

We all spent a very cold night as we had not got the knack of folding the blankets. Washing too is very cramped and to make it worse the water is only turned on at certain times and the only successful way of getting a wash was to fill ones water bottle, rise early before the others and half stoop and crawl underneath the many hammocks to the wash-rooms.

14th We awoke to find the boat pitching and rolling in a heavy swell. Some of the fellows suffered from sea sickness but very few considering the number on board.

Sailed at 7.15 on Highland Princess
after 13 hr journey from 13 to 13
Conditions are very crowded although
she is a large ship (14000 tons)
One of the chief difficulties we
met up with was with hammocks
We are all in a converted ~~hold~~
hold and sling our hammocks
between the ~~roof~~ books. Things
are so crowded that all
hammocks are touching so that
once settled one can't move
without disturbing the others.
Jim had a spot of bother when
his strings broke quite
unexpectedly, ^{much to everybody's amusement} and from then
on he treated his hammock
somewhat ~~unusually~~ vainly

seemed ~~so~~ difficult to
believe that this was the
last I should see of the
3rd till the end of the war.

I moved down below to stow my
Lammock, and then returned with
Ken & Jim to watch the sun go
down. My thoughts wandered
and I thought of home, Audrey
and all the good things of
life I was leaving behind.

The sun was now just about
to go down and for a few
minutes the sea turned to a
light green except for the red
reflection of the sun which
stretched from the ship to
the purple ^{hills} mountains beyond
and as the sun went down

I made my way rather sadly
with the others down to the hold
16th. I awoke to find Jim,
who was next to me sleeping
quietly. Having risen and folded
my hammock and Tom having
done same, found Jim still sleeping
^{soundly} and decided to wake him by
tipping him out. After much
struggling against the stiff
resistance put up by Jim, ^{then we} and
with roars of laughter we succeeded
to-day may be more interesting
as a number of us volunteered for
machine gun guards, and had been
told yesterday that we were due
for some lectures. Sure enough
lectures started. We had a young
Pilot Officer who was a very

decent fellow and most interesting
although he had not been on
any operational flights. In the
afternoon there was a heavy
swell that grew worse towards
evening and all the ships in
the convoy were pitching and
rolling badly. There weren't
very many ~~that~~^{who} were not
sea sick, and the ship was
in a terrible condition, so far
I had not been sea sick.
Everybody was getting irritable
owing to cramped conditions that
had been worsened by the
cutting off of two decks, so that
now Sergeants and above had
the Prom deck and the boat
deck (the two largest) and

some 1700 men had two small
decks below.

17th. Had P.T. after
breakfast; far too soon after
breakfast - actually. Anyway it
did warm us all up and it
was quite good fun. In the
afternoon we had further lectures,
which were just formal talks, and
we all shot questions at our
young Pilot Officer. There was
a spot of excitement in the
late afternoon when one of our
escort, a destroyer was seen
to go racing across the
horizon and drop several depth
charges, then turn sharply
and drop several more, and
after repeating this ~~movement~~

manouver, things returned to
normal. ⁷ Whether the ~~sub~~ sub was
sunk or not I don't know. In
the evening I ventured on to
the promenade deck, and much
to my surprise was allowed
to stay there. Having met a
pal on the deck we had a
walk round it, and after eleven
times round which completed a
mile, went below to turn in.

Our quarters.

As I stated before, we were in
a converted hold. Down each
side of this hold ^{were} many long
tables. To each table 18 men were
allotted, giving them a total space
of six feet by twenty in which
they have to eat and sleep.

The hammocks are hung from the hooks above the table and as can be well imagined things were a trifle crowded. We all had quite a bit of trouble when putting the blankets on the hammocks. Having placed the blankets over the hammock one proceeded to get in by grabbing a bar on the ceiling and heaving oneself into it. Generally speaking just as you had got yourself nicely balanced on top of it, the blankets would slide off on to the floor, and with muffled curses one would have to start all over again. Meanwhile everybody else in your immediate vicinity would be letting up

at you⁹ for jolting them about, as
heads and feet were touching
there was little room for moving.
~~Having~~ However having replaced
the blankets, one proceeded to
make another attempt. This
time the blankets decided to
stay on, and here one proceeded
to perform one of the most
remarkable acrobatic feats. While
holding on to the ceiling with one
hand, one proceeded desperately
to spread the hammock out
underneath with the other. This
manoeuvre completed you found
that you ^{had} ~~were~~ now sunk nicely
into the hammock, but during
ones struggles the blankets had
slipped into a heap into the

middle of the hammock, so
with more strong language
you pulled the heaped up blankets
over yourself as ^{best} you could, and
spent a cold and uncomfortable
night.

18th Was an eventful day until
we were due to go on the machine
guns at 0600 until 7.30. Three guns
were Hotchkiss light automatics and
were mounted in cockpits ^{out} and
above the bridge and it was
damned cold as one was completely
exposed to wind and rain. Other
than this nothing of interest.

19th Jim and I had our turn
at mess orderly which was a
dirty job. One had to queue up
for food at the galley for

With the ship rolling and
pitching as it was we found
walking very difficult, and
all felt semi drunk. It was
most peculiar to be walking
along and suddenly be shot
forward ~~several~~ ^{a few} yards as the
ship pitched forward, and to
be just as suddenly brought
to a halt as the deck
seemingly came up to hit
you on the ship's return I was
introduced to the better side
of life aboard when I found
out where to get cigars, chocolate
and tinned fruit in unlimited
quantities.

15thArrived at mouth of 2nd

and dropped anchor after
sailing a short distance up.
Escott nearly hit mine on
journey up. Tanker San Victoria
passed us (refer Dad) Moved
out at 18.00 hours. After tea
I went out on deck to take
my last look at 3^s as we
steamed over the smooth 2^c
with ships of all types
in front and behind. The
water glistened in the
late evening sunshine, and
accentuated the foamy white
~~look which the snow~~
bow wave that spread and
stretch far behind us, in fact
everything was so quiet
and peaceful that it

the other 16 fellows in the mess
wash up and clean and sweep
everything in the mess. We got
ourselves covered in dirty water
and grease, as it is no easy
business climbing up and down
slippery ladders with pails full
of garbage and dirty water.
However in the afternoon we
managed to bribe a fellow who
was broke to do the other
two meals for us. Much to
our relief. In the evening
I saw a Swordfish aircraft
take off from a Cruiser (part
of our escort) and land an
hour or so later after
several high bounces off the
sea before settling down.

20th Uneventful day. Wrote letters home in the evening also wrote to Audrey.

21th Crew began work on swimming bath for the approaching hot weather. In the morning Jim and I were on gun duty on the highest gun turret on the ship. The wind was very fierce but also warm. This however turned out to be the prelude to a gale, which came upon the convoy in the late afternoon, and the ship rolled badly. However she weathered it very well considering the high sea that was running.

22nd

Weather was warming up

the other 16 fellows in the mess
wash up and clean and sweep
everything in the mess. We got
ourselves covered in dirty water
and grease, as it is no easy
business climbing up and down
slippery ladders with pails full
of garbage and dirty water.
However in the afternoon we
managed to bribe a fellow who
was broke to do the other
two meals for us. Much to
our relief. In the evening
I saw a Swordfish aircraft-
take off from a Cruiser (part
of our escort) and land an
hour or so later after
several high bounces off the
sea before settling down.

in was like a furnace, and when we went down for meals ~~perspiration~~ everybody dripped with perspiration. We were now allowed two bottles of Lemonade a day which was very refreshing. Water was like warm and not very refreshing, when one could be bothered to queue up for it.

3rd I noticed that the boarding steps were up, and everything was ready for leaving. Sure enough at 10.30 we started to move slowly through the many ships, aircraft carriers, battleships, destroyers included, and so the large

convoy was on its way. We ~~then~~
went slowly at first until the
convoy had got into its proper
formation, and ships that
were behind had caught up.

Once the ship had got going
we had the sea breeze again
which was very refreshing after
the sultry heat in Foulton
harbour.

In the evening I again
stayed on deck with the others.
I found it difficult to get to
sleep however, as I had got
a throbbing ache over my
left eye which had been
troubling me for the past
two days.

4th. In the morning

At four o'clock there was a ship's concert, the first one I had been able to attend. It was very good indeed, mainly due to the efforts of a young Observer Pilot Officer who got all the concerts up. In the evening D.R.O's were put up to prepare us for the hot weather. We were to be allowed to sleep on deck. All Tropical kit was to be made ready by Friday, so we knew we were nearing our ~~destination~~ port of call.

23rd Uneventful day. Changed only by the swim in the ship's pool, which was situated in the forward well. It was very enjoyable and most

refreshing.

That night the Air Force was to be allowed to sleep on deck. So up trooped the four of us (Jim Ken Lofly & myself) to the top deck. We thought it would be rather a good idea to string our hammocks underneath one of the gun turrets. However we soon found out that the idea was not so bright as we had first thought, because the vibration was so terrific that we had to resort to the deck, which was hard and uncomfortable. Even so the pleasant change of sleeping in the fresh air beneath a starlit sky made up for the discomfort. At 3.45 however

I was awakened by drops of water falling on my face, and realised that it was raining. So with the others I made my way down below, and so ended what might have been a pleasant night.

24th We had our longnade ration at lunch time. In the afternoon boxes had a spar in a ring rigged up in the stern well, in preparation for a boxing contest on the morrow. In the evening I again set off with my hammock to the top deck, only to be awakened again by rain, and once I went below with the others.

25th. Lecture by a Pilot

25th.

IBCC Digital Archive

There was a lecture given by a Pilot Officer on conditions in Rhodesia, which was very interesting and encouraging. In the afternoon, with Jim and Ken sat out on deck in the sun, and waited for the boxing contest to begin.

While sitting and chatting we watched innumerable flying fish skimming the water a great speed, looking more like birds than fish with their silvery 'wings'. They were about 4" to 6" long and looked very small.

26th. This day was very hot and our clothes were to wear our T-shirts and we were very glad of them. I was on gun duty from 4 to 7pm

in the morning and from 13 to
14 in the afternoon, and although
the sun was beating down on
the exposed barrel, the breeze
kept my head beautifully cool.
After my guard was over I went
down to look at the continuation
of the boxing contest which was
very good. Practically the whole
of the troops on board were
gathered round the ring, which
was in the forward ^{stern} well, and
looking from above I could
see just a mass of blue
ranging from the well right
up to the top deck. The Air
Force was the most prominent
with the colours in the side of
their ships.

After the breeze which was very good I went down to tea, after which with the others strolled round the deck, and sat and listened to the bagpipes of the Scotch Regiment aboard. They play every evening and get rather notions sometimes. Before they had finished I went to bed.

28th To-day nothing important occurred, except for a sermon lecture by the C.O. about smoking and lighting matches during the hours of darkness. We were informed that a junior W.C.O. was being Court Marshalled for giving permission for a man to smoke and strike

a match.

During gun watch Jim who followed me on the port side saw several whales about a hundred yards off the port side of the ship. They were about twelve feet long.

29th Wonderful day except for a breeze fell in the evening which was very interesting, and amusing.

29th At 11 about the convoy steamed into the first stop. This proved to be the most interesting part of the voyage, and every body was glad to see dry land again. As my ship drew slowly into the harbour it passed small islands with small thatched houses

dotted here and there among
the many palm trees, ~~and~~
was not long before we
sighted  with its
rather unusually designed house
blades of that and churches.
The point that struck me
most was the way the town
was spread out. It stretched
from its ^{densely} ~~many~~ clustered
buildings near the sea, and
stretched gradually thinning out
to the hills in the background.
The town to all appearances
had no design, and here and
there the larger red roofed
buildings stood out behind
the small thatched ~~wood~~
dwellings, and native huts.

As we drew abreast of the town
I noticed dozens of small native
canoes ^{with outriggers} waiting for us to pass
by and waving spear shaped
~~canoes~~ ^{paddles} in acknowledgment of our
nearness.

The ship eventually dropped
anchor in the harbour beyond
and out of sight of Free town.
After lunch we were amused
by native boys in Bombats
trying to sell us fruit (which
we had been informed we
must not buy, because of
disease) and diving for pennies.
The climate in the harbour
was oppressively hot once we
had stopped moving, and the
thought that we might have to

spend five days here was not a pleasant one.

The rest of the convoy had now steamed in to the harbour and there were dozens of ships of all sizes and shapes, rising from the ^{small} humblest tramp, to thirty thousand tone luxury liners, and in among them fast motor launches sped hither and thither, and planes flew low over the water zipping ~~and~~ through the many ships.

In the evening for the second time running, we secured our hammocks to steel bawzers, and then settled down on deck to

watch the twinkling lights of the town, and the lights all around the harbour. There was a full moon, and it was most refreshing to sit and smoke without having to worry about black-out.

At half-past nine ~~we~~ I turned in with my pals, and it really was grand to lie beneath the moon with the sea breeze (which had now sprung up) gently rocking my hammock. So I settled down to a really comfortable night's sleep.

30th. Soon after breakfast we had our first taste of Tropical rain. It came down

so heavily that it was only possible to see about a hundred yards through it, and with such force that swamped the masts of native sailing boats that were unfortunate enough to get caught in it. However the rain only lasted a few hours.

In the evening at 7.30 we went up onto the boat deck, and found that the boats had been sailing in, so we had to settle down on the deck. Again I was struck by the many lighted boats looking like skeleton crafts with their many lighted port-holes

and the reflection of the full moon over the mouth of the river.

I stalked round the decks among the many sleeping men. Hammocks were strung in the most remarkable places, anywhere where there was space to tie a rope, ~~between~~ ^{between} masts, boats, cables, rails, ^{under} gun barrels, while hundreds of others sprawled on the hard decks. The five hundred men odd who had disembarked during the day in invasion barges, had not made any noticeable difference,

1st Today opened with a clear sky and the sun was very hot. Before breakfast the Highland Princess drew in along side a converted whaler for refueling, and stayed there for the whole of the day, otherwise nothing of interest occurred. 2nd This was an uneventful day. Launches of all descriptions visited us during the day. Some were bringing officers aboard others taking off luggage, and taking officers and men ashore. The climate is very hot. Everyone was wringing in perspiration, and everything and everybody was hot and clammy.

The hold which we were

I reported sick, and went to see the M.O. at 9.30 hrs, and had a nose check and a couple of aspirins, after which I sat on deck.

The convoy was now once again in the beautiful deep blue of the Atlantic, having left the dirty green sea close to the shore.

In the evening I called again to see the M.O. at 17.00 hrs and had my first visitation repeated.

At 19.30 hrs we went up on to the boat-deck to prepare for bed, but at 21.00 hrs we had some heavy tropical rain.

which came down like a
waterfall soaking everything.
It blew right under the
awnings where we were
sleeping so we had to
crawl down to the hot-
told and spend the night
there.

5th ~~th~~ We had our
first lecture by the
new instructors. The first
since the P.O.'s had
disembarked at 2nd and
was on the tank tanner
and its importance to
us. Otherwise it was an
uneventful day.

6th After a fairly
comfortable night I had

breakfast and went up on
deck, to see my first shark
just below the surface with
only its fins above water.

In the afternoon the
great event took place, the
crossing of the Equator
ceremony which was very
amusing. The lowest ranks to
the highest ranks were ducked.
The Officers having an extra
special ducking.

First Lt. Talbot, Neptune
his wife, the Court Clerk, followed
by policemen, and the
official duckers, Barber and
assistants.

The first fellow they put
through it was the command

Sergeant Major, after
the Court Clerk had read
out in a loud voice the
incriminating evidence, he
was (~~put on~~) made to
sit on a tilting seat
on the edge of the ship's
pool, there to be lathered
shaved & a piece of soap
forced into his mouth. He
was then shot backwards
into the pool to be well
and high ducked by
the official duckers. There
were a half dozen or so
duckers so resistance was
hopeless.

I however was not
ducked luckily, as clothes

are short and the fellows that
were ducked went in, shorts
shorts shoes and everything.

7th. This was a normal
day until the afternoon, when
we had a big war competition
between the messes. Eight men
were selected from each mess
and I was one of them.
We won the first round
which consisted of two pulls.
The first pull lasted for about
two minutes. The second however
was much easier. The rest
of the rounds are due to
follow.

In the evening I had
a look-out watch ^{in the} ~~at~~ bow
of the ship. After two hours

up there I was told there was a mistake and wasn't needed. So I went down to the hold to bed.

9th. Uneventful day. I went sick, or ~~as~~ should say I had a continuation of the treatment from yesterday, when I went sick with the same trouble as before. This time I hoped to get rid of it.

In the afternoon we had the continuation of the tug-war competition which we lost, and were knocked out. A team of R.E.'s won it. They had some very heavy men and carried everything before them.

9th. Was quite a normal day. A measles epidemic was spreading in our hold, and we were all getting worried. If we caught it, it would mean the suspending of our course, and we would have to go straight in to quarantine on landing. This wasn't a very pleasant thought either.

Conditions on board the ship were not everything to be desired as I have stated before. There was considerable lifting of other peoples kit going on. My cap was taken early on in the voyage, to be returned about a fortnight later. I also lost my towel. Finding it gone

I took somebody else, and since then I've had three different towels. So it went on until there was hardly anything you could call your own. Mugs had to be looked up as they used to disappear daily. Pens and life-bells you don't turn your back on, or they were gone.

Miss Ordalie had a tough time of it too (I had stopped buying as money was too precious). Having to stagger from the galley on a moving deck with cans full of food and hot tea was no easy matter. After

accomplishing this they have to make their way ^{down} wet slippery stairs into the hold. Invariably one would hear a clang and clatter at least once ^{or twice} a day, and a confused red faced fellow would appear with only half his messes dinner in the cang, and the rest over himself.

Everybody was getting browned off with the voyage, and were longing to get off this rut. One day seemed much the same as another, and life was very monotonous.

9th I had a rotten cough and in the evening I had a

temperature and decided to see M.O. in the morning if things didn't improve. Otherwise there was nothing worthy of mention.

10th P.R.O.'s stated that we could leave our T-ees off on the 11th and also that we were to go back into blue on the same date. The weather definitely was cooler and nobody had any objections to that these orders.

10th Uneventful day. Saw M.O.

11th Kite targets were flown for gun practice. Went into blue.

12th In the afternoon there was another boxing contest. R.A.F. versus

Army. The Army won 10 points to 8. In the evening I had a guard duty & he on 4 off on the weather deck, on the front of the ship.

13th Uneventful

14th Unsuccessful. Lecture on security.

15th Two alarms. One flak ship and a cargo vessel were sunk by mines. Had ions swept.

16th P.R.O. Convoy stopped at 11.30 to receive message from a distant ship. The Convoy then carried on and the warship joined us later.

Otherwise uneventful day.

17th Unsuccessful day.

18th Sighted land at 9.00 and knew at last that we were near the end of the journey. We docked at Portau.

In the evening at 6 o'clock
 got a shore party after a lot of
 trouble, and went straight to see
 the family's. There received a
 really warm welcome, and I was
 glad to see somebody I knew after
 such a long time. The and her
 boy went ran me around in his car,
 and we visited a roadhouse where
 there was open air dancing. It was
 really grand. It was good to
 see the lights of the bar, and
 buy fresh fruit. I had to leave
 at 11:45 and go back to the ship.
 20th In the morning we boarded
 the train for Rochester, and passed
 through some very interesting
 country. At two stations we were
 presented with fruit, books, ice
 cakes, & food. The people were
 very good to us.

$$\sqrt{x} = x = x + A^2$$

$$\begin{array}{r} 2A. \\ 26.45 \\ \hline 2 \overline{) 4} \\ 4 \overline{) 300} \\ 276 \\ \hline 524 \overline{) 2400} \\ 2098 \\ \hline 5285 \overline{) 130400} \\ 25 \overline{) 425} \end{array}$$

Myself on patrol
 Chief Judge
 Lone butler
 Chief knife
 Have camera mounted & get
 album tape black

Subs. for Season.

5-10-0
1-10-9
7-9

Subs. for rail

Subs. for rail

1 26 6

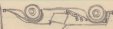
4 9 4

Subs. for 15-10-0 / 14-11-0

10-17-3 3-10-0

7-2-6 8-1-0 1-1-0

11-1-8-9 1-1-0



<u>Date</u>	<u>Season</u>	<u>Colts.</u>	<u>Share.</u>
Balance	10/3	£4-14-0	£2-10-0
6/11/40	10/3	9-0	
12/11/40	10/3	8-0	
30/9		£5-10-0	
10/3		8	
10/3		8	
10/3		5-16-0	
1 20/9		4-14-6	
10/3		9-0	
9/11/42	0/0	5-2-6	
		12-6	
		4-10-0	
9/11/41	£2-1-0	£4-10-0	£2-10-0
	10-3	16-0	10-0
29/11/41	2-11-3	£5-6-0	3-11-6
	11-3	1-11-0	
	11-3	8-0	
1-2-32	8-9		

*

B42 2
RZQ/CQ
3D/W62
Q/B3CW/
ZX32/Y

Q

You will have no
difficulty with such
the Rhodesian. like
that of be in
on our own standards
on money rate
don't the car

All cars out here are huge
American ones. A lot of the
roads consist of two concrete
tracks just the width of the
car, and you drive into it
rough when a car comes at

6-5-5	6-5-5	6-5-5
7-6-7	7-6-7	7-6-7
8-7-8	8-7-8	8-7-8
9-8-9	9-8-9	9-8-9
10-9-10	10-9-10	10-9-10
11-10-11	11-10-11	11-10-11
12-11-12	12-11-12	12-11-12
13-12-13	13-12-13	13-12-13
14-13-14	14-13-14	14-13-14
15-14-15	15-14-15	15-14-15
16-15-16	16-15-16	16-15-16
17-16-17	17-16-17	17-16-17
18-17-18	18-17-18	18-17-18
19-18-19	19-18-19	19-18-19
20-19-20	20-19-20	20-19-20
21-20-21	21-20-21	21-20-21
22-21-22	22-21-22	22-21-22
23-22-23	23-22-23	23-22-23
24-23-24	24-23-24	24-23-24
25-24-25	25-24-25	25-24-25
26-25-26	26-25-26	26-25-26
27-26-27	27-26-27	27-26-27
28-27-28	28-27-28	28-27-28
29-28-29	29-28-29	29-28-29
30-29-30	30-29-30	30-29-30
31-30-31	31-30-31	31-30-31
32-31-32	32-31-32	32-31-32
33-32-33	33-32-33	33-32-33
34-33-34	34-33-34	34-33-34
35-34-35	35-34-35	35-34-35
36-35-36	36-35-36	36-35-36
37-36-37	37-36-37	37-36-37
38-37-38	38-37-38	38-37-38
39-38-39	39-38-39	39-38-39
40-39-40	40-39-40	40-39-40
41-40-41	41-40-41	41-40-41
42-41-42	42-41-42	42-41-42
43-42-43	43-42-43	43-42-43
44-43-44	44-43-44	44-43-44
45-44-45	45-44-45	45-44-45
46-45-46	46-45-46	46-45-46
47-46-47	47-46-47	47-46-47
48-47-48	48-47-48	48-47-48
49-48-49	49-48-49	49-48-49
50-49-50	50-49-50	50-49-50
51-50-51	51-50-51	51-50-51
52-51-52	52-51-52	52-51-52
53-52-53	53-52-53	53-52-53
54-53-54	54-53-54	54-53-54
55-54-55	55-54-55	55-54-55
56-55-56	56-55-56	56-55-56
57-56-57	57-56-57	57-56-57
58-57-58	58-57-58	58-57-58
59-58-59	59-58-59	59-58-59
60-59-60	60-59-60	60-59-60
61-60-61	61-60-61	61-60-61
62-61-62	62-61-62	62-61-62
63-62-63	63-62-63	63-62-63
64-63-64	64-63-64	64-63-64
65-64-65	65-64-65	65-64-65
66-65-66	66-65-66	66-65-66
67-66-67	67-66-67	67-66-67
68-67-68	68-67-68	68-67-68
69-68-69	69-68-69	69-68-69
70-69-70	70-69-70	70-69-70
71-70-71	71-70-71	71-70-71
72-71-72	72-71-72	72-71-72
73-72-73	73-72-73	73-72-73
74-73-74	74-73-74	74-73-74
75-74-75	75-74-75	75-74-75
76-75-76	76-75-76	76-75-76
77-76-77	77-76-77	77-76-77
78-77-78	78-77-78	78-77-78
79-78-79	79-78-79	79-78-79
80-79-80	80-79-80	80-79-80
81-80-81	81-80-81	81-80-81
82-81-82	82-81-82	82-81-82
83-82-83	83-82-83	83-82-83
84-83-84	84-83-84	84-83-84
85-84-85	85-84-85	85-84-85
86-85-86	86-85-86	86-85-86
87-86-87	87-86-87	87-86-87
88-87-88	88-87-88	88-87-88
89-88-89	89-88-89	89-88-89
90-89-90	90-89-90	90-89-90
91-90-91	91-90-91	91-90-91
92-91-92	92-91-92	92-91-92
93-92-93	93-92-93	93-92-93
94-93-94	94-93-94	94-93-94
95-94-95	95-94-95	95-94-95
96-95-96	96-95-96	96-95-96
97-96-97	97-96-97	97-96-97
98-97-98	98-97-98	98-97-98
99-98-99	99-98-99	99-98-99
100-99-100	100-99-100	100-99-100

Which

From 17 May 1902 John pays 1/6 weekly for
 Seamen & clothes money, 1/6 weekly towards clothes

From 6 Oct. 02 John pays 1/6 weekly for
 Seamen & clothes money, 1/6 from Mum

From 15 Dec 02 John pays 1/6 weekly for
 Seamen & clothes money, 1/6 from Mum

Salary 1-12-6

Bonus 1/6 3-3

1-15-9

Adap. Fed 2-6

1-18-3

For 1-18-3 (includes 1-2 = 1-17-1)

Seamen of
 clothes of
 families of
 from 1/6

1-6-9

10 4

From 17 May 02 Post. 1/6

Away for week 17-3

Clothes

Season

0 7-6-40 Balance 1-15-9 1-2-6

12-6-40 expenses 2-6-6 7-6

20-6-40 10-0 7-6

27-6-40 10-0 7-6

22-6-40 10-0 7-6

4-7-40 10-0 7-6

Part cost of
 Sports Club 2-5-0
 1-0-0

11-7-40 10-0 7-6

18-7-40 10-0 7-6

25-7-40 10-0 7-6

1-8-40 10-0 7-6

8-8-40 10-0 7-6

15-8-40 10-0 7-6

22-8-40 10-0 7-6

29-8-40 10-0 7-6

5-9-40 10-0 7-6

12-9-40 10-0 7-6

19-9-40 10-0 7-6

26-9-40 10-0 7-6

Chaos 13-9-40 1-15-0 1-3-6

5-15-0

AS HE FLE

The must as he
was ch

LMQY²

S

QNOTK ✓

DIETPO ✓

INSQR

LTVYP

FQZQS.

22.00

23.00

04

05

10.00

11.00

16.00

17.00

in
the forest after sunset
shines in eyes
before morning dawns
in the morning

1913

4/14/14

Dick and Rich