

## J P V Madsen overseas trips from Australia 1902- 1950.

(Prepared by R W Madsen, February, 2019).

### Introduction.

Some recent overseas passenger lists for ships & flying boats concerning JPVM between 1902 & 1950 have come to light through Ancestry. Com & other sources to the extent that something of each of his 7 overseas trips can be outlined. JPVM said very little about these trips so it is interesting to consider what routes, ships & planes he went on & at the very least it can be seen he was really quite mobile & had a good feel for events in the UK, Continent & North America.

October 1902 (est) – February 22, 1903 from Adelaide University.

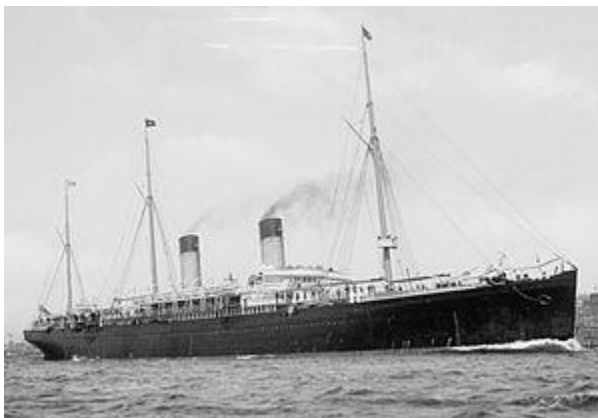
Leave of absence was granted to JPVM by the University Council to make a trip through England & America to gain information in the most recent methods of instruction in Electrical Engineering adopted by the Universities & Higher Technical Colleges & at the same time visiting as many as possible of the more important manufactories & installations.

Age 23 at the time & not married until 1904..

\*Arrived in New York on January 2, 1903 on the White Star liner SS “Teutonic” (9,984 tons) in the second class saloon.

The Teutonic was built by Harland & Wolff, Belfast in 1889 with sister ship Majestic. She was the 1<sup>st</sup> White Star ship without square rigged sails. The Teutonic & Majestic held the Blue Riband for White Star at 20.25 knots & later at 20.5 knots in 1891. The 2 ships were extremely profitable & at times were completely filled, picking up many Irish passengers in Queenstown before traversing 2,500 miles of open sea to New York.

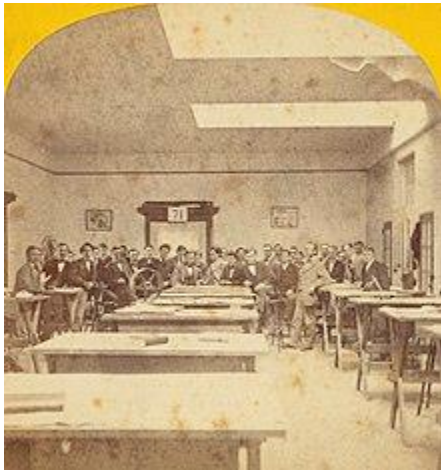
In 1900 the Teutonic acted as a troopship for the Boer War & in 1911 she was replaced in the White Star lineup by the new “Olympic”,(45,324 tons, 21.7 knots, Harland & Wolff Hull No.400) sister ship of the “Titanic”. Teutonic went on to the Canadian service for 2<sup>nd</sup> & 3<sup>rd</sup> class passengers, & in October 1913 went close to hitting an iceberg. She was scrapped in 1921.(Majestic was scrapped in 1914).



Teutonic & Grand Staircase.

[In England JPVM is known to have visited the Cavendish Laboratory in Cambridge & met Lord Kelvin. In the U. S. it is highly likely that he visited MIT (known as "Boston Tech" located in Back Bay) in Massachusetts. MIT was founded in 1861 by William Rogers to promote technological developments. Largely due to funding from George Eastman ("Mr Smith") of Eastman Kodak, MIT crossed the Charles River in 1916 to a spacious new site, having rebuffed many attempts to merge with Harvard. In 1902 the MIT School of Electrical Engineering was started as a separate department to Physics where it was previously taught. MIT is known for its laboratory teaching. In the Fall of 1902 the Electrical Engineering Dept moved into the Lowell Bldg, Copley Sq, Boston. In 1975 the Dept's name was changed to include Computer Science. Teaching of Elec Eng at MIT dates from 1882.

19<sup>th</sup> Century MIT Lab. Back Bay, Boston.



\*Arrived in Sydney February 22, 1903 from San Francisco on the SS "Ventura" (6,253 tons). The Ventura was built in Philadelphia by Wisham Cramp in 1900 for the Oceanic Steam Ship Co. of San Francisco: she had twin screws at 17 knots & accommodation for 240 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> class passengers. Sailings in 1901-1907 were between San Francisco, Honolulu, Auckland & Sydney. In 1912 she was reconditioned & converted from coal to oil & returned to the San Francisco, Honolulu, Pago Pago, Sydney service until 1917 when she went to Atlantic troopship duties.

On April 24, 1903 JPVM submitted a 3 page report to Adelaide University pointing out that the inauguration by the University of an Electrical Engineering Course, which has been accepted by the IEE as sufficient qualification for their Associateship, will provide men entering the profession an unequalled scope.

#### 1914-WW I

JPVM volunteered for AIF service in WW I but at the last minute was taken off the troopship & retained as Chief Instructor for the Engineer Officers Training School & later also as the Commanding Officer at the Roseville Camp. JPVM's Army records cannot be located so the details involved cannot be filled in.

#### July 1927- March 1908 from Sydney University.

JPVM took a sabbatical type leave principally to follow up on his twin proposals to CSIR that an Australian Radio Research Board should be set up involving co-operation with the English Radio Research Board at Slough, & also to gather information on physical standards laboratories in the UK

(NPL), Washington & also Paris & Germany. JPVM attended at least 2 International Meetings (the centenary for Volta in Italy & the 1927 URSI Meeting in Washington).

Aged 48 at the time & accompanied by Maud, but not for all the legs of the trip as she had become unwell & stayed in London & did not go onto the Continent or to America.

\*Departed Sydney in July 1927 on the SS "Cephee", a Messageries Maritimes ship, for continental ports. JPVM was due to receive a letter of introduction on the Cephee before departure from Ernest Fisk of AWA to meet G. Marconi in London, but it only came to light later. In Rome, Mussolini hosted a Saturday night cocktail function for the delegates attending the Volta centenary, & JPVM shook hands with him.

\*Arrived in New York from Liverpool on October 10, 1927 on the White Star ship RMS "Baltic" (23,876 tons), a Harland & Wolff ship built in 1904 with a capacity for 2,875 passengers at a speed of 16 knots. She was the 3<sup>rd</sup> of a quartet of ships (RMS Celtic, Cedric & Adriatic). In 1916 she delivered \$35,000,000 in gold bullion to New York & in 1917 delivered General John Pershing & staff to England.

\*Arrived at Fremantle WA in February 1928 on the "Ville D Amiens" from Marseille, a Messageries Maritimes ship destined for Sydney with Mr & Mrs Madsen as passengers 13 & 14.

In London JPVM was able to obtain details of the current UK RRB research programme & arranged for Rutherford, Tizard & Appleton to interview applicants for several positions to be filled with the Australian RRB in Sydney & Melbourne.

On return to Australia JPVM submitted a paper to the Institute of Engineers in Australia in 1928 on "Standards" comprehensively setting out the position for Australia.

#### December 1939- January 1940: Chairman of RAB (CSIR).

By December 6, 1939 the RAB had recommended that JPVM fly to England, leaving December 20 (was actually a few days later near Christmas, a thrice weekly service) to recast the whole Australian program in light of War conditions & experience & very desirable that Watson-Watt be available in London for discussions.

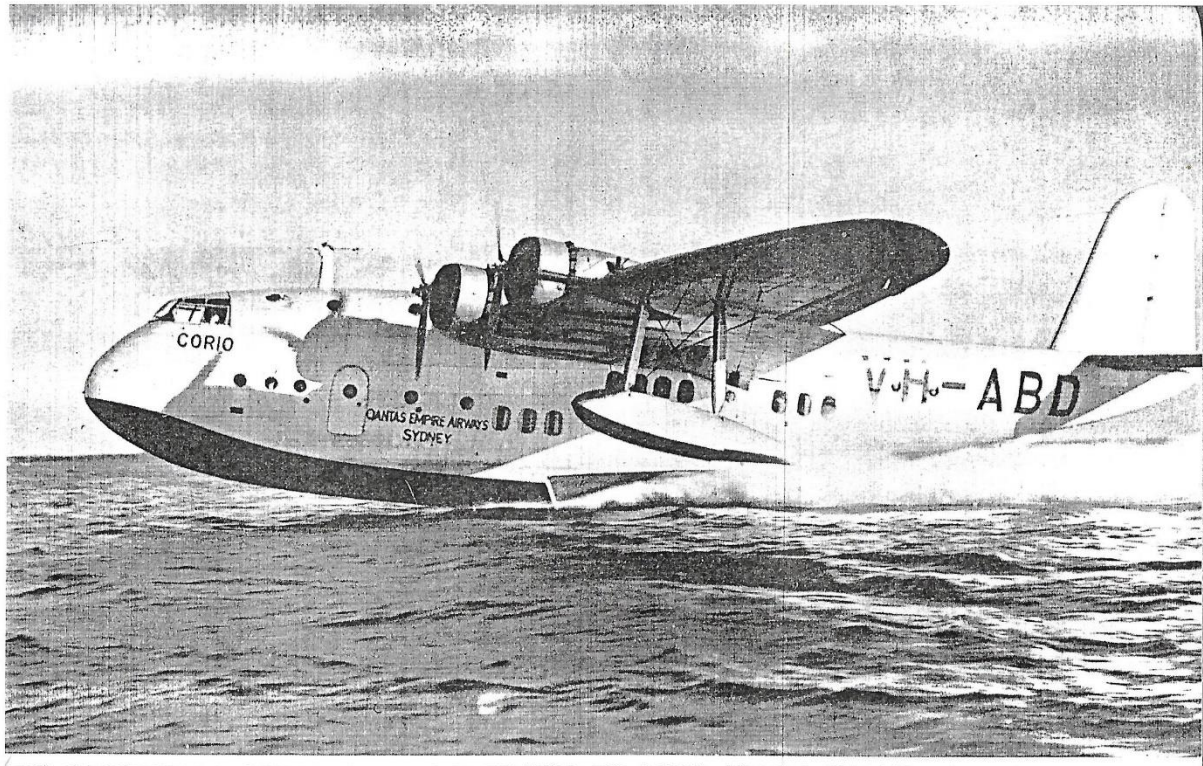
\*JPVM left from Rose Bay with George Munro, who was to take up the position of Scientific Liaison Officer, on the Empire Flying boat service "Corio", (a Short Bros. S.23) flying with Qantas to Singapore, & then by BOAC to London, taking about 8 days, arriving in London about December 30<sup>th</sup>. Difficulties had arisen concerning Australian secrecy of the RDF program & JPVM was involved with a confrontational meeting with W-W around January 12 at Harrogate, but once that was resolved a Memorandum on Radiophysics prepared by JPVM, W-W & others from the Air Ministry was presented to Sir Philip Joubert De La Ferte for communication to the Secretary of State for Air, Sir Kingsley Wood. The first point of the Memorandum in the new situation was that the Australian Radiophysics Laboratory was to act as a definite sub-centre to a main centre in Great Britain as regards research, experimental development & possible emergency production in Australia.

George Munro kept a detailed diary of the trip to London in the form of letters to his wife Nan, still in Sydney & described many of the adventures in take off, landing & taxiing involved with these remarkable "boats" on rivers, harbours & lakes. Fuelling stops from 2,500 gal spirit (+200 gal of oil pumped at 120 gal/min) Shell tenders probably were: Rose Bay, Brisbane, Gladstone, Townsville, Karumba, Groote Eylandt, Darwin, Koepang, Batavia, Singapore, Bangkok, Rangoon, Calcutta, Delhi,

Karachi, Basra, Dead Sea, Alexandria, Brindisi, Lake Bracciana/Rome, Marseilles, Southampton. S.23 took 600 imp gals of fuel & 44 gals of oil.

42 of the Short S.23 Empire C class flying boats for carrying mail & passengers throughout the Empire were built at Rochester, Kent by Short Bros. Delivery was 1 per month from September 1936 & typically had a crew of 5, 17 passengers & had a range of 760 miles at 165-200 mph. Bristol Pegasus 920 hp radial engines & Hamilton-Standard propellers-fine pitch for take off, coarse pitch for cruising. All up weight under 25 tons.

Corio was shot down on January 30, 1942 off West Timor killing 13 occupants, but 3 passengers, Capt. Koch & 2 crew survived. At the fall of Singapore, 10 Empire flying boats were isolated at the Australian end of the "horseshoe" route (Durban to Sydney via Karachi), but by the end of March 1942, 7 had been lost. In September 1939 Corio was leased back to Qantas by Imperial Airways & re-registered as G-AEUH.



May 1941-December 1941- Scientific Liaison Mission to US & UK for RAB.

JPVM's idea in early 1941 of a Scientific Liaison Mission to the US was a follow on from the UK "Tizard Mission" to the US & Canada in late August 1940. It appears that no one in RPL was willing to undertake the role so JPVM arranged for Fred White to come across from NZ to be in charge of the RPL & to be acting Chairman of the RAB.

\* JPVM departed Auckland on May 2, 1941 on the "Honolulu Clipper" NC18601 (the prototype Clipper) with 10 passengers, (a TEAL Short S. 30 Solent flying boat service connected Rose Bay to Auckland) &

had arrived in Washington by May 15, 1941 when R G Casey at the Australian Legation wrote to Secretary of State Cordell Hull pointing out that the Australian Government had appointed JPVM to direct Scientific Research Liaison for Australia (in the US, Canada & UK) & that the Commonwealth Government would undertake to place at the disposal of the American Government the results of scientific research carried out in Australia. George Munro was to be the permanent scientific liaison officer at the Legation with the designation of "attache" & was mainly involved with despatching MIT material in the Diplomatic bag & other aspects of radar & communications.

The Boeing 314 Clipper made in Seattle to a Pan Am specification for a long range passenger plane to reach destinations such as Hong Kong, UK & NZ had a massive wingspan of 152 feet derived from an earlier long range bomber prototype. 12 Clippers were built between 1938-1941, 3 of which were sold to BOAC. The Clippers cruised at 188 mph & provided luxury service to passengers with lounges, dining area & galley chefs as at 4 star hotels. 36 bunks were typically provided. Clippers weighed approx.. 37 tons & had 4 , 1500 HP Wright Twin Cyclone engines.

Thousands of hours of seaplane experience were required for pilots as well as 1<sup>st</sup> & 2<sup>nd</sup> officers before going on to a clipper. Rigorous training in dead reckoning, timed turns, judging drift from sea currents, astral navigation, radio navigation, landings in poor visibility & no visibility in fogged in harbours by landing at sea & the taxiing of the 314 into port.

\*On November 7, 1941 JPVM arrived at Baltimore, Maryland on the BOAC Clipper "Bangor" (G-AGCB) from Foynes in Ireland & Botwood in Newfoundland. JPVM weighed in at 80 kg, the 2<sup>nd</sup> lightest of the 14 passengers & he was passenger No.7 on Passport A215934, aged 62 & with a 16kg bag.. There apparently was a shuttle service in the UK to Foynes.

**ALIENS CITIZENS**  
(Date of No. )  
**BRITISH OVERSEAS AIRWAYS CORPORATION**  
(and Associated Companies)

**PASSENGER LIST**

(ATLANTIC SERVICES)

**ALL WEIGHTS IN KGS.**

● 7. 11. 41.

From FOYNES & BOTHOOD

To BALTIMORE, MD. 259

Service No. M.W. 6.

Aircraft "BANGOR". G-AUCB.

Form No. 8248-1

No.	FROM TO	NAME AND TICKET NO.	ADDRESS IN U.S.A.	No. of Pass. in Cabin	Sex	Age	Nationality	Passport No.	Age	Sex	No. of Pieces of Luggage	Weight of Luggage (KGS.)	Total Weight (KGS.)
1	FOYNES BALTIMORE	LEONARD W. CRAMMER EG 6838	4838 JORNAL AV MONTREAL, CDA	1	M	59	U.S.A.	59	35	M	104	104	
2	DO	STUART HEISS EG 6839	1712 CONNECTICUT AV WASHINGTON, D.C.	1	M	42	"	42	37	M	70	70	
3	DO	JACK STAGNER EG 6840	620 MT. AUBURN DALLAS, TEXAS	1	M	36	"	36	29	M	80	80	
4	DO	HEDDRE BLOCKLEY EG 6835	CENTRAL YMCA MONTREAL, CDA	9	M	40	BRIT	40	27	M	80	100	
5	DO	ALEXANDER LILLY EG 6836	4836 JORNAL AV MONTREAL, CDA	1	M	60	"	60	20	M	80	80	
6	DO	JOHN MADSEN EG 6838	C/O AUSTRALIAN LEG. WASHINGTON, DC	1	M	62	"	215974	62	M	80	16	
7	DO	ROBERT RIDDLES EG 6841	C/O 1300 K. ST. WASHINGTON, DC	1	M	39	"	3974	48	M	78	13	
8	DO	EDWARD MUNRO EG 6842	C/O HIGH COMM. FOR U.K. WASHINGTON, DC	1	M	48	"	11791	48	M	80	15	
9	DO	ROBERT TODD HUNTER EG 6843	C/O S.A.S.R. WASHINGTON, DC	1	M	40	"	4052	38	M	75	15	
10	DO	ATRICK SANDARS EG 6844	C/O 1201 K. ST WASHINGTON, DC	2	M	44	"	24827	33	M	90	16	
11	DO	JOHN DAVIES EG 6845	C/O 1600 EAST WASHINGTON, DC	1	M	40	"	3384	40	M	100	22	
12	DO	ERIC BONATER EG 6846	342 MADISON AV NEW YORK CITY	1	M	46	"	22283	46	M	85	19	
13	BOTHOOD BALTIMORE	HENRY LEWIN EG 55562	342 MADISON AV NEW YORK	1	M	41	"	9776	41	M	70	13	
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11 Index  
11 Lunch  
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L. J. Lewis - Book Noted*

\*Departed LA for Honolulu on December 2, 1941 in a Clipper with 10 passengers.

\*On December 4, 1941 departed Honolulu on the “Pacific Clipper” destination Auckland via Canton, Suva & Noumea. There were 26 passengers & John Madsen was passenger No 24. Following the Japanese attack on Pearl Harbour the “Pacific Clipper” had to fly the long way round to get back to New York.

Picture is of a Clipper at Baltimore Harbour.



July-August 1946- Royal Society Commonwealth Science Conference in London.

In late July 1946, JPVM as Chairman of the ANRC with Sir David Rivett & others attended Conference meetings organised by the Royal Society for Commonwealth countries to come up with ideas & arrangements for science in the Commonwealth in the immediate post war period. JPVM was principally representing Australia in the area of physical standards which it would seem was taken up by India interested then in setting up a manufacturing base , but also interested in the needs of primary production.

Qantas started a Sunderland Hythe flying boat service between Sydney & London on May 18, 1946. The Hythe was the modified version for passenger service of the military Sunderland (749 were built by Short Bros) known as the S.25 & had seating for 28 passengers with a range of 2,000 miles.

When the S.23 was introduced in 1936 the UK military immediately became interested & specified a modified version, the Short S.25 which was first flight tested in October 1937 & introduced in 1938. In

April 1938 an S.25 was endurance tested for 18 hours to cover 2,750 miles (150 mph at 2,000 ft) with a take-off distance of 680 yards.

\*JPVM left London on August 11, 1946 on a Hythe & arrived in Sydney on August 14, 1946 accompanied by Sir David Rivett. Qantas it appears was offering a Lancastrian service to London at the same time. (Rohan Rivett records that Sir David travelled to London in June by Lancastrian for the RS Conference, a 9 seater taking 3 days to hop to London-only some of the Aust. delegates accompanied Sir David on this flight. 91 Avro Lancastrians were built including conversions. )

In early 1944 the RAAF received 6 Sunderlands in Sydney ferried out to Australia via Gibraltar, Liberia, Brazil, Cuba, San Francisco, Honolulu, Samoa & Sydney. After the war a private operator purchased some of these aircraft & converted them to Hythe standard.

#### Australian Scientific Mission to India in 1948 .

JPVM led a scientific mission from Australia to India probably in 1948 after the London Conference. James Prescott (1890-1987), an Agricultural Chemist at the Waite Agricultural Research Institute was a delegate in a Scientific Mission to India in 1948. Sir Kerr Grant (physicist) from Adelaide University also was a delegate on the Scientific Mission to India with JPVM.

#### Visit to Philips in UK & Eindhoven -1950.

On April 5, 1948 JPVM became a member of the Board of Philips in Australia. The main interest of Philips appears to have been in producing radar equipment at their Hendon factory in Adelaide, but on a much smaller scale than the RPL wartime output.

\*Departed London August 3, 1950 on the Orontes at the age of 71 & identified as a Company Director. His contact address was given as : C/- Mr. Galdup, Century House, Shaftesbury Ave, London.

SS "Orontes" (20,097 tons) was built by Vickers Armstrong at Barrow-In-Furness & on her maiden voyage in June 1929 was rated at 20 knots with twin screws. Between 1929-1940 she was on the England –Australia route & between 1940-1947 she was a troopship. Rebuilt in 1947-48 as a single passenger ship operating between 1948-62 on the UK-Australia route bringing many migrants on the 10 pound Poms scheme.

#### NEW YORK TO SAN FRANCISCO 1902 BY TRAIN.

Without any information on JPVM's US itinerary in 1902 I have assumed that he went by train from New York to Chicago & then another train to San Francisco.



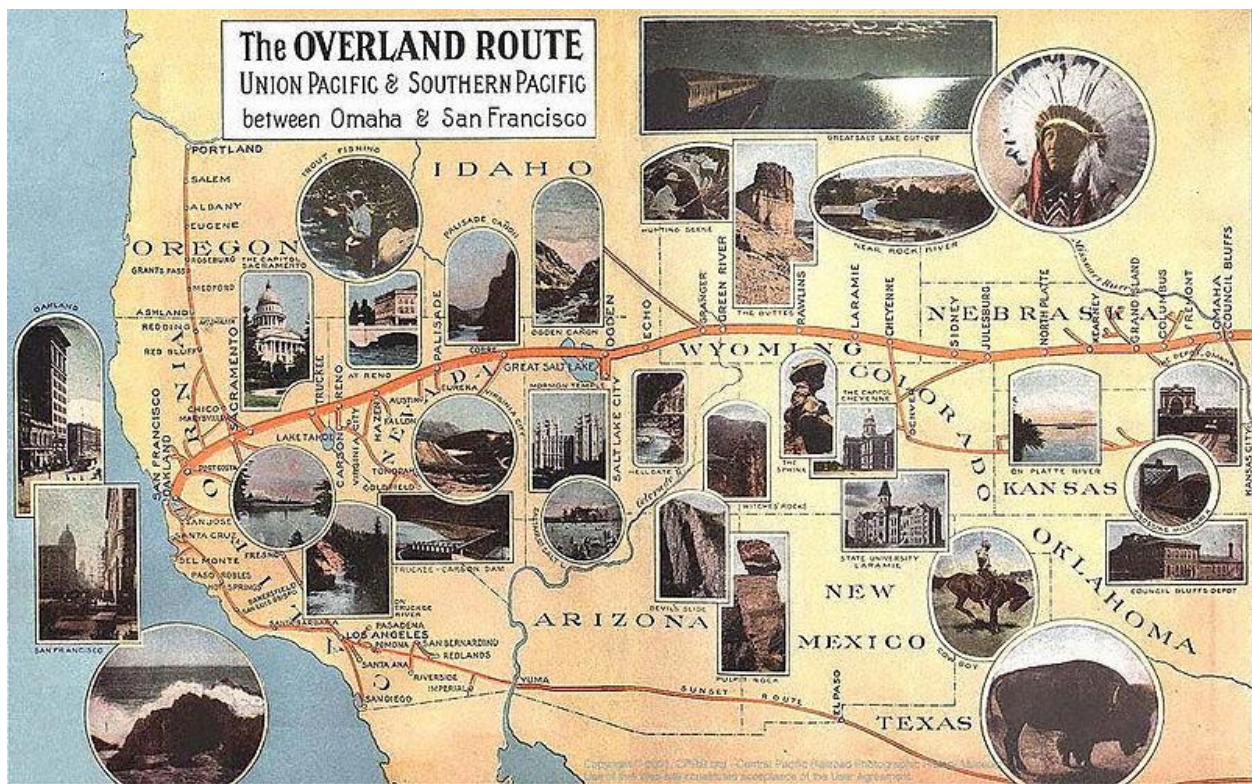
On June 7, 1902 the “20<sup>th</sup> Century Limited” was inaugurated between New York & Chicago. 17 hours. 4



star luxury. New York Central Line, with sleepers.

There were other competitor train services on the New York-Chicago route such as the Pennsylvania Special dating from 1881 which introduced vestibule carriages in 1887 allowing passengers to move from car to car. Engine probably of the 4-6-2, [6 driving wheels] “Pacific” class-200 + psi boiler, 4 cylinders. 23,800 + lb starting tractive effort & large fire box for lower grade coals. (An enlargement of the “Atlantic” 4-4-2 class.). High speed passenger services probably 70+ mph. [The NSWGR “3801” is a 4-6-2]

The Overland Limited between Chicago & San Francisco was operated in 3 legs by different railroad companies & took 63 hours. The service began in 1887. Union Pacific, Southern Pacific, Chicago & Northwestern.



### LOS ANGELES-WASHINGTON AIRLINE CONNECTION 1941.

As in 1902, there is no information on JPVM's internal travel in the USA in 1941 however there was an American Airlines flight from Los Angeles to Washington & was probably a twin engine DC3. United & other airlines probably had a similar service. (The 4 engine DC4 Skymaster did not come into passenger service until the end of the war to replace the DC3).

### Washington Municipal Airport 1941.



### References.

Ancestry.com- J P V Madsen

"Fabulous Flying Boats"- L Dawson

Wikipedia- "Teutonic", "Ventura", "Baltic", Short Bros-C Class, Pan Am Clippers, MIT.

Beyond 1914.