

8,000 tons accompanied by a smaller ship which had a Japanese flag painted on her side and which looked like an innocent merchant ship. The larger ship bore straight on to the "Komata," sending out a signal "Stop and do not use your wireless," but the master of the "Komata" ordered the wireless operator to send out a signal. However, before this could be accomplished the raider sent a shell crashing through the bows of the "Komata," and the next shell shattered the wireless masts and equipment. Another shell crashed on the bridge, killing the first mate and severely wounding the second mate, who later died of wounds on the raider. The crew were taken aboard the raider, eventually landed at Emirau Island, and released on the same conditions as the crew of the "Holmwood" stated above. The survivors were eventually conveyed to Sydney and brought to New Zealand by the "Maunganui," which arrived at Wellington on 18th January, 1941.

"HAURAKI"

This was the third New Zealand ship lost as the result of enemy action. The "Hauraki" was a steel motor-ship of 7,113 gross tons built at Dumbarton in the year 1922 to the order of the Union Steam Ship Co. of New Zealand, Ltd., and arrived in New Zealand on her maiden voyage in June, 1922. At the time of launching, this ship was one of the largest motor-ships afloat, her engines developing 3,500 h.p., and she created a great deal of interest among the shipping world on arrival. During the whole of her career the ship was engaged mainly in trading between New Zealand, Australia, and North American west coast ports. On the 23rd July, 1940, the ship was taken over by the Ministry of War Transport, and while so employed by that Department she was captured by two armed Japanese raiders while *en route* from Freemantle to Colombo in the Indian Ocean on the evening of the 12th July, 1942. The Japanese placed a prize crew on board and ordered the ship to proceed to Penang. Before the enemy boarded the ship much of the secret documents, mail, &c., was dumped overboard, but later it was discovered that a certain amount of secret Navy mail (nine bags) located in a locker at the after end of No. 2 hold had not been disposed of. By feigning sickness the second officer, Mr. A. F. McIntyre, was allowed a good deal of latitude, thus lulling the Japanese suspicions, and finally in the early hours of one morning he was able to get into the locker and perform the hazardous task of disposing of this secret Navy mail, notwithstanding the Japanese warning that any one found near the hatches would be shot or beheaded. Mr. McIntyre was ably assisted by the chief engineer, Mr. W. C. Falconer, who received the mail at the hatch and assisted in dumping it or hiding it until an opportunity occurred to dispose of it. The chief engineer also pumped a quantity of oil overboard each night in the hope that it would leave a trail whereby they could be traced by a rescuing ship. He also disposed of all plans, specifications, and as many spare parts as possible. When the ship arrived at Singapore the master, chief officer, chief engineer, and senior radio officer were taken off the "Hauraki" and sent to Yokohama by transport. The majority of the crew were also taken off and interned in Changi Prison Camp, but the engineers and a few other ratings were kept on board the ship until she reached Japan some time in January, 1943, and were later interned in a Tokio Camp. The whole crew, with the exception of five who died while prisoners of war, were safely repatriated to their homes during September and October, 1945.

"AWATEA"

The "Awatea," of 13,482 gross tons, built at Barrow-in-Furness in the year 1936 to the order of the Union Steam Ship Co. of New Zealand, Ltd., was the fourth ship lost through enemy action. The "Awatea" was a modern steel steamship with accommodation for 528 passengers, arrived in New Zealand in September, 1936, and was engaged in the passenger service between New Zealand and Australia. The "Awatea" was an outstanding ship in many respects, and particularly so in regard to her propelling machinery, which embodied the very latest refinements in marine engineering practice. In fact, when the ship arrived in New Zealand she was considered to be the most powerfully engined ship owned in the Southern Hemisphere and, for her size, one of the highest