

APPENDIX No. 16.

EXTRACTS FROM CONVOY NAVAL ORDERS.

DEPARTURE OF CONVOY.

Transports will proceed independently from their ports of embarkation to King George's Sound, where the entire Convoy will assemble.

Ships will clear their final embarkation ports by noon on the following dates¹ —

Brisbane	..	..	..	25th September.
Sydney	..	..	..	27th September.
Hobart	..	..	..	27th September.
Melbourne	..	..	..	29th September.
Adelaide	..	..	..	30th September.
Fremantle	..	..	..	2nd October.

Ships should in any case arrive at King George's Sound not later than 4 p.m. on 4th October.

STEAM OR MOTOR BOATS AT KING GEORGE'S SOUND.

The Sub-district Naval Officer, Albany, is to arrange for the hire of three steam or motor boats during the stay of the convoy in King George's Sound. These boats will be for the use of the Principal Transport Officer and the two Transport Officers, one of whom will be acting as Berthing Officer.

MASTHEAD HEIGHTS TO BE REPORTED.

To facilitate the taking of sextant angles for station-keeping purposes, masters of transports are required to ascertain and forward in writing as soon as possible to the Naval Secretary, Navy Office, Melbourne, the following information:—

- (a) Height from mainmast head to waterline.
- (b) Height from foremast head to waterline.
- (c) Vertical height from mainmast head light to stern light.

The estimated mean waterline for the voyage should be taken.

If not already provided, arrangements should be made for a permanent position for a light (oil or electric) at the mainmast head.

ORGANISATION OF CONVOY.

The Convoy will be organised as follows:—

Transport No.	Name.	Tonnage.	Speed.	Remarks.
<i>1st Division.</i>				
A 3	<i>Orvieto</i>	12,130	15	Flag of G.O.C.
A 27	<i>Southern</i>	4,760	10½	
A 4	<i>Pera</i>	7,635	11	
A 26	<i>Armadales</i>	6,153	11	
A 12	<i>Saldanha</i>	4,594	11	
A 13	<i>Katuna</i>	4,641	11	
A 1	<i>Hymettus</i>	4,606	11½	
A 23	<i>Suffolk</i>	7,573	12	
A 25	<i>Anglo-Egyptian</i>	7,379	12	
<i>2nd Division</i>				
A 18	<i>Ullishve</i>	10,390	14	Division leader
A 7	<i>Medic</i>	12,032	13	
A 11	<i>Ascanius</i>	10,048	13	
A 15	<i>Star of England</i>	9,150	13½	
A 2	<i>Geelong</i>	7,951	12	
A 17	<i>Port Lincoln</i>	7,243	12	
A 10	<i>Karoo</i>	6,127	12	
A 21	<i>Marere</i>	6,443	12½	
A 6	<i>Clan Macquodale</i>	5,058	12½	

¹ These dates were subsequently altered See chap. vi

Transport No.	Name.	Tonnage.	Speed.	Remarks	
<i>3rd Division.</i>					
A 14	<i>Eurypides</i>	14,947	15	Division leader
A 8	<i>Argyllshire</i>	.. ..	10,392	14
A 9	<i>Shropshire</i>	.. ..	11,911	14
A 19	<i>Afric</i>	.. ..	11,999	13
A 24	<i>Benalla</i>	.. ..	11,118	14
A 22	<i>Rangatira</i>	.. ..	10,118	14
A 16	<i>Star of Victoria</i>	.. ..	9,152	13½
A 20	<i>Hororata</i>	.. ..	9,491	14
A 5	<i>Omrah</i>	.. ..	8,130	15
A 28	<i>Miltiades</i>	.. ..	7,814	13

GENERAL PROCEDURE OF CONVOY.

The Convoy will proceed at sea in three Divisions. The 1st Division in the centre, the 2nd Division to port and the 3rd Division to starboard of the 1st Division.

2. The ships of the Convoy have been organised in Divisions, which include as far as possible ships of equal speeds, the 1st Division including the slowest, and the 3rd Division the fastest vessels.

3. Leaders of Divisions will be abeam of the "ORVIETO," and one mile distant, unless otherwise ordered.

4. Ships in each Division will proceed in sequence of Fleet numbers, ships being four cables (800 yards) apart, unless otherwise ordered.

6. The magnetic course and speed which the "ORVIETO" intends to steer will be indicated by signal.

7. Leaders of Divisions should make such signals as may be necessary to their own Divisions.

8. Ships should in all cases follow in the wake of the next ship ahead, except to avoid collision or running into danger

CONVOY PROCEDURE—STATION KEEPING.

The position of ships in the Convoy (800 yards from the next ahead) should be maintained by means of sextant angles. For this purpose a table of heights from mast heads to waterline, for all ships, is being prepared.

2. At night ships are to hoist a signal lamp at the mainmast head for the same purpose.

[Other paragraphs lay down procedure when altering course, forming single line signalling, etc.]

USE OF WIRELESS TELEGRAPHY.

Wireless telegraphy will be used by the "ORVIETO" for communicating with the Escort, also at stated fixed times for the transmission of messages from the General Officer Commanding and the Senior Naval Officer to ships of the Convoy.

WIRELESS GENERAL SIGNALS

Long general signals by day, and all general signals by night, will be made to the Convoy from "ORVIETO" by wireless telegraphy, if possible at the hours of 2, 6, and 10 a.m. and p.m.

3. At night . . . if the matter to be signalled is *urgent*, a red Very's light will be fired to call attention, and the syren may also be sounded, in which case the W/T message may be proceeded with without delay. In such cases the message will be made *en clair*.

5. Messages made by wireless telegraphy should be obeyed when received, with the exception that any signal requiring all ships to act simultaneously, such as an alteration of course together . . . or a change of speed, should be obeyed when the "ORVIETO" fires a white Very's light.

[Other paragraphs deal with particulars of transports, sailing dates, etc.]

USE OF OIL NAVIGATION LIGHTS AND DARKENING SHIP.

In order to reduce the power of navigation lights as much as possible, oil illuminants should be used for this purpose by all transports.

2. Vessels should be prepared to darken ship at any time by lowering deallights on all ships' side ports; and arrangements should be made so that all lights on the upper deck can be promptly turned out upon receipt of orders to do so from the bridge.

FLOATING MATERIAL NOT TO BE THROWN OVERBOARD AT SEA.

While at sea, care should be taken that no floating material is thrown overboard from ships in the Convoy. Wooden cases and casks should be broken up and burnt, and empty tins should be perforated before being thrown overboard, so as to ensure their sinking.

ON ENEMY BEING SIGHTED.

By Day—

Escort will attack.

"ORVIETO" will make necessary signal for keeping Convoy clear of enemy.

By Night—

Ship attacked will fire two rockets every five minutes and endeavour to escape, avoiding lines of Convoy.

Cruisers will attack enemy.

The remainder of the Convoy will extinguish all lights, navigational and otherwise, except shaded stern light, and continue on course.

After attack, the scattered ships will make for rendezvous.

TIME.

All time for assembling at rendezvous will be Greenwich mean time

During passage ships are to keep apparent time.

"ORVIETO" will drop a time ball at 11 a.m. daily.

ORDER OF CRUISING BY NIGHT.

Ships will cruise in same order as by day.

No lights are to be shown outside ship, except oil side lights and a shaded stern light.

WIRELESS SIGNALS.

No wireless signals are to be made by the transports.

Ships will look out on different wave lengths as laid down by special enclosure, and will report visually any signals intercepted.

NAVIGATION ROUTES AND RENDEZVOUS.

Before leaving each port an enclosure will be issued giving proposed route, rendezvous, and time when Convoy will be at those rendezvous.

[Order 34 provides for a recognition signal to enable cruisers to identify ships of the Convoy at night when attacked by enemy.]

NEW ZEALAND TRANSPORTS.

The transports of the New Zealand Imperial Force, ten ships in all, are organised as follows:—

No.	Ship.	Speed.	Tonnage.	Master or Naval Transport Officer.
<i>1st Division.</i>				
3	<i>Maunganui</i>	16	7,527	Com. Ward, R.N.
9	<i>Hawkes Bay</i> ..	12	6,800	Lt. Cooper, R.N.R.
8	<i>Star of India</i> ..	11	6,800	Lt. Varian, R.N.R.
7	<i>Limerick</i>	13	6,827	Lt. Williams, R.N.R.
4	<i>Tahiti</i>	17	7,585	Lt.-Com. Dennistoun, R.N.
<i>2nd Division.</i>				
10	<i>Arawa</i>	12	9,372	Com. Newton, R.N.
11	<i>Athens</i>	12	12,234	Lt. Porter, R.N.R.
6	<i>Orari</i>	13	7,207	Lt. Jenkins, R.N.R.
5	<i>Ruaapehu</i>	13	7,885	Lt. Tonge, R.N.R.
12	<i>Waimana</i>	14	10,389	Lt. Glenny, R.N.