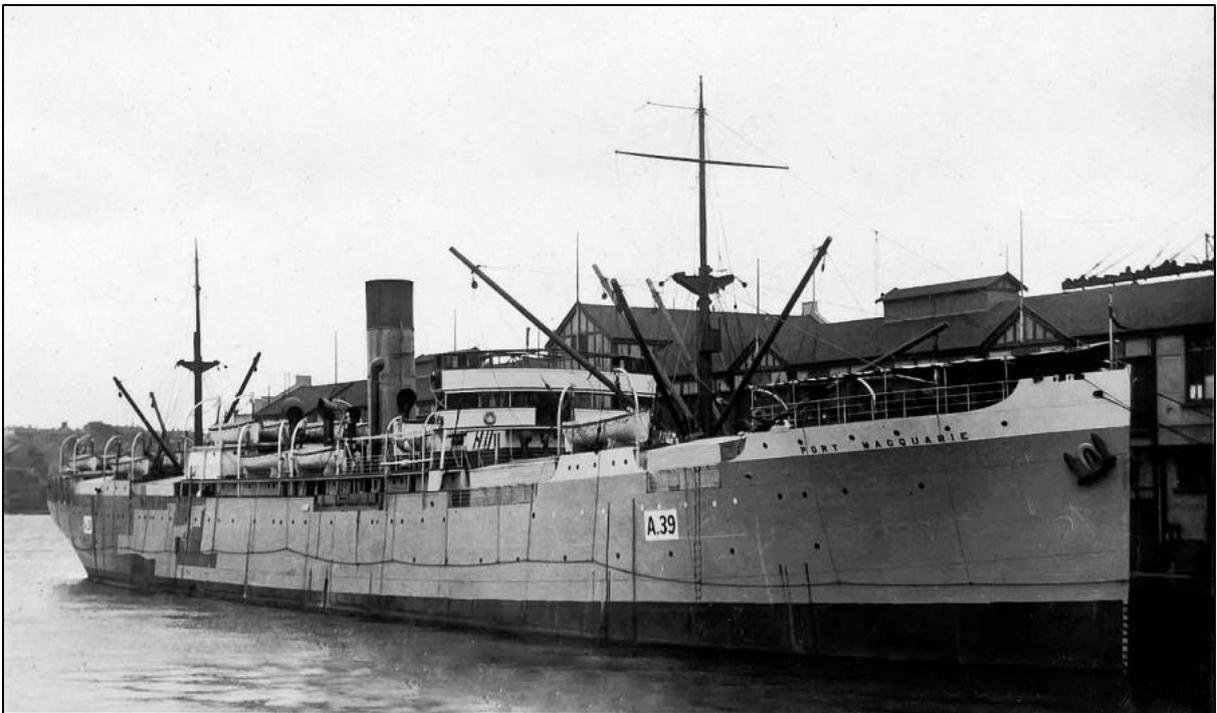


HMAT Port Macquarie - Carrying the ANZACs to War



John Walter Ross

Cover photograph:

Tyne Built Ships website:

<http://www.tynebuiltships.co.uk/P-Ships/portmacquarie1912.html>

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Foreword

Following the outbreak of war in Europe in 1914, Australians enthusiastically signed up to support Great Britain. This quickly created a huge logistical problem – how to transport over 330,000 troops, 139,000 horses and many tons of supplies across the world in a short time. The Commonwealth Government's solution was to requisition a large number of cargo ships, fit them out for carrying hundreds of troops and horses, and send them off in convoys escorted by battleships.

The *SS Port Macquarie* was built in Tyneside in 1912 and had been plying the migration route from Britain to Australia when the call came to take part in the war effort as a troopship. Renamed the *HMAT Port Macquarie* for the duration of the war, she eventually made five voyages to the Middle East and Europe, carrying over 1,500 troops and 1,200 horses with supplies and equipment.

At the end of the war she brought troops home, and one such voyage in 1919 was well documented by those on board. After the war, the *Port Macquarie* resumed life as a cargo steamer and was sold a number of times, including name changes, eventually becoming the *SS Stangrant* when World War II broke out in Europe in 1939.

As the *Stangrant*, she took part in six convoys carrying cargo such as steel and scrap iron between Britain and the Americas under escort by battleships. However, on the sixth trip in October 1940, she found herself straggling behind the convoy and was torpedoed and sunk about 220 miles west of Scotland. The 30 survivors from the crew of 38 were very fortunate to be spotted several days later by an RAF Sunderland flying boat and eventually rescued.

The story of the *Port Macquarie* illustrates the dangers faced by Merchant Marine sailors during wartime. She was lucky to survive World War I intact but in the end did not survive World War II. Her participation in the war effort was a valuable link in the chain of transportation of troops and supplies that enabled Britain to succeed in both world wars, and her contribution deserves to be recognised.

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Timeline

- **Construction**
 - September 1912: Built by Hawthorn Leslie Company at Hebburn-on-Tyne.
- **Migrant ship**
 - November 1912: Carried 667 migrants from Britain to Melbourne.
 - May 1913: Carried 691 migrants from Britain to Melbourne.
 - October 1913: Carried 681 migrants from Britain to Melbourne.
 - January 1914: Owned by the Commonwealth & Dominion Line Ltd London.
 - April 1914: Carried 645 migrants from Britain to Melbourne.
- **WWI troopship**
 - December 1914: Carried troops in Convoy 2 from Sydney to Alexandria.
 - May 1915: Carried troops from Sydney and Melbourne to Bombay.
 - June 1915: Carried troops in Convoy 6 from Melbourne to Middle East.
 - October 1915: Carried four servicemen from Britain to Melbourne.
 - November 1915: Carried troops in Convoy 14 from Melbourne to Suez.
 - February 1916: Carried Imperial Artillery from Southampton to Alexandria.
 - March 1916: Carried Egyptians and Sikhs from Suez to Port Soudan.
 - April 1916: Carried troops in Convoy 20 from Sydney to Suez.
 - October 1916: Carried troops in Convoy 24 from Fremantle to Plymouth.
 - January 1917: End of Commonwealth Government lease for the War period.
 - February 1917 to end of WWI: Carried food and general cargo between USA and UK.
 - August 1918: Narrowly missed by torpedo in convoy off Dungeness.
 - October 1918: Convoy attacked in May of Biscay and nearby ship torpedoed.
- **Returning troops and migrants**
 - March 1919: Carried about 1,000 troops from Cardiff to Melbourne.
 - January 1920: Carried 153 servicemen, nurses and civilians from Britain to Melbourne.
 - June 1921: Carried four migrants from Britain to Melbourne.
 - December 1921: Carried six migrants from New Zealand to Melbourne.
 - July 1922: Carried three migrants from Britain to Melbourne.
 - December 1922: Carried three migrants from Britain to Melbourne.
 - July 1923: Carried six migrants from a foreign port to Melbourne.
- **Commercial cargo service**
 - 1927: Renamed to *Cambrian Marchioness*.
 - 1930: Renamed to *Clan Grant*.
 - 1939: Renamed to *Stangrant*.
- **WWII service**
 - November 1939: In convoy OC-38 from Liverpool to Santos.
 - April 1940: In convoy FS-154 from Hull to Southend.
 - April 1940: In convoy OA-137 from Southend to Philadelphia.
 - June 1940: In convoy HX-48 from Halifax to Liverpool.
 - July 1940: In convoy OB-192 from Liverpool to Hampton Roads, Virginia.
 - September 1940: In convoy HX-77 from Halifax to Liverpool.
 - 13 October 1940: Sunk by torpedo from submarine U-37 while in convoy HX-77.

Construction and migrant transport

The *SS Port Macquarie* was constructed in 1912 for the Anglo-Australasian Steam Navigation Co. Ltd (Milburn Line). The shipbuilder was Hawthorn Leslie & Co. at Hebburn-on-Tyne, near Newcastle in northern England. The ship was a refrigerated cargo steamship of 7,236 tons gross weight, with a single screw engine making 13 knots. She was launched in July 1912 and completed in September¹. The *Port Macquarie* was a sister ship to the *SS Port Lincoln*, and it was not unusual for English ships that would travel to Australia to be named after Australian ports.

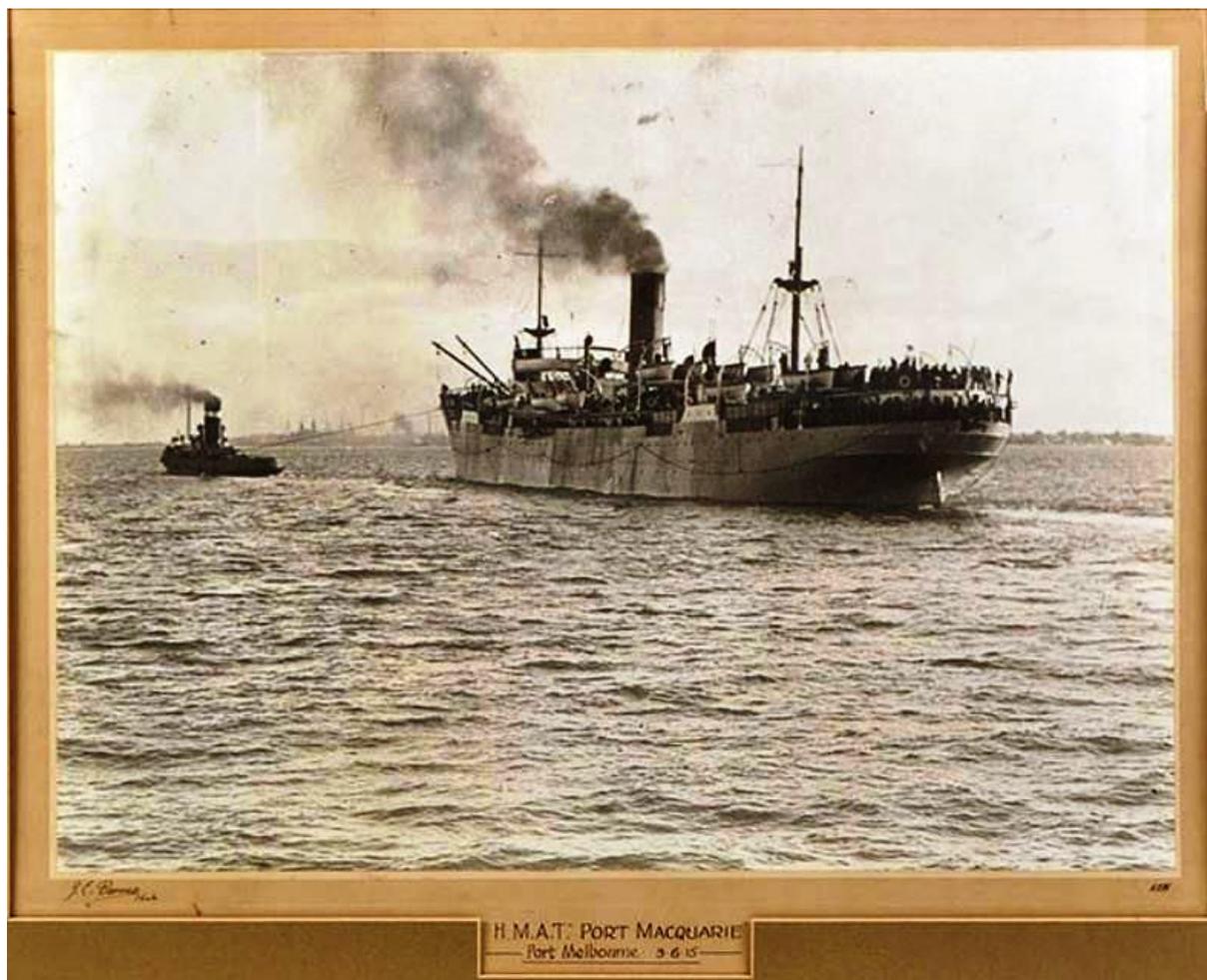
For the first two years of her working life, the *Port Macquarie* carried emigrants from Britain to Australia. She made four trips from the United Kingdom to Melbourne, each time carrying over 600 migrants to a new life in Australia². Ownership was transferred to the Commonwealth & Dominion Line Ltd, London (Port Line) on its formation in January 1914.

World War I troopship

After World War I was declared in August 1914, the Australian Government raised the First Australian Imperial Force (AIF) of 20,000 troops and began the task of sending them to Egypt in November. As part of this transportation effort, the *Port Macquarie* was requisitioned by the Commonwealth Government. Cargo ships used for troop transport were specially outfitted for their new wartime role. Cargo holds were hurriedly converted to accommodate many more berths, and conditions on board were very cramped. On board during the day there were drills, exercises, games and sports, all taken in shifts, as were guard duties and mealtimes.

The achievement of transporting the AIF troops, their horses, building equipment, armaments and supplies is quite remarkable, considering it was organised in a very short time. Overall, more than 330,000 troops and 139,000 horses were carried from Australian ports to the Middle East and Europe. This was all sent by sea on a long and very dangerous journey, particularly with enemy ships patrolling the shipping routes. Troopships travelled in convoys with battleships for protection, yet submarines were an additional threat and convoys had to adopt changing formations and patterns to elude the enemy³.

The ship, now renamed *HMAT (His Majesty's Australian Transport) Port Macquarie* (troopship number A39) took part in five convoys as a troopship to the Middle East and Europe. The first four convoys, from December 1914 to April 1916 travelled to Egypt. When the main war effort moved from the Dardanelles to Europe in 1916, her final convoy in October 1916 travelled from Fremantle to Plymouth in England. In total, she carried more than 1,500 troops and 1,200 horses⁴.



The Commonwealth Government ended its requisition of the *Port Macquarie* on 13 January 1917⁵, and from this time until the end of the war she was engaged as a food and general cargo transport trading between the USA and the UK, as well as three voyages from the UK to Calcutta and back.

The danger experienced even by civilian cargo ships during the war was illustrated by a number of incidents involving the *Port Macquarie* in 1918. On 14 August, she was narrowly missed by a German torpedo that was fired at her, passing 20 to 30 feet astern. Then on 1 October she was in convoy in the Bay of Biscay off Spain when the *SS Montfort* was torpedoed. The next day, the crew witnessed a torpedo and gunfight between the *SS Chindwara* and a German submarine during which the ship avoided being torpedoed by quick evasive action. The submarine was driven away by gunfire from the ship⁶.

***HMAT Port Macquarie* takes a local son to war**

One locally-born Anzac who was transported to the war front on the *Port Macquarie* was Oswald Henry McIntyre. Coming from a Scottish family, he was born in Telegraph Point and had relatives in Port Macquarie. His father was Mr. J W McIntyre of Telegraph Point. He was a 33 year old station overseer when he enlisted on 14 September 1915, and became a gunner in the 2nd Divisional Ammunition Column.

He embarked for Egypt in the *HMAT Port Macquarie* from Melbourne on 16 November 1915 and arrived at the Zeitoun Training Base in Egypt in February 1916. On 18 March 1916, he left from

Alexandria for Marseilles to join the war on the Western Front. In France, he was promoted to Acting Bombardier on Anzac Day 1916. In March 1918, he was promoted to Bombardier, then to Technical Corporal in September 1918 and finally to Corporal in December 1918. He survived the war, embarking for England on 25 Mar 1919 and finally arriving home on 15 May 1919⁷.



Two letters by Oswald McIntyre from the field in France in 1918 have survived. They were written to his aunt Mrs. H H Parker of Bridge Street East, Port Macquarie, and provide a vivid impression of how the troops felt as the war was coming to an end, and then after the Armistice⁸.

On 26 March 1918, he wrote: "The great Fritz offensive has just been launched and so far my Unit is not in the fury of it, but expect our time will come. We expect to be kept very busy for the next few months, the history of which will be remembered by the world forever, very big battles are expected and during the last few days tremendous battles have been fought....It is just two years since I arrived in France, and barring a few days' leave in England, I haven't been out of my Unit. So what a lucky beggar I am, and with the good wishes of you all and God willing I should get back when a good old Peace is once again reigning over the world. You and I Auntie will have the first waltz, and finish it with the Highland fling....I am glad to hear Mother and Dad are living in Port again, near you all,...just the thing I have been wishing for the last five years....Your loving nephew, Oswald".

Then on 9 December 1918 he wrote: "I am feeling quite well and pretty fit with the exception of a few chilblains on my feet from the cold. Since you last wrote, a lot has happened. After over four years of constant hammering day and night without an interval of five minutes rest, the Allies have fought for their cause, and on the 11th of November at midday the last shot was fired, right along the line of hundreds of lines. Can you imagine the feeling that went through the soldiers during that hour! It was beyond imagination. Poor old Fritz, after all his mighty power, preparation and bluff, had to crawl very humbly in the finish to his hated enemy with the white flag and ask for an armistice...It is only a matter of time now for the Peace Conference to be held to settle the final terms of Peace".

After the war, Oswald McIntyre married Marie Louisa Rosenbaum on 6 July 1935, and died in Queensland on 13 June 1959⁹.

Bringing the troops home

When World War I ended on 11 November 1918, there were more than 200,000 Australian troops still in Europe and the Middle East who had to be repatriated. Because of the huge numbers, most troops had to wait until 1919 for a berth on a ship home. But unlike the well-documented Government-run convoys going to war a few years earlier, information on returning servicemen is much scarcer. However, records show that the *Port Macquarie* was involved in the repatriation effort, making voyages in 1919 and 1920 to bring troops home.

The voyage that departed Cardiff on 20 March 1919¹⁰ with about 1,000 Australian troops has been meticulously recorded in a compilation of the ship's weekly newspaper, called *Our Homeward Stunt*. It provides a very detailed picture of life on board a returning troopship, where the mood and expectations were very different from the excitement mixed with apprehension felt on the trip to war a few years earlier. The ship's master was Captain McQueen, and the chief engineer was Mr. T A Leinster. Lieutenant-Colonel Robinson, DSO, was the Commanding Officer of the troops. The great majority of the troops had been in the Gallipoli campaign in 1915 followed by France from the end of 1915 or 1916.

The ship was blessed with good weather for the whole of the 58-day trip home. The Grand Canary islands were sighted on 3 April as they headed south. As the Equator approached, they picked up the Southern Cross in the sky, and a few nights later the Great Bear disappeared below the horizon. The weather was very hot as they crossed the Equator on 4 April. Life aboard ship was very busy: there were committees, games, lessons, lectures, debates, rehearsals, concerts, mock trials, libraries, canteens, Red Cross issues and more. Also they had a real live newspaper, printed, published and read by themselves. There was a newspaper committee, an editorial committee, reporters, poets and artists. The head of the concern was the genial senior medical officer, Captain King Patrick, MD.

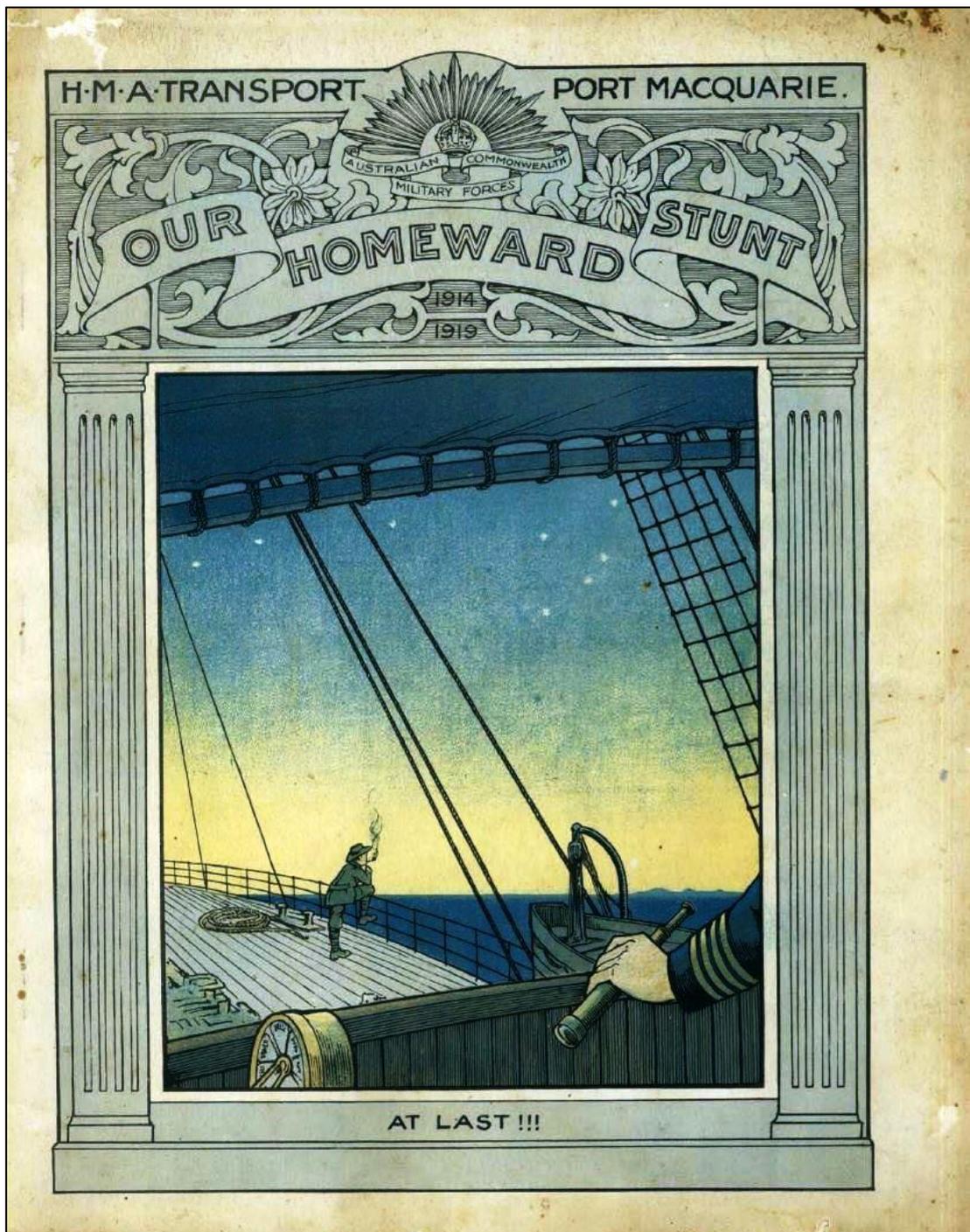
On 20 April, the ship entered Table Bay at Cape Town, and a few hours later all troops were free to go ashore. The town was decked with bunting for the return of their own troops. There is probably no city so beautifully situated as Cape Town. From the sea it presents a lovely panorama stretching from the water's edge right round the bay and almost to the foot of the famous Table Mountain. At Cape Town, they took on 1,746 tons of coal. The ship sailed out on 23 April in a dense fog, the ship's whistle sounding intermittent warnings to other shipping.

Fine weather followed for the rest of the trip, and the captain remarked that it was unprecedented in his eighteen years of experience of sailing to Australia. From that point they were in wireless communication with Perth, 3,800 miles away, and they began to realise they were indeed nearing home after so long away. Anzac Day was celebrated on board the *Port Macquarie*, commencing with a short service to commemorate the fallen. The Padre took Anzac as the subject of his address, speaking of the day as the first great red-letter day in the history of Australia's achievement in the War, and as a memorial to those who rendered the supreme sacrifice. He appealed to all Australia's sons to live up to this tradition.

On 13 May they spotted Rottneest Island and by evening they lay at anchor, the lights of Fremantle flickering merrily before them. The next morning they rose to parade for the port doctor. The great influenza epidemic had tightened up vigilance regarding visiting ships. Out of 980 souls on board, three soldiers had slight temperatures. The Western Australian contingent was placed in quarantine

on shore, including the three suspects, and the rest were confined to the ship under the yellow flag and forbidden to land.

Continuing around the Cape, the ship turned eastward across the Great Bight. On the morning of 12 May, they dropped anchor off Port Adelaide. Another rigid medical inspection resulted in a clean bill of health this time and the yellow flag came down. After being towed to the Ocean Wharf, the Adelaide contingent disembarked. The wharf was crowded with relatives and friends come to meet the boys. It was worth a lot to see the great welcome and to feel that they were back in their own land. The troops destined for the Eastern States had shore leave, and while there is the saying "as quiet as an Adelaide Sunday", it was not Sunday and Adelaide was gay and vivacious.



On Empire Day, 24 May, the *Port Macquarie* resumed her way through seas as still as a millpond towards Melbourne. After they anchored off Queenscliff, two port doctors and a hospital nurse put them through yet another medical inspection, which also resulted in a good bill of health. At Port Melbourne, all the troops for the Eastern States disembarked, the Victorians to go to military headquarters for immediate leave to meet their friends, the rest to continue their journey north by rail or to await passage to Tasmania.

The reception in Melbourne eclipsed anything they had seen in the other cities on the way. As the great procession of motor cars rolled citywards through streets that simply rocked with cheers, the troops could not restrain the tears of joy and gratitude. Thus ended a voyage that marked the close of a very long and trying absence from home on active service for King and Country, a voyage that will live in their memories as a real pleasure until reaching the great climax of Home, Sweet Home. (Reference: Our Homeward Stunt).

The other recorded voyage of the *SS Port Macquarie* that brought troops home from Britain arrived in Melbourne in January 1920 with 4 officers, 70 other ranks, 4 nurses, 51 women and 32 children¹¹.

Commercial cargo service

The *SS Port Macquarie* returned to commercial service as a cargo steamer after World War I, and passed through many hands over the following years. In 1927, it was sold to the William Thomas Shipping Co Ltd along with her sister ship the *Port Lincoln*, and renamed the *Cambrian Marchioness*. In 1929, it was sold to C W Kellock & Co Ltd of London, retaining the name. Then in 1930, it was renamed the *Clan Grant* when sold to The Clan Line Steamers Ltd of Glasgow.

In 1935, it was sold to the British & South American Steam Navigation Co Ltd of Glasgow, retaining the same name. Finally in 1939, it was sold to Jack Billmeir's Stanhope Steamship Co Ltd of London and renamed the *Stangrant*¹².

World War II service and sinking

The *SS Port Macquarie*, now named *SS Stangrant*, took part in six convoys during World War II to carry cargo between the UK and the Americas. The first of these was Convoy OB-38, departing Liverpool on 21 November 1939, arriving in Santos, Brazil on 28 December 1939, accompanied by the destroyers *Mackay* and *Vimi*¹³. However, Convoy HX-77, departing Halifax in Nova Scotia on 30 September 1940 for Liverpool, was to be the ship's last. By this stage of her career, she had been stripped to a gross weight of 5,804 tons, and was carrying over 7,000 tons of steel and scrap iron. On 13 October 1940, she was struck by a torpedo from the German submarine U-37 while straggling behind the convoy about 220 miles west of Scotland. The ship was very old by then and in deplorable condition, and with the great weight of cargo it sank quickly.

Her hull was wrecked by the explosion and her decks covered by steam, fumes and small fires. As she foundered, eight men perished, but Captain Evan Rowlands and 30 of his crew took to the two lifeboats. The submarine captain Viktor Oehrnsurfaced and interrogated the survivors, but soon vanished, leaving the boats tossing around in worsening weather. During the night, they became separated from each other, and during the next day most of the survivors were wretchedly seasick until they adjusted to the motion.

Miserable though they were, they were very fortunate to be seen by Flight Lieutenant Podger in an RAF Sunderland flying boat when he noticed a faint light on his way back from an all-night patrol. He found it impossible to land in heavy seas at the time, but returned two days later when conditions improved and picked them up, landing them two hours later at Oban in Scotland. The seamen alerted authorities to a further 16 survivors in another lifeboat. This was found by naval vessels and the rest of the survivors were rescued¹⁴.



The damage caused by submarines in World War II can be seen by the U-37's impressive record of sinking 53 merchant ships and two warships in eleven combat patrols between August 1939 and March 1941¹⁵. The photograph shows the U-37 docking at Wilhelmshaven, in April 1940.

The names of the eight seamen who lost their lives in the sinking of the ship are recorded in the Merchant Navy Memorial on Tower Hill near the Tower of London. This memorial commemorates over 24,000 British and Commonwealth Merchant Navy losses in both World Wars, mainly from German submarines and mines¹⁶.



Appendix 1 - Summary of convoys involving *HMAT Port Macquarie/Stangrant*

World War I – 1914-1916

- **Convoy 2: embarked on 21 December 1914 from Sydney¹⁷**
 - 2 Light Horse Brigade Train (6 Company Army Service Corps)
 - 4 Infantry Brigade Train (7 Company Army Service Corps)
 - A total of 332 troops and 429 horses.
 - Disembarked in Egypt on 1 February 1915.
- **Convoy 6: Embarked 4 June 1915 from Melbourne**
 - 1 Royal Australian Naval Bridging Train
 - 3 Divisional Signal Company (Nos 1051-1869)
 - A total of 368 troops and 429 horses
 - Chaplains
- **Convoy 14: Embarked 16 November 1915 from Melbourne**
 - 2 Divisional Ammunition Column
 - Chaplains
 - 1 Australian Stationary Hospital – 14 to 16 Reinforcements
 - 1 Australian Casualty Clearing Station – 3 to 5 Reinforcements
 - Dental Details
 - A total of 396 troops and 2 horses
- **Convoy 20: Embarked 26 April 1916 from Sydney**
 - 1 Light Horse Regiment – 15 to 20 Reinforcements
 - 6 Light Horse Regiment – 15 to 34 Reinforcements
 - 7 Light Horse Regiment – 14 to 20 Reinforcements
 - Medical Officers
 - A total of 104 troops and 360 horses.
- **Convoy 24: Embarked 13 October 1916 from Fremantle**
 - 44 Infantry Battalion – 1 to 6 Reinforcements
 - Army Medical Corps – General Reinforcements
 - A total of 312 troops and no horses

Voyages to Melbourne – 1912-1923

- November 1912, 667 persons from Britain¹⁸
- May 1913, 691 persons from Britain
- October 1913, 681 persons from Britain
- April 1914, 645 persons from Britain
- October 1915, 4 servicemen from Britain
- January 1920, 4 officers, 70 other ranks, 4 nurses, 51 women and 32 children from Britain
- June 1921, 4 persons from Britain
- December 1921, 6 persons from New Zealand
- July 1922, 3 persons from Britain
- December 1922, 3 persons from Britain
- July 1923, 6 persons from a Foreign port

World War II – 1939-1940

- OB-38: Departed Liverpool 21 November 1939, arrived Santos 28 December 1939¹⁹.
- FS-154: Departed Spurn ex Hull 24 April 1940, arrived Southend 26 April 1940.
- OA-137: Departed Southend 27 April 1940, arrived Philadelphia 16 May 1940.
- HX-48: Departed Halifax on 5 June 1940, arrived in Liverpool 20 June 1940, carrying scrap iron. 40 merchant ships and 4 escorts.
- OB-192: Departed Liverpool 31 July 1940, arrived Hampton Roads, Virginia 15 August 1940.
- HX-77: Departed Halifax on 30 September 1940, arrived Liverpool on 15 October 1940, carrying steel & scrap iron. 37 merchant ships and 12 escort ships.

Appendix 2 - Details of WWI convoys involving *HMAT Port Macquarie*

From *Sea Transport of the AIF*, Naval Transport Board, 1925²⁰.

CONVOY 2															
BRISBANE.															
Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.30. <i>Borda</i> ..	16.12.14	3	7	109	119	..	..	..	..	..	..	..	..	119	106
A.55. <i>Kyarra</i> ..	21.11.14	9	..	126	135	..	..	..	..	..	21	..	21	156	..
Total ..	..	12	7	235	254	..	..	..	..	..	21	..	21	275	106

NEWCASTLE.															
Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.36. <i>Boonah</i> ..	18.12.14	5	..	105	110	..	..	..	..	..	..	..	..	110	465
A.37. <i>Barambah</i> ..	20.12.14	5	..	104	109	..	..	..	..	..	..	..	..	109	465
Total ..	..	10	..	209	219	..	..	..	..	..	..	..	..	219	930

SYDNEY.															
Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.29. <i>Suevic</i> ..	20.12.14	26	45	431	502	..	..	..	..	..	..	..	..	502	497
A.30. <i>Borda</i> ..	19.12.14	1	2	18	21	..	..	..	..	..	..	..	..	21	55
A.31. <i>Ajana</i> ..	18.12.14	10	..	288	298	..	..	..	..	..	..	..	..	298	259
A.33. <i>Ayrshire</i> ..	19.12.14	16	28	280	324	..	..	..	..	..	..	..	..	324	282
A.34. <i>Persic</i> ..	20.12.14	24	43	465	532	..	..	..	..	..	..	..	..	532	464
A.35. <i>Berrima</i> ..	19.12.14	4	..	149	153	..	..	..	..	..	..	..	..	153	..
A.39. <i>Port Macquarie</i>	21.12.14	13	24	295	332	..	..	..	..	..	..	..	..	332	429
A.42. <i>Boorara</i> ..	21.12.14	6	6	102	114	..	..	..	..	..	..	..	..	114	387
A.44. <i>Vestalia</i> ..	17.12.14	5	..	89	94	..	..	..	..	..	..	..	..	94	269
A.55. <i>Kyarra</i> ..	25.11.14	22	..	149	171	..	..	..	..	..	41	..	41	212	..
Total ..	..	127	148	2,266	2,541	..	..	..	..	..	41	..	41	2,582	2,642

CONVOY 6—continued.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.7. <i>Medic</i> ..	13.6.15	..	..	14	14	..	..	..	..	..	..	..	..	14	a50
A.19. <i>Afric</i> ..	17.5.15	7	11	127	145	..	..	..	..	1	..	..	1	146	149
A.29. <i>Suevic</i> ..	12.6.15	30	44	456	530	..	..	..	..	1	..	..	1	531	a497
A.31. <i>Ajana</i> ..	31.5.15	5	12	132	149	..	..	..	..	..	..	..	..	149	145
A.32. <i>Themistocles</i> ..	12.5.15	38	71	1,239	1,348	..	..	..	..	1	..	..	1	1,349	..
A.35. <i>Berrima</i> ..	26.6.15	35	60	1,092	1,187	..	..	..	..	2	..	..	2	1,189	..
A.37. <i>Barambah</i> ..	6.7.15	4	5	48	57	..	..	..	..	1	..	..	1	58	..
A.40. <i>Ceramic</i> ..	25.6.15	79	129	2,566	2,774	..	..	..	..	2	..	..	2	2,776	..
A.44. <i>Vestalia</i> ..	22.6.15	4	3	84	91	..	..	..	..	1	..	..	1	92	..
R.M.S. <i>Mooltan</i> ..	15.5.15	26	14	159	199	..	..	..	..	..	43	..	43	242	..
Total ..	..	228	349	5,917	6,494	..	..	..	..	9	43	..	52	6,546	841

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.14. <i>Euripides</i> ..	8.5.15	66	86	2,052	2,204	..	..	..	..	2	..	..	2	2,206	14
A.19. <i>Afric</i> ..	22.5.15	6	11	152	169	..	..	..	..	..	..	..	..	169	149
A.31. <i>Ajana</i> ..	4.6.15	9	17	243	269	..	..	..	..	..	..	..	..	269	122
A.34. <i>Persic</i> ..	28.5.15	26	45	451	522	1	..	..	1	1	..	..	1	524	462
A.35. <i>Berrima</i> ..	28.6.15	2	6	185	193	..	..	..	..	..	..	..	..	193	..
A.37. <i>Barambah</i> ..	9.7.15	3	4	54	61	..	..	..	..	..	..	..	..	61	..
A.38. <i>Ulysses</i> ..	8.5.15	65	94	1,900	2,059	..	..	..	..	1	..	..	1	2,060	18
A.39. <i>Port Macquarie</i> ..	3.6.15	13	26	328	367	..	..	..	..	1	..	..	1	368	429
A.44. <i>Vestalia</i> ..	26.6.15	1	1	25	27	..	..	..	..	..	..	..	..	27	..
R.M.S. <i>Mooltan</i> ..	18.5.15	18	8	184	210	..	..	..	..	..	60	..	60	270	..
Total ..	..	209	298	5,574	6,081	1	..	..	1	5	60	..	65	6,147	1,193

CONVOY 14.

SYDNEY.

Name of Ship	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.13. <i>Katuna</i> ..	5.11.15	3	2	43	48	..	..	..	..	..	..	..	..	48	71
A.23. <i>Suffolk</i> ..	30.11.15	22	63	841	926	..	..	1	1	1	..	..	1	928	..
A.45. <i>Bulla</i> ..	25.11.15	5	6	93	104	..	..	..	..	1	..	..	1	105	400
A.34. <i>Persic</i> ..	18.11.15	35	48	874	957	..	..	..	..	1	..	..	1	958	..
A.66. <i>Uganda</i> ..	20.11.15	5	5	113	123	..	..	..	..	1	..	..	1	124	..
A.72. <i>Beltana</i> ..	9.11.15	38	67	1,311	1,416	..	..	..	..	1	..	..	1	1,417	..
Total ..	..	108	191	3,275	3,574	..	..	1	1	5	..	..	5	3,580	471

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.				Grand Total.	Horses
		O.	S.	M.	Total.	O.	P.O.	M.	Ttl.	M.	W.	C.	Ttl.		
A.11. <i>Ascanius</i> ..	10.11.15	49	82	1,601	1,732	..	..	..	..	1	..	..	1	1,733	..
A.34. <i>Persic</i> ..	22.11.15	25	40	516	581	..	..	..	..	..	..	..	..	581	..
A.39. <i>Port Macquarie</i>	16.11.15	14	21	360	395	..	..	..	..	1	..	..	1	396	2
A.40. <i>Ceramic</i> ..	23.11.15	49	115	2,441	2,605	3	6	122	131	2	3	2	7	2,743	..
A.41. <i>Bakara</i> ..	8.11.15	6	6	107	119	..	..	..	..	1	..	..	1	120	220
A.58. <i>Kabinga</i> ..	19.11.15	4	6	104	114	..	..	..	..	1	..	..	1	115	99
A.59. <i>Botanist</i> ..	23.11.15	5	8	95	108	..	..	..	..	1	..	..	1	109	400
A.62. <i>Wandilla</i> ..	9.11.15	34	57	1,260	1,351	..	..	..	..	2	..	..	2	1,353	..
Total ..	..	186	335	6,484	7,005	3	6	122	131	9	3	2	14	7,150	721

^a Including 2 Officers, 28 Men—Native Troops.

^b N.C.O.'s not distinguished from Men on Embarkation Return.

CONVOY 20.

SYDNEY.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.	
		O.	S.	M.	Total.	O.	P.O.	M.	TU.	M.	W.	N.	C.	TU.		
A.1. <i>Hymettus</i> ..	3.5.16	3	3	102	108	..	..	..	..	..	..	..	..	..	..	108
A.10. <i>Karoo</i> ..	5.5.16	4	5	169	178	..	..	..	..	a1	..	..	..	..	1	d179
A.25. <i>Anglo-Egyptian</i>	12.5.16	5	5	100	110	..	..	..	..	a1	..	..	..	..	1	e111
A.39. <i>Port Macquarie</i> ..	26.4.16	4	3	95	103	..	..	..	..	a1	..	..	..	..	1	f104
A.40. <i>Ceramic</i> ..	14.4.16	37	83	2,434	2,554	..	..	..	..	b2	..	3	..	5	2,559	
A.56. <i>Palermo</i> ..	17.4.16	4	3	100	107	..	..	..	..	a1	..	..	..	..	1	g103
R.M.S. <i>Mooltan</i> ..	12.4.16	15	14	451	480	..	..	..	..	..	..	..	..	..	480	
S.S. <i>Hawkes Bay</i>	21.4.16	10	32	958	1,000	..	..	..	..	a1	..	..	..	1	1,001	
Total ..	..	82	148	4,410	4,640	..	..	..	..	7	..	3	..	10	4,653	

MELBOURNE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.	
		O.	S.	M.	Total.	O.	P.O.	M.	TU.	M.	W.	N.	C.	TU.		
A.1. <i>Hymettus</i>	10.5.16	2	2	a1	1	A3
A.6. <i>Clan Macquodale</i>	6.5.16	4	1	106	111	a1	1	i112
A.14. <i>Euripides</i>	4.4.16	31	60	2,018	2,118	..	..	..	..	c3	..	10	..	13	2,131
A.52. <i>Surada</i> ..	4.5.16	2	..	..	2	..	..	..	..	a1	..	..	..	..	3
A.58. <i>Kabinga</i> ..	8.5.16	5	3	109	117	a1	1	j118
A.16. <i>Aeneas</i> ..	7.4.16	7	6	151	164	..	..	..	..	b2	..	4	..	6	170
A.66. <i>Uganda</i> ..	2.5.16	5	6	100	111	a1	1	k112
Total ..	..	56	85	2,484	2,625	..	..	..	..	10	..	14	..	24	m2,649

a 1 Canteen. b 1 Y.M.C.A., 1 Canteen. c 2 Y.M.C.A., 1 Canteen. d Also 400 horses. e Also 450 horses.
 f Also 360 horses. g Also 283 horses. h Also 651 horses. i Also 440 horses. j Also 450 horses.
 k Also 331 horses. l Also 1,493 horses. m Also 1,872 horses.

CONVOY 24—continued.

FREMANTLE.

Name of Ship.	Sailing Date.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
		O.	S.	M.	Total.	O.	P.O.	M.	TU.	M.	W.	N.	C.	TU.	
A.63. <i>Karoola</i> ..	25.8.16	2	..	..	2	..	..	..	..	..	..	..	..	..	2
A.46. <i>Clan Macgillivray</i> ..	18.9.16	2	6	151	159	..	..	..	..	..	..	..	..	..	159
A.14. <i>Euripides</i>	17.9.16	..	..	1	a1	..	..	..	..	..	..	..	..	..	1
A.66. <i>Uganda</i> ..	20.9.16	3	5	147	155	..	..	..	..	..	..	..	..	..	155
A.52. <i>Surada</i> ..	22.9.16	4	5	154	163	..	..	..	..	..	..	..	..	..	163
A.39. <i>Port Macquarie</i> ..	13.10.16	6	11	294	311	..	..	..	..	b1	..	..	..	1	312
R.M.S. <i>Malva</i> ..	31.7.16	..	1	32	33	..	..	..	..	..	..	..	..	..	33
Total ..	..	17	28	779	824	..	..	..	..	1	..	..	..	1	825

Summary.

Port of Embarkation.	MILITARY.				NAVAL.				CIVILIAN.					Grand Total.
	O.	S.	M.	Total.	O.	P.O.	M.	TU.	M.	W.	N.	C.	TU.	
BRISBANE ..	30	57	1,615	1,702	..	..	..	3	..	..	..	3	1,705
SYDNEY ..	85	154	4,118	4,357	..	..	..	38	..	7	..	45	4,402
MELBOURNE	88	171	4,288	4,547	2	6	64	72	18	1	45	..	64	4,683
ADELAIDE ..	17	37	1,116	1,170	..	..	..	..	..	..	..	..	1,170
FREMANTLE	17	28	779	824	1	825	
Grand Total	237	447	11,916	12,600	2	6	64	72	60	1	52	..	113	12,785

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1. Tynebuiltships.co.uk
2. *Index to Unassisted Inward Passenger Lists to Victoria 1852-1923*, Public Record Office
3. *Troopships – the Forgotten Ships of WWI*, Australian National Maritime Museum Victoria.
4. *First World War Embarkation Rolls*, Australian War Memorial website.
5. Flotilla Australia website.
6. *Our Homeward Stunt on HMAT Port Macquarie, March-May 1919*, Edited by Captain J King Patrick, AAMC, 1919.
7. *World War I Service Records*, National Archives of Australia.
8. *Letters written on active service, M-W, 1914-1919*, State Library of New South Wales.
9. Queensland Register of Births, Deaths and Marriages.
10. *Our Homeward Stunt on HMAT Port Macquarie, March-May 1919*, Edited by Captain J King Patrick, AAMC, 1919.
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12. Flotilla Australia website.
13. Convoy Web website.
14. *The Real Cruel Sea: The Merchant Navy in the Battle of the Atlantic, 1939-1943*, Richard Woodman, 2011.
15. The Type IXA boat U-37, *German U-boats of WWII*, Guðmundur Helgason.
16. Tower Hill Memorial website.
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