and in his case "discretion was the better part of valor." I'll guarantee

that you will not find a British merchant vessel sailing the Seven Seas that would not show fight to a German submarine or raider. Look at the Anglo-Californian, her master, Captain Parslow, was shot dead while steering his ship; his son immediately took the father's place and outdistanced the Hun underwater craft. A splendid example of British seamanship!

It was and is a great mistake, not to arm our merchant vessels; had we done so at the beginning of the war we would have more available bottoms to-

day. Italy is now arming her merchant vessels with quick-firing guns, regardless of international law. Our merchant seamen who have never received their due, perform their duty like heroes, manning troopships, mail steamers, tramps, colliers, and every type of vessel, down to the small trawler. Australia sends her meat, wool, gold and grain; New Zealand her wool and mutton, Canada her grain, ammunition and lumber, South Africa her gold and India her jute, etc. These products must be carried over the seas to feed and clothe England's multitudes, so the merchant seamen play a big part in manning the vessels required for transportation.

A very serious mistake is made by a few shipowners carrying Lascar and Chinese crews who, in time of danger are absolutely of no use at all, and refuse to assist with the working of the vessel. No less than six of our finest tramps have been sunk by enemy submarines through the colored firemen refusing duty when the vessel was being pursued. Pay our seamen, feed them; and "British seamen for British ships," should be the slogan of every British shipowner.

J. BARR CHAMPION,
Examination Service, Halifax.



Minesweeper 1917
Halifax N.S.
Canada

Nat. Def. B. 239.

100M.—7-23.
H. Q. 172-39-194.

In reply please quote

No. N.S.

DEPARTMENT OF NATIONAL DEFENCE

C.132

OTTAWA, 16th August 1924.
(Naval Service)

Sir,-

I beg to enclose herewith Official Cheque
No. A. 45282 for £ 1 : 8 : 4 , being your share
of Naval Prize Money earned for service in offen-
sively armed sea-going ships of war between the 4th
August 1914 and the 11th of November 1918.

I am, Sir,

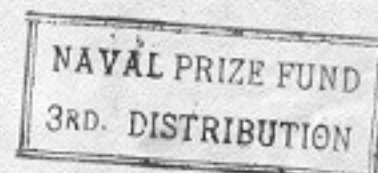
Your obedient servant,

L.J. BEAUSOLEIL,

for CHIEF ACCOUNTANT.

P.S.: Your Service Papers
are returned herewith.

To J. Barr Champion, Esq.,
123 Morris Street,
Halifax, N.S.



Nat. Def. B. 239.

50M.-1-23.
H.Q. 1772-39-194.

In reply please quote

No. **C. 132**

DEPARTMENT OF NATIONAL DEFENCE

Ottawa, 28th. June, 1923

Sir,-

I beg to enclose herewith Official Cheque
No. A. 42281 for £ 10 : 12 : 6 , being your share
of Naval Prize Money earned for service in offen-
sively armed sea-going ships of war between the 4th
August 1914 and the 11th November 1918.

I am, Sir,

Your obedient servant,

L.J. BEAUSOLEIL,

for CHIEF ACCOUNTANT.

Encl.

Your War Service Badge is returned
herewith.

To J. B. Champion, Esq.,

37 Thanet Street,

Malvern, Victoria,

Australia

NAVAL PRIZE FUND
2nd Distribution.

GW:GPM



C.132

REFER TO NO.....

Ottawa, 21st December 1920

Sir,-

I beg to enclose herewith Official Cheque No. A 28735 for £ 7 : 1 : 8, being your share of Prize Money earned for 17 months sea service during the late European War.

Kindly sign receipt below and return in the enclosed envelope. No postage stamps necessary.

P.S.: This cheque covers your sea Service in Canadian Waters only, as A.B. particulars of Service in the Overseas Division is not available, upon receipt of same from the Admiralty necessary adjustment will be made.

I am, Sir,

Your obedient servant,

L. J. BEAUSOLEIL,
Chief Accountant.

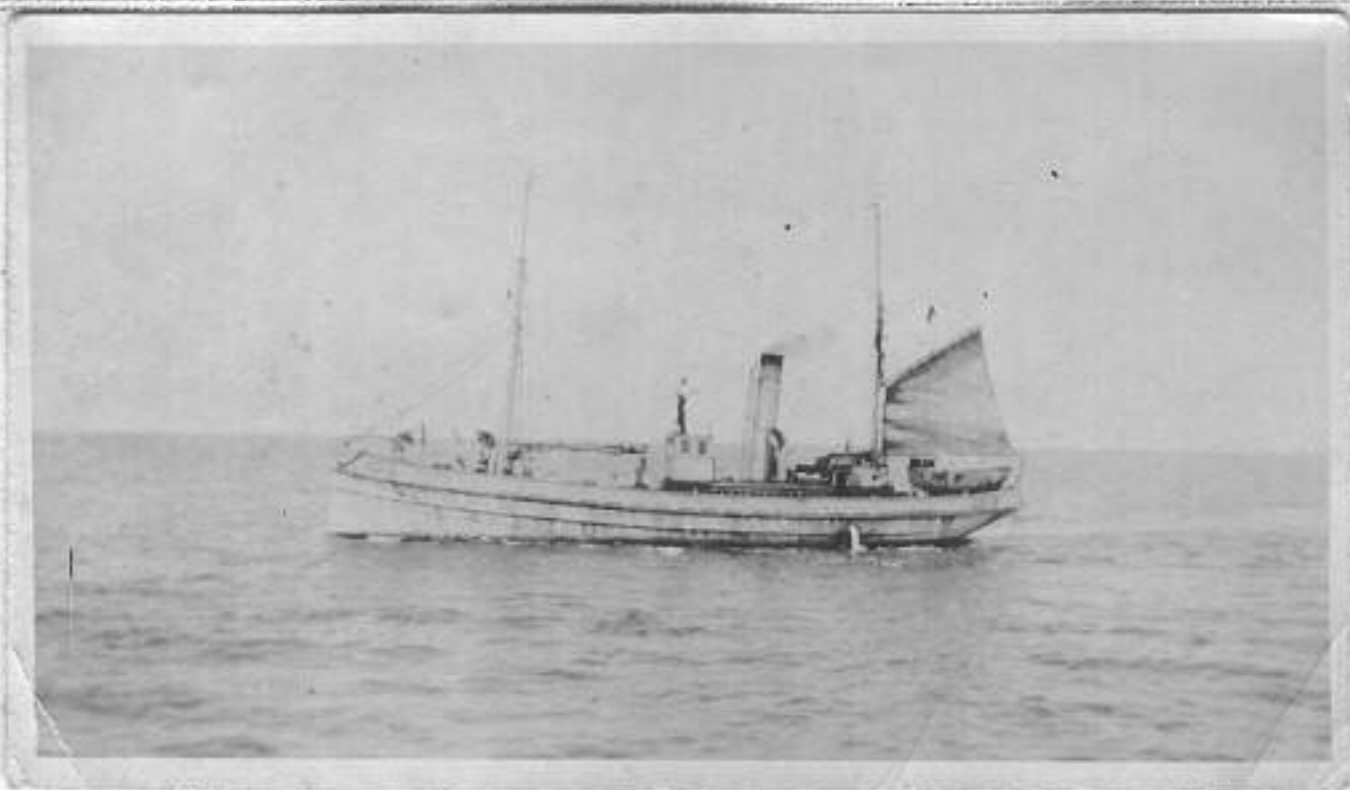
To Jos. B. Champion, Esq.,

The Canadian Pacific Ocean Services, Ltd.,
R.M.S. "EMPRESS OF JAPAN",
Vancouver, B.C.





Evening On Patrol
Lantern 1916



Canadian Drifter 1917



Beverlyport, Eng.
March 1918

H.M.S. Victory

Royal Canadian Navy
Attached to R.N.

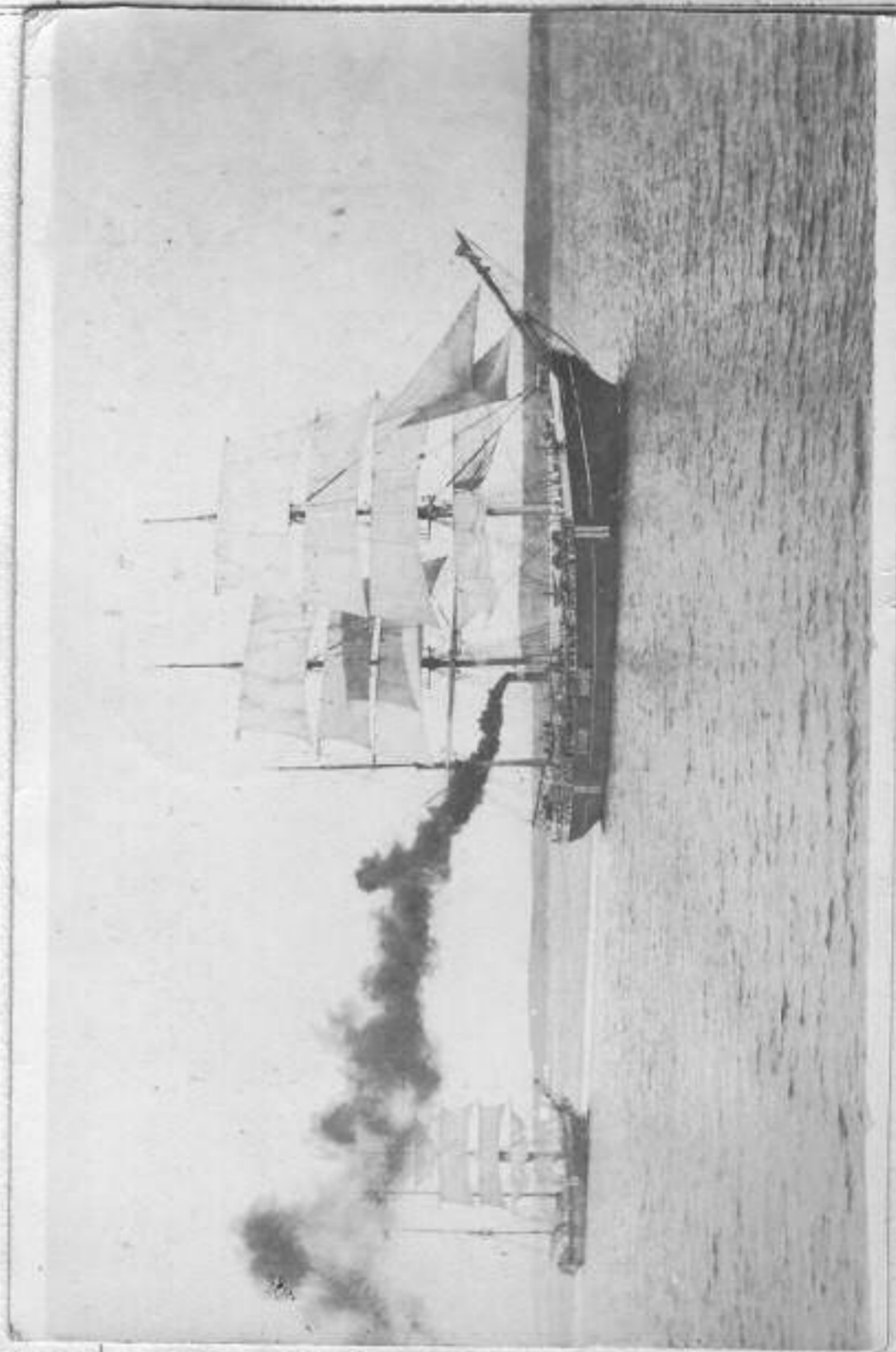


"Sailors All"
Williamstown Dock
1909

Fred Harris Walter Elliot
X Jack Smart, Jack Forrest
Lost in submarine A51 World War I
1914

*Patrol Vessel N^o 4
Halifax 1918*

*Off Halifax
1916*



W. B. 10 (Est'd. Nov. 1917.)

DEPARTMENT OF THE NAVAL SERVICE.

CERTIFICATE ISSUED WITH WAR SERVICE BADGE.

Class... *A. A.*.....

No. *3048*.....

This is to Certify that *Joseph Barr Champion*.....

Rank... *Mate*..... Official No.....

is entitled to wear War Service Badge corresponding to Class and Number shown by this Certificate.

Age *32*..... Height *5 10/2*..... Complexion *Dark*

Colour of Hair *Dark Brown* Colour of Eyes *Brown*

Marks, &c. *Tallos upper forearms*.....

D. 70.

MEMORANDUM.

Department of the Naval Service,

H. M. C. DOCKYARD,

Halifax, N. S.

March 13th 1919

To Commanding Officers,

P.V's 1, 2, 3, 4, 5, 6, 7.

22. 10-86-1.

22. 30-2-1.

(Patrol Vessels)

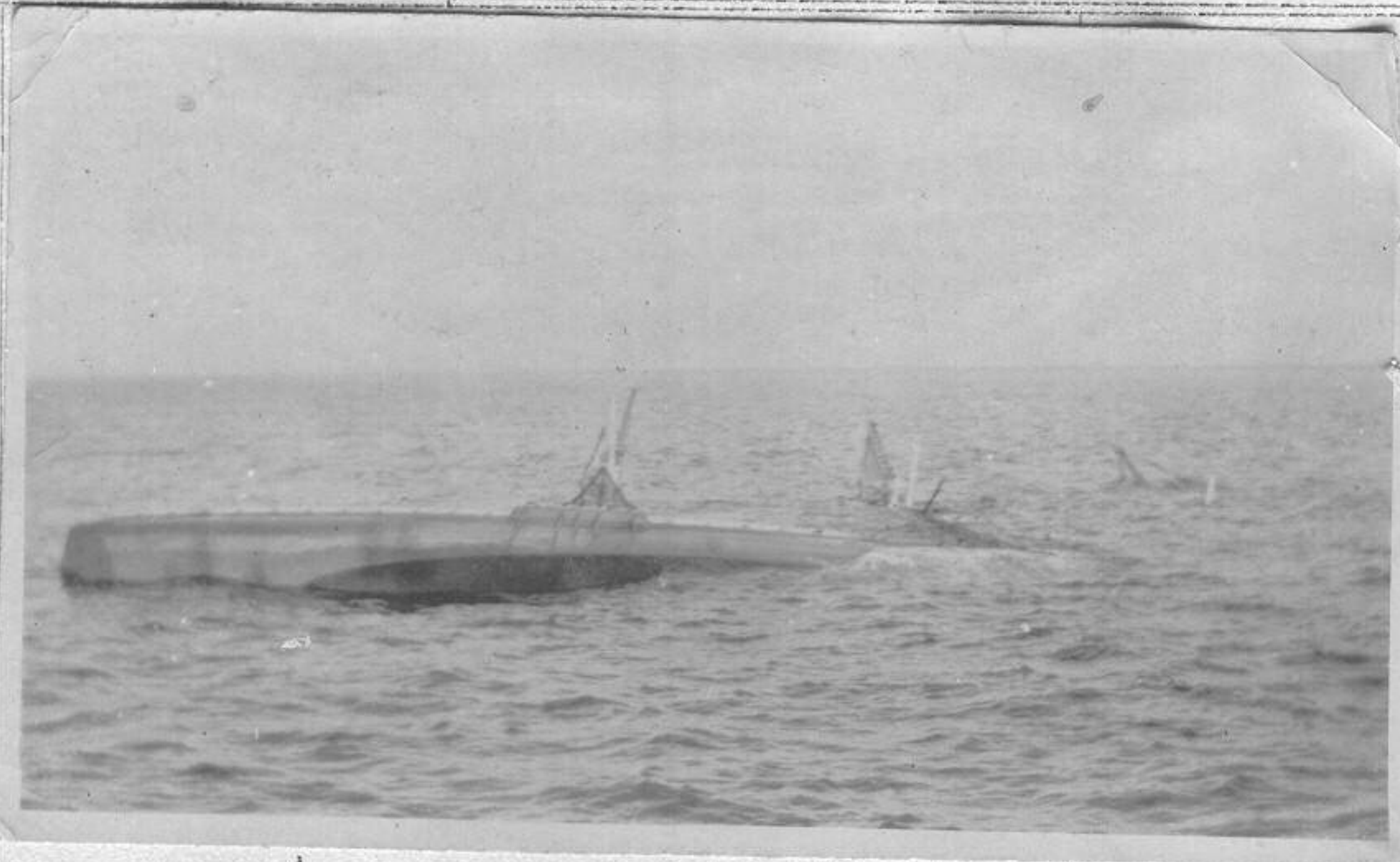
Crews of P.V's 1, 2, 3, 4, 5, 6, 7, have been granted leave from A.M. today, to take vessels to the United States.

You will be paid service pay by the purchasers of the vessels in addition to being paid coastal wages and granted transportation from the United States for return to Halifax.

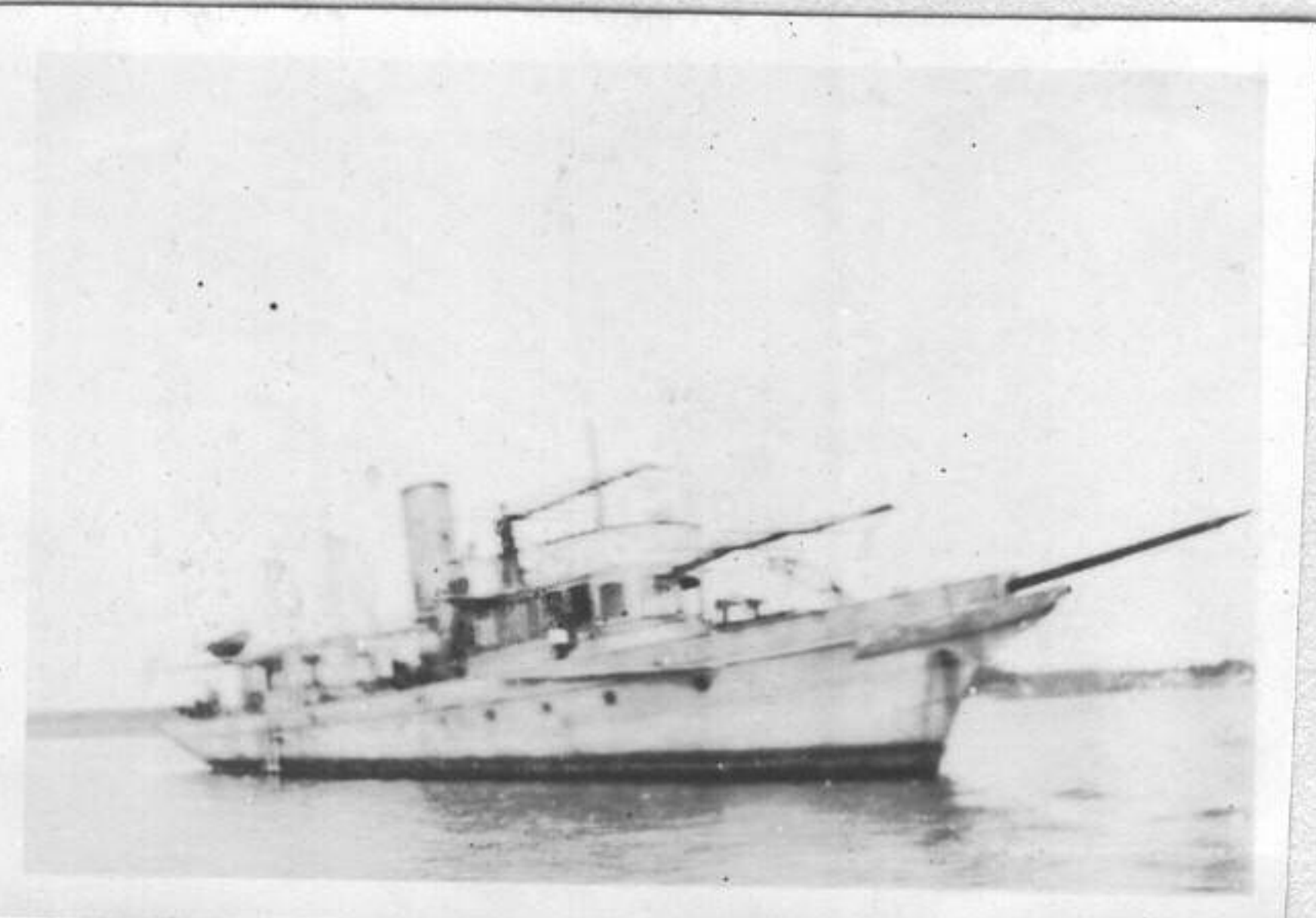
*Coastal Wages \$300
pay 150
\$450*

Admiral Superintendent.

North Atlantic
May 1916
Sounding
Mackay Bennett 1917



Bombed by V boat
off Halifax n.s.
1918



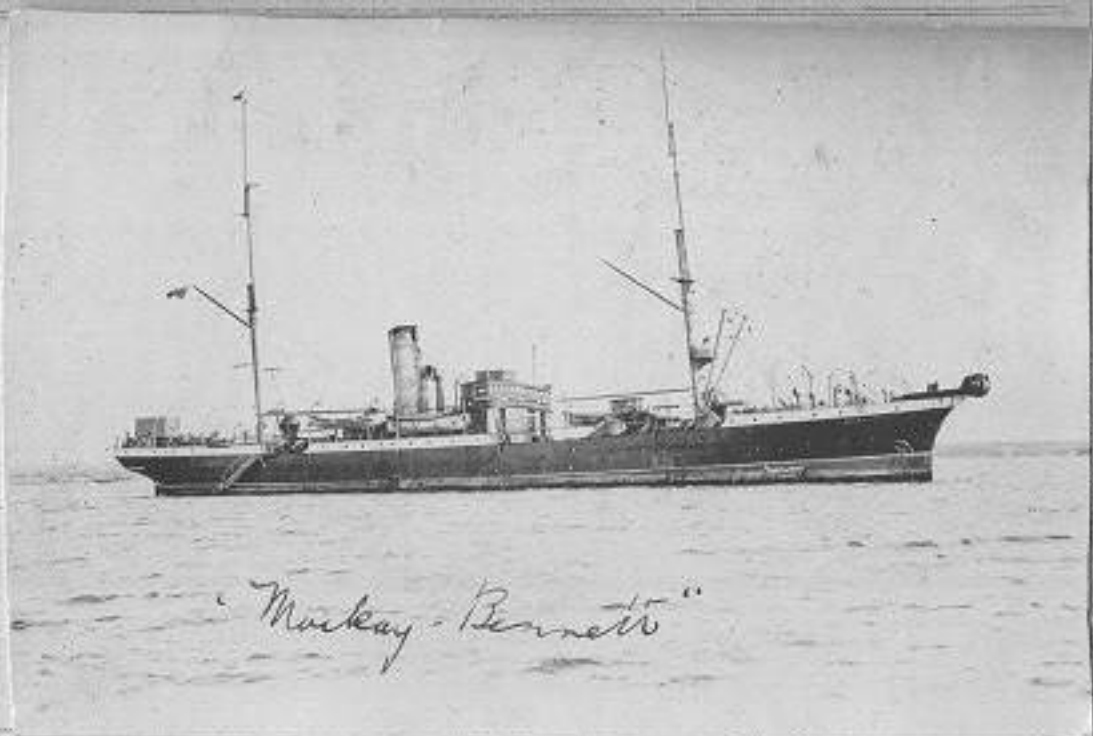
Fishes "Bethelma"
Charlottetown Island
Prince Edward
Island
Canada
July 1919

G.S. Mackay Bennett
Halifax 1917

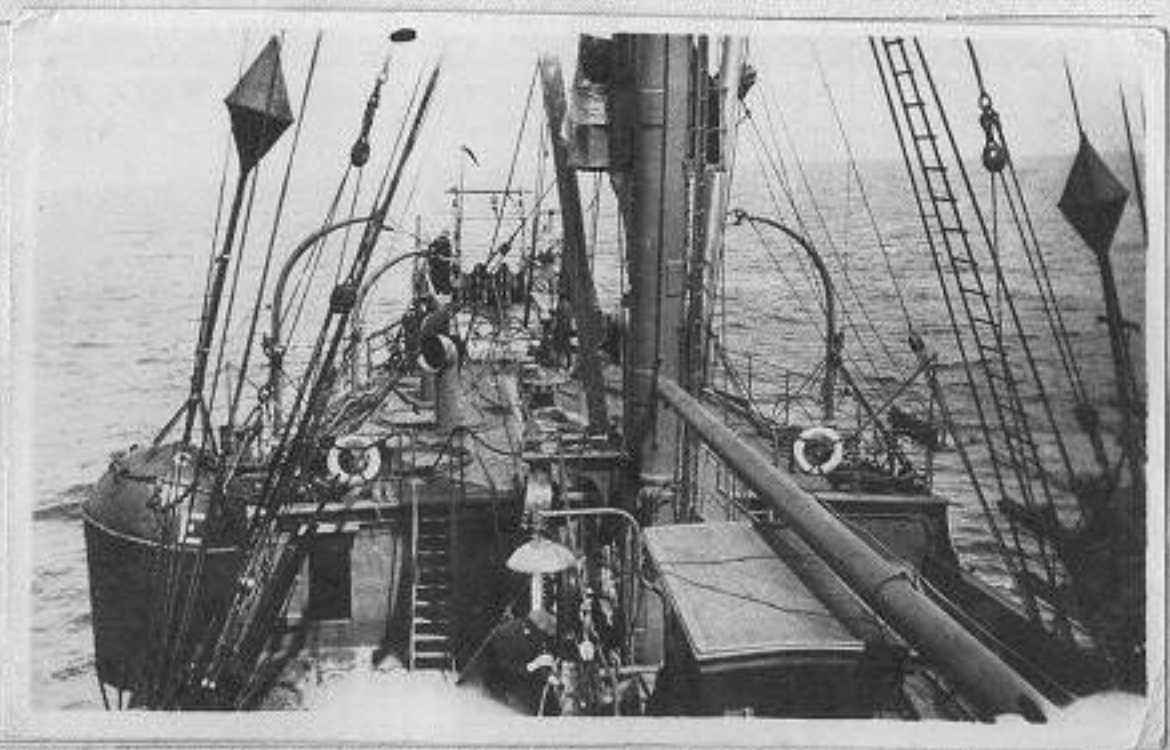




Mark Bury
C.S. Mackay-Bennett



"Mackay-Bennett"



Deck - Mackay-Bennett
after repair 1917

Their 1000 Miles Voyage in an Open Boat

FAMOUS PACIFIC OCEAN CRUISE CHARTED

Tossed like a cork in a cockle-shell longshore sailors especially began to get dispirited

pen boat for fourteen days and fifteen nights on the broad expanse of the Pacific Ocean, weakened by dysentery and shortage of food and water, yet determined to the end to secure relief for his shipwrecked comrades, Mr Laird, who lately arrived here in the freighter Canadian Importer, and who resides at Netherlee street, Malvern, made one of the most remarkable voyages which have been accomplished in recent years.

He was second officer of the vessel named when she mysteriously became waterlogged about 1000 miles from the coast of U.S.A. on a voyage to Melbourne with a large deck cargo and her holds full of timber. In an interview Mr Laird said that the steamer was in imminent danger of foundering in August last when he left in one of the lifeboats with ten other members of the crew, including the third mate and the second engineer.

"Yes," he added, "she looked as if she would do a dive to Davy at any moment. She had 23 feet of water in her holds and engine room, and a list of 32 degrees. The water had put out the fires, and the wireless

CHEERED BY SEA YARNS

"A few nautical jokes and the assurance of a good time on arrival proved effective medicine for their complaints. But we were not yet out of the soup. Another calm and a succession of light headwinds, in which we only made leeway and lost distance, followed. In desperation, at the end of the third day I committed the only coin, a sixpence, to the deep, to invoke a fair wind according to the old maritime superstition. We were then reduced to one biscuit and one drink of water a day, and starvation stared us in the face if the voyage lasted much longer.

"The fair slant came and took us to within 100 miles of our goal, and we were prepared to enter the Golden Gate on the following day, when we sighted the tug Sea Lion, which offered us assistance, and also to go to the aid of our distressed comrades. We were all more or less famished and exhausted when carried on board the relief ship, and did full justice to the first decent meal we had had for over a fortnight. We arrived at the disabled vessel's side without further adventure to find her still afloat, but in such a position that she might have

plant was out of commission. As we were out of the track of regular shipping the outlook was not one of the brightest. The Golden Gate, for which I was ordered to make for relief, was nearly 1000 miles away, and the weather anything but good. Owing to labor troubles in Canada we had only a scratch crew on board, and some of my bold bucks in the boat could neither pull an oar nor steer. In fact, most of them were seasick an hour after leaving the Importer.

"The steering devolved on the third mate and myself for the rest of the long trip. For a day or two we made good progress, about 100 miles a day, but on running into a calm belt later my sights showed that in 24 hours we had drifted 22 miles back on our tracks, which discouraged us but did not make us lost heart.

SHARK LOSES A MEAL

"We took advantage of the glassy sea to indulge in swimming exercise, which was relished by all, till one of the crew just scrambled on board before a monster shark made a meal of him. Evidently in the belief that a meal might be forthcoming before we made our destination the shark followed us for several days. Four days on our way at 2.30 a.m. on the morning of August 22 we sighted a steamer's light on the starboard bow. All hands made up flares and a course was shaped in the vessel's direction, but all to no purpose, as she disappeared after an hour's chase to the accompaniment of a round of abuse in true nautical vernacular.

"On the following day we ran into a storm of hurricane violence, in which our staunch little packet was nearly swamped. To make matters worse blinding sheets of rain fell and drenched us to the skin. The gale lasted for three days and four nights, during which time most of our rations had become saturated. My crew suffered terribly. The cramped quarters and exposure were telling on them. Boils and dysentery began to make their unpleasant appearance, and the

gone down at any minute. How she remained afloat so long in the state she was in was a miracle. Nine days later the derelict ship was towed almost on her side to a berth at Victoria, British Columbia."

THE COURT'S FINDING

Subsequent developments in connection with the accident to the Canadian Importer which came out at the Marine Inquiry were of a sensational character. The Court found that the mishap was due to the pumping out of a ballast tank of 430 tons capacity, and that she was staunch and true in every respect on her departure, and that when the vessel had been righted and pumped out, on arrival back in port nothing was defective in her structural fittings.

While penalising neither on account of the unreliability of the evidence, the Court placed the responsibility of the accident on the master and chief engineer. A warm tribute was paid by it to the long voyage undertaken by Mr Laird and his comrades who, in a great measure, were responsible for the ultimate rescue of their companions and the subsequent saving of the ship.

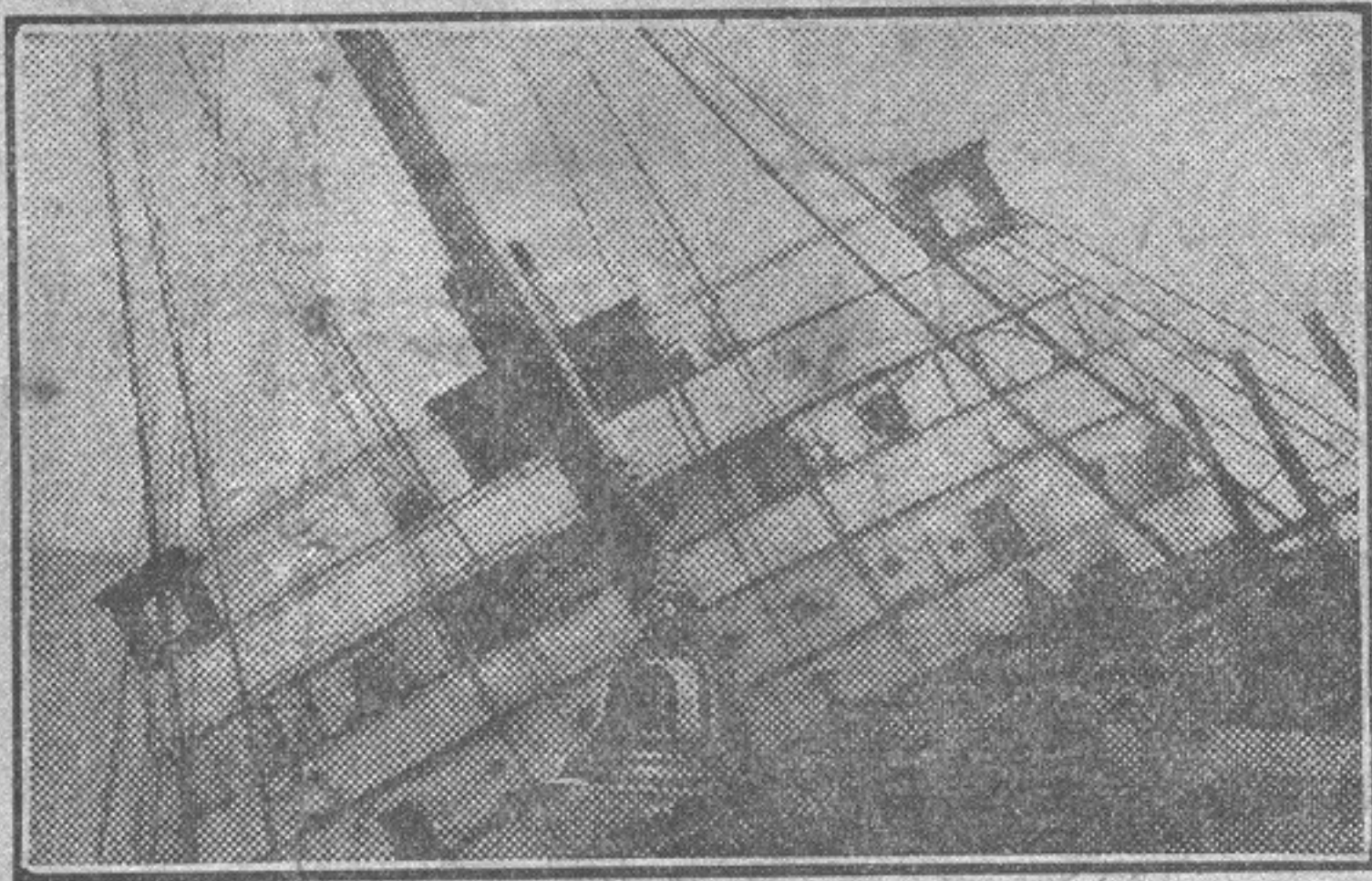
Though in bad health as a result of his adventurous trip across the Pacific, Mr Laird says that he was signed off the vessel he had done so much for without a penny above his ordinary pay, and not even the money to pay his medical fees.

"It was only done in the ordinary course of duty," said the new master of the vessel.

We towed the "Importer" 100 miles until returned by the "Sea Lion"

See pages 26 & 27

FREIGHTER'S LIST OF 32 DEGREES



Note the Position of the Bell

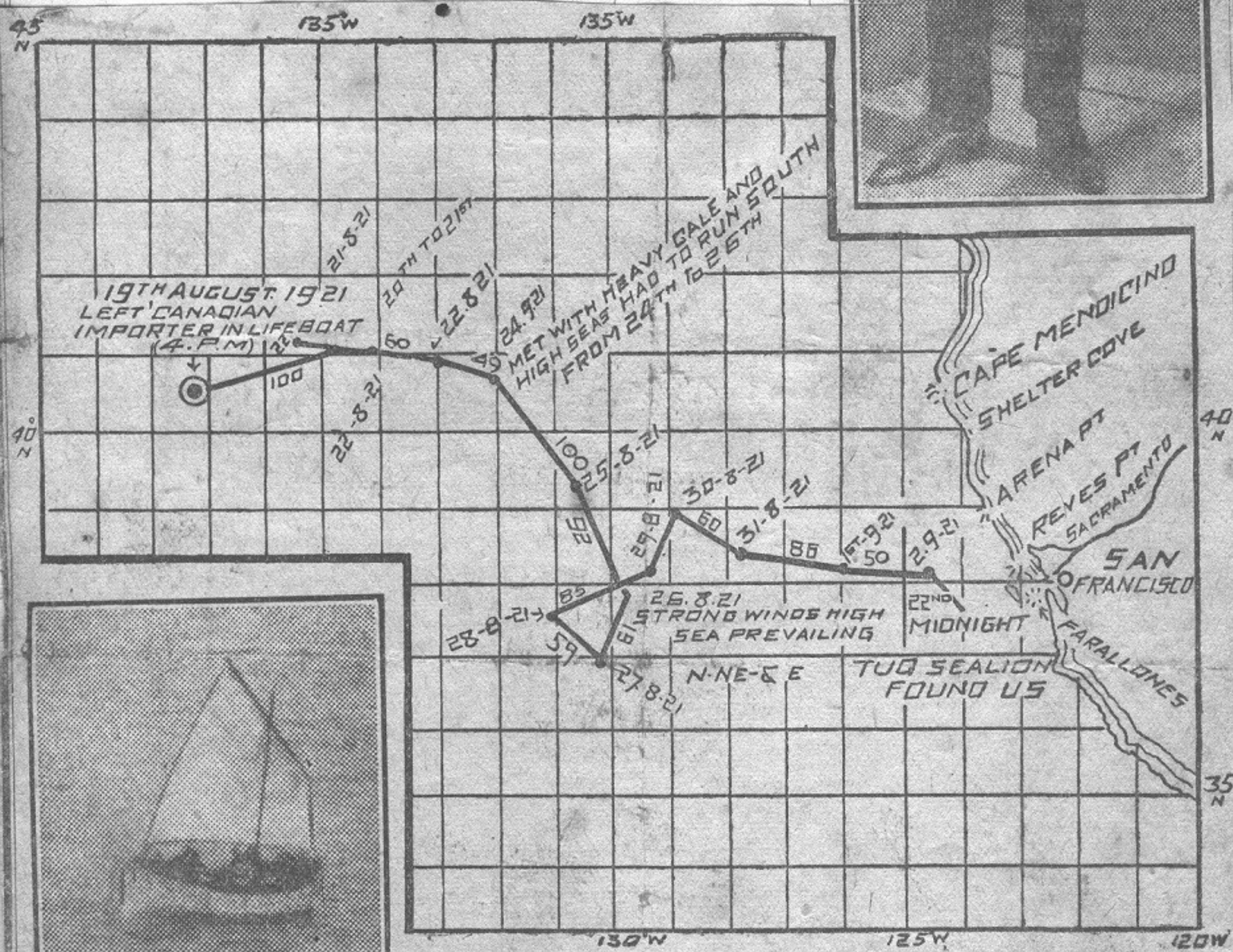
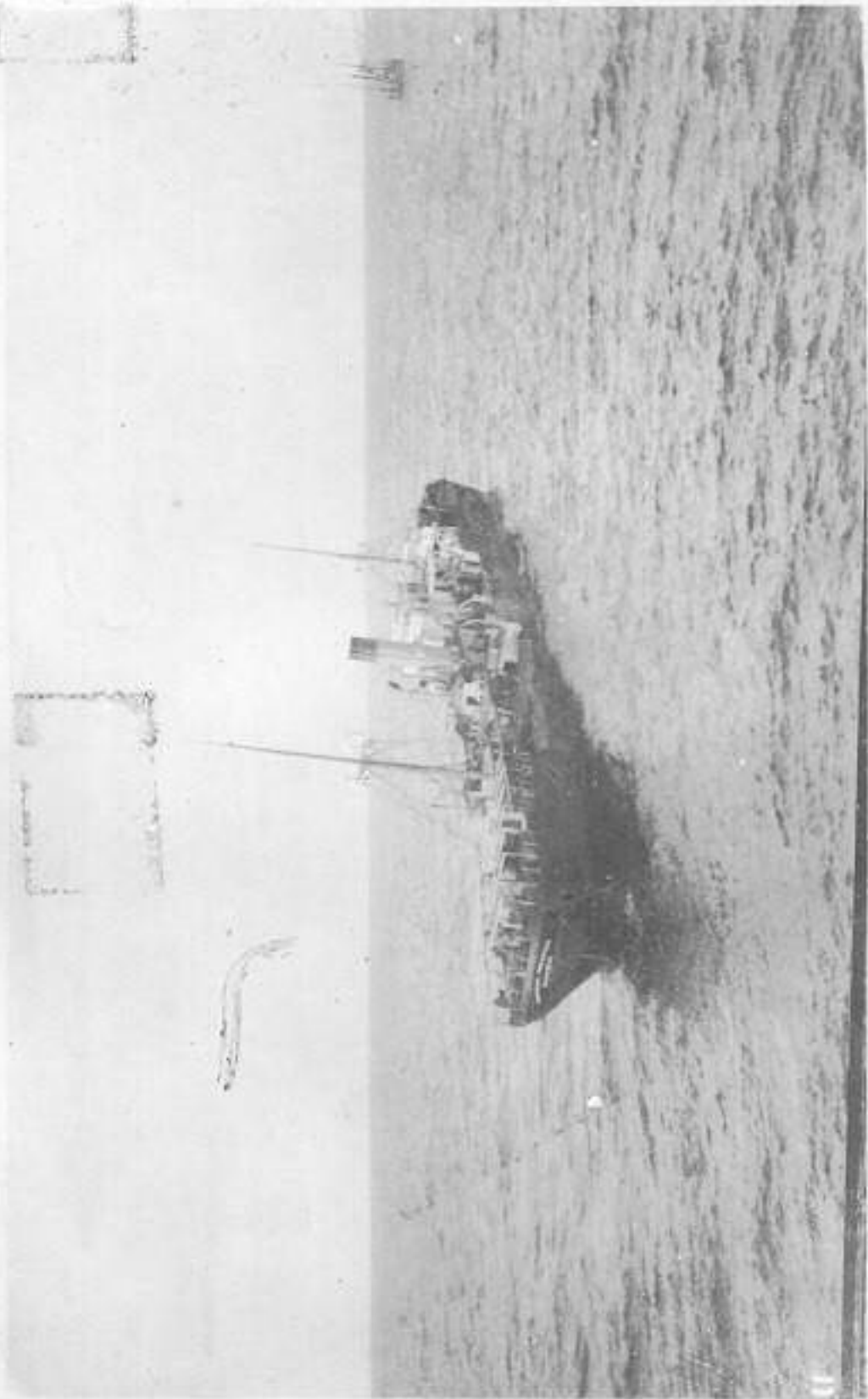


Chart showing course taken by the Canadian Importer's boat in its 1000-mile voyage. On the top is a picture of Mr Laird, and below one of the boat in which the hazardous voyage was made.

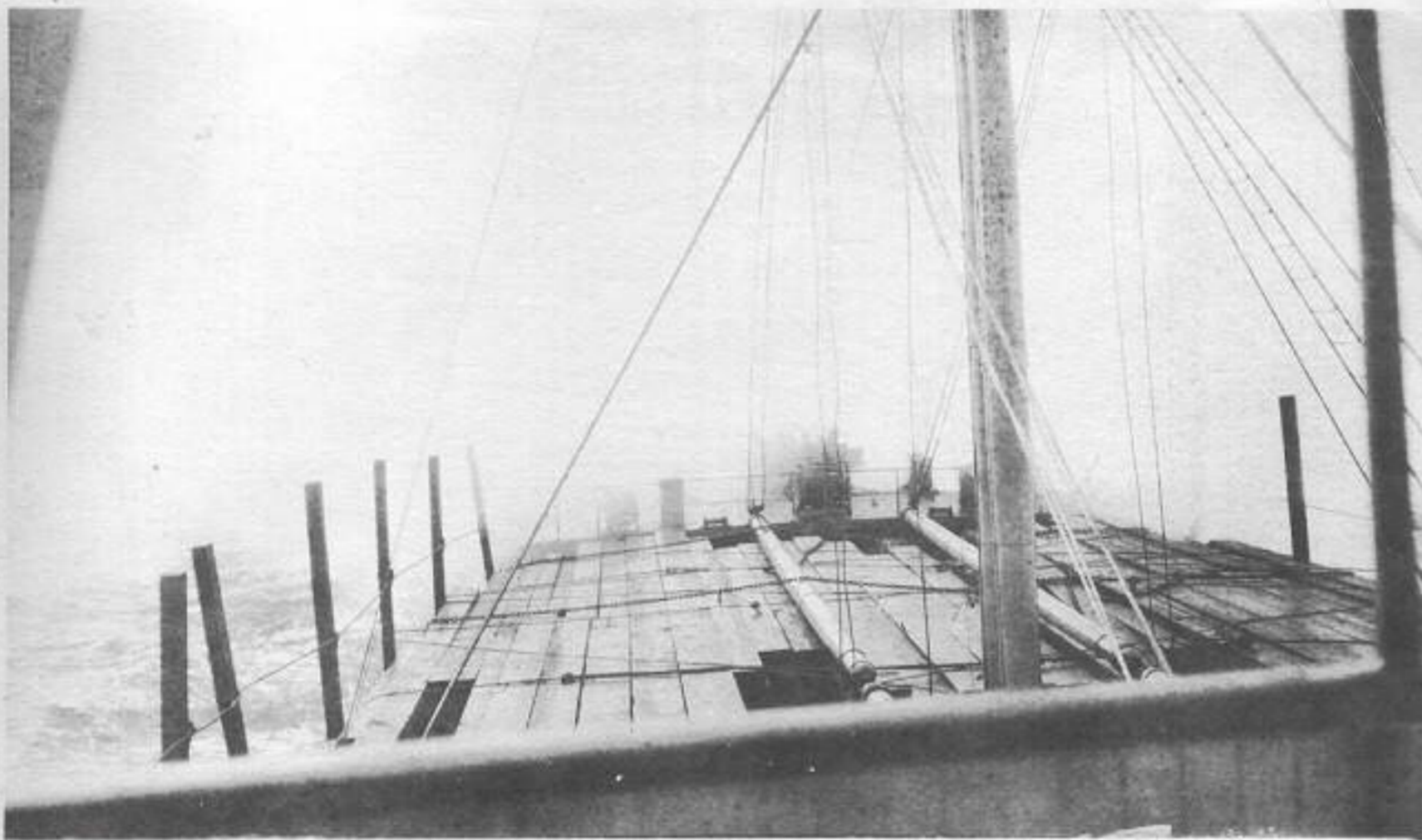


SS "Canadian Importer" taken from bridge
of "Canadian Winner"



Our young man
after touring "Canadian
Importer"

Off Sable Island
 South Atlantic
 J.D. Geo. Lockman
 1939



2000 Kgs.
 Whiskey Malt

Landian Winner Vancouver 15
 Yokohama 1921



"Empress of Japan" leaving Vancouver.

4th Officer 1920-21



A.C. #30^{no} 1912

(E6)

"Alta" 1912
Newcastle to Vancouver 70 days



"Alta" (Spanish for High) 1912
Taken from jibboom end
Strong Trades

Dis. 1.

CERTIFICATE OF DISCHARGE

FOR SEAMEN DISCHARGED BEFORE THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE IN THE UNITED KINGDOM, A BRITISH CONSUL, OR A SHIPPING OFFICER IN A BRITISH POSSESSION ABROAD.



ISSUED BY THE BOARD OF TRADE.

No. 28

| | | |
|---|--------------|--------------------------------------|
| Name of Ship and Official Number, Port of Registry and Tonnage. | Horse Power. | Description of Voyage or Employment. |
| <i>Queen of Nassau 116870, Nassau, N.P. 152</i> | <i>209</i> | <i>Passenger Service</i> |

| | | | | |
|-----------------------|----------------------|------------------------|-------------------------------------|---|
| Name of Seaman. | Year of Birth. | Place of Birth. | No. of R.N.R. Commission or Certif. | Capacity. If Mate or Engineer, No. of Cert. (if any.) |
| <i>J. B. Champion</i> | <i>1888</i> | <i>Melbourne, Aus.</i> | <i>4121</i> | <i>Mate 4121</i> |
| Date of Engagement. | Place of Engagement. | Date of Discharge. | Place of Discharge. | |
| <i>10/10/24</i> | <i>Nassau, N.P.</i> | <i>1/27/25</i> | <i>Miami, Florida.</i> | |

I certify that the above particulars are correct and that the above named Seaman was discharged accordingly,* and that the character described hereon is a true copy of the Report concerning the said Seaman.

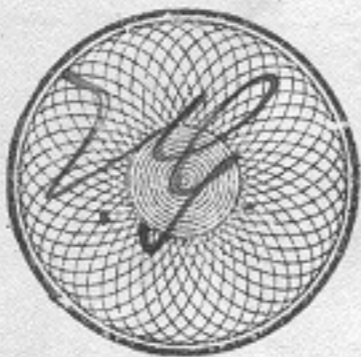
Dated this *27* day of *January* 19*25*
G. R. Parsons MASTER.

AUTHENTICATED BY *Robate*
Signature of Superintendent, Consul, or Shipping Officer.

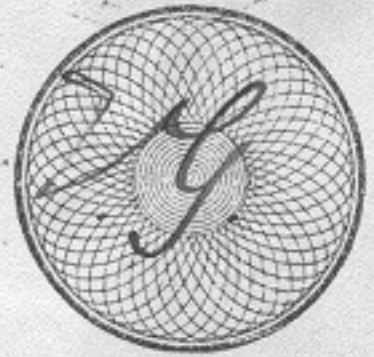


* If the Seaman does not require a Certificate of his Character, obliterate the following words in lines two and three and score through the Discs.

CHARACTER FOR CONDUCT.



CHARACTER FOR ABILITY.



NOTE.—Any Person who forges or fraudulently alters any Certificate or Report, or copy of a Report, or who makes use of any Certificate or Report, or copy of a Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanor, and may be fined or imprisoned. N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Seamen, Tower Hill, London, E.

Signature of Seaman } *J. Barr Champion*

No. 129273

CERTIFICATE OF DISCHARGE

Dis. 1.

St 1378

FOR SEAMEN DISCHARGED BEFORE THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE IN THE UNITED KINGDOM, A BRITISH CONSUL, OR A SHIPPING OFFICER IN BRITISH POSSESSION ABROAD.



| | | | |
|--|---|-------------------------------------|------------------------------|
| Name of Ship. <i>Tonic</i> | Official Number. <i>108471</i> | Port of Registry. <i>Glasgow</i> | Reg. Tonnage. <i>2591</i> |
| Horse Power of Engines (if any). <i>364</i> | Description of Voyage or Employment. <i>Trip</i> | | |

| | | | | |
|--|--|---------------------------------------|---------------------------------------|--|
| Name of Seaman. <i>J. B. Champion</i> | Age. <i>21</i> | Place of Birth. <i>Wells</i> | No. of R.N.R. Commission or Certif. | Capacity. If Mate or Engineer. No. of Cert. (if any). <i>CB</i> |
| Date of Engagement. <i>31.10.08</i> | Place of Engagement. <i>Seattle</i> | Date of Discharge. <i>29.12.08</i> | Place of Discharge. <i>SYDNEY.</i> | |

I certify that the above particulars are correct and that the abovenamed Seaman was discharged accordingly,* and that the character described hereon is a true copy of the Report concerning the said Seaman.

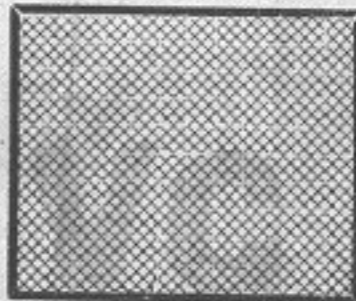
DATED this *29* day of *December* 190*8*

J. B. Champion Master.

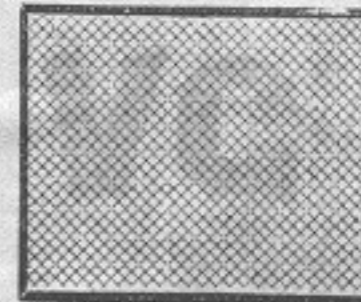
Authenticated by *[Signature]* Shipping Master.

* If the Seaman does not require a Certificate of his character, obliterate the following words in line two, and score through the squares.

CHARACTER FOR CONDUCT.



CHARACTER FOR ABILITY.



Signature of Seaman

NOTE.—Any person who forges or fraudulently alters any Certificate or Report, or who makes use of any Certificate, or Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanor and may be fined or imprisoned.

N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Seamen, Custom House, London, E.C.

Dis. 1.

CERTIFICATE OF DISCHARGE

FOR SEAMEN DISCHARGED BEFORE THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE IN THE UNITED KINGDOM, A BRITISH CONSUL, OR A SHIPPING OFFICER IN A BRITISH POSSESSION ABROAD.



ISSUED BY
THE BOARD OF TRADE.

No. 30

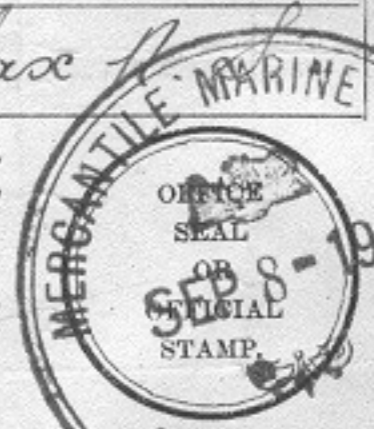
| | | |
|--|---------------------|--|
| <i>Name of Ship and Official Number, Port of Registry and Tonnage.</i> | <i>Horse Power.</i> | <i>Description of Voyage or Employment.</i> |
| S.S. "MACKAY-BENNETT" 89965 GLASGOW, 984 Tons, 300 H.P. | | CABLE OPERATIONS Off Ireland, Newfoundland, Banks, Havana, Key West, Rockaway, etc. |

| | | | | |
|----------------------------|-----------------------------|---------------------------|--|--|
| <i>Name of Seaman.</i> | <i>Year of Birth.</i> | <i>Place of Birth.</i> | <i>No. of R.N.R. Commission or Certif.</i> | <i>Capacity. If Mate or Engineer, No. of Cert. (if any.)</i> |
| J. B. Champion | 28 | Melbourne. | ✓ | 4th Mate. 2/m ^e 4121 |
| <i>Date of Engagement.</i> | <i>Place of Engagement.</i> | <i>Date of Discharge.</i> | <i>Place of Discharge.</i> | |
| 1.3.17 | Halifax N.S. | SEP 8 1917 | Halifax | |

I certify that the above particulars are correct and that the above named Seaman was discharged accordingly,* and that the character described hereon is a true copy of the Report concerning the said Seaman.

Dated this 7 day of SEP 1917
J. Barr Champion MASTER.

AUTHENTICATED BY
[Signature]
Shipping Master
Signature of Superintendent, Consul, or Shipping Officer.

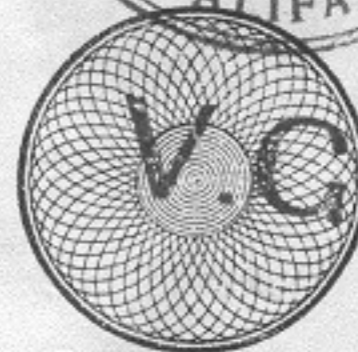


* If the Seaman does not require a Certificate of his Character, obliterate the following words in lines two and three and score through the Discs.

B. M.
CHARACTER
FOR CONDUCT.



W. M.
CHARACTER
FOR ABILITY.



Signature of Seaman

Merchant Marine
medal. World War I

War medal
World War I

NOTE.—Any Person who forges or fraudulently alters any Certificate or Report, or copy of a Report, or who makes use of any Certificate or Report, or copy of a Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanor, and may be fined or imprisoned.
N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Seamen, Tower Hill, London, E.



Dis. 1.

CERTIFICATE OF DISCHARGE

FOR A SEAMAN DISCHARGED BEFORE A SUPERINTENDENT OR A CONSULAR OFFICER.

RELIEVING OFFICER
 CAPTAIN J. B. Champion, Halifax, is at present relieving officer on the cable ship Cyrus Field.

ED BY THE
 OF TRADE. No. 38

| | | | | |
|---|-------------------------------------|-------------------------------|--------------------------------------|--|
| Name of Ship and Official Number, Port of Registry and Gross Tonnage. | | Horse Power. | Description of Voyage or Employment. | |
| CYRUS FIELD 453 147699 LONDON | | | Cable repairs | |
| Name of Seaman. | | Year of Birth. | Place of Birth. | |
| J. B. CHAMPION | | 48 | MELBOURNE, AUSTRALIA | |
| Rank or Rating. | No. of R.N.R. Commission or Certif. | | No. of Cert. (if any). | |
| 3RD OFFICER | - | | E.C.C. 4121 | |
| Date of Engagement. | Place of Engagement. | Copy of Report of Character.* | | |
| MAY 14TH 1936 | HALIFAX, N.S. | For Ability. | For General Conduct. | |
| | | VERY A 263 GOOD | VERY A 263 GOOD | |
| Date of Discharge. | Place of Discharge. | | | |
| MAY 20TH 1936 | HALIFAX, N.S. | | | |

I certify that the above particulars are correct and that the above named Seaman was discharged accordingly.

Dated this 21st day of MAY 1936

AUTHENTICATED BY

Richard P. Beaman
 MASTER.

J. B. Champion
 Signature of Superintendent or Consular Officer.

* If the Seaman does not require a Certificate of his character, enter "Endorsement not required" in the spaces provided for the copy of the Report.

Signature of Seaman *J. B. Champion*

NOTE.—Any person who forges or fraudulently alters any Certificate or Report, or copy of a Report, or who makes use of any Certificate or Report, or copy of a Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanour, and may be fined or imprisoned.

N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Shipping and Seamen, Tower Hill, London, E.C.3.

Relieving Officer



Dis. 1.

CERTIFICATE OF DISCHARGE

FOR A SEAMAN DISCHARGED BEFORE A SUPERINTENDENT OR A CONSULAR OFFICER.

ISSUED BY THE BOARD OF TRADE. **No. 2**

Relieving Officer.

*16,000 gross
7,000,000 gals
capacity.*

| | | | | |
|--|----------------------|--|---|--|
| Name of Ship and Official Number, Port of Registry and Gross Tonnage. | | Horse Power. | Description of Voyage or Employment. | |
| M. S. C. O. STILLMAN LONDON O. N. 168498 | | | <i>Foreign</i> <i>(Peru)</i> | |
| NET 9643 R.H.P. 4300 Name of Seaman. | | Year of Birth. | Place of Birth. | |
| <i>Joseph Barr Champion</i> | | <i>1888</i> | <i>Melbourne.</i> | |
| Rank or Rating. | | No. of R.N.R. Commission or Certif. | No. of Cert. (if any). | |
| <i>3rd Officer.</i> | | | <i>C.C. 4121.</i> | |
| Date of Engagement. | Place of Engagement. | Copy of Report of Character.* | | |
| <i>AUG 27 1935</i> | <i>HALIFAX</i> | For Ability. | For General Conduct. | |
| Date of Discharge. | Place of Discharge. | <i>VERY A 263 GOOD</i> | <i>VERY A 263 GOOD</i> | |
| <i>OCT 5 - 1935</i> | <i>HALIFAX</i> | | | |

I certify that the above particulars are correct and that the above named Seaman was discharged accordingly.

Dated this *OCT 5* day of *1935*

AUTHENTICATED BY

[Signature]
MASTER.

[Signature]
Signature of Superintendent or Consular Officer

If the Seaman does not require a Certificate of his character, enter "Endorsement not required" in the space provided for the copy of the Report.

Signature of Seaman *J. B. Champion*

NOTE.—Any person who forges or fraudulently alters any Certificate or Report, or copy of a Report, or who makes use of any Certificate or Report, or copy of a Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanour, and may be fined or imprisoned.

N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Shipping and Seamen, Tower Hill, London, E.C.3.

*Relieving Officer
Halifax to Talara Peru, & return
me to bay at Panama*



My mother 1900
on her 42nd birthday



Edith

Elyzabeth

(Maternal)
Grandmother, Mary (my mother) on left
Lizzie (right) Edith (left)
taken about 1868



Parish Church, Huddersfield

Church where Grandmother was
baptized name Ellen Stead

Cheer up Grandmother



Mrs + Mr Samuel Stead
my great grand parents on
mother's side 1790?
Greta ↑
Anno Domini
("Dominoes")



Grandmother, Greta + Cousin



Grandmother + self
Born 1836 died 1936
Huddersfield Yorkshire
Died Palmerton north NZ

Armitage Bridge.

DEATH OF A VETERAN WESLEYAN.

This week we record the death of the oldest inhabitant of Armitage Bridge, Mr. J. S. Lister, who was born in Leeds in 1781. At the close of last century he was admitted as a member of the Wesleyan Society, and continued to be so up to the time of his death. It was always interesting to hear him tell his experience of the hardships he had endured, and the persecutions through which he had passed. Early in life he attended the ministry of the late Mr. Bramwell, a minister well known amongst the Methodists for his earnestness and usefulness, and to use Mr. Lister's own words through the instrumentality of this man of God he was awakened and converted. There are not many spared who could say, like Mr. Lister, that he had the privilege of listening to the preaching of the great founder of Methodism, John Wesley. When but a young man, Mr. Lister became a local preacher, and it is worthy of remark that he was the first Wesleyan to preach in the city of Cambridge. Of this he used very often to tell, how he was frequently interrupted by the graduates of the University pelting him with rotten eggs, and other things. He lived to see Methodism rise and flourish. During his lifetime he had been a hard working man. He had been with the firm of Messrs. John Brook and Sons a great number of years. He was esteemed and respected by all who knew him. He died at a good ripe age, leaving an example behind him worthy of imitation. His remains were carried to their last resting place on Sunday last, when a great number of persons attended to pay the last tribute of respect to a departed brother.

my great-great-grandfather (maternal)



mate Charles M^d Team of noo. Scotter
 "Heck and self" PV 4 Halifax 1918

IM.

QUOTE NO. N. S. C. 132.



CANADA

Department of National Defence

Ottawa, Canada, Sept. 2nd 1924.

*Original
Please return.*

ADDRESS REPLY TO
THE DEPUTY MINISTER

STATEMENT OF NAVAL SERVICE OF JOSEPH BARR CHAMPION,
SKIPPER, R.C.N.

mate to

| | | | | |
|---|--------------------|-------------------------------|-----------------|--|
| HMCS. "DIANA" (Depot) | A.B. | 7th June 1915- 5th Sept. 1915 | 1915 | EXAMINATION SERVICE |
| HMCS. "NIOBE" (Depot) | A.B. | 6th Sept. 1915-29th Feb. 1916 | 1916 | |
| HMCS. "NIOBE" for "HOCHELAGA" | A.B. | 1st Mar. 1916- 5th Feb. 1917 | 1917 | PATROL DUTIES Shore at own request. |
| Re-enlisted 17th Oct. 1917. | | | | |
| HMCS. "NIOBE" (Depot) | Mate, (RNCVR) | 17th Oct. 1917- | 7th Jan. 1918 | Promoted. |
| | Skpr. (RCN) | 8th Jan. 1918- | 15th Jan. 1918 | MINE LAYING & SWEEPING. |
| HMS. "VICTORY" (Training) | " | 16th Jan. 1918- | 24th Jan. 1918 | ESCORT, PATROL, MINE LAYING & |
| HMS. "VIVID" III. | Skpr. | 25th Jan. 1918- | 5th Feb. 1918 | |
| HMS. "VIVID" for "Riskato" | " | 6th Feb. 1918- | 22nd Mar. 1918 | MINESWEEPING ENGLISH CHANNEL NORTH SEA, FRANCE |
| HMS. "VIVID" for "Iceland" | " | 23rd Mar. 1918- | 11th Apr. 1918 | |
| HMS. "VIVID" (Depot) | " | 12th Apr. 1918- | 19th May 1918 | |
| HMCS. "NIOBE" | " | 20th May 1918- | 18th June 1918 | |
| HMCS. "GUELPH" for CD.9 | Skpr. (In Command) | 19th June 1918- | 11th Aug. 1918 | PATROL DUTIES |
| HMCS "SEAGULL" (Depot) | Skpr. | 12th Aug. 1918- | 14th Aug. 1918 | QUARTER DECK DUTIES. |
| HMCS "SEAGULL" for PV.4. | (In Command) | 15th Aug. 1918- | 31st Jan. 1919 | MINESWEEPING PATROL ESCORT CONVOY |
| HMCS. "NIOBE" for PV. 4 | " | 1st Feb. 1919- | 24th Mar. 1919 | " |
| HMCS. "NIOBE" | Skpr. | 25th Mar. 1919- | 19th May 1919 | LAI D UP, FORT REPAIRS, REFIT, SELF |
| HMCS. "NIOBE" for "Bethalma" <i>YACHT</i> | Skpr. (In Command) | 20th May 1919- | 7th Aug. 1919 | DELIVERING SHIPS TO FORMER OWNERS |
| HMCS. "NIOBE" | Skpr. | 8th Aug. 1919- | 17th Sept. 1919 | QUARTER DECK DUTIES. |
| HMCS. "NIOBE" for "HOCHELAGA" | " | 18th Sept. 1919- | 10th Oct. 1919 | CRUISE BY ADMIRAL KINGSMILL |
| HMCS. "NIOBE" | " | 11th Oct. 1919- | 29th Jan. 1920 | Shore - Demobilized. |

Joined C.S. O'Malley Bennett 10th Feb. 1917. See attached copy of reference file.

Certified true Extract from Service Records.

See discharge on back.

[Signature]

See over

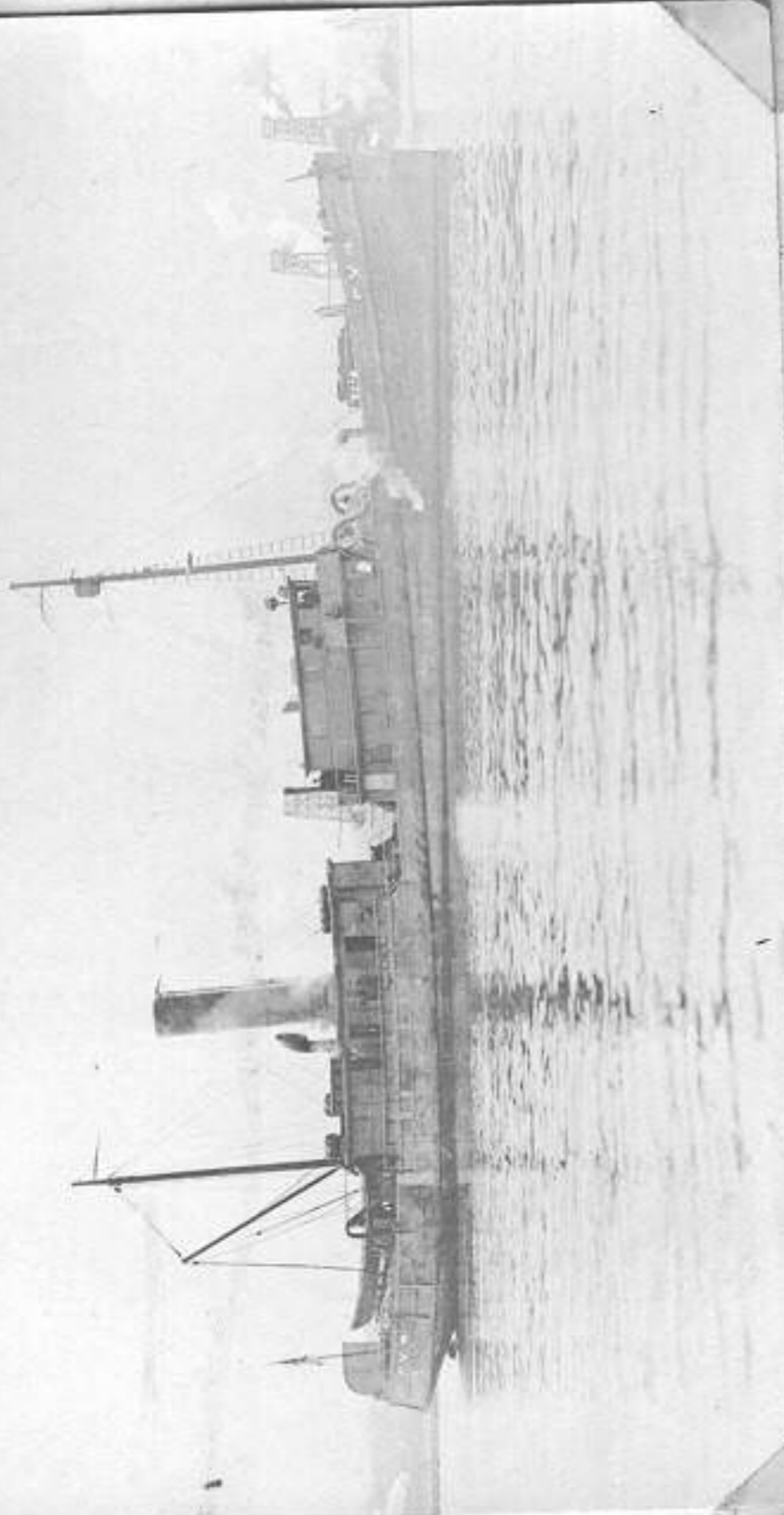
Refitted this vessel after being dismasted off Palmyra Island
 north Pacific Nov. 1914. Sailed to Honolulu under
 jury rig. Refitted at San Francisco California.
 Quit 30 May 1915. Sent by British Consul at S.F. to R.C.N.
 naval base Esquimalt British Columbia

Form 719

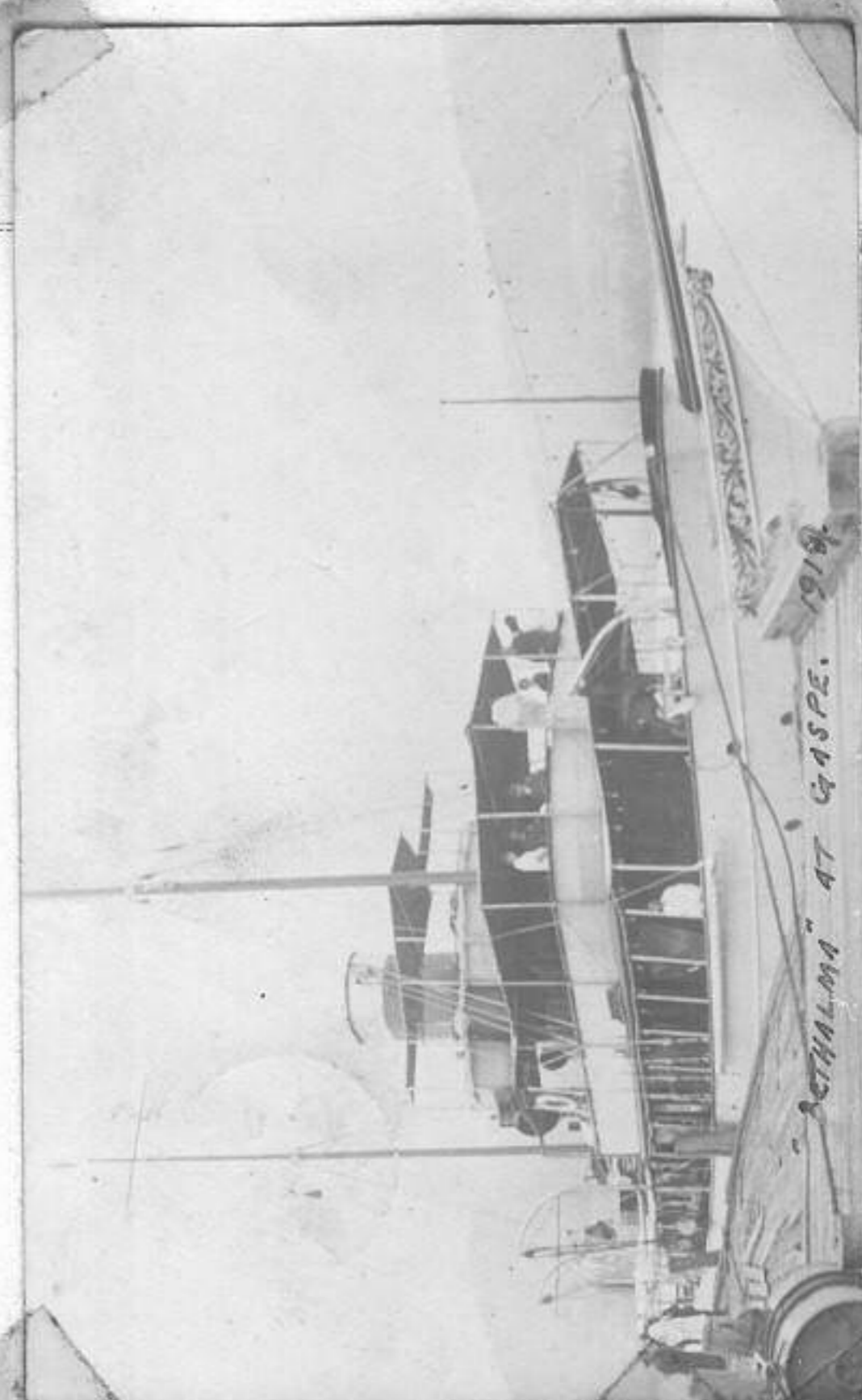
| BUREAU OF NAVIGATION | | DEPARTMENT OF COMMERCE | | SHIPPING SERVICE | |
|---|-------------------------------------|--|--|------------------|--|
| CERTIFICATE OF DISCHARGE | | | | | |
| Ship's name and official number: <i>Stingaid</i> | | Seaman's name: <i>B. Champion</i> | | | |
| Port of registry: <i>S.F. Cal</i> | Tonnage: <i>614</i> | I HEREBY CERTIFY that the particulars herein stated are correct, and that the above-named seaman was discharged accordingly. Dated at <i>San Francisco</i> this <i>12</i> day of <i>Feb</i> , 19 <i>15</i> | | | |
| Description of voyage: <i>Samoa</i> | | | | | |
| Seaman's age: <i>26</i> | Place of birth: <i>Australia</i> | Given to the above-named seaman in my presence, this <i>14</i> day of <i>Feb</i> , 19 <i>15</i> <i>J. J. Wochoy</i> U. S. Shipping Commissioner. | | | |
| Character: <i>J.S.</i> | | | | | |
| Ability: <i>J.S.</i> | | Master: <i>B. Champion</i> Seaman: | | | |
| Capacity: <i>2nd Mate</i> | | | | | |
| Seamanship: <i>J.S.</i> | | Date of entry: <i>July 29-14</i> | | | |
| Date of discharge: <i>Feb 13-1915</i> | | | | | |
| Place of discharge: <i>San Francisco</i> | | | | | |

J. B. CHAMPION
 GLENBROOK 2 W.
 N. S. W.
 AUSTRALIA.

See Sec. 550-36-95274.

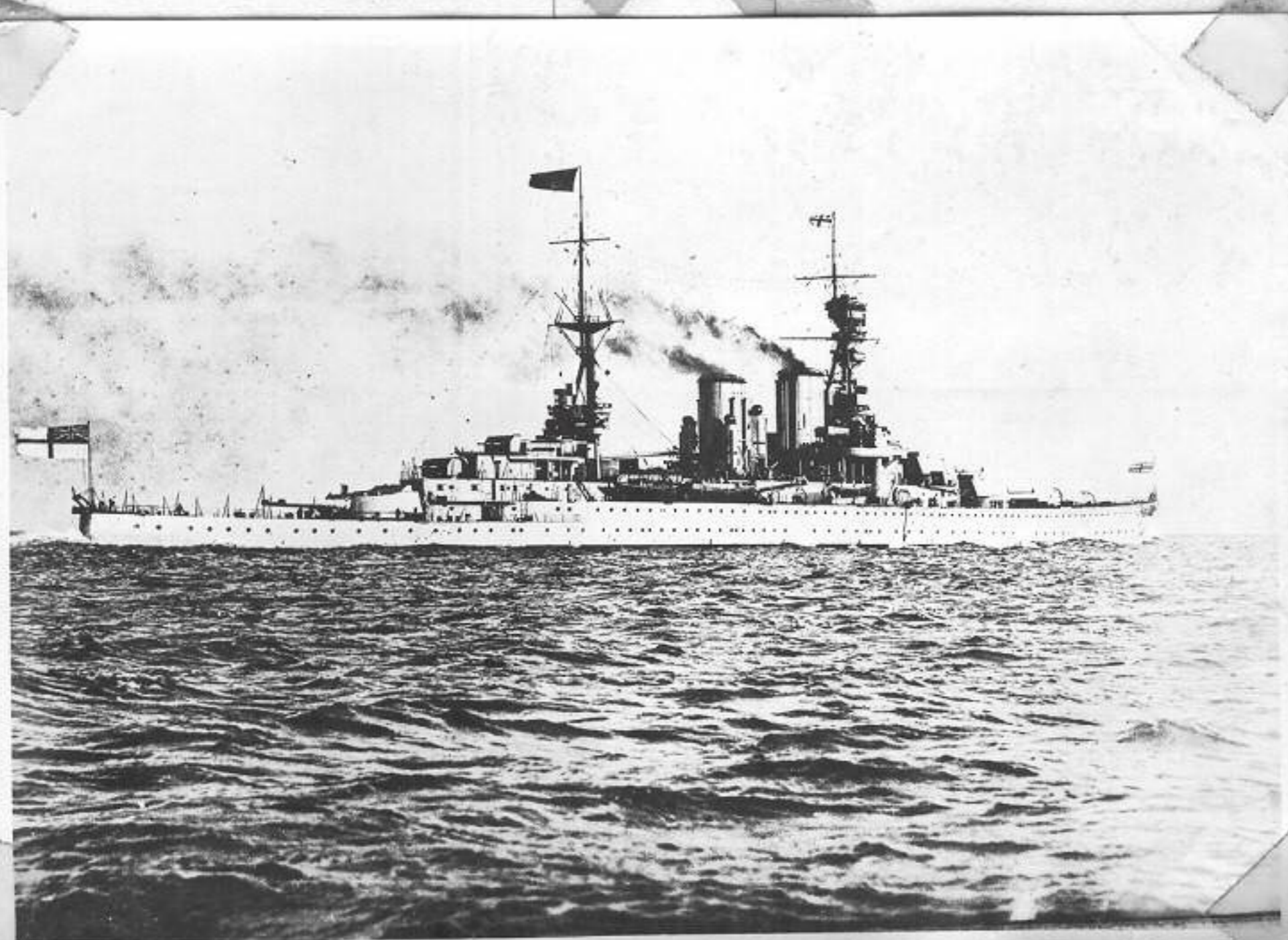


P.V. IV Halifax 1918



"ACTHALMA" AT GASPE. 1919.

Steam Tug "Bathalma" Gaspe. Gulf of St Lawrence 1919



H.M.S. Renown
1918
Halifax
Nova Scotia
met Prince of
Wales here.

"Duke of Windsor
then Prince of Wales"
Halifax 1919



Nat. Def. B. 239.

50M.-1-23.
H.Q. 1772-39-194.

AP

In reply please quote

No...NS/C.132.

DEPARTMENT OF NATIONAL DEFENCE
(Naval Service)

Ottawa, Ont., June 5th, 1923.

Sir,-

I have to forward to you this day under
separate registered cover,

a VICTORY MEDAL.

and

a BRITISH WAR MEDAL.

} World War I

awarded to you for service under the Department of
the Naval Service during the late war.

Kindly sign receipt below and return in
the enclosed envelope. ~~No postage stamps necessary.~~

I am, Sir,

Your obedient servant,

L.J. BEAUSOLEIL,
for Chief Accountant.

To J. B. Champion, Esq.,

37 Thanet Street,

Malvern,

Victoria, Australia.

At the request of
Mr. Asquith
The President and Committee of the
City Club

have the honour to extend to
Capt. J. M. Champion
the privileges of the Club for fourteen days

R. H. Humphrey

Secretary

Halifax Nov 8th 19 34



"ON THE FARM" 1923 AT
BILL PRICE'S.

NORMAN ON TOP. VALÉRIE & JOSEPH
ON "TERRIBLE FIRM".

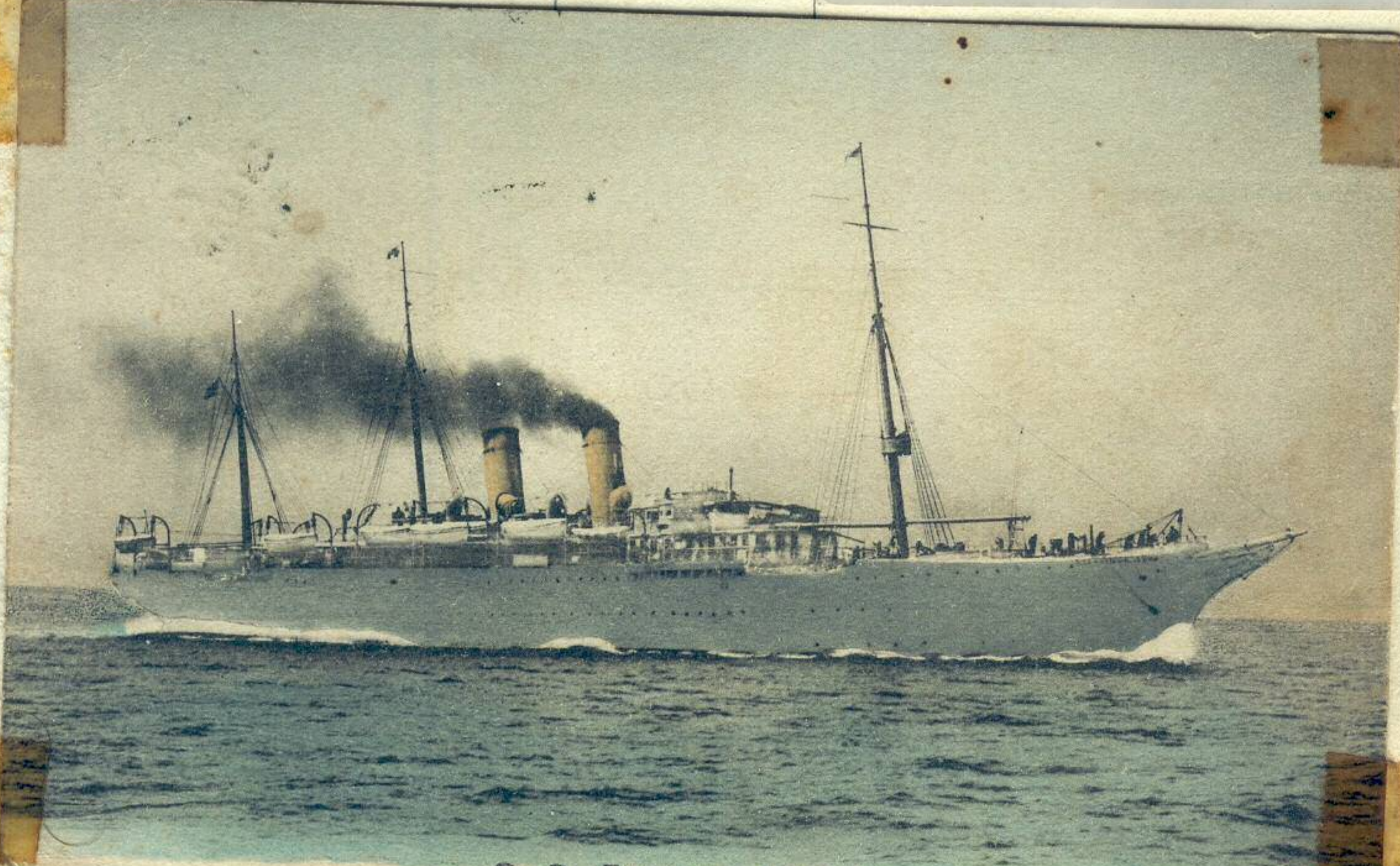
Empress of Japan Kowloon dock
1921



Hong Kong 1920



Empress of Japan

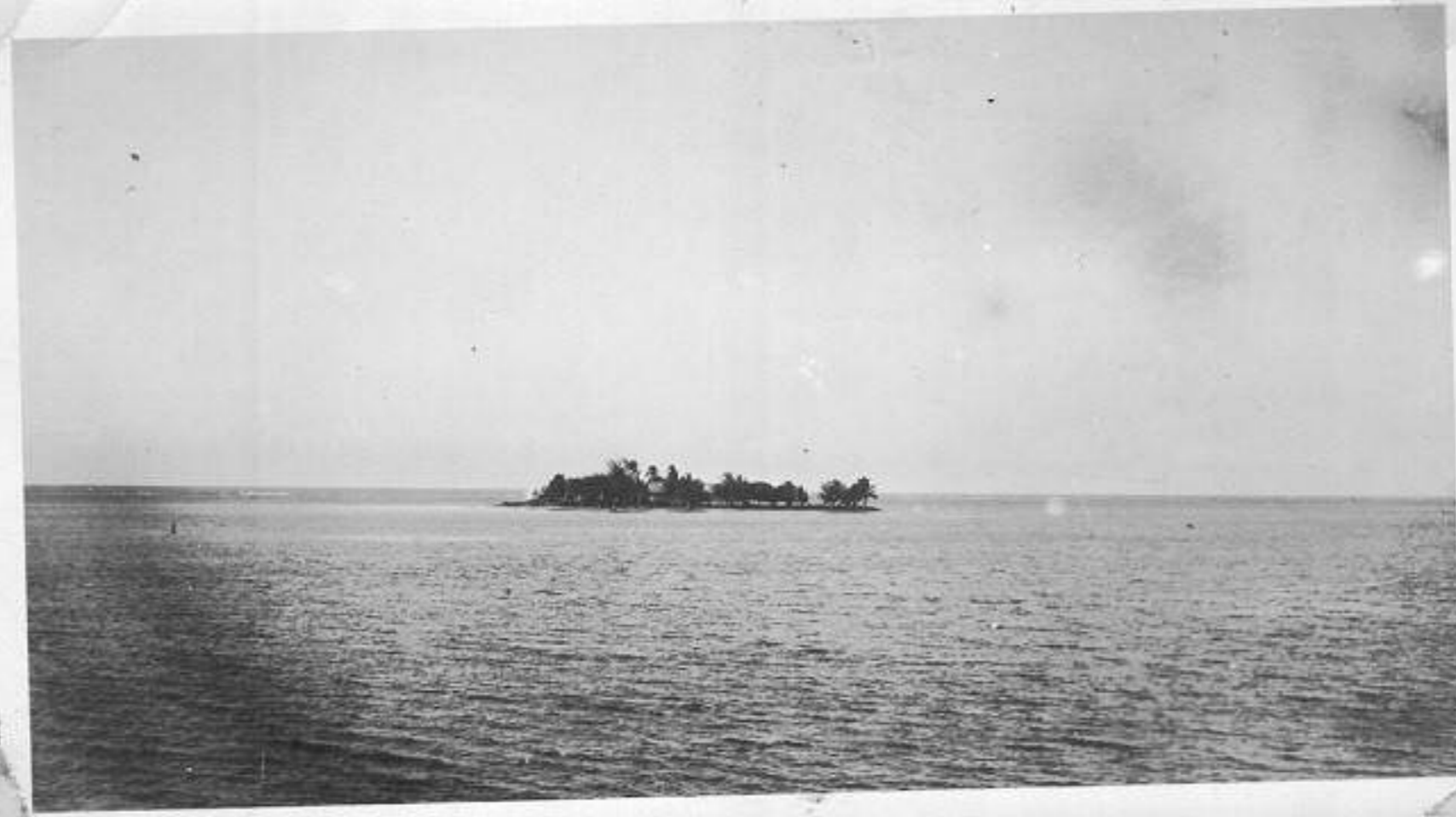


S. S. Empress of Japan.

Tautira, Tahiti 1927



Tautira



Holl, Tahiti

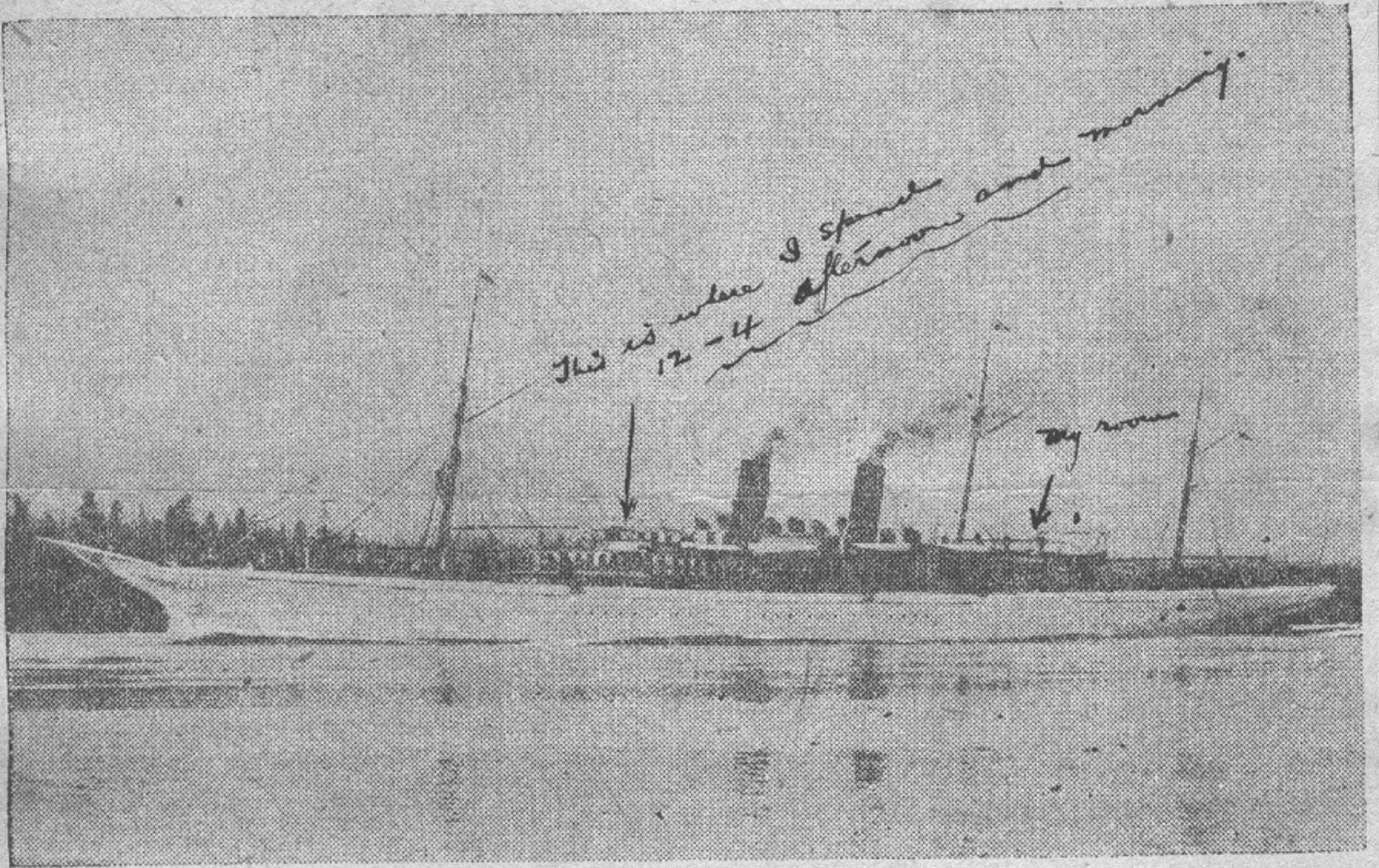


How
1906
1923
1927
1928



Beach at Tauntera, Tahiti
We landed here in 1906

CLEARING FOR FAR EAST TO-DAY



R. M. S. EMPRESS OF JAPAN

Last minute mails for the Orient were brought here from Seattle at 2.30 o'clock this afternoon by Eddie Hubbard, aerial pilot, who made a beautiful landing in the Inner Harbour

Victoria, B.C. paper. Nov. 7th 1920

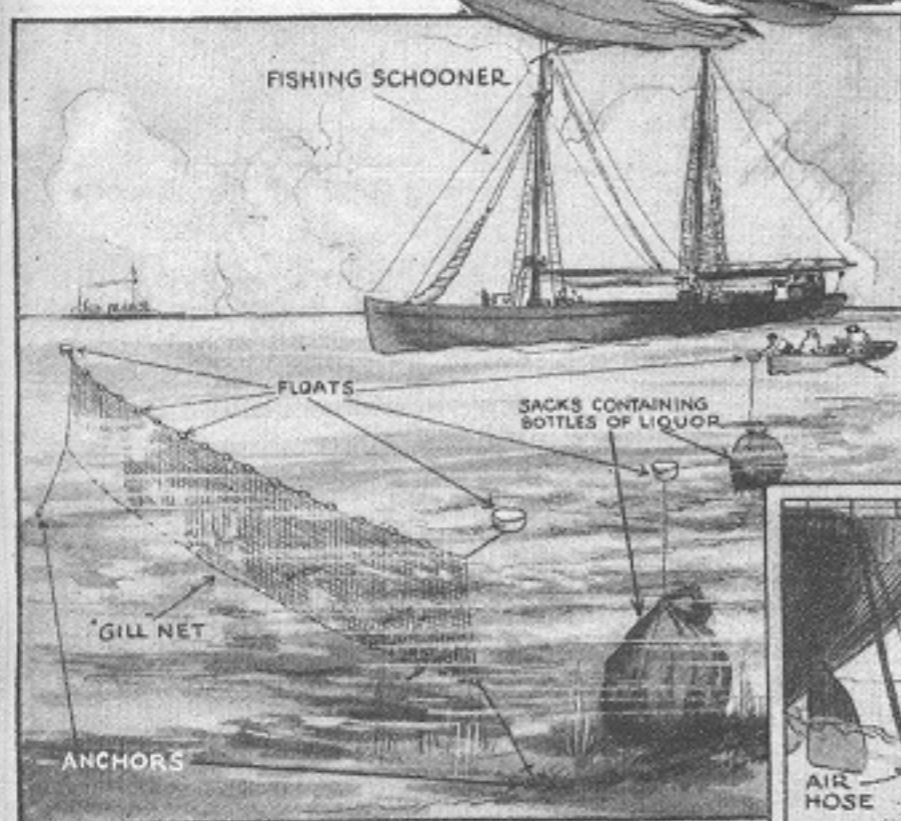
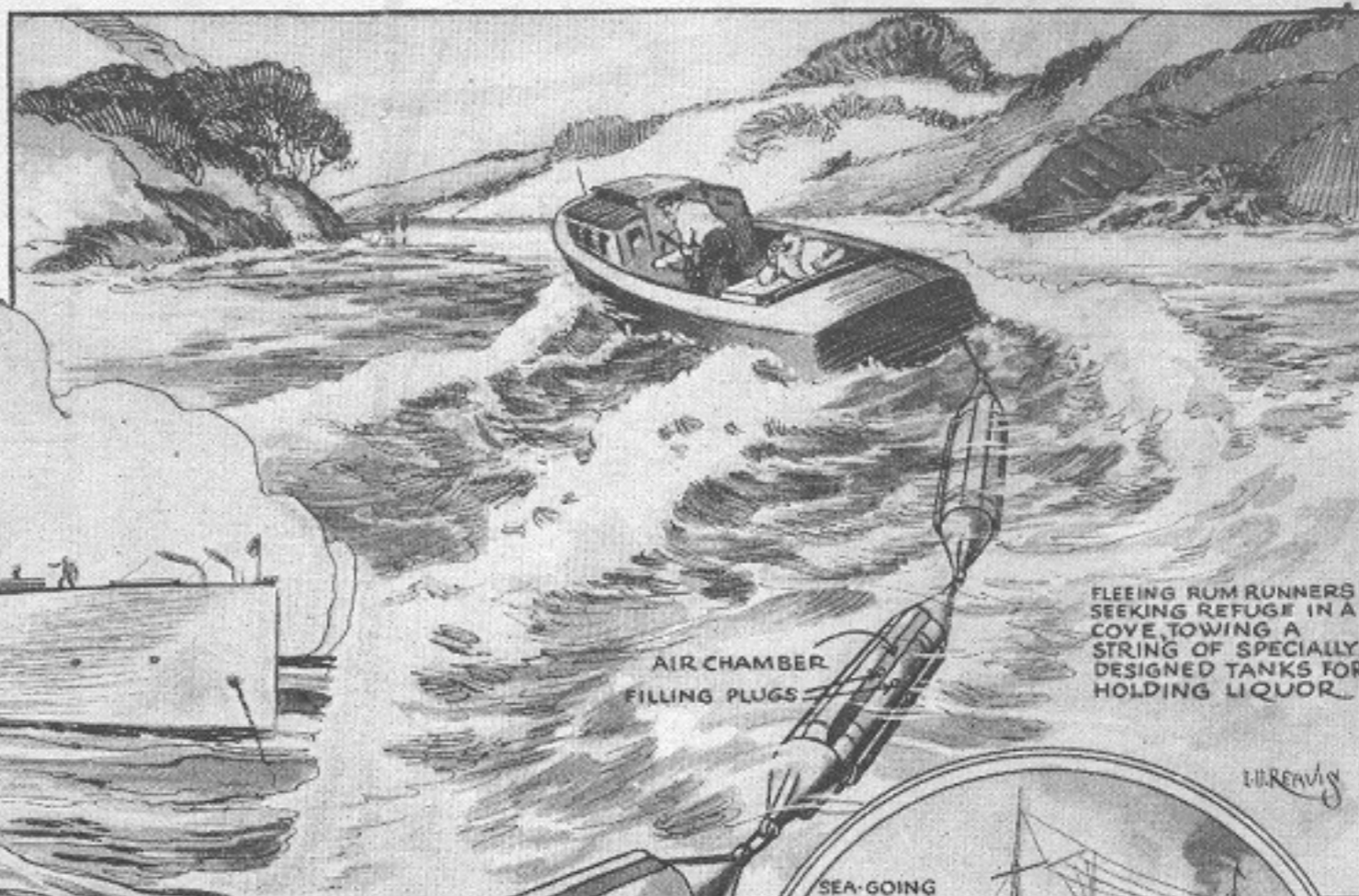
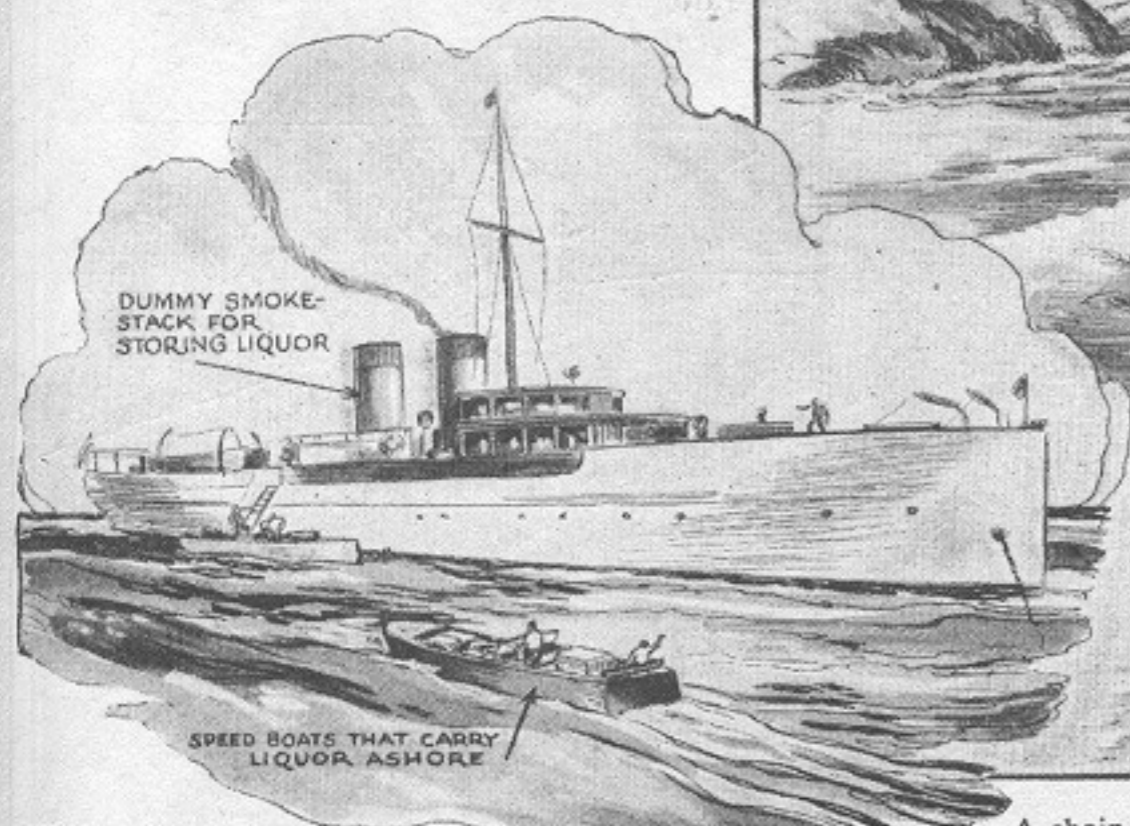


R.M.S. Niagara & R.M.S. Empress of Russia Vancouver B.C.

SOME OF THE
Amazing Tricks of Rum Runners

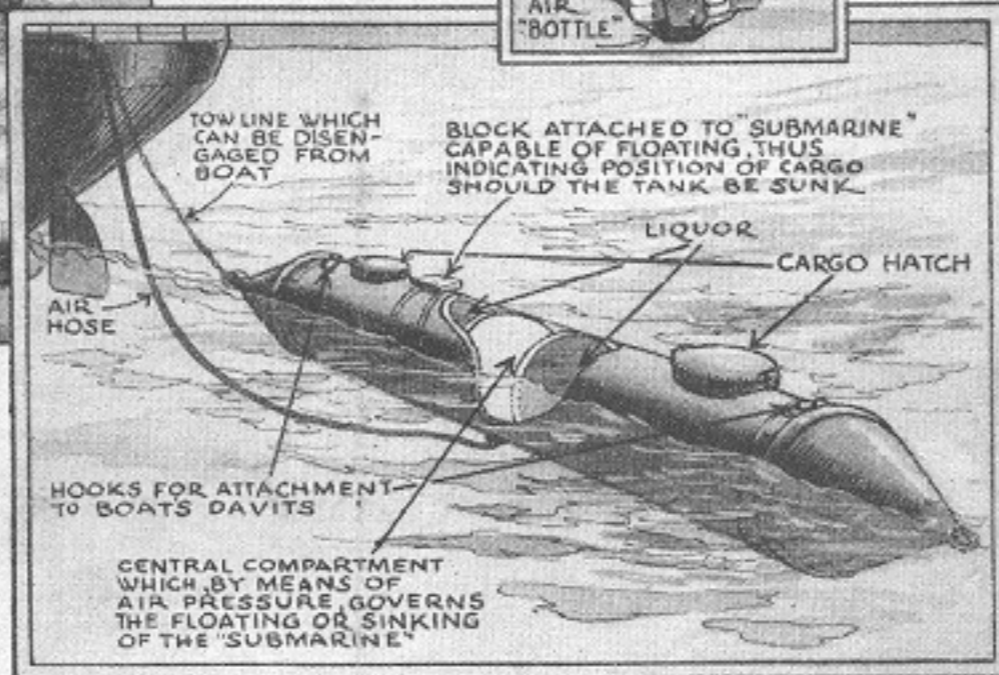
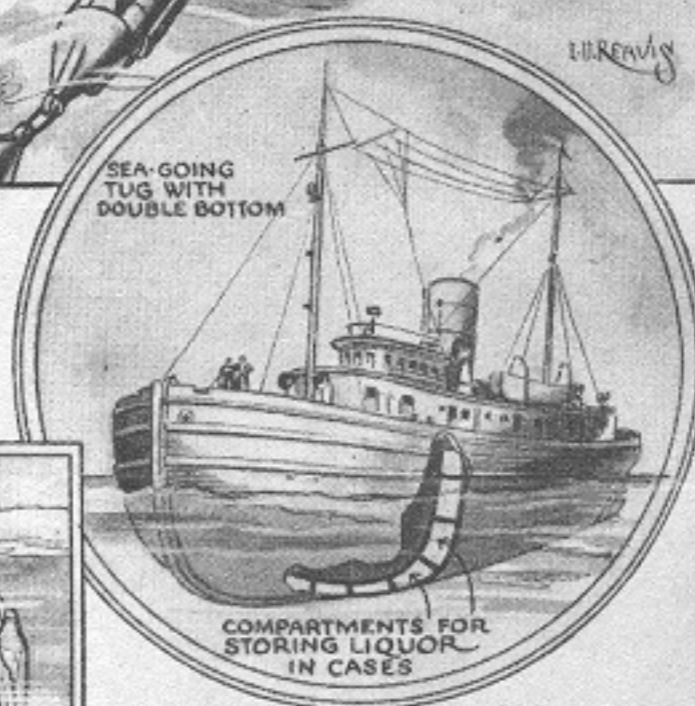
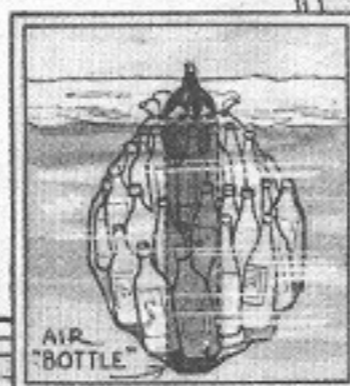
Smugglers Devise Ingenious Ways to Elude Coast Guard

To elude the vigilant coast guardsmen, one trick of the smugglers is to conceal the liquor in a dummy smokestack of their vessel, as shown below, transferring it to speed boats that run to shore through the official gauntlet



A chain of torpedo-shaped tanks filled with liquor and towed by a speed boat is another device of the smuggler's ingenuity. Each tank has air cells to keep it afloat

A favorite method is to attach bottles of liquor to a bottle-shaped buoy and cast it adrift, to be picked up later when "the coast is clear"



When it comes to double-bottom tricks, the stage magician has nothing on the rum runners, who can store almost enough liquor in the shell of a seagoing tug to supply a score of thirsty New Year parties

The elaborate "liquor submarine" (at left) can be operated almost like any under sea boat. Air pressure which governs its rising or sinking is supplied through a hose from the vessel which tows it

Who, other than a sharp-eyed officer, would suspect that the innocent-looking fishing schooner, drifting lazily beside floats of a gill net, would be more interested in sacks of sunken booze than in nets full of fish?

UNDER cover of a thick fog, the British schooner *Rosie M. B.* recently heeled swiftly in toward the coast of Long Island off Montauk Point.

It was the *Rosie's* seventy-fifth trip, and her adventurous crew already felt in anticipation the crinkle of crisp American dollars in their fingers.

BOOM!

A shot passed across the deck from a ghostly prow cutting through the heavy mist ahead. The *Rosie* swung about in a panic, and headed back to sea.

BANG!

The *Rosie* brought up short, and some time later floated sheepishly into port, in tow by the Coast Guard cutter *McDougal*.

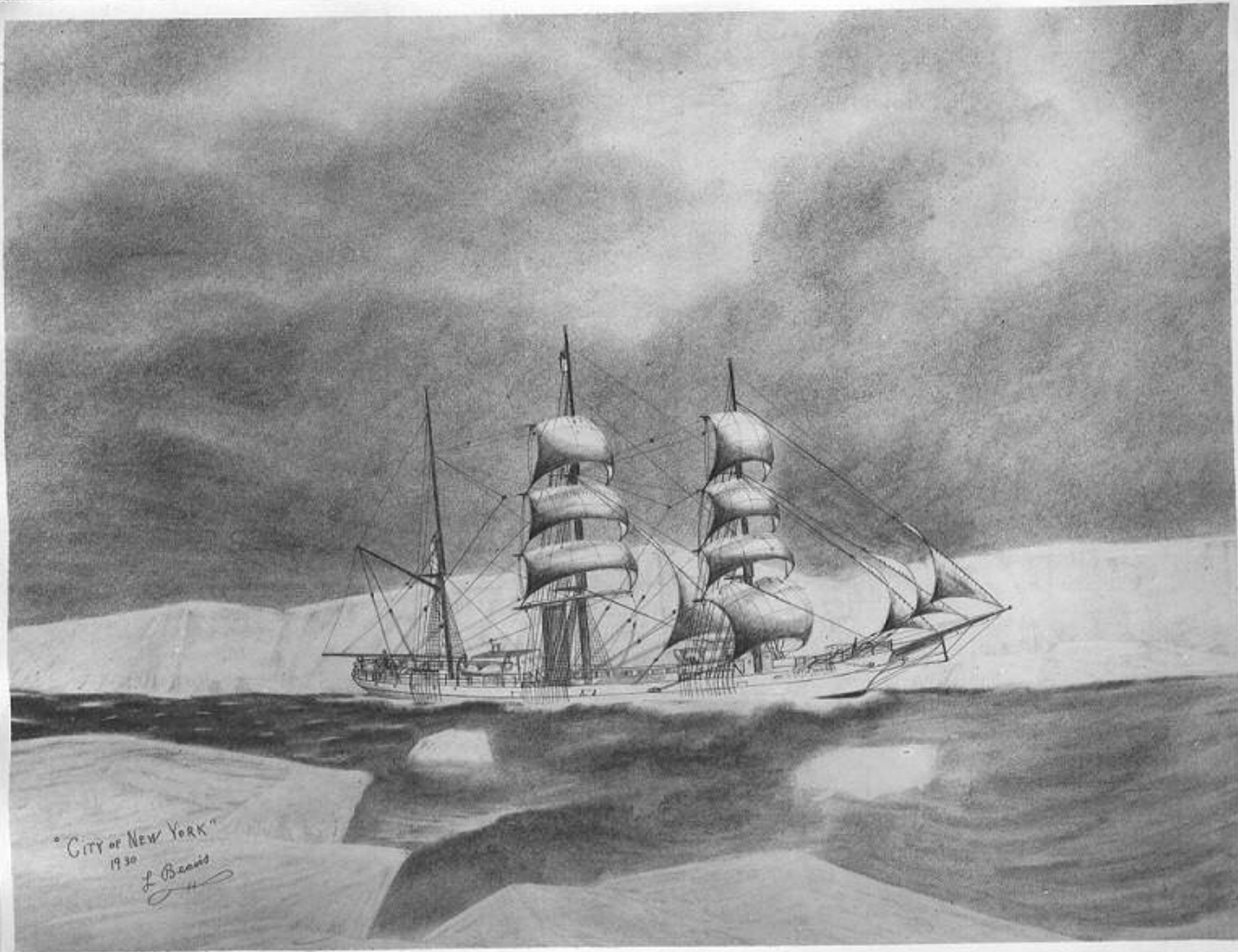
When the vessel was searched the federal inspectors found twenty tanks shaped like torpedoes, with rings at the end for towing, and air compartments to keep them afloat, and eighty-three stationary tanks used for storage, all for transporting contraband liquor from "Rum Row" to the American coast.

On this page, our artist has pictured other ingenious methods used by the booze smugglers in attempting to break through the vigilant Coast Guard to the market created by Prohibition. All the devices shown have actually been used.

All kinds of seagoing vessels have been

equipped for the rum trade with mechanical skill and ingenuity of the highest order. The craftiness of the smugglers, and their expertness in navigation, is surpassed only by the keenness of their antagonist in discovery and capture.

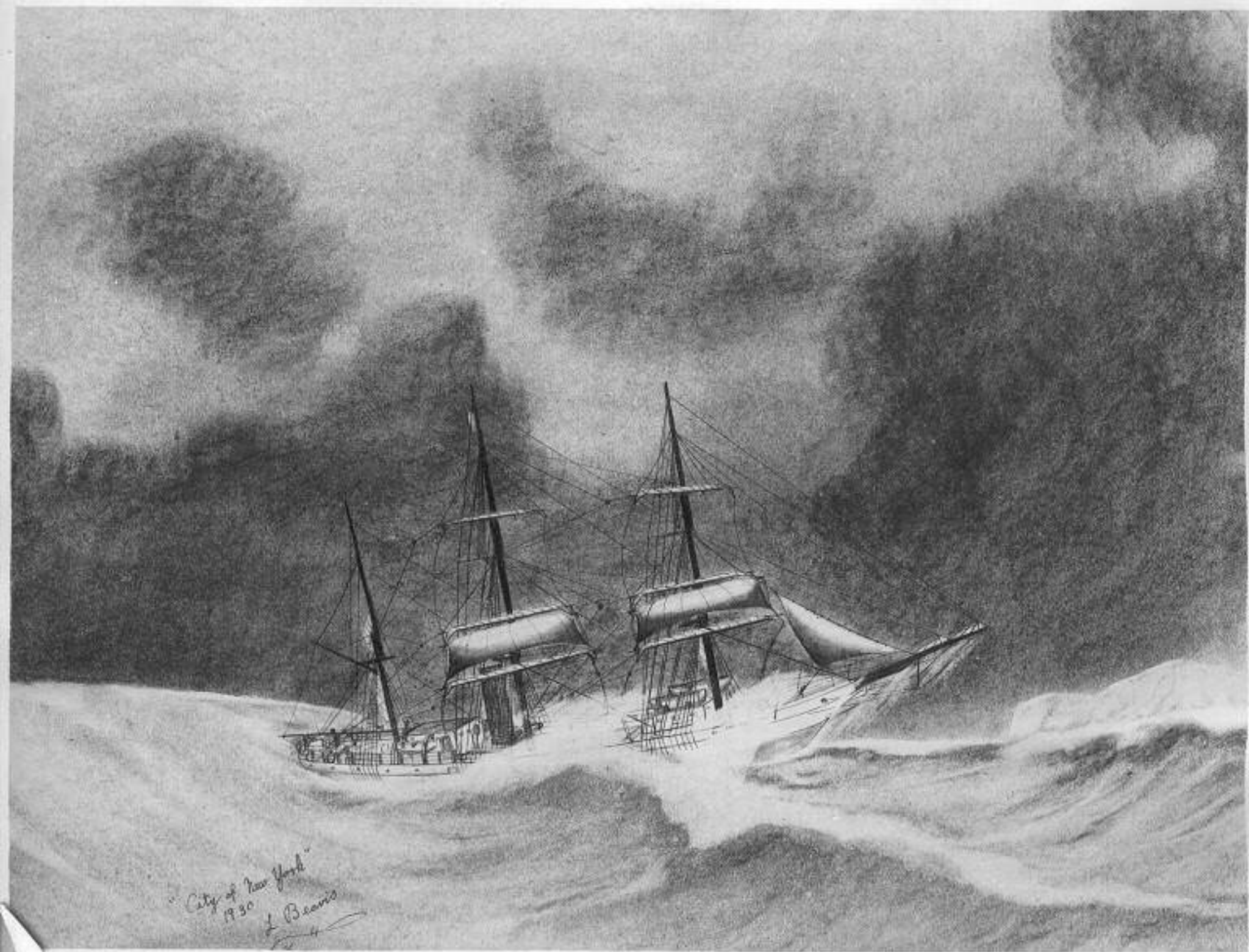
The activities of the Coast Guard have decimated the once-populous Rum Row. A year ago, an average of fifty ships were at anchor off the "Row"; now there are only about five or six. The principal points of contact lie between Cape May, N. J., and Cape Cod, Mass., and in the Gulf ports. On the Pacific coast there is little or no smuggling, as the shore is rocky and landing is extremely hazardous.



"City of New York"

1930

L. Beavis



C. 11

20,000-1-23

No

24

00821

Ship's Report No.....



DOMINION OF CANADA

BILL OF HEALTH

Granted under the authority of the 141st Sec. of the Customs Act.

I, *W. B. Acker*

Collector of His Majesty's Customs and Excise

For the Port of *Bahia N. S.*

do, at the request of *J. D. Champion*

Master of the Vessel called *Stokenburden*

now lying at this Port, of the burden of *One hundred &*

750 tons, and

manned by *Seventeen*

(17) men in

all, Master included, and bound to the Port of *Santa Teres*

de Navana

by these presents Certify and Attest that in this Port, as well as in its vicinity, there does not exist any extraordinary, contagious or epidemic disease which could be transmitted by the Ship, her crew or cargo.

In witness whereof, I have granted these Presents, and caused my usual seal to be affixed thereto.

Customs House, Port of *Bahia N. S.*

of *29 Oct* 192

Collector of Customs and Excise.

NOTE.—Sec. 141 of the Customs Act reads as follows:—

141. Whenever the collector at any port is satisfied that in such port, as well as in the adjacent city or town and its vicinity, there does not exist an extraordinary, infectious, contagious or epidemic disease, which could be transmitted by the vessel, her crew or cargo, he may grant to any vessel requiring a bill of health a certificate under his hand and seal, attesting the fact aforesaid, for which he shall be entitled to ask and receive a fee of one dollar.

We are old place. about 20 miles from Callao. We could have cleared for any island we could have cleared for Winnipeg

00989

Ship's Report No.....



DOMINION OF CANADA

BILL OF HEALTH

Granted under the authority of the 141st Sec. of the Customs Act,

I, W. B. Acker



Collector of His Majesty's Customs and Excise

For the Port of Halifax

do, at the request of J. P. Champion

Master of the Vessel called Kohakuden

now lying at this Port, of the burden of One hundred

150 tons, and
manned by Twenty men in

all, Master included, and bound to the Port of Nassau
Bahamas

by these presents Certify and Attest that in this Port, as well as in its vicinity, there does not exist any extraordinary, contagious or epidemic disease which could be transmitted by the Ship, her crew or cargo.

In witness whereof, I have granted these Presents, and caused my usual seal to be affixed thereto.

Customs House, Port of Halifax 12 day
of December 1925



W. B. Acker
Collector of Customs and Excise.



NOTE.—Sec. 141 of the Customs Act reads as follows:—

141. Whenever the collector at any port is satisfied that in such port, as well as in the adjacent city or town and its vicinity, there does not exist an extraordinary, infectious, contagious or epidemic disease, which could be transmitted by the vessel, her crew or cargo, he may grant to any vessel requiring a bill of health a certificate under his hand and seal, attesting the fact aforesaid, for which he shall be entitled to ask and receive a fee of one dollar.

AN OLD FIGUREHEAD

RELIC OF HELEN DENNY

WELL-REMEMBERED BARQUE

After having been lost track of for a number of years, the figurehead of the well-known Shaw, Savill, and inter-colonial barque Helen Denny has turned up again. The figurehead, which is in a remarkable state of preservation, is the property of a Roseneath resident, and is to be mounted in a garden overlooking the harbour where the old vessel spent many years as a hulk.

It has been repaired where necessary, and repainted in its original colours. The form of the figurehead is such as was familiar in bygone days, and is that of a lady attired in a white dress of the mid-Victorian period, trimmed with green and gold. Clasped in her right hand on her breast is a red rose. She has black hair surmounted by a coronet, and gold bangles encircle her arms.

The left arm, which received damage at Newcastle during the vessel's inter-colonial career, has been carefully repaired. The right forearm has been damaged a little, apparently by ropes or by collision, but otherwise the statue is much as it must have been when the vessel first took the water.

A HISTORICAL NAME.

The Helen Denny was an iron ship of 695 tons, with a length of 187.5ft, a beam of 31.2ft, and a depth of 19.1ft. She was built for Patrick Henderson and Company by R. Duncan and Company, and took the water in the Clyde in 1866. The name Helen Denny was bestowed upon her as a compliment to the wife of the then manager of Denny and Company, the famous Dumbarton shipbuilders, mother of the present manager of that firm. The figurehead is intended as a likeness of that lady, and although its merit cannot readily be judged by comparison, it appears to be a remarkably fine piece of work.

For a few years she ran between Glasgow and Rangoon in the Henderson service. On its amalgamation with Shaw, Savill to form the new Shaw, Savill, and Albion Company, the vessel (which was then a barque, having been changed to the latter rig a few years after her launch) entered the New Zealand trade. She remained in that service from 1874 to 1896, when she was purchased by Messrs. G. McClatchie and Co., of Christchurch. In 1899 she passed into the hands of Captain F. Holm, of Wellington, who continued to run her in the inter-colonial trade until 1912, until she was sold to the Paparoa Coal Company for use as a hulk.

She is now in the Union Company's service, and spent many years about the Wellington waterfront. After a survey on the Patent Slip last year, she left Wellington for Lyttelton in tow of the inter-colonial freighter Wainarino on December 24, 1934. The trip was made in good time, and the old ship now carries on her duties in Lyttelton Harbour.

USE AS TRAINING VESSEL.

When under the Shaw, Savill, and Albion house flag, she carried passengers, and on one trip brought out 300, but the advent of steam displaced sail in that trade. Her deck accommodation was retained and was used to supplement the usual crew quarters. A large deck house was fitted up for accommodation for boys, and particularly whilst under the command of Captain F. Holm the vessel did splendid work as a training-ship together with the barques G. M. Tucker and Weathersfield. Many men now holding important positions around the New Zealand waterfront owe their training to this master mariner.

She was an attractive little vessel with very fine lines, and has a record singularly free of the mishaps which usually were the lot of traders in the days of sail. The late Captain William Ruthe was a well-known commander of the Helen Denny. In 1875, he took her to Napier from Plymouth in 85 days. On this trip she covered during 24 hours a distance of 310 miles. The Equator was crossed 27 days out, and the run from the Cape to Napier was made in 23 days. Captain Peters brought her out from London to Lyttelton in 1880 in 82 days.

Her run of good luck was broken in 1890 by a rough experience in the Southern Ocean, when part of the bulwarks was carried away and the decks were swept of all movable gear. In 1886 her longest voyage was made under Captain Cornell, and this occupied only 135 days.

A FINE RECORD.

Twelve of her trips out were over the 100-day mark, and nine were under it. She was also noted for her fast passages in the inter-colonial trade, and in addition made several smart trips Home with wool. Probably her best effort on the outward run was a fine passage of 78 days, land-to-land, when bound for Dunedin. Her port-to-port time on that occasion, however, was only 89 days.

Since the barque was dismantled in 1912 for service as a hulk, the figurehead has certainly had a chequered history. Many years ago it was picked up off the beach by a shipping clerk, now retired, who had it in his garden at Roseneath for some time before passing it on to its present owners. What happened to it prior to this and how it came to be on the beach are not known. There is a well-authenticated story to the effect that when Colonel Denny visited New Zealand many years ago, he asked for the figurehead. The company which then had the vessel promised to let him have it when she went out of commission, but this was never done.

*Donkey
man
L1*

*Oranby
Seaman
Helen*

*Denny
1904
£2.00.0
per month*

White mass, is sea breaking on boards



Part of ventilator

LOOKING FORWARD "TILLI"
 HALIFAX TO BERMUDA MARCH 1926
 See page 73, 74 etc



TOWING "SEMI RAMIS" TO BELIZE
 See page 96

With Shipmate Brown's rebuttal and the following additional comments on the Roberts-Grening controversy, the Old Man agrees with Shipmate Champion that the matter should be clewed up.

It has been an interesting discussion, but like the other gam fests that resolve themselves into matters of personal opinion, the arguments pro and con could go on and on without reaching any definite conclusion.

After the demonstration of such heroism as Captains Grening and Fried displayed, there need be no fear in the hearts of sailormen or voyaging landlubbers that the tradition of the sea is changed, and that the rule of saving life without regard for monetary loss has in any way been altered. There will probably be other occasions when the actions of shipmasters are questioned. There will be heroes, and others who just missed being heroes. But heroes and near heroes alike will have done their best to uphold the tradition ninety-nine times out of one hundred. For

ninety-nine per cent of the sailing fraternity of to-day, as in the past, are plain, ordinary men who do not make a public show of their mettle until occasion arises to display it. And then we have our Frieds, our Witanens and Heitmans, and our Millers and Grenings.

Have faith in the seaman, whatever his nationality! Taken as a class, the sailors of the seven seas have always proved to be dependable in exigencies which the landsman is never called upon to face. Mistakes—terrible mistakes—have been made by them, and some have proved to be cowards, even. But against such shortcomings is weighed a preponderance of deeds of heroism that have merited the trust of those who depend on the sailing fraternity to carry on the trafficking of nations.

FROM THE EDITORIAL PAGE
"Sea Stories" magazine:
In defending "our"
Seamen.



THE COMMODORE AND MEMBERS OF THE "HAMILTON DINGHY CLUB"
HAVE MUCH PLEASURE IN EXTENDING TO

Mr. J. B. Champion

THE PRIVILEGES OF THEIR CLUB FOR FOURTEEN DAYS
AT THE REQUEST OF

MR. *A. White*

DATE *Mar 20-26*

A. Williams SECRETARY.

St. John's, Nfld., Feb 1927

At the request of

Mr. W. G. Winter
the President and Committee of

The St. John's (Nfld.) Curling Association

have the honor to extend to

Capt J. B. Champion
the privileges of the Club for fourteen days.

A. Williams
Secretary-Treasurer.

T.S.S.

"QUEEN OF NASSAU"
Miami Fla.

Sailed December 6.

The Claire Matthieu sailed for the French colony on the 26th of December, having cleared on the 24th, and owing to the Pro Patria being laid up, had been employed as the mail steamer. No greater surprise for some time has greeted the local postal authorities than to hear of the Claire being in American waters and custody. The British and French mails under seal will not be interfered with, but the American Government has authority to deal with the American mails as they please. Communications were exchanged between the postal authorities yesterday. It was reported that Chief Inspector Bielacki of the American preventive service was

taking an active interest in the case.

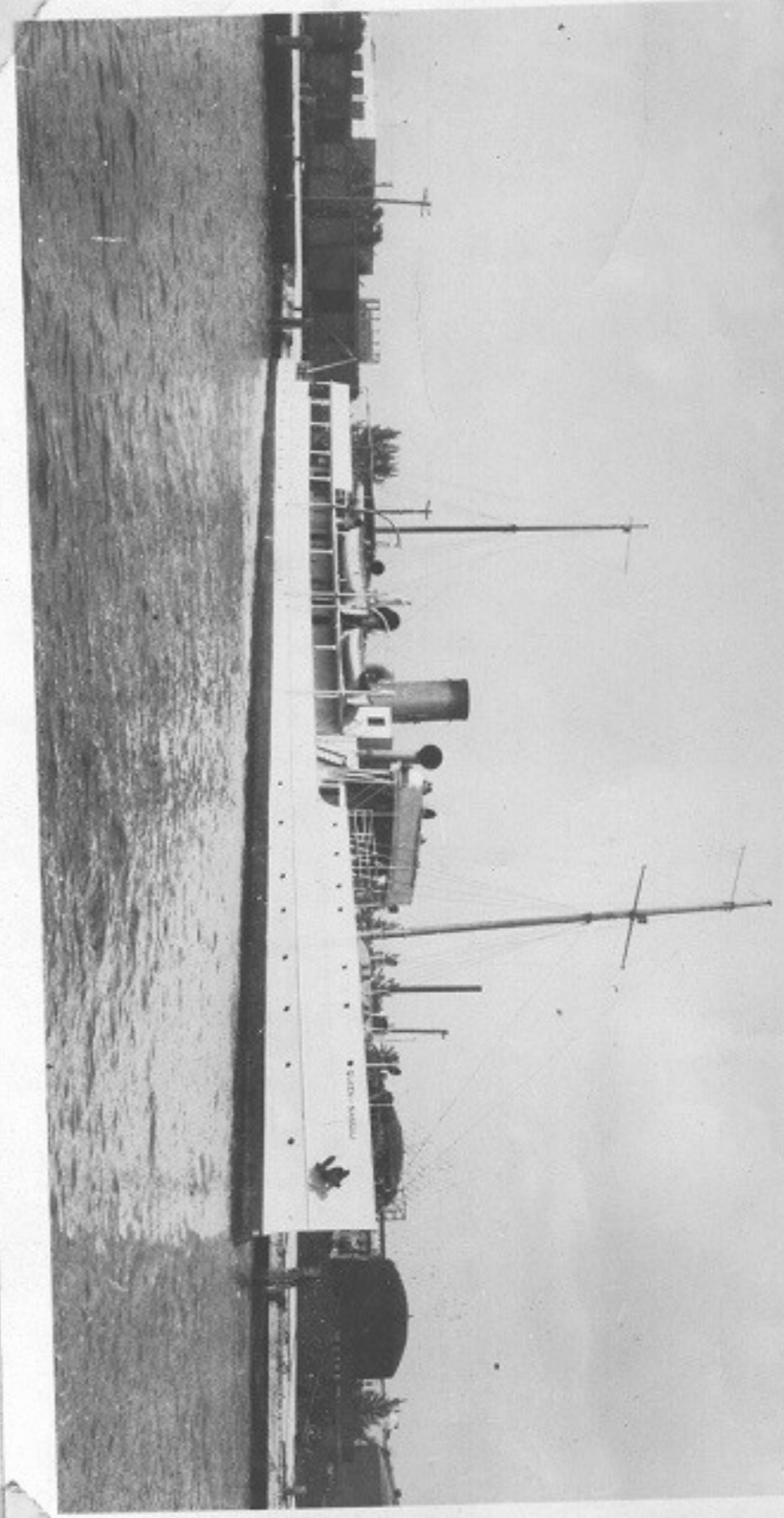
While shipping circles in Halifax were excited over the mysterious behavior of the Claire Mattheu, the American authorities were dealing with the ship. She was sent to Boston from New Bedford, due to arrive in the latter city at ten o'clock today, and then the personnel of the ship will be asked to explain how she came to be off the Massachusetts coast when bound in the opposite direction to St. Pierre. In the meantime there was much speculation in Halifax. Did the master of the Claire have any accomplices in this matter either in Halifax or St. Pierre? If it were a question of disposing of the liquor, it is possible that the consignees of the general cargo may be the same owners of the liquor, and that the whole proceedings might have been a part of the scheme to disguise the real intentions regarding the ship's destination. Offsetting that again is, however, the serious matter of delaying His Majesty's mails, and the damage of cargo and the loss to shippers in the delay caused by the Claire's wanderings.

Then again, the question arose, if the intention of the skipper was to merely transfer his cargo at sea, why go to all the trouble for the freight disguise? The Canadian mail, according to late despatches from Boston, was turned over to the British Consul at Boston, who wired Halifax for instructions.

Captain Brown-Willis is well known in Halifax and very much liked among the shipping men. He has been coming to Halifax for some years, in large transatlantic freight ships. He is a man of strikingly personality, tall, of Spanish type, cavalier in manner, a polished gentleman of the world; with a fluent knowledge of several languages.

I met Brown Willis
in Belize Sans whiskers +
money. He was going
Swed, Guatemala to
teach school. As that
paper says he was a
good scout and I
hope he sees better
days. Kesinet.

J.B.O.



COAL HULKS

WITH PROUD HISTORIES

"THE GLORY THAT WAS—"

Covered in filth they lie, their decks littered with redlead, ropes, and coal. To the landlubber they are only coal-hulks, but the seaman can discern the dignity that lies beneath the dirt, for, debase them as you may, the beauty of their lines remains, writes "Stunsail" in the Melbourne "Argus." One moment's concentration on those lines, and in the mind's eye the hulk becomes a queen of the sea, swinging along in the south-east trades, her wet hull glistening through the spray bow, her decks spotlessly holy-stoned, crowned by a pyramid of canvas, ivory against the blue of tropic sea and sky.

Every Australian port shelters historic sailers ending their days as coal-hulks. In Melbourne there is the famous Shandon, which, built in 1883, sailed under the British flag for more than 30 years, until she was sold to the Norwegians and renamed Victor. Her first voyage under her new owners was her only voyage under an alien flag; she left Norway for Sydney, but she had such a terrible passage that when she reached her destination her owners sold her to J. Patterson and Company, who converted her into a coal-hulk at Melbourne. When tonnage became scarce toward the end of the war the Government bought her for £7000 and refitted her as a three-masted barque. They restored the original name, and put her in the timber trade between Australia and America. Soon after the war she was sold to M'Ilwraith, M'Eachern and Company, and once more became a coal-hulk.

The Whitepine was once considered to be the most perfect three-masted barque ever built. She was launched in 1879 as the Quathlamba, and was one of John Rennie's renowned South African traders. She was sold in 1895 to Captain Francis, who sold her six years later to J. J. Craig, of Auckland, who renamed her Hazel Craig. For many years she was a constant visitor to Melbourne, where she had a great reputation for her smart appearance and also for her remarkably quick passages. Her passage of only two hours from the heads to Gellibrand light would be a credit to a steamer, as was her trip from Melbourne to Newcastle in only 70 hours. In 1908 she was sold to G. T. Niccol, who renamed her Whitepine, and kept her in the New Zealand-Australia timber trade until 1922, when she was converted into a coal-hulk at Melbourne.

ZEALANDIC TO THE RESCUE.

The Garthsnaid ended her sailing days as recently as April, 1923. She was a British three-masted barque, and was built in the 'nineties as the Inversnaid. She left the Chilean port of Iquique in 1923 with a cargo of silver-nitrate for Melbourne, and made a fair passage to Bass Strait, but on a Friday night, when she was 70 miles due south of Gabo, a terrific storm broke. Before the crew were able to get the canvas off her the masts were torn out and went smashing over the side. As the Garthsnaid slewed around, tremendous seas broke over her, endangering the lives of all on board. A loose spar hurtled back and forth across the deck, smashing everything it struck, including the pumps. The crew managed to get up in the bows, whence they poured gallons of oil on the seas. The waves were temporarily smoothed, and they managed to get the Garthsnaid round. Under her remaining canvas a course was set for Gabo. For more than two days the weary crew laboured to clear the decks, with no rest and very little food. Early in the morning of the third day a steamer's lights were sighted, and in answer to the Garthsnaid's rockets she stood by until morning. The steamer was the White Star liner Zealandic, and her first attempt to get a hawser aboard the crippled barque was made in the early light of dawn. It took until 9.30 before this was accomplished. As soon as the strain was put on the 5in rope it broke. Three succeeding attempts failed. The fifth, however, was successful. The crew of the barque took three hours to wind the hawser on to the capstan. The Zealandic towed her right up the bay to a berth at Williamstown. It was the Garthsnaid's last voyage. After defying storm and sea for 30 years, she was condemned to end her days as a coal-hulk.

Many of the hulks' histories are lost in the mists of time. What tales of adventure and danger are suggested by such names as Norwester, Rathlyn Island, Chusan, River Boyne, Laira, Else, Agnes Muir, and Rona. Those who could tell the tales are scattered or dead. In Perth there is the passenger clipper Samuel Plimsoll. Built in 1873, she carried many an emigrant to Australia. In 1889 she caught fire in the Thames and was scuttled. She was later raised, repaired, and sold to Shaw, Savill, and Co., who towed her to Western Australia three years later, and converted her into a hulk. Her figurehead of Samuel Plimsoll is in the Perth Museum. Adelaide has the Loch Tay, one of the renowned Loch fleet. She has done nearly 60 years of honourable service. She was built in 1869 by Barclay, Curle, and Co., of Glasgow. On her first voyage she sailed from England to Australia in 67 days—a fine passage for those days. For many years she came to Australia with passengers and returned with wool. Her sister-ship, the Loch Ness, was also a coal-hulk in Adelaide, but was sunk by gunfire a couple of years ago.

COMMANDED BY JOSEPH CONRAD

In Hobart lies the Otago, at one time a beautiful little clipper barque of only 360 tons, built in 1869, the year in which the Cutty Sark was launched. The Otago was commanded by Joseph Conrad. She was converted into a hulk in 1903. The old Muscoota is in Sydney Harbour. This four-masted barque was built at Liverpool the year previous to the Otago. Her original name was Buckingham, and she had the distinction of being christened by Queen Victoria, who was, at the time, paying a visit to the Mersey. She passed under the Canadian and German flags and the names of Ottawa and Bertha until owned in the United States. There she received her present name, Muscoota. On her second trip to Australia, when just off Wilson's Promontory, she collided with the Norwegian steamer Yarra. The Muscoota was left with a hole about 10ft by 12ft amidships, all her plates were buckled, and her figurehead was carried away on the deck of the Yarra. The Muscoota managed to make Sydney under her own sail. In 1924 the Wallarah Coal Company acquired her for use as a coal-hulk.

The late

Capt. William
"Bill" Chapman
of Auckland
H. L. later
owned this
vessel. He
was lost at
Sea in
Amf Sch.
"Jubilee"
Auckland
to New
1922?



F. K. WARREN

SHIP BROKER & COMMISSION MERCHANT

HALIFAX, N.S.

January 7, 1927.

CABLE ADDRESS "WARREN" HALIFAX

VICE-CONSUL FOR THE NETHERLANDS

CODES USED
A B C 4TH, 5TH, 6TH & 5TH IMPROVED
LIEBERS
WESTERN UNION
"SCOTTS"
"WATKINS"
"BENTLEYS"

Captain Harry M. ...

Captain Champion,
S.S. "GEORGE COCHRAN",
Halifax, N.S.

I relieved poor old Capt. Rangdale. He had rotten luck, picked up the "A.B." had her in tow and she parted in a blizzard. He returned for more gear and gave up the job. I went against my will I took over. I offered to go along with Rangdale to assist him but no he would not have it. I was down with a heavy cold at the time but the thought of salvage helped me to forget it. After 30 days search we returned to harbour. She was never sighted again. Probably broke up in the heavy winter gales that are prevalent in these latitudes at this time of the year. J.B.C.

Dear Sir,

On leaving here you will proceed to the last position in which the Schooner "ANNABELLE CAMERON" was sighted, namely 42;50 North 64;50 West, and you will make every possible effort to find her. When last sighted she still had the foremast standing. On Monday last I received a telegram from the Agent of the Marine and Fisheries at Shelburne, stating that she had been sighted that day, Monday, in a position 56 miles South by East from Shelburne, drifting South South West.

*Sighted by
H. Marston
Washington*

If you do not succeed in locating her by Monday night you had better go into Shelburne and communicate with me on Tuesday morning, and if I do not hear from you then I will take it for granted that you have picked up the Schooner and are towing her in. If you get her you had better use your own discretion as to where you will take her. I would of course sooner have her here in Halifax than anywhere else if it is possible to get her here, but this is a matter that you must use your own discretion about.

When the "COCHRAN" first picked her up they made their wire fast to the Schooner's chains and let out about 45 fathoms of chain, but after parting the wire they could not get the chain in with the windlass and consequently had to cut another link and let the 45 fathoms go, and then they made fast to the chain again letting out only 20 fathoms, which they were able to handle with the windlass.

I understand that both anchors are gone, so if you get her and go into Shelburne the best thing to do would be to get local advice as to what to do with her, either to ground her in a suitable place or to get her alongside a wharf if possible.

I trust that you will be successful in your errand.

Yours very truly,

J. B. C.

W/H

MANUFACTURED IN ENGLAND

MINISTÈRE DES COLONIES.

PATENTE DE SANTÉ

Décret du 27 décembre 1928 et arrêté local du 25 février 1930.

NOUS DIRECTEUR DE LA SANTÉ à Saint-Pierre, certifions que le bâtiment ci-après désigné part de ce port dans les conditions suivantes, dûment constatées:

| | | | |
|------------------------------|------------------------|---|--------------|
| Nom du bâtiment..... | <i>Joabel H</i> | Malades à bord. | <i>Neant</i> |
| Pavillon..... | <i>Anglais</i> | | |
| Tonneaux..... | <i>131-89</i> | Etat hygiénique du navire. | <i>Bon</i> |
| Appartenant au port d | | Etat hygiénique de l'équipage (couchage, vêtements, etc). | <i>Bon</i> |
| Destination..... | <i>Belize Honduras</i> | Etat hygiénique des passagers. | <i>Bon</i> |
| Nom du capitaine..... | <i>Champion</i> | Vivres et approvisionnements divers. | <i>Bon</i> |
| Équipage (tout compris)..... | <i>10</i> | Eau. | <i>Bonne</i> |
| Passagers..... | | | |
| Cargaison..... | <i>Divers</i> | | |

Conformément aux articles du règlement, l'état sanitaire du navire a été vérifié, la visite médicale a été passée au moment de l'embarquement des passagers et il a été constaté qu'il n'existait à bord, au moment du départ, aucun malade atteint d'affection pestilentielle (choléra, fièvre jaune, peste), ni linge sale, ni substances susceptibles de nuire à la santé du bord.

Nous certifions, en outre, que l'état sanitaire..... } du port est.....
des environs est.....

et qu'il a été constaté dans le port (ou ses environs) pendant la dernière semaine écoulée..... } cas de choléra.
cas de fièvre jaune.
cas de peste.
cas de typhus.

En foi de quoi, nous avons délivré la présente patente, à Saint-Pierre, (Iles Saint-Pierre et Miquelon)

le *2* du mois de *Mars* 19*35*.

L'Expéditionnaire de la patente.



Le Directeur de la Santé,

H. Allou

F. K. WARREN
HALIFAX, N. S.
SHIPPING AGENT

THE BALTIC AND WHITE SEA CONFERENCE
UNIFORM TIME-CHARTER 1912

FOR EUROPEAN, ETC., TRADE

CABLE ADDRESS
WARREN HALIFAX

AS REVISED BERLIN 1912

CODE-NAME:
BALTIME

HALIFAX, N. S., August 8th, 1925

It is This Day Mutually Agreed between F.K. Warren, as Broker for Owners 1
of the good Steamer called "GEORGE COCHRAN" of 294 Tons gross Register, 2
classified 100 A1 of 86 Reg. of 121 Tons net Register, 3
carrying about 300 Tons dead weight on Board of Trade summer freeboard inclusive 4
of Bunkers, having as per Builder's plan cubic-feet ^{grain} ~~bale~~ capacity, exclusive of permanent 5
Bunkers, which contain about 75 Tons, and capable of steaming about 9 Knots an 6
hour in good weather and smooth water on a consumption of about seven tons best Cardiff 7
coal, 8
now at Montreal 9

Charterers and of as Charterers 10

Period 1. That the said Owners agree to let and the said Charterers agree to hire the said Steamer for the term of one 11
calendar months from the time (the day not to be a Sunday or a legal Holiday) the said Steamer is delivered and placed 12
at the disposal of the Charterers ready to load and after written notice has been given between the hours of 9 a.m. and 13
Port of Delivery 6 p.m., or between 9 a.m. and 2 p.m. if on Saturday, at Halifax, N. S. 14
15

Trade in such dock or at such wharf or place immediately available and where 16
she can always safely lie afloat, as Charterers may direct, she being then tight, staunch, strong, and in every way fitted 17
for ordinary cargo service, (with her complement of officers and crew); to be employed in lawful trades for the convey- 18
ance of lawful, not injurious, inflammable or dangerous merchandise (such as acids, explosives, calcium carbide, ferro 19
silicon, naphtha, petroleum, tar, or any of their products), also no live stock to be shipped, between good and safe ports 20
or places within the following limits: 21

British North America and/or West Indies and Bermuda and/or
Central America, excluding all unsafe ports and at no time
within fifty miles of United States Coast.

where she 22
can always safely lie afloat, as Charterers or their Agents shall direct, on the following conditions 23

Owners to provide 2. That the Owners shall provide and pay for all the provisions and wages, and for the insurance of the steamer 24
and for all deck and engine-room stores and maintain her in a thoroughly efficient state in hull and machinery for and 25
during the service. 26
Owners to provide one winchman per hatch, if further winchmen are required or if the stevedores will not work 27
with the men from the crew at the winches, charterers to provide and pay winchmen from land. 28

Charterers to provide 3. That the ~~Charterers~~ Owners shall provide and pay for all the ~~coals, fuel, water for boilers, portcharges, pilotages~~ Charterers paying for all (wheth- 29
er compulsory or not), canal steersmen, boatage, lights, tug-assistance, consulages (except consular shipping and discharg- 30
ing fees of the Captain, officers, engineers, firemen and crew) canal, dock and other dues and charges, (also to pay all dock 31
harbour and tonnage dues at the port of delivery and re-delivery unless incurred through cargo carried before delivery or 32
after re-delivery) agencies, commissions, expenses of loading, trimming, stowing, unloading, weighing, tallying and de- 33
livery of cargoes, surveys on hatches and protests (if relating to cargo) and all other charges and expenses whatsoever, 34
except those above stated. 35

Bunkers 4. That the Charterers at the port of delivery and the Owners at the port of re-delivery shall take over and pay 36
for all coal remaining in Steamer's bunkers, at the current price of the respective ports. The steamer to be re-deliver- 37
ed with not less than tons and not exceeding tons coals 38
in Steamer's bunkers. 39

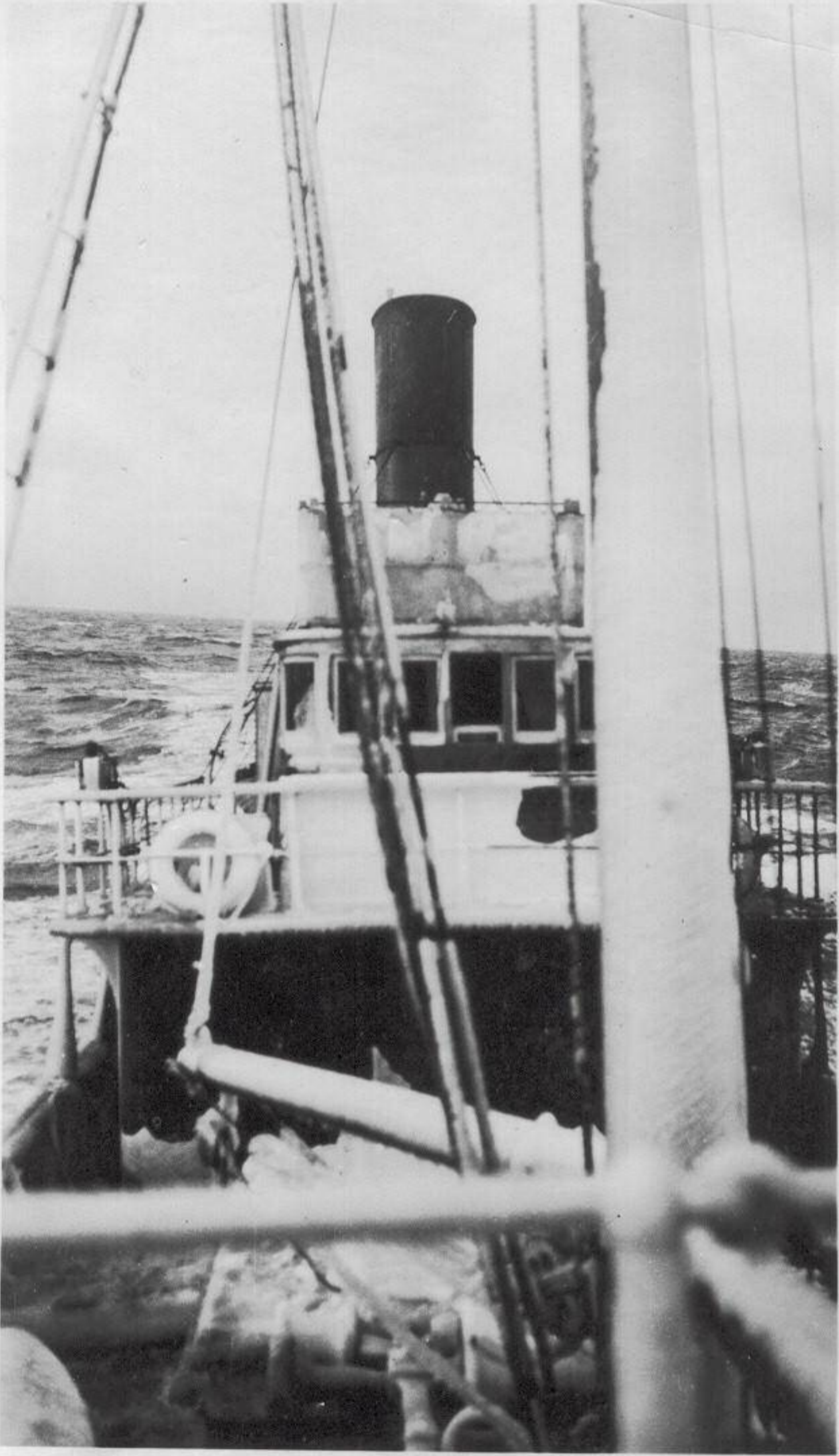
| | | |
|------------------------------|---|--|
| Hire | 5. That the said Charterer shall pay as hire for the said Steamer: | 40 |
| | <u>Four Thousand Five Hundred (\$4500) Dollars.</u> | |
| | per calendar month, commencing from the time the Steamer is placed at the disposal of Charterers, and pro rata for any fractional part of a month (the days to be taken as fractions of a month of 30 days) until her re-delivery to Owners as herein stipulated. | 41 42 43 |
| Payment | That the payment of the hire shall be made as follows: In <u>Halifax to F.K. Warren</u> in cash, without discount, monthly in advance. <u>further time to be paid in advance five days before commencement of each subsequent month.</u> | 44 45 |
| | In default of such payment or payments, as herein specified, the Owners shall have the faculty of withdrawing the said Steamer from the service of the Charterers, without prejudice to any claim they (the Owners) may otherwise have on the Charterers under this Charter. | 46 47 48 |
| Loading and Discharging | 6. That the cargo or cargoes shall be laden (with due regard to seaworthiness) and/or discharged by Stevedores appointed by Charterers in any dock, or at any wharf or place the Charterers or their Agents may direct, where the Steamer can always safely lie afloat. | 49 50 51 |
| | The Owners shall provide gear capable of handling lifts up to two tons and maintain the ordinary cargo gear of the Steamer as fitted, but gear for heavier lifts, shall be for Charterers' account. | 52 53 |
| | Any other special gear including any special ropes, hawsers and chains required by the custom of the port for mooring shall be for Charterers' account. | 54 55 |
| | All runners, ropes and slings actually used for loading and discharging shall be paid for by Charterers. | 56 |
| Re-delivery | 7. That the Steamer (unless lost) shall be re-delivered on the expiration of this Charter-Party, in same good order as when delivered to the Charterers (fair wear and tear excepted) at an ice-free port in | 57 58 |
| | <u>Halifax, N. S. or at Owners option in Montreal if redelivered within two months from date of delivery.</u> | 59 60 |
| | between the hours of 6 a.m. and 6 p.m., but the day of re-delivery shall not be a Sunday or legal Holiday, always unless owners agree to take re-delivery earlier. | 61 62 |
| Notice | The Charterers to give the Owners not less than ten days' written notice at which port and on about which day the steamer will be re-delivered. | 63 64 |
| | Should the Steamer be on a voyage at the expiration of the period fixed by this Charter, the Charterers are to have the use of the Steamer at the rate and on the conditions herein stipulated to enable them to complete the voyage, provided always that the said voyage was reasonably calculated to be completed about the time fixed for the termination of the Charter. | 65 66 67 68 |
| | Money in dispute to be deposited in the joint names of the parties to this charter party with approved bankers at the place of payment of the hire until the dispute has been settled by the arbitrators. | 69 70 |
| Cargo space | 8. That the whole reach and lawful burthen of the Steamer, including lawful deck-capacity (compatible with vessel's seaworthiness), not exceeding what she can reasonably stow and carry, shall be at the Charterers' disposal, reserving only proper and sufficient space for Steamer's officers, crew, tackle, apparel, furniture, provisions and stores. When cargo is shipped on deck it shall be at Charterers' or Shippers' risk. | 71 72 73 74 |
| Captain | 9. That the Captain shall prosecute his voyages with the utmost dispatch, and shall render all customary assistance with Ship's crew. Although appointed by the Owners the Captain shall be under the orders and direction of the Charterers as regards employment, agency, or other arrangements; and the Charterers hereby agree to indemnify the Owners from all consequences or liabilities that may arise from the Captain or Officers personally or by Agents signing Bills of Lading or other documents or otherwise complying with such orders, as well as from any irregularity in the Steamers' papers or for overcarrying goods. Owners shall not be responsible for shortage, mixture, marks, nor for number of pieces or packages, nor for damage to or claims on cargo caused by bad stowage, or otherwise, the Stevedore being employed by the Charterers. | 75 76 77 78 79 80 81 82 |
| Misconduct | 10. That if the Charterers shall have reason to be dissatisfied with the conduct of the Captain, Officers, or Engineers, the Owners shall on receiving particulars of the complaint, investigate the same, and, if necessary and practicable, make a change in the appointments. | 83 84 85 |
| Directions for Captains Logs | 11. That the Charterers shall furnish the Captain from time to time with all requisite instructions and sailing directions in writing and the Captain and Engineer shall keep full and correct logs of the voyage or voyages, which logs are to be accessible and patent to Charterers or their Agents. | 86 87 88 |
| Breakdown | 12. That in the event of loss of time from deficiency of men or Owners' stores, breakdown of machinery, or damage to hull or other accident preventing the working of the Steamer and lasting more than twenty-four consecutive hours, the hire shall cease from the commencement of such loss of time until she be again in an efficient state to resume her service; but should the Steamer be driven into port, or to anchorage by stress of weather, or from any accident to the cargo, or in the event of the Steamer trading to shallow harbours, rivers, or ports, where there are bars causing detention to the Steamer through grounding or otherwise, time so lost and expenses incurred (other than repairs) shall be for Charterers' account. | 89 90 91 92 93 94 95 |

| | | |
|----------------------|--|--|
| Cleaning boilers | 13. That the Charterers shall give Owners sufficient time for cleaning boilers. | 96 |
| Negligence | 14. That throughout this Charter losses or damages whether in respect of goods carried or to be carried or in other respects arising or occasioned by the following causes shall be absolutely excepted, viz: | 97 |
| | The Act of God, perils of the seas, fire on board, in hulk, craft, or on shore, barratry of the Master or Crew, enemies, pirates, robbers, or thieves, arrests and restraints of princes, rulers, and peoples, collisions and strandings, explosions, bursting of boilers, breakage of shafts, or any latent defect, even if existing at the beginning of the voyage, in the hull, boilers, machinery, or appurtenances, negligence, default, or error of judgment of the Pilot, Master, or Crew, or other servants of the Owners, in the management or navigation of the Steamer. | 99 100 101 102 103 |
| | The Steamer has liberty to tow or to be towed and to assist vessels in distress, and to deviate for the purpose of saving life or property. | 104 105 |
| Advances | 15. That should the Captain require funds for ordinary disbursements for Steamer's account at any port, Charterers or their Agents are to advance the same, such advances shall be deducted from the next hire, but Charterers shall in no way be responsible for the application of such advance. | 106 107 108 |
| Excluded ports | 16. That the steamer shall not be ordered to any port where fever or pestilence is prevalent, or any port blockaded or where hostilities are being carried on, or any ice-bound port, or any port where lights or lightships are or are about to be withdrawn by reason of ice or war, or where there is risk that in the ordinary course of things the steamer will not be able on account of ice to enter the port or to get out after having completed loading or discharging, nor shall steamer be obliged to force ice. Should the steamer be detained by any of the above causes such detention shall be for Charterers' account. Nevertheless, if on account of ice Captain should consider it dangerous to remain at port of loading for fear of steamer being frozen in and/or damaged he shall have liberty, (but not be obliged) to sail to a convenient open place and await Charterers' fresh instructions. | 109 110 111 112 113 114 115 116 |
| Ice | | |
| Quarantine Detention | 17. That detention and all expenses arising through quarantine (including cost of fumigation), strikes, lock-outs, shall be for Charterers' account. | 117 118 |
| Loss of steamer | 18. That should the steamer be lost or missing, the hire shall cease from the date when she was lost or last spoken or if not spoken, then from the date when last seen, and hire paid in advance and not earned shall be returned to the Charterers. | 119 120 121 |
| Overtime, &c. | 19. That the Steamer is to work day and night if required, all overtime to be paid by Charterers. The Charterers shall pay all overtime (six pence per hour per man) to Officers, Engineers, Firemen and Crew and for all meals properly supplied to Pilots, Stevedores, Tallymen, Custom House Official and Laborers. | 122 123 124 |
| Dunnage | 20. That the Charterers shall supply and pay for all dunnage required, but shall have the free use of any dunnage that may be in the steamer. | 125 126 |
| Lien | 21. That the Owners have a lien upon all cargoes and all sub-freights for hire and general average contribution, and for all expenses and damages due under or for breach of this charter and Charterers to have a lien on the Steamer for all moneys paid in advance and not earned. | 127 128 129 |
| Salvage | 22. That all salvage and assistance to other vessels be for Owners' and Charterers' equal benefit after deducting Master's and Crew's proportion, all legal and other expenses and repairs of damages incurred, including loss of time and coal. | 130 131 132 |
| Sublet | 23. That the Charterers shall have the option of subletting the Steamer giving due notice to Owners, but the original Charterers always to remain responsible to Owners for due performance of this Charter. and subject to owners approval | 133 134 |
| War | 24. That in the event of war between the nation to whose flag the chartered Steamer belongs and any European power or any other power operating or likely to operate in European waters, Charterers and/or Owners shall have the option of cancelling this Charter. | 135 136 137 |
| | That no voyage be undertaken, and no goods, documents or persons shipped that would involve risk of seizure, capture, repatriation or penalty by Rulers or Governments. | 138 139 |
| Prolongation | 25. That the Charterers have the option of continuing the Charter for further periods of <u>one, two or three</u> calendar months each on giving written notice thereof to the Owners at least <u>ten</u> days previous to expiration of the first named and any subsequent term. | 140 141 142 |

| | | |
|-------------------|---|---------------------------------|
| Time for delivery | 26. That the Steamer shall be delivered under this Charter: <u>August 25th, 1925</u> | 143 |
| | and should the steamer not have been delivered latest on the <u>31</u> day | 144 |
| | of <u>August</u> <u>1925</u> , Charterers to have the option of cancelling this Charter. | 145 |
| Cancelling | That should it be proved that the Steamer through unforeseen circumstances cannot be delivered by the cancelling date, Charterers, if required, shall within 48 hours after receiving notice thereof declare whether they cancel or will take delivery of the Steamer. | 146 147 148 |
| Arbitration | 27. That any dispute arising under this Charter shall be referred to arbitration in London (or another port if arranged:) one Arbitrator to be nominated by the Owners and another by the Charterers, and in case such Arbitrators shall not agree, then to the decision of an Umpire who shall be appointed by the said Arbitrators, and the award of the said Arbitrators or Umpire shall be final and binding upon both parties hereto. The Arbitrators including the Umpire shall be Commercial men. | 149 150 151 152 153 |
| General Average | 28. General Average shall be settled according to York and Antwerp Rules, 1890. | 154 |
| Penalty | 29. Penalty for non-performance of this contract, proved damages. | 155 |
| Brokerage | 30. A Commission of <u>5%</u> per cent on the hire paid and earned under this Charter and on any continuation is payable to: <u>F.K. Warren.</u> | 156 157 |



1/10
5.



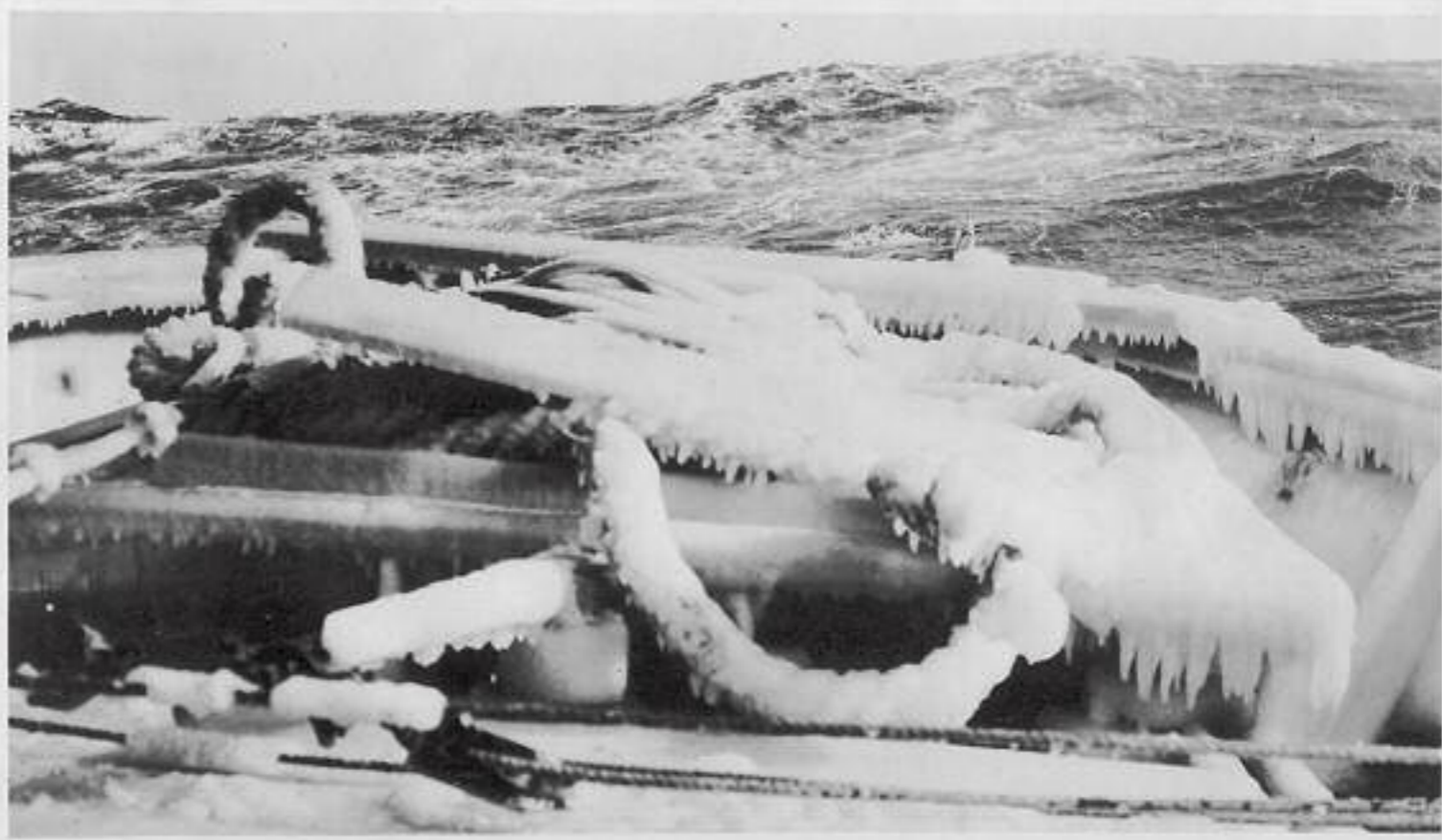
S.S. ^A George Cochran, after Blagayard
off Newfoundland coast
Feb. 1927



Second Alaskan 1912
S.S. "Alamada"
I fauded soap for the
parka.

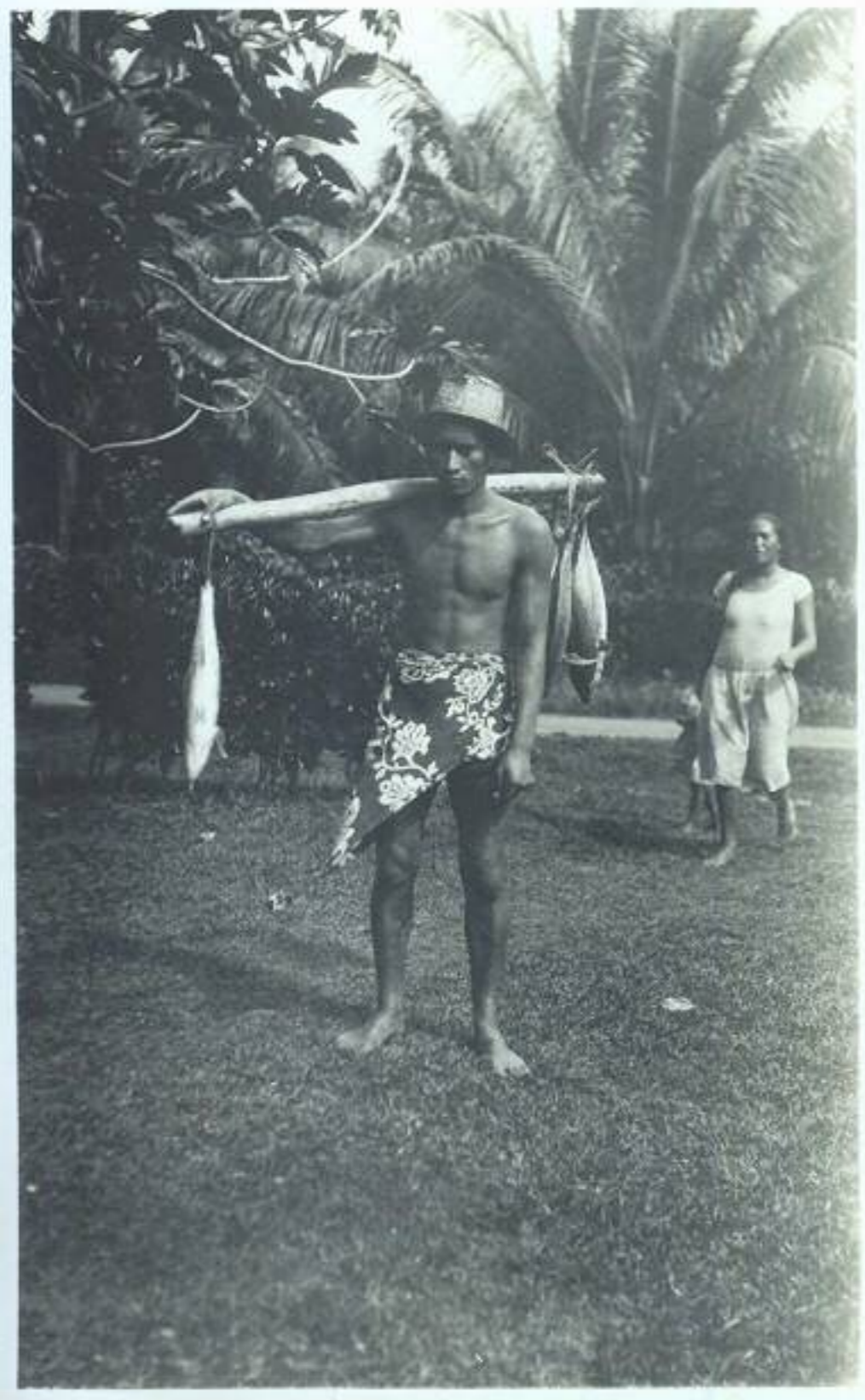


Looking aft - S.S. "Geo. Cockran" after
Blizzard - Newfoundland coast (1927)
From the cook.



S.S. "Geo. Cockran" 1927

Ponni Oct 1926



3 masted Schooner "Ponni"
anchored at Emerald Bank 42 fms
1926



Paratonga to Wellington



"ANAGAGANA" ON ARRIVAL AT HALIFAX
FROM BERMUDA Jan 1935 See page 97



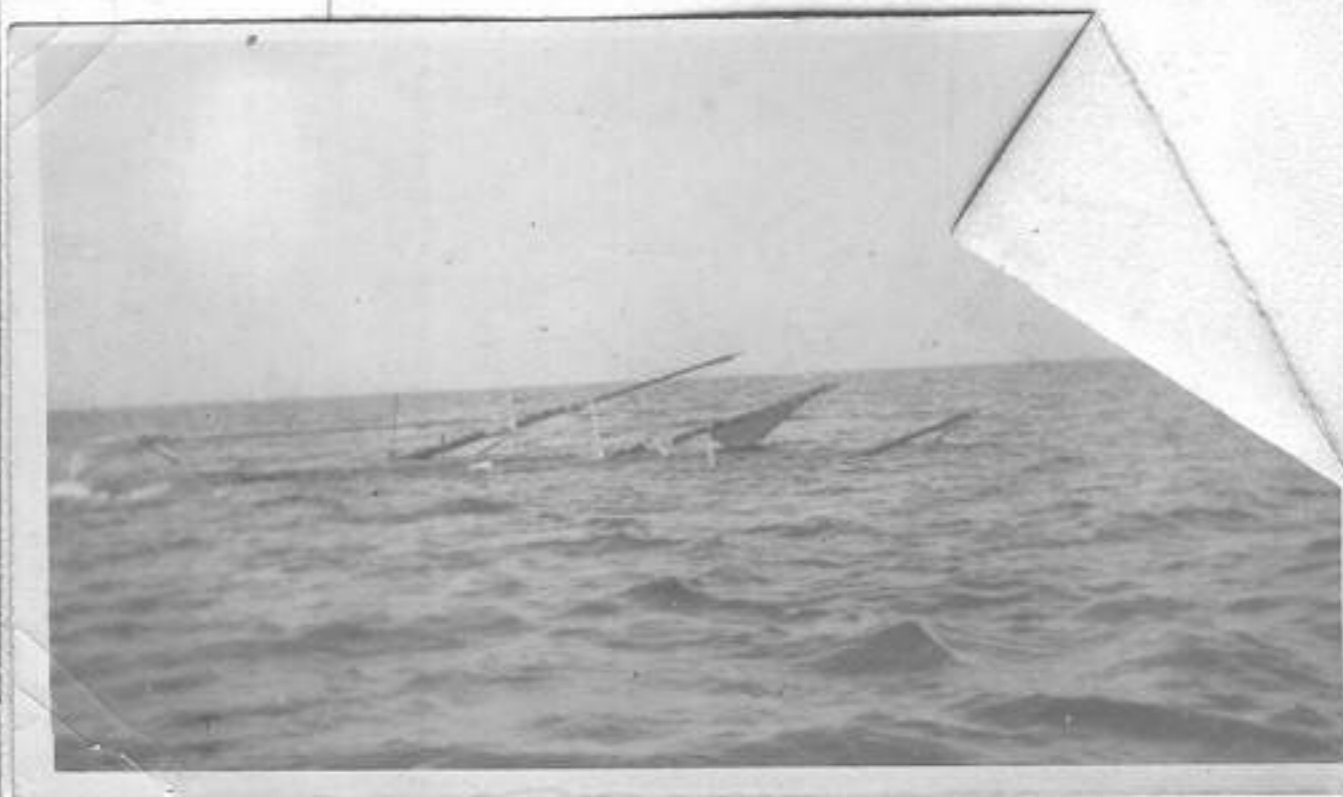
"LEON JUIN" REGATTA BELIZE
1934



"U.S." on above. Ex Submarine
Channel U.S. Navy.



ST. YACHT "BETHALMA"
AT CHARLOTTE TOWN
1919



SCH^R "HOLLETT"
BOMBED BY GERMANS
1918
OFF SAMBRO NOVA SCOTIA

Motor Vessel Disabled In Gulf OF MEXICO Hurricane Passes Nearby

TOWED TO BELIZE.

The Captain (Ward Greenwood) and crew of the Semiramis had a narrow escape from the ravages of the hurricane which, starting from Trinidad and Venezuela had traversed the Caribbean, torn over the western extremity of Cuba and then raced across the Gulf in a westerly direction to wreck fishing villages on the Mexican coast to the north of Tampico.

The Semiramis went out on Monday evening, 26th June, and after discharging her cargo was on her return journey. Through wireless operator, Willie Smith, her Captain was able to steer a course that would keep her out of the path of the hurricane.

On Tuesday, July 4th, when 100 miles North West of Contoy she developed engine trouble. Engineer D Ferrera discovered that two injection nipples were burnt out and that the engine was beyond repair without replacement parts.

While in this position and awaiting help, the hurricane altered its usual course and instead of going in a north or north easterly direction pursued a westerly course. This brought the centre close to the helpless vessel and the wind rose to between 40 and 45 miles an hour while the seas were mountainous.

Captain Greenwood gauged the centre to be about 60 miles away from the fact that the hurricane was travelling at 10 miles per hour and that it took six hours for the wind to shift around from north to southwest.

The Leon Juin, Capt. Champion, left Belize to go to the aid of the Semiramis soon after midnight on Tuesday. Contact was established by means of a rocket sent up by the Leon Juin. The Semiramis was taken in tow at 11.30 on Friday night and brought to Belize at about 8 o'clock on Sunday.



TOWING "SEMIRAMIS"
July 1933

CLARION
JULY 13TH
1933

ICE-COATED CRAFT HAS HARD TIME

JAN. 16TH 1935

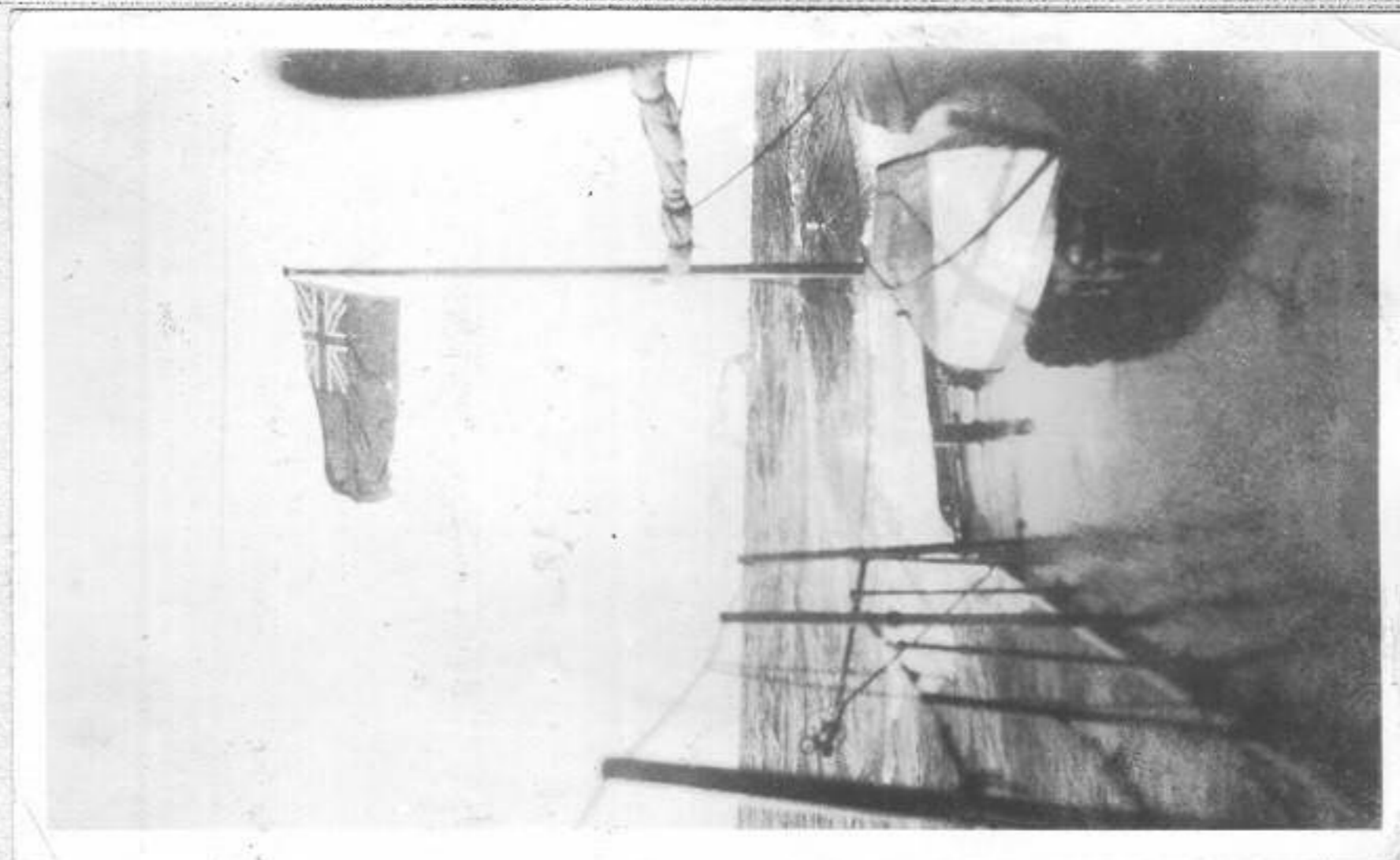
Motor Vessel Anagagana Arrives From Bermuda After Being Buffeted by Heavy Seas.

LASHED by heavy seas and buffeted about the Atlantic by terrific head winds, the little motor vessel Anagagana put into Halifax this morning looking more like a miniature iceberg than a ship.

BURIED UNDER ICE

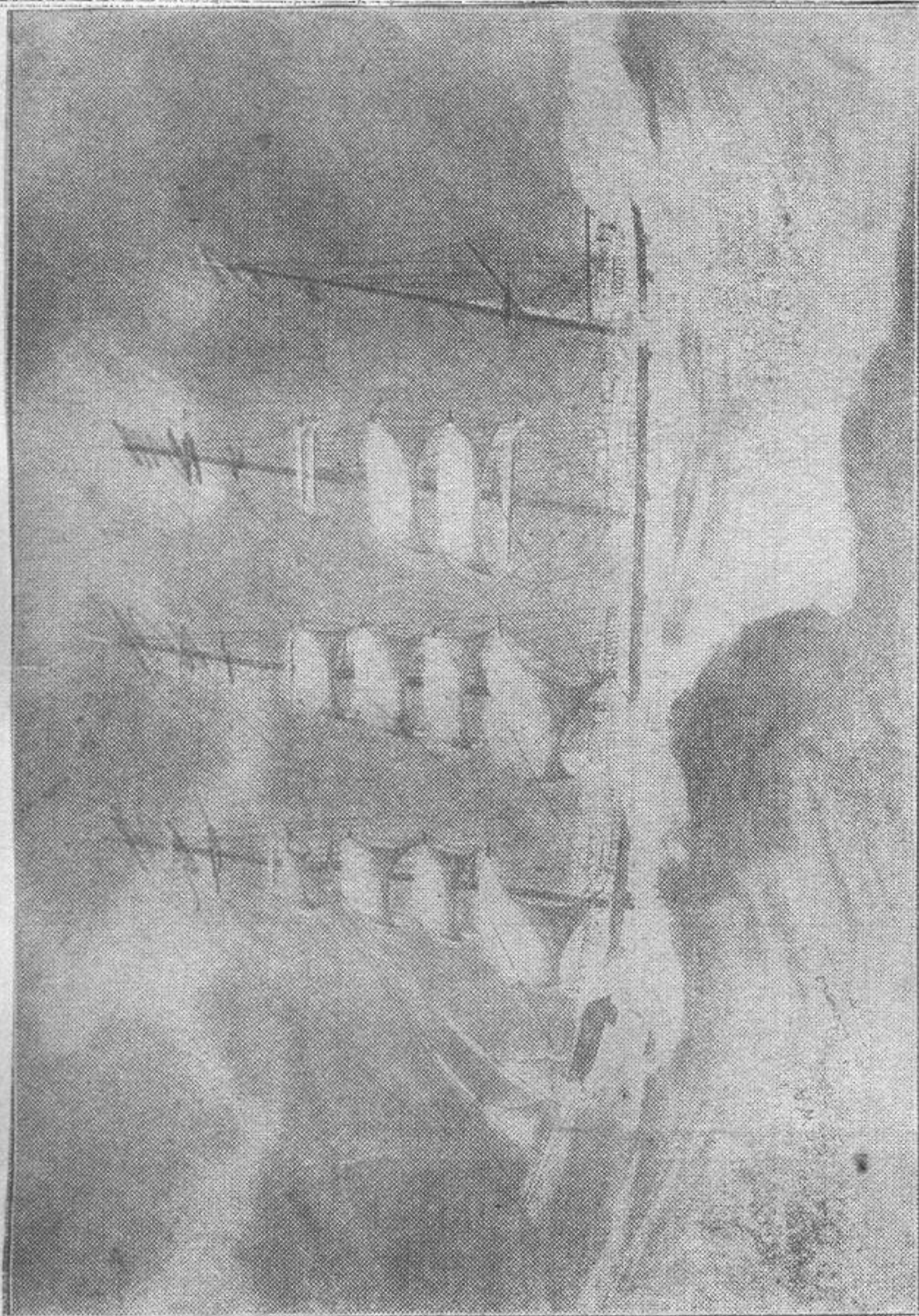
WITH her deck, fore peak and wheel house buried under a heavy coating of ice, laid there by the tons of water which rolled over her and quickly froze in zero weather, the Anagagana tied up at Bissett's wharf, the crew enjoying the first real period of rest they have had since the vessel left Bermuda on Friday last.

"We ran into heavy seas and strong head winds on the whole voyage from Bermuda," was Captain J. B. Champion's only comment, as he laid aside his shaving brush long enough to greet interviewers. Captain Champion, who returned to Halifax from British Honduras only recently, is well-known as a mariner and has sailed on a number of vessels out of this port.



PURSUED BY "UNCLE SAM" GULF OF MEXICO 1932.

Wellington N.Z. Jan. 1930



THE BARQUE REWA.—A drawing of the well-known barque Rewa, which has been offered for use as a training ship by Messrs. G. H. Scales Pacific, Ltd. The Rewa is at present laid up in Auckland Harbour.

CORRESPONDENCE

SEA TRAINING FOR BOYS

A SUITABLE SHIP WANTED

(To the Editor.)

Sir,—If New Zealand is to have a training ship, let it be a seagoing one at any cost. Of what use would a harbour training ship be? Boys would certainly receive a theoretical training, but, as every seaman knows, the practical experience in both navigation and seamanship is only to be gained on the deep-water. Do not let us have a "Paddy West" training ship, and I am sure that a seaworthy barque or full-rigged ship could be purchased at very little cost from a packing company of San Francisco or from Robert Dollar, of the same port.

This question of training our boys to become officers of the mercantile marine is a vital one, and is just as important, if not more so, as the training of young men to qualify as pilots for the air service. It has been questioned whether or not the sailing ship, as a "thing of the past," is needed in the training of boys to become seamen, but two years in sail would be better than four in steam, even in these times. I know of A.B.'s to-day who have been years in steam and they cannot splice even a clothes line. They can "splice the main brace," that is about all.

New Zealand and Australia, as outposts of the Empire, should combine and provide a suitable vessel for the express purpose of training our boys who are anxious to "follow the sea." Australia has a naval college which cost thousands to build, and which, in a few years, will be of little use, judging by the progress the Naval Conference is making, but we will always need the mighty merchant marine, even to the end of time. Foreign nations are doing more for the sea training of their young men than our own vast Empire, and we must not "heave to and allow the "Red Duster" to take second place. Why not form branches of "the ancient mariners' club" throughout the Empire to keep alive this question of sea training?

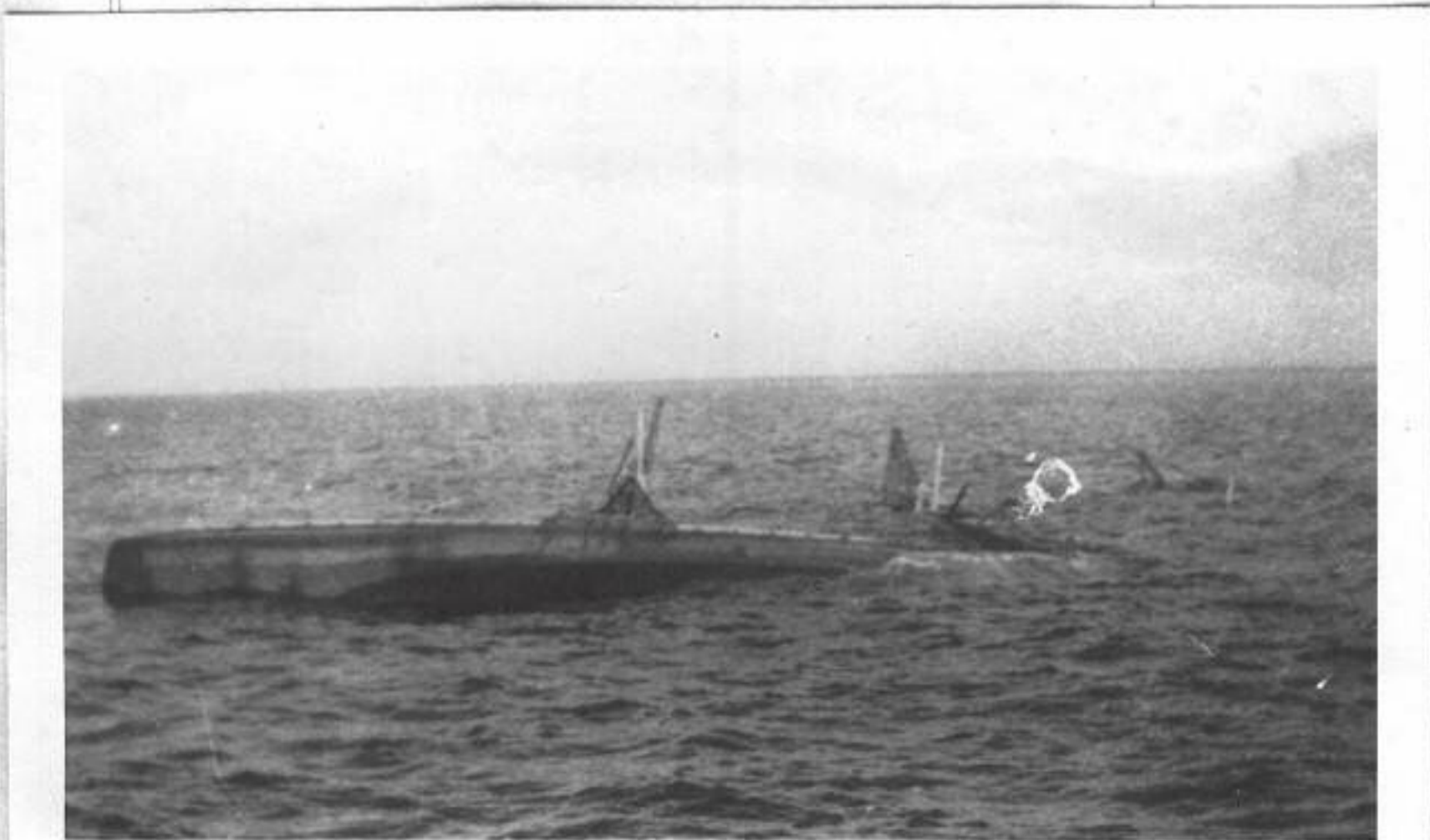
An art union in Australia and New Zealand on the same lines as the Aero Club would raise enough cash to buy and equip a first-class vessel to train fifty lads every two years. Both Governments could assist in the form of a subsidy and steamship companies by offering "surplus" cargo.

Last, but not least, the Press can further this movement or at least "keep it in the public eye" by allotting some of their valuable space to this important matter which affects the future of so many of our boys.

I am sending a print of the Rewa "running her easting down," and this gives one an idea of how "seamen are made, not paid."—I am, etc.,

J. BARR CHAMPION.

[A photograph of the Rewa is reproduced in our illustration page to-day.]





Manurewa. Tourist Series 1688. J.H. Kinnear. Photo.



Senorita. Tourist Series 1686. J.H. Kinnear. Photo.

CAPT. WILLIAM (BILL) CHAMPION
1902

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its character is indicated by a symbol in the check or in the address.

WESTERN

NEWCOMB CARLTON, PRESIDENT



SYMBOLS

| | |
|------|-----------------|
| BLUR | Day Letter |
| NITE | Night Message |
| NL | Night Letter |
| ICO | Deferred |
| CLT | Cable Letter |
| WLT | Week End Letter |

VICE-PRESIDENT

shown on all messages, is STANDARD TIME.

The filing time as shown in the date line on full-rate telegrams and day letters, and

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SAN FRANCISCO, 5416 GEARY ST.

25F DE

SUTTER 4321, LOCAL 277

7

HOLLYWOOD CALIF 850AM MAY 8 1928

CAPT J B CHAMPION

1235 FORTY FOURTH AVE

THE PICTURE HAS BEEN CALLED OFF REGARDS

PAUL R WING

908AM

The Paramount people wanted a "devil fish" so we went to Marquesas to "get" one. Being unsuccessful the picture was called off. It was to be a "stunning" sea picture and I was to be the hard case skipper and head about 2 months whistlers when I received the sad tidings as above. "RISMOT"



M/V. "ANAGAGANA" ^{132 tons.} OF BRIDGE TOWN B.D.S.
210 H.P. F.M. { 12 KNOTS.
See page 97



My parents 1931
Greensborough Victoria





W. F. W. RICE & CO. LONDON

Standing near ruins of
our home. Halifax. Jan. 1917



Bad. 1927

Frank coronet tree
-magnis



Looking across Wellington N.Z. harbor from our windows. Hydrangeas in foreground.



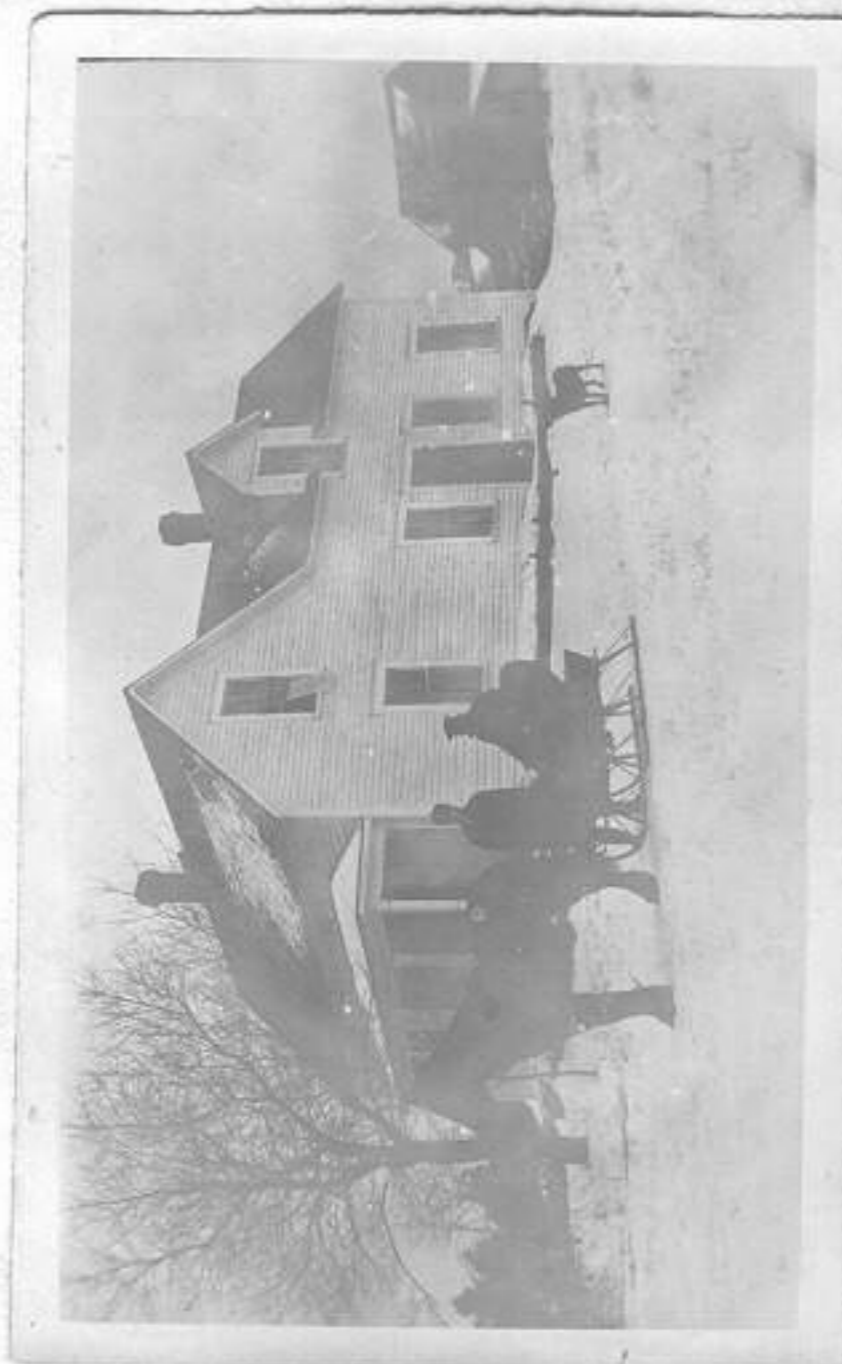
Mangrove Key, British Honduras 1931



Looking across New Town N.Z.



Sch yacht "Agra" Hugh Malleson Miami Built in Germany Phosphor bronze hull.



Home, New Brunswick, June 1918

HALIFAX MAN KNOWS FAMED ISLAND WELL



The late Rosalind Young
Notice the Polynesian characteristics of this Pitcairn author.

"The honeysuckle which you brought to Pitcairn 25 years ago, is now growing wild all over the island."

A quarter of a century ago a slim, young Australian officer was making his first voyage on a geographical survey ship which touched at Tahiti and later at Pitcairn. Recently he received a letter from Annie McCoy, one of the descendants of the famed mutineers who sought refuge on the bleak island when an English gunboat sought them out at Tahiti.

VARIED CAREER

Captain Joe Champion, now in Halifax, has had a varied career in which war service played an important part, since he met the Adamses, the McCoy's and the Christians at Tahiti and Pitcairn. In the meantime the lonely island in the Pacific has become famed. But all through the years Captain Champion has kept up a correspondence with the friends of his boyhood.

Just a few weeks ago a letter from the South Sea island was received by him. It was written by a young niece of Annie McCoy, now an aged woman and grown blind. But it creates a different atmosphere from that suggested by some of the recent stories which have been written about Pitcairn and which suggest that the people are entirely primitive and lacking in any educational facilities.

"VERY INDIGNANT"

The letter is well written and it contains an objection strongly and well couched against a recent article in an American newspaper. "The people here are very indignant about it," dictates Annie McCoy. "It is not correct."

Captain Champion first met the Pitcairn Island people in Tahiti where a sister of Annie McCoy was taking a course to enable her to teach the children of her island. She gave the young officer a letter of introduction to her family and when the survey went to Pitcairn he found a cordial and hearty welcome.

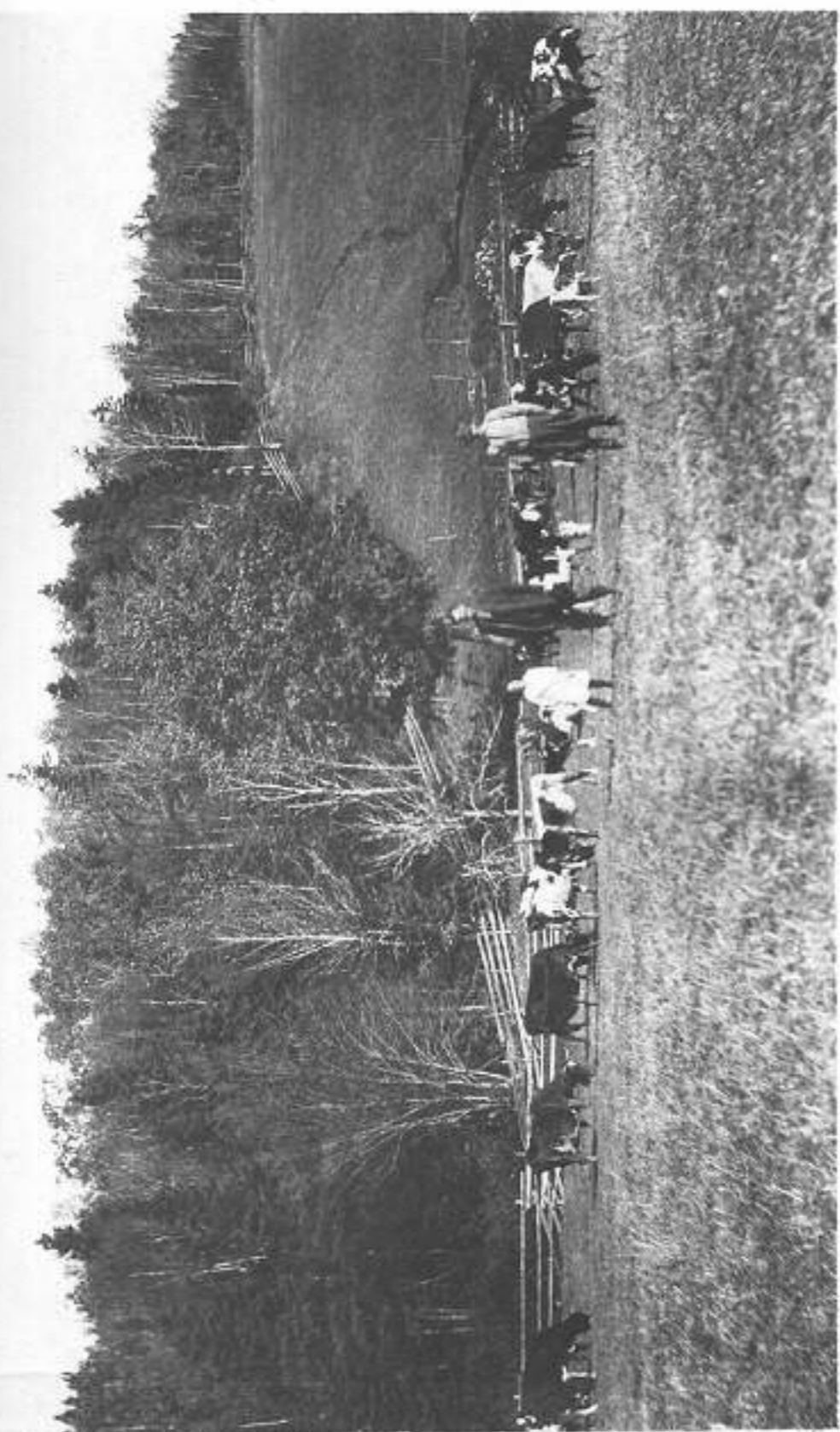
Fond of flowers, the people were very interested in his description of the Australian honeysuckle and when he returned on the survey to Pitcairn the following year, he took back with him, carefully packed, some honeysuckle roots. "And today it is growing wild all over the island."

THE ANCHOR

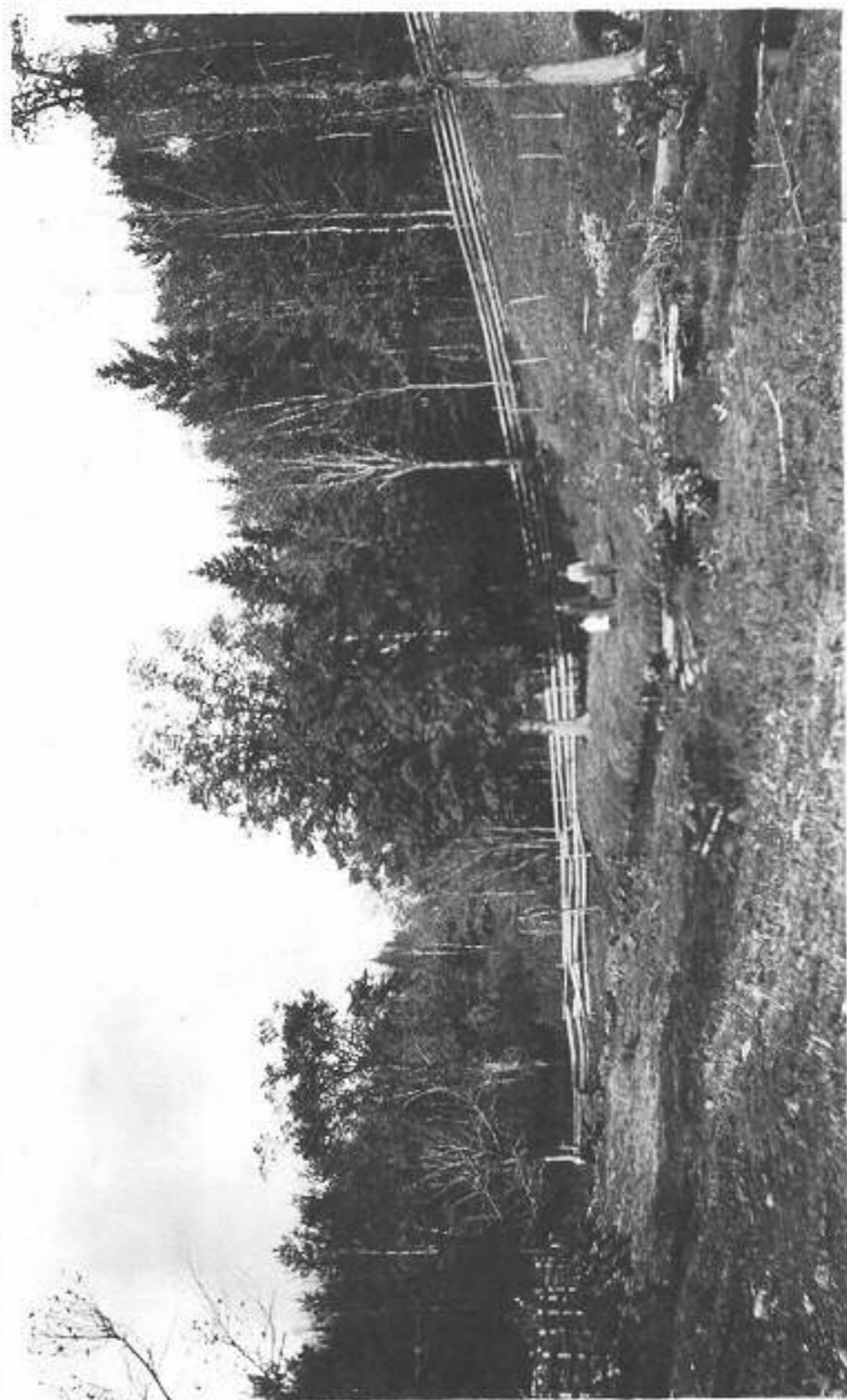
In the letter Miss McCoy tells of the anchor of the Bounty washing ashore some three years ago and being placed near the public building, and she gives chatty details of the boys and girls who Captain Champion met a quarter of a century ago and who are now men and women with families of their own.

Rose Young and her young pupils





Bishops Burn, July 1918
Canada.



The brook.



Looking towards Moncton from
Hayes house 1916.

June 1937

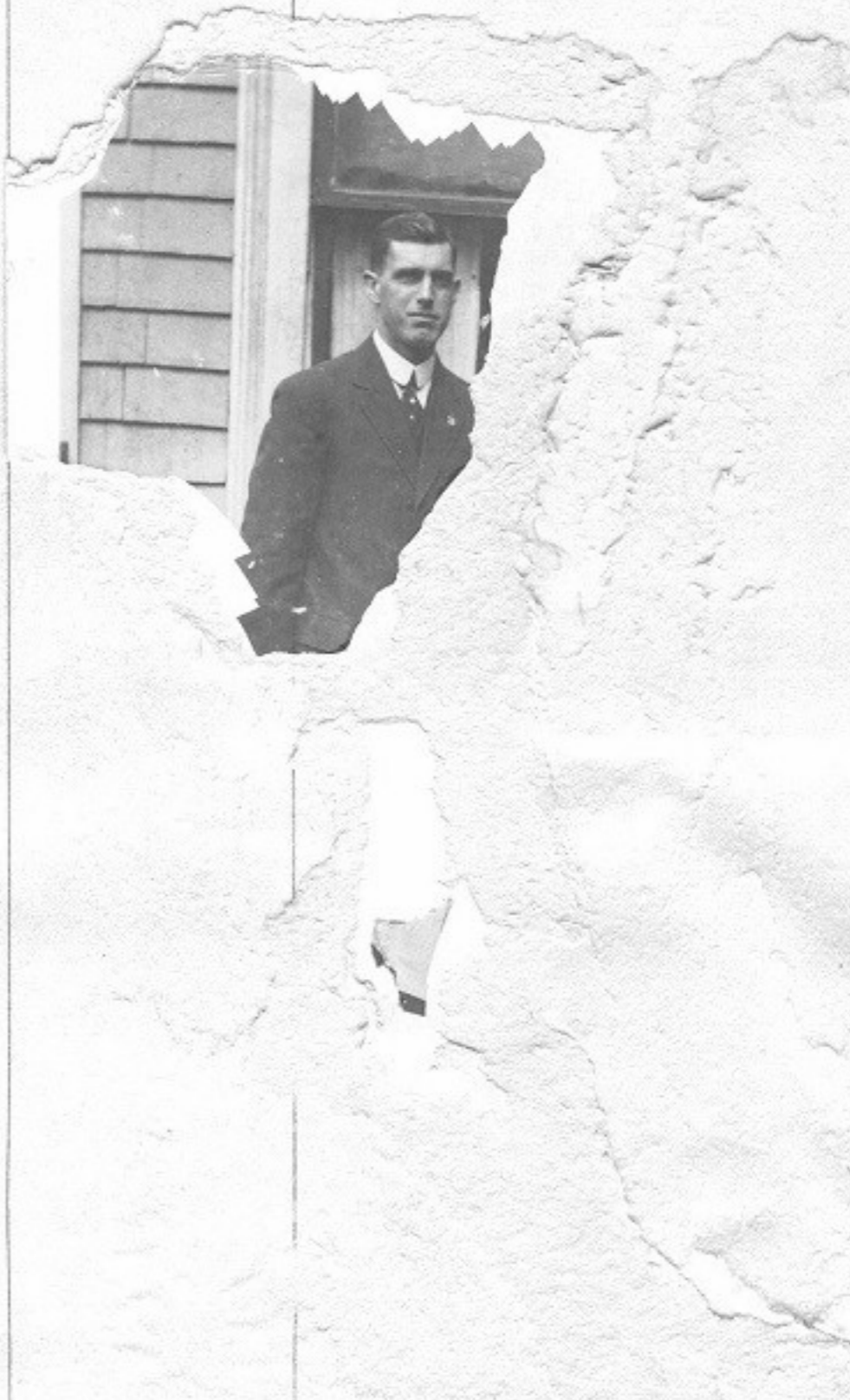


CAPTAIN J. B. CHAMPION, formerly of Malvern, who served during the war in mine sweepers and patrol ships on the Canadian coast and the English Channel, has returned from British Honduras, Central America, to Melbourne to



Captain J. B. Champion

49 yrs.



29 yrs.

17 yrs.
Barkentine "Selwyn Craig"



School cadet.
Australia's Last Hope

12 yrs.

June 1917 Halifax, Nova Scotia



"Mother & Child"
 "My Mother" Aged 20 years
 & Joseph Barr " 10 weeks
 May 1888

PEDRO GASCA

CONSUL H. DE MEXICO EN BELIZE
BRITISH HONDURAS

P. O. BOX 211

CORRESPONDENCIA PARTICULAR

Belize, H.B., 28 de Mayo de 1932.-

Sr. Fortino D. Flores,
C. Jefe de la Aduana, en
COZUMEL. Camp.

Por medio de la presente me permito recomendarle muy especialmente al señor Capitán de "Leon Juin", J.B. Champion, de nacionalidad Inglesa, quien en su travesía al puerto de su destino, suele pasar cerca de esa Isla, y algunas veces necesita como él me ha manifestado, proveerse de combustible ó agua y en este caso suplico a usted muy atentamente le preste las atenciones y facilidades que tan distinguido caballero merece.

Agradeciendo de antemano la atención que pueda dar a la presente, reiterole mi muy atenta consideración.

De Ud. Afmo. Atto. y S.S.

Pedro Gasca

*A sort of letter of introduction
Spanish style.*

MELBOURNE, SATURDAY,
JUNE 3, 1939.

"THE FATTED CALF"

THE phrase is reminiscent of one of the world's immortal stories. In honor of a prodigal but penitent son a forgiving father had ordained a feast, for the furnishing of which he had commanded his servants to "bring hither the fatted calf and kill it; and let us eat and be merry." By Christian men and women everywhere the Divinely told tale is regarded reverently. There need be no departure from that attitude in a slight projection of the imagination. The mirth of which the elder brother complained would subside; the fatted calf on which the merry makers feasted would finish. And then? Obviously, it would be a situation full of embarrassments and difficulties for all parties. The day of returning, with its rejoicing, was over; the old life, with its prosaic duties, would be resumed. The fatted calf was finished and it was necessary to face realities. The errant one was being given his second chance. What use would he make of it, would he prove worthy of it, how would he fit in?

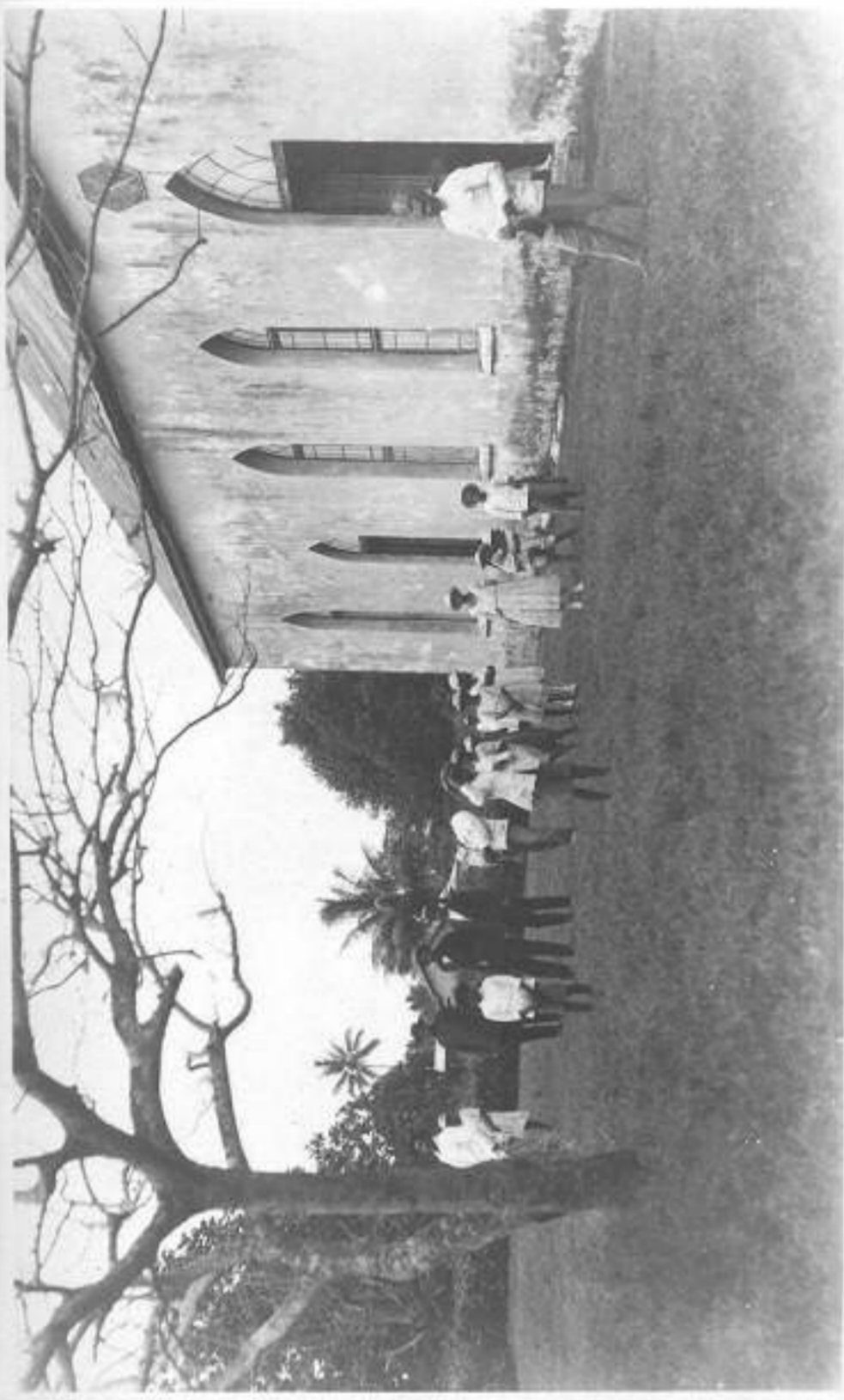
There is an art in penitence. Strategy as well as sincerity is necessary on the part of those who may be getting their second chance. Inevitably the role must be a difficult one to fill. The second chance, and the necessity for it, are not on all occasions darkly tragic. It was not so in the particular case quoted. The young fellow was no felon; he had merely been a fool. So many of us at various times are. All unsuspected there are distributed throughout every large community men and women of pre-eminent respectability who would fain cut out of their life some one never-to-be-forgotten hour or moment of past madness. They would give all they possess for a second chance. But he who has fallen by the wayside and aspires to resume life's former trail has cause to walk warily.

The elder brother and his friends are always somewhere in the vicinity, eager to see if the second chance will mean a second slip. To enter upon the second chance jauntily is to suggest that pardon and restoration are being rated cheaply. But to refuse to forget the past and to dwell on it morbidly is to make things uncomfortable for everybody. There can hardly be a time when there is greater need for reciprocal tact than when the fatted calf is finished.

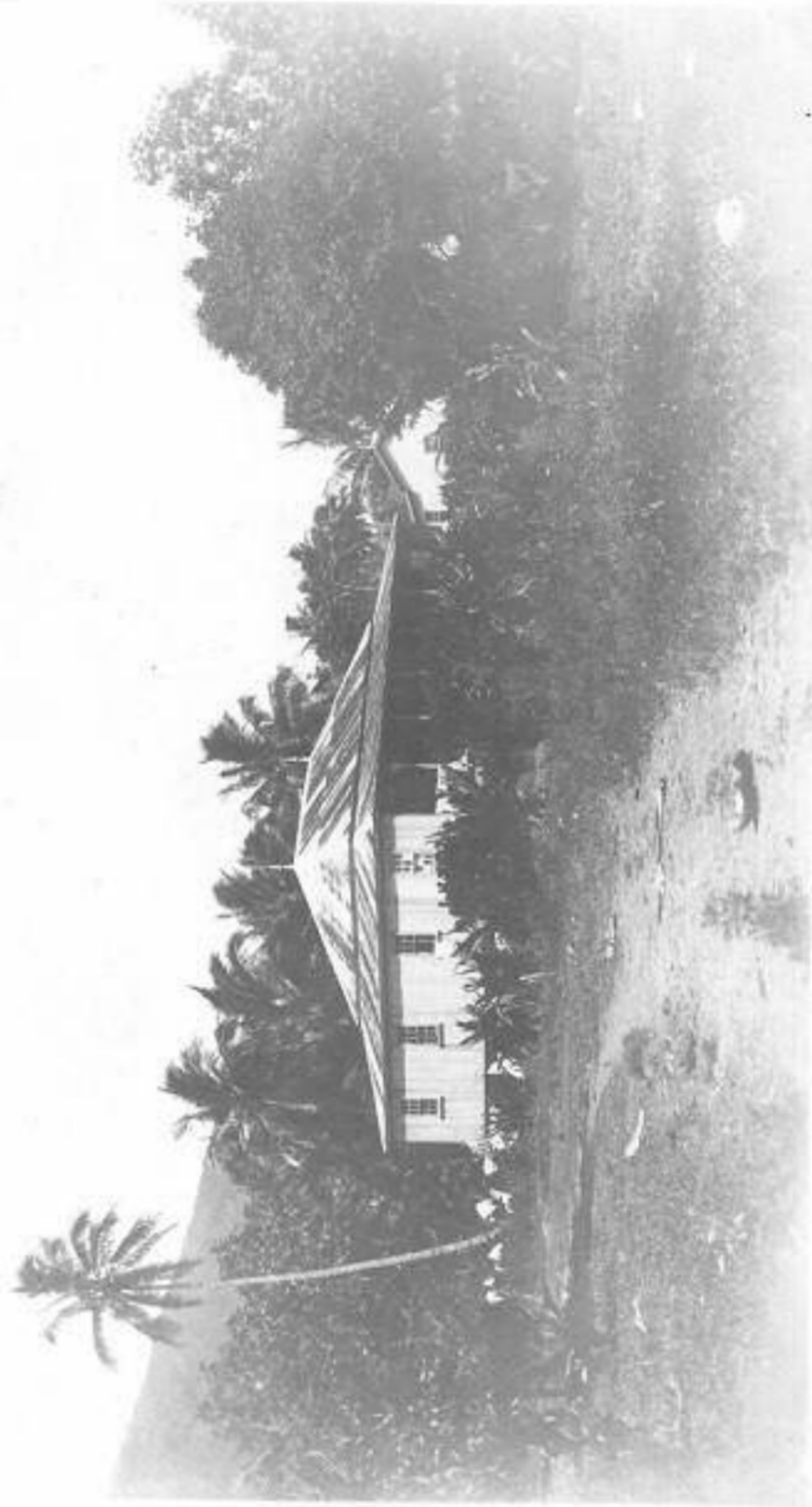
Some people are incapable even of apologising graciously. It is the more unfortunate, because they are usually those who have cause to apologise frequently. But they cannot make use of a second chance in respect even of simple, social decency without demonstrating afresh their boorishness. Ruskin has observed that man's business in life is to mend himself. Those who honestly attempt it are apt to find the mending a long and tedious process. But, in any case of failure, it is the person who has availed himself of a second chance who is usually most understanding and sympathetic. His experience has served to disinfect him from egotism; he is swift to see where and how some other is going to make his mistake. It is not improbable that, back once more on the home estate, the prodigal would occasionally be very secretly consulted by others who were conscious of coming under the influence of his earlier impulses. His views on certain phases of life would be valuable long after the fatted calf was finished. He had travelled to the far country, and had had to pay the price. But it was possible for him to work off at least part of that price by using for the benefit of others his second chance. The emotional momentum on which he started would become spent; after the sudden spurt there would come the need for the steady pull. He is the prototype of the many men who have returned from failure and who, throughout the testing years, have retrieved the false step, have redeemed the regretted mistake.

Remembering our common frailty, the giving of a second chance is worth the risk. It is a form of moral charity for which the most immaculate amongst us may one day be grateful. It was this truth which was in the mind of the national poet of the Scot when he

wrote: "Then gently scan your
"brother man, Still gentler sister
"woman; Though they may gang
"a kennin wrang, To step aside is
"human." Even if, happily, we
ourselves never need it, there may
be those dear to us to whom we
may have to hope the world will
grant a second chance. For we
can be wounded more deeply
vicariously than directly. A modern
type of prodigal son was creating
much family distress by his follies.
Discussing the problem, a sym-
pathising neighbor said to his
mother: "If he was my son, I
"would turn him out of the
"house." "If he was your son, so
"would I," was the significant
mother answer. It was a survival
of that feeling which prompted the
issuing of the old-time command:
"Bring hither the fatted calf."
Within the darker recesses of our
corporate life there are constantly
and quietly at work men and
women seeking to restore to self-
respect those whom the law has
pronounced offenders. It is a noble
work, and those engaged in it
declare themselves richly rewarded.
And although the stories of its
successes can obviously never be
fully written, they furnish a trium-
phant vindication of the gospel
of the second chance. By the
necromancy of that process human
bad debts are turned into credit
balances. Religious history fur-
nishes parallel instances. For the
glory of the church is its saints,
and that glory is not diminished
but enhanced by the fact that so
many of those saints were men
and women who discovered they
had urgent need of and, in the
end, made wise use of a second
chance.



Taubeta, Tahiti.
The church that Robert Louis Stevenson
attended in 1888. He was en route to
Suva in his schooner "Casco"



House of the Chief
Taubeta, Tahiti.

P.V. IV after trip to Salt Island
to pick up sick man.
Feb. 1919



After explosion 1917
Soldiers searching for bodies
Bodies covered in pyrewood.



Tail end of
hurricane 1926
Off Nova Scotia
Coast: "Dorin"
Schooner
394 tons. Bank
Emerald Bank
Nova Scotia
anchored in
42 fms chain
125 fms chain
Sand + shell



"Mackay Broom" 1917



Still inclined to be
pigeon toed. I'll get
hard past the same

or will I?



After
explosion
Halifax 1917

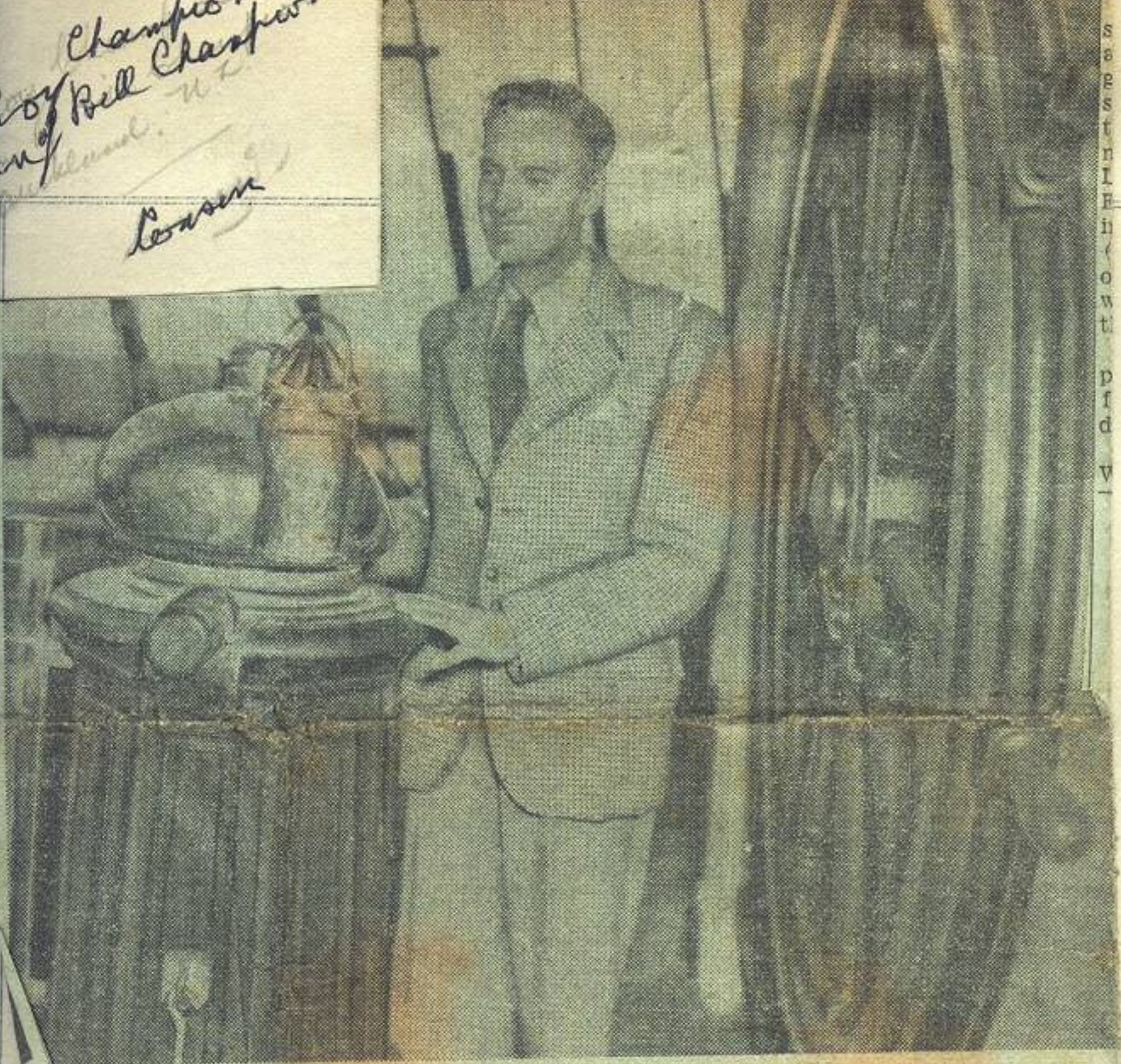
*... And All I Ask Is a Tall Ship
And a Star to Steer Her By.*

-Masefield



Few photographs could illustrate the beauty of John Masefield's immortal "Sea Fever" better than this one of the four-masted bark Pamir, shown somewhere off the Golden Gate under her glory of wind-billowed canvas. The steel-hulled vessel has logged fifteen knots, barely missed a port-to-port record on her last voyage to San Francisco. She carries 36,000 square feet of canvas when under full sail, is a veteran of two wars; and has served under four flags. The British now operate her in carrying cargoes of war materials across the Pacific.

*Champion
Roy Bill Champion
Learner*



Here is the Pamir's skipper, Captain A. R. Champion, of New Zealand, standing between wheel and binnacle aboard his four-masted bark. He went to sea at 13, has handled hundreds of steamships in his 29 years experience, but declares he'd rather sail the Pamir than to be captain of the Queen Mary.

Here is a photo of deck and rigging aboard the four masted bark Pamir, British operated vessel which recently visited San Francisco Bay. On ships like this, real foremast hands were born—blue water sailors who could name you every line, every spar shown in all this intricate maze.



Also see pages 142, 143, & 144

Gigantic Arms Racket Involved Halifax Folk

Wife Of Halifax Business Man Involved In \$15,000,000 Scheme To "Double- Cross" Madrid Regime

By **COMMANDER D. G. JEFFREY, F. R. G. S., D. S. O.**
Special Chronicle Writer

Information from private, well-informed sources reveals that Halifax very recently played a part in a \$15,000,000 international arms deal that involved a British peer, several gentlemen of fortune and had as background such other cities as Paris, Helsingfors in Finland, and Vera Cruz in Mexico.

The whole story reads like a shady chapter from the life of Sir Basil Zaharoff, Europe's recently deceased "mystery man of the arms racket" — except that whereas Zaharoff always "delivered the goods" the racketeers in the 1937 adventure were planning a gigantic double-cross that was foiled only by the Soviet Russian Government and an Act of the Dominion Parliament.

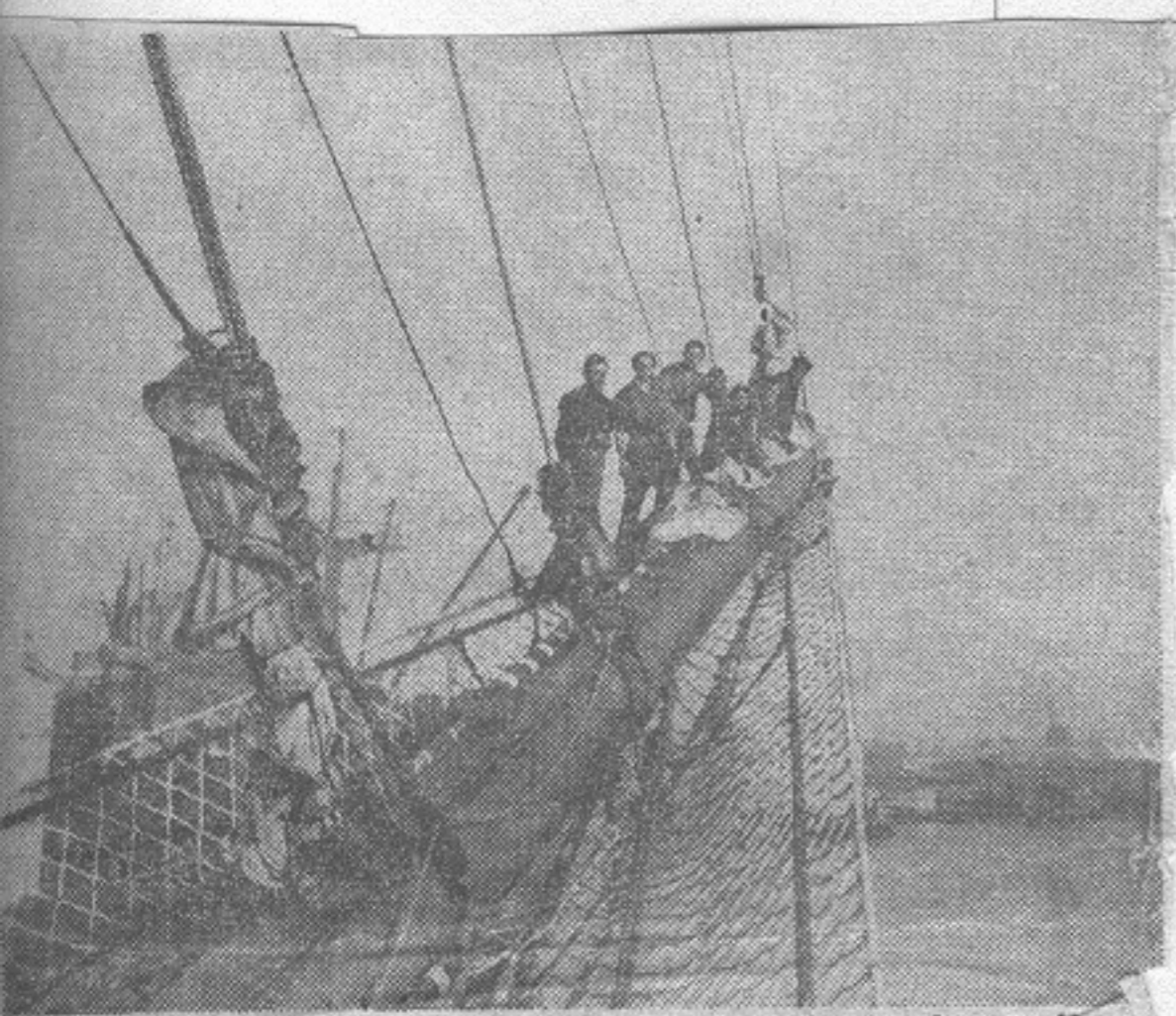
A HALIFAX WOMAN

On several occasions the scene of this gigantic plot shifted to the Halifax waterfront. On one of these occasions the wife of a well-known Halifax business man purchased from a local steamship agent an ocean passage for one of the European agents of the arms ring. This woman, and her husband, were closely watched for several weeks by agents for a foremost European Power.

LORD DONEGALL

Here's how the story goes. Lord Donegall columnises for the "London Sunday Dispatch" but he figures in the picture at most of the smart social and political functions of the metropolis. It was at what his lordship describes as a reception that he first heard of it. It reads like a bit of William Lequeux or Phillips Oppenheim, or a scene from Seton Merriman's "Vultures." A buzz of conversation, brilliantly-gowned women and immaculate males; the foreign contingent.

(Please Turn to Page 2, Col. 7)



Members of the Pamir's crew climb out on her bowsprit. All thirty of those serving in her share Captain Champion's enthusiasm for their vessel. Some of the men admitted they were scared the first time they went aloft, but said, "After you've served a year in her you can really call yourself a sailor."



Plunges Into Shark Infested Sea To Effect Rescue Of 17

Relative Of Halifax Man Saves Lives

Native Priest Who Feared "Devil Ship" Forcibly Removed From Wreck in Daring Rescue

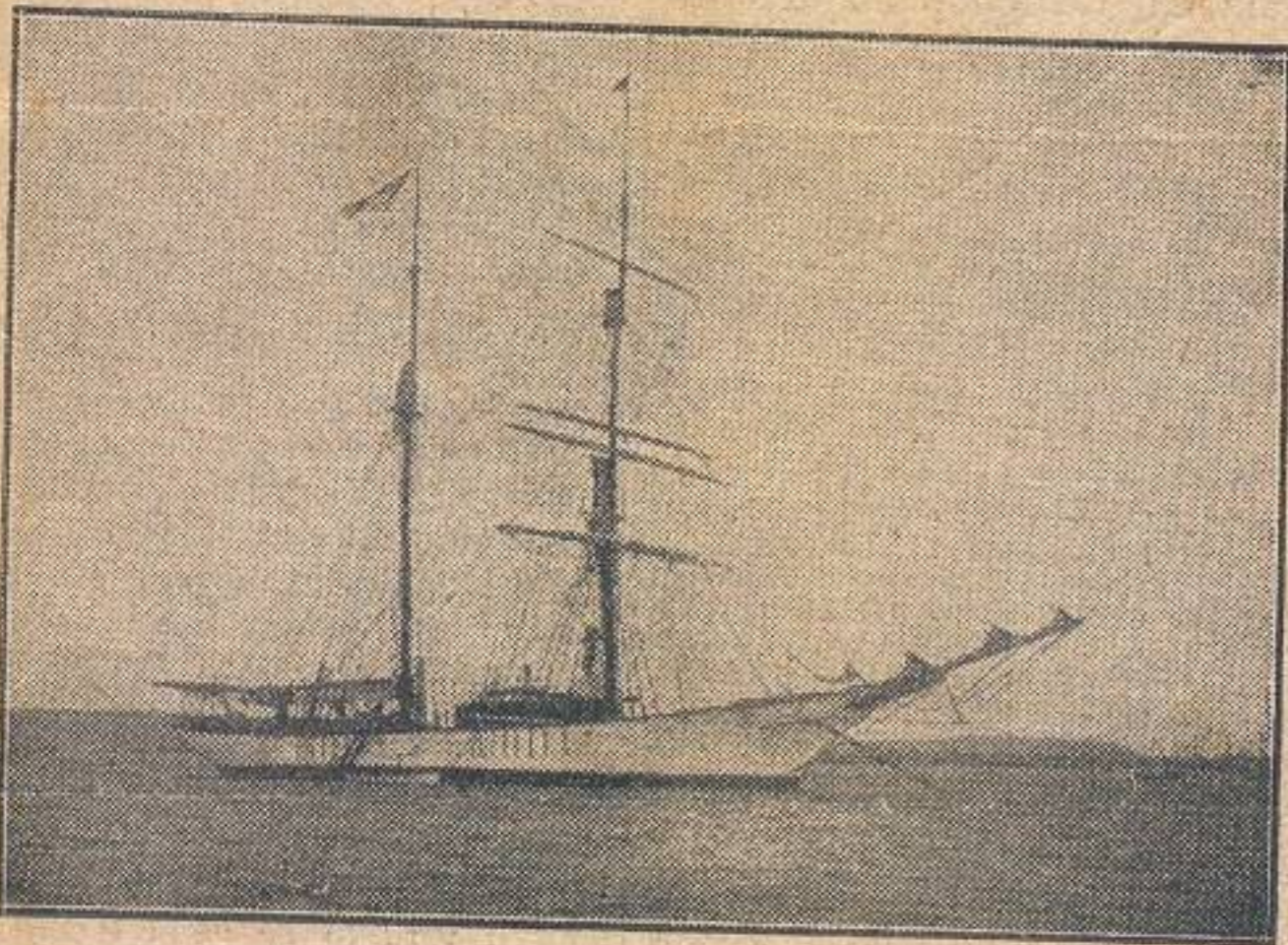
A STORY of heroism on the part of a young ship's officer, who plunged into shark-infested waters far off the coast of Samoa to assist in rescuing seventeen persons from the ill-fated schooner Tiafau, a passenger-carrying vessel plying between Apia and Pago Pago, has just come out of the Pacific.

COUSIN IS HERE
THE hero of the epic drama of the seas was Third Mate Desmond Champion, of the Union Line steamship Hauraki, and a cousin of Captain J. Barr Champion, of Halifax, one of the best known skippers sailing out of Nova Scotia ports.
For two days and nights the little group of shipwrecked men, women and children clung to the overturned hull of the Tiafau, after she had capsized in a hurricane. They had about given up hope when the freighter Hauraki hove into view. Captain Alfred Reed, her master, ordered his vessel halted and a bosun's chair dropped over the side. A delirious native priest prayed incessantly and a ring of sharks circled the overturned schooner.

NATIVES REFUSED
THE natives recoiled in fear and refused to go aboard the Hauraki, after the priest told them "this ship that comes in the night is but a devil ship."
It was Desmond Champion who kicked off his shoes and dove into the shark-infested waters. He came up snorting and thrust the priest into the bosun's chair. They hauled him up and in quick succession they pulled the others aboard the Hauraki. One woman couldn't fit in the chair. Half dead from exposure she threw up her hands and slipped into the water. A shark darted towards her but Third Mate Champion reached her first and hauled her back onto the capsized schooner. They finally hauled her aboard the Hauraki with the winches.



OFFICERS OF THE ILL-FATED CARNEGIE.—Captain Ault and the officers of the American research steamer Carnegie. Captain Ault (the centre figure in the front row) lost his life as a result of an explosion in Apia Harbour, which wrecked the vessel.



WRECKED IN APIA HARBOUR.—The American scientific survey vessel Carnegie, wrecked by an explosion, with loss of life, in Apia Harbour, Samoa, on Saturday, Nov 30.

Same key as "Galilee"
J.B. CHAMPION
GLEN BROOK 2nd
N.S.W. AUSTRALIA. 550-30195274

Terrestrial Magnetism

ington, D. C.

ater "Galilee".
Francisco, June 16th 1908.
ern, that
been employed
the above named
of sixteen months.
of him as being
and able to

T. Hayes,

of above named vessel,

SOC. SEC. 300-9051A
N.S.W. AUSTRALIA.

- Tahiti.
- Tasmania.
- Caroline.
- China.
- Alaska.
- Hawaii.
- Midway.
- Marshall's.
- New Zealand.
- Peru.

San Francisco.

Write John T. Hayes.

over

Form 719

| | | | |
|----------------------------------|--------------------------------|--|----------------|
| Ship's Name and Official Number: | Galilee | Seaman's Name: | J. B. Champion |
| Port of Registry: | San Francisco | I hereby certify that the particulars herein stated are correct, and that the above-named seaman was discharged accordingly. | |
| Tonnage: | 325 Reg. | Dated at HONOLULU | |
| Description of Voyage: | Foreign | this 31 st day of August, 1907 | |
| Seaman's Age: | 19 | John T. Hayes Master. | |
| Place of Birth: | Australia | J. B. Champion Seaman. | |
| Character: | V. G. | Given to the above-named seaman in my presence, | |
| Ability: | V. G. | this 4 th day of September, 1907 | |
| Capacity: | Seaman | Amy A. Henry U. S. Shipping Commissioner. | |
| Seamanship: | V. G. | | |
| Date of Entry: | February 14 th 1906 | | |
| Date of Discharge: | August 31 st 1907 | | |
| Place of Discharge: | HONOLULU | | |

Form 719

Department of Commerce and Labor
BUREAU OF NAVIGATION
CERTIFICATE OF DISCHARGE
SHIPPING SERVICE

| | | | |
|----------------------------------|---------------------------|--|----------------|
| Ship's Name and Official Number: | Galilee | Seaman's Name: | J. B. Champion |
| Port of Registry: | San Francisco, California | I hereby certify that the particulars herein stated are correct, and that the above-named seaman was discharged accordingly. | |
| Tonnage: | 354 | Dated at San Francisco, California | |
| Description of Voyage: | HONOLULU, Callao | this 26 th day of May, 1908 | |
| Seaman's Age: | 19 | John T. Hayes Master. | |
| Place of Birth: | Australia | J. B. Champion Seaman. | |
| Character: | VERY GOOD | Given to the above-named seaman in my presence, | |
| Ability: | VERY GOOD. | this 26 th day of May, 1908 | |
| Capacity: | 2 nd Mate | Richard Robinson U. S. Shipping Commissioner. | |
| Seamanship: | VERY GOOD. | | |
| Date of Entry: | Sept 20, 1907 | | |
| Date of Discharge: | May 23, 1908 | | |
| Place of Discharge: | San Francisco, California | | |

Soc Sec 550-36-9527A

J. B. CHAMPION
GLENDROCK I.W.
N.S.W. AUSTRALIA.

DAY, DECEMBER

BURNT CARNEGIE

EXPERIENCES ON BOARD

TRIBUTE TO COMMANDER

Probably few landsmen realise the great importance to navigation the world over of the yacht Carnegie, which was recently destroyed by fire in the harbour at Apia. In Christchurch at the present time is Mr. Jasper Sewell, who was a member of the crew of the Carnegie on her voyage from Lyttelton to the Antarctic in 1915. Speaking to a Christchurch "Press" reporter he gave many interesting details about the Carnegie, and paid a high tribute to Captain Ault, who was fatally injured by the explosion which destroyed her.

"Captain Ault," he said, "was more than captain. He was in supreme command of the ship and gave his orders to a sailing master, Mr. Doran. The yacht put up a remarkable performance in its long, cold journey, traversing 17,000 miles in four months two days. One of the most curious features of the yacht was that it was completely non-magnetic, and did not contain a particle of steel. The stays were of drawn bronze, and even the goosenecks on the yards were of bronze. The three anchors also, each weighing two tons, were of bronze, and instead of an anchor chain a specially-constructed rope was employed. The stoves were of copper, and even the engines were made of non-magnetic material, such as brass, aluminum, silver, bronze, gold, and platinum. The only steel on the ship was the knives and forks used by the men, and the engineers' tools, and when observations were being taken, these were placed in a specially-constructed box and floated two miles astern on a line.

WORK IN THE ANTARCTIC.

"The ship's company was mostly interested in survey work," said Mr. Sewell, "but several scientific experiments were conducted on the voyage, such as the determination of electrical activity in salt water and in the atmosphere, the finest of German instruments being used. The first port of call was South Georgia and then the Barrier was visited. The trip was made in summer and daylight prevailed all the time. We passed what is now Byrd's base, the Bay of Whales, a place where slush ice abounds. So cold was it there that the spray froze as it dropped on the decks. South Georgia, Shackleton's base, is the largest whaling station in the world, and Shackleton's horses were still there, running wild. On the journey we passed an iceberg which must have been an outsize, for its measurements were 600ft high and 12 miles by 14.

"The Carnegie was the only ship to sail in that part of the world since the Erebus and the Terror, 140 years ago. Those ships reported three islands which were placed on the chart. One was Nimrod Island, the second Lindsay Island, and the third Bouvet Island. The Carnegie's observers found that Nimrod Island was not there, but the other two were as marked. The speed of the currents in this part of the globe is amazing, for, although no ship had been there for 140 years, we passed the body of a seaman, clad in oilskins, and floating on the surface of the water.

A WELL-LOVED CAPTAIN.

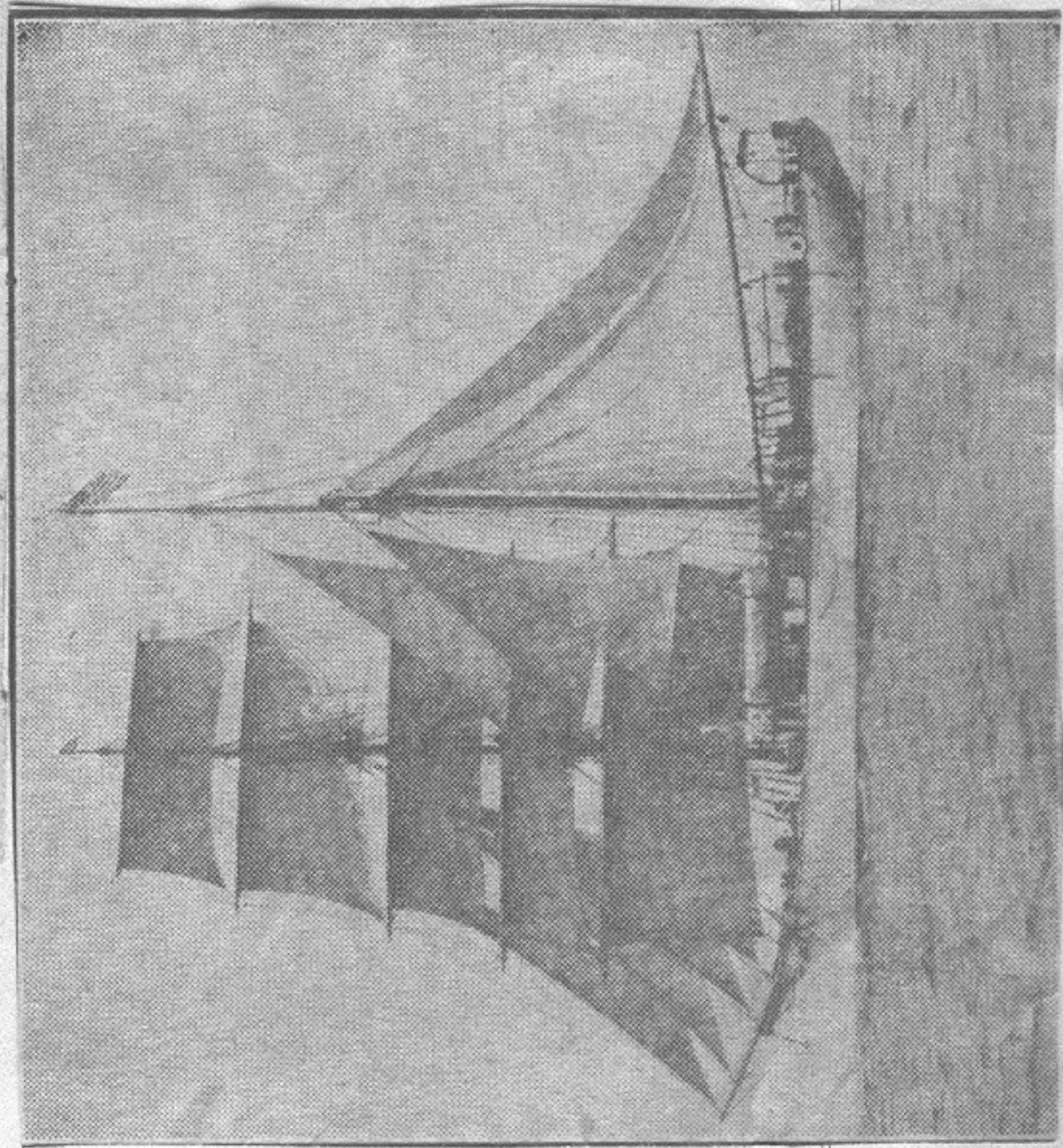
"Captain Ault was a young-looking man, smart, and of few words. He was a man beloved by the whole of his crew. He possessed great determination and character, and always kept his word. It will serve to show you his outstanding characteristics when I tell you that on our return to Lyttelton, he gave me, the cabin boy, a cordial invitation for my mother to come aboard the ship, and attend the home-coming banquet. When my mother arrived she was saluted, reported, and conducted personally over the ship by Captain Ault. He was a man who would even make his living quarters uncomfortable if, by doing so, he could add to the comfort of his men. His cabin, magnificently furnished, was always open to the crew.

SEVERAL TRAGEDIES.

"The Carnegie could tell of several tragedies," said Mr. Sewell. "One of its parties went across Patagonia, and five years later a native brought a message, 'Good-bye boys, we're done.' With the exception of that note, the party was never heard of again. On the day that we saw the body floating in the water each man wrote a letter home. They were collected, together with postage fees, and placed in a small toy boat—unsinkable—with a request that the finder should forward them to the Carnegie Institute, Washington. The purpose was to test the current, and we hoped that by that means the letters would almost automatically post themselves. So far we have seen nothing of them.

"The Carnegie cost as much to build and fit as a man-of-war, and she was of such importance that she controlled the compasses of every ship in the world. Unless she is quickly replaced a big difference will be made to navigation in all parts of the globe.

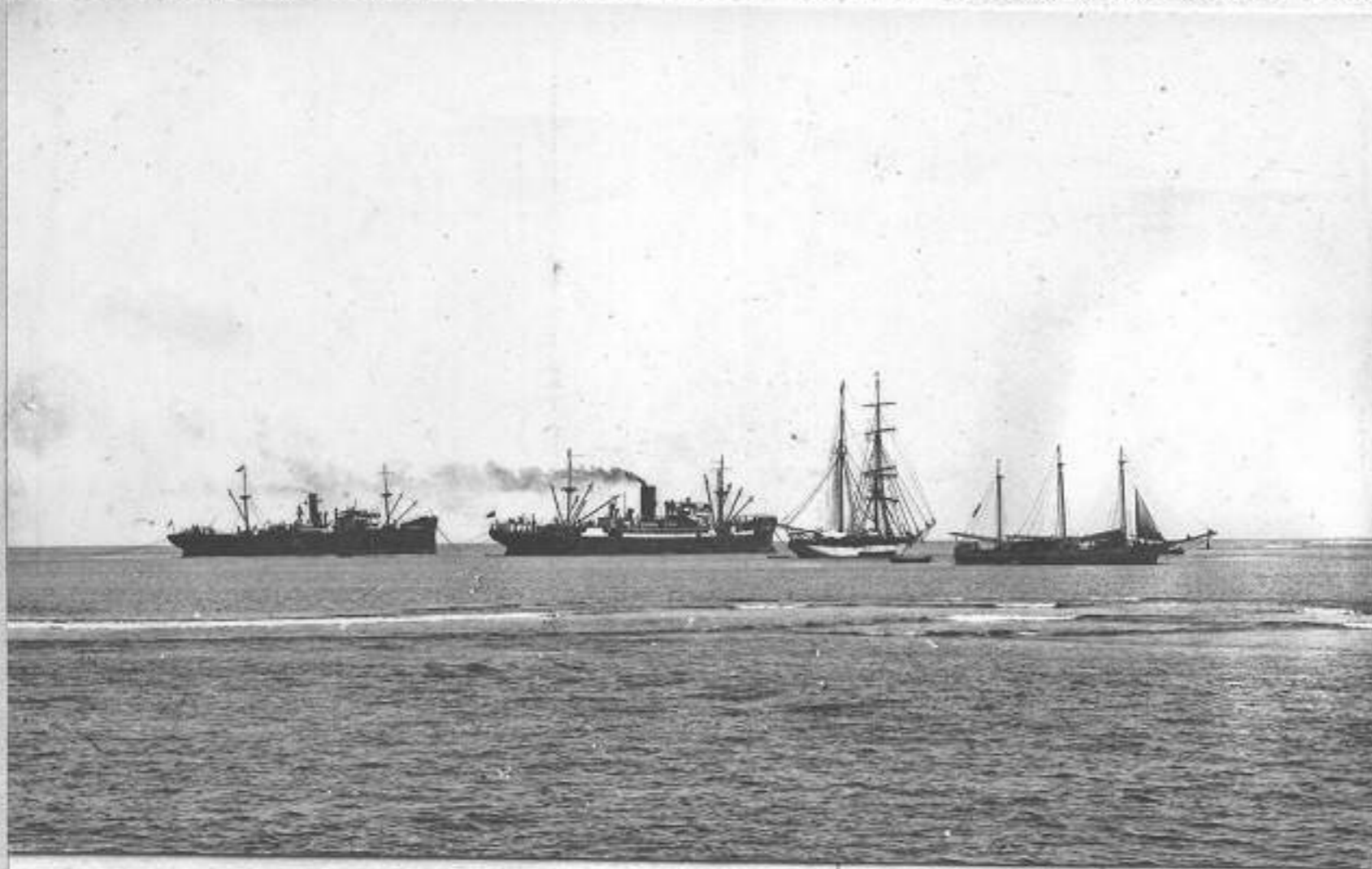
"The last I saw of Captain Ault was at San Francisco, where he saw personally that I was safely bound for home. He was a father to each and every one of his men."



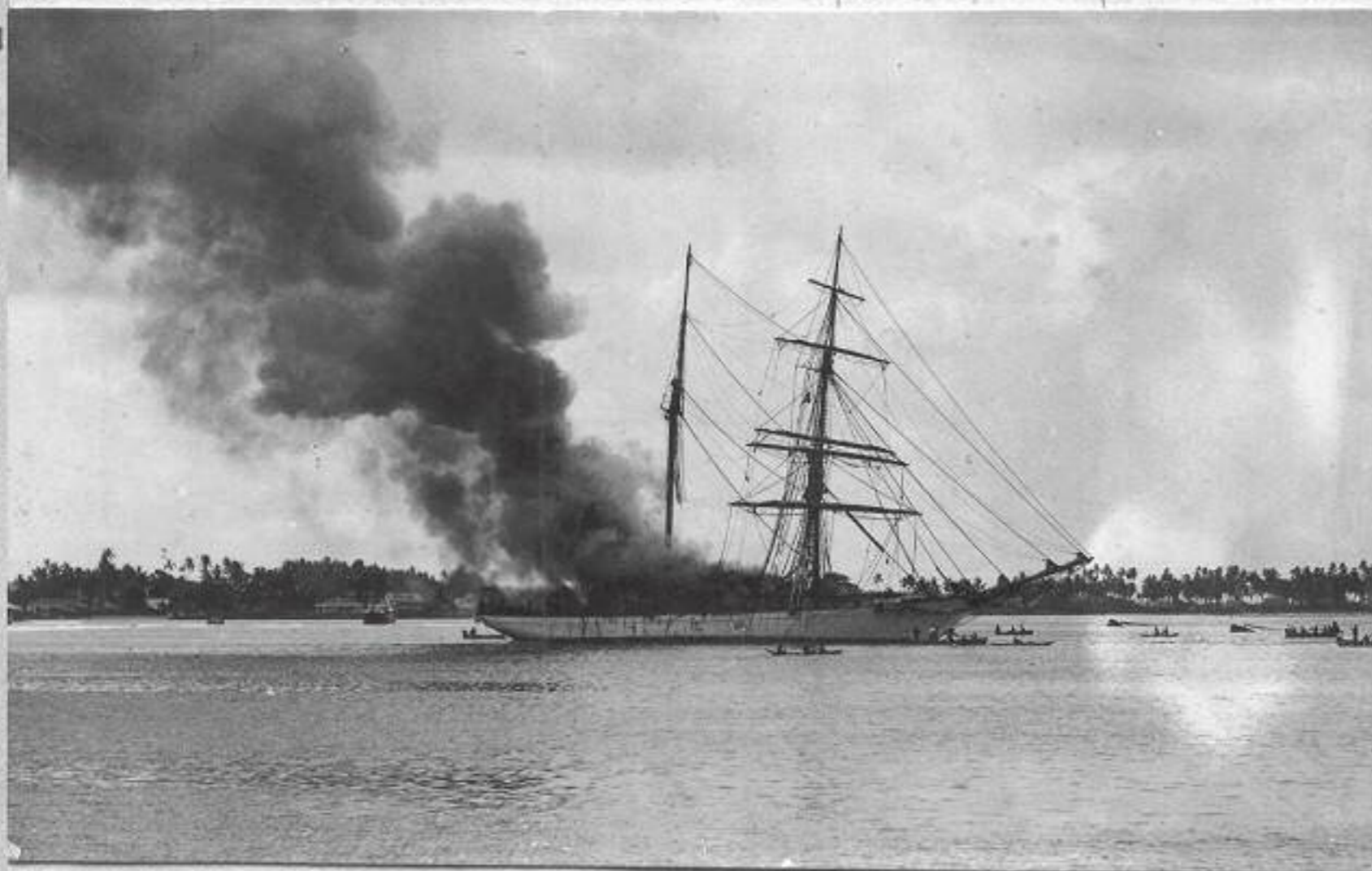
The 'Carnegie' same rig etc as 'Galilee'

"Carnegie" sister ship (almost) of "Galilee"

9⁰⁰ A.M.
NOV. 30
1930
4



The "Galilee" was anchored here in
1907



1:20 PM

1:20 PM

MARINE TRAGEDY

YACHT CARNEGIE'S END

GUTTED AFTER EXPLOSION

LOSS OF TWO LIVES

United Press Association—By Electric Telegraph—Copyright.

SUVA, 30th November.

An explosion at 1 o'clock on Saturday afternoon in Apia harbour, Samoa, on the non-magnetic yacht Carnegie caused a fire on the vessel, which burned so furiously that it had to be beached. The yacht was gutted and the topmasts have gone.

Several men were taken to hospital. Captain Ault was thrown overboard by the explosion; he was picked up, but died on the way to hospital.

REFUELLING AT APIA

CAPTAIN BLOWN INTO SEA

GALLEY-BOY MISSING

(Special to Press Association, by Radio.)

APIA, 30th November.

The Carnegie was burned to the water's edge. Only the cash and records were saved—the ship's articles and everything else being lost.

The Carnegie was filling her tanks with benzine all the morning. Resuming at 1 p.m., the hose was connected and petrol was flowing into the tanks, when suddenly there was a terrific explosion.

Five of the crew were injured, one being blown into the sea.

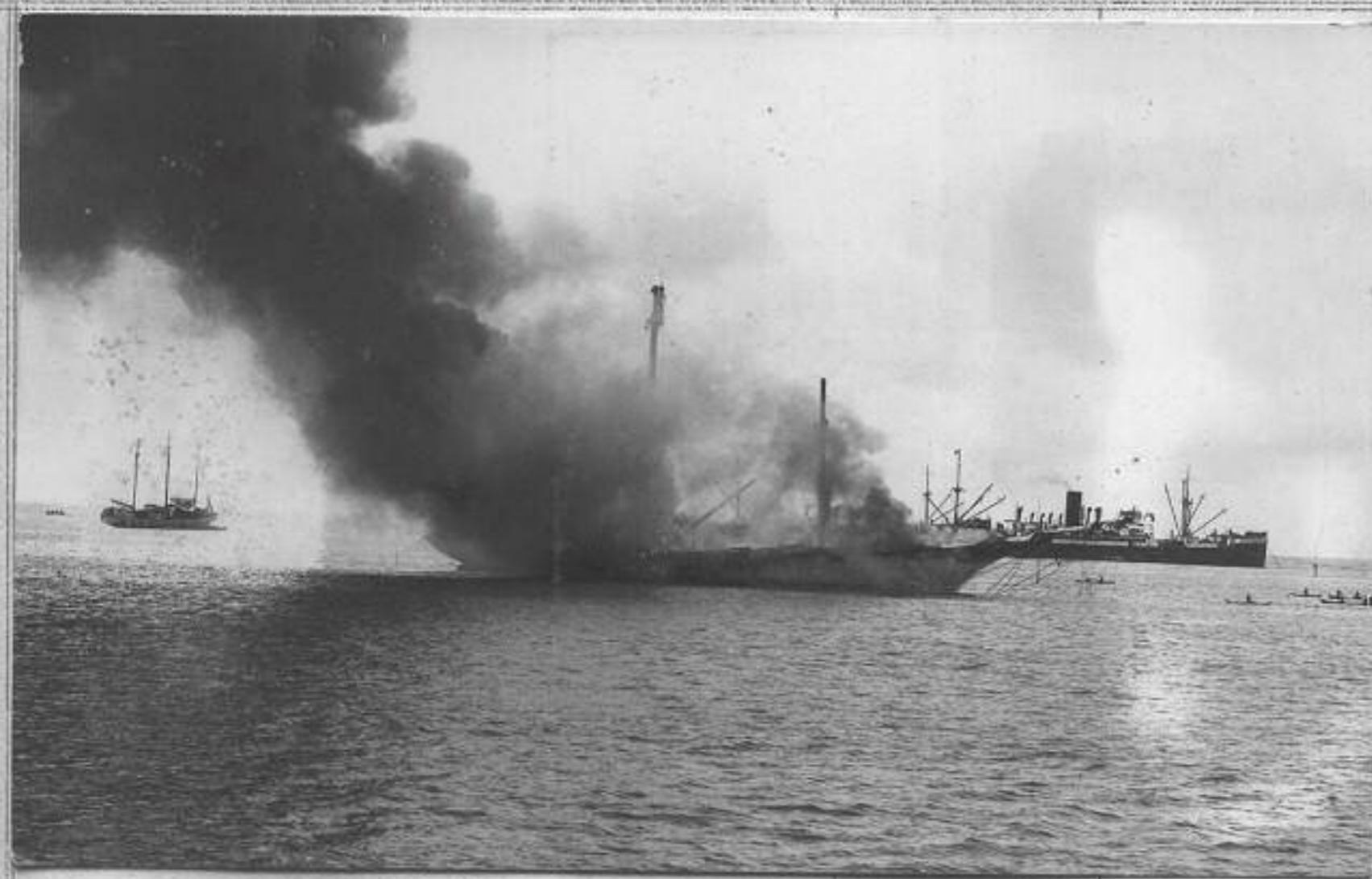
Captain Ault, who was sitting in a deck-chair twenty feet away reading, was blown into the sea, and died on the way to hospital.

The galley-boy, Kolar, who was below in the after-galley, is missing. He is believed to have been burned to death.

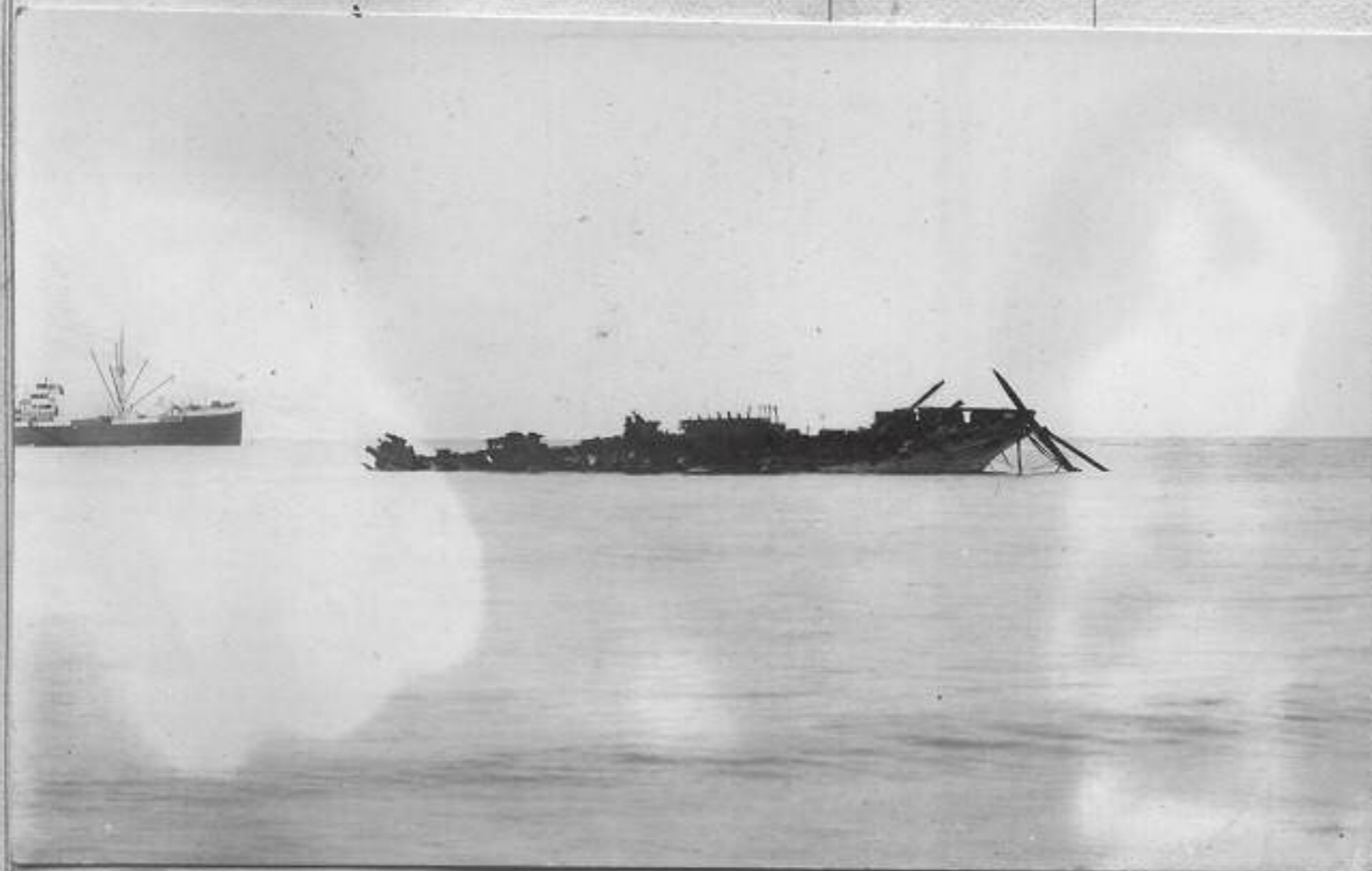
The chief engineer and a mechanic and three seamen were injured. The engineer and mechanic were seriously burned on the arms and face. No one was seen smoking.

At an inquest this morning on Captain Ault, a verdict was returned that he died of shock.

4:00 P.M.



NEXT DAY R.I.P.



first big mishap to her scientific apparatus. "Whilst occupying an ocean-station," wrote Captain Ault, who was in charge of the expedition, "disaster, long expected, but never acceptable, came upon us in the flash of a second. With 4000 metres (about 2½ miles) of wire down, a bottom-sampler on the end, and eleven Nansen water-bottles, with twenty-two deepsea reversing thermometers at intervals on the wire, one bottle jammed against the davit-

block, the wire broke, and all went slowly sinking to the bottom. The human element had failed for a second at the wrong time, and the wire could not stand the strain. We had spare wire and extra thermometers. The remaining water-bottles were used a second time, and the station was completed. We had previously lost three bottom-samplers and 2000 metres of piano wire, but these losses were not so serious."

UNIQUE VESSEL

A THREE-YEAR CRUISE

The Carnegie, of the Carnegie Institution of Washington, left port in May last on a three-year cruise round the world. She is no stranger to New Zealand waters, for she was at Lyttelton in December, 1915, and again in April in the following year. This latest cruise of the Carnegie would have added another 110,000 miles to the 290,000 already covered in the previous six cruises.

The Carnegie was built in 1909, after plans worked out by the Carnegie Institution of Washington's Department of Terrestrial Magnetism, the equipping of it, and the planning of its programme of scientific investigation having the expert advice and generous co-operation of many Governments and private individuals and organisations both in America and in Europe. As the vessel was designed for the making of magnetic surveys of the oceans it was constructed almost entirely of non-magnetic materials. The rigging was of hemp and the anchors of bronze. The keel and hull were sheathed in copper. Pig lead served as ballast. The cook stove was of bronze, the kitchen utensils of aluminium and copper. Even the buttons on the uniforms of the crew are of bone, and the belt-buckles of brass or silver. In the entire vessel there was not much more than a ton of iron, steel, and other magnetic material. More than this amount might seriously have affected the delicately poised compass-needle and the sensitive instruments with which the vessel was equipped and which were used in the investigations undertaken.

These investigations had to do first of all with variations in the compass-needle, because of geographical position and also with certain exceedingly slow variations which occur from year to year but which nevertheless are disconcerting to the navigator and which are required in theoretical studies of the phenomena of the earth's magnetism. In addition to charting these variations, the scientists aboard the Carnegie were collecting data on many other matters, such as the electric condition of the air over the ocean, ocean-circulation, the conformation and topography of ocean-basins, the nature of bottom-sediments, water-temperature, and salinity at various depths, deep-sea life, and the distribution of plankton, the fundamental food supply of the fishes.

The first phase of the present voyage was the encircling of the North Atlantic, and this Captain J. P. Ault, who had charge of the seven scientists and the crew of 17, graphically described in a series of letters which were published in "The Post" of 8th April and 12th April, 1929.

FIRST MISHAPS.

When not far from the Island of Martinique, the Carnegie suffered the

Another, but perhaps less serious, disaster occurred off Easter Island, when the Carnegie anchored in rough water. A heavy hemp hawser chafed through and a 1900lb bronze anchor was lost.



NEW ZEALAND SWIMMING CHAMPIONSHIP TOURNAMENT CONTINUED AT THE TEPID BATHS LAST EVENING

From left: W. J. Jarvis, of Otago, winner of the 220yds. men's free-style event, Mr. Malcolm Champion, a former New Zealand champion free-style swimmer over all distances (with his grand-daughter), Miss Mona Leydon, Auckland, winner of the 440yds. ladies' free-style title, and Miss Nancy Ludlow, Auckland, who was second to Miss Leydon.

THREE RACES FINISH SEASON OF SQUADRON

Yachts of R. N. S. Y. S. Turn in
Fine Performances on Satur-
day to Complete Season
Of Racing

THE Royal Nova Scotia Yacht Squadron finished their 1930 yachting season, on Saturday afternoon, with three races. The course of the first race was around McNab's Island with a "Man Overboard" test in seamanship at the finish. Ex-commodore John E. Wood, with his Arab crossed the line first ahead of the other Star boats to win the R. L. Russel prize. In the second race the crews of the Bird boats changed round, William J. Roue, brilliant designer of yachts, with his Hawk crew transplanted on Vice Commodore Winfield's Gull, sailed over the line two minutes and a half ahead of N. E. MacKay's Albatross, which was handled by the crew of the Gull. Colonel Montgomerie's Hawk with the Albatross crew, sailed home to take third place.

In a special handicap race, W. R. MacAskill's Highlander, under Mr. Champion, easily defeated the other two yachts entered:

BIRD RACE

| | |
|------------|---------|
| Gull | 2.11.38 |
| Albatross | 2.14.08 |
| Hawk | 2.14.45 |
| Blue Heron | 2.15.15 |
| Swallow | 2.17.26 |

HANDICAP RACE

| | Elapsed | Cor. |
|------------|----------|---------|
| Highlander | 1.54.50 | 1.54.50 |
| Babette | 2.18.20 | 2.01.06 |
| Friar | D. N. T. | |

LESSEL RACE

| | | |
|--------------|---------|---------|
| Arab | 2.35.55 | 2.35.55 |
| Crea II | 2.48.55 | 2.43.14 |
| Scout | 2.59.40 | 2.53.59 |
| L'Hirondelle | 3.02.25 | 2.56.44 |
| Buccaneer | 3.03.35 | 2.57.54 |
| Viking | 3.19.00 | 3.13.19 |

At the request of
Mr. *W. R. MacAskill*

The Commodore and Flag Officers of the
Royal Nova Scotia Yacht Squadron

have the honor to extend to

M. J. Champion

the privileges of the Club for

Aug 22nd

G. R. FORBES
CHAIRMAN ENTERTAINMENT COMMITTEE

Halifax *Aug 19 1930*



YACHT "HIGHLANDER"

R. N. S. Y. S.

Commodore W. R. MACASKILL

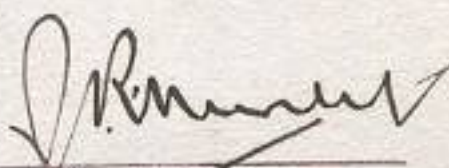
Belize Golf Club

To CAPTAIN CHAMPION

The Committee of the Belize Golf Club request the pleasure of your company at a Dance to be given on

WEDNESDAY 7TH FEB. at 9-00 p. m. 1934

Inviting Member MR. & MRS C. R. BEATTIE


Hon. Secretary

THIS CARD TO BE HANDED TO THE SECRETARY ON ARRIVAL AT THE CLUB.

"When the heart is young"

Captain Champion



*The pleasure of your Company
is requested onboard H. M. S. Danae
at 4.30. pm on Friday 9th Feb.*

1934

H. M. S. Danae Boats - 4.15. - 5. pm.

Was here on "Leon Jerni" May velocity 150 mph.
Land Bar. rain 27.60

The Belize Hurricane Horror

IT WAS A STILL, hot afternoon, but old Belize, the quaint, sleepy capital of British Honduras, had summoned its energies for a celebration—the 133d anniversary of its independence from Spain.

School-children dressed in their best filled the streets, ready to parade with flags and music, and, despite the beating sunshine, the little city of 16,000 was in festive mood.

Off in the Caribbean, every one knew, a hurricane was lashing its ferocious way toward land. But what of that? Hurricanes often blew around the Caribbean every year, but they never reached Belize. The city was not in their path; it was immune. For generations, we read, it had been a tradition that no hurricane would ever strike Belize.

Then came the horror—the swift triple horror of wind, tidal wave, and fire.

Pouncing on the town even before the children could be hurried from the streets, the hurricane screamed and smashed with 150-mile velocity.

For three hours it hammered and raged, killing and demolishing, except for a weird half-hour lull when the town was in the core of the vortex.

Then it was gone, an insane monster rushing off to new destruction.

But a new horror was at hand. As the hurricane passed, a wall of water wrenched from the sea by the suction of the wind crashed down on Belize, sprawling helpless on swampland only a foot above sea-level. Engulfing the town, the wave filled the streets five to sixteen feet deep, heaving vessels high on the land, bowling over buildings and dragging back to sea houses and churches, many of the tornado dead and many who had survived it.

IN three hours the sleepy capital had been transformed into a mass of ruins, the press dispatches tell us. Hardly a building was left undamaged. Whole blocks were wiped out, with a money loss of millions. More than 850 were known to be dead, altho estimates ran as high as 2,000, and the actual total may never be ascertained. Hundreds were injured.

The Belize River was full of bodies, wrecked boats, and debris. Eleven Jesuit priests, Americans, and twenty students at St. John's College were among those killed. Five Honduran vessels

were sunk with a reported loss of forty-five lives. The masts of small craft, sunk in shallow water, dotted the bay. A 200-ton dredge, says an Associated Press dispatch, rested on what had been the roof of the customs landing shed.

BELIZE lay shattered in its swampland when a mail plane swept over it in the wake of the gale.

"Not a building is undamaged and the entire town is washed out," reported the pilot, E. S. Rodenbaugh, to the Pan-American Airways. "The houses of this formerly tranquil capital are piled up like so many toys."

As the United States, Great Britain, and other countries rushed aid by ship and plane, the surviving population of Belize set about the task of preventing still other horrors—food riots, a water famine, and epidemics.

To dispose of the hundreds of dead, city prisoners were put to work digging graves. But the job was too great for them, and two days after the hurricane, to prevent disease, "scores of bodies were burned on five vast funeral pyres almost in the center of the devastated city," says an Associated Press dispatch. For days the fires were kept roaring as additional corpses were recovered. In a church which had collapsed, 150 bodies were found, we read, and they were hurriedly placed upon the pyres without ceremony.

Soldiers and later United States Marines patrolled the streets, fought fires that broke out in the suburbs, and set fires in other places to clear the ground. Several minor food riots were nipt.

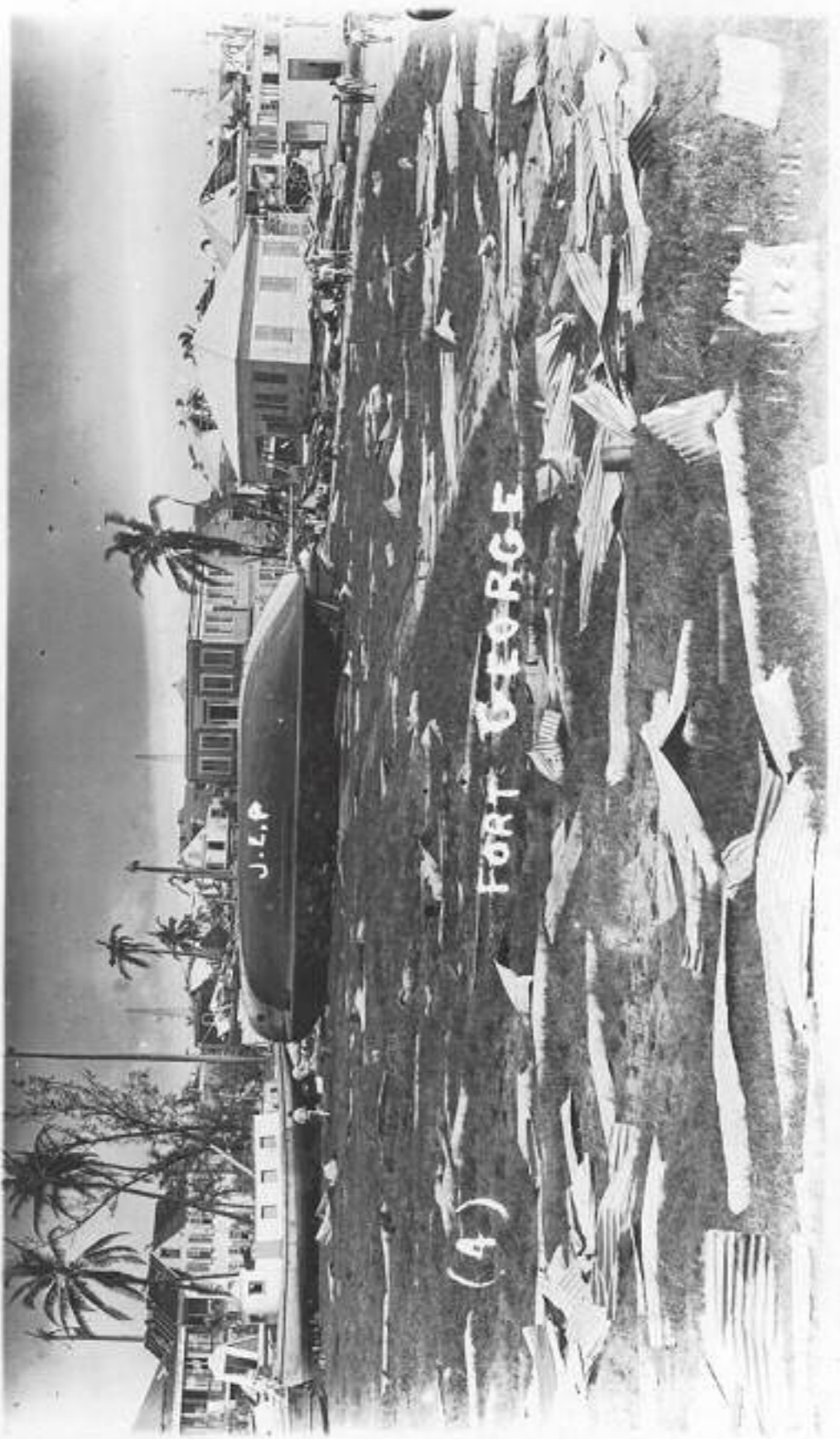
AMERICAN sympathy for the sufferers of Belize finds expression in scores of editorials, some of which suggest ways to ameliorate such tragedies. For instance, the Albany *Knickerbocker Press*:

"This latest natural catastrophe so closely duplicates similar ones as to the date of its occurrence that it would seem practicable to take definite steps in future years in anticipation of recurrences.

"Organizations on which must fall the task of carrying relief could do well to hold themselves in readiness each year, from the opening of September for several weeks thereafter."

"It was the tidal inrush of the sea which took most of the lives lost in the Belize horror," observes the *Hartford Times*. "It had no sea wall. Neither had Santo Domingo in its affliction of a year ago. The moral is obvious, if low-lying towns in the hurricane regions desire to forestall catastrophe."

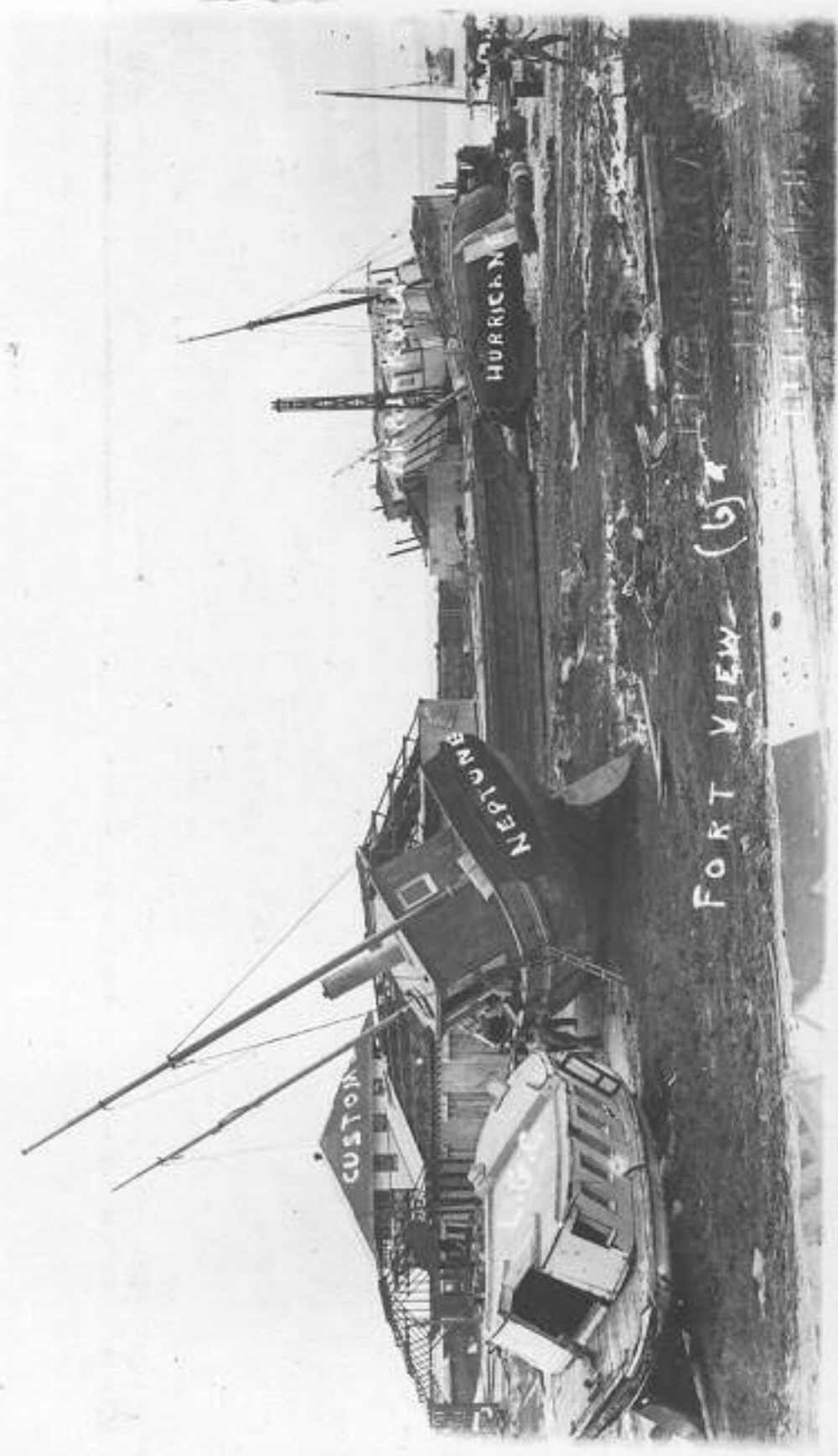
13 ships
sunk.
65 swam
lost.
2000 lives
lost.



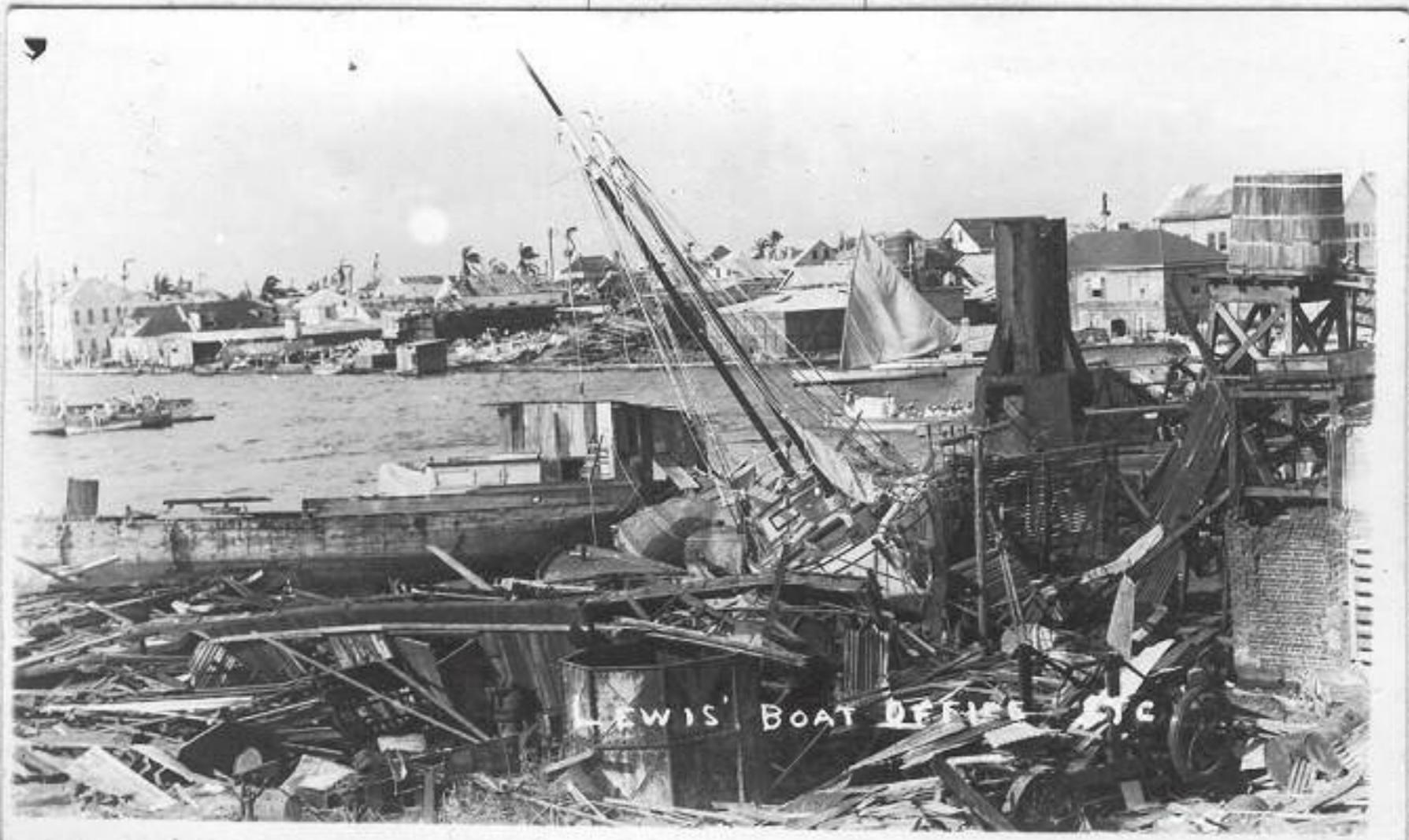
FORT GEORGE

(4)

Beluge, 11th Sept. 1931



FORT VIEW (6)



LEWIS' BOAT DEPOT INC



ST JOHN'S COLLEGE
BEFORE
&



AFTER HURRICANE
SEPT. 10th 1931

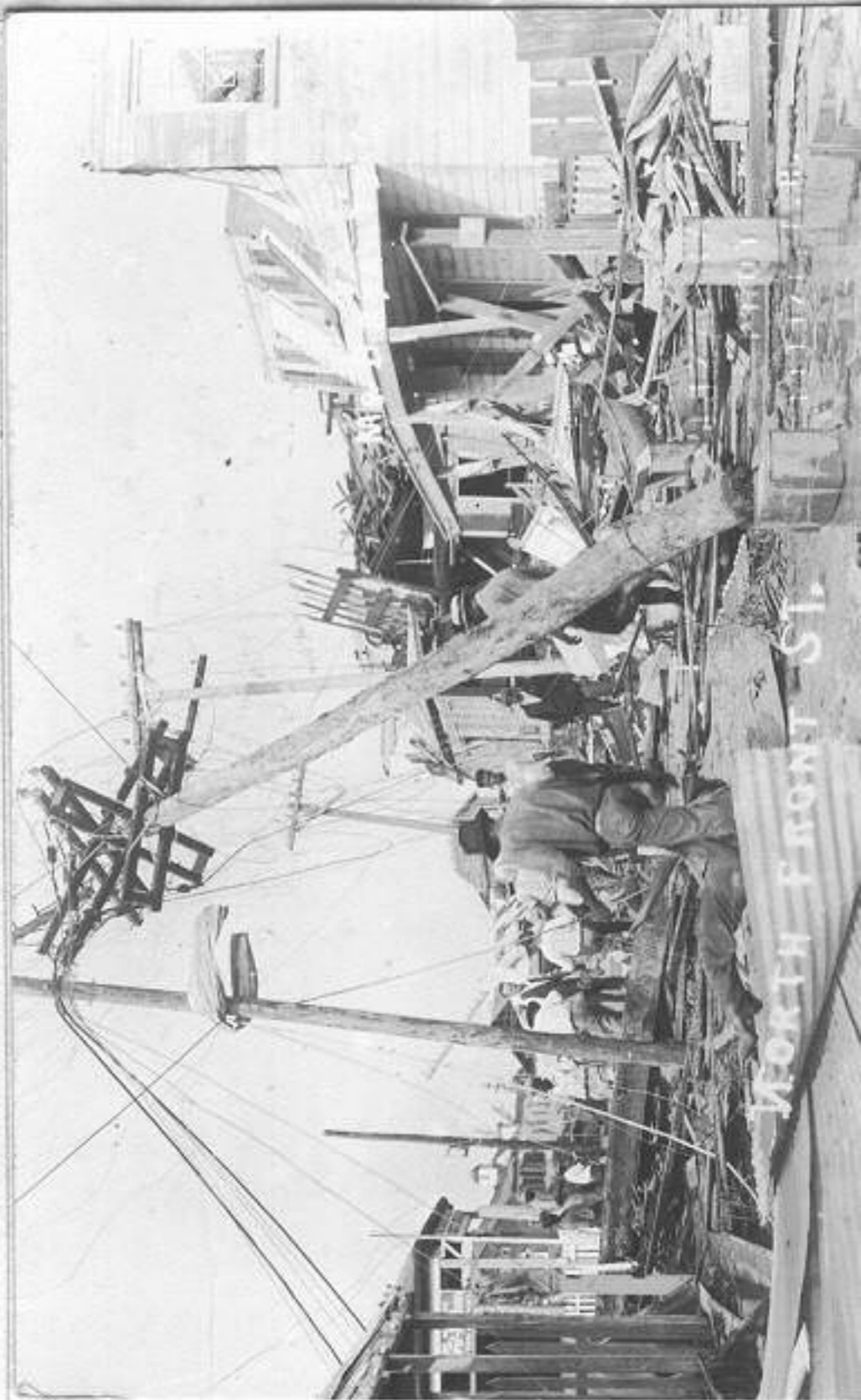
Went to
Mar 135
Bus 27.60

We
dragged
our anchors
and drove
ashore about
50 yds from
this college
that was.

J.B.



*Note galvanized roofing iron waffles
around post.*



SEPTEMBER 26, 1931 THE LITERARY DIGEST

7



International

A Street in Wave-Swept, Hurricane-Shattered Belize
With survivors trying to locate lost families and to salvage their property.





COOK & MATE CLEANING
FISH (GROUPER) CAMPECHE
BANK OFF YUCATAN MEXICO
JUNE 1932



TURTLES (GREEN) AT
CONTOY ISLAND, YUCATAN
MEXICO... 1932. BOUGHT
FOR \$5⁰⁰ SOLD FOR
\$15⁰⁰

Halifax Herald

Declares Distress Signals Ignored



ABOVE is shown the trawler St. Cuthbert just after a line had been cast aboard the disabled craft from the Foundation Franklyn. Inset is Alvan A. Bradley, chief engineer, while below, from left to right, are: Charles Brinkman, Armdale; Donald MacLeod, Sydney Mines; J. A. Kanelakos, Perth; and John Carlson, Halifax, members of the crew.

HOW distress flares set off by the crew in an effort to get assistance when his ship was wallowing helplessly in the teeth of raging seas off the Nova Scotia coast Sunday night apparently were ignored by a small steamer was related by Captain J. Barr Champion, skipper of the former Halifax trawler St. Cuthbert, which was towed into port last night after battling mountainous waves and gales since early Sunday morning.

TELLS STORY

SEVEN weary mariners, four of them Haligonians, were huddled together in the ship's galley for the first real meal and rest they had in almost 48 hours as Captain Champion unfolded a story of the terrific odds all hands fought against while his ship was pounded by the seas—seas which caused damage and almost loss of life on many large vessels putting into Halifax during the week-end.

It was 9 o'clock Sunday night and the St. Cuthbert, her engine disabled, was wallowing helplessly approximately 145 miles from Halifax, when the small steamer was sighted proceeding west, the skipper said.

"We sent up three flares and two rockets but the vessel continued her course," declared Captain Champion. One of the best-known master mariners sailing out of Nova Scotia ports, Captain Champion asserted the steamer was about two miles astern of the St. Cuthbert.

MUST HAVE SEEN

"HE couldn't help but see us and the vessel looked like a traw-

ler," Captain Champion declared when asked if it was possible his distress signals were not sighted by those on the other ship.

All through Sunday night the seas lashed away at the trawler and, according to Mate Charles Brinkman, at times it appeared as if the trawler were sliding down a steep hill.

The 162-ton vessel, which sailed from Halifax Thursday morning, developed engine trouble Friday but repairs were soon effected and the craft again was under full speed. At 1.30 p.m. the same day a bearing burned out and all hands turned to in the engine room to make repairs. All the time the trawler was drifting at the mercy of the seas, but fortunately Captain Champion had kept his ship well off shore ever since leaving the local harbor.

ANOTHER BURNS

AGAIN on Saturday morning another bearing burnt out, said Captain Champion, and when the wind freshened from the south east Mate Brinkman rigged up jib from the mizzen.

With the aid of the make-shift sail, the vessel was able to make some headway towards Halifax and by 8 o'clock Monday morning Captain Champion figured by dead reckoning he was 80 miles from the local port.

For a second time flares and rockets were sent up when a steamer hove in sight Monday night. The St. Cuthbert's distress signals were heeded to this time and the craft radioed ashore for help for the stricken trawler. At 2 o'clock Tuesday morning the Swedish motor ship Laponia came alongside and took the St. Cuthbert in tow until she was taken over by the Halifax salvage steamer Foundation Franklyn, the same afternoon.

Halifax Herald, Dec. 16, 1936.

SHIPS BUFFETED

NEW YORK, Dec. 22—Two ships, with a Christmas quota of passengers, mail and freight, reached port today after being buffeted by Atlantic gales that reached 90 miles an hour.

They were the liner Koenigstein, two days late, and the Pilsudski, one day late.

Wireless reports from ships still bucking mountainous seas were being received by steamship offices,

indicating they will be one day to three days late.

The Rotterdam, due from Holland Wednesday, reported she would dock Christmas day. The Monarch of Bermuda, due Wednesday morning, wirelessed she would not be in until evening.

They join a dozen liners already reported delayed.

Captain John Mohlandt, docking the Koenigstein in Hoboken, said he had passed through six storms, with the wind veering from south to northwest with increasing intensity.

The Pilsudski, with two Christmas trees at her mastheads, docked in Hoboken after four days' continuous storm.

TO BELIZE

THE St. Cuthbert was bound to Belize, British Honduras, where she was recently purchased by the Warren Transportation Company, to freight oil between Mexico and Belize. She was formerly owned by the Ocean Trawlers, Limited, Halifax, and was laid up in the local harbor for a long period, before being taken over by her new owners. The engine of the old motor vessel Tillie, was installed in the trawler.

Beyond the engine, the vessel came through the storms undamaged, declared Captain Champion.

Besides Captain Champion, who is a native of Australia, but who has been sailing out of Halifax for years, the crew comprised:

Charles Brinkman, mate, Arm-dale.

A. Bradley, chief engineer, Belize.

Harry Pouchie, assistant engineer, Belize.

Donald McLeod, seaman, Sydney Mines.

John Carlson, seaman, 521 Berington Street.

Jack Kanelakos, cook, Perth.

Little Trawler On Long Trip To Southern Waters

WHEN the trawler St. Cuthbert sails down Halifax harbor during the coming week-end, she will be starting out on a passage that will take her over approximately 2300 miles of water, before she reaches her destination — Belize, British Honduras.

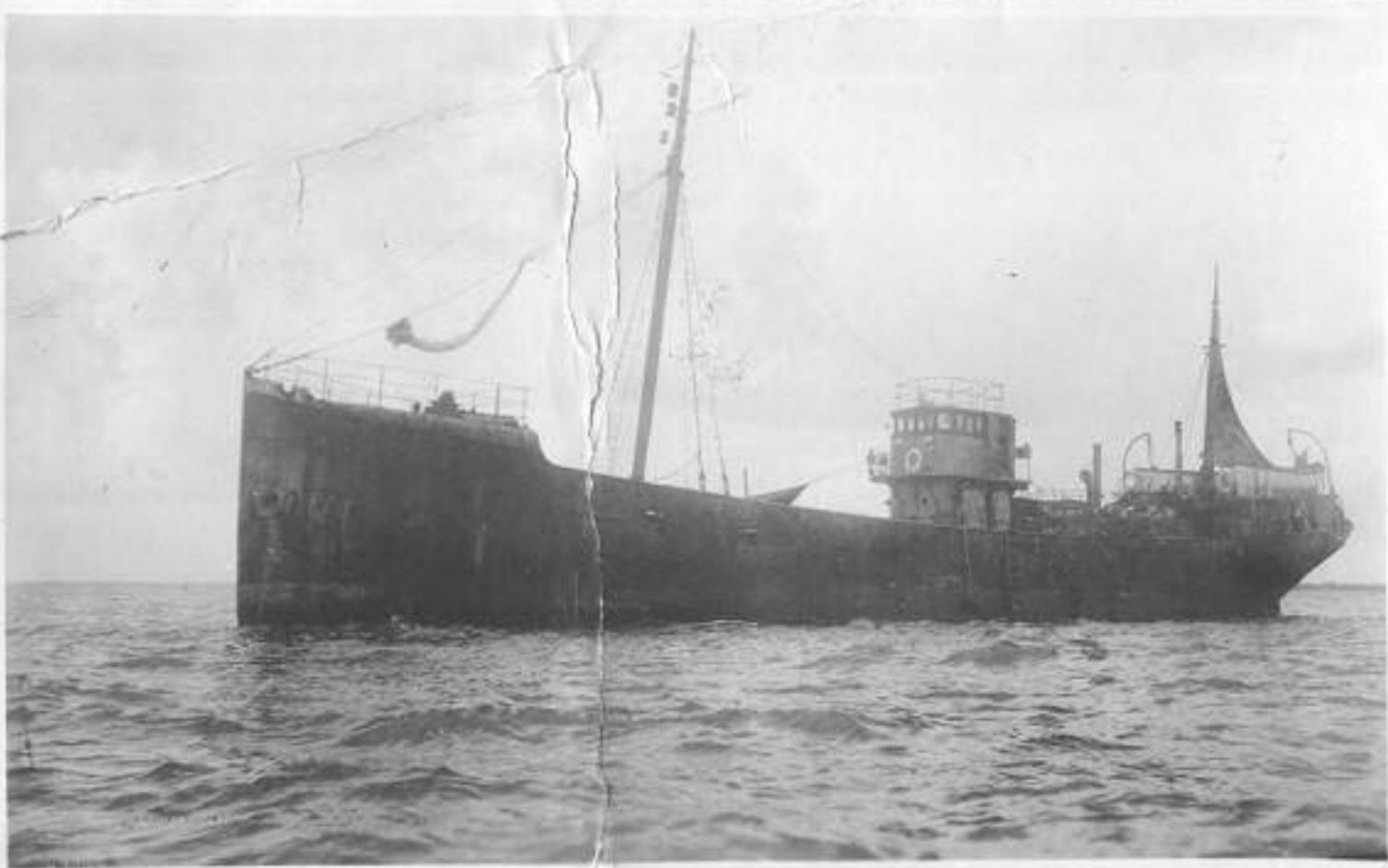
The 162-ton vessel, which has been disposed of to the Warren Transportation Company at Belize, following a long lay up in the local harbor, will be taken south by Captain J. Barr Champion, one of the best-known master mariners sailing out of Halifax. The vessel it is understood will carry oil in drums between Mexico and Belize.

Captain Champion plans to take the St. Cuthbert direct to her southern destination from Halifax. The passage he expects will require anywhere from fifteen to thirty days. The trawler formerly fished out of Halifax for the National Fish Company. Some months ago, the engine from the old motor vessel Tillie was installed in the trawler and she has been undergoing general overhauling at the Dartmouth shipyards.



"St. Cuthbert" Light trawler off Jamaica

*We should engineer
overhaul it had a
"set" of sails, jib,
foreail, staysail, &
mizzen fitted and
made a success
about
Halifax Jan 6, 1937. Sailed
+ "St. Cuthbert" 2900 miles
to Panama via 140 miles
to St. Thomas, Virgin Islands*



Mrs. "St. Cathbert"
Belize, British Honduras,

Jan, 1937

"St. Cathbert" Q ship
Belize, British Honduras
Jan, 1937



Schooner
 "Rosita" cargo
 Joannous
 Beluga to Tampere
 1937

Speed on fair "Rosita" to us land of the Free ?



~~1911~~ Australia to Plymouth,
R.M.S. "ORTRANTO" 1910



CROSSING
THE
LINE.



Destroyer
"Parramatta"
1910
Leading Seaman
Quarter Master
Acting Torpedo Instructor
£10 per mo.
4 18" Healer Torpedoes.

PLEASE RETURN TO.

J. B. CHAMPION

43 LEVY STREET

GLENBROOK, 2 W.

N. S. W.

Dis. 1.

CERTIFICATE OF DISCHARGE

FOR A SEAMAN DISCHARGED BEFORE THE SUPERINTENDENT OF A MERCANTILE MARINE OFFICE OR A CONSULAR OR COLONIAL OFFICER.

ISSUED BY THE BOARD OF TRADE. No. **1**



| | | | | | |
|---|-------------------------------------|---|------------------------------|---|--|
| Name of Ship and Official Number, Port of Registry and Tonnage. | | Horse Power. | | Description of Voyage or Employment. | |
| St. Cuthbert Halifax, N.S. 161.91 tons Reg. | | 500 H.P. | | From Halifax, N.S. to Belize, B. Honduras | |
| No. 138943 | | | | | |
| Name of Seaman. | | Year of Birth. | Place of Birth. | | |
| CHAMPION, JOS. B. | | 1888 | Melbourne, Australia | | |
| Rating. | No. of B.N.R. Commission or Certif. | If Mate or Engineer, No. of Cert. (if any). | | | |
| Master | 4121 | | | | |
| Date of Engagement. | Place of Engagement. | | Copy of Report of Character. | | |
| 26/10/36 | Halifax, N.S. | | For Ability. | For General Conduct. | |
| Date of Discharge. | Place of Discharge. | | V.G. | V.G. | |
| 1/2/37 | Belize, B.W. | | | | |

I certify that the above particulars are correct and that the above named Seaman was discharged accordingly.

Dated this 10th day of Feb 1937

J.B. Champion MASTER.

STOM
10 FEB 1937
AUTHENTICATED BY
J. B. Champion
Signature of Superintendent or Consul or Registrar for Belize, B.W.

* If the Seaman does not require a Certificate of his character, enter "Endorsement not required" in the spaces provided for the copy of the Report.

Signature of Seaman *J. B. Champion*

NOTE.—Any person who forges or fraudulently alters any Certificate or Report, or copy of a Report, or who makes use of any Certificate or Report, or copy of a Report, which is forged or altered or does not belong to him, shall for each such offence be deemed guilty of a misdemeanour, and may be fined or imprisoned.
N.B.—Should this Certificate come into the possession of any person to whom it does not belong, it should be handed to the Superintendent of the nearest Mercantile Marine Office, or be transmitted to the Registrar-General of Shipping and Seamen, Tower Hill, London, E. 1.

Captain J. B. Champion
Navy League Sea Cadets.

Lieut. Elliott and Welfare Committee of Cerberus Company invite you to the Opening of the Drill Hall at Half Moon Bay by Sir Henry Gullett and the Launching of the Boat by Mrs. Sydney Myer in the presence of Vice Admiral Sir F. and Lady Hyde on Saturday, May 22nd, 1937 at 2.45 p.m.

R.S.V.P.
J. Baker, Secretary, Please present this card
119 Bluff Road, Black Rock.

HALIFAX CHRONICLE
NOVA SCOTIA

I Cover The Waterfront

By
**COMMANDER
D. G. JEFFREY, D.S.O., F.R.G.S.**

MAIL FROM DOWN UNDER

Saturday brought more mail and some good stories from Captain Champion and details of his trek from the Bahamas, half across the world to his home in Australia. The skipper travelled home westward, Nassau, Jamaica, Panama Canal, Pitcairn Island, Auckland and then to Victoria. He describes his return to Pitcairn after a previous visit 30 years ago and how the honey-suckle that he introduced to the island then is now growing wild, everywhere; how the youngsters that he knew are now all more or less prominent members of the lonely ocean colony and tells of the pride with which the islanders show visitors the anchor of H.M.S. Bounty, recovered from the sea only four years ago and now occupying a place of honor outside the administrative building.

PITCAIRN PARADISE

Pitcairn still seems to be a sort of island Paradise. It is only about a mile and a half long and possibly three quarters of a mile wide, just a small patch of red and green holding its own against the immeasurable blue of the Pacific — the green, flourishing vegetation, and the red, the few patches of bare rock.

The Skipper writes that Pitcairn still raises some of the finest fruit in the world and describes how all day long he sampled huge juicy water-melons, peaches, bananas, coconuts, oranges, limes, mangoes, musk-melons, and half a dozen other tropical fruits.

He appraises the long boats used by the islanders with a seaman's eye, speaks of the rhythm of the native oarsmen and their wonderful community singing. It is a bonnie spot and if William Bligh, Vice Admiral of the Blue, could see the descendants of his mutineers today he would probably forget and forgive.

RESTLESS ONES

Captain Champion spent a good many years in the South Pacific and makes a hobby of islands. His last letter was that of a seaman who had swallowed the anchor for good, now he has heard of a proposed expedition to the Campbell group.

I had to get an atlas to find out just where the group was. It is about 200 miles south of New Zealand and if the expedition goes restless John Barr Champion will probably go along with it.

Apparently there are to be big developments in the Campbell Islands, although well off the sea lanes and seldom sighted by ships. First "settled" by "Jimmy Jackson" (well known in sea-faring circles down under) the islands now support some 8,000 half-wild sheep.

Jackson who is leading the new expedition, states that the islands can be made to support 20,000 sheep and that valuable sealing and whaling industries can be developed.

OLD TIME WHALING

Just prior to and during the early days of the war, Jackson and a band of "kindred spirits" were carrying on their shepherd-cum-whaler existence and were making good money and they got their whales in the old hand-to-hand fashion. Five-oared boats, the old hand harpoon, a long tow with the huge carcass back to the beach and then the "trying out" of the oil in big iron caldrons. There is a story of "Jackson" that has a sort of "Bully Hayes" smack about it, and this was only a little more than 20 years ago.

FUR SEALS

To Campbell Island come not only whales, but seals, and fur seals at that, and the story goes that just after dawn one morning Jackson and his "kindred spirits" looking down from the hilltop on which they had their shack saw a crowd of strangers on the lonely beach, piling up the pelts of freshly killed fur seals.

The shepherd-whalers were a shrewd community. Jackson returned to his shack, shaved, donned his best "bib and tucker", descended to the beach and introduced himself as a Government ranger, and on the skyline behind him were the heads of the rest of his party with rifles at "the ready."

The seal poachers were a tough looking outfit and carried heavy sealing rifles, but the islanders had the drop on them and they left without the pelts. Who the poachers were, what flag their schooner was supposed to fly, has never come out. Jackson was glad to see the last of them, and the poachers were not inclined to be communicative.

Was there ever a lonely island that did not have its treasure story: the Campbell Group has a well authenticated one. Under the tall cliff, of an outlying islet lies the government treasure ship, General Grant with her cargo of yellow coin in its rotting strong boxes; but she sunk in 30 fathoms and it is a pretty stormy locality. It may be whales, it may be seals, it may be even sheep farming, but I should not be surprised if the "outlying islet where the solitary albatross nests and the half comic penguins strut in solemn cavalcade may yet see the latest in modern salvage equipment. Farewell, Romance! I wonder!

June 1937

£7000 spent West.

Jan 1939

Captain Champion

Rumor recently has frequently reported the death in Australia of genial Captain "Joe" Barr Champion. His very many friends in Nova Scotia will be pleased to hear that he is still going strong and yesterday cabled New Year's wishes to all his Nova Scotian friends.

This is the third time I have died. Rumor certainly has been busy. I will decide one of these days or perhaps I will wait for a chance to make my own decisions and make of passing on.



*John Adams' Grave
Pitcairn Island*

Joseph Barron Champion
 LEVY & DAVID STS. GLENBROOK NSW.

15/1/20/SM/PT. 14.10.04



Shipping Master's Office,
 Sydney, 30. Dec 1908.

THIS is to certify that J. B. Champion (about 14 years of age in 1903) appears by the Records in this office to have served on board the undermentioned vessels in the capacities, and during the respective periods, herein stated, viz. :—

| Vessel's Name. | Official Number. | Port of Registry. | Tons. | Horse Power. | Capacity in which he served. | From. | To. | Trade. | Conduct. | Ability. |
|--------------------|------------------|-------------------|-------|--------------|------------------------------|---------|----------|---------|----------|----------|
| 3 master's Barques | | | | | | | | | | |
| City of Hankow | 60438 | Sydney | 1132 | — | Boy | 2.3.03 | 13.11.03 | Foreign | vg | vg |
| Helen Denny | 5668 | Wellington | 694 | — | Deck Hand | 19.4.04 | 10.10.04 | do | vg | vg |

(my first ship)

3 master's Barques

City of Hankow { 13-11-03 — 24 Dec 19 Standing by
 26-12-03 — March 1904 Home. Melb.
 March - April Ashore Sydney.
 joined Helen Denny April 1904

notes 1926 { First ship. £1 per month Hours at sea. 12 to 14 hrs. 4³⁰A — 6 P.
 " in Port. 12 hrs 6³⁰A — 7 P. 9 P.
 Washed about 40,000 dishes during first voyage, " No Pines

Please return to
 J. B. Champion
 62 Levy & David Sts.
 Glenbrook
 N.S.W.

LINDEMANN
 Shipping Master.

OHP

Joseph Barr Champion X/81515/20/JM/FT.
6th LEVY & DAVID STS
GLENBROOK N.S.W. (14.10.53)

Book 4

No. 64



FEE—ONE SHILLING.

MERCANTILE MARINE OFFICE,
CUSTOM HOUSE,
MARKET-STREET, MELBOURNE.

This is to Certify that J. B. Champion
(about Seventeen years of age in 1905) appears by the Records in this
Office to have served on board the undermentioned Vessel in the capacity and during
the period herein stated, viz:—

By Authority: Edw. S. Innes, Government Printer, Melbourne.

| Name of Vessel. | Official Number. | Port of Registry. | Regd. Tonnage. | Horse Power of Engines. | Description of Voyage or Employment. |
|---|------------------|-------------------|------------------------|-------------------------|--------------------------------------|
| <u>3rd BAOUENTINE</u> | | | | | |
| <u>Advancement</u> | <u>5796</u> | <u>Auckland</u> | <u>531</u> | <u>406</u> | <u>New Zealand</u> |
| Capacity—If Mate or Engineer No. of Certificate (if any). | From | To | Character for Conduct. | Character for Ability. | |
| <u>ORDINARY SEAMAN</u> | <u>1.3.05</u> | <u>2.8.05</u> | <u>VERY GOOD</u> | <u>VERY GOOD</u> | |
| | <u>Auckland</u> | <u>Melbourne</u> | | | |

Dated at Melbourne this 22nd day of April 1909

J. J. Wesley
Superintendent, Mercantile Marine.

Re-engaged Rigs "Helen Denny" 18-10-04 to about Feb 1905
→ paid off Kaipara NZ. Joined Schooner "Countess of Ranfurly"
at Auckland working by (as discharge) joined ADVANCEMENT
later renamed "SELWYN CRAIG" as above. Worked passage
to Sydney per S.S. "LEURA" (Howard Smith) Capt Ellis. That is after
leaving off in Melbourne. No jobs in Melbourne. Same in Sydney.



CERTIFICATE OF DISCHARGE.

| | | | |
|--|---|--------------------------------------|------------------------------------|
| Name of Ship. <i>Galleon</i> <i>Mallarah</i> | | Official No. <i>115878</i> | Port of Registry. <i>Sydney</i> |
| Registered Tonnage. <i>632/192</i> | Description of Voyage or Employment. <i>Coasting</i> <i>V.G.</i> | | |
| Name of Seaman ... <i>J. B. Champion</i> | <i>V.G.</i> | Capacity. <i>O.S.</i> | |
| Place of Birth ... <i>Victoria</i> | | | |
| Date of Birth ... <i>17 years</i> | | | |
| Date of Entry <i>12. 10. 05</i> | Date of Discharge. <i>4. 1. 06</i> | Place of Discharge. <i>Sydney</i> | |

When two months after

I Certify that the above particulars are correct, and that the above Seaman was discharged accordingly.

DATED this *4th* day of *January* 190*6*,

Witness *J. P. Lyons*
St 397

(Signed) *J. B. Pitch*
Master of the Ship.

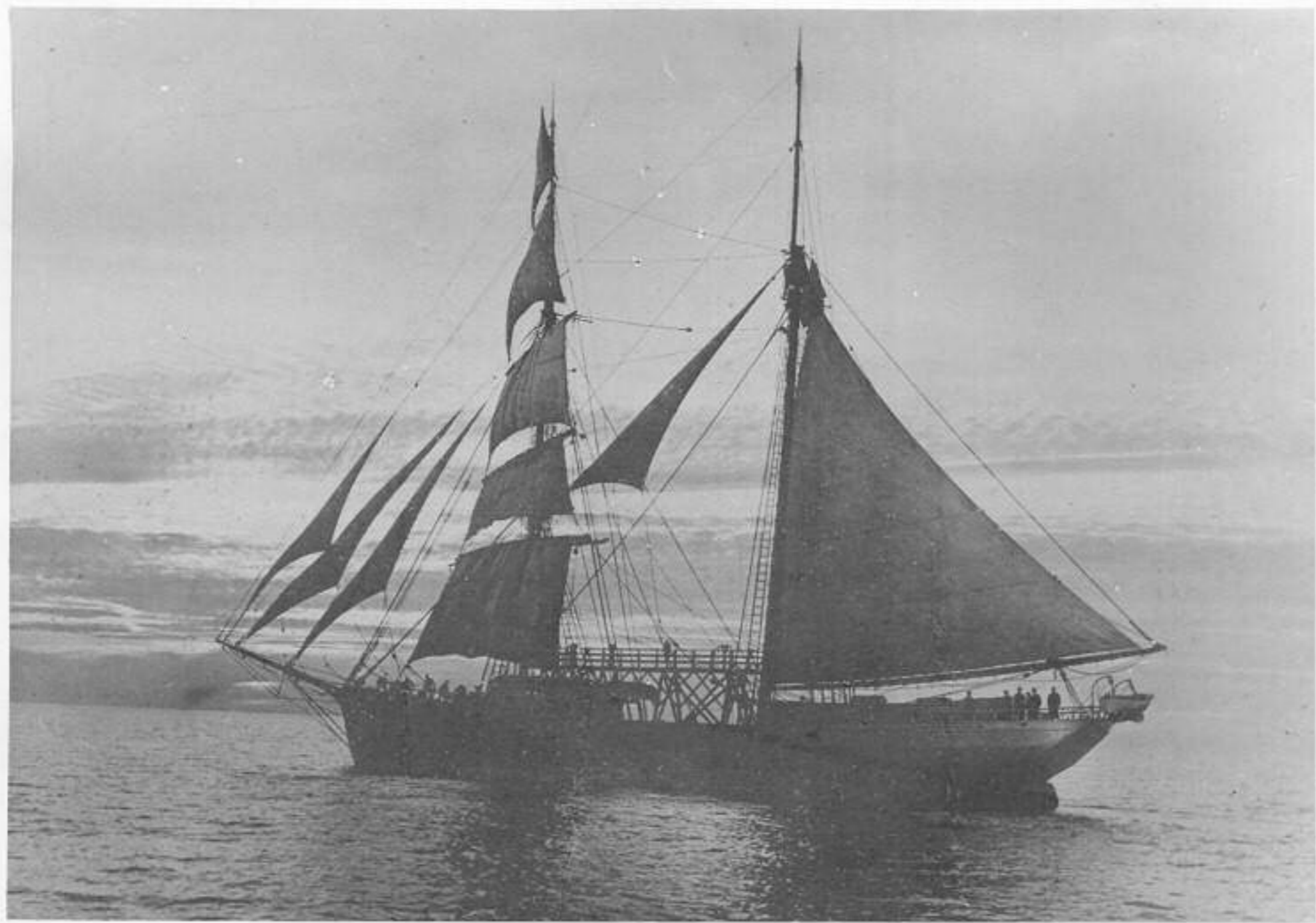
(See the back hereof)

coal trimmer £2.10.6 per month the crew trimmed the cargo of coal as it was dumped into the hold I think the job on because I was "broke" at the time. Came out of soul a fresh one got to tackle this. Well "beggars" can't be choosers. I had a bad accident on this ship which sent me to the hospital for a month & was laid up another month.

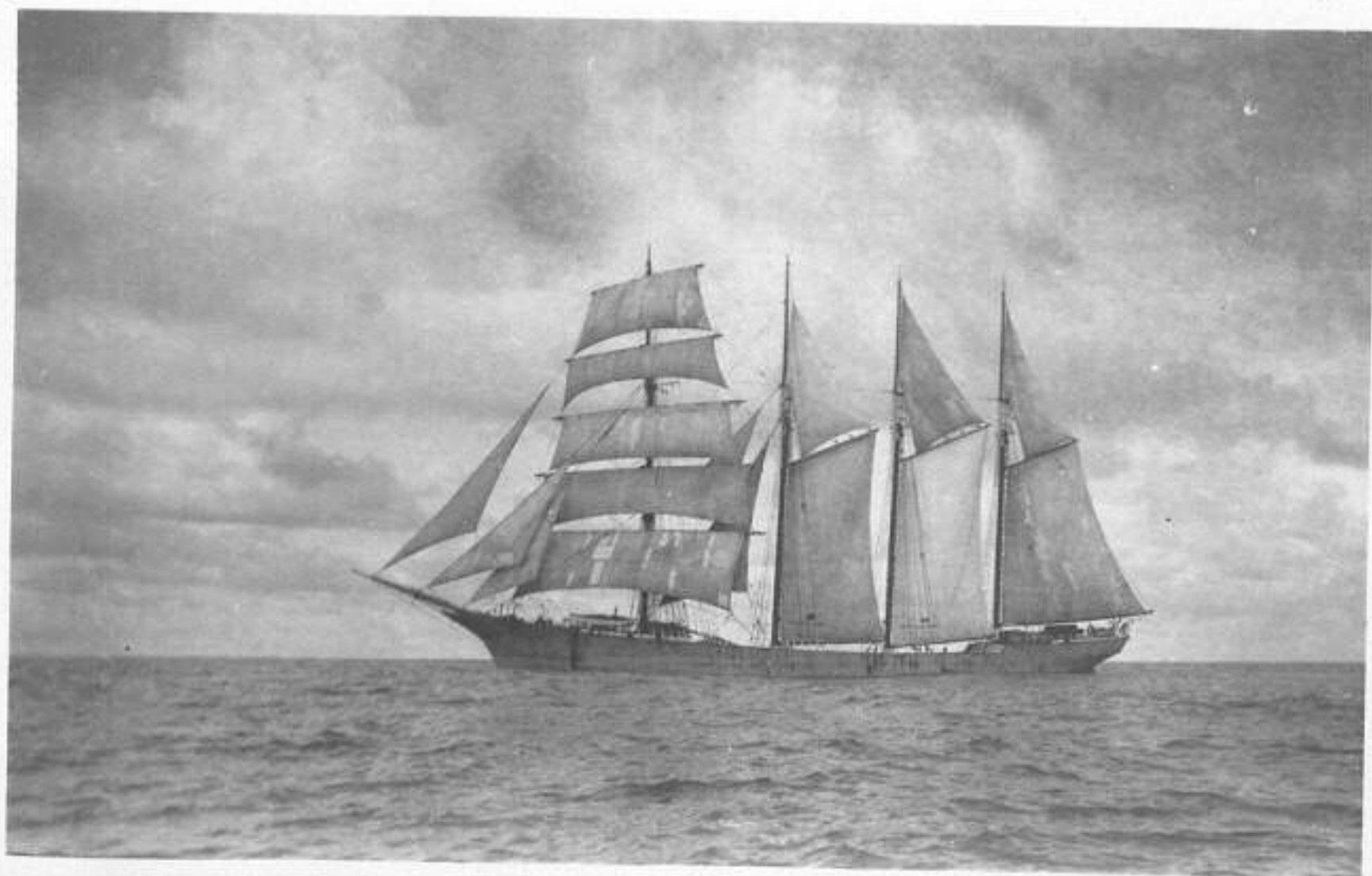
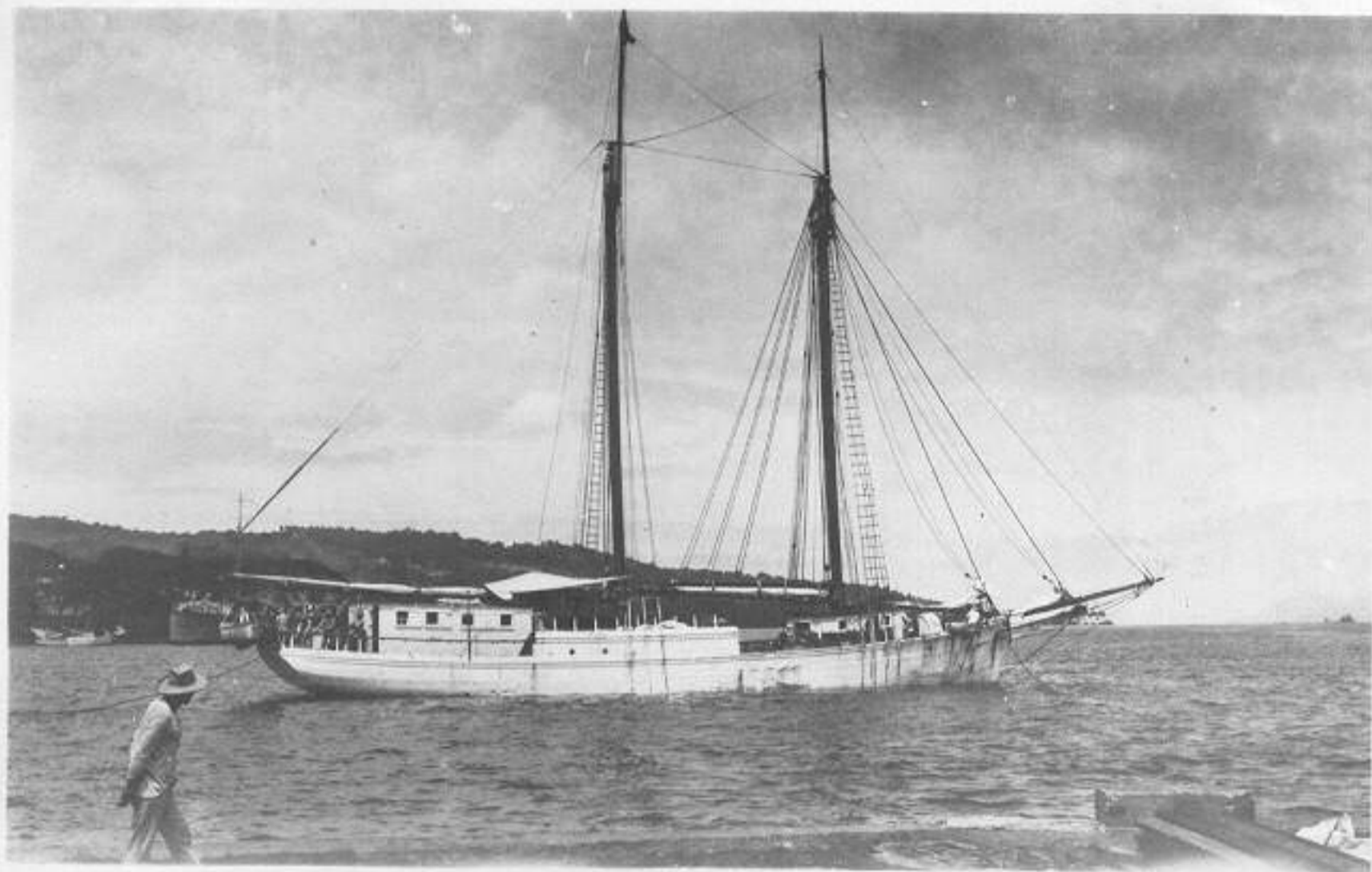
Please return to:

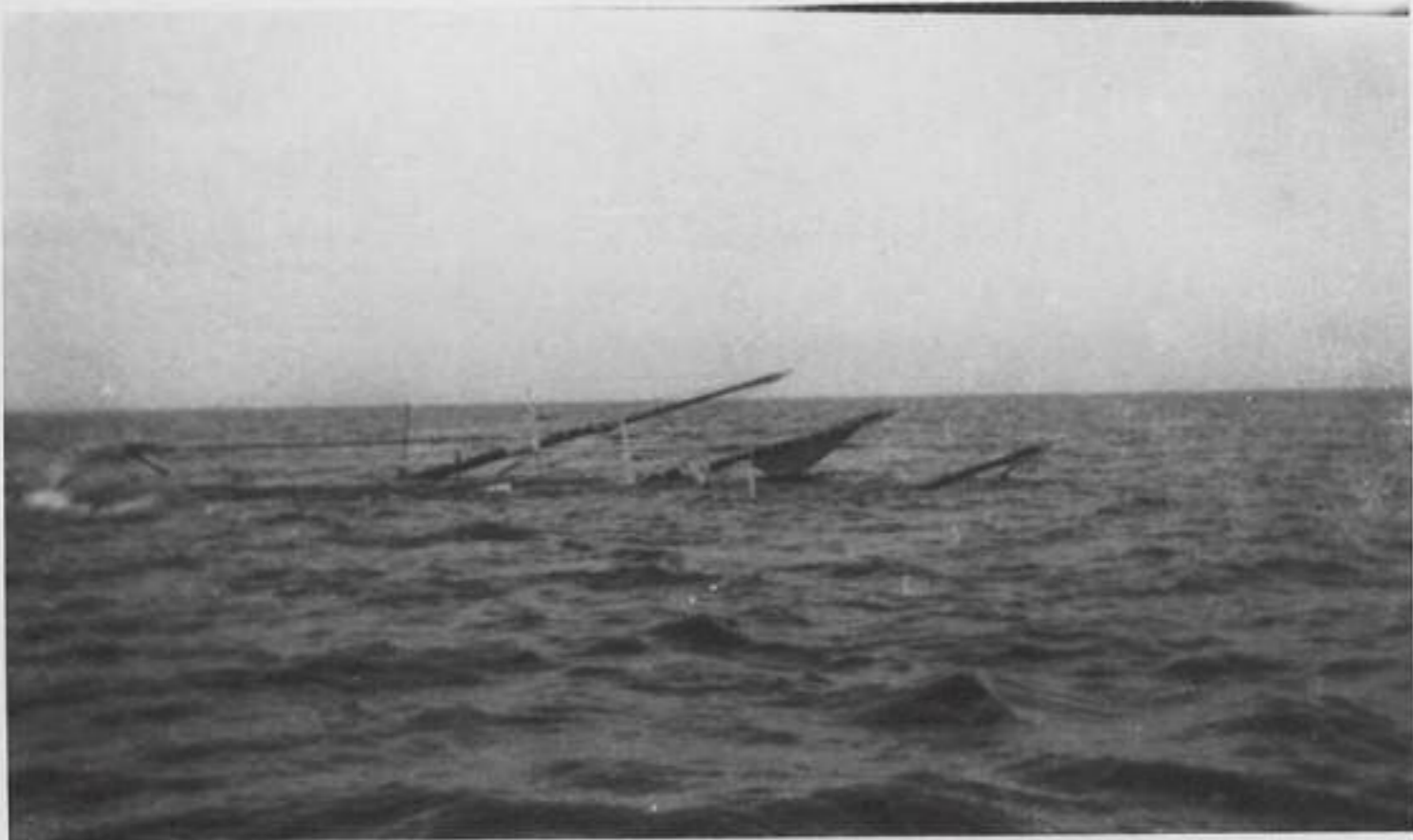
J. B. Champion
67 Levy & David Sts.
Glenbrook
N.S.W.

12/24









Please return 65.

J. B. CHAMPION

43 LE

NEW ZEALAND

My old friend Captain J. B. Barr Champion, well known locally for his exploits with the Tilli, the Queen of Nassau, the Hohenlinden and other Bahama traders, has proved a faithful correspondent, and yesterday came a copy of The Auckland Weekly News

(New Zealand) sent from the genial skipper, who is now back in the land of his forbears, where the Southern Cross rides high and where an island people are holding fast to British ideals and where as in our own Nova Scotia the ocean touches the shore of every county.

His letter is full of the glories of New Zealand, "fern above the saddle bow and flax upon the plain" and although J. B. C. has swallowed the anchor and has (as many a seaman before) gone back to the land, he talks of ships and the "smoke of coasters" and sends me a copy of the News with an account of the sailing of this year's grain fleet, heavily lined in blue pencil and I'll bet he oftentimes pines for the queer singing note of a taut backstay, the stamp and ring of engines and even the clatter of cranes and derricks.

THE GRAIN RACE

The 1937 grain race is now under way and despite the pessimists who have for years predicted the complete disappearance of the sailing ship, the grain fleet comes and goes. I was talking to a grain shipper yesterday and he said that one of the factors that saves the "glorious white winged" ships from extinction is the fact that many merchants welcome what some moderns are inclined to regard the "dilatoriness" of the sailers (it takes about two months longer to beat around the Horn, but this extra time provides free storage for the grain and gives the operator a chance to watch the trend of overseas markets).

The glories that were sail still survive in Spencer's Gulf, in Port Victoria, in Wallaroo and the arrival of the wheat fleet "down

under" revives the brave days of sail. Trim lines, towering masts, literally miles of intricate rigging and running gear and billowing sails hanging loose in their gaskets, a sort of gigantic washing day. But according to my correspondent there is one thing missing: if the ships have survived, the old shanties are no longer heard. Instead of the stirring strains of "Blow the man down" or "Rio Grande" there is the grinding rattle of the steam winch.

NO BRITISH FLAG

Out of 16 vessels competing in the 1937 grain race, not one is under the British flag. Germany, Finland and Sweden are the only countries hanging on to sail. This year the Herzogin Cecilie, the white-hulled flagship of the Erikson line (Finland) and eight times winner of the ocean derby, will be missing. All that is left of her lies on the beach near Salcombe in Devon.

The survivors still carry on — ghosts of yesteryear and most of them still follow the fickle Cape Horn route and often battle for weeks against the gales of the notorious cape, with decks awash for days on end. A few take the more leisurely, comfortable way around the Cape of Good Hope; by either route, in anything from 90 to 150 days they turn up at Queens-town or Falmouth for orders.

The present record is held by the Finnish barque Parma, 83 days was her time for the 1933 "sea derby." Somewhere at sea now are these sixteen ships with towering masts, acres of white canvas and creaking blocks—operated by thousands of miles of sea they are "roaring home" in a race against the calendar.

Dumbarton Scotland
Greenock, Portsmouth
Gibraltar, Malta,
Port Said, Suez, Aden
Singapore, Brunei,
Geraldton Fremantle Albany
Adelaide Melbourne
Sydney Rockhampton
Barris. 1910 - 1912

OFF NORAH HEAD

1911

SERIAL NUMBER

Z460113

UNITED STATES DEPARTMENT OF COMMERCE
BUREAU OF MARINE INSPECTION AND NAVIGATION



SEAMAN'S CERTIFICATE OF IDENTIFICATION

(TO BE RETAINED BY THE SEAMAN)

DISTRICT COAST GUARD OFFICER, 12ND
EXAMINED FOR SECURITY

Port of SAN FRANCISCO, CALIFORNIA

Nov. 3, 1944
J. H. Waring
LIEUTENANT COMMANDER, USCGR

NOV 4 1944 19

The bearer, ****JOSEPH BARR CHAMPION****
(Name of seaman, in full)
whose home address is 703 - 5th Ave. San Francisco,
California, born in Australia
(State or Country)

on 20 March, 1888, is a citizen of Australia
(Date of birth)

If naturalized - year - if 1st papers - year - if alien
- date of head tax, if any.

Statement of personal description. Height 5 ft. 10 1/2 inches,
color of hair brown, color of eyes brown, complexion ruddy

J. H. Waring
Lieutenant Commander, USCGR
Shipping Commissioner
(Title)



Signature of seaman: Joseph Barr Champion

Seaman's Thumb Print



P.T.O

him to require
his services.

~~W. H. H. H.~~

Lieut. Comdr.

H.M.S. "Parramatta"



H.M.S. "Parramatta"
at Sydney.

10th April 1912.

J. B. Champion has served in the
above ship under my command since
9th August 1910, to 30th March 1912
continuously. He has served as a
leading seaman, and has performed
the duties of Actg. Torpedo Gunner's
Mate since March 1911.

He now leaves the Royal
Australian Navy at his own request.

I can speak in the highest
terms of his sobriety & trust-
worthiness & seamanlike qualities
& am glad to recommend

COPY.

"PARRAMATTA"
H. M. A. S. "Pawamatta"

At Sydney. AUSTRALIA.

10th April, 1912.

J. B. Champion has served in the above ship under my command since 9th August, 1910, to 30th March, 1912 continuously. He has served as a Leading Seaman, and has performed the duties of Acting Torpedo Gunner's Mate since March, 1911.

He now leaves the Royal Australian Navy at his own request.

I can speak in the highest terms of his sobriety and trustworthiness and seamanlike qualities and am glad to recommend him to anyone requiring his services.

SGD. H. J. Feakes,
Lieut. Commander,
H. M. A. S. "PARRAMATTA".
"PARRAMATTA"

PLEASE RETURN TO

J. B. CHAMPION

43 LEVY STREET

GLENBROOK. 2. W. N.S.W.



Champion
Capt ~~Champion~~

Pitcairn Island
S.P.O. July 17th 1959

I was so thrilled. hear your letter written the day the William Rays Arrived here 25 June. wish she was coming again next month. I wish I had met you the day, but the wife & I were flat out selling post cards & carved work the Capt stay is too short when that amount of passengers we should have at least 2 1/2 hrs to get around as that is the day for us to get money to send away to get things now back to your letter first of all you must be well in your 70's I was Stellas young brother she married Fisher Young & died 2 1/2 yrs ago paralysed for 10 yrs on her right side I remember you when you come up on the John Adams in 1906 I was 9 yrs old ^{myself} then & you stayed with us. Edmond Meloy Stellas father. I think you made a mistake the late Capt William Champion late of Auckland married Parkin's Christian's daughter of Norfolk Island; what is William & Walter Champion to you same father & different mother or what Capt Roy & Desmond Champion what relation to you I have try to find out but I have forgot. I have been to N.Z. off & on since 1916. 23 yrs & I was carpentering & then I went to sea for 20 yrs as A.B. & I use to think were you use to live & would have loved to look you up I was for a while 1934 to 1940 on some of the Union Steamship's that runs between N.Z. & Australian ports such as Adelaide Melbourne & Sydney & Newcastle & all over the place.

of I have sailed with ^{Capt} Des Chapman & Capt Roy Chapman.
& I use to stay with Bill Champion at times in Auckland.
& I know them all very well. My wife comes from Melbourne.
I met her in 1937, when I was going over that way.
then I came home then 1939. went back to N.Z. 3 months
before the World War II break out. & then I was running
over at times to Aussie the up the Islands trooping
in the Merchant Navy & in 1941. My wife came over to
Auckland to get married & Bill Champion gave my wife
away so sorry she didnt meet Mrs Champion few months
before she came over. & after the war years in 1945 I
went on the rehab. & study for my 2nd mates forecpe
going ticket & then I sit for my mates ticket & I only
make use of the ticket 9 months before we came home
in 1947. & in 1952 we went back to N.Z. & the wife
went over to Melbourne to see her 3 sisters & I went &
take studies in police work then we fly to Norfolk
Island for a short holiday then come home December.
& now we are working hard to earn some money
so hope to go to Panama. C.Z. then to U.S.A for 6 months
holiday if we could make it by the end of the year.
as both the wife & I work too hard & need a long
holiday did you join up again in the shipping
when the last war was on? yes I remember seeing
you on the "Akaroa" my dad. McLoay who was up
to Capt Hunter & others on the "Akaroa" as he do that when
the ships use to call here he did coming ashore when
the "Counthic" old Counthic 1930. heart failure.
well its so interesting your letter & bring back memories.
I do haming now for a hobby on 10 & 20 meters & I get
quite a kick out of it. I go to Oeno Island & Henderson
some times get shells corals & Iners wood. in January
we came down from Henderson 115 miles in 15 hrs
logging 8 & 9 knots & water get in my Barometer & ruined
it & if you see one good old one in any shop find the price
& let me know & I could send the money to get it just a round
wall style were do you live in Australia. these few lines find you &
my wife sends her regards trusting these few lines find you &
your wife well sincerely Floyd McLoay.

Pitcairn Island.

S.P.O. Oct 10/1959

Dear Capt Champion.

Indeed it is a pleasure to receive the reply from you in answer to my letter. I see it is 10 days before you sail for Australia I only hope that the ship would call here he promised to call in April & June next year. in fact those ships are taking the few passengers from the ships sailing from N.Z. that call here. so we can't get the trade & the N.Z. shipping Co is squealing on account of that. The wife & I are planning some time next year to go to the States for our 6 months leave. so if we could get the Willem Reg. 2 or more trips it will help us a lot. I am sorry the Operator didn't mention at the time about you being on board otherwise I would have got something special for you folks & many thanks for giving us all the information, that I ask of you. So I have everything clear in my mind as we feel on account of the late (Papa) Bill Champion who was on the dredge we felt that we are very close relatives had yes I see now that Walter & Bill are Capt Wm Champion's sons. Walter retired few yrs ago from Manakau Light house. Bill Parpa died just before we & I came in 1947. we would have tried to bring him here with us for a rest & holiday but he died about 6 months before we leave. Given his daughter was the prettiest girl in N.Z. she got married about 14 months after Pop died. I don't know if Walter is still alive or not I have written to make inquiries he was nearly blind when we left in 1952. after December.

he had a daughter living just across the road from the blind institute in New Market. Thanks for the interesting report on your work during the war as usual I was carrying troops from N.Z. to Fiji Tonga & Niue & Samoa & Congo with the union Co. during the war. Vi likes here but she likes a vacation at times to go away the ~~two~~ champions seems to live to good old age.

I have contact 2 hams in Perth 1 in South Australia & one VK3ATN in Melbourne. but my power is not too strong 30 watts. but I am getting a 100 watt power. early next year & then I am sure I'll get the round the world on ham Radio. its being built in Vancouver by a ham friend of mine & it will be shipped to Panama. next month I have had lots of fun on the air with contacts. at present my transmitter has a bug & is not working proper.

I have heard lots of stations in N.S.W. calling me but we just cant make it.

we are just waiting for fine weather then I'll take 2 of the surf boats with some women & children go off to "Deno" Island for a week or so to get coconuts coral & some (Lion's claw) clam shells. when they are painted the tourist buys them & it all helps us here. Like the memo wood from Henderson Island everyone in the states are mad for carved works since Louis Marden wrote upon the Geographic Magazine in December 1957 everyone is sending for carved wood. The wife send her regards & trust that these few lines find you all well the same as it leaves us here.

Yours sincerely
Floyd H McElroy

P.S. This letter should be there about the same time you arrive.