

Many British Vessels Salvaged

Vancouver, B.C., July 20 (Canadian Press)—Five hundred merchant vessels valued at \$320,000,000 were salvaged by British during the war, according to Sir Frederick, K.C.B., chief director of naval salvage during the war for the British Government, stated in an interview here. Sir Frederick and Lady Young are on a pleasure trip around the world and stopped off here en route to England.

During the entire war period Sir Frederick was director of salvage attached to the Grand Fleet under Lord Jellicoe, and had personal jurisdiction over all salvage operations, naval, auxiliary and merchantmen. Some of the astonishing results of these salvage efforts are now published for the first time.

"One more than one occasion," declared Sir Frederick, "we were able to salvage torpedoed food ships in time to use the food, and on one particular ship from Canada, 12,000 lbs. of foodstuffs were recovered, perfectly fit for use. The salvaging was not confined to British ships, but included the ships of all Allied nations." Speaking of many hard and yet wonderful experiences in dealing with the salvage of battleships, Sir Frederick said, in answer to a question, that the raising of the *Vindictive* at Ostend in 1918 was his biggest achievement. This warship was raised along with three cruisers, *Iphigenia*, *Intrepid* and *Thetis*, which had been sunk purposely in Bruges Canal to embarrass the enemy. He also had charge of the *Lion*, Admiral Beatty's flagship, when it went into Rosyth for repairs after the battle of Jutland, and salvaged the first captured German submarine, the *UC-5*, at Harwich, with all mines set in her tubes ready for spreading.

One of the most thrilling stories of salvage was that related regarding the *K13*, sunk in the Gairloch on her trials.

Sir Frederick said: "While a good many of His Majesty's ships were in trouble at one time or another, without anything being heard about them, perhaps the most spectacular salvage, which included human life, was that of the *K13*, the super-submarine. Built to give great speed on the surface, the object being to keep abreast of the main fleet, she was 300 feet long, with 2,000 tons displacement, and carried two 6-inch guns. She was oil-driven and was running trials on the Gairloch at the time of the disaster. She had been accepted from the builders, and the captain decided to have a final diving trial himself. There were 32 officers and men on board, including representatives from the shipyard. Unfortunately, in diving someone neglected to close the ventilators in the engine room, which close automatically by touching a button, and as a consequence water rushed in, and the ship sank in the bottom of the Gairloch in fifteen minutes.

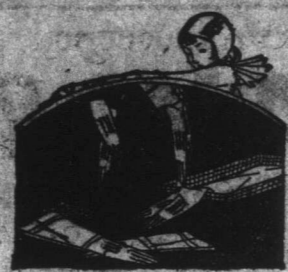
"Forty-eight of the crew were in the forward end, closed in water-tight compartments, the remaining 35 in the engine-room being drowned. Captain Goodheart, D.S.O., a guest, decided after consultation with the captain of the ship, Captain Godfrey Herbert, D.S.O., to use compressed air to counteract the weight of the water on the conning tower, to open it. Top much air was evidently used, and when the screws were released, Captain Goodheart was blown out and killed against the beams.

"The captain of the ship also was blown out of the tower, but succeeded in gaining the surface without hurt, and through his knowledge a supply pipe was inserted into the submarine and food passed down to the imprisoned crew. The bow was then lifted by the Admiralty salvage steamers, and all of the 45 men rescued after having been imprisoned 16 hours, during which time they had been able to converse with those outside by means of the Morse code, a signalling lamp having been lashed to the periscope and connected with the control room.

"Oxy-acetylene burners were used to bore a hole in the ship. It broke away from the wires, and sank again, but was raised by pumping in compressed air.

"The *Asturias*, a big merchantman used as a hospital ship, torpedoed by the enemy while carrying all her lights, was salvaged under the personal direction of Sir Frederick, after she had gone upon the rocks at Bolt Head, near Dartmouth. There was no time to lift some of the torpedoed ships, until after the armistice, and of course very few of those now still under water will pay for the cost of salvage.

Of great interest is the big development of salvage equipment in recent years. Sir Frederick declared that is per cent of the present efficiency of salvage equipment was developed during the war and the instruments now used all over the world are modelled on the final war equipment. His department handled the largest plant ever assembled. The portable pump equipment used on the *Asturias* alone was capable of pumping 15,000 tons per hour. Electric submersible pumps played a great part, while there is now in use under-water oxy-acetylene cutting instruments. A date can now be placed over a fracture and riveted by the diver, the



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principle being that of firing a gun the ball receiving the force of a discharge sufficient to send it right through the plate, where it swells and becomes properly rivetted. Submarine photography and searchlights with electrical methods for locating wrecks, were also most valuable adjuncts.

To show the effectiveness of the new development, Sir Frederick said that after the war the whole of the Belgian coast had to be cleared. Some of the cruisers were embedded in eighteen feet of clay and ten feet of mud. Nine-inch lifting wires were used, and 22 had to be placed under each ship. Under the old arrangement, it actually took his workers two months to get one wire ten feet under one ship. It then occurred to him to use a fire boat similar to one he had seen throwing water over a high building on the Thames. A submarine monitor was requisitioned from the Admiralty, and a water jet played on the mud. With 120 pounds to the square inch all wires were placed and three ships raised in three weeks.

One of Sir Frederick's biggest jobs prior to the war was the raising of the *Gladiator*, sunk in collision with the American ship *St. Paul* in the Solent. This ship was raised only because she was in the way of traffic.

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