

31 — Monday June 5th 1916 —
up 26 am, and upon coming on
deck found the ship was finished
coaling, and the Kaffirs were
just finishing cleaning up the
mess, this convinced us that the
ship would go up and away,
I was told, for I was looking
forward to water lay at Kaffirs,
some were of size like across
to sea as yet, and upon drawing
out from the wharf about 8.30
the Tiggers gave us three times three
when we got outside we ran
into a very stiff South Easterly
the night we had on the
5th, we were out to sea a five
miles, and the ship ran
straight towards the South, keeping
well out from the coast but
always in sight of land,
at 11.15 am we went under

32 many of the lads who have been
free from sea sickness for the past
three weeks went down to it
hardly, our lad was told by the
Doctor his stomach was weak,
he said, "weak he langes I am
throwing it further than any man
on the ship", however the next
day was just the same, the
sea was quite calm, and they
all smiled again, we hugged
the Coast of South Africa right
from Durban, we were some
distance out, but only lost sight
of land for short periods, as
for instance when the land
shaded off, on the 10th we
went to sea again, and the
ship was when the Birkenhead
struck a reef in 1852. It
stands out prominently in
people's minds by the way

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

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

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

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

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

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

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

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

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

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

both boats were lying
 together, and we com-
 manded them by signal code.
 Sunday June 11th 1895
 The day turned out to be very
 cold & wet, the ocean was
 almost obscured by a heavy
 fog, all the time we have
 seen sea, we have not had a
 good day, in fact we have
 only had two bright days
 since we left England, they
 were ~~only~~ when we were in
 the bay, our church parson
 has been called on account
 of another, our battery was
 sent at Lepid, I was picked
 out to go, went on duty at 2 am
 this morn, we worked it 4
 hours on and eight off, Guard
 duty is the worst on the ship,
 we get very dirty, and our

we went, the longer the pro-
 ceSSION, and we all sang and
 carried our hats in most approved
 funeral fashion, at last we
 halted outside the Officers
 Saloon, and there sang several
 Hymns, the burial service was
 then read, and with dead silence
 (except a few sobs) the dear dead
 long departed cheer was gently
 lowered into the water, most of
 the Officers accepted it as a good
 joke, but some of them tried to
 stand on their dignity, they were
 only poor specimens that is, while
 our service was going on we
 learnt that another battery
 had conducted a war dance
 around their supply, and after-
 wards also consigned it to
 the waters of Pabik Bay, it
 served its purpose, for a little while later
 we were given fish.

both boats were lying
 together, and we com-
 manded them by signal code.
 Sunday June 11th 1896
 The day turned out to be very
 cold & wet, the ocean was
 almost obscured by a heavy
 fog, all the time we have
 seen sea, we have not had a
 good day, in fact we have
 only had two bright days
 since we left England, they
 were ~~one~~ when we were in
 England, our church parson
 has travelled on account
 of another, our battery was
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