

ROBART. (continued)

the troopships until they actually saw them in the harbour. The route march, although only of two hours duration, was in the nature of an endurance test as the men were marched at attention past seven hotels and a brewery. According to some of the residents our men showed up to great advantage in comparison with the Australian troops. They stated that the marching, discipline and general bearing of the New Zealanders was altogether superior. (Anyone possessed of an overbearing sense of modesty may cross out these last lines before posting home. Ed.)

While in port, the "Tiki" took on a fresh supply of oil fuel from the "Murea" and the "Minotaur" re-bunkered. The troops were not allowed leave for a similar operation.

KEEPING STATION.

A landsman is confronted with many unaccustomed things when he comes to sea and even sailors of the merchant service are unfamiliar with some of the naval devices used in connection with the transport fleet. The black cone above the bridge has been the subject of much speculation. This is the "speed cone" and shows the speed at which the vessel is going. Point up means ahead, point down astern. Two thirds up to the yard denotes "required speed," right up, full speed; nearly down, slow, and out of sight, engines stopped. At night a light replaces the cone.

The fog-buoy towed behind is used to show the whereabouts of the vessel ahead when she herself is invisible in the mist.

The whistles which caused so much consternation on Thursday night were also simply explained. In a fog, and there was one then, our ship, starting with the head of the first division, signals her number by whistling. The signals come down the line, up the second division and round & round the fleet while the fog lasts. This like the two other devices is also an aid to keeping station. Our whistle signal is four short blasts and a long one.

