

DUTCH SUBMARINE MAKES NEW RECORD

**K-XIII Travels 10,000 Miles
From Helder to San Fran-
cisco Without Escort.**

COMMANDER A PESSIMIST

**Thinks It Best on Undersea Craft
and Converts Crew, Denying Them
Rations of Holland Gin.**

Special to The New York Times.

SAN FRANCISCO, Cal., Aug. 26.—The Dutch submarine K-XIII, which arrived here a few days ago, established a new record for a submarine without the protection of a convoy. The long slender craft in its trip from Helder, Holland, traveled about 10,000 miles.

The long voyage, part of which was under water, was made without accident, although Lieut. Commander L. G. L. van der Kun, the boyish commander, who has piloted submarines for the Netherlands for ten years, was pessimistic throughout the entire trip.

"But for that matter I am always pessimistic on a submarine, for that is safest," he explained. "I do not let even the men become optimistic. The regular rations of Holland gin which the navy gives to every sailor is prohibited by me on the submarine. On the surface ship it is all right. You see on a surface boat the men may drink gin and get optimistic if they like, but under the water they must be serious and take no chances."

Thus it was a serious crew of thirty-two men who left the K-XIII in San Francisco for a two weeks' vacation on shore leave.

Started Trip May 27.

The submarine left Helder on May 27 and turned its sharp prow to the southwest. They were in familiar waters to the Azores, for the Dutch submarine service maneuvers constantly throughout European waters. While the craft can carry fuel for 11,000 miles and stores for a long period, the commander depended upon a series of stops for supplies. The next stop after leaving the Azores was Las Palmas, and from there the real adventure of the journey began.

"Although we would have been helpless without a mother ship in case of accident the men never showed a qualm when we passed out of sight of the Canaries into the Atlantic," Commander Van der Kun said.

"Because of the slow speed our trip was similar to that of Columbus. We were out for a season during which we knew we would not see land.

"Each day we dropped for a period of from three-quarters of an hour to two hours under the sea, where Dr. Meinsz studied gravity under the water. He made pendulum tests daily to ascertain the truth or falsity of the German theory of floating continents leaving gravity deficiencies in their wakes. I might say that we found no evidence of a deficiency of gravity to support this hypothesis.

Crew Gets Bored.

"These pendulum tests bored the crew. The psychological effect of repeating exactly the same movements for an hour or two each day for three months, wearied the men. If we had found something of importance it

might have relieved the monotony. But nothing was found.

After weeks at sea, we reached Curayao in the Dutch West Indies and remained there for a time. The time ashore was a rest to all of us after the days and nights of rolling in the small boat on the waves of the Atlantic.

"From here we made the short jump to Colon through the Canal to Balboa and were in the Pacific Ocean. We then began a careful examination of gravity conditions along the western edge of the American Continent and spent long periods under the water each day.

"Mazatlan, Mexico, was our next stop and then San Francisco, and you must believe we were glad of the prospect of two weeks ashore."

To Sall for East Indies.

From San Francisco the 230-foot submarine will go to Honolulu, thence to Guam, Yap, Manila, Ambon, Banda, Bima and finally arrive at its destination, Surabaya, the Dutch naval base which protects its rubber, tea and other trade interests in the East Indies.

There are fourteen other Dutch submarines there patrolling the East Indies, but none of these ever made the long trip from their Fatherland without mother ships as convoys, according to the Commander.

The K-XIII embodies the latest ideas in underwater ship construction. It was commissioned last March. The boat is propelled by two four-cycle, six-cylinder engines, which develop a total of 2,400 horsepower. They use gas oil, which is an economical fuel.

Commander Van der Kun said the trip was without any outstanding experiences. The remarkable thing about it was the unbroken monotony. The ship never lost its bearings during the entire trip, save when inside the placid harbor of San Francisco.

Lost in San Francisco Harbor.

Because the slender steel boat arrived a day ahead of schedule, it entered without a reception and without any pilot to guide it into the transport dock. As a result the queer craft drifted aimlessly about the harbor for hours, crossing through a yacht regatta and taking the yachtsmen's attention from the race while Commander Van der Kun sought a docking place.

Eventually a Government tug sighted the submarine, investigated it, and on learning the identity of the K-XIII piloted it into its berth.

Commander Van der Kun does not boost the importance of the submarine beyond that of other fighting units on the sea. He believes as a result of this trip that the best field of usefulness for the undersea craft is in reconnoitering operations.

Thinks First 10,000 Miles Hardest.

"No, they do not supplant the battleship," the Commander said. "The submarine cannot do that, at least not at the present stage of its development, but it has a definite place in moving about unnoticed and discovering the whereabouts of the enemy.

"Every nation is working on the submarine. It certainly has not been outlawed. Great Britain, who complained so severely of submarine warfare ten years ago is now building some of the world's finest undersea vessels. Japan is following suit."

Commander Van der Kun, talking about the comforts of submarine life, thinks it is apparent to any observer that long trips on a submarine entail hardships and cramped living, breathing of foul air and lack of the necessary perishable food supplies.

"Navy officers in Holland shun submarine service," he smiled, "for they like privacy and comfort on shipboard. You have none of that on the submarine. But as for me, I think I shall stay with the submarine as long as it is the pleasure of my Government to keep me in service. And I think that the first 10,000 miles of this trip were