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## HM 12: The Queenstown Patrol, 1917 - The Diary of Commander Joseph Knefler Taussig, U.S. Navy

Joseph Knefler Taussig  
*U.S. Navy*

William N. Still

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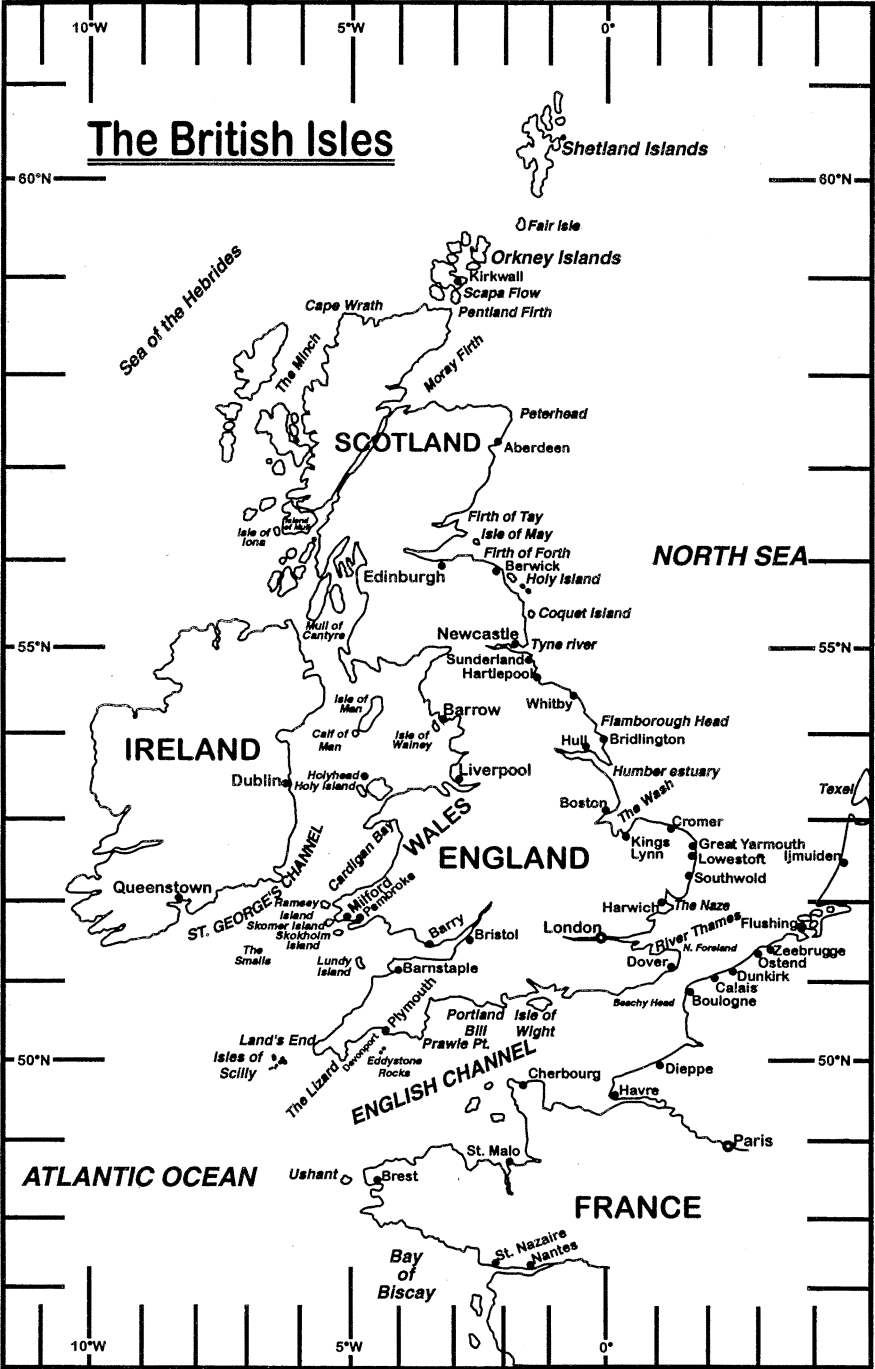


# The Queenstown Patrol, 1917

*The Diary of  
Commander Joseph Knefler Taussig,  
U.S. Navy*

Edited by William N. Still, Jr.

*"We Are Ready Now."*



The Queenstown Patrol, 1917





Naval War College  
Historical Monograph Series  
No. 12

The historical monographs in this series are book-length studies of the history of naval warfare, edited historical documents, conference proceedings, and bibliographies that are based wholly or in part on source materials in the Historical Collection of the Naval War College. Financial support for research projects, conference support, and printing is provided by the Naval War College Foundation.

The photograph carried on the half-title page is of Captain Joseph K. Taussig, U.S. Navy, 18 May 1918. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).

Our cover, a representation of the *Return of the Mayflower* in oil on canvas by Bernard F. Gribble, details the *Wadsworth* and the *Porter* leading a column of U.S. destroyers under Commander Joseph K. Taussig, U.S. Navy, arriving off Queenstown, Ireland, on 4 May 1917. For the quotation "We Are Ready Now," please see endnote 84. The painting is on display in the U.S. Naval Academy Museum collection and is a gift of the U.S. Navy Department. The photo for this cover was kindly provided by Ed Finney Jr. of the Photo Collection, Curator Branch, Naval Historical Center, Washington, D.C.

Cover designed and prepared by Joan Y. Mikosh-Johnson.

# The Queenstown Patrol, 1917

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Commander Joseph Knefler Taussig,  
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**To the late Paul B. Ryan, Captain, U.S. Navy (Retired)**



## Contents

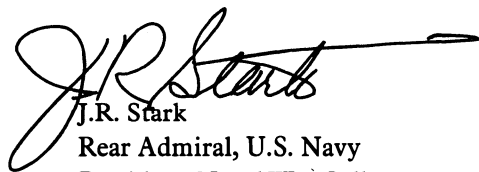
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## Foreword

It is my pleasure to introduce this addition to our Historical Monograph Series, selected from the personal papers of Rear Admiral Joseph K. Taussig, which are contained in the Naval Historical Collection Division of our Library. The collection includes his diaries and journals, fitness and medical reports, photographs, and miscellaneous items such as certificates, imprints, citations, and newspaper clippings. Published here is the diary that Taussig kept during his time in command of the first U.S. destroyers to arrive in the war zone in 1917.

Professor William N. Still, Jr., has chosen to mark a turning point in U.S. naval history. The diary is more than interesting and colorful information about the wartime exploits of a distinguished U.S. naval officer, and it is even more than the “insider’s” narrative of an operational challenge amply fulfilled. The entries, letters, and reports reveal U.S. and Allied naval personnel grappling with the issues of technological, tactical, and doctrinal innovation; the difficulties of the Navy’s early experiences in combined command, control, communication, and coordination; the sometimes awkward matching of operational means with strategic ends; the troubles in mastering both shallow-water and open-ocean antisubmarine warfare; and even the distressing consequences of friendly fire. Most importantly, we find in then-Commander Taussig’s diary the earliest glimpses of American naval participation in modern coalition warfare.

At the Naval War College, officers are encouraged to explore the historical record with an eye for perspectives on contemporary challenges. This monograph gives that opportunity to a larger audience, who will find the lessons of history woven into a pleasurable reading experience. Enjoy the seamanship, the personalities and the humor. Taussig must have been good company.

A handwritten signature in black ink, appearing to read "J.R. Stark", with a long horizontal flourish extending to the right.

J.R. Stark

Rear Admiral, U.S. Navy  
President, Naval War College

## Editor's Note

World War One is often referred to as a forgotten or neglected war, particularly American participation in it. In comparison to the American Civil War, World War Two, or even the Vietnam conflict, this is true; it has generally been ignored by American historians. The naval side has certainly been neglected. Unlike the Civil War or World War Two, there are relatively few published accounts by U.S. naval participants. Yet there is an abundance of unpublished, firsthand, personal papers relating to naval activities in World War One in repositories scattered throughout the United States. The "Queenstown Patrol" diary of [then] Commander Joseph Taussig is one of these previously unpublished manuscripts.

I am indebted to a number of individuals and institutions for their assistance in preparing this diary for publication. Dr. William Dudley, Charles Bodine, and various staff members of the Operational Archives Division at the Naval Historical Center, Washington, D.C., were most helpful in providing information about Taussig. The same is true of Dr. Richard von Doenhoff, naval specialist and archivist, Military Reference Branch, National Archives. The Naval War College awarded a travel grant for this project, while East Carolina University provided me with released time to prepare the manuscript. I am grateful to both institutions for this help.

The manuscript would not have seen the light of day without the enthusiastic support and assistance of Dr. Evelyn M. Cherpak, Director of the Naval Historical Collection, Naval War College, Newport, Rhode Island. Dr. Cherpak was instrumental in having the papers of Joseph Taussig donated to the Naval War College by the Admiral's family.<sup>1</sup>

I am grateful to Mrs. William A. Sherman, Admiral Taussig's eldest daughter, for providing me with information about her father and other individuals mentioned in the diary.

Finally, I cannot overemphasize the help of Ray Ashley, a former graduate assistant. He spent countless hours researching various ships and other topics mentioned in the diary. He also entered an early version of the diary, including notes, into the computer. The final draft was prepared by Mrs. Terry Duncan. To her I owe my most heartfelt thanks.

It is only appropriate that this volume be dedicated to the memory of Captain Paul B. Ryan, U.S. Navy (Retired), who died in 1987. Captain Ryan conceived the idea of publishing Taussig's World War One diary. He considered it important not only because of the scarcity of personal accounts of naval officers who fought in that war, but also because Taussig's division of destroyers was the first to arrive in the war zone after the United States declared war. Captain Ryan was also aware of the enormous respect that the pre-World War II Navy had for Taussig. Ryan

himself was a junior officer in the late 1930s and wrote how fortunate he was “in knowing [Taussig] . . . as a sage mentor and warmhearted friend.”

Captain Ryan was not only a naval officer but also a prominent historian. Between 1969 and 1972 he served as Deputy Director of Naval History in the Navy Department. After retiring from the Navy, he joined the staff of the Hoover Institution on War, Revolution and Peace at Stanford University. While there he wrote a number of articles and collaborated with historian Thomas A. Bailey in several books.

Captain Ryan died during the time he was editing Taussig’s “Queenstown Patrol” diary. I have made generous use of Captain Ryan’s work. Many of his notes have been incorporated into the published work and cited as “Captain Ryan’s note.” His notes on interviews with Mrs. Taussig and other members of the family have been included and appropriately credited. Silent editing was minimal, and the editor’s task was far easier thanks to Captain Ryan’s dedicated work on the diary.

William N. Still, Jr.

## Introduction

ON 6 APRIL 1917 the United States declared war on Germany and became a participant in World War One. Less than a month later, on 4 May 1917, a division of destroyers arrived in Queenstown (now Cobh), Ireland, the first American warships to be deployed in the war zone. The destroyers were commanded by Joseph K. Taussig, Commander, United States Navy. Taussig kept a diary for much of his career in the Navy, including his six months in the Queenstown patrol.<sup>2</sup>

The diary is, first of all, a chronicle of the operations of the destroyers under his authority. The USS *Wadsworth*, the ship directly under his command, received most of his attention. He recounts how well the American destroyers fared in their fight against the submarine enemy during the early months of U.S. belligerency. He remarks on the weakness inherent in the “area patrol” tactics employed by the British against submarines when he first arrived in Ireland. The success of convoying as the most effective method of fighting the submarine is illustrated in a number of entries in the diary. Also scattered throughout the diary are cryptic remarks about the war in general, but especially the naval side of it.

Taussig comments on his activities on shore; his conferences with Admiral Sir Lewis Bayly, in charge of antisubmarine operations in the Irish Sea and all warships (including American) in that command; liberty and recreation; and his impression of the Irish and Ireland. He gives us detailed pictures of everyday life in the British Isles during wartime, an aspect of war that is sometimes neglected by writers, such as the First Sea Lord, Admiral Sir John Jellicoe, playing with his small children; the senior U.S. naval officer’s unhappiness over the habit of too many American officers hanging out at the Yacht Club bar; Admiral William S. Sims, in command of U.S. naval forces in European waters, drying dishes in a British kitchen; and several clashes between Irish males and U.S. bluejackets. Taussig at times also briefly characterizes various individuals with whom he comes in contact. Interspersed in the diary are orders, telegrams, personal letters, and newspaper clippings. The diary is generally well written, descriptive, and at times absorbing. It suggests that Taussig was unusually observant, with a writing style that was terse yet emphasized details. The diary, as with others that he maintained,

would become the basis for articles published in the United States Naval Institute *Proceedings*.<sup>3</sup>

Joseph Knefler Taussig was born of American parentage in 1877 in Dresden, Germany, where his father, who also became a rear admiral in the Navy, was stationed.<sup>4</sup> His father was Edward David Taussig, a native of St. Louis, Missouri, and his mother, Ellen Knefler Taussig, was a native of Louisville, Kentucky. Taussig's father graduated from the Naval Academy in 1867 and retired in 1909, ten years after his son completed his work at the Academy. Taussig graduated from high school in Washington, D.C., in 1895 and was appointed to the Naval Academy that same year. At Annapolis, young Taussig was known primarily as an all-around athlete: he won first-place medals in the high jump, broad jump, and 200-yard hurdles; he was a member of the crew, varsity football team, and runner-up for the wrestling team.

During the Spanish-American War, as a naval cadet, he served on the flagship USS *New York*, taking part in the battle of Santiago and in the bombardment of the forts at the entrance to that harbor.<sup>5</sup> In 1899 and 1900, he was on duty in the Philippines and in China during the Boxer Rebellion. For conspicuous conduct in battle near Tientsin, he was highly commended and advanced four numbers in seniority. During that campaign he was seriously wounded.<sup>6</sup>

Taussig was commissioned an ensign on 28 January 1901, having completed the two years at sea as a midshipman that was then required by law before commissioning. Following various assignments in the Asiatic and Atlantic fleets, Taussig was appointed to command the destroyer USS *Ammen* in July 1911. While at Norfolk that year, Taussig, by then a lieutenant commander, married Miss Lulie Johnston of that city. Three children were born of the union, Emily (1913), Margaret Stewart (1918), and Joseph, Jr. (1920).

In April 1912 Taussig was posted to the Navy Department's Bureau of Navigation (which controlled naval personnel until the Bureau of Personnel was created). Three years later he was at Bath, Maine, as the prospective commanding officer of the new destroyer *Wadsworth*, with additional duty as Commander, Division Six, Destroyer Force, Atlantic Fleet. The ship was formally commissioned at the Boston Navy Yard on 23 July 1915. In July 1916 he was ordered to the command of Division Eight, retaining command of the *Wadsworth*, which flew his pennant. On 25 May 1917 Taussig received notification of his commission as commander, dating back to 29 August 1916.

Division Eight under Taussig's command was the first U.S. naval force sent abroad during World War One. In November 1917 he returned home to bring the USS *Little* (DD 79) into commission. In April 1918, in command of the *Little*, he returned to the war zone. For five months the *Little* operated with U.S. naval forces in French waters, patrolling the Bay of Biscay and convoying ships in and out of French ports.<sup>7</sup>

Promoted to captain, Taussig was ordered back to the United States in August as head of the Division of Enlisted Personnel in the Bureau of Navigation.<sup>8</sup> While in this position he became involved in a bitter controversy with the Assistant Secretary of the Navy, Franklin D. Roosevelt, over the latter's policy of returning rehabilitated convicted sailors to service in the fleet. This incident undoubtedly affected Taussig's advancement in the Navy after Roosevelt became president.<sup>9</sup>

Nevertheless, in the post-World War One years, Taussig's distinguished career guaranteed that he would receive choice assignments. First came a year at the Naval War College, where his performance as a student prompted his superiors to retain him as an instructor. Then followed command of the USS *Great Northern* (AG-9) and USS *Cleveland* (C-19) as well as a tour as Assistant Chief of Staff, U.S. Fleet. In 1923 he returned to the Naval War College as a member of the faculty. During the next ten years, Taussig commanded a cruiser—the USS *Trenton* (CL-11) and a battleship—the USS *Maryland* (BB-46) and served as Chief of Staff to the Commander in Chief, U.S. Fleet. In 1932 he was promoted to the rank of rear admiral and ordered to the Navy Department as Assistant Chief of Naval Operations, a post comparable today to that of Vice Chief.

Taussig served as Assistant Chief under Admiral William H. Standley, Chief of Naval Operations (CNO), from May 1933 until June 1936. It was widely believed in the Navy that Taussig was being groomed for CNO, but the coming to power of Franklin D. Roosevelt in 1933 ended this possibility. Taussig later wrote, "When I returned to Washington on duty as Assistant Chief of Naval Operations in 1933, Mr. [Louis] Howe informed the Secretary of the Navy that I was persona non grata with the President and requested that I not be allowed to remain on duty in Washington. This did not satisfy the Secretary or me, so I personally put it up to the President as to whether or not I was persona non grata and he said everything was all right." Nonetheless, Taussig did not receive a high command.<sup>10</sup>

His final years at sea began in 1936 when he became commander of Battleship Division Three (USS *Mississippi*, USS *New Mexico*, and USS *Idaho*). A year later he raised his flag on the USS *Chicago* as Commander, Cruisers, Scouting Force. In May 1938 he became Commandant, Fifth Naval District, Norfolk, Virginia, and Commander, Naval Operating Base, Norfolk. While in this command Taussig became embroiled in a controversy that resurrected his differences with Roosevelt.

In April 1940, Senator David Walsh requested the Admiral to testify before the Senate Naval Affairs Committee concerning expansion of the fleet. Taussig, who had received permission from Admiral Harold Stark, Chief of Naval Operations, spoke bluntly of the inevitability of war with Japan, that it would be primarily a naval war, hence the need to significantly expand the Navy.<sup>11</sup> His remarks made headlines; even *The New York Times* carried the story on page 1. Although Taussig had informed the committee that he was speaking for himself, his testimony angered Admiral Stark, Secretary of State Cordell Hull, and of course, Roosevelt.

The president, in a telephone conversation with the CNO, said that “he was a little tired of Joe anyway because he had been saying a lot of loose things all around for the last two or three years” and wanted him relieved of his command. Stark, however, was able to convince Roosevelt that it would not be wise; instead, Taussig received an official letter of reprimand.<sup>12</sup>

Taussig, who insisted to a close relative that “a reprimand of this nature does me no harm whatever,” was more than likely correct if for no other reason than he would reach the mandatory retirement age of sixty-four the following year.<sup>13</sup> He retired on 1 September 1941. On 22 October 1941 he was advanced to the rank of vice admiral and would have remained retired from the Navy except for U.S. entry into World War Two.

Taussig returned to duty in 1943 and was assigned to the Procurement and Review Board, the Naval Clemency and Prison Inspection Board, and the Naval Discipline Policy Review Board. He continued active duty with the Office of the Secretary of the Navy until mid-1947. In ill health, he retired a second time, and he died on 29 October 1947.

Taussig has been described as “outspoken,” “blunt,” “gutty,” “caustic,” and “a fighter.” The columnist David Lawrence compared him to General Billy Mitchell. Yet his son characterized him as calm and rational. “My father was a very gentle person,” Joseph Taussig said. “He never raised his voice. He never used foul language.” He was a “wonderfully immoderate moderate personality.”<sup>14</sup> He was not an intellectual, according to his eldest daughter Emily, but practical and very sharp. Captain E.R.G.R. Evans (later Admiral Lord Mountevans), a famous British naval officer who was assigned as liaison with Taussig’s destroyers, wrote in his book *Keeping the Seas* that “Taussig was full of brains and go, and I was very much impressed with him.” Rear Admiral Frederic S. Withington believed that Taussig “had the best mind among the senior officers” in the pre-World War Two Navy, “and he was sorely missed when the war came upon us.”<sup>15</sup> Taussig may not have been “academically oriented,” but he knew the Navy. He was a keen analyst of naval matters, writing some forty-five articles for the U.S. Naval Institute *Proceedings* between 1922 and 1947.

Although his exploits in World War One made him a well-known figure, it was Vice Admiral Taussig’s exceptional ability as a naval officer that earned him the respect of the Navy between the wars. As Captain Ryan wrote, “he was a splendid example for the junior officers of his fleet commands.”



## I

### The First Month

Friday  
April 6, 1917  
USS *Wadsworth*  
Base 2  
York River, Virginia

At 7:00 p.m. today, the *Pennsylvania*,<sup>16</sup> flagship of the Atlantic Fleet, sent the following signal to all vessels present at Base 2 (York River, Va.):

Mobilize for war in accordance with department confidential mobilization plan of March 21. Particular attention invited paragraphs 6 and 8.<sup>17</sup>

This signal, of course, was the announcement to the Fleet that war had been declared. It has looked for a long time as if it would be impossible for the United States to refrain from taking part in the war so long as Germany insisted on carrying out her policy of unrestrained submarine warfare. So it was not surprising to the larger part of the personnel of the Fleet that the declaration has at last been made. In fact, the Fleet has been on a war footing, more or less, ever since diplomatic relations were severed in February. While in Cuban waters during February and March, the Fleet was guarded by destroyer pickets and patrols, and by picket launches. All movements were made in screen formation, and the Fleet came north by an untraveled route with a destroyer screen, and ships darkened at night.

The present base, inside the York River, is protected by a net screen across the river, picket launches on duty, and by the *Baltimore*<sup>18</sup> and two destroyers guarding the gate through the net.

Some of the officers have their wives at Yorktown or Gloucester Point, but the accommodations are very poor and there are not sufficient rooms to go round. I feel fortunate in having the base so near Norfolk where Lulie and Emily<sup>19</sup> are now living with Lulie's mother and father. If I am not able to see them often, at least I will be able to see them now and then, which will be a great comfort.

We are now wondering what the future has in store for us—how will we operate—and will the fleet take any real active part in the war? It is the general impression that the fleet will remain at home and that cruisers and destroyers will patrol the coast.

At present I am in command of the destroyer *Wadsworth*<sup>20</sup> and Division Eight, Destroyer Force, Atlantic Fleet. The other vessels of the division and their commanding officers are:<sup>21</sup>

*Conyngham*<sup>22</sup>  
*Porter*<sup>24</sup>  
*Tucker*<sup>26</sup>  
*Wainwright*<sup>28</sup>  
*Jacob Jones*<sup>30</sup>

Lt. Comdr. A.W. Johnson<sup>23</sup>  
 Lt. Comdr. W.K. Wortman<sup>25</sup>  
 Lt. Comdr. B.B. Wygant<sup>27</sup>  
 Lt. Comdr. F.H. Poteet<sup>29</sup>  
 Lt. Comdr. D.W. Bagley<sup>31</sup>

The vessels are 315 feet long overall and have a 30-foot beam. They carry four 4-inch 50-caliber guns and four twin twenty-one-inch torpedo tubes. The torpedoes have a range of 10,000 yards.<sup>32</sup>

My officers on the *Wadsworth* are:<sup>33</sup>

Lieutenant J.H. Everson  
 Lieut. (J.G.) E.W. Broadbent  
 Lieut. (J.G.) J.H. Falge  
 Ensign N.P. Earle

---

Saturday

April 14 [1917]

New York

During the past week the *Wadsworth* has been employed as mail vessel for the Fleet at Base 2. Our general schedule has been to leave York River at 2 p.m., arrive Hampton Roads at 4 p.m. Leave Hampton Roads the following morning at 9:20 a.m., arrive York River at 11:30 a.m. I was very glad to have this detail, because it gave me the opportunity of seeing Lulie and Emily every night, and it was much better to keep going than to swing around an anchor off Yorktown. In making the

mail trip, the *Wadsworth* carried passengers to and from the Fleet. At different times we had on board Admiral Mayo, Captain Rodman, Captain Niblack, Commander O.P. Jackson, Lt. Commander Hyland, Lieut. J.B. Glennon (returning from a five-day honeymoon), several [of the] reserve officers who were joining the fleet daily, and many others. It was very interesting to have these passengers on board and their presence gave some color to an otherwise monotonous routine.<sup>34</sup>

One night Lulie came to Old Point and we stayed at the Chamberlin. It is always nice to spend a night at this hotel. Lulie and I spent the first night of our honeymoon at this hostelry.

The other night I went to Norfolk, which had the advantage of my being able to see Empsie Pemsie. I usually arrived at 502 Pembroke Ave. about her bedtime, and we had a session with "Mother Goose" before she went to sleep and Lulie and I went down to supper.<sup>35</sup>

Last night at this time I was in Norfolk. Tonight I am writing in New York. The transition was very swift and very unexpected.

Lulie and I were booted and spurred for the Easter German.<sup>36</sup> We [had] just opened the door at 9:30 p.m. to get in the auto when the telephone bell rang. Somebody on long distance wanted to talk to Captain Taussig. I went to the phone and found Falge on the other end of the line at Old Point. He said, "Captain, this is Falge; I have bad news for you. We have just received orders to leave at daylight for New York to fit out for long and distant service. I think we are going abroad." It came like a thunderbolt to me and I must admit that the thought of seeing active service at the front did not prevent me from being very unhappy about leaving my family.

I told Falge to have a boat at the landing for me at 11:15 and I went upstairs to change my clothes and pack my bag. In the meantime, Robert and Abbie, Warren and Emily<sup>37</sup> were waiting to go to the [Easter] German, but they insisted that the auto take me to Main and Granby Streets where I told Lulie good-bye and boarded the 10 p.m. express for Old Point.

On arriving aboard my ship my orders were awaiting. They were brought down from the Fleet by the *Jacob Jones*, the vessel that was to relieve the *Wadsworth* of her duties in connection with the mail.<sup>38</sup>

I copy the orders below:

In reply refer to  
No. M-51-30

Destroyer Force Atlantic Fleet  
U.S.S. *Seattle*,<sup>39</sup> Flagship  
13 April 1917

**Confidential**

From: Commander Destroyer Force

To: Commanding Officer, U.S.S. *Wadsworth*

Subject: Movement Orders

1. The *Wadsworth* is hereby relieved of her present duties in connection with mail. Proceed at daylight 14 April 1917 to Navy Yard, New York. Dock and expedite all necessary preparations for special service.
2. The *Davis*,<sup>40</sup> *Conyngham*, *McDougal*,<sup>41</sup> and *Wainwright* are expected to join you at Cape Henry and to proceed on the same duty.
3. Further instructions will be forwarded later.

Albert Gleaves<sup>42</sup>

These orders, requiring me to leave at daylight, could only mean that I was expected to arrive at New York before dark. Otherwise I could have left at any time during the day and been at the Navy Yard early the following morning. So at 5:30 a.m. the *Wadsworth* was underway. We left ashore fifteen men of the crew who were not due back from liberty until 8 o'clock.

Near Cape Charles lightship we joined company with the *Conyngham*, *Davis*, *McDougal*, and *Wainwright*. By running from 26 to 28 knots, we arrived at the New York Navy Yard at 6 p.m. It was Saturday night, and of course nobody paid any attention to us. So, just as I supposed, the great emergency requiring us to sail at daylight was no emergency at all, and it would have been much better had I been given some discretion in the matter and allowed to remain in Hampton Roads until my liberty men returned. But it is the way we have in the Navy. Somebody somewhere is generally prone to "fly off the handle."<sup>43</sup>

The censorship rules in force at the Navy Yard, New York, are very strict and have resulted in all the telephone pay stations being removed. Consequently I was unable to find a phone where I could call up Charles<sup>44</sup> and Mother and Father<sup>45</sup> to let them know that I was in New York. Some of the Captains and some of my officers went ashore. Falge of course went to his home where he will see his daughter for the first time, she having been born while we were in Cuba this winter. I am ready for bed.

I will have to wait until I find out tomorrow how long we will probably be here, before I decide what to do about having Lulie come on. I suppose we will be here several days and am guessing that it will be at least a week. But this life in the Navy is most generally usually mighty uncertain, so it does not pay for one to make his plans too far in advance; unless such plans are made for amusement only.

Sunday  
 April 15 [1917]  
 New York

More than one person seems to be engaged in the "fly off the handle business" so far as this little bunch of destroyers is concerned. This morning I called on the Commandant, Admiral Usher.<sup>46</sup> He said authority had come from Washington to dock the *McDougal* and *Davis*, but that no word had come about the other four destroyers [*Conyngham*, *Wainwright*, *Wadsworth*, and *Porter*]. So the following procedures took place:

1. Admiral Usher called up Operations on long-distance phone and received authority to go ahead and dock the other four of us.
2. I made arrangements with the Industrial Manager (Admiral Burd)<sup>47</sup> and Constructor [George H.] Rock to dock four of us together in the big dry dock tomorrow morning.
3. I telegraphed Lulie to come to New York.
4. Operations called up Admiral Usher and directed that the *Wadsworth*, *Conyngham*, and *Wainwright* proceed to Boston immediately as it never was intended that they go to New York.
5. Admiral Usher informs me that we must leave immediately.
6. I get permission to call up Operations on long-distance telephone. Talk with Captain V.O. Chase and inform him that arrangements had been to dock us, engines were disabled, that many men were ashore on liberty and that we would not be able to leave until next morning. I requested to be allowed to remain in New York in order to save time as two days would be lost by going to Boston. Was informed that we must go to Boston and that it would be all right to sail tomorrow morning.
7. Telegraphed Lulie to come to Boston.
8. Informed Admiral Usher that Operations said O.K. to our sailing tomorrow.

There certainly is a lack of communications somewhere. But what can we expect? Our Navy Department is absolutely unorganized so far as its duty in connection with carrying on a war is concerned. Evidently things are very much upset at headquarters. Perhaps someday we will have a real General Staff, but until that day comes we must continue to expect to be buffeted around in all manner of ways.<sup>48</sup>

Henry Johnston is an Assistant Paymaster in the Naval Reserve and is on duty in the supply office at the Navy Yard. He took lunch with me today and is very enthusiastic over his detail. I think he deserves much credit for giving up his much more lucrative position with W.R. Craig & Co. in order to serve his country in this

manner. It is hoped that Mr. Craig will make up the difference in pay. Katherine and Dickson are in Norfolk on their annual Easter visit. Lulie and I would have occupied their apartment had the *Wadsworth* not been ordered to proceed to Boston.<sup>49</sup>

This afternoon I boarded the train at Grand Central Station and went to Bronxville where Mother and Father are staying at the Gramaton Hotel. Found quite a family gathering there, for in addition to Mother, Father, and Charles, there were Aunts Clara, Emma, Amanda, and Nan [cousin in St. Louis]. The three Aunts had come east to attend Marianna's and Graus' [cousins of Taussig] weddings, and were taking the opportunity for having a spree in New York. Nan is attending Vassar and was down for the day. The Aunts and Nan left before supper, so Mother, Father, Charles and I had a happy time together until time for me to catch the train back to New York. Charles went as far as the Grand Central Station where we separated, each to go his own way.<sup>50</sup>

It is now midnight and I must go to bed as the ship will leave at 7:30 a.m. and there will be much piloting to do tomorrow passing through Hell Gate, Long Island Sound, Buzzards Bay, the Cape Cod Canal, and Boston Harbor. We will have to make high speed in order to arrive at Boston before dark. I find that the *Conyngham* decided to start for Boston this afternoon, so the *Wainwright* and *Wadsworth* will go up together. If it were not for liberty men ashore I would start at 5:30 instead of 7:30.

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Tuesday  
April 17 [1917]  
Boston

The *Wadsworth* and *Wainwright* left New York at 7:30 a.m. yesterday, Monday. After clearing Executive Rocks we steamed at 27 knots until noon and then at 28 knots. Passed through Cape Cod Canal, this being the sixth time the *Wadsworth* has made the passage. Many of the navigational marks had been carried away by ice during the winter and not yet replaced, so I took a pilot.

Arrived Boston at 6:30 p.m. Just had time to shave and sit down to dinner when Everson, Falge, and I proceeded to South Station to meet our wives who left New York on the 3 o'clock train. The train was about three-quarters of an hour late reaching Boston. We waited impatiently and, finally, when the train pulled in, met the three ladies on the platform.

Lulie was very tired having had a hard trip on the New York, Philadelphia & Norfolk Railroad from Norfolk to New York the night before. She went to the Touraine.<sup>51</sup>

I have received very indefinite instructions from the Navy Department in regard to the duty to be performed by the division of destroyers. The Captains assembled and decided on what they thought was necessary for placing their ships in the best condition for any and every service that might be required. The Navy Yard authorities decided that it would take ten days to do the work. The Chief of Operations (Admiral [William S.] Benson)<sup>52</sup> called up the Commandant on long-distance telephone and told him the destroyers must be ready to leave immediately on receipt of orders, but did not say when the orders were coming. So I requested to talk with Admiral Benson over the phone. In the meantime I went to the ship for luncheon. All the wives except Mrs. Broadbent were there. I was not in much humor for a party. Did not get to talk to Admiral Benson today.

The principal things being done on the *Wadsworth* are docking, Benet-Mercier guns installed, having lookout tops and deck ammunition bins installed, and having our radio motor generators moved from crew living spaces to one of the three firerooms. This latter change gives us berthing space for three more men and does away with the annoyance to officers and men every time the radio is used.<sup>53</sup>

We are taking steps to get good outfits of rain clothes and boots for the crew. Have also made a requisition for 50 lamb's wool-lined coats. The Navy League is looking out for us in matters concerning knitted goods, such as sweaters, socks, mufflers, etc.<sup>54</sup> We are taking on board extra stores and provisions to our capacity. Also extra ammunitions. Everybody is hustling to get the ship in all respects ready for long and arduous distant service. It is a strange thing to me that the Department does not send for me to come to Washington and take me in their confidence so that we can intelligently go about getting ready for this business. Instead of that there are all kinds of long-distance telephone calls, the gist of which undoubtedly leaks out in many ways, with the result that the show of secrecy is more or less a farce. If I had been sent for and the situation explained, there would be none of the uncertainty as to what was to be done on my part, or as [to] when we would be ready to sail on the Department's part. Our doctrine in the flotilla teaches us that in order to carry out instructions intelligently the commanding officer should know the reason for the issuing of such instructions. But doctrine has no weight with the Department, which appears to go along with its eyes only half open.

I wrote a personal letter to the Chief of Bureau of Navigation (Rear Admiral Leigh Palmer) asking him about a change of the "rookies" recently sent with men of experience, and asking him to get my commission through if possible before we sailed.<sup>55</sup> My commission as a Commander is to date from Aug. 29, 1916, and I have not received it yet.

Friday

April 20 [1917]

Boston

Today I talked with Admiral Benson over the long-distance telephone. The result of the conversation was very unsatisfactory from my point of view. He would not name a date on which we must be ready, but said we must sail immediately on receipt of orders and that we must be ready for any contingency. In other words get ready, but do not take any time about it. He said that everything we needed would be attended to in Washington. Of course, after 22 years of naval service I know better than that. I told him that the Navy Yard estimated 10 days work, but that I would cut it down to seven days. And that was about all there was to it. I have been trying to reason out why we were sent to the Navy Yard if it was not to have work done. Otherwise we could have left direct from the Fleet and could now have been half way across the ocean. I think they are pretty much up in the air in Washington.

I informed the Commandant that we would sail on the 25th and he sent that date to Washington.

It is nice that Lulie can be here at this time, but I am sorry that it is impracticable for Emily to be here also. That little rascal was sound asleep when I left home a week ago today. I wonder when I will see her again.

The ships have been going ahead with the fitting-out preparations.

Lulie and I have not been very gay. Have seen something of the Alfred Johnsons who are staying at the Touraine, and had dinner with them once.<sup>56</sup> One night we went to the theater and saw "A Tailor Made Man." It is an exceptionally good farce, and exceptionally well acted.

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Monday

April 23 [1917]

Boston

The only new development until this morning was a telegram yesterday from the Commandant in Operations (strictly secret and confidential) as follows:

Direct officer No. 324 (J.K. Taussig) Special Service

Division of destroyers be ready to sail immediately urgent. Report as soon as ready destination English Channel.

To this I sent the following reply:



Will be ready to sail April 25th unless delayed by installation office machines and of wrecking mines both of which were ordered by Department and not requested by me. Have not received pay accounts.<sup>57</sup>

All ships refueled and took on fresh provisions so as to be ready to sail in case the Department should order us out before we were really ready. I would not be surprised if this were done, as it would seem that the whole result of this war, which has been going on for nearly three years, depends on whether or not six little destroyers sail from Boston for the English Channel on a certain indefinite date known to no one—not even those who are issuing the orders. Can you beat it!

Commander [Frank H.] Schofield called up from Operations yesterday afternoon when I was not on board. He talked to Falge and I am glad I was not there as perhaps I would have said things I might be sorry for. The conversation was unsatisfactory as such conversations usually are; Commander Schofield said something about “No excuses would be accepted” if we did not sail when orders were received, which implied that the Department considers that we are stalling. I consider the remark nothing else than insulting.

Everson is fortunate in that his wife’s home is at Wakefield, close to Boston. He gets home every night. Broadbent’s wife is living in New Bedford, which is close enough for him to get to frequently. Mrs. Falge is here in Boston until the ship sails, and Doctor and Mrs. Earle have come from Des Plaines, Ill., to see Earle before we take our departure. Dr. Earle is very enthusiastic about everything in the Navy and wishes he could enlist! He says he must get in the service some way. It is too bad that he is not younger so that the country could make use of his enthusiasm. One morning I found Dr. Earle on board for breakfast. He arose at 6:30 a.m. in order to have this meal on board. He said he had tried our lunches and dinners and did not want to miss anything, so he came for breakfast.

Friday evening Lulie and I had dinner at the Thorndike Grill as guests of the Eversons. Saturday the Eversons took us for an automobile ride as far as Marblehead Neck and Salem. We had a hard time finding a suitable place to lunch and finally wound up at a cheap restaurant in Salem at about three o’clock in the afternoon.

This morning Lieutenant Grady<sup>58</sup> arrived on board for passage to England via one of the destroyers. I assigned him to the *Porter* as the *Conyngham* is to have a doctor and the *Wadsworth* a paymaster. Grady had instructions to tell me confidentially that there would probably not be any further orders for me, but that when the ships were ready for sea we should proceed and then would get orders by radio. This does not look like a good method of doing things, and I do not think it will turn out that way. Telegraphed the Department that Special Service Division would sail 5 p.m. tomorrow.

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Tuesday

April 24 [1917]

At Sea

This morning when I returned on board ship I found Lieutenant [Mark L.] Hersey from the Chief of Operations office on board with a number of confidential signal books for use with the British and French navies. He was to deliver them to me in person and when I signed the receipt his duty was completed. Later Lieutenant Commander [William W.] Galbraith appeared; he was routed out from dinner last night in Washington and just had time to catch the Federal Express for Boston. He brought my written orders. It is apparent to me that the Department did not know until yesterday what our destination was to be, and that even if the ships had been ready sooner we would not have sailed until today.<sup>59</sup> My announcement that we would sail on the 24th instead of the 25th as contemplated required some quick work in getting our orders to us.

The orders issued are as follows:

In reply refer to No.

Op-10

Navy Department  
Office of Naval Operations  
Washington

To: Commander, Eight Division, Destroyer Force  
Atlantic Fleet, U.S.S. *Wadsworth*, Flagship.

Subject: Orders.

1. Upon the receipt of the envelope containing sealed orders forwarded herewith, and when your force is in all respects ready for sea, proceed to a position fifty (50) miles east (true) from Cape Cod, Mass., break the seal and carry out the orders enclosed therein.

V.O. Chase  
Acting

The sealed envelope was delivered to me by Galbraith and I gave him a receipt. Although I was informed that the force must proceed to sea immediately on receipt of the orders, still I notice that the orders have the qualifying clause "when xxx<sup>60</sup> in all respects ready for sea." I wonder what would happen if I should consider the force not in all respects ready and so inform the Department.

The *McDougal* and *Davis* arrived from New York this morning.<sup>61</sup> The force spent the day in filling with fuel oil to capacity and in taking on fresh provisions and stores that were arriving at the last minute. We left our ice machines on the dock as their installation would delay us, and we sailed without our target practice ammunition, wrecking mines, and pay accounts. Some of our lamb's wool-lined jackets did not arrive either, but what I regret most is the non-arrival of a large box of laundry which has been following us from Norfolk.

Lulie, Dr. and Mrs. Earle, Mrs. Everson and Mrs. Falge were on board for luncheon. I then went to see the Commandant and Captain [Richard H.] Jackson on the *Virginia*<sup>62</sup> to inform them officially that we were sailing at five o'clock and to tell them good-bye.

At 4:45 p.m. the *Davis* shoved off followed by the *McDougal*, *Wainwright*, *Conyngnam*, *Wadsworth*, and *Porter*. Lulie and Mrs. Johnson were still on the dock when we disappeared down the Bay. I think they were very brave to remain to see the last of us. I know they did not intend to do it, but suppose they just did [it] anyway.

It is a beautiful night. The sea is smooth and we are steaming along at 14 knots. The formation is in column. It will be after midnight before I can open my sealed orders. In the meantime we are headed for a point 50 miles east (true) of Cape Cod.

I always have the blues when I leave home for a trip, but I feel more that way tonight than usual. There is no telling when I will see my family again or what is in store for us. Then it still sticks that the Department did not treat us right. Instead of nagging us and not giving us any information, I feel sure that the proper procedure in this case would have been for me to be ordered to Washington and get the situation explained to me confidentially. I feel that the Department kicked us out rather discourteously instead of saying to us: "You fellows are up against a tough proposition. The Department knows that you will do your best and wishes you success. Good-bye and good luck." If we had been treated that way I would be in a much better frame of mind tonight.

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Wednesday  
April 25 [1917]  
At sea

At 12:05 a.m. today I opened my sealed orders. Following is a copy:

Op-10

Navy Department  
Office of Naval Operations  
Washington

**Secret and Confidential**

To: Commander, Eighth Division, Destroyer Force,  
Atlantic Fleet, U.S.S. *Wadsworth*, Flagship.

Subject: Protection of Commerce near the coast of Great  
Britain and France.

1. The British Admiralty have requested the cooperation of a division of American destroyers in the protection of commerce near the coasts of Great Britain and France.
2. Your mission is to assist naval operations of Entente Powers in every way possible.
3. Proceed to Queenstown,<sup>63</sup> Ireland. Report to Senior British Naval Officer present, and thereafter cooperate fully with the British Navy. Should it be decided that your force act in cooperation with French Naval Forces your mission and method of cooperating under French Admiralty authority remain unchanged.

Route to Queenstown.

Boston to Latitude 50 N.—Long. 20 W. to arrive at daybreak thence to Latitude 50 N.—Long. 12 W., thence to Queenstown. When within radio communication of the British Naval Forces off Ireland, call "GCK" and inform the Vice Admiral at Queenstown in British General Code of your position, course and speed. You will be met outside of Queenstown.

4. Base facilities will be furnished by the British Admiralty.
5. Communicate your orders and operations to Rear Admiral Sims<sup>64</sup> at London and be guided by such instructions as he may give you. Make no reports of arrival to Navy Department direct.

Josephus Daniels<sup>65</sup>

Copy to: C. in C. Atlantic Fleet  
Comdr. Destr. Force  
C.O. Each Vessel of Division.

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Wednesday  
April 25 [1917]  
At sea

I decided to follow generally the east-bound steamer route for this time of year. Of course when Lat. 50 N—Long. 20 W. is reached the instructions given in the

orders will be followed. We have heard much about submarines operating all over the Atlantic, we are always on the lookout for them. Just before sailing, I issued an order to the Division as to procedures in case a submarine is sighted. The order follows:

#3-11

Special Service Division, Destroyer Force

U.S.S. *Wadsworth*, Flagship

24 April 1917

From: Commander Special Service Division

To: Special Service Division

Subject: Procedures in case of sighting enemy submarine and in case of damage to vessel of this force by mine or torpedo.

1. If submarine is sighted, the vessel sighting it will make six toots on the whistle (in groups of two), open fire and head for the submarine. The next destroyer astern will head in the direction of the submarine on parallel course to the other and assist in the attack. Other vessels will continue on course keeping a lookout for other submarines. Use radio as per C-in-C printed instructions.

2. In case a destroyer of this force is torpedoed or strikes a mine, other vessels will not stop but will continue on course and make circle of wide radius around damaged vessels until other procedures become desirable. Vessels passing close to a disabled vessel will throw life preservers if it appears advisable.

J.K. Taussig

We have heard submarines often work in pairs so it is necessary that rescue work be done continuously or there will be a probability of another ship getting torpedoed.

My intention now is to steam in column during the dark hours and in column of sections during the daylight hours. When weather is good will steam at 14 or 15 knots unless the fuel oil reports show that a slower speed is desirable.<sup>66</sup> The weather today has been good, the sea smooth. It was necessary to slow down and stop for three hours in order that the *Conyngham* examine her circulating pump, which developed a knock.

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Thursday

May 3 [1917]

At sea

The past week has been a most uncomfortable one. For six days we traveled eastward with half a gale, the wind blowing steadily from SSE, giving us a rough

sea on our starboard beam. We have been steaming at 12 knots, which was sufficient for the state of the sea, and we have been rolling so much that the mess table has not been set up since April 25th. We have been holding our plates in our laps.

On April 30 we had to stop for three-and-a-half hours while the *Wainwright* opened her main condenser and located and stopped a leak. We had to do the same thing again this morning. This makes a total of 10 hours that we have been delayed on account of necessary repairs. It might have been much worse. And the weather might have been much worse also, for if the wind and the rain had come from ahead instead of from abeam, we would have had a much more miserable and uncomfortable time, and we would have had to slow down materially.

We sighted several steamers which undoubtedly will report us sooner or later. One ship stopped and I thought it possible that she might be a German raider, so hoisted the signal for general quarters.

Day before yesterday while it was quite hazy, the big *Adriatic* of the White Star line hove in sight quite close. She started to run away, but when we hoisted our colors, she resumed her course and dipped her colors in salute as she passed.<sup>67</sup>

Yesterday we were in radio communication with H.M.S. *Parthian*,<sup>68</sup> which ship evidently had been sent out to meet us. We exchanged several messages in regard to position, course and speed, using a special code provided for the purpose. The *Parthian* failed to find us before dark so he sent a message that he would steam same course and speed during night and pick us up at daybreak. But it was hazy and the visibility poor so she failed to find us. Then we stopped for the *Wainwright* to repair [the] condenser. I sent the *Porter*, *Conyngham*, [and] *McDougal* out five miles to try to find the *Parthian*, but they were unsuccessful.<sup>69</sup> Later in the day as we were proceeding, the British destroyer *Mary Rose*<sup>70</sup> fell in with us and remained with us as escort. She hoisted the international signal "Welcome to the American colors" and the *Wadsworth* answered: "Thank you, I am glad of your company."<sup>71</sup>

The sea is now smooth and we are proceeding at 15 knots. We should arrive at Queenstown tomorrow afternoon. I have been wondering if it is generally known there that a division of American destroyers is en route.<sup>72</sup>

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Sunday  
May 6 [1917]  
Queenstown

My time has been so occupied during the past three days it has been impossible for me until now to record the events. I call them events because it seems that the authorities and people are making considerable fuss over our arrival.

To begin with we had a beautiful day on the 4th—the day of our arrival at Queenstown. The *Mary Rose* continued with us and led us by the Daunt Rock lightship where a tug with the official photographer sent from London took moving pictures of the division as we passed. Then we stopped just outside Roche's Point, and a British naval officer went on board each destroyer to pilot us to our berths. Lt. Commander [Thomas H.] Robinson, R.N., was my pilot. With him came Commander E.R.G.R. Evans, C.B. R.N.,<sup>73</sup> Captain of the British destroyer leader *Broke*,<sup>74</sup> who has been assigned by the Admiralty to duty in connection with the American destroyers; Lt. Commander J.W. Babcock, USN (Admiral Sims' Aide), Paymaster E.C. Tobey, USN,<sup>75</sup> who is over here on special duty, and the American Vice Consul, Mr. Sherman.<sup>76</sup> Babcock and Tobey are old friends of mine and of course I was mighty glad to see them. Commander Evans is the hero of a recent destroyer engagement in the English Channel where his ship torpedoed two German destroyers and rammed and sank another in a night engagement. He handed me a letter from Admiral Sir John Jellicoe, K.C.B.,<sup>77</sup> the First Sea Lord of the Admiralty, and until recently the Commander-in-Chief of the British Grand Fleet. Admiral Jellicoe and I served together in the Seymour column in China during the Boxer uprising in 1900, and both of us were wounded at the same time. He took the trouble to write me the letter in his own hand so I quote it in its entirety:

Admiralty Whitehall

1-5-17

[1 May 1917]

My dear Taussig.

I still retain very pleasant and vivid recollection of our associations in China and I am indeed delighted that you should have been selected for the command of the first force which is coming to fight for freedom, humanity, and civilization: we shall all have our work cut out to subdue piracy. My experience in China makes me feel perfectly convinced that the two nations will work in the closest cooperation and I won't flatter you by saying too much about the value of your help. I must say this however, there is no navy in the world that can possibly give us more valuable assistance, and there is no personnel in any navy that will fight better than yours. My China experience tells me this.

If only my dear friend McCalla could have seen this day, how glad I would have been.

I must offer you and all your officers and men the warmest welcome possible in the name of the British Nation and British Admiralty, and add to it every possible good wish from myself. May every good fortune attend you and speedy victory be with us.

Yours very sincerely,  
J.R. Jellicoe

We proceeded up the harbor, 1,000 yards apart. On the shore were many people waving, and as we passed Dog's Nose I heard cheers from the Army people on the port.<sup>78</sup> The *Wadsworth* and *Conyngham* moored to the oiling jetty, and the others moored in pairs to buoy off the town. We commenced oiling immediately. Lt. Commander [Kenneth B.M.] Churchill, R.N., of Vice Admiral [Sir Lewis] Bayly's staff came on board and placed the barge at our disposal. Captain [Ernest E.] Lacy, R.N., came on board to offer his services. He is in charge of Haulbowline dock yard. The Flag Captain, Captain [C.D.] Carpendale, also called on board. In the meantime I had sent a signal to all the division for Captains to report on board as soon as practicable prepared to go ashore to make official calls and to have pictures taken. In the meantime I glanced through a letter of welcome from Rear Admiral Sims. He had expected to meet us here but was called to Paris on a special mission. A note from Vice Admiral Sir Lewis Bayly, K.C.B., who is in command of the coast of Ireland and under whose orders we are to operate, was handed me. It is as follows:

Admiralty House  
Queenstown  
3.4.17  
[3 April 1917]<sup>79</sup>

Dear Lieut. Comdr. Taussig

I hope that you and the other fine officers in command of the U.S. destroyers in your flotilla will come and dine here tonight, Friday, at 7:45 and that you and three others will remain to sleep here so as to get a good rest after your long journey. Allow me to welcome you and to thank you for coming.

Yours sincerely  
Lewis Bayly

Dine in undress: no speeches.

I sent a signal to the Captain of the *Mary Rose* thanking him for escorting us to port and leading us up the harbor. He then sent the following signal:

Captain, Officers and ship's company of H.M.S. *Mary Rose* are very gratified to have the honor of being the first to meet you and your squadron.

It was half past three before Johnson, Wortman, Fairfield,<sup>80</sup> R.F. Zogbaum,<sup>81</sup> and Poteet all got on board the *Wadsworth*. Then, piloted by Commander Evans and Lt. Comdr. Churchill, we started on our rounds of official calls.

I was required to walk over the gangway alone so that the moving picture man could take my photograph as the Commanding Officer of the first American Squadron to cooperate with the Allies.<sup>82</sup> We landed at the naval pier where the American Consul, Mr. Wesley Frost, met us. There were several autos in waiting



and although it was only a short distance to the consulate we rode there. The streets were full of curious people and there seemed to me a great many men for a country supposed to be at war. I have learned since that the Irish people have generally held aloof from any participation in the war and do not consider themselves a party to it.<sup>83</sup>

We went to the Consulate to meet the Lord Mayor of Cork, his staff, and the leading citizens of Queenstown. They were about a dozen all told and this was their call on us—it being considered better to have them come to the Consulate rather than on board ship. The Lord Mayor (Mr. Butterfield), a man of good presence and apparently genial temperament, made a speech of welcome in which he laid stress on the close relations between the Irish and [the] Americans. He said that there was not a family in Ireland that was not connected with the United States by blood ties. When he finished, the leading citizen of Queenstown (Mr. Walter Callan, Resident Magistrate) made a speech of welcome; and when he finished it was up to me to make a few remarks. Speech making is not an accomplishment of mine, but I managed to say something, and my fellow captains were kind enough to say that what I said was all right. As we left the Consulate the movie man was on the job. I forgot to say he was also ahead of us at the landing. However, wherever we went that afternoon the moving picture man was ahead of us.

We proceeded to Admiralty House and reported to Vice Admiral Sir Lewis Bayly, K.C.B., C.V.O.<sup>84</sup> Our stay here was not as long as necessary for us to call on the Brigadier General commanding the military forces in this neighborhood. So away we went in the autos and after a ten-minute ride arrived at the general's house, which is beautifully located overlooking the harbor. General St. John<sup>85</sup> (he calls it Sin Gin) was most cordial. He said my face was familiar to him; and both his face and manner seemed familiar to me. I probably had met him somewhere—either in China or in England when I was there with the Fleet in December 1910, or at the Coronation of King George in June 1911. He introduced us to Mrs. St. John, with whom I chatted for a few minutes, and then we were off. It was time to return to the ships to get our clothes for the night and return to the Admiralty House for dinner. However there was time to stop at the Royal Cork Yacht Club for those who wished to get refreshments. It was now after 7 o'clock, so Johnson, Fairfield, Zogbaum and I, who were to stay all night at the Admiralty House, went on board ship and got our equipment. At 7:30 p.m. we assembled at the Yacht Club and proceeded to the Admiralty House. Admiral Bayly has no family. His niece, a charming young woman (I shall guess to be about age 30), keeps house for him. Her name is Miss Voysey.<sup>86</sup> She was the only woman present at the dinner and did the honors gracefully and attractively. I had the pleasure of sitting on her right and next to me was Rear Admiral H.V. Elliott, R.N. (Retired), who is in charge of the Coast Guard at Queenstown. The others at table besides us American Commanding Officers were Comdr. Evans, the American Consul, Mr. Frost,

Captain Carpendale, Babcock and Tobey. Admiral Bayly is a prohibitionist, so there was no wine.<sup>87</sup> It was after nine o'clock when we got up from the dinner table. The evening was mild and it was still daylight. So we went on the verandah and enjoyed the view.<sup>88</sup>

The Admiralty House is beautifully situated on top of the high hill overlooking the harbor. When it is clear a fine view is obtained of the entire bay and far out to sea. The Admiral's offices are in the basement, in a wing of the house, and in an outbuilding. They are extensive, and the staff is busy, as there is an immense amount of detail work in connection with the patrol of the coast and the steam ship approaches. But in the residence part of the house all seemed quiet and serene, the only evidence of business being the frequent entry of a noiseless messenger who handed a wireless telegram to the Admiral and departed. There is a signal station close by with tower, which overlooks all the shipping, and it is from here that signals are sent to and received from the men-of-war. The Admiralty grounds are extensive. Miss Voysey and Admiral Bayly showed us around. The air was very sweet with flowers in bloom and birds singing. They say the spring is late this year, but things here are much further advanced than they were in Boston when we left there. There are many fruit trees just beginning to blossom and the potatoes and other vegetable plants are well out of the ground. One part of the grounds is put aside for the use of Commanding Officers and their families.<sup>89</sup> Not many of them have families here, and I regret that mine is not here so I could see them. It was hard to realize that we had completed an uncomfortable ten-day trip across the ocean and were suddenly transplanted to this peaceful place. It seemed like a dream.

It was 11:30 p.m. before we retired. I had a large front room overlooking the harbor. The moon was shining brightly and I could see far out to sea where the red light of the Daunt Rock lightship was flashing. We had come up through the channel there, and only the previous night the German submarines had planted ten mines only six feet from the surface. This was the first time that mines had been found so near to the surface although hundreds of them have been swept up by the mine-sweepers, which are continually at it day and night. The sweepers picked up these mines before we arrived so we were probably saved from an accident at the very beginning. There is no doubt but that the Germans knew we were coming to Queenstown and the approximate time of our arrival in spite of the great show of secrecy made by the Navy Department.<sup>90</sup>

I found that the valet had laid out my pajamas and turned the bed clothes down. He asked me at what time I wished to be called and would I have tea or coffee and a hot bath or a cold bath. I told him 8 o'clock, coffee, hot bath, and soon afterwards was luxuriating in the big double bed.

I was awake before 8 o'clock [Saturday, 5 May 1917], but coffee was brought in at the time specified. I am not used to drinking coffee before I get up in the morning

but had no difficulty in accomplishing it. The thing I enjoyed most was the hot tub bath. We have no bath tub on the *Wadsworth*—only a shower. And I much prefer the tub. All my clothes were laid out ready for putting on. In fact everything was done for me that was not absolutely necessary that I do for myself.

We had breakfast at 9 o'clock. This was served regular English style. That is, all the various dishes are on the side tables and each one helps himself and sits down to the table. When anything else is wanted, up you get and get it. Very much like our dairy lunch rooms.

At 9:30 we departed for our ships where we arrived about 10 o'clock. It seemed to me there was lots I had to do in connection with the ship and the division but there was no time to do it. It was decided that all ships that could, should strike their topmasts, have depth charges installed,<sup>91</sup> and put ashore all stores, etc., that were not needed. We have tons of stuff that was put in just before we left and which would ordinarily have been carried by the parent ship. It was pointed out to us that we should have our draft as light as possible because a few inches might save us from hitting a mine.

All the Commanding Officers and Commander Evans were on board the *Wadsworth* to receive the official call of General St. John at 11:00 a.m. and that of the American Consul at 11:30 a.m. These calls took up the rest of the forenoon. Comdr. Evans remained for lunch, and at 1:30 we picked up the Captains and started for Cork in the Admiral's barge to return the call of the Lord Mayor and to call on the Major General commanding the forces of Southern Ireland. The ride up the river is a beautiful one and took forty minutes. Judging from the outside appearance Ireland has not been affected in any way by the war. The country is green and dotted with cattle. The wharves at Cork were busy and the streets of Cork crowded. Automobiles met us and took us first to the City Hall where the Lord Mayor had assembled his staff to receive our return call. This time it was up to me to open up with the speech making, but my remarks were brief. The Lord Mayor responded with considerably more of a speech than I made. I understand that the Irish love speech making! Wine was brought in and the Lord Mayor proposed the health of the American Naval Officers and I proposed the health of the Lord Mayor and the city of Cork, after which we departed for the General's house. We were cordially met by Major General Beauchamp Doran,<sup>92</sup> who commands the Southern District, Ireland. There were about a dozen officers of his staff present. The General impressed me as a most affable gentleman and insisted on coming to Queenstown the next day to return our call in person, although I told him it was not at all necessary. He said he would come at three o'clock in the afternoon if that were convenient, and I told him it was perfectly satisfactory, although it wasn't. I would much prefer that he had named a morning hour.

Johnson and Zogbaum returned by rail to Queenstown with the American Consul, as Mrs. Frost was expecting them to tea at 4:30. The rest of us went to the city club where we remained about half an hour. One of the automobiles placed at our disposal belongs to an American, Mr. Brown,<sup>93</sup> who is the architect for the big Ford tractor plant that is to be erected on the site of the race course near Cork. Mr. Brown has been very nice to us and invited us to his place at anytime. Another gentleman was a Mr. Peily,<sup>94</sup> who, I understand, is a banker. These gentlemen wanted us to remain for dinner and then go to the theater. Wortman, Fairfield, and Poteet accepted, but I pleaded having too much to do, so Evans, Babcock, and I returned to Queenstown in the barge. I arrived on board ship just in time for dinner.

Although I felt that there were letters I ought to write and official paper work that should be attended to, I was too restless to sit at my desk; so after dinner I got hold of Johnson and we went to the Queens Hotel to call on Commander and Mrs. Evans, and Paymaster and Mrs. Tobey. We were fortunate in finding them in. Evans had just received a telegram congratulating him on his promotion to Captain and the award of the D.S.O. He is only 36 years old and has had a varied and interesting career, which has resulted in his receiving many decorations from various sources. He was second in command of the Scott Antarctic Expedition to the South Pole, and afterwards made an extensive lecture tour in the United States. He was engaged in this when the war broke out, and he returned to England immediately.<sup>95</sup> Evans is a man of medium height, strongly built, and has a nice frank face with a pleasing smile. He is full of "pep" and impresses one as thoroughly knowing his job, as having a large amount of common sense, and possessing to a rare degree that most important quality of being able to distinguish between what is important and what is not important. Mrs. Evans is a Norwegian—of the pretty type. Blond and a good figure—she smokes cigarettes charmingly.

It was late when Johnson and I returned to our ship. I was restless during the night—dreaming about submarines, Lord mayors, Admirals, etc.

This morning—Sunday [6 May 1917]—I wrote letters and attended to my mail until 11 o'clock when Captain Carpendale came on board to make the Vice Admiral's official return call. Then all Captains went to the Admiralty House where Admiral Bayly gave us a talk in regard to the kind of duty we were to perform, and general advice as to how to meet certain conditions. He said in substance that the problem before us was a serious one; that as soon as we pass beyond the defense of the harbor we face death until we return; there we must presume that a submarine is always watching us, and that although we may go for days without seeing a submarine or anything suspicious, we must not relax for an instant or we might lose our opportunity to destroy a submarine, or it may give the submarine a chance to fire a torpedo into us; the intention was to send us out for periods of six days and then come in for two days rest; about once a month we

would have five days for boiler cleaning; stationary periscopes may be decoy mines; do not ram them but shell them; in picking up survivors of ships sunk beware of stopping until thoroughly convinced that no submarine is about; we must not risk the lives of our crews in order to save a few others; the submarines used to sail away after torpedoing a vessel, but now they usually remain in the vicinity to loot the vessels if conditions are favorable; if we see a ship struck, go after the submarine and let the rescue work wait. Our duty is: first, to destroy enemy submarines; second, to convoy and protect shipping; third, to save lives if we can.<sup>96</sup> To miss an opportunity to sink a submarine means that he [the submarine] remains to sink other peaceful vessels and destroy more lives; do not try to tow large vessels; do not turn on searchlights; do not allow any lights whatever at night, nor matches to be struck; our speed will depend on wind and sea; never make less than 13 knots; always zigzag or the submarine will plot your position; submarines usually get between the sun and target; if approaching a torpedoed vessel do so with the sun astern; on patrol do not patrol regularly from one end of the line to the other, but proceed irregularly so the submarine cannot establish the ship's position; make signals short; do not repeat the names of vessels; watch fishing vessels as they may be submarines in disguise; submarines frequently disguise themselves, using masts, and sails and funnels; if a conning tower is shot away it does not necessarily mean that the submarine is destroyed; depth charges are not always fatal; it is necessary to get close to the submarine to destroy it. There were numerous other points which I do not now recall, but which I think made sufficient impression to be useful. Admiral Bayly is a man of few words and much action. He wants results and it is results which count with him. He is said to be a task master but withal quite reasonable. I think all of us will be able to get along with him without any difficulty or friction.<sup>97</sup>

This afternoon General Doran and staff called. As soon as they left I gathered up Wortman, Poteet, and Fairfield, and we went ashore for tea with Mrs. Frost, the American consul's wife. Mr. Frost met us at the landing and had jaunting carts ready to take us to his house. I had never before ridden in a jaunting cart, and must say that I did not find it any too comfortable. On the way we picked up Captain and Mrs. Evans, who were walking. The tea was very nice, there being a few other guests—among them Mr. and Mrs. Brown. Mrs. Frost has a little two-year-old daughter who came in with a wee little dolly and showed us how the doll was put to sleep.

I was glad to get back to the ship, have dinner quietly on board, and to spend the evening in my room. I think tomorrow I will devote to ship's work if it is possible. I have two engagements, however. At ten o'clock the Captains, Executives and Gunnery Officers will assemble on here and Captain Evans will tell us his experience while performing three years of patrol duty. In the evening all the Captains will dine with Captain and Mrs. Evans at the Queen's Hotel. I wanted to

have Mrs. Evans come on board the *Wadsworth*, but at present no civilians or women are allowed on board. This is the rule for British ships and I am adhering to their rules.

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Monday  
May 7 [1917]  
[Queenstown]

Several invitations to the various clubs have been received. The first one, from the Cork Club, reads:

The Committee of the Cork Club hope that the Admiral and Officers of the American Fleet will consider themselves Honorary Members of the Club for the duration of the war.

From the Yacht Club I received the following:

Royal Cork Yacht Club—Queenstown 4th May 1917

Dear Sir:

The Committee and members of the R.C.Y.C.<sup>98</sup> will be very much honored if Lieut. Comdr. J.K. Taussig and officers of the U.S. Destroyer Flotilla will make use of the club premises as Honorary Members during their stay in harbor.

If you would kindly make this offer progressive as far as future visiting ships of your fleet are concerned I shall be much obliged. With greetings from the club.

I remain,  
Yours faithfully,  
H.B. Bruce,  
Secretary.

All U.S. destroyers operating on this side have been placed under command of Rear Admiral Sims. He has issued the following operation order:

U.S. Destroyer Force  
European waters,  
29 April 1917

Operation Order No. 1.

1. Enemy submarines operating against Allied commerce in increasing numbers.

2. This force cooperate with, and operate under, direct command Vice Admiral Commanding British forces based in Queenstown.

3. Keep U.S. Destroyer Force Commander informed periodically of military service performed.

Eliminate all official usual routine correspondence and reports which interfere in any way with efficient military service.

Give particular heed to physical condition of personnel.

4. In absence [of] U.S. Supply Vessels obtain necessary supplies and repairs by direct request on British Headquarters, Queenstown, details and accounting to be arranged upon arrival U.S. Supply Officer.

5. Forward official mail via British official routes. Use U.S. Service Radio Code for Code messages to Force Commander.

Wm. S. Sims  
Rear Admiral, U.S.N.  
Commanding, U.S. Destroyer Force  
European Waters

Original to  
Commander of the Des. Div.  
Copies to all vessels and  
Secretary of Navy (Operations)  
Vice Admiral Commanding Queenstown  
First Sea Lord, Admiralty  
U.S. Naval Attaches, London & Paris

J.V. Babcock  
Lt. Comdr., Aide<sup>99</sup>

Beginning at 10 a.m., Captain Evans told us his experience while on patrol, gave us some suggestions and advice, and then told us the story of the engagement between the British flotilla leaders *Swift*<sup>100</sup> and *Broke* on one side, and six German destroyers on the other side. He answered innumerable questions which were put to him by various officers, and the session continued until noon. It was a most satisfactory meeting.

The Division is ready for sea with the exception of the installation of the depth charge releasing gears. This should be finished tomorrow. The operations of placing excess stores and equipment ashore is continuing. Those that can have their topmasts down, and all of us have the British battle recognition lights installed.<sup>101</sup>

Sub Lieutenant Alston, R.N., has been conducting a wireless school for [U.S.] signal officers and radio operators. They meet every day for two hours and are instructed in British methods of operations and in coding and decoding. There

are a number of codes that must be used—as it is essential in order to maintain their integrity that different codes be used for the merchant vessels, auxiliary patrol vessels, patrol vessels, and vessels of the Fleet. Then there is the code for use between British and American men-of-war, and the Anglo-French-Russian code. It sounds like a lot and it is a lot, but I have no doubt that after a week or two it will all be simple to those whose duty it is to perform this duty.

Last night or yesterday afternoon the *Lavender*,<sup>102</sup> one of the sloops, was torpedoed. The Captain, one officer, and about 20 men were lost. The remainder of the crew were picked up by one of the patrol boats and brought into Queenstown. Survivors are frequently brought here, but it is not that often that a man-of-war is torpedoed. It shows however that we must be on alert at all times or the submarine may get a chance at us.

Our dinner with Captain and Mrs. Evans at the Queen's Hotel was very enjoyable. We remained until about eleven o'clock before returning to our ships.

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Tuesday

May 8 [1917]

[Queenstown and at Sea]

Everson has completed his watch bill for the duty to be performed under these unusual conditions. During daylight, three gun crews will stand watch in rotation at the forecastle. One man will be lookout at the gun—being relieved every half hour. The rest of the gun crew on watch will be permitted to sit down. At night gun crews will relieve every two hours.

The fourth gun crew will stand the lookout watches, day and night. Lookouts relieve every hour during daylight and every half hour after dark. At night the relieved lookout must remain with his relief for five minutes to insure his being used to the darkness.

The day lookouts are: one at the forecastle gun, one in the fore top (petty officer), one on the bridge, one on the after deck house (chief petty officer). The fire control talker on watch also acts as additional lookout on the bridge. At night: one on the forecastle gun, one on the search light platform, two on the bridge, two on the after deck house.

The officers stand a watch in three excepting that Everson stands the second dog watch. During the dark hours, at present from 10 p.m. to 4 a.m., either Everson or I are on the bridge in addition to the officer of the deck—each taking three hours.

Quartermasters and radio operators stand a watch in three. There is a radio coding and decoding watch composed of the Chief Pharmacist's Mate, Chief Yeoman, and Chief Electrician. Gunner's mates stand a wheel watch in four.



This is a strenuous routine and means that there are no such things as all nights in for anybody while we are on patrol. There may be interruptions at anytime owing to general quarters alarm gongs ringing.<sup>103</sup>

At ten o'clock this morning the Captains went to the Admiralty House to receive our orders. The Admiral said he was going to try having us spend 6 days out and 2 days in, but for the first trip the *Wadsworth* and *McDougal* would go for four days, the *Conyngham* and *Davis* for six days and the *Porter* and *Wainwright* for eight days. Our first two days in port would be at Berehaven.

The operation order is as follows:

Orders for Destroyers—Area XXI.  
No. W. 30. Admiral's Office Queenstown,  
7th May 1917

Memorandum.

1. Destroyers will be worked as far as possible in the following pairs:  
*Magic*,<sup>104</sup> *Narwhal*;<sup>105</sup> *Wadsworth*, *McDougal*; *Sarpedon*,<sup>106</sup> *Mary Rose*;  
*Conyngham*, *Davis*; *Porter*, *Wainwright*; *Marne*,<sup>107</sup> *Rigorous*;<sup>108</sup> *Parthian*, *Peyton*.<sup>109</sup>
2. The principal areas on which it is intended they shall work at present are: L. 3,4,5; I. 4,5,6; G. 2,3; G. 6,7; U. P. R. 6; C. 3; A. 4; M. 4.<sup>110</sup>
3. It will not be possible to man all these areas at once, but such areas will be occupied as the submarine pressure at the time requires.
4. An attempt will be made to work the destroyers six days at sea, and two days in harbor, ships leaving and arriving at 8:30 a.m. B.S.T.
5. When ships have done much full speed, chasing submarines, etc., they may not be able to remain out their full time, as they should start for home when two-thirds fuel short if that event should occur before their six days are up, thus leaving sufficient fuel to chase a submarine when on the way home if such a chance occurs.
6. Shelter may always be taken on account of bad weather, serious derangement of machinery, or to save the life of a member of the crew, etc., without asking permission, but I should be informed as soon as possible so that the gap left open in the patrol may be filled up if necessary.
7. A program is attached as a beginning, it will doubtless have to be modified later. When ship wrecked crews are picked up they should only be brought direct into harbor if the captain has special reason for doing so; otherwise they can be kept on board the ship remaining on her patrol.
8. Submarines lately have nearly always returned to a torpedoed but floating steamer to get metal out of her.<sup>111</sup> Approach her with the sun at your back; be careful not to fire at the boats while at long range.
9. When you meet what appears to be a valuable ship escort her if the waters near are considered dangerous. If an "S.O.S." call is received, and you think that you can be in time to help, go and assist her; but do not as a rule go over 50 miles from

your area. Be careful not to ram boats to sink them as cases have occurred lately when they have been left with bombs in them ready to explode when struck.

10. Senior officers of destroyers are to give the necessary orders as regards what speeds to cruise at, orders for zig-zagging, etc., as they know the capabilities of their ships best.

11. When escorting, it has been found best as a rule to cross from bow to bow, the best distance being about 1,000 yards off; but this depends on the sea, visibility, etc.<sup>112</sup>

12. Reports of proceedings are not required on arrival in harbor unless for some special reason such as signaling for attacking submarines, rescuing survivors, etc.

Lewis Bayly  
Vice Admiral

Beginning at 2:00 p.m. we unmoored from our buoys and started on our first hunt for the wily submarine. We had on board as passengers Captain Evans, who volunteered to go in order to give us the benefit of his experience; and Lieut. Alston, who is to get our radio people started right.

The lookouts have been all eyes and there is nothing on the face of the sea that has not been reported—birds, fish, drift wood—and a periscope! We went to general quarters and our periscope proved to be a boat hook. We passed several merchant ships under escort by sloops.

Just after 11 p.m. the general alarms rang and just as I got on the bridge I heard an explosion aft. The ship was going ahead full speed. I thought we had been struck in the stern by a torpedo but soon learned that a depth charge had been dropped. Everson and Falge were on deck and they had seen what they took to be the phosphorescent wake of a submerged submarine and in passing over it saw many bubbles coming up, so the depth charge was let go. We circled around several times and saw by the great amount of phosphorescence that the water was much disturbed, but could see no evidence of our having spotted a submarine—so we proceeded on our way towards our assigned patrol area.

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Saturday  
May 12 [1917]  
Berehaven

Until this morning we have been patrolling our area, and have seen plenty of wreckage, several boats adrift, oily streaks and oily areas. We have not seen a submarine, but went to general quarters at least half a dozen times on sighting suspicious objects. If a submarine succeeds in torpedoing us it will not be so because we do not keep a good lookout.<sup>113</sup> I feel sure that at present the submarines are avoiding the patrol vessels and are going after unescorted merchant ships

where there is very little danger to them in the attack. If this is so the best defense will be to have so many patrol vessels that all valuable ships can be escorted as soon as they get in the danger area, which according to Germany begins at 20° West Longitude, although only a few submarines have worked beyond 15° West Longitude. If enough patrol vessels become available to keep the submarines down or make it extremely dangerous for them to attack merchant vessels, then their operations become a failure from their point of view, and in order to get at the merchant ships they must first destroy the patrol vessels. Perhaps the conditions will require this action on their part before very long.<sup>114</sup>

Yesterday we fell in with the British merchant steamer *Middleham Castle*, loaded with shell and hay and bound for Liverpool. He was not on the list of ships to be escorted, but as he was going my way I escorted him until dark. I then left him in order to proceed to Berehaven in accordance with our schedule.

Captain Evans was anxious to get the morning train for Queenstown and was not sure at what time it left Bantry, so instead of going into Berehaven I sailed by and proceeded fifteen miles farther up Bantry Bay to the town of that name, where we anchored about eight o'clock. This is a picturesque harbor with plenty of water and room for many destroyers. After breakfast we said good-bye to Captain Evans and Lieutenant Alston. It was a great pleasure to have had them on board and I think Captain Evans enjoyed the trip. Lieutenant Alston was sea sick the entire time so I know he did not enjoy it.<sup>115</sup>

Arriving at Berehaven we went alongside the oil ship and refueled immediately. The *McDougal* had arrived shortly before us and was refueling. The sloops *Snowdrop*,<sup>116</sup> *Laburnum*<sup>117</sup> and *Poppy*<sup>118</sup> (Lieutenant Commander Sherston,<sup>119</sup> Lieutenant Budgen,<sup>120</sup> and Lieutenant Hastings<sup>121</sup>) also called. Then Lieutenant Commander Sharp, R.N.,<sup>122</sup> the King's Harbor Master, called. He recently sprained his ankle and was on crutches. When we finished oiling [we] shifted berth to Lawrence Cove.

After lunch I wrote letters and attended to official mail for a couple of hours. We were much disappointed at not receiving any mail from the States.

At 3 o'clock the steam launch called for us and Fairfield and I proceeded to Castletown. It rained most of the way, so the trip was not a pleasant one. We passed by four steamers which had been torpedoed at various times and successfully towed into Berehaven where they were run aground, patched up sufficiently to pump the water out and then taken to Queenstown or some other place for permanent repairs. One of the steamers was a special service ship. After she was torpedoed all hands except the Captain and gun crews abandoned ship. When she was apparently deserted and sinking the submarine came to the surface close aboard. The Captain pressed the button, the sides of the deck houses concealing the guns fell away, the guns opened fire and before the submarine could submerge she was destroyed. The special service ship was then towed into port, her cargo of lumber holding her up.

I hear that the captain, Commander Campbell, R.N., has destroyed three submarines by means of these ships, and that he is the only British naval officer who has been awarded both the V.C. and the D.S.O.<sup>123</sup>

We found the Senior Officer's office in the hotel. We were cordially received by him (Commander Odairne U. Coates, R.N. (Retired)).<sup>124</sup> After a short visit we walked through the town, Comdr. Coates accompanying us in spite of the rain. Castletown looks to me as if it must have the same appearance as it had several centuries ago. I do not think it has changed much with the passing years.

When I returned aboard ship I found the wardroom full of officers from the barracks on Bere Island. Lieut. Colonel S.F. Kirkwood, Cork R.G.A., was the senior one and is in command of the Garrison. Many of the officers had been wounded at the front and are now doing instruction duty at the post. When they left the ship we were requested to take supper with them at the Barracks tomorrow night, but I declined on the plea of having too much to do. With the tiresome and fatiguing tour of duty at sea, I want to do all the resting I can during the two day stay in port.

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Sunday

May 13 [1917]

[Berehaven]

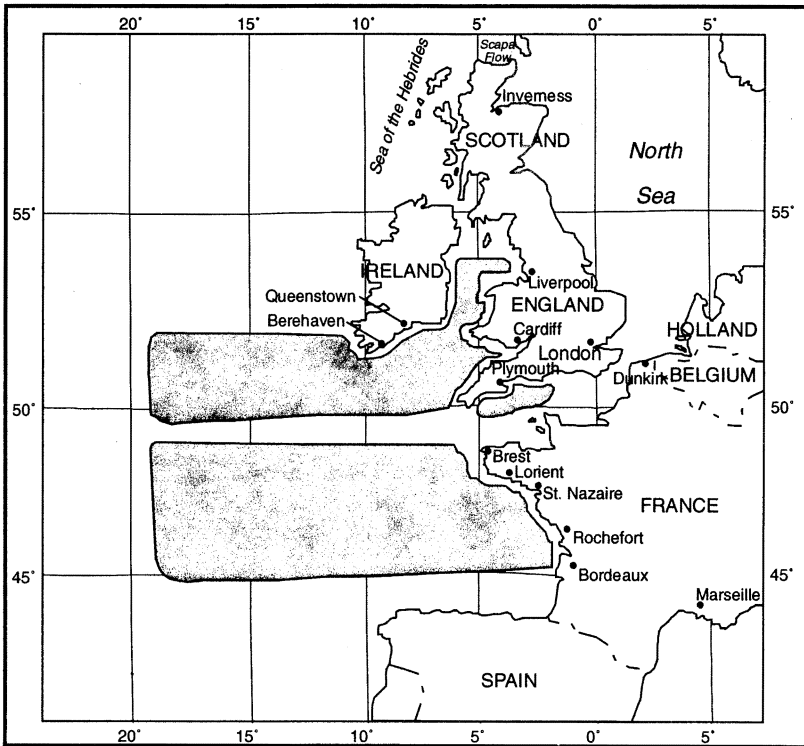
One month ago today received the orders to sail at daylight for New York. It seems like a much longer time than that.

Today has been a quiet one. This forenoon Commander Coates returned Fairfield's and my call. I lunched with Fairfield on the *McDougal*. During the greatest part of the day it had been foggy, but it cleared sufficiently at four o'clock to see the shore, so Fairfield and I decided to go ashore and call on Lt. Comdr. and Mrs. Sharp. Their picturesque little house overlooks the bay and can be seen from the anchorage. The landing is not a good one for motor boats as it is necessary to put the bow ashore and jump off. However we succeeded in doing this after running aground a couple of times. We found the Sharps in, but in a somewhat crippled condition. Mrs. Sharp was reclining on the sofa and apologized for not getting up as it was very hot a few days ago and while working in the garden she got a touch of the sun. Sharp was still hobbling around on his crutches. Lieutenant Budgen and Hastings were calling also. Tea, cake and toast were served. There was an open fire and besides the people sitting around, there were two Skye terriers making themselves comfortable on the rug in front of the fire, and once in a while a huge mastiff came in and took a look around. It was very pleasant. The Sharps' house is the only one that I could see in the neighborhood. Mrs. Sharp said there

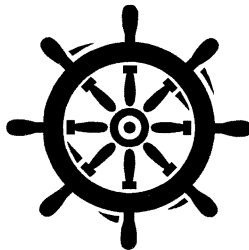
was no opportunity to get lonely as not a day passed that some of the officers from the different ships did not come in for tea or dinner. Sharp has bought the place where he is living. I have been wondering whether he bought it because he was appointed King's Harbor Master, or whether he was appointed King's Harbor Master because he owned the house. Anyway, Mr. Frost, the American Consul at Queenstown said Sharp had plenty of money. I noticed that he was making many improvements about the place, and I also noticed a nice looking automobile in the garage. Running autos is expensive around here these days, with gasoline (petrol they call it here) costing 2 shillings 6 pence a gallon.

The Sharps gave us a number of copies of the English Weeklies *Sketch*, *Tattler*, & *Punch*—which we brought back to the ship with us.

The *Wadsworth* leaves at 8:30 tomorrow morning for our patrol station. We leave at 8:30 B.S.T. (British Summer Time). They have done for Great Britain what has been agitated much in the United States, i.e., put the clocks ahead one hour in the summer time. I hear that some of the Irish people are very indignant about it and refuse to set the clocks ahead—thereby biting off their own nose[s] to spite their faces. We on board ship keep B.S.T. when in port, and G.M.T. when at sea.<sup>125</sup>



Joseph R. Nunes, Jr.



The German U-boats concentrated where Allied shipping was thickest in the Atlantic approaches to Britain and France. The main U.S. escort bases were at Queenstown and Brest. Destroyers met convoys from the United States bound for British ports at the far end of the northern zone shown on the map, about 400 miles from Queenstown; and those bound for French ports at the far end of the southern zone, about 500 miles from Brest. Many more ships sailed to the British ports than to the French. Accordingly, it was in the northern zone that U-boats were most likely to hunt their prey.

## III

### Escorts and Convoy

Monday

May 14 [1917]

[Berehaven and at sea]

As we were proceeding to sea this morning, the *Conyngham*, *Davis*, *Porter*, and *Wainwright* stood in. We only had four days out and they have had six days, so I know that they are tired and glad to get in for a rest. I think six days is too long a period to keep up the strain of a vigilant lookout such as is required by all hands while performing this kind of duty.

Received a wireless message from the Vice Admiral to meet and escort the *Tuscania*—at half past three sighted the *Tuscania*.<sup>126</sup> The sloop *Gladiolous*<sup>127</sup> was escorting her. At 4:00 p.m. I relieved the *Gladiolous*, and the *Tuscania* immediately increased speed from 12 to fifteen knots. The *Wadsworth* zigzagged ahead of her from bow to bow at 20 knots speed. Passed through considerable wreckage and saw one boat adrift. The name "Calchas" was on the boat. At dusk passed through a fleet of steam trawlers with nets out. Ran over a couple of their nets as saw them too late to avoid it. So far as could be seen no harm was done. At 11:15 p.m. we were met by the British destroyer *Peyton*, to which ship I turned over my convoy and started back for my patrol station.

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Tuesday

May 15 [1917]

At sea

At eight o'clock this morning sighted a steamer which turned out to be the *Manchester Port* from Philadelphia [headed] for Liverpool, loaded with ammunition. Escorted her until 2:45 p.m. when was relieved by the sloop *Poppy*. This escorting of ammunition ships is not a pleasant occupation because if they are hit by a torpedo and the cargo explodes, it is hard to tell what would happen to the escort. While returning to our patrol station spoke the Uruguayan steamer *Maldonado* bound for Queenstown—she looked very suspicious to me as her lines seemed very fine for a merchant ship. However I decided to let her go unattended.<sup>128</sup> About eight o'clock we went to general quarters when a lookout reported a periscope. It turned out to be a floating spar. Received a wireless from the Vice Admiral to meet the *Orduna* in Latitude 52° 40' North and Longitude 15° W., at three o'clock tomorrow and to escort her to Latitude 53° N., in the Irish Sea. The wind has been increasing all day and the sea coming up with it. It is from the S. Eastward and does not interfere with us so long as it is not forward of our beam. While doing this patrol duty we cannot keep it the way we want it.

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Thursday  
 May 17 [1917]  
 At sea

Last night it was too rough and uncomfortable to attempt to write anything. It is evident that the *Orduna* had not heard about the U.S. destroyers patrolling this neighborhood, or if he had heard the Captain was very suspicious of us. When I asked his position by wireless (in code of course) he replied by asking me to spell the name of my ship in code. I did this and then received the reply "What is the name of paymaster on board, friend of Dr. Twigg." I answered "White." He then gave me his position but said he had no observation for forty eight hours.<sup>129</sup> It was very rough going so I did not get any farther to leeward than was necessary. At half past three we sighted the *Orduna* and proceeded with her. We now had to head right into the big seas at a speed of 15½ knots. We pounded a great deal, took seas over our forecandle and spray over the bridge and smokestacks continually. It was impractical for us to zigzag and I was about to ask the Captain of the *Orduna* to slow down, but changed my mind and decided to hang on. *Orduna* had our first Red Cross contingent on board—among them 50 women nurses, who frequently waved little American flags when we were close.<sup>130</sup> As we neared the coast of Ireland the swell gradually diminished and at half past three this morning we increased speed to 17 knots and zigzagged ahead of the *Orduna*. Went to general quarters once on sighting a spar which was taken for a periscope. This is the first time we have steamed all along the southern coast of Ireland, and the thing that



impressed me most was the large amount of shipping. The submarines may be able to get many ships, but the many they get is very small in comparison with the large number that are sailing the seas and making British ports. We went to quarters a second time on sighting a small British patrol boat which at first was taken for a submarine on the surface. At 9 p.m. I went close to the *Orduna*, hailed them, told the Captain there was a light showing through a port on his bow and called "good-bye." The *Wadsworth* then headed around and proceeded to our new patrol station which this time is off the southeastern corner of Ireland.

Tonight we picked up the wireless press news sent out from the Poldhu station.<sup>131</sup> One item was a statement that United States destroyers had arrived in European waters and were cooperating with the British fleet. So at last a well known fact has been made public.

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Friday

May 18 [1917]

At sea

At nine o'clock this morning intercepted a wireless message from one of the sloops about twenty miles from us saying that a submarine had been sighted on the surface at 8:44 and that it had submerged headed west. I figured that the submarine would not continue west as that course would lead to shallow water, but would probably head southwest, parallel to the coast, and decided to allow him eight knots and try to intercept him. Much to my surprise we sighted him on the surface after going forty minutes. It was quite hazy and I was not sure at first that it was not a boat, but I knew he was a submarine when he submerged before we could fire a shot. Tried to find his wake in order to run over him and drop a depth charge but was unsuccessful. Spent the rest of the day looking for this fellow. Towards late afternoon it became very hazy and the visibility was so poor there was little chance of running across him again so I returned to my patrol station.

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Saturday

May 19 [1917]

Queenstown

This morning returned to Queenstown for our two days of rest and recreation. Found the *Rowan*,<sup>132</sup> *Cassin*,<sup>133</sup> *Ericsson*,<sup>134</sup> *Winslow*,<sup>135</sup> *Jacob Jones*, and *Tucker* in

port, they having arrived two days ago. The *Conyngham* is also in port—fixing up her turbines which required some of the leading removed.<sup>136</sup>

As soon as the *Wadsworth* moored to the oil dock, Courtney,<sup>137</sup> Vernou,<sup>138</sup> Nichols,<sup>139</sup> Wygant, Bagley and [Charles T.] Hutchins came on board. There was much talking all around, but I am inclined to think that I did the most of it. A little later Admiral Sims came on board. He is staying for a while at the Admiralty House as the guest of Vice Admiral Bayly. Babcock is there with him also. [Commander Joseph F.] Daniels,<sup>140</sup> who is assigned to his staff, came over on the *Ericsson*, but will live on the *Melville*<sup>141</sup> when she arrives, and have an office at Admiralty House. Courtney says his division came over without mishap, but that the passage was rough [but] with the sea behind them, fortunately.

Babcock handed me the following, which was received May 8th at the Embassy, London:

No. 14007. To Naval Attache.

Taussig and Johnson are directed to assume the rank of Commander. Their commissions have been signed by the president.

Daniels, Secretary Navy

I think it was very nice of the Department to send this cablegram, but as Senior Officer Present I had already authorized myself to assume the rank of Commander and had been wearing the uniform since my arrival here.

We received our first mail from the States, and although the last date was May 3rd, it was a great relief and pleasure to hear from Lulie, and Mother and Father. They of course had no word from us since our departure.

As the Admiralty has just made public the announcement of our arrival, the papers are publishing the news for the first time. The attached clipping is from the *Cork Evening Echo* of May 18, 1917.

The last paragraph reads as if Admiral Sims had come over with us, instead of having preceded us. He was not present in Queenstown when we arrived.<sup>142</sup>

*Cork Evening Echo*, 18 May 1917:

#### U.S. Destroyers Queenstown Visit

Our reporter writes: The oft-repeated query as to whether an American fleet would, after its Country's declaration of war, come over to this side to take a practical hand in the war game, has now been fully answered by the arrival recently of a flotilla of business-like grim-looking torpedo-boat destroyers, and there is no doubt as to their taking a hand in the submarine smashing game as already they have had a "brush." . . . Admiral Sims, who is in charge of the American flotilla on this side, was met on his arrival by the Vice-Admiral commanding at Queenstown. . . .

Sunday  
 May 20 [1917]  
 Queenstown

This has been a quiet day and I have spent the greater part of it in reading the papers and writing letters. The letter writing is very difficult owing to the censorship. There is much that could be written that would not and could not possibly give aid to the enemy, yet the censorship rules are such that one can not say anything about operations. The worst feature is the lack of information received by the families of officers and men who are serving far from home.<sup>143</sup>

The *Conyngham* completed repairs to her turbine and proceeded to sea. The *McDougal* came in late last night. She should have been in [during] the morning but got caught with a convoy.

This afternoon Fairfield and I took a walk. A very good view of the harbor is obtained by walking along the upper road to the left of the landing. It has been a fine day and there were lots of people out. We finally reached the country and had a good view of the surrounding country. The vegetable gardens seemed to be flourishing, there were fields of young wheat or oats or rye, lots of cattle and plenty of chickens, ducks, etc., to be seen. There were no signs of the country being at war, except perhaps an abnormal lot of uniforms. Many birds were singing and many flowers blooming; the air was fragrant, so the walk was enjoyable.

We are due to go out to sea for five days at 8:30 tomorrow morning.

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Monday  
 May 21 [1917]  
 At sea

We left Queenstown this morning on schedule time, and proceeded to the westward. Our patrol station is well out to sea. Sighted a steamer in the afternoon and decided to speak her. She turned out to be the British steamer *Consola* bound for Glasgow with a cargo of iron ore. Let her go on alone.

A little after 9 o'clock p.m. a small boat under sail was reported on the port bow. We stood over towards it at full speed because it was possible that it might be a submarine with sail up. When submarines are on the surface they sometimes put up sails as disguises. It was dusk at this time and when the people in the boat saw us standing towards them, they took down the sail. I was then sure it was a submarine submerging and headed right for it intending to drop a depth charge. Of course, when close enough, saw it was a boat with people in it. So I slowed down and hailed the boat: "How long have you been adrift?" The answer was:

"Twenty-four hours." I then asked: "Are there any submarines around here now," to which the answer came back "No." These precautions are necessary, because so far as I knew the boat may have belonged to a steamer that had just been sunk and the submarine still lurking about. Then if I stopped it would be an easy matter for the submarine to fire a torpedo into us. However I was satisfied there was no submarine around, so made a circle, stopped and picked up the eleven men in the boat. They were three officers and eight of the crew of H.M.S. *Paxton*,<sup>144</sup> a special service ship.<sup>145</sup> The officers are Lieutenant Gregor MacGregor, Lieutenant Arthur Bromage, and Engineer Sub Lieutenant Reginald P. Williams, all of the Royal Naval Reserve. Their story is as follows: Yesterday morning the *Paxton* was steaming on her route, headed to the westward. At about nine o'clock a submarine commenced firing at the *Paxton*, and succeeded in making one hit. The Captain of the *Paxton* then decided to open fire with his stern gun at a range of about 5,000 yards. This of course gave away the character of the ship, and the submarine submerged. The *Paxton* then continued on his course and disguised himself by painting the name of a Swedish ship on both beams. The submarine evidently followed the *Paxton* and late in the afternoon fired a torpedo which struck the stern. The explosion either killed or wounded the entire crew of the 4-inch gun aft, disabled the engines and rudder so that the *Paxton* was helpless so far as maneuvering was concerned. The submarine hung around for a while and as the *Paxton* did not sink (she was full of lumber), fired another torpedo which hit in the engine room, breaking the ship in half and causing her to sink in about five minutes. The Chief Engineer and such few men as were in the engine room were killed, but the rest of the crew succeeded in getting away in two boats and two rafts. After the ship sank, the German submarine came to the surface and asked for the Captain. He was told that the Captain was killed. He then asked for the Chief Engineer and he was told that the Chief Engineer was killed. The second engineer then informed the German Captain of his identity, and was immediately taken on board for his pains. He then evidently pointed out the *Paxton's* Captain, as the submarine moved over to the raft and took off the Captain. The submarine then disappeared. The two boats and two rafts then remained together for the night, and about 5 a.m. the boat we picked up decided to sail to Berehaven for help. They thought Berehaven was about 100 miles away, but it was really 150 miles or more distant. When the *Wadsworth* picked up the boat they had been out for about 27 hours and had neither food nor water. They were all in good condition excepting Lieutenant MacGregor who had been blown overboard by the force of the second explosion and received a bad cut over the eye somewhere en route from ship to water. Our C.P.M. took several stitches in it.<sup>146</sup>

My problem was now to try and find the rest of the survivors, and as it was very difficult to get a point of origin to start the search from, I decided to stand over tonight to the approximate position where the *Paxton* probably sank and at

daylight start a search curve allowing for the direction of the wind and sea. I was informed that there were no sails in the boat or rafts, and only two oars in the boat.

We are not due in port for four more days so we will have our survivors on board for some time. Tonight they are somewhat dazed and do not appear to be worrying in the least about their shipmates who are adrift.

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Tuesday  
May 22 [1917]  
At sea

Spent the entire day searching for the remainder of the *Paxton* survivors, but without success. I hope that some ship has picked them up—otherwise they are having a hard time and may not be able to hold out until they reach land or are rescued. We saw much lumber, a bucket, and a life preserver, but no signs of a boat or a raft. At dark I started for my patrol station.

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Thursday  
May 24 [1917]  
Queenstown

Yesterday was uneventful and we spent the day patrolling. This morning the Chief Pharmacist's Mate reported to me that the cut over Lieutenant MacGregor's eye showed signs of infection and that he recommended a doctor see him as soon as possible. So I sent a wireless message to the Vice Admiral at Queenstown recommending that the *Wadsworth* proceed to Berehaven, land the survivors, and return immediately to patrol station. In reply received orders to proceed to Queenstown without delay. So I started at 22 knots with the intention of getting in before dark if possible. Laid a course for the Bull but did not feel sure of finding it, as we had no sights since yesterday afternoon and it was getting thicker all the time. When the Bull was due (about five p.m.) had not seen it nor heard it, but as I could see about a mile decided to keep on until something was seen.<sup>147</sup> The shore is steep-to all around here and there is not much danger of getting into trouble unless it is very thick.

The first things I saw were a tug and a tanker. I first hailed the tug and asked my position. He said 10 miles west southwest from Sheep's Head. I then hailed the tanker and asked him the same question. He said eight miles southwest from Sheep's Head. This gave me enough information to lay a new course, and shortly

afterwards I saw breakers and then the light[-colored] land of what I took to be Mizen Head and which turned out to be that point. I then laid a course for the Fastnet which we picked up o.k. If there was not danger from mines, I could easily have found my way by coasting, but the present orders are to keep at least five miles off all headlands so it was necessary to make the 55 miles to Daunt Rock lightship by dead reckoning with several changes in course. The visibility now was not more than one-half mile. Did not see the lightship when we slowed down. Sighted a trawler and was just about to ask him where I was when the red light of the lightship loomed up close aboard. It was a great relief to see it, as now the problem was easy. While entering harbor, destroyers began to loom up all around, and before I knew it I was proceeding up the bay with Hanrahan's division [Commander D.C. Hanrahan, U.S. Navy] which was just arriving from the United States. It was now dark and thick, but the lighted buoys could be picked up. The *Wadsworth* proceeded to Queenstown between the *Nicholson*<sup>148</sup> and *Cummings*.<sup>149</sup> The other ships of the new division are *Cushing*<sup>150</sup> (D.C. Hanrahan), *Benham*<sup>151</sup> (J.B. Gay),<sup>152</sup> *O'Brien*<sup>153</sup> (C.A. Blakely),<sup>154</sup> and *Sampson*<sup>155</sup> (B.C. Allen).<sup>156</sup> George Neal<sup>157</sup> commands the *Cummings* and Byron Long<sup>158</sup> the *Nicholson*.<sup>159</sup>

At 11:30 Lieutenant Commander Whiting R.N.R. came alongside in a launch and took our *Paxton* survivors ashore.

I received signal to be ready to leave at 8 a.m. I am very glad I do not have to go to sea tonight as it is very thick and nasty, and I am very tired and sleepy.

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Friday  
May 25 [1917]  
Queenstown

At sailing time this morning it was both foggy and raining. Sent a telephone message to the Vice Admiral to the effect that *Wadsworth* would sail as soon as weather cleared sufficiently. Received reply not to go until it cleared and to stand by for 20 minutes notice.

At ten o'clock went to see the Vice Admiral and he informed that *Wadsworth* would not sail but commence boiler cleaning right away instead of next day which was the schedule. I said I would be ready to go out ahead of time, but he told me unless the submarines were unusually busy we would have the extra day in port. I must say days in port are welcome and I am always glad to get in. But then again, looking at it the other way, it is impossible to get a submarine while we are in port, and it is submarines that we are after.

We received our second mail today. Letters from home up to May 13th. Lulie of course had received my cablegram, but she did not get it until the 7th. Father

had been on a visit to Norfolk while Mother had gone to Milwaukee to help Aunt Fanny Rose settle her affairs after Uncle Jack's death.

The local papers have had notices about us, but no mention is made in any of them as to names of ships and names of personnel. The clippings here are from the *London Illustrated Sunday Herald* of May 20th.

#### COMMANDER EVANS

Commander Evans, who now adds to his Antarctic C.B. a D.S.O. for his conduct of the *Broke*, has been lent to the American Navy for service at a British port and has been received with enthusiasm by the American crews. He will probably have the acting rank of captain.

#### COMRADE OF JELlicoe

Associated with him is an American officer, who was a comrade in arms of the First Sea Lord. On one occasion they were both wounded on the same day.

Of course it is easy for me to see that I am the "Comrade of Jellicoe" referred to.

I can well imagine that Admiral Sims will be very popular over here, and there is no doubt in my mind but that he is the best man we could possibly have sent. It must have been through his representations that the destroyers were sent over here. If we are to beat the submarines we must get at them as near to their source as possible, and at present these waters are the place where they are the most active. It may be that we will not be able to destroy many or any submarines, but the presence of the destroyers keeps the submarines submerged and if they are kept submerged they will not be able to do extensive damage.

Hanrahan brought me my commission as a Commander which dates back to August 29, 1916. This means that I will get about \$400 back pay which I will send to Lulie intact. I have no use for money except to pay my mess and laundry bills, and for incidentals.

I received a very nice letter from Mr. Frederick William Wile<sup>160</sup> which I copy below:

168 Coleherne Court,  
S.W. 5.  
May 21, 1917

Dear Captain Taussig,

My excuse for writing you is that I am the American member of the staff of the *Daily Mail* in London (formerly its Berlin correspondent). I am sending you today under separate cover a copy of a recent German "comic" paper dealing with submarines—it is called a special "U Boat Number," and will, I am sure, afford you and your comrades a smile or two. I hope so, anyhow! All Americans in London are

delighted with the capital cinema pictures now being shown of your arrival and of your men and ships. We hope it may be vouchsafed us before long to welcome you in the flesh instead of merely in the film.

If an officer's mess has been established anywhere ashore or afloat, I would be glad to send along a couple of books of my own perpetration— "Men Around the Kaiser" and "The Assault"—the latter dealing with Germany just before the outbreak of war.

If there's a destroyer cap-ribbon with U.S.S. on it, I promise to display it around a curly haired American babe's bonnet if you'll be good enough to ship it along!

Please command me freely here for any purpose. Are you interested in German papers or clippings about U[-boat] affairs?

Yours sincerely,  
Frederick William Wile.

I sent Mr. Wile a *Wadsworth* cap-ribbon and told him although we did not have an officers' mess, I would be pleased to read his books if he would send them and that I would then pass them along to the other officers.

I also had a letter from Count Carl Sievers of the *Illustrated Press* and *Central News Press*. He wanted photographs for publication. I wrote him I did not have any suitable ones and recommended he apply to Admiral Sims, who might be able to get him such pictures as would be permissible to reproduce.

This morning while at the Admiralty House, I saw the skippers of the vessels of the division that arrived yesterday. Admiral Sims, Babcock, and Daniels were there also. In the afternoon we all met on the *Melville* and Admiral Sims made a little talk about our duty and the necessity for cordial relations and hearty cooperation. And then I talked some with the view of giving my experience to date should that be of any service.

The *McDougal* again came in late, not arriving until seven o'clock. It was a case of getting caught with a convoy.

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Sunday  
May 27 [1917]  
Queenstown

I am enjoying the stay in port. It gives me a chance to write letters, read a bit, and make up for lost sleep. This afternoon Broadbent and I took a walk around the town and neighboring country. Returned on board for dinner. After dinner Fairfield and I called on Admiral Bayly and Miss Voysey. Found quite a party there. But I understand this is not unusual. Admiral Sims, Captain Carpendale, Commander [Gordon] Campbell V.C., D.S.O., Babcock, Blakely, Daniels, and



Allen. I think most of them had been there for dinner. Spent a pleasant evening and had the pleasure of hearing Commander Campbell tell about his experiences with submarines. He is the only officer now on the active list who has both the V.C. and D.S.O. He has sunk three submarines by use of special service ships. The last one he sunk by allowing his ship to be torpedoed and then having his crew, except himself and twelve men necessary to man the guns, abandon ship. He and the men remained concealed and of course the guns were not visible. Although the ship seemed to be sinking they stuck to their posts until the submarine finally came to the surface about 100 yards away. The Captain then pulled the lever which caused the false-work around the guns to drop, fire was opened, and in a jiffy the submarine was destroyed. A sloop then came to the rescue of the sinking ship and towed them to Berehaven where they arrived 36 hours later and where she now rests on the bottom awaiting her turn to be repaired. The duty on these special service ships is very trying and I understand that the personnel as a rule do not stay long on the job. They all get extra pay while doing the duty. Up to the present they have been the most successful means for destroying submarines, as the submarines cannot tell them from ordinary merchant ships.

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Wednesday  
May 30 [1917]  
Queenstown

I did not expect to write in my diary tonight, but as the *Wadsworth* is in port instead of rolling around at sea where she should be, I will take this opportunity to get up to date.

Monday and Tuesday were uneventful days. The ship's force were busy cleaning boilers and cleaning ship. These five-day periods, once a month, will be our only opportunity for keeping up the material end of the ship. Took short walks on both days and read the papers at the Yacht Club.

At noon we got underway and proceeded to sea bound for our patrol station to the westward. Between Daunt Rock and the Fastnet we passed ten merchant ships bound eastward. Four of them were being escorted. With this large amount of shipping going through I do not see how the Germans can hope to make this submarine business a success. Of course they are getting some ships, but I do not believe they are getting enough to make it a deciding factor in the war.

We discovered salty water in our two forward boilers, which meant that our auxiliary condenser was leaking. Then when we started to distill we found that we were not making fresh water, so this meant a leak somewhere in the distilling system. I felt that I could not afford to go to sea and take this chance of running

out of fresh water, so accepted the humiliating alternative of returning to port. We arrived at Queenstown and moored to the *Melville* at 9:45 p.m. Commenced work immediately on auxiliary condenser and to locate leak in distilling plant. This was found to be in the evaporator feed water heater. I signaled the Vice Admiral that I hoped to be able to proceed at 6 a.m. Our U.S. mail which came today was sent to Berehaven! I am disgusted.

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Thursday  
May 31 [1917]  
Queenstown

Was unable to get away this morning as repairs were not completed. It has been raining hard and blowing half a gale all day. So it is an ill wind that blows nobody good. Expected to go again at 6 p.m. but was not ready. Have now signaled the Vice Admiral that I would sail at 9:30 p.m. It is still blowing hard and I am hoping I will be told to remain until morning. A signal has just been handed me which changes my patrol station. So we will get underway now and face the elements. It means bucking a big head sea all night and I do not appreciate the outlook.

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Monday  
June 4 [1917]  
Queenstown

I am glad to be back in port. The last few days have been most disagreeable—not over head, but underfoot. A big sea was running all the time, and we had no excitement except the dropping of a depth charge over a phosphorescent spot that looked as if perhaps it was the wake of a submarine. Our patrol station was to the westward of the English Channel. For two days did not see anything. Yesterday passed three merchant steamers, a sailing vessel and one special service ship bound eastward. Did not escort them as I believe I was sent to this area to look for submarines which have recently been reported. We heard many wireless reports of submarines sighted, but received reports of very few sinkings.

When we arrived this morning at 8:30 found the fourth installment of our destroyers here, they having arrived on the 1st [June].<sup>161</sup> In this division are the *Patterson*<sup>162</sup> (J.H. Newton),<sup>163</sup> *Paulding*<sup>164</sup> (J.S. Barleon),<sup>165</sup> *Warrington*<sup>166</sup> (I.F. Dortch),<sup>167</sup> *Drayton*<sup>168</sup> (D.L. Howard),<sup>169</sup> *Jenkins*<sup>170</sup> (W.S. Lee),<sup>171</sup> *Trippe*<sup>172</sup> (R.S. Giffen).<sup>173</sup> After oiling, the *Wadsworth* moored to a buoy alongside the *Paulding*.

This afternoon Falge and I took a walk, returning on board for dinner.

Received our third mail from home. Last date May 18th. Lulie is studying French and First Aid. She wants to come over here, but it would not be right for her to risk it, and our movements are too uncertain to be sure that it would be worthwhile. She sent me the attached clipping from the Norfolk paper. The dispatches are the same as those in the New York papers and other papers that I have seen. The dispatch is quite true so far as generalities are concerned, but there are numerous errors when it comes to particulars.

My reported conversation with the British Commander never took place as reported. It is possible that in conversation with him I said we were ready for immediate service, but there was not anything spectacular about it as the papers attempt to imply.

None of the division escorted any merchant ship while we were en route over here, nor did we see a submarine. After we had been operating in our patrol areas, the *Conyngham* escorted the *Adriatic* part way to Liverpool, and this is what is undoubtedly referred to. No submarine was seen. So not even with censorship do we get the real truth and nothing but the truth. But if most things were not exaggerated they would not be worth reading—or telling about!

Norfolk, *Virginia Pilot* dateline Queenstown, 16 May 1917:

SQUADRON OF U.S. DESTROYERS  
ON PATROL DUTY IN WARZONE:  
IN BRUSH WITH SUBMARINE

“We Can Start At Once,” Commander’s Reply  
To British Officer’s Question As To When  
Ships Would Be Ready For Service

BUSINESSLIKE MANNER OF AMERICANS  
SURPRISES BRITISHERS

Norfolk, *Virginia Pilot* dateline Queenstown, 16 May 1917:

A squadron of American torpedo boat destroyers has safely crossed the Atlantic and is patrolling the seas in war service. . . . The crowd cheered when the American senior officer came ashore to greet the British senior officer. . . . After the exchange of short greetings . . . the British commander asked:

“When will you be ready for business?”  
“We can start at once,” the American  
commander replied promptly.

This response, so characteristically American, surprised the British commander, who said he had not expected the Americans would be ready . . . so soon after their long voyage. . . .

“Yes,” replied the American commander,  
“we made preparations on the way over.  
That is why we are ready.”

If I read this often enough I will begin to think that *it really* happened! Note: On seeing Tobey in London in September, he says he heard me say this!<sup>174</sup>

In reply to my letter to Captain Evans thanking him for his services tendered us I received the following:

18 Saville Row  
London  
May 27-17-

My dear Taussig,

I was so pleased to get your letter. I missed the *Wadsworth* very much on my return to Queenstown. I am more than glad that I was of some use to you.

Yes I did the 5 days although I thought 4 was enough but I heard the English destroyers here did 5 and you wouldn't have liked being treated different to them. My wife has written Mrs. Taussig. Write to me to do whatever you wish & tell the others to use me as much as they like. If you want anything got or sent over let me know won't you.

My nicest thoughts to you all dear Wadsworths.

Yours very sincerely,  
Edward R.G.R. Evans

The five days he refers to is in regard to the number of days to be spent on patrol. The Vice Admiral said we would operate 6 out and 2 in. Both Evans and I thought this a little too strenuous, and he said he would tell Vice Admiral Bayly he thought so, but would not mention my having said anything about it.<sup>175</sup>

I also received the following from Lieutenant MacGregor, one of our *Paxton* survivors: I reproduce it intact as besides showing appreciation it gives some news in regard to the other survivors whom we failed to find.

14 Maresfield Gardens  
Fitzjohn's Avenue, N.W.  
31st May, 1917

Dear Captain Taussig

I was very sorry indeed that I could not lunch with you on Tuesday, but on Monday the Fleet Surgeon said I could go to London, so I rushed round and caught the mail [train].

I wish to send you and your officers my best thanks for all your kind attention to the survivors from H.M.S. *Paxton*. I am sure they were all deeply grateful to be picked up by such a splendid ship.

My eye is fast recovering, thanks to your competent pharmacist.

I am being married on Tuesday the 5th. I shall have a clear week then as I have to report at the Admiralty on the 13th of June.

Today I heard that the life-boat arrived at Killybegs on Monday.<sup>176</sup> They took eight days pulling all the way, 25 officers and the men were landed, unfortunately two died enroute. They apparently commenced their trip shortly after our sailing boat. They were without provisions or water for four days.

I expect to be under the Irish Command soon, and I hope I may have the good fortune to meet you all again.

Best of luck to you and your ship, many actions, and a safe return to your country when the Allies have settled the Huns properly.

Yours very sincerely,  
I. Gregor MacGregor

Wrote letters home and then walked with Falge for a couple of hours. Returned on board for dinner and went to bed early.

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Wednesday  
June 6 [1917]  
Queenstown

Yesterday morning at ten o'clock I went to see Vice Admiral Bayly. This is routine for the day after we arrive at Queenstown. The Admiral wants to know what we did and saw and whether we have anything to report or request. Zogbaum and Poteet reported also, and the three of us were invited to dinner at 7:30 p.m. The Admiral told me [that] if I wished he would be pleased if I stayed all night, but as I was scheduled to sail at 8:30 a.m., I declined. Later I received a signal to sail at noon and that the Admiral wished to see me at 10 a.m. Wednesday.

I remained on board all afternoon—writing letters, reading papers, and attending to official mail. At about 6:30 Poteet called for me and we went ashore together, walked for awhile, stopped at the Yacht Club for a few minutes and arrived at the Admiralty House at 7:30. The Admiral and Miss Voysey did not appear for 15 minutes later as they had been out somewhere. But we did not mind this as there is no ceremony at the Admiralty House, and everybody feels at home right away. The other guests were Miss French and Mr. [name omitted in Diary] making eight at table. The Admiral asked me if I would not like to stay all night in view of my sailing time being changed to noon. I said that I would, and Poteet said he would like to, so the Coxswain of the barge was sent to bring our bags.

After dinner we walked around "the farm" as the Admiral calls the Admiralty grounds. They were looking very nice and fresh. The Admiral said that he and Captain Price<sup>177</sup> of the *Melville* had cut the front lawn grass that afternoon. The fruit is beginning to show, and the potatoes are nearly ready for digging. Peas will

be ready for picking in about a week or ten days. We shut up the chickens and collected the eggs (eight). This I understand is routine excepting that it is usually done before dinner instead of after. I remarked about the large amount of space devoted to potatoes, and Admiral Bayly said it was necessary as his niece fed about half the poor of Queenstown. There is much room for charity work here and I understand that the Admiral and Miss Voysey are the leaders in the field. I was told that about ten days ago when a lot of survivors were brought in about midnight, they were taken to the Admiralty House and given a hot supper prepared by Miss Voysey. Vice Admiral Sir Lewis Bayly, K.C.B., C.V.O., then proceeded to wash the dishes and Rear Admiral Sims, USN, a guest in the house, proceeded to dry them.

And speaking of Admiral Sims reminds me that a few days ago he received a cablegram informing him that the President had commissioned him a Vice Admiral. This has pleased all of us very much.

I again slept in a big double bed in a big front room with windows overlooking the Bay. The moon was full and the scene quiet and peaceful. I enjoyed the hot bath, the breakfast, and then the walk around "the farm" with Admiral Bayly. We then went into his office and he told me the *Wadsworth* would go on a special escort mission, and that I could leave at 4 p.m. instead of noon.

He gave me written orders as follows:

Secret

Admiral's Office,  
Queenstown,  
6th June 1917

Sailing Orders.

No. S.O. 391

Memorandum

You are to leave Queenstown at 4 p.m. on Wednesday, 6th June, and proceed to meet the Hospital ship *Karapara* (call sign YST; speed 14 knots) proceeding from Gibraltar to Avonmouth and due to rendezvous in Latitude 48° 30' North, Longitude 13° 30' West at 6 p.m. on 7th June. The *Karapara* has orders to steer from rendezvous to St. Goren's Light Vessel. Escort her to 4 degrees West Longitude then return towards Queenstown and ask for orders.

Lewis Bayly  
Vice Admiral  
Commander-in-Chief

The Commanding Officer  
U.S. Ship *Wadsworth*

It is now three o'clock, so in an hour will be under way. It is quite thick in here, and I imagine very thick outside, in which case I will go far enough south to escape the shipping which passes along the coast.

This morning, the Vice Admiral told me that the British merchant steamer *Manchester Miller* was torpedoed while being escorted by the *McDougal*. She did not sink right away and sloop *Camellia*<sup>178</sup> had her in tow for several hours. She finally went down. While the submarines do not often get ships that are being escorted, it happens once in a while. It shows that the submarines have the advantage all on their side as except in the most favorable conditions it is almost impossible to see a periscope only a couple of feet out of water. And the conditions have been seldom favorable for seeing periscopes. I am anxious to hear from Fairfield whether or not his lookout saw anything, and just what happened.

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Friday  
June 8 [1917]  
At sea

It was not pleasant going out of harbor on Wednesday afternoon as it was so thick the buoys were picked up with difficulty. The sound signal on Roche's Point could be distinctly heard and was a good guide. Just after getting outside we passed close aboard to two steamers which had anchored, and a third steamer which was underway. We did not see Gaunt Rock lightship but the sound signal could be distinctly heard. Shortly after passing the lightship the weather began to improve, the fog thinning, so we proceeded to sea. The masthead lookout reported a dark object on the bow. He thought it was a submarine. We headed for it but no one else was able to see it. The lookout said it had disappeared. After circling a couple of times we proceeded. It may have been a submarine and it may not. We had a similar experience yesterday morning with the same lookout at the masthead. It was quite thick at the time, and he reported a dark object that looked like the hull of a ship, on the port bow. No one on deck saw it. We headed for the bearing given. The lookout said he lost it; then in a minute he said he could see the conning tower only. This disappeared. I think very probably this was a submarine, although no one except the masthead lookout was able to see it. As I had plenty of time to reach the rendezvous for meeting the *Karapara*<sup>179</sup> on time, I searched for the submarine for four hours. But he did not come to the surface within our view.

The weather has been most changeable, but not bad underfoot. There have been alternately a few hours of beautiful clear weather, and a few hours of nasty rain or fog. At five o'clock I sent a wireless message to the *Karapara*: "Expect to meet you at special rendezvous at 6 p.m. G.M.T." To this I received reply: "Cannot reach

rendezvous until 8 p.m.” It was now clear and visibility perfect so the *Wadsworth* continued in the direction from which I thought the *Karapara* was coming, and in half an hour we sighted his smokestack and masts just coming over the horizon. At 7 o’clock we had joined her and taken our position zigzagging from 1,000 to 1,500 yards, from one bow to the other. His speed was 14 knots and ours 18 in order to keep position. The *Karapara* was crowded with convalescent naval officers and sailors and as we passed close aboard after first joining, I noticed several with cameras taking snap shots.

It seems too bad that not even hospital ships are immune from attack anymore. However, practically all the international and humane laws have gone by the board so far as the Germans are concerned. They still carry out the agreement which makes lightships immune from attack, but I am sure this is because the submarines use the lightships for their own navigational purposes, and locating them. Otherwise the submarine may become a victim of its own trap at a future time.

Last night the moon was bright and it was wonderfully clear. The *Karapara*’s white sides showed up plainly from a long distance. She would have been a fine mark for a submarine had one been able to get within striking distance. However with the convoy steaming 14 knots and zigzagging, and the escort steaming 18 knots and doing what I call zigzag-zagging, I can well imagine the difficulties of a submarine commander getting his vessel in proper position to fire a successful torpedo.

We were pleased last night when the following wireless was intercepted from the special service ship *Pargust*<sup>180</sup> to the Admiral, Queenstown: “Have sunk enemy submarine after being torpedoed. Totally disabled need assistance 74 DWB.” The submarines are very difficult to get and these special service ships which play the role of merchant steamers to decoy the subs are the best means of destroying them. The destroyers and sloops together with the auxiliary patrol vessels preserve the shipping by keeping the submarines down, but they are seldom able to engage one. The last we heard from the *Pargust* was that she was still afloat and being towed to Queenstown.<sup>181</sup>

Today, being an unusually fine day—clear, light breezes, smooth seas—will be a busy one for the submarines. It is now 10 a.m. and already the following messages have been intercepted:

From Admiralty Whitehall—Broadcast.

Enemy submarine in Lat. 50–34 long. 12–44  
at midnight 7th and 8th June.

From Land’s End—Broadcast.

S.O.S. from *Papillon* at 9:03 a.m. position  
46–50 North 3–10 West



From S.S. *Stenton*—Broadcast.

S.O.S. 51—24 N 05—55 W Course south

From British Merchantman—Broadcast.

Passed several ship's lifeboats 9:05 a.m. Lat.

47—42 North Long. 8—00 West.

Of course an SOS call does not necessarily mean that a merchant ship is in distress. It usually means that a submarine has been sighted and has opened fire with guns. Many times the merchant ship escapes, or a nearby patrol boat joins company with her before the submarine can accomplish his mission.<sup>182</sup>

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Sunday

June 10 [1917]

At sea

It has been two days since I wrote in my diary on the morning of the 8th. The generally fine weather, which is unusual, has been with us, but there have been so many interruptions day and night I have been unable to get any steady sleep. I stay on the bridge half of the dark hours every night (luckily at this time of year there are only six dark hours altogether)—either from 10 p.m. to 1 a.m. or from 1 a.m. to 4 a.m. When things happen in the other half I must be up *then* also.

Friday and Friday night until 2 a.m. we continued escorting the *Karapara*. From ten until two we were proceeding up the Bristol channel which required more or less piloting. The night was clear with bright moonlight so many fishing boats, sail and steam, were sighted and passed close to. On reaching Scareweather lightship (4° West Longitude) I signaled the *Karapara* that the *Wadsworth* would return to her station and that I wished all the patients a speedy recovery. The captain of the *Karapara* signaled "Thank you, your services have been much appreciated." So we turned about and left her with a couple of hours steaming to do before reaching Avonmouth,<sup>183</sup> but well out of the reach of submarines.

At a quarter to five I was awakened by the officer of the deck (Falge) reporting that what looked like a submarine on the surface was sighted. On looking through it with my glasses I was sure it was a submarine, sounded general quarters, and ordered the forecastle gun to commence firing. The boat was a long way off and the shots fell short until a range of 12,000 yards was given. The boat then began to show signs of life—flashed searchlight, hoisted flags and made smoke. We ceased firing and read the searchlight message which was the proper challenge for the forenoon. We then approached each other and before long I found that we had been firing on the British Patrol Boat P 14.<sup>184</sup>

This vessel looked like a submarine even after it was fairly close aboard. I signaled the Captain: "I am sorry I fired on you but thought you were a German submarine on the surface." He signaled: "I am sorry I stopped you!" Then: "Good-bye and good luck" and we were off.<sup>185</sup>

To continue from Friday morning. At five o'clock I reported the *Wadsworth* position and requested instructions. A little later we sighted a big air-ship to the northward. This I reported by wireless.<sup>186</sup> About 8 a.m. received orders to patrol "F" station. This is the patrol that extends from the Fastnet to the Blasket, past Mizen Head, the Bull and the Skelligs. It is a busy place as a rule, as most of the ships for Liverpool make the Irish Coast somewhere between Blasket and Fastnet.<sup>187</sup> At about noon we passed off Queenstown. There were then five large merchant vessels in sight headed to the eastward. Two destroyers were escorting them. The *Wadsworth* arrived on station about 4 p.m. and stood along the full length of patrol which took until nine o'clock. Then went back and at 1:30 a.m. were off the Fastnet when received an SOS call broadcasted from British steamer *Fernleaf* stating that he was being chased by a submarine his position being 50 miles from the Fastnet bearing N 65° E, and that he was steering for Fastnet speed 11 knots. I sent a wireless "Am coming to your assistance" and immediately started ahead at 22 knots which was all we could stand in the head seas. I did not much expect to pick him up before daylight, but at a quarter of three we sighted him. I ran close aboard and asked if he was the *Fernleaf* and where was the submarine. He said the submarine had not been sighted for three quarters of an hour. So I proceeded to escort him. A little later the Captain of the *Fernleaf* signaled: "My Gunner is confident he hit the submarine." To this we answered: "Good work." I hope they did hit him, and if the *Fernleaf* is at Queenstown when we arrive tomorrow I will go aboard and see what the Captain has to say about it.

At half past five this morning we were again off the Fastnet, and the *Nicholson* coming along, we turned the *Fernleaf* over to him, and the *Wadsworth* continued on her patrol station. We have seen only a few ships today and our own patrol vessels once or twice. But the coast is very picturesque and always worth looking at. The little Fastnet with its tall lighthouse is a fine mark in clear weather, but very difficult to find in the hazy and thick weather which is frequent. The Bull, the Cow and the Calf are conspicuous marks, . . . the white lighthouse on the crest of the Bull with its white surrounding wall is most picturesque. But the most conspicuous islands are the Skelligs with their serrated outline. The Great Skellig on which the lighthouse sits half way up is the most noteworthy point on this section of the coast. The Blasket islands with a fine lighthouse on Tearaght marks the end of our present beat. There is no mistaking when we get there.

Tomorrow we are due at Queenstown for a three day stay. I am ready to go in port again and get a couple of nights sleep.

Yesterday the *Warrington* picked up survivors, and we intercepted some messages which indicate that the sloop *Camellia* had both survivors and prisoners on board. Have been wondering if she ran into the raider that was reported somewhere around here two days ago. A short while ago intercepted a message from *Wainwright* that a condenser was leaking and he was returning to port as soon as relief came for [the] ship he was convoying.

But we are not surprised at anything at anytime anymore, as things are coming in over the wireless all the time.

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Tuesday  
June 12 [1917]  
Queenstown

From the time I wrote in my diary Sunday afternoon until our arrival at Queenstown, yesterday (Monday) morning, there was nothing of importance happening so far as the *Wadsworth* was concerned. There appeared to be very few ships on "F" patrol. I came on deck at 1 a.m. Monday and remained on the bridge until we arrived at Queenstown at 7:30 a.m. (8:30 B.S.T.). Being an hour ahead of time, when off Kinsale swung ship for compass deviations. On entering the harbor, fog set in very thick, and the *Wadsworth* did not come so very far from the beach!<sup>188</sup> Received orders to take oil from the *Fernleaf*—the oiler whose SOS call we answered Saturday night. The *Nicholson* came alongside us and we oiled together, while the British destroyer *Parthian* oiled from the other side.

Just before noon we were underway again and proceeded up the Bay. Received orders to go alongside the British cruiser *Adventure*<sup>189</sup> but as the *Cushing* was already there I tied up to the *Cushing*.

I forgot to record that I asked the gunner of the *Fernleaf* about his shooting at the submarine the other night. He said he only fired one shot at 4,000 yards range, and saw a large white disturbance on the water. As the submarine did not appear again he judged that he hit it. I am afraid that he will be unable to get credit for his hit, but instead that the *Wadsworth* will probably get credit for possibly saving the *Fernleaf* from a torpedo after daylight.

Captain Hyde<sup>190</sup> of the *Adventure* invited me to lunch. As I had just come in from sea and had unopened mail awaiting me, I did not want to go, but felt I ought to and did so. The Captain was very cordial and invited me to come over anytime and use his cabin and his bathtub! I think I will make use of the latter, but do not think there will be much time to lounge in the cabin.<sup>191</sup>

The *Adventure* is an old light cruiser, about 2,800 tons, and is assigned here for the use of the Vice Admiral. I understand that Admiral Bayly used to go to sea in

her frequently before there were so many destroyers about, but has not been out in her lately. Captain Hyde is very much disgusted at being left to swing around a buoy.

After lunch I went to the *Melville* to have my hair cut. Returned to the ship and enjoyed reading my mail. Four letters from Lulie and one each from Mother and Father. The last date is May 25th.

Lulie is much disgusted (and so am I) the censor deleted parts of my letter. But I suppose this is one of the inconveniences of modern war that we must put up with. I am sure that I did not say anything that could be of possible use to the enemy and it seems a shame that the judgment of the Captain of a man-of-war has to be subjected to the judgment of a hireling censor—probably a woman who is following cut and dried rules and undoubtedly doing her best, but with poor success.

At half past three Byron Long stopped alongside for me and we went for a walk. Did not get back until seven o'clock. We talked to many natives, and found them all very cordial and willing to talk. They are very fond of Americans, but despise the English. They all admitted that there was plenty of food, and still that the prices are very high, because nearly everything is going to the soldiers. It looked to me as if there was enough live stock and fields under cultivation to feed the whole of Great Britain.

I spent the evening on board reading the *New York Tribune* which came in the mail. Then to bed at eleven o'clock, which is early, as it does not get dark until about that time.

This morning I went with Long and Allen to see Vice Admiral Bayly to make our usual report. Spent a short while in the Operations Office looking over the latest submarine news. There appear to be more submarines about just now than there have been for some time—and they are getting a few more ships than usual. The special service ship *Pargust*, Commander Campbell, sank a submarine a few days ago by following Campbell's usual practice—get torpedoed—abandon ship (except Captain and gun's crews who remain hidden)—wait until submarine comes to the surface—then open fire with all guns. In this case the *Pargust* was completely disabled by the torpedo striking the engine room. The submarine circled around for 36 minutes before being satisfied that it was safe to come to the surface. But he finally came, and they shot him up in a minute.

Many strange things happen. Both the *McDougal* and *O'Brien* had their convoys torpedoed without either seeing a thing. Not long ago the French steamship *Mississippi* was torpedoed. The Captain & crew abandoned her, made their way to port and the Captain reported that the ship had sunk. A few days later the *Mississippi* was towed into Brest by two British patrol boats. Yesterday afternoon the Cunarder *Aurania* was torpedoed or mined off Fastnet. The torpedo (or mine)

hit the stern and damaged the rudder and propeller. The *Aurania* was towed to Queenstown. And this is the way it goes all the time.

I inspected my ship throughout for the first time since our arrival over here. Taking all things into consideration I think she is in very good shape.

This afternoon Captain Price and I walked for a couple of hours on the Monkstown side.<sup>192</sup> It is very pretty over there—more so I think, than on the Queenstown side. There is a fine golf course not far from the landing, and I may persuade myself to try it at some future date. However at present I have no inclination to play either golf or tennis.

After dinner I went to the Yacht Club to look over the papers and magazines. Met Allen, Neal, and Blakely there. Returned on board about ten o'clock and was busily writing my diary when Lieutenant Commander Sherston of the *Snowdrop* and Lieutenant Budjen<sup>193</sup> of the *Laburnum* came alongside. They had been sailing and tied up their boat while they came aboard and spun yarns and smoked cigars. It is now after midnight and they have been gone only a short time.

It is time for me to go to bed.<sup>194</sup>

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Thursday

June 14 [1917]

Queenstown

These clippings were cut from various issues of the *New York Tribune*. I think there will be frequent periods when there is a let up in the number of sinkings, and then there will be weeks when the sinkings appear abnormally large. The same number of submarines cannot always be operating, and the weather conditions have much to do with their activity. But there is no question that the larger the number of patrol boats, the harder it is for submarines to operate as they must keep below the surface to avoid being destroyed.

In regard to the mines being laid before our arrival, I do not see how the Department expected to keep the matter confidential, so long as the telephones were used for giving orders and asking questions. Even with private wires, one can frequently hear conversations which come from other wires; and a private wire can be tapped just as well as a public one. The only way strict secrecy could have been maintained would have been for the senior officer to go to Washington and receive his instructions in person. Everything could then have been arranged quietly and without the great and manifest rush that was apparent in all matters concerning our preparations.

The false reports of our vessels being sunk are made by the newspapers on purpose. They do it because the Department will not give out any information. I

am glad to see that Mr. Daniels has stated he will make public any casualties to ships that may occur. We have much to learn in regard to censorship, especially as most censors are unable to tell what is important and what is not.

*New York Tribune* dateline London 25 May 1917:

A denial that any American Naval vessels have been sunk in the war was issued tonight by Secretary Daniels to counteract what he called, "A campaign of vicious rumors that is being carried on so industriously by persons unknown. . . ." The department has given repeated assurance that its policy is to be one of absolute frankness with respect to disaster.

*New York Tribune* dateline London 23 May 1917:

For the third week in succession losses to U-boats were far below the German standard and far less than those of the high mark. . . . Only thirty of all classes were sent to the bottom. . . . These losses are well under the alarming totals recorded last month. . . . The American destroyer flotilla shares in the credit for holding down the shipping losses. . . .<sup>195</sup>

Yesterday (Wednesday) [13 June 1917] I was on a "Court of Enquiry" to investigate the collision between the British sloop *Laburnum* and the U.S. destroyer *Jenkins*. The court was composed of the Flag Captain (Captain Carpendale), the Captain of the *Myosotis*<sup>196</sup> (Commander Cochrane)<sup>197</sup> and myself. It was what we would call a Board of Investigation as no oaths were taken. I think that probably it is the first time in history that a court composed of British and American Naval Officers sat together.

*In the diary are inserted photocopies of the memorandums convening the court.*

Admiral's Office,  
Queenstown,  
No. A.56.12th June 1917.

#### MEMORANDUM.

You are to assemble as a Court of Inquiry (Board of Investigation) in H.M. Dockyard, Haulbowline, (R.N. Hospital) at 10 a.m. on Wednesday, 13th June 1917 (President, Captain C.D. Carpendale, R.N., H.M.S. *Colleen*), and hold a full and careful enquiry into the circumstances attending the collision between H.M.S. *Laburnum* and U.S.S. *Jenkins* on 10th June 1917, calling before you such witnesses as it may appear to you necessary.

2. Your report, accompanied by the minutes of the evidence taken, is to be forwarded to me (in triplicate) and is to contain an expression of your opinion on the merits of the case as disclosed by the evidence taken, and is to state fully to whom, if at all, blame is attributable and to what extent.

3. You are to be guided by the directions contained in Chapter XVIII of the King's Regulations, and by U.S.A. naval procedures.

Captain C.D. Carpendale, R.N.,  
H.M.S. *Colleen*.

Commander J.K. Taussig, U.S.N.,  
U.S.S. *Wadsworth*.

(Through U.S.S. *Melville*)

Acting Commander W. C. O'G. Cochrane, R.N.,  
H.M.S. *Myosotis*

Lewis Bayly  
Vice Admiral.  
Commander-in-Chief.

This memorandum is to be read to the Commanding Officers of *Laburnum* and *Jenkins* before the Court of Enquiry commences.

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Seeing that questions between ships or personnel of the two nations may arise from time to time, I have decided to enquire into such cases (when necessity arises) by means of a Court composed thus:-

PRESIDENT - Alternatively British and U.S.A.

MEMBERS - Equally divided and of equal rank between the two nations.

The conclusions of the Court will be merely the opinions of the Court and these conclusions will be dealt with as follows:-

- (a) One copy sent to British Commander-in-Chief who will consider whether any further action is necessary in the case of the British ship or Officer. With regard to the U.S.A. ship, the British Commander-in-Chief will not concern himself further.
- (b) One copy sent to Admiral Sims through the Senior Naval Officer U.S.A. present, for him to take whatever steps he considers necessary as regards the U.S.A. ship or Officer.

Queenstown,  
12th June 1917

Lewis Bayly  
Vice Admiral  
Commander-in-C hief

It is believed that the carrying out of these orders was the first time that a court composed of both British and Americans had ever sat together. The procedure was carried out as contemplated, and the findings of the court were approved by both Admiral Bayly and Admiral Sims.

While the *Jenkins* was convoying a merchant vessel, the *Laburnum* came along to relieve her. It was very dark and although the *Laburnum* saw the *Jenkins* at least five minutes before the collision, it appears that the *Jenkins* did not see the *Laburnum* until they were right on top of one another and it was too late to avoid collision. The *Laburnum* struck the *Jenkins* abreast the forward fireroom, but was only going 4 or 5 knots, the engine having been previously reversed. We did not find anybody to blame, but laid it to one of those things that must be expected where a large number of ships are operating at night without navigation lights, and in a confined area. The Court was in session from 10 a.m. to 1 p.m., so I did not get back to the ship and finish my lunch until two o'clock.<sup>199</sup>

At 4 o'clock I went ashore for a walk and to get some confidential papers at the Admiralty House. While walking through the Admiralty grounds met Miss Voysey who asked me to come in. . . . With him [Vice Admiral Bayly] were Captain Henry William Grant<sup>200</sup> and Captain William Wadsworth Fisher,<sup>201</sup> from the Admiralty offices, London. They said they came for a rest, but they evidently had some important business to attend to, and Vice Admiral Bayly was not giving them much time for business. He had them on the go all day long, looking around the harbor, inspecting three torpedoed merchant vessels which had been brought safely into port, and looking over the *Melville*. After tea the Admiral wanted them to go on the roof to see the view—but they revolted. However, they could not get out of going around the garden, which operation was in progress when I departed for my ship. These British officers are usually most genial men—and many of the senior ones give the impression of force and power. Captain Grant has a big supply of geniality and waist measure—Captain Fisher is tall and impressive looking. He appears to be a strong man professionally.

I stepped into the Yacht Club at 7 o'clock to wait for a boat and did not step out again until 10 p.m. A number of our officers and British officers were there. Wortman asked me to stay for dinner and I accepted. Seven sat down together—Comdr. Cochrane of the *Myosotis*, Lt. Comdr. Jones<sup>202</sup> of the *Parthian*—Lt. Comdr. Hudson<sup>203</sup> of the *Narwhal* and Wortman, Zogbaum, Fairfield and myself.

When I arrived aboard ship at 10:15 p.m., I was agreeably surprised to find a mail from the United States. Two letters from Lulie, the last dated May 29th and one from Father dated the 27th. I wrote some letters and then to bed.

We got underway at 8:30 this morning and while turning around struck both propellers on something. Am not sure now whether it was a submerged object or the bottom. All blades are slightly bent, and are being straightened out by divers. We should be able to get underway at about six o'clock. I am much disgusted; but there is no use crying over spilt milk.



Sunday

June 17 [1917]

At sea

It was seven o'clock Thursday evening before the work on our propeller blades was completed, and eight o'clock when we got underway and stood down the harbor. There was a fresh southwesterly wind blowing which caused sufficient sea to give us an uncomfortable motion. Stood well off shore to avoid the shipping, some of which we sighted before dark—destroyers and sloops escorting merchant ships. At 10 o'clock I turned in on the transom in the chart house and was on the bridge at 1:00 to remain three hours as I do every night at sea—sometimes from 10 to 1 and sometimes from 1 to 4. The last light we could see was the Bull and it was lost in the haze at half past three.

More than 15 knots was uncomfortable and caused much spray to fly over the forecastle and bridge, so we contented ourselves with that speed instead of the usual 18 knots. In the early forenoon [Friday, 15 June 1917] intercepted a wireless message from the *Paulding* saying the periscope of a submarine was sighted, and later a second message stating that the submarine had fired torpedoes which missed. Judging from the wireless reports since we have been at sea this time, the subs are not very active at present. Probably due to the rough sea, the large number of patrol boats out, and perhaps the return to Germany of a number to refit.

Friday night at about eight o'clock we fell in with the British merchant steamer *Port Macquarie*, with a cargo of wheat bound for Birkenhead. Decided to escort her, so zigzagged ahead until 5 a.m. Saturday [16 June 1917] when parted company and started back for my patrol station. At noon we sighted the oiler *Cuyahoga*, and we joined her, escorting ahead until 4 p.m. when the *Jacob Jones* relieved us. I had sent a wireless to the *J.J.* giving our position, course and speed. Returned to patrol station and was looking for the merchant steamer *Tarantia* when sighted the oiler *Cheyenne* about eight o'clock. Decided to accompany the *Cheyenne* as all oilers are valuable and did not know what the *Tarantia* was carrying. Remained with the *Cheyenne*, and at 3 a.m. [Sunday, 17 June 1917] sighted a steamer about two miles away—steaming on nearly parallel course. This turned out to be the *Tarantia*. At 4 a.m. the *Benham* came along in reply to my wireless message and took over both ships.

We are now (10 a.m.) on the way back to our patrol station, but I suppose it will not be very long before we pick up another valuable ship that should be escorted. Since yesterday afternoon the weather has been fine, and the sea gradually subsiding. I do not mind this business much in good weather, but in bad weather I feel as if I have had enough at anytime and am willing to let a younger man have my job.

All of us in the flotilla are much pleased that we are operating with Admiral Sims as our commander, and believe he received a well merited promotion when the President recently commissioned him Vice Admiral. He has made a great hit

with the British and French, and it is undoubtedly due to his characteristic energy and ability to demonstrate the important, that our government decided to send the Destroyer Force over here. Admiral Bayly is going on five days leave very soon. He informed me during a conversation recently that he had requested the Admiralty to allow Vice Admiral Sims to take charge of the Coast of Ireland station during this period. That he was the only man in England to be trusted with the job! That is cooperation with a vengeance. And who, a few years ago, would have expected an American Admiral taking command of an important British station on the European side of the Ocean.<sup>204</sup>

Our *New York Times* is usually two weeks old when we get it, so the clippings inserted are not quite up to date. But I seldom see the papers on this side of the ocean, and those I do see appear to either have very little news, or else the news is so modestly printed I am unable to find the item of interest.

*New York Tribune* dateline London 30 May 1917:

With a dwindling average of destruction for a month, German submarines sank fewer British merchant vessels than in any week since the "ruthless" campaign opened on February 1. Several causes are given here for the continued decrease of U-boat "frightfulness." It is possible that the new devices are contributing to the capture or destruction of German submarines. . . . It is also noted that the American flotilla of destroyers is doing good service in the submarine hunt . . . the cordial cooperation between the British and American fleets was extraordinary.

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Tuesday  
June 19 [1917]  
Queenstown

The remainder of Sunday was spent on our patrol station. About 4 a.m. Monday received wireless orders to meet and escort the *Batoum* at 2 a.m. I was then far to the westward of *Batoum's* 2 a.m. position, so there was no chance of my coming up with her. So I wirelessed ahead that she was proceeding unescorted. The poor old *Batoum* had a varied experience which finally wound up with her being torpedoed or mined off the Fastnet. Monday she sent out an SOS call saying that shell was bursting all about but could see nothing shooting. The shells were undoubtedly spouting whales. Later the *Primrose*<sup>205</sup> picked her up, passed her along to the *Paulding*, which ship in turn passed her to the *Farvis*.<sup>206</sup> It was while the *Farvis* was escorting that the torpedo struck sometime this morning. Her crew was picked up by the *Jaino*,<sup>207</sup> transferred to the *Benham* and brought here.

The submarines appear to have been very busy yesterday, but they are operating beyond our patrol stations, which means we must go farther out to sea. The *Elele* called "S.O.S. torpedoed" and gave a position about 100 miles to the westward. The *Sampson* and *Nicholson* started to her rescue. Then the *Palmer* called "S.O.S., two submarines—torpedo missed." The *Nicholson* and *Sampson* between them saved the *Palmer*, but the *Elele* sank. The *Sampson* rescued the *Elele*'s crew and the *Sampson* then picked up the crew of the "*Thistledu*" which had been sunk and did not have time to get out an SOS call.

Yesterday (Monday) [18 June 1917] afternoon received word that the *Romney* loaded with horses was due at special rendezvous at 1:30 p.m. So proceeded to the rendezvous and sighted the *Romney* 1:20 p.m. It was somewhat hazy and the *Romney* appeared to be afraid of us as she altered course so as to run away. However, she soon saw it would do no good to run, and at 2:15 we came up with her and took her under our wing. At 8 o'clock the *Benham* relieved us and the *Wadsworth* started at 20 knots for Queenstown where we arrived at half past eight this morning. Vice Admiral Sims' flag was flying on the *Melville* and from the flag pole at the Admiralty House, which indicated that Admiral Bayly was away on leave.

### III

## Convoying

[June 19, 1917 continued]

I intended to take a nap, but Courtney came on board and inveigled me to going with him to the Admiralty House to see Admiral Sims. Saw the Admiral, Babcock, and Daniels. Also Dr. [Captain F.L.] Pleadwell who is on special duty with the Embassy at London and who came here for a few days. Hanrahan, Vernou, and Wygant also came in. I went to the *Rowan* and lunched with Courtney. Then over to the *Cassin* where Vernou, Hanrahan, Nichols and I discussed the method for escorting our Army transports which are soon to arrive on this side en route to France.

At 4 o'clock Courtney and I went to Monkstown and had tea at the Tennis Club. This being Club Day there were quite a number of people there. They were very nice to us and I enjoyed watching the tennis, but I was too sleepy to carry on an animated conversation with the several pretty girls present. However, Courtney made up for my deficiency in this line. The only names I remember are Mr. and Mrs. Foote and Miss Foote. Mr. Foote is president of the Club; Miss Foote is doing "war work" in London and is here on a week's vacation.

We returned to the *Wadsworth* for dinner and then went ashore for a walk on the Queenstown side. Ran across the hurling field and saw young men and young women practicing.<sup>208</sup> It looks to me as if a real game must be mighty rough and I would think one's head would be in continual danger of being cracked by a club in the hands of an opponent. I was glad to get back to the ship and to bed.

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Wednesday  
June 20 [1917]  
Queenstown

I am disappointed at not receiving any mail from home. No one here knows when to expect the next mail.

I went to the Admiralty House with Long. Received campaign order no. 2 which I copy below. Am much surprised to learn that a portion of our Army got away from home so soon. I did not expect it.

Confidential and Not to be imparted to Officers or men until after sailing.

Vice Admiral Commanding  
Queenstown  
18th June, 1917.

Operation Order No. 2.

Forces.

(a) Group I. Commander Hanrahan

*Cushing, Cassin, O'Brien, Conyngham, Ericsson, Jacob Jones*

(b) Group II. Commander Taussig

*Wadsworth, Cummings, Winslow, Nicholson, Benham, Tucker*

(c) Group III. Commander W.K. Wortman

*Porter, Sampson, Jarvis,<sup>209</sup> McDougal, Wainwright, Davis*

1. U.S. Troop Convoy sailed from New York 15 June, First Group with *Seattle* due to arrive 6 a.m. 23 June, Latitude 48.55, Longitude 24.20. Second Group with *Birmingham*,<sup>210</sup> 4 p.m. 23 June, Latitude 48.10, Longitude 26.00. Third Group with *Charleston*,<sup>211</sup> 6 a.m. 25 June, Latitude 46.45, Longitude 23.55.

A second rendezvous and courses from thence to the French coast will be designated later from Queenstown. Destination of convoys, St. Nazaire.

2. These forces report to Convoy Group Commanders for escort duty to destination, recommending that escorting duty be performed in accordance with destroyer experience in war zone and latest knowledge of enemy methods and movements.

3. Destroyer Groups are assigned to Convoy Groups of same numbers and will meet Convoys on line between first and second rendezvous as far to westward as possible. Sailing orders will be given later. Return to Queenstown at earliest moment after arrival convoys.

4. Conserve oil to maximum as supplies in France are very low.
5. Not known whether convoys have British codes. Probably U.S.N. sig. codes should be used with ciphers.

Wm. S. Sims<sup>212</sup>

After lunch I had Long, Wygant, Gay and Nichols on board to discuss our orders, and as a result I issued the following memorandum:

From: Commanding Officer, U.S.S. *Wadsworth*  
 Memo for Commanding Officers, *Wadsworth, Nicholson, Tucker, Cummings, Benham, Winslow.*

1. *Wadsworth, Nicholson, Benham* sail from Queenstown 1 p.m. B.S.T. 22 June 1917, proceed to positions five, fifteen and twenty five miles south of Daunt Rock Light Ship respectively, then set course 242° true. Rendezvous Lat. 47.30 N. Long. 20.00 W. at 4 a.m. G.M.T. 24 June.

2. *Tucker, Cummings, Winslow* leave Berehaven at time designated by C.O. *Tucker*. On clearing Bantry Bay proceed on course 242° true, interval 10 miles between ships. Rendezvous Lat. 47° 30' N. Long. 20.00 W. at 4 a.m. 24 June.

3. On arrival rendezvous form line of sections (first section on right) interval 800 yards. Section composed as follows: 1st Section, *Wadsworth, Tucker, Benham*: 2nd Section, *Nicholson, Cummings, Winslow*. Unless signal is made to contrary course will be 280° true, speed 15 knots. It is possible that scouting line may be ordered from this formation.

4. In falling in with convoy take positions in accordance with attached sketch. If disposition of convoy is not [as] shown in sketch, take positions as near as practicable in order to guard flanks.

5. If submarine is sighted open fire upon it immediately.

6. If any ship is torpedoed, the flanking destroyer (*Benham* and *Winslow*) will stand by torpedoed vessels and do necessary rescue work. Other destroyers will open out to cover flanks of remaining vessels.

7. In case of fog the *Wadsworth* and *Nicholson* will follow astern of *Birmingham*; the *Benham, Tucker, Cummings, Winslow* will each follow astern of a transport in this order from right to left.

8. On arrival St. Nazaire return to Queenstown independently. If necessary to refuel at St. Nazaire take only sufficient oil to carry you to Queenstown with safe margin for unforeseen emergencies that may arise.

J.K. Taussig.

By the time I finished preparing the above, it was four o'clock. So I went ashore and took a walk with Long and Nichols. At half past five we went to the Rushbrooke Tennis Club where a tea was being given in honor of the American officers. It was the gayest scene I have seen for a long time. Lots of women and

girls (pretty and otherwise) and many officers in uniform. The women play tennis well—on the average much better than our women at home. Admiral Sims and staff were there—and in the crowd I saw Mr. Hathaway<sup>213</sup> who is now U.S. Consul in place of Mr. Frost, who has gone home, and Mr. Sherman, the Vice Consul. Met Mr. and Mrs. Sullivan whom I had previously met at the tea Mr. Frost gave us some time ago. Also several of the young ladies whom I met at the Monkstown tea yesterday, and others (married and single) whose names I did not catch. Said good-bye to Captain Carpendale who has been ordered to command the armored cruiser *Achilles*.<sup>214</sup>

Returned on board for dinner, and spent the evening writing.

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Thursday

June 21 [1917]

Queenstown

Spent a quiet day. Went ashore about five o'clock, met Babcock at the Yacht Club and walked with him a while. Wound up at the Sloop Garden in the Admiralty grounds where tennis was being played. Met Mrs. Douglas, wife of Lieut. Comdr. Douglas, R.N.<sup>215</sup> She is American. Admiral Sims asked me to stay to dinner—and I accepted. Others at the table were Pringle, Wortman, Fairfield, Allen, Blakely, Babcock and Daniels. The dinner was good. Green peas and new potatoes, and the largest and most beautiful strawberries I ever saw or tasted. At ten o'clock we returned to our ship and now I am going to turn in as it will probably be the last night to do so for a week.

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Wednesday

June 27 [1917]

St. Nazaire, France

I have neglected my diary—but there were too many interruptions during the past six days to attend to it. We left Queenstown at one o'clock on the 22nd and put to sea in accordance with instructions to meet our Army transports. The *Nicholson* and *Benham* left at the same time. A little later I received a radio [signal] from the *Tucker* stating that the *Tucker*, *Cummings*, and *Winslow* had sailed from Berehaven. On the 23rd the *Winslow* was detached from my group and ordered to join Hanrahan's group. On the morning of the 24th, the *Nicholson*, *Tucker*, and *Cummings* met the *Wadsworth* at the appointed rendezvous. The *Benham* was lost

and did not join until later. The four of us formed a scouting line headed to the westward, and at 9:54 a.m. sighted our convoy. When we came up to it found it consisted of the *Birmingham*, one destroyer, two armed yachts and four transports. Many of the particulars about these vessels I did not learn until after our arrival here. The ships and their Commanding Officers turned out to be as follows:

Comdr. Charles L. Hussey [USN]—*Birmingham* (Cruiser)  
 Lieut. Harold V. McKittrick [USN]—*Burrows*<sup>216</sup> (Destroyer)  
 Lieut. Comdr. Theodore A. Mittinger [USN]—*Corsair*<sup>217</sup> (Armed Yacht)  
 Lieut. Comdr. Ralph P. Craft [USN]—*Aphrodite*<sup>218</sup> (Armed Yacht)  
 Lieut. Comdr. George W. Steele [USN]—*Henderson*<sup>219</sup> (Transport)  
 Lieut. Comdr. Daniel T. Ghent [USN]—*Antilles*<sup>220</sup> (Transport)  
 Lieut. Comdr. William N. Jeffers [USN]—*Momus*<sup>221</sup> (Transport)  
 Lieut. Comdr. Paul E. Dampman—*Lenapi*<sup>222</sup> (Transport)

The *Corsair* and *Aphrodite* were the property of J.P. Morgan and Oliver H. Payne respectively. All officers except the Captains belong to the Naval Reserve.

The *Henderson* is the Navy transport recently completed at the Philadelphia Navy Yard. I understand that this was her first trip. She is manned by her regular Navy crew.

The *Antilles* and *Momus* belong to the Southern Pacific (Morgan) Line, and the *Lenapi* to the Clyde Line. Their regular merchant crews were on board, but they had many gun crews, signalmen, and watch officers.

When we joined company, the transports were in column. At my suggestion, Commander Hussey changed the formation to line, and the destroyers took position ahead. The sketch below shows the way we steamed along.

<i>Nicholson</i>	<i>Wadsworth</i>	
<i>Cummings</i>	<i>Birmingham</i>	<i>Tucker</i>
<i>Burrows</i>		<i>Benham</i>
<i>Lenapi</i>	<i>Momus</i>	<i>Antilles</i>
<i>Aphrodite</i>		<i>Henderson</i>
		<i>Corsair</i>

In this formation it would be very difficult for a submarine to get by the destroyers and then maneuver so as to get in position for firing a torpedo.

We tried remaining in this formation the first night after we joined, but found it impracticable to keep positions—especially as the night was dark with drizzling rain at times. So the other two nights the *Birmingham* and transports formed column at dark and their destroyers covered both flanks. The speed of the transports was from 13 to 14 knots, and they zigzagged in accordance with prearranged plans. The destroyers maintained a speed of 2 knots greater than



that of the transports and zigzagged so as to cover the entire area ahead of the convoy.<sup>223</sup>

A little after one o'clock on Tuesday [June 26], the *Cummings* hoisted signal "submarine to port," started full speed and dropped a depth charge. Neal says that the periscope of the submarine was first sighted by the lookouts and that he distinctly saw the wake of the submerged boat. After the depth charge exploded considerable oil and some debris came to the surface, so even if the submarine was not destroyed it was sufficiently damaged to put it out of action. This was the only excitement we had.<sup>224</sup>

We arrived off the mouth of the Loire at 3 a.m. today. The *Birmingham* and two yachts immediately went inside. The transports—guarded by the destroyers—loafed around until 6:30 a.m. when all proceeded to St. Nazaire.<sup>225</sup> I asked Commander Hussey if I should return to Queenstown immediately in accordance with my instructions and he told me to communicate with Admiral Gleaves on the *Seattle* in St. Nazaire. While waiting for an answer to my radio, the destroyers anchored outside the dredged channel. I then received orders to send the *Burrows* in, and one other destroyer for dispatches. A few minutes later received orders to bring all the destroyers in. So we proceeded up the river to the city and anchored a little after ten o'clock. The harbor was crowded with the *Seattle*, *Birmingham*, a couple of transports and six destroyers, but we managed to squeeze in. The destroyers which arrived with the first group, about 30 hours previously, were still in port, except the *Conyngham* and *Winslow*, which had been sent to meet and escort the Army transport *McClellan* which was crossing alone. The first convoy was made up of the *Seattle* flying Rear Admiral Gleaves' flag (commanded by Captain D.W. Blamer [USN], the destroyers *Wilkes*<sup>226</sup> (J.C. Fremont)<sup>227</sup> and *Fanning*<sup>228</sup> (A.S. Carpenter);<sup>229</sup> the armed transport *DeKalb*<sup>230</sup> (W.R. Gheradi)<sup>231</sup> and the United Fruit Company steamers *Pastores* and *Tenadores* and the Ward Line steamers *Havana* and *Saratoga*. The *Neptune* was also still in port, discharging the cargo of wheat and rails she had brought over. The *DeKalb* is the *Prince Eitel Frederick* which had been interned at Norfolk and Philadelphia. I heard that Bierer and Senton were in command of two of the transports, but did not hear who commanded the others.<sup>232</sup>

I went on board the *Seattle*<sup>233</sup> and saw Admiral Gleaves, Captain Blamer, Roberts, Bristol, and Symington. Was informed that two of my destroyers must remain to escort transports beyond the danger zone—so detailed *Cummings* and *Benham* for this duty. The remaining three of my group were to give up as much oil as we could spare to those that would remain.

After lunch I went on the *Birmingham* and saw Captain Hussey for a few minutes. Steele and Dampman were there also.

On returning aboard the *Wadsworth* found the *Burrows* alongside. We will give her 2,500 gallons of fuel oil and then start for Queenstown at about five o'clock.

In the mean time I will write a letter to Lulie and send it over to the *Tenadores*, which ship is to sail direct for the States day after tomorrow.

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Thursday  
June 28 [1917]  
Queenstown

We left St. Nazaire at five o'clock yesterday afternoon. Started out at 22 knots and kept this speed until dark. Then slowed to 18 knots until daylight when took up 22 knots again. Intended to keep up this speed all the way to Queenstown, but after passing the Scilly Isles ran into a northeast gale, which, as the sea increased, caused us to slow to 20 then 18 and then 15 knots. Would have had to slow more had not the Irish Coast served for a lee as we proceeded northward. Arrived at Queenstown at three o'clock and anchored in the lower bay to await an oiler which was expected from Berehaven. Owing to a mistake in signals proceeded to the inner anchorage at five o'clock and moored to a buoy. The *Jacob Jones* came in with us and we found the *Cushing*, *Ericsson*, and *O'Brien*—which ships left St. Nazaire before we did—alongside the oil dock.

We received a big mail. Everything that left the States between June 1 and June 16th. Many letters from Lulie, and letters from Mother, Father, and Charles, several copies each of *Literary Digest*, *A&N Journal*,<sup>234</sup> copies of *Geographic Magazine*, Naval Institute *Proceedings*, *Sea Power*, etc., etc. were in my allotment. Father sent me the illustrated portions of the *New York Sun* and *New York Times*—and a couple of copies of the *Saturday Evening Post*. So I have more to read than I can get through before the next mail arrives.

This clipping sent me by Charles is the first one I have seen where my name is mentioned. So I insert it here although it is rather old. I understand from letters received that a St. Louis paper had my picture on the first page with an article stating that I come from Missouri. Also that one of the Norfolk papers copied the article. If some one sends me the clippings I will insert them later.

The lower clipping is of a type that will probably frequently appear, whether or not the British and American forces work in harmony. We are doing so, and I see no reason why this state of affairs should not continue.

*New York Sun* dateline London, 19 May 1917:

A prominent theater was packed when it was announced that there would be a show of motion pictures depicting the arrival of American destroyers in the British ports. . . . The audiences went wild with enthusiasm when it showed Commander Evans . . . shaking hands with Lieutenant-Commander J.K. Taussig. . . .

*New York Times* dateline London, 30 May 1917:

The British officials are loud in their praise of the efficiency and zeal of the Americans who are helping materially to keep the submarine menace down. . . .

The British Admiral is very popular with our naval men, and the war ships of the two nations are working together as one force harmoniously.

Hot air; but true to some extent.

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Friday

June 29 [1917]

Queenstown

I spent the greater part of today on board—reading, writing and resting. At five o'clock this afternoon I went ashore for a walk with Fairfield and returned on board in time for dinner. But instead of remaining on board, I dined on the *Melville* as Daniels' guest. Am going to bed early—a difficult thing to do with the long days as at present.

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Saturday

June 30 [1917]

Queenstown

Courtney came on board for lunch. He is to be at Queenstown for a month as the *Rowan* is in dry dock being strengthened where she was strained in a heavy sea. I understand that some of her deck plates have buckled, and that a number of rivets have pulled out.

Late in the afternoon Wygant and I went ashore. We went to the Rushbrooke tennis courts where a round robin mixed tournament was in progress. I had two with Commander and Mrs. Roe,<sup>235</sup> and with Mrs. Roe's mother. They invited me to dinner but I declined. The courts were very gay, but there were so many playing I thought it would be impracticable to finish the tournament before dark. I returned on board for dinner—and afterwards Dr. Turner<sup>236</sup> and I went to the smoker at the men's club. These are to be regular Saturday night affairs and a search is being made for such talent as the ships basing on Queenstown [can] afford. Tonight there were several good numbers and a few mediocre and poor ones. The movies showing scenes from the trenches in France were good.

It is now after midnight as we did not get back to the ship until half past eleven.

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Sunday

July 1 [1917]

At sea

I had luncheon today on board the *Melville* as Captain Pringle's guest. The others there were Wygant, Fairfield, Blakely, Daniels and Neal. After lunch Wygant and I went to the Admiralty House to get the latest "dope" in regard to submarines. They appear to have been unusually quiet around these parts lately, but are quite active farther south. Perhaps they are looking for our transports which are now safe in port.

At four o'clock we got underway and proceeded to sea for a regular five day trip. My patrol station is to the north-westward about 200 miles offshore. The weather is fine, and I hope it will remain so.

---

Friday

July 6 [1917]

Berehaven

Our patrol duty has been without special incident—the chief feature being the unusually fine weather throughout. Everson wrenched his hip and was on the sick list for three days. During this time I did the navigating. We escorted three British merchant vessels at different times. The *Onwen* for four hours, the *Westborough* for 12 hours, and the *Ashtabula* for 27 hours.

The new plan of having all vessels come over the same route for three or four days and then shift to another route,<sup>237</sup> I think is going to pay. It is going to save some ships anyway as the submarines will have difficulty in finding the routes, and when they do they will find the patrol boats much thicker than heretofore.

The Fourth of July was passed without incident. Vice Admiral Bayly sent the American patrol vessels a congratulatory message.

We arrived at Berehaven at eight o'clock this morning. Found the *Tucker*, *Porter*, *Ericsson*, *Cassin*, *Nicholson*, and *O'Brien* in port.<sup>238</sup> The five latter left at half past eight for St. Nazaire, France. I think they are to escort our transports part way back to the U.S.—at least through the danger zone. The *Wadsworth* and *Tucker* refueled from the tanker *Ottawa*. Captain Price of the *Dixie*<sup>239</sup> came on board to see if we required any repairs. We did not need any.

This afternoon I fished from the forecastle for half an hour and caught one small fish which I intend having for my breakfast tomorrow.

At 3:30 p.m. Wygant and I went to Castletown to call on Captain H.L.P. Heard, D.S.O.,<sup>240</sup> who is now senior naval officer, Berehaven, he having relieved Commander Coates about a month ago. Captain Heard is a big genial Irishman—his home being

in this section of the country. He took us to his quarters—a walk of about a mile, and gave us tea. He is a bachelor and I feel sorry for him. It must be a very lonely life for one of his age to be a bachelor, especially in a lonesome place like this.

The walk from Castletown to and from his quarters was pleasant and attractive. There was a profusion of flowers everywhere.

Lieutenant Commander Lyons,<sup>241</sup> Lt. Northcroft<sup>242</sup> and Surgeon Lang<sup>243</sup> of the *Dixie* returned in the launch with us. I went on board the *Tucker* with Wygant and later we went on the *Dixie* to dine with Captain Price. Lyons made the fourth at table.

On returning to the ship found a mail from the States. It was a small one—one or two bags only—and I received no personal letters. Am going to turn in and read the *Army and Navy Journal* until I fall asleep.

These clippings are from papers a week apart.

I think the sinkings will continue to fluctuate, and that the barometer of optimism and pessimism will be gauged alternately by the number of sinkings.

*New York Sun* dateline London 6 June 1917:

The toll laid on British shipping by U-boats reached a new low level last week. . . . Fifteen vessels of more than 1600 tons were sunk . . . the latest report . . . shows a reduction of three. . . .

*New York Sun* dateline London 13 June 1917:

There has been a pronounced increase in the number of British ships sunk by submarines last week. . . . Twenty-two British merchantmen of more than 1600 tons . . . were sent to the bottom either by U-boats or enemy mines.

I continue to be an optimist so far as the U-boat business is concerned. I do not see how the Germans can possibly make a success out of it.

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Sunday

July 8 [1917]

Berehaven

I spent the forenoon yesterday on board ship—cleared up my paper work and wrote a letter to Lulie. In the afternoon Price, Fairfield, Wygant and I were ashore and called on the Sharps. Mrs. Sharp has recently returned from London and brought her five year old son back with her. The youngster has no playmates here except the dogs and cats which are just as much at home in the living room as the people. Captain Heron of the Army and his wife were calling—and Zogbaum came in a little later—I believe the Sharps were out of bread and that Zogbaum brought

a loaf with him! We had tea and cakes—then walked around the picturesque place which Sharp is gradually getting into shape. It is called the Water Fall owing to the cataract of a mountain stream which drops into the Bay close to the house. It was at this stream that the vessels of Nelson's fleet used to obtain fresh water. The rocks show where they were cut away to make room for the boats. Mrs. Sharp took a picture of us standing on the rustic bridge which spans the falls. By us I mean Mrs. Heron, six men, five dogs and two cats. I forgot the boy—he was there also.

Wygant and Fairfield took dinner with me on the *Wadsworth* after which we went ashore on Bere Island. We walked a while then went in the Officers Club and chatted with the Army officers and read the papers—or rather looked at the pictures in the weeklies. At half past ten we were back aboard ship.

Today, Sunday, I pattered about my desk, wrote letters, and read until four o'clock. Then Dr. Turner and I went ashore for a walk on Bere Island. It began to rain so we put in at the Officers Club where we remained for an hour. During a lull we made a dash for our boat and got back to the ship without getting very wet.

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Friday

July 13 [1917]

At sea

We went to sea at 8:30 a.m. Monday the 9th. We had an uneventful time until Tuesday afternoon about four o'clock when a submarine was sighted on the surface. He submerged before we got close enough to take a shot at him. Until dark the *Wadsworth* circled in an increasing spiral—speed 20 knots so we made him stay under during the greater part of the time. Although we did not see him again, I feel sure he came up and took a look at us once in a while through his periscope.

Wednesday afternoon we again sighted a submarine about 20 miles from where the one was seen yesterday. It was probably the same one. We kept him under by the same method as followed the day before. There is one thing certain and that is that that sub is not doing business at present. In the first place there is no shipping going through our present patrol area, and in the second place there are enough patrol boats around to keep the subs down most of the daylight hours.

We have heard very few S.O.S. calls this trip. There is one fellow working well to westward around 20° Longitude, and he has chased a couple of ships. The new plan which requires all ships to follow the same route during certain periods should diminish the number of sinkings. Only the subs that happen to be on that route will have a chance and their chances will be limited by the large number of patrol boats on that route. The other subs will not see any shipping at all except the outlying patrol boats which serve more or less as a bluff. By the time the submarines learn of the concentrated route, a new route is selected and they will

again have the trouble of trying to find it. The more I see of the submarine business, the more I am convinced that it will be a failure from the German point of view. They will not succeed with it even if we do not succeed in destroying their submarines. If no submarines are destroyed it means that they are not coming into contact with the patrol vessels; and if they do not come into contact with the patrol vessels it means that they are not coming into contact with a great many merchant ships.<sup>244</sup>

We had fine smooth weather until Wednesday afternoon when it commenced to blow up a bit from the southward and picked up a lumpy sea during the night. Thursday was windy, rainy and uncomfortable until late in the afternoon, when it cleared off and the wind and sea started to go down. The doctor has been very miserable owing to seasickness. For him life is not worth living at present. He will forget about it when we return to port tomorrow morning.

I have been reading Mr. F.W. Wile's books: *The Men Around the Kaiser*, *The Assault* and *The German-American Plot*. Mr. Wile is an American newspaper man who lived in Berlin for 13 years prior to the War and was the correspondent for the *Chicago News*, *Philadelphia Ledger*, *New York Times*, and *London Mail*. His books are very interesting as giving an insight into the German character. His views of the Germans I think changed somewhat after war was declared and he became convinced that although he knew they were preparing for this war, he did not know that the theory of "Might makes Right" was to be their practice.

The more I read of the Germans, the more I am convinced that their philosophy is all wrong. It is not Christian philosophy. They are still living in the medieval times so far as humanity is concerned.

It is the best thing for the United States that they entered this war now. If they had not done so, the best the Allies could have done would probably have been to obtain a draw—and a draw would mean that the same status quo would be in effect as if the war had never been fought. This would undoubtedly have meant that in the future there would be another great European war and before that war took place Germany and Japan would probably have united to humble the United States. And the U.S. would have been licked in such a war owing to lack of preparedness. We would be licked before we began to prepare.

I suppose the U.S. is hustling now to get ready for this war. I think Mr. Wilson was wise in trying to keep us out of war; but I think he was short-sighted in not preparing on a grand scale when the *Lusitania* was sunk. If he had done so the war would have been shortened and the country saved many lives and many millions of dollars.<sup>245</sup>

*The London Daily Mail*, 23 May 1917:

Youth is the supreme impression received from these transatlantic sailors . . . not only in their attitude to life do they seem beautifully young . . . [but] they have come over in no holiday mood; the yachting illusion disappears in the presence of these intense young commanders with the hunting look in their

faces . . . a disciplined democracy “out to make good and sure of doing it.” Sometimes they salute, but they do not make a hobby of it; they are casual about this as about any other non-essential. . . . They are so very rich and debonair. . . . The lower ratings are more highly paid than the British Navy; the higher ratings are only on a level with our higher ratings.

I do not know the author of this. It may be by Mr. Vise who is in Queenstown and whom I have met on several occasions. I have met no other English correspondents. Like most of the articles of this character there is considerable “hot air” in it. The remarks about saluting came as a surprise to me. The men have been unflinching in saluting so far as I am concerned. Perhaps, though, this is due to my having embroidery on my cap visor!

The remarks about pay are not correct. All American ratings are higher paid than are the corresponding British ones.

*New York Times*, Magazine section, 24 June 1917:

But I can say of our ships now on the other side that they are all manned by picked officers and men. Nobody was allowed to go on this expedition who had not had experience on destroyers. . . . It was because of the quality of these officers and men and because of the splendid . . . ships themselves that they were able to surprise the English with the statement that they were ready to go to work immediately upon their arrival. . . .

This is part of an interview Mr. Daniels gave a *Times* reporter. I note the Secretary says the destroyers are all manned by picked officers and men. This statement leads to wrong impressions. The *Wadsworth* left the U.S. with her officers and men just as they were—without changes. The officers and men are good—but they are the “run of the mill” and I think the same is true for the other destroyers. When we left the U.S. there were in the *Wadsworth* crew 4 seamen 2nd class—just caught!

GENERAL ORDERS—COAST OF IRELAND.

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336. *INDEPENDENCE DAY*.

The following signals were made at Queenstown on 4th July:

FROM .. Flag  
TO .. General

Commander-in-Chief and Officers and Men of British Squadron wish their comrades from United States success, good luck and happiness.

(0700)



LEWIS BAYLY  
Vice Admiral  
Commander-in-Chief

FROM . . . MELVILLE  
TO . . . Commander-in-Chief

The Officers and Men of the American Naval Forces operating in European Waters thank the Commander-in-Chief and Officers and Men of the British Squadron for their message which is very much appreciated. We are happy over our good luck in being with you and will welcome any success that promotes the common cause.  
(0800).

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Monday  
July 16 [1917]  
Queenstown

We arrived at Queenstown at half past eight, Saturday [July 14, 1917] morning after a rather sleepless night on my part. Passed several patrol vessels acting singly and at about 2 a.m. sighted a convoy of six merchant vessels escorted by four destroyers. About the same time sighted two merchantmen proceeding independently—one with a destroyer escort.

A good-size mail awaited us and I received five letters from Lulie, two from Mother, three from Father, one from Charles and one from Henry Johnston. The letter from Henry announced that he had finally secured our box of long-lost laundry which failed to reach us before we sailed from Boston, and that he would send it to us at the first opportunity.

After refueling at the oil jetty, the *Wadsworth* was put alongside the *Melville* where there were already three other destroyers. We have some repairs to be made to the main feed water heater and are in hopes of getting our cooling machine installed. It is on the *Melville*, but I believe some necessary parts cannot be found.

We went next to the *Benham* and I was surprised to find Lieutenant Commander Lyons in command instead of Gay who I understand is now executive officer of the *Dixie*. It seems that when the *Benham* was at St. Nazaire, Gay was informed that he would sail at a certain date—so without asking permission he visited Nantes. The *Benham* was ordered out ahead of time and sailed without the

Captain. Hence Gay's detachment. Such is life! It's a great one if you don't weaken. Personally I believe that I would not leave my ship over night under the present conditions without special permission from higher authority. But I think about half the Captains would have done the same as Gay under the circumstances. Hence I feel sorry for Gay because I know he must be broken up over the losing of his command.<sup>246</sup>

It was lunch time before I finished reading my mail. After lunch I boarded the *Melville* and indulged in a much needed haircut. I did not go ashore in the afternoon, but after dinner went to the smoker at the Men's Club. It was too long drawn out, not being over until midnight, and being very sleepy I did not enjoy the last part.

Yesterday [Sunday, July 15, 1917] I started out by pulling the bathroom door off its slide and letting it drop on my right foot. Fortunately only two toes were struck, but the pain was acute and made me quite faint for an hour. Dr. Tanner [Lieut. (j.g.) C.O. Tanner, assistant surgeon] bandaged me up, and by splitting an old shoe I was able to get it on, and by using a cane have been able to get about. But I am still aware of the fact that I possess a right foot.

At 9:30 a.m. went ashore to make the usual required ten o'clock report to the Commander-in-Chief. He did not want to see me about anything. Met Johnson, Neal, Fairfield, and Giffen there. I managed to walk to the landing with them, but I had myself driven up in a jaunting cart when I found walking up hill too painful.

Johnson and I went on board the *Melville* to lunch with Pringle who wanted to see us in regard to reorganizing the destroyer force as at present constituted. We did not talk very much business, but I enjoyed the luncheon, especially as I had not eaten any breakfast. I remained quiet all afternoon in order to nurse my foot, but went on board the *Conyngham* for dinner. Johnson tried to get all six of the Captains of the first division that came across the ocean for dinner; but Zogbaum had previously accepted an invitation to dine at the Admiralty House and Poteet, who was coming, evidently forgot about it. However Wortman and Fairfield were there and we had a fine dinner that made it difficult to appreciate that there was any such thing in existence as war.

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Monday  
July 16 [1917]  
Queenstown

I started in today by having my foot bandaged and then went ashore to send a cablegram to Lulie. Tomorrow is her birthday. On the way back to the ship stopped at the *Ammen*<sup>247</sup> and saw Logan<sup>248</sup> for about half an hour. The *Ammen*

came across with the fourth section of troop ships. On leaving St. Nazaire at night she ran aground on a shoal in the fairway and damaged one propeller and her rudder. The damage was sufficient to require docking, so there has been a board of investigation and Logan is worried about it.

I then went on board the *Adventure* to call on Captain Hyde. I spent about half an hour there. Zogbaum was doing as I was at the same time.

Johnson took lunch with me. We called on Commodore Lake,<sup>249</sup> who has relieved Captain Carpendale as Flag Captain, but we did not see him as he was not on board. I returned to the ship and spent the afternoon writing letters and war diary. I should have liked to have taken a walk but my foot would not permit.

Tonight I received a personal letter from Admiral Sims in regard to an official report I made concerning radiograms sent to me while on escort duty with our Army transports. I made the official report because I thought he wanted it. He called me down by radiogram on account of two messages I sent. Of course *I* thought I was right and that he was wrong. *He* says I was wrong so I suppose I was. He suggests that I withdraw the report, so of course I have done so—tore it up and threw it in the waste basket. And I have just written a letter to the Admiral, acknowledging my mistake and placing myself in the category of one of the anybodies of the saying: “Anybody is apt to make a mistake—that is why they put rubbers on lead pencils.”

Now I am going to bed. It is 11:30 p.m.

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Saturday

July 21 [1917]

At sea

I see it has been five days since I opened this book. It may be that I will record some things of interest during that time. However, that is not apt to be the case, as not so very much happens.

Tuesday, the 17th, I spent the entire day on board. It was a rainy and disagreeable day, and I felt correspondingly miserable. It was Lulie's birthday and I think I spent most of the time wishing I were home.

Wednesday [July 18, 1917] it blew a gale until late in the afternoon. About 4 o'clock the sun came out so I went ashore. Met Fairfield at the Yacht Club and we walked to the Admiralty House to take a look in the Operations Office as we were to go to sea the next day and wanted to find out what was going on. Things seemed fairly quiet. Commander Herbert D.S.O.<sup>250</sup> was on duty. He is a recent arrival and now that there are three officers in the Operations Office they do a continuous watch.

The others are Commander Grubb<sup>251</sup> and Lieutenant Commander Douglas. In the Naval Center Office I met Commander Daniels R.N. He had a letter of introduction to me from Mr. MacAfee.<sup>252</sup> I should have gone to call on him yesterday at his home if it were not for the combination of bad foot and bad weather. Fairfield and I went in the Sloop Garden to pick some sweet peas. Found Lt. Comdr. & Mrs. Douglas, Mrs. Davidson and Lieut. [name omitted in diary] there having tea. We were requested to join and accepted. Mrs. Douglas then helped us pick sweet peas, and we returned to the ship with beautiful bouquets.

After dinner I went ashore again. Picked up Vernou at the Yacht Club and the three of us called on Admiral Bayly and Miss Voysey. Spent a pleasant hour and a half and returned on board ship.

Thursday [July 19, 1917] at 8:30 a.m. we put to sea for a three day patrol trip. However, since then have received orders to remain out the usual five days.

The *Wadsworth* was on assigned station at noon, when a radio [signal] was received directing *Wadsworth* and *Burrows* to relieve the *Tucker* which ship was escorting oil ships, in ballast, out to 15° West. It was a long stern-chase for us but by making 23 knots (all the state of the sea would permit) succeeded in coming up with them at 9:00 p.m. There were only two oilers instead of three as I expected so *Burrows* took one, and the *Wadsworth* the other, and separated. Ours was the *Herbert G. Wylie*—an American ship with gun crews composed of American Navy sailors.<sup>253</sup> We escorted the *Wylie* until 5 a.m. [Friday, July 20, 1917] and then let her go on by herself—bound for the United States. I wish the *Wadsworth* were going all the way with her.<sup>254</sup>

Yesterday afternoon we picked up the Cunarder *Aurania*. She had an especially valuable cargo, and also a large Red Cross unit on board. While escorting her, a submarine was sighted shortly before 7 o'clock. Tried to get the *Aurania* to change course but she paid no attention to my signals. The sub was seen first from aloft [i.e., the masthead] and was on the surface running at high speed to get in position for firing a torpedo at the *Aurania*. We gave chase and opened fire at about 10,000 yards. Five shots were fired before the submarine submerged—the last two shots were very close to him. By forcing him to submerge he could not get into position to attack the *Aurania*, which ship was making 15 knots. Tried to find the submarine's wake in order to drop a depth charge on him, but could not pick it up. Continued with the *Aurania* until ten o'clock p.m., when the *Fanning* relieved us and we returned to our patrol station.<sup>255</sup>

Today started out with being foggy—and then rainy. Now it looks as if it were trying to clear up. But the wind is coming up all the time and the sea gradually getting rougher.

Monday

July 23 [1917]

At sea

The *Wadsworth* went into commission two years ago today. We had intended having a birthday party if we were in port. The change in our orders prevented this. We have managed to keep fairly busy during the past two days, and [as] the threatening bad weather did not materialize, we have been fairly comfortable.

We started in yesterday forenoon by picking up the British merchant steamer *Akassa*. Escorted her until two o'clock in the afternoon when, having reached the limit of our patrol and she not being listed as a specially valuable ship, permitted her to go on alone. An hour later we sighted the big White Star liner *Belgic*. As she was down as a specially valuable ship stayed right with her until about six o'clock when the *Fanning* relieved us. This was the *Belgic's* first east bound trip.

About an hour after leaving her and while sitting in the ward room, there was a loud explosion and I thought we had been struck by a torpedo. Was not on deck in time to see the disturbance made by one of our depth charges which Everson had dropped. He said he saw two periscopes of a submarine nearly dead ahead and close aboard. We were going 22 knots at the time so he did not have time to notify anybody but let the depth charge go. We stayed around for an hour looking for results but could not find any. Everson was the only one who saw the periscopes and he is confident that's what they were. They were only in sight for a few seconds.

This morning at three o'clock while it was still dark passed a large steamer close aboard. Decided to follow him until daylight. At 4 o'clock joined with her and found that she was the Canadian Pacific steamer *Metagama* from Montreal for Liverpool. She was two days behind schedule and was listed as a specially valuable ship which should have two destroyers as escort. It was 11 a.m. before we were joined by the *Jacob Jones*. At 4 p.m. when off the Fastnet the *Nicholson* came along and relieved the *Wadsworth*. The *Metagama* had a large crowd of passengers, some in uniform and some in mufti. We are now killing time until 10 p.m. when we will turn around bound for Queenstown.

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 Sunday

July 29 [1917]

At sea

Again I have neglected my diary for six days. It seems impossible for me to keep it quite up to date. Somehow or other I never seem to catch up in doing what I want to do and what I ought to do.

We arrived in Queenstown at eight o'clock Tuesday morning (the 24th) and went alongside the oiler *Brumbleleaf* for fuel. There were eighteen destroyers in port—the accumulation being due to the new convoy system which is now in effect.<sup>256</sup> The *Conyngham* and seven others had just returned from escort duty; and the *Wilkes* and five others were just ready to go. They sailed at 6 p.m. When we finished oiling, the tug took us to No. 1 buoy where we tied up alongside the *Ammen*. Logan came on board for a visit. Did not stay long as his ship was getting ready for sea. I went on board the *Melville* to find if there was any news. Everything seemed quiet. Only a few ships had been sunk in our neighborhood, but I heard that 21 had been sunk altogether during the past week. My best shoe still hurt my sore foot, so I did not go ashore, but contented myself with reading my mail. Several letters from Lulie, Mother and Father as late as July 7th, and newspaper as late as the 9th.

On Wednesday (25th) I made the usual 10 a.m. visit to Admiral Bayly. Found Johnson there also. I was informed that my "squadron" of eight destroyers were to sail at 8:30 a.m. [Friday] July 27th and proceed to a rendezvous at sea where we would meet a convoy of 19 merchant vessels which we were to escort to the Smalls.<sup>257</sup> I did not relish the job. While walking through the Admiralty gardens I picked up a number of gooseberries which I found delicious eating just as they came off the bushes. Miss Voysey had told me I could have all I wanted, as many of them were going to waste for lack of people to pick them.

I went with Johnson to the *Conyngham* for lunch and then returned to the *Wadsworth* to write the necessary campaign order for our convoy duty.<sup>258</sup>

Commodore Lake R.N., who relieved Captain Carpendale as Flag Captain, came on board to return my call. He was much interested in the ship and made an inspection of the main deck and men's quarters.

At half past three Johnson called for me. I went ashore and caught the 4:05 train for Cork. It was my first visit to the city since the day after our first arrival at Queenstown when the Captain went to return the Lord Mayor's call and to call on the Major General. Our train was a slow one, but I did not mind that as the trip is not a long one even in a local. The scenery is pleasing and the car comfortable. The baseball teams of the *Melville* and *Trippe* were playing a game at the Mardyke Cricket Grounds, for the Red Cross fund. So we took a jaunting cart to that place and arrived during the fifth inning. I think there must have been at least 3,000 people to see the game—which I believe was the first one played in Cork. It was a gay scene—so gay in fact that it was hard to realize that a war was going on anywhere. It seemed like a dream that only a few days ago I was out at sea with my ship shooting at a hostile submarine.

In order to avoid the crowd Johnson and I left before the game was over, took a jaunting cart and rode for about half an hour to the residence of a Mr. Kerr where Johnson asked for the daughters. He had promised an army officer named Hill,

when last at Berehaven, that he would call on the young ladies, one of whom was his [Hill's] fiancée. The girls were still at the baseball game. We saw Mr. Kerr for a few minutes and then drove to the City Club where we had dinner. We sat at a table with four young Army Officers—two belonging to an Irish regiment, and two to a Scotch regiment. All of them had been wounded or "gassed" one or more times and were now in Cork taking a course in "gassing." They were nice clean-cut fellows and most interesting to talk to.

After dinner we took in the Variety Show at the Palace Theater. On the pavement outside met Mr. & Mrs. Brown, Mr. Pelly, and a Mr. & Mrs. Woodhouse. The Browns got after me for not having come to see them. I told them this was my first visit to Cork, but that I would come as soon as opportunity offered. I think some day I will go, if I get the chance.

As we entered the theater the manager told me I should have come last week and I would have seen myself on the screen. He had recognized me from the pictures showing our arrival at Queenstown. About two weeks ago the movie "Paying the Price" was shown in Queenstown. This was the play in which the *Wadsworth* figured, the picture having been taken in Newport, June a year ago. As I was in this film also, perhaps the public will begin to think I am a movie actor.<sup>259</sup>

The train back to Queenstown left at 11:15 [p.m.] so we had to leave the theater a short time before the last number was finished. Just before we left, a young lady in the seat back of Johnson leaned forward and asked "Is this Commander Johnson?" It was one of the Misses Kerr whom we had missed seeing in the afternoon.

In our compartment there were four British Naval Officers, the wife of one, and Comdr. Daniels—so the time did not drag. Was on board ship at 12:15 and glad to go to bed.

Thursday [July 26, 1917] morning it rained. Consequently, I had a good chance to write letters and took advantage of the opportunity. In the afternoon received signal that *Wadsworth*, *Trippe*, and *Walke*<sup>260</sup> would sail at 3 a.m. instead of 8:30 a.m. and that the Vice Admiral would like to see the Captain of the *Wadsworth* before 4 o'clock. At 3:30 I was at the Admiralty House, saw Admiral Bayly, and was informed that sailing orders were changed because the Admiralty had sent a telegram that the convoy must be met in 17° West, instead of 15°30' W. as previously ordered. As five of my ships were at Berehaven it was necessary for me to write out a telegram to be sent to them.

I took a jaunting cart and drove to Rushbrooke where I had tea with Commander and Mrs. Daniels and their three children. Commander Daniels has been retired for some time and is on duty in the Naval Center Office.

Mrs. Daniels is still a young woman, and the three children are fine. The two older are girls—Dorothea and Mary, the youngest a boy—Edward. They are still between the ages of 5 and 8. When we went into tea, Dorothea very sweetly asked

if she could sit next to me. Young Edward was anxious to ask me a question but his diffidence was too much, so he tried to get both his Mother and Father to ask the question. What he wanted to know was whether we had any chewing gum on board ship! I told him I would try to get him some.

I walked back to the landing—meeting Paymaster<sup>261</sup> and Mrs. Taylor and Constructor and Mrs. Walker<sup>262</sup>—and walked with them. Had dinner on board ship, and was contemplating turning in early owing to the prospective early start to be made, but Courtney came on board and stayed until half past eleven. He told me all about his trip to the front. He went up twice in airplanes—once at night when his machine dropped bombs on Ostend; and once in the daytime when he took a trip over the German lines. Courtney said Admiral Jellicoe would let me do the same thing and that we were the only ones he would authorize to go—this of course on account of our connections in China during the Boxer trouble.<sup>263</sup> But I told Charles that while I was ready to take necessary risks, I was not going to take any unnecessary ones. So I do not expect to try to go to the front.

Friday morning (27th) at 3 a.m. the *Wadsworth*, *Trippe*, and *Walke* proceeded to sea. Starting at 3 a.m. is worse than spending all night at sea, so I count this night as one at sea and consider we missed a night in port that was coming to us. The tide was running ebb, but as there was no wind it was not difficult to turn the *Wadsworth* around in the narrow channel. The ships of my “squadron” at Berehaven sailed at 8 a.m. They are the *McDougal*, *Shaw*,<sup>264</sup> *Ericsson*, *Wainwright*, and *Jacob Jones*.

When a little while out the *Walke* reported that one turbine was rubbing [its blades against its housing] and that he was returning to port. Received word by wireless that the *Porter* was detailed to take *Walke*’s place. Friday was uneventful excepting for sighting a submarine which was on the surface [for] only a few minutes after Broadbent saw it.

Saturday (28) it was rainy, and the visibility was poor until about 11 a.m. when it cleared off. At half past one we sighted the smoke of our convoy and at half past two the eight destroyers had joined and I signaled the *Adventure* that I would take over. The *Adventure* immediately started for Queenstown.

The nineteen vessels of the convoy were in five columns and cover considerable area. The “Commodore,” a Captain of the R.N.R., is in command. He is on the *Tennyson*—the leading ship of the middle column. The destroyers have been assigned positions as shown in sketch below:

<i>McDougal</i>	<i>Porter</i>	<i>Ericsson</i>
<i>Wainwright</i>	Convoy of 19 merchant ships	<i>Shaw</i>
<i>Jacob Jones</i>	<i>Wadsworth</i>	<i>Trippe</i>



It was my intention at first to take center position ahead of formation, but changed my mind and took rear position as shown. This permits me to view the whole formation, and enables me to go where I please and at the same time leaving only the rear uncovered.<sup>265</sup>

I went close enough to the *Tennyson* to heave a letter aboard. Later went back and received a letter from the Commodore. Signaled several ships to "Please Close Up," and signaled several ships orders changing their destination. The ships are spread out more than I would like to see, but I suppose this will have to be expected until they have more practice at it. They are steaming at 8.5 knots (the speed of the slowest) and from the time we joined until 9 a.m. today we have only averaged 7.7 knots made good. The night was uneventful. The weather clear, wind light. The merchant ships show stern lights. It would be better if they would get along without them. It is now 1 p.m. Sunday [July 29, 1917]—I will be glad when the bunch is through the danger zone and we are at the Smalls, where they will disperse and the destroyers return to port.

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Monday

July 30 [1917]

At sea

Yesterday afternoon about five o'clock, Falge, who was officer of the deck, let go a depth charge on what appeared to be the wake of a submarine. We then circled and I saw large quantities of heavy oil coming to the surface. The *Wadsworth* was kept in vicinity for an hour and a half, during which time the amount of oil gradually increased. It looked very much as if we had at least severely damaged a submarine. When the convoy was hull down we went ahead at 20 knots and were soon up to our position again. At five minutes to eleven last night, Earle, who was officer of the deck at the time, let go a depth charge over what looked like the wake of a submarine. It was too dark to see if there were any results. About five minutes later, the *Trippe* struck some submerged object which listed her about ten degrees. About half an hour later the radio man on watch heard a German submarine calling wildly—as if in distress. I wonder if it is possible that we could have been instrumental in damaging two submarines on the same day!<sup>266</sup>

At daylight this morning the two rescue tugs appeared in accordance with the schedule. At about eleven a.m. four British destroyers, accompanied by an aeroplane joined and then proceeded with the five ships for Channel ports. One oiler, with the *Ericsson* and *Jacob Jones* as escort, parted company bound for Queenstown. I received orders by radio not to disperse the convoy at the Smalls, but for all ships to put into Milford Haven owing to enemy activity in the Irish

Sea. Later received a message from the Vice Admiral at Milford Haven saying that two "P" boats<sup>267</sup> were being sent to assist. I figured that they could not possibly join us before dark, and as the only "P" boat I had seen was the one we fired on for a submarine, I was afraid they might receive a warm reception. So I notified the destroyers they were coming and requested the senior "P" boat by radio to make the recognition signal early. He answered by saying he would have his navigation lights turned on. At half past ten they arrived and I stationed them astern on either side until daylight, with directions to take station ahead then.

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Tuesday

July 31 [1917]

At sea and Queenstown

The convoy now only consisted of 13 ships. When south of the Smalls, two of them for Bristol were directed to proceed. The other eleven formed column and passed into Milford Haven—it taking nearly an hour and a half for them to get in the bay. I signaled the destroyers to return to Queenstown. We all let out at speeds varying from 20 to 25 knots, and by six p.m. the six of us were in Queenstown, secured to the buoys and as peaceful as if we had never been to sea.

A four day mail was received, but no letter from Lulie. There was one letter from Mother and two from Father. Copies of the *New York Times* also came, Father having transferred his subscription to me. I did not go ashore. Shortly after dinner indulged in a bath and then went to bed where I read myself to sleep with a copy of the *Army and Navy Journal*.

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Wednesday

Aug 1 [1917]

Queenstown

This morning made the usual ten o'clock trip to Admiralty House to report to the Vice Admiral. Met the fellows from the various ships, and there was much talk of our convoy experiences. Returned on board for lunch. The *Wadsworth* was alongside the oil dock, but shortly afterwards was moved to buoy 9A which is farthest up harbor, and far from the landing.

After writing my war diary and my report on the "escort of convoy," I went ashore, landing at Rushbrooke. I took with me a box of Park and Tilfords "Sea Going Chocolates" which I left at the Daniels' house for the children. There was

nobody in. I walked to the Sloop Garden at the Admiralty House where I found Mrs. Douglas and Mrs. Richardson<sup>268</sup> making tea, and Pringle, Hanrahan, Hartman,<sup>269</sup> Daniels, Douglas, and Sherston playing tennis. Fairfield and I were taking tea only. From there I went to the Yacht Club and dined with Commander Sherston, Heaton,<sup>270</sup> and Crichton<sup>271</sup> of the British Navy, and Johnson, Courtney, Fairfield, Zogbaum, and Bagley of our Navy. While our fellows frequently dine at the club, it was the first time I had done so. After dinner we had a song fest. A paymaster came in and played the accompaniment, Sherston and a long-spurred reserve officer whom I don't know sang—and the rest of us shouted. At 10:30 I returned to my ship—the song fest was still going on.

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Thursday  
Aug 2 [1917]  
Queenstown

This morning I again went to the Admiralty House to take my report on the escort duty. Several of the skippers were there. Also Captain Pringle who had with him Mr. America,<sup>272</sup> the Associated Press correspondent. There is a big row on about the reported attack on an Army transport which we escorted to St. Nazaire. It seems that Admiral Gleaves reported that the transports were attacked by submarines in force, and that at least one submarine was sunk. The report, given out by the Department in Washington, was greatly embellished it seems for Fourth of July effect. It mentioned guns being fired, and read as if there had been a great battle. Then Mr. America, in conversation with the destroyer officers, sent a despatch which was not shown Captain Pringle but which the censor passed and of which the notice posted here is a result. While the headlines say "British Officials" the news item does not mention the nationality. Mr. Daniels wants to know what officers gave him (Mr. America) the information. Mr. America will not tell. Vice Admiral Bayly has suspended Mr. America. And there you are!

As near as I can find out what really happened was this: The first four or five transports accompanied by the *Seattle* with Admiral Gleaves on board, when in the neighborhood of 22° Longitude, reported as many as 5 torpedoes fired at them. It was a dark night and the water phosphorescent.

The press announcement by Secretary of the Navy Daniels, 4 July 1917:

The transports bearing our troops were twice attacked by German submarines on the way across. On both occasions, the U-boats were beaten off with every appearance of loss. One was certainly sunk . . . The first attack took place at 10:30 o'clock on the night of June 22 . . . the attack was made in force. . . It is not known how many

torpedoes were launched, but five were counted as they sped by bow and stern. . . . A second attack was launched a few days later . . . the results of the battle were in favor of American gunnery. . . . Not alone did the destroyers hold the U-boats at a safe distance, but their speed also resulted in the sinking of one submarine at least. . . .

British press clipping, dateline Base of the American Flotilla in British waters, 5 July 1917:

The private attitude of official circles here is that the story issued Tuesday on the authority of the American Secretary of the Navy, Mr. Daniels, respecting the two attacks by German submarines upon the American expeditionary force, is inaccurate. There was no submarine attack whatever; . . . one of the destroyers dropped an explosive charge as a precaution, but no submarine or wreckage was seen . . . .

British press clipping, dateline Washington, 5 July 1917:

Secretary Daniels says the original statement given out by him July 3 was based on official information and that the story from the base of the American Flotilla in British waters is not true.

No submarines were seen and no guns fired, as I remember it. Admiral Gleaves told me about the attack, and I came very near asking him if he did not think the "torpedoes" were fish, but I thought it better not to suggest it. Practically all the destroyers were "torpedoed" by fish when "en route" to join the transports. And this frequently happens in phosphorescent waters.

The second attack referred to was made on the second contingent. I was in charge of the destroyer escort of this contingent. What happened was: the *Cummings* saw the periscope of a submarine, ran over the spot, dropped a depth charge and afterwards observed oil and debris come to the surface. That was all there was to it. Several days later when the *Conyngham* and *Trippe* were escorting the *McClellan* alone, all three ships fired at a "periscope" which turned out not to be a periscope, but something floating in the water.

This afternoon I went ashore with Johnson—he to play tennis at the Rushbrooke Club. I went for exercise. My toe still hurts a bit when I walk with my good shoes on, so I have not taken up tennis as I expected to. We rode to the club in a jaunting cart, and while Johnson was playing with Hutchins and Bagley, I walked to the Daniels' house to give the children a package of chewing gum I had found on Alfred's desk and which had been sent to him as a sample. Commander and Mrs. Daniels were out, but the three children were having tea alone. When they heard me they jumped up from the table, rushed to the door and commenced [in] one breath: "Commander Taussig, we thank you very much for the candy. We enjoyed it very much." The small boy, Edward, then finished by himself: "But it

is all gone now." Then Dorothea very sweetly asked me if I would have tea with them, but I declined for I had told Johnson I would be back at the Club for tea. Returned to the Club, watched the tennis, had tea, and a little later met Giffen at the Yacht Club. From there we went to the Admiralty House where we dined with Vice Admiral Bayly, Miss Voysey and Commodore Denison R.N.V.R.<sup>273</sup> The Commodore is a retired Admiral of the regular Navy, and in order to perform duty accepted a commission as Commodore in the Volunteer reserves. He is in charge of the local patrol at Kingston and is under the orders of Vice Admiral Bayly. He is a very pleasant and affable gentleman—very courtly in his manners, but without undue airs. I asked him if he would like to come aboard my ship tomorrow. He said "Yes," so Admiral Bayly will bring him.

Miss Voysey had just returned from a two day visit to London. Although it rained during her visit, she said that one day Admiral Sims put an American Embassy automobile at her disposal, so she was very enthusiastic about it. She said that Admiral Sims told her that some rich American in London had placed his residence at the disposal of American Naval Officers who are on leave.<sup>274</sup> I hope this is so as the *Wadsworth* is to go to Liverpool for ten days about the 17th and I will take a run over to London, if free lodgings are to be had.

After dinner we followed the routine of inspecting the grounds, shutting up the chickens, and collecting the eggs. To this has been added giving the burro some carrots. Although I had eaten heartily I proceeded to eat some gooseberries from the bushes, and a tomato from a vine.

At ten o'clock, Giffen and I returned to the ship. Before leaving, the Admiral invited me to come up and have tea and play "cricket" tomorrow.

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Friday

Aug 3 [1917]

Queenstown

Was informed this morning the convoy we are to meet next is 16 hours late, so it would not be necessary to sail before 4 a.m. [Sunday] Aug. 5th. I told the Admiral I would prefer sailing at 9 p.m. on the 4th—so that is the time set.

Vice Admiral Bayly and Commodore Denison came on board about 11 a.m. While I took the Commodore around, Admiral Bayly went about by himself, taking a look at the *Wainwright* also as we were tied up with that ship. Commodore Denison was very enthusiastic about the ship and spent a half hour looking about. When he was ready to leave, Admiral Bayly had disappeared. I found him in the engine room looking at our [main engine reduction] gearing.

I spent the early part of the afternoon attending to my official and personal mail. At four o'clock Captain Pringle picked me up and we went to the Yacht Club where we were joined by Fairfield and Zogbaum. From there to the Admiralty House where we had tea with Admiral Bayly, Miss Voysey, and a Miss French. After tea we played "cricket," or really "tip and run," I think, is the proper name. It was played on the front lawn, a tennis ball and small stick being used. Each one batted and bowled in turn, Admiral and ladies included. It was not wildly exciting, but there was plenty of good exercise in it for one who has not been taking any regular exercise. I expect to be stiff from it tomorrow.

I returned on board ship for a bath and dinner. Then ashore again for the purpose of making a call. Met Johnson, Bryant<sup>275</sup> and Fairfield at the Club. Fairfield and I left cards on Lieut. Comdr. & Mrs. Douglas, who were out. So we sat around until ten o'clock and then returned on board. Found a mail which left the States on July 21. But there was no letter for me from Lulie. I fear she has been under the weather. But if this is the case some one in her family should have let me know. Tomorrow I will send a cablegram, which will require an answer.

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Saturday  
 Aug 4 [1917]  
 At sea

I spent the forenoon on board ship. At 9:30 the Commanding Officers of the destroyers which will go with the *Wadsworth* to escort the next big merchant convoy came on board to discuss our mode of procedure. Just received a signal saying that the *Rowan* would take the *Benham's* place. So those that go along with me are: *Rowan* (Courtney), *McDougal* (Fairfield), *Ericsson* (Hutchins), *Wainwright* (Poteet), *Shaw* (M.S. Davis),<sup>276</sup> *Jacob Jones* (Bagley), *Trippe* (Giffen). When the skippers left I made up the memo order for our procedure, and sent it out.

This afternoon Johnson, Fairfield and I went to the Sloop Garden. Johnson played tennis with Simpson<sup>277</sup> of our Navy and Douglas, Wilson,<sup>278</sup> and Richardson of the British Navy. Fairfield and I talked with Mrs. Douglas and Mrs. Richardson. Later we all had tea. Returned on board ship after 7:30 dinner. Put on my seagoing clothes and at 9:00 p.m. the *Wadsworth* was underway and bound out to sea. We are now south of the Daunt Rock lightship. Our speed is fifteen knots and we are zigzagging as usual. I am going to turn in with my clothes on, on the transom in the chart house.

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Monday

Aug 6 [1917]

Berehaven and at sea

Yesterday (Sunday) was an uneventful day excepting for the receipt of a wireless message from the Vice Admiral at Queenstown stating that the convoy was 42 hours late and suggesting the destroyer escort put into Berehaven to refuel and to start afresh. I complied with the suggestion and directed the destroyers proceed to Berehaven. It was an all night run for us at 18 knots until daylight and then 22 knots. We arrived at Berehaven [today, Monday, August 6, 1917] at 8:30 a.m. S.M.T. and immediately refueled.<sup>279</sup> Captain Price, Fairfield and Hutchins came on board for a few minutes. Received orders to sail at 9 p.m. B.S.T. (8 P.M. S.M.T.), so authorized ship to give liberty until 6 p.m. After lunch I went on board the *Parker* to see Halsey Powell.<sup>280</sup> It was the first time I had seen him since his arrival on this side, and I wished to thank him for bringing me a letter from Lulie. It looks as if the *Parker* sank a submarine a few days ago. They saw the sub on the surface, ran over to where it submerged, found its wake, and after running along it for a short distance passed directly over the submarine, the vessel itself being distinctly seen by the people on the bridge of the *Parker*. Two depth charges were let go, and large quantities of oil and some debris came to the surface.<sup>281</sup>

From the *Parker* I went to the *Dixie* and called on Captain Price. Courtney was there also. Received word that the convoy was due at the destroyer rendezvous at 11:00 a.m. tomorrow [Tuesday, August 7, 1917]. So I sent signal to all destroyers to sail at 6:30 p.m. [this evening] instead of 9 p.m. I returned on board the *Wadsworth*, wrote a letter to Lulie, and then went ashore for a walk with Courtney and Fairfield. Returned on board at six, got up anchor at 6:30 and stood out to sea. Steamed at 20 knots until we ran into a rain squall and then slowed to 18 knots. This speed was necessary in order to reach the rendezvous at 11:00 a.m.

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 Tuesday

Aug 7 [1917]

At sea

It rained at intervals during the night but obligingly cleared off about 7 a.m. Received a wireless from the *Adventure* that the convoy would reach rendezvous at 11:00 a.m. A little later received wireless stating that the convoy passed rendezvous at 9:30 a.m.—speed 7 knots. At 10:00 a.m. we picked up the smoke on the horizon, and at 11:00 a.m. joined company—the *Adventure* immediately leaving for Queenstown. All eight destroyers were in position by 11:30, and I

had given the necessary orders to the Commodore and ships concerned in regard to the changes in destination. I detailed the destroyers as shown in the sketch:

	<i>Ericsson</i>	<i>Rowan</i>	<i>McDougal</i>
<i>Shaw</i>		Convoy of 16 merchant ships deployed in 5	<i>Wainwright</i>
<i>Trippe</i>		columns	<i>Jacob Jones</i>
	tug	<i>Wadsworth</i>	tug

Since joining the convoy there has been nothing of interest to record.

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Wednesday  
Aug 8 [1917]  
At sea

Proceeding with convoy as yesterday. Last night received a wireless from the C-in-C, Queenstown, directing that the *Conyngham's* convoy and the *Wadsworth's* convoy not get too close and for the *Conyngham* to keep to northward if necessary. My bunch being late, it is evident that the *Conyngham's* gang have caught up to us. This forenoon we sighted their smoke on the horizon and we have been steering slightly converging courses since Alfy Johnson will have to do the necessary maneuvering to keep us from coming together.

Two tugs, the *Paladin II* and the *Flying Foam*, joined this afternoon. They are here for rescue work should it be necessary.

This morning we intercepted a message from a special service ship stating he was engaging a submarine. A little later he sent a wireless to a British man of war, but we could not translate it. Since then the special service ship reported that he was torpedoed. This was followed by a message to the British man of war to keep away for the present. We are now awaiting further messages as to the final outcome of the fight. Later—The special service ship is the *Dunraven*<sup>282</sup> commanded by Captain Campbell. Another wireless has just been intercepted. It stated that his ship had been torpedoed, the after magazine and depth charges exploded, that he had fourteen wounded, two of which were transferred to the American *Gail Norma* for operations. He did not sink the submarine. We have also been intercepting wireless messages between the C-in-C at Queenstown and some minesweepers in regard to a stranded submarine which they are trying to save. We do not know whether it is a British or German one. We hope it is German.



Not long ago two merchant ships escorted by the *Patterson* and *Warrington* joined my convoy. They were sent by Johnson, the smoke of whose ship has been in view to the northward for several hours. I imagine these ships are lame ducks and too slow for Johnson's bunch which is moving along about a knot and a half faster than mine. Five British destroyers are due to join at 11 p.m. to take the ships bound for the English Channel off our hands. I sent a wireless to the C-in-C Devonport requesting the destroyers join before dark if practicable but have had no reply.

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Thursday

Aug 9 [1917]

At sea and Queenstown

Last night at about eleven o'clock the five British destroyers made their appearance. After much signaling, confusion, and many near collisions they succeeded in getting six of the eight Channel ships separated. However, at daylight there were two of the Channel ships still with us and two destroyers trying to find out which they were. They finally went off with one and left the other behind, although I had signaled that she was bound for the Channel. The one left behind was the *Cheviot Range*, one of the lame ducks that Johnson had sent me. She kept falling farther and farther astern and finally about ten o'clock sent a wireless asking if she was doing right by following us. I took the *Wadsworth* back and held conversation through the megaphone. In answer to my question as to why she had not proceeded with the British destroyers last night, the Captain said he got lost in the dark. Then I asked why he had not gone with the British destroyer I sent him this morning. He said he told the destroyer he was bound for France and the destroyer went off without him. Then I asked if he told the destroyer he was going to Spithead first and he said no he hadn't. In other words the *Cheviot Range* was a lame duck, made so by lack of brains of the Captain.

I told him to beat it for the Scillys and that I would send a wireless message that he was coming so they could look out for him.

The eight remaining ships of the convoy with us now proceeded at a much better speed. I went close to each ship and either signaled or hailed each one to tell them the latest route orders for proceeding after passing the Smalls. Some of the ships could not signal or read signals, some could not understand "American," and some could not do either.<sup>283</sup>

At 3:30 when near the Smalls I signaled the Commodore on the *Elysia* goodbye and directed the destroyer to return to Queenstown. The *Wadsworth* proceeded at 23 knots and we were secured to a buoy in the harbor at 10 p.m. B.S.T. The first thing handed me was a cablegram which I am inserting here.

8 August 1917

Western Union

To Jos. K. Taussig USNAVFORCES London, Eng.

Recovering rapidly from typhoid

Lulie Taussig<sup>284</sup>

Needless to say this was a shock, although I felt convinced that Lulie had been under the weather for some time, owing to having no letters from her in the past two mails. In the mail that came tonight I received two letters from Mrs. Johnston (dated July 15 and 19) telling me about Lulie's illness—but the letters are behind time, owing no doubt to Mrs. Johnston not putting the name of my ship in the address.

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Friday

August 10 [1917]

Queenstown

This morning I went to the Admiralty House to make the usual report. There were 16 skippers there and while in the waiting room, there was a continuous chatter. Everybody had something to say and wanted to say it first! The Admiral asked for a brief verbal report from Johnson and me—and that was all. I returned on board ship for lunch, and immediately afterwards went on board the *Melville* to have my hair cut. Saw Captain Pringle and Berrien<sup>285</sup> who has just arrived from the States. Berrien is to command the *Nicholson*, relieving Long who has gone to London on Admiral Sims' staff. Long is taking Babcock's place—the latter having had a nervous breakdown.

Pringle said Admiral Bayly wanted him to bring some of the Captains for tea and to play "tip and run" and asked me if I would go. I accepted, but really felt relieved when it rained and the party was called off. It enabled me to spend a quiet afternoon on board ship writing letters, reading, and cleaning up my paperwork.

It cleared off for a while about dinner time so I went ashore intending to take a walk—met Courtney, Johnson, and Bryant at the Yacht Club and we decided to go to the movies. Saw one number, and then returned on board ship.

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Saturday

Aug 11 [1917]

Queenstown

It has been showery most of the day. This forenoon Courtney and I went on board the British destroyers *Peyton* and *Narwhal* to call on their Captains, Lieutenant Commander C.L.M.M. Crichton and Lieutenant Commander H.V. Hudson. These two destroyers are the only ones still operating with us here, and they have received orders to leave on Monday and join the Grand Fleet. They are not at all pleased about it. Returned on board the *Wadsworth* for lunch and found Fleet Surgeon [John C.] Durston and his 14 year old boy there as guests. After lunch wrote letters to Lulie, Mother and Father. Then went ashore taking with me a box of candy for the Daniels children. Picked up Johnson and Bryant at the Yacht Club and the three of us walked out to Rushbrooke. I met the Daniels children just as they were starting for a walk and gave them the box of candy for which many pretty and profuse thanks were received.

Then went to the Tennis Club and watched a match between Asst. Paymaster [Reginald V.] Davis, R.N.R. and Ensign [Vincent H.] Godfrey of our Navy. The former is one of the 20 best players in Great Britain, and the latter won the championship of the Atlantic Fleet in Guantanamo last winter. The match was very close, but we did not stay to see it out. I dined with Johnson on the *Conyngham*. After dinner Bryant joined us and we went ashore to the smoker at the Men's Club. Most of the entertaining was done by the men of the *Adventure*, and a good part of it was mediocre. There were a couple of boxing bouts and then the movies—the main feature being the pictures taken on our arrival at Queenstown. They were really very good and it was the first time I had seen myself on the screen. I had a strange feeling whenever I appeared, that I was seeing one of my brothers! I did not appreciate before that there was so strong a family resemblance. From the movies all officers went to the Yacht Club, where after refreshments of various kinds and strengths we returned to our respective ships. Captain Pringle invited me to lunch on the *Melville* tomorrow—and I accepted.<sup>286</sup>

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Sunday  
Aug 12 [1917]  
Queenstown

Read during the forenoon. Went on board the *Melville* to lunch with Captain Pringle. Others there: Johnson, Bryant, Fairfield, Daniels. Had a very good luncheon. Then discussed our present convoy duty and a proposal by the Admiralty to extend it. We concluded that with the number of ships available it would be impracticable to carry out the Admiralty's wishes and keep the ships materially fit for continuous duty. Nor could the person stand the arduous duty without sufficient rest periods.<sup>287</sup>

I notice that I have not inserted the reports of the U-boat activities for some time, so cut this notice out of the *New York Times*.

Dateline London, 25 July 1917:

Twenty-one British vessels of more than 1600 tons each . . . were sunk last week. . . . The U-boat losses . . . have been kept down to a minimum. . . . An upward tendency . . . would not have been unexpected in view of the vigorous offensive efforts which the Germans are now putting forward on . . . "the submarine front."

On the whole the Navy may be said to be fairly well satisfied with the progress being made against the underwater enemy.

The ups and downs continue. Perhaps after a month or two a curve of sinkings can be constructed that will give a good idea as to when the periods of unusual activities can be expected. However, when winter comes the whole matter may be changed, and if the submarine warfare continues there should be but few sinkings in November, December, January and February.<sup>288</sup>

At four o'clock Fairfield stopped by for me and we then went to the *Conyngham* and *Allen*<sup>289</sup> for Johnson and Bryant. The four of us went to the Sloop Garden at the Admiralty House and played tennis. It was the first time I had played since I was in the *Ammen* in 1911. Johnson and Fairfield beat Bryant and me two sets: 10-8 and 6-5. Poteet and Bagley joined the party and they were beaten two sets—first by Bryant and Fairfield, and then by Johnson and me.

We returned to our respective ships for dinner and I was eating mine in company with Falge, Earle, and Sub-Lieutenant [Robert J.] Richards [R.N.] from the *Snowdrop*, when Courtney came in and asked me to come over to the *Rowan* for dinner. I had finished soup and helped myself to chicken and vegetables, but Charles was so persuasive, I excused myself and went with him. Hutchins was there also, and we had a very pleasant evening and a good dinner. It was eleven o'clock before the party broke up.

## IV

### Escort Commander

Monday

Aug 13 [1917]

At sea

We got underway at 8:30 a.m. and stood out to our patrol station, which for this tour is from Daunt Rock light vessel to the Fastnet. The first thing we received on the wireless was an S.O.S. from the [British] steamship *Akassa* which was torpedoed or mined off Galley Head. Of course we were much interested as we were standing down that way and thought maybe we might see a submarine—and also we knew the *Akassa*, as we had escorted her on her last homeward trip on July 23rd. We soon got a memo from the tug *Reserve* that the *Akassa* had sunk and that she [*Reserve*] had picked up 31 survivors out of a crew of 32. We met several ships standing to the eastward, they having reversed course when the *Akassa* was sunk. I took one of them under my wing—the *Ardeola*, bound for Lisbon—the *Conyngham* took one, and presently the *Cummings* and *Myosotis* came along to look out for the other two. So we all passed outward bound and were unmolested by either submarines or mines. When near the Fastnet, the *Benham* relieved the *Wadsworth*, and we returned to our patrol station. The outward steamers which have been going north of Ireland are now going south owing to the unusual activity of the submarines in the northern routes. Thus the game of hide and seek goes on.

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Tuesday

Aug 14 [1917]

At sea

Last night about 3 o'clock the *Cummings*, which is on the same patrol as we are, reported that he had been in collision with the tug *Flying Sunday*. No damage to the tug but *Cummings* had a large hole in the bow above the waterline and was returning to Queenstown. I have been wondering if the *Cummings* took the tug for a submarine on the surface and tried to ram. Such mistakes could easily be made on a dark night such as it was. Later in the day I received a wireless message from the C-in-C saying that the *Cummings* would go to Liverpool on the 17th for overhaul, taking the *Wadsworth's* place, and for the *Wadsworth* to remain on patrol until the 18th. I suppose this is what we get for boasting how good condition the ship is in. I do not care very much and realize that military necessity is paramount. The officers and men I think are disappointed because they had made plans for leave, etc. Some of the men had not been going ashore lately in order to save their money. I had anticipated a pleasant time with Johnson and Fairfield and we had talked over what we would do on arrival at Liverpool.

We picked up the steamer *Gascony* near the Fastnet this morning and escorted her until south of Daunt Rock lightship, when she was allowed to proceed without escort—no patrol vessel from the next beat putting in an appearance. There have been frequent rain squalls, but we have managed to escape most of them by changing course when necessary to do so.

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Friday  
Aug 17 [1917]  
At sea

Wednesday was an uneventful day. The only thing we did besides patrol was to escort the Norwegian oiler *Golaa*. We took her over from the *Zinnia*<sup>290</sup> and four and a half hours later turned her over to the *Warrington*. We saw one of the formerly torpedoed ships [that] had been towed to Berehaven where she rested on the bottom for some time and was later floated, being towed to Queenstown by a trawler and a tug and being escorted by a trawler and the *Myosotis*. I heard it stated that although a great many damaged ships had been towed through waters where submarines were active, not a vessel under tow has ever been torpedoed.

Yesterday (Thursday) after passing a Norwegian steamer (the *Ontaneda*) we picked up the British steamer *Agberi* and escorted her. When off the Old Head of Kinsale the masthead lookout reported he saw the periscope of a submarine on the starboard bow. We immediately headed for the bearing, but no one saw the periscope again. We passed over an oil slick and dropped a depth charge. This oil slick has been around this location for several days, and there must be something sunk there. Perhaps it is a submarine and perhaps it is an oiler which sank some

time ago and has had another bulkhead give way. We saw nothing more of the submarine and the only visible effects of the depth charge were hundreds of small fishes which had been killed by the explosion. The *Ontaneda*, which was about a mile ahead, became panicky when one depth charge exploded and circled around coming back to us instead of going on. I sent him an international signal to "proceed on voyage" but his proceeding was at a snail's pace. There was another ship about three miles astern, so I allowed the two ships ahead to proceed and I circled about until this third ship had passed. The smoke of the *New York*, outward bound from Liverpool for New York was sighted, so I met her. She was escorted by the *Warrington*. I ordered the *Warrington* to continue with us until we passed Kinsale,<sup>291</sup> because if there really was a sub in the neighborhood, all available precautions were necessary. After passing Kinsale directed the *Warrington* to proceed to patrol and the *Wadsworth* continued with the *New York* until relieved by the *Benham* off the Fastnet. It commenced to blow fresh from the westward during the afternoon and there were frequent rain squalls which, added to the increasing sea, gave us an uncomfortable night. There was little sleep for me as we were searching for some ships. At eight o'clock I received a wireless from the C-in-C to assist the *Nicholson* and *Parker* in escorting two oilers, and to continue with them as far as 10° West Longitude. Berrien now has the *Nicholson* and he was very suspicious of me. I first asked for his position, course, and speed, and received no reply. I then asked for a reply and his answer was, "why do you want my position, course and speed?" I informed him I had orders to join him. By this time it was pitch dark and I considered it impracticable to try to find him and also dangerous, so I told him I would join at daylight. The *Wadsworth* proceeded to the westward at 10 knots owing to bucking a heavy head sea. When daylight came there was nothing in sight excepting rain, and fog. These came in rifts. We sighted the *Nicholson*, but he was alone, having lost the *Parker* and the oilers during the night. After some conversation with the use of searchlights we lost the *Nicholson*. Shortly afterwards we sighted the oilers, but the fog shut them out of view before we joined. In a little while received a wireless from the *Nicholson* saying he had found his ships. We were now at 10° West so I headed the *Wadsworth* back for our patrol. Then the fog lifted and we saw the two oilers with the *Nicholson* and *Parker* proceeding on their way. The destroyers are to continue with the oilers to 17° West Longitude.

Seeing some smoke ahead of us, we went ahead at 20 knots which we could comfortably do with a following sea. First we passed the *Crocus*<sup>292</sup> escorting a merchant ship, and then we overtook the *Sampson* escorting two ships, the *Batanga* and *Zeta* (both British). The *Wadsworth* assisted the *Sampson* until the *Perkins*<sup>293</sup> was met off Kinsale, when I gave way to the *Perkins* and returned to patrol. About two hours later the *Sampson* sent out a general call on the wireless that he had sighted a submarine on the surface. Have heard nothing more up to the present.

The wind and sea have gone down. It is still overcast but the visibility is good. I hope it will continue so in order that the entrance to Queenstown harbor will not be difficult to find tomorrow morning.

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Saturday  
Aug 18 [1917]  
Queenstown

Last night proved uneventful excepting that we ran across the *Sampson* and thought at first she was a submarine. We arrived at Queenstown at 8:30 a.m. and were disappointed not to find any mail. The *Fanning* and *Wadsworth* refueled together. Carpenter came on board for a while. He gave me a true version of the submarine attack on the first group of transports concerning which I wrote on August 2. . . . He says that two shots were fired—one by the *DeKalb* and one by some other ship. Two broad phosphorescent streaks were seen about 600 yards apart and extending from 2,000 to 3,000 yards in length. Defrees, who was on one of the transports, was positive he saw the wakes of two torpedoes which narrowly missed his ship. Carpenter thinks there were two submarines there.

I went on the *Melville* for a while—saw Pringle, Bryant, Daniels, and [Albert T.] Church. A cable had just been received announcing the result of the selection board. Our force over here did very well. Pringle becomes an acting Captain; Wortman, Berrien and Long become permanent commanders; Wygant, Allen, Fairfield, Babcock, Fremont, Vernou, Neal, Hutchins and Zogbaum become acting commanders. (I am sorry to see that Price and Gay were passed over. There must be an immense amount of gloom on board the *Dixie*.) When I returned to the ship I received the communication posted below. It was a great comfort to have, and I think the department most considerate to have sent it. I am wondering whether or not it was done by request.

[Photocopy of actual telegram]

Queenstown 15 following message received from Chief Naval Operations to U.S.S. "WADSWORTH" quote OPNAV 142 wife of Commander Taussig convalescent doing fine 12013 Admiral Benson unquote 14314.

Admiral Sims.

Received a signal for *Wadsworth* to clean boilers,<sup>294</sup> so we will be in port until the 23rd; have not received new program so do not know to what patrol station we will go.



There were rain squalls during the early afternoon. I wrote letters and took a nap. At four thirty, the rain being over, I went ashore, sent Lulie a cablegram, and read the papers at the Yacht Club. Saw Wygant and Bryant. Returned on board for dinner and then went to the movies at the Men's Club. The movies were pretty good, but there was a little too much of them. Returned on board ship at 11 p.m.

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Sunday  
Aug. 19 [1917]  
Queenstown

Went to Admiralty House to make the usual 10 a.m. report. Saw Lt. Comdr. Douglas in the Operations Office. He asked me to go on an all day picnic to the country tomorrow. I accepted. Then I saw the Admiral, and he asked me if I would mind going out in a motor launch tomorrow to try and locate a large oil slick south of Kinsale, where oil was still coming up. Of course I said I would be glad to go. So had to cancel my acceptance for the picnic. The Admiral asked me to supper tonight, and I accepted. Met Hanrahan, Allen, and Lee. Their ships came in this morning. At the Club saw Bryant and Commander [Henry] Luxmore of the British Navy. I returned on board for lunch. Keleher<sup>295</sup> of the *Ammen* was on board for lunch as Everson's guest. We are now having the usual frequent showers. If it shows signs of clearing off permanently I will go ashore for a walk.

In the meantime will write to Lulie and send a check for \$75.00 to help pay the doctor's and nurse's bills. I will also write a letter to Mother and Father.

Supper at the Admiralty House. Those at table were: Miss Voysey, Vice Admiral Bayly, Commodore Leake, R.N.,<sup>296</sup> Comdr. [Charles] White, R.N. (Ret), Comdr. Harold, RNVR, Comdr. Sherston of the *Snowdrop*, a Mr. Gordon, Comdrs. Pringle, Hanrahan, Zogbaum and myself. After supper we played tip and run until too dark to see the ball. Then shut up the chickens for the night and collected the one egg.

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Monday  
Aug 20 [1917]  
Queenstown

At 8 o'clock this morning went on board M.L. 161 (one of the 500 motor launches built for Great Britain in the States), met Commanders Luxmore and Roe there, and the M.L. got under way. We found the oil slick, southeast of the

Old Head of Kinsale, lowered 300 pounds of T.N.T. to the bottom (46 fathoms) and exploded it. The M.L. was not far from the spot and there was a distinct jar when the explosion took place. It was over two minutes before any disturbance was noticeable on the surface. We stayed around for an hour, but saw no results. However there must be a ship or a submarine down there. It was half past one before we got back. Luxmore and Roe came on board the *Wadsworth* and had lunch with me.

Found mail from the States. My last letter from Mrs. Johnston was dated July 26, but I had a letter from Mother as late as August 2nd. When Mrs. J. wrote, Lulie was having a hard struggle. When Mother wrote, the crisis seemed to have passed and Lulie could be considered as convalescing. I remained on board all afternoon and read the mail. The clipping on the next page came from the *St. Louis Post-Dispatch* on May 21st. Father just sent it to me.

*St. Louis Post-Dispatch* of 21 May 1917:

St. Louisans read with peculiar interest and pride a London cablegram . . . that Commander Joseph K. Taussig of St. Louis . . . was in command of . . . destroyers now in active service in European waters. . . . [T]he cable contained a description of the tremendous reception by the British public of moving pictures of the arrival of the American flotilla at Queenstown. . . . Commander Taussig was one of two Lieutenant Commanders selected for promotion to Commander. . . . [E]ver since his graduation from the Naval Academy his career has been notable and his advancement rapid. . . . In 1900 he volunteered to take command of the American bluejackets and Marines . . . for the relief of Peking. . . .

The picture reproduced was taken when I was an Ensign on the *Texas*.<sup>297</sup> Either in 1902 or 1903. The article has numerous inaccurate statements. Of course I am not a Missourian. I was one of 75 Lieut. Comdrs. selected for promotions instead of 2. My date of graduation was 1899 instead of 1898 and my advancement has not been rapid. I was only a naval cadet during the Peking Relief expedition and occupied a subordinate position throughout.

After supper tonight I went ashore with Earle and [Dr.] Tanner. We walked through town and the neighborhood for an hour. I was back on board ship at 10:15 and ready for bed at 10:30. This is very early for retiring when in port. However I suppose as the days get shorter, bedtime will be correspondingly earlier.

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Tuesday  
Aug 21 [1917]  
Queenstown

Went on board the *Melville* to get a pair of shoes and a rain coat. Got the former, but all the latter were too large for me. While there the *Benham* was brought alongside. She had been in collision last night with the sloop *Zinnia*. The *Benham* had her engine room and her after fireroom flooded. Her deck aft was just awash. The *Zinnia*'s bow was badly stove in. As I am to be on a court of inquiry to investigate the collision I will know more about it later.

We have been painting the *Wadsworth* with the new "camouflage" or dazzle effect. The colors used are white, black, blue (2 shades), gray (3 shades), green, and pink. The idea is not to obtain invisibility, but to obtain deception.<sup>298</sup> Admiral Bayly stopped by in his barge and told me the *Wadsworth* would not go out until the 25th, instead of on the 23rd as scheduled. This means a whole week in port! I am afraid we will get out of the sea habit.

I went ashore this afternoon in spite of the rain. Met Captain Hyde of the *Adventure* and we walked for an hour. I returned on board ship for dinner and remained on board. Tonight it is blowing a gale and raining. I am glad my ship is snugly tied to a buoy, but feel sorry for those at sea.

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Wednesday  
Aug 22 [1917]  
Queenstown

This morning I went to the Admiralty House to find out about my next duty. Saw a number of the Captains whose ships came in yesterday. Found out that I must go to the Operations Office tomorrow to arrange for an outbound convoy which is scheduled to leave on Saturday. Admiral Bayly showed us the report of the information gained from the Captain of the German mine laying submarine which was recently sunk off Waterford by one of its own mines. It was very interesting but no information of value was disclosed. They have not succeeded in raising the submarine yet. The Captain was the only survivor.<sup>299</sup>

I had lunch with Lieutenant Commander and Mrs. Douglas. We were to have gone to the Frenches' and played tennis, but the rain squalls made tennis impossible. However, we walked to the house of Commander and Mrs. Herbert and after staying there awhile walked on to the Frenches'. Mr. & Mrs. French are an elderly couple, and there is a Miss French. Their place is most homelike and well situated with a fine view down the harbor. The flowers were wonderfully brilliant, and in much profusion. We had tea and then returned to town.

I had dinner on board ship, but was feeling too restless to remain on board so went ashore and read the papers at the Yacht Club. When I returned on board, Broadbent and Earle were playing duets on the violin and guitar. Their music was

most doleful. We sang a few of the old songs, such as "Juanita" and the "Old Oaken Bucket," after which I prepared for bed. The unsettled weather continued. Tonight it is again blowing hard and raining at intervals.

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Thursday  
Aug 23 [1917]  
Queenstown

The bad unsettled weather continues. There is a rain squall about every hour. This morning I went on board the *Adventure* as a member of a Court of Enquiry to investigate the collision between the *Benham* and the British Sloop *Zinnia*. Captain Hyde of the *Adventure* is President of the Court, and Lt. Comdr. Platt<sup>300</sup> of the *Crocus* is the third member. We found that the collision occurred about 9:40 p.m. August 20th, about 14 miles south of Talley Head. The *Benham* had just emerged from a rain squall and was altering course when the ships sighted each other. They were then so close that the collision was unavoidable although both ships turned on their running lights. We found no one to blame.

I returned to the *Wadsworth* for lunch, wrote a letter to Lulie and then went to the Operations Office at Admiralty House to make arrangements for an outbound convoy that will leave here Saturday. I then called on Admiral Sims. Saw him, Miss Voysey, Mr. Gordon, Capt. Pringle. A number of officers came in: Berrien, Bagley, Hutchins, Fremont, Powell, Simpson, and [Elliot B.] Nixon. There were also two officers of the British Navy Flying Corps who are here to look into the establishment of a station for observation balloons to be towed by destroyers.

I met Captain Hyde and Platt in the officers' waiting room and signed the record of the Court of Enquiry. We then had tea and played tip and run until six o'clock. I returned on board ship for dinner, and am remaining on board until bed time.

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Friday  
Aug 24 [1917]  
Queenstown

Captain Pringle sent for me to come on board the *Melville*. He wanted to know if I would take the official photographer to sea with me for a trip. I said I was willing. The photographer is a Lieutenant Grant of the RNVR. The showery and windy weather continues. Capt. Pringle, [Lt. Comdr. Johns S.] Arwine and I went to Rushbrooke and saw the *Benham* in dry dock. It is a wonder she floated.

Probably if there had been a big sea or if one more compartment had been flooded, she would have sunk. As it was, her after fireroom, engine room, auxiliary engine room, and after magazine were full of water. I saw Ancrum,<sup>301</sup> Blakeslee<sup>302</sup> and paymaster Barber.<sup>303</sup> They are all now on Admiral Sims's staff. I believe their headquarters is to be London, and that they are here for a few days only.

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Saturday

Aug 25 [1917]

Queenstown and at sea

Yesterday afternoon I acceded to Everson's wishes and accepted an invitation from Mr. and Mrs. Bonmphrey to spend the night at their place, "Rock Lodge," which is in Monkstown. I had never met the Bonmphreys, but Everson, Broadbent and Falge have been going there quite frequently. They are Irish, of course, but are very American in their ways and are fond of Americans. Mr. Bonmphrey went to Chicago in the early 80's and left there in 1890. During that time he made enough money to make it unnecessary to work the rest of his life. He returned to Ireland, bought Rock Lodge, and I think has been doing nothing but putter about his place, play golf and croquet, and be nice to people. I found him a gentleman of good presence, genial and very active for his age which I should judge is in the neighborhood of sixty—Mrs. Bonmphrey was most pleasant and hospitable. I would judge from her looks (she is not pretty) that she [is] ten years younger than her husband, and it is evident from her actions that she is anxious not to get old. She loves to dance and Everson gave her lessons in the latest steps. Mrs. Bonmphrey's mother, Mrs. Taylor, lives with her. She is a sweet old lady. The grounds around Rock Lodge comprise 22 acres. Much of it is on the steep hillside and is thickly wooded. But there is a fine vegetable garden and a small orchard, and beautiful flowers in profusion. The view from the house is fine, overlooking the country across the river, and the harbor as far as the sea. The house is old but homelike. Two stories, low and rambling. It has the modern conveniences except no gas or electricity. Chaplain [Milton O.] Alexander and Dr. [Louis H.] Williams were there when Everson and I arrived. We had tea before Mr. Bonmphrey came in from his golf game. The Chaplain and Doctor left, and shortly after Mr. Bonmphrey came in and showed us about his place. It is evidently the custom here for people who have places to show their visitors about—and I must say that I like it. I was shown to the guest room—they call it the American room now—and when I came down for dinner found there were two other guests. They were a Mrs. Darwell, the wife of an Army Colonel who is at the front—and her sister, Miss Foley—a beautiful girl (I should judge about 22) who is on leave for two weeks from the hospital at Cork where she is a V.A.D.<sup>304</sup> We had a delightful

dinner—soup, salmon, beef, cauliflower, potatoes, cucumbers, jam, roll. After dinner we retired to the living room. Miss Foley, who has a fine soprano voice, sang several songs; and she and Mrs. Bonmphrey sang duets. Mrs. Darwell played the accompaniments.

There was some dancing in the confined space available. Everson did most of the honors. But I took a turn with each lady. However, I detest dancing in a confined space. Mr. Bonmphrey, Everson and I showed the ladies home. It was quite a walk, but the weather was fine and I enjoyed it. When we returned to Rock Lodge found Mrs. Bonmphrey sitting up waiting for us as she wanted to get Lulie's address from me and write to her. Very sweet of her to do it, I think. I enjoyed sleeping in the big bed and the fine hot tub in the morning. The ladies did not come down for breakfast. Mr. Bonmphrey, Everson and I did full justice to the oatmeal, finnan haddie,<sup>305</sup> and liver and bacon. I caught the 9:15 boat from Monkstown landing and was back on board the *Wadsworth* at 9:45.

At 10:00 o'clock the Captains of my escort squadrons came on board as I wanted to have a conference in regard to our duty—but unfortunately the orders from the Admiral had not been received, so there was not much we could do except talk. Those who came were Wortman, Hutchins, M.S. Davis, Bagley, Barleon, McKittrick, and Simpson.

Later in the day the orders came. The eight destroyers—*Wadsworth*, *Porter*, *Shaw*, *Ericsson*, *Jacob Jones*, *Paulding*, *Burrows*, and *Sterett*<sup>306</sup>—are to escort a convoy of 10 merchant ships from Queenstown to 18° West Longitude; then meet an incoming convoy of 18 merchant ships and escort them to 5° West Longitude in the English Channel. It does not look like a very pleasant detail. The destroyers got underway at 4 p.m. B.S.T. and stood out to sea. The merchant ships started out through the boom at 5 p.m. It was raining and blowing hard. It was nearly dark (7:20 p.m. G.M.T.) when the merchant ships were in proper formation and we were headed on our course for the night. There is a big sea running and although our speed is supposed to be eight knots, I imagine we are making less than six over the ground. If all the merchant ships are still together in the morning I will be surprised, as they are very apt to get lost during one of the frequent rain squalls that are occurring.

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Wednesday  
Aug 29 [1917]  
At sea

The past three days have been miserable ones for a small ship at sea. And those on board the eight destroyers out on this present duty have been having a most uncomfortable time.

Sunday morning found nine of our ten merchant ships still together. The tenth one was hull down astern and I decided to abandon her as we were making less than six knots good, and I could not afford to endanger all the ships by holding them back. Sunday was uneventful, but we had an unpleasant day bucking a big head sea. At midnight the barometer suddenly began to fall by leaps and bounds. The wind gradually increased and the seas kept getting bigger. By one o'clock Monday afternoon the barometer had fallen to 28.78 and a half hour later the storm broke with its full strength.

The rain came down in torrents and the spray from the top of the waves was blinding. There was no danger from submarine attacks in this kind of weather and the vessels of the convoy could not possibly keep together. So I ordered the destroyers by wireless to part company with the convoy and to make the best of their way to the rendezvous at noon the next day where we were to meet the morning convoy. I gave orders for them to heave to if necessary and not to risk damaging their ships. I headed on a course that brought the sea on our starboard quarter and kept the engines turning over for 8 knots. Although the waves were tremendous, we rode them easily, but with much discomfort owing to the motion of the ship. I think I never saw it blow harder. Fortunately the wind began to go down about 8 o'clock and it gradually decreased all night until it steadied to a regular 5 during Tuesday.

We were to have met the incoming convoy at noon Tuesday. First we had word that they were three hours late. Then that they were six hours late. It eventually appeared that they were ten hours late and considerably southward of their supposed line. Although the destroyers were much scattered, five of the seven succeeded in joining company with the convoy before dark last night. There were 17 merchant ships and the auxiliary cruiser *Columbella*.<sup>307</sup> We had an uneventful night. This morning the *Sterett*, which was the mine laying destroyer, joined about nine o'clock. The *Wadsworth* went close to the *Columbella* and some of the other ships to send signals in regard to change in orders and change in destination. This gave Lt. Grant an opportunity to take some photographs. A little later the *Paulding* signaled that they had a case of acute appendicitis and wanted our doctor. So we stopped while the *Paulding* sent a boat. It was quite rough and I think Tanner, who has been seasick all the time, did not relish the idea of the trip in a small boat. But he went without a murmur. Later the *Paulding* signaled that they would let me know by tonight whether or not an immediate operation is necessary. If it is I will direct the *Paulding* to proceed full speed to Queenstown.

There is not so much wind today but there is a long rolling swell that keeps the ship jumping. The convoy is making about 8 knots—[we are] zigzagging across the rear of the formation.

I have been a Commander one year today. I must do another year sea service and at least three years altogether before I am eligible for selection to the next

higher grade. I am ready to do the sea service, but hope that most of it will not be on this side of the ocean.

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Thursday  
Aug 30 [1917]  
At sea

Forty years old today. I suppose now that I am no longer in the category of a young man but must consider myself a middle aged man. My birthday was celebrated with a fine chocolate layer cake decorated with icing which spelled, "J.K.T. Happy Birthday." I think the steward did very well to make so good a cake under the uncomfortable conditions which have been existing. There is a following sea which causes us to roll considerably. The Captain of the *Columbella* requested me to deliver some letters from him to the Commodore of the convoy on the *Lake Michigan*. I think it was pretty risky to take the letters with a heaving line, but I succeeded in doing it, and also delivering them to the *Lake Michigan* by the same method. We should arrive at five degrees West Longitude at daylight tomorrow. It is there that the British destroyers should relieve us. Last night I ordered the *Paulding* to return to Queenstown in order that the acute appendicitis case could be operated on.

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Friday  
Aug 31 [1917]  
At sea and Queenstown

There were no signs of the British destroyers at daylight. They finally appeared at eight o'clock but it was 9:30 before they took over the convoy. The *Jacob Jones*, *Burrows*, and *Sterett* took the *Columbella* and another ship to Devonport. The rest of us—*Wadsworth*, *Porter*, *Ericsson*, and *Shaw*—returned to Queenstown. Ran 23 knots and was secured to buoy number 5 at 10 p.m. B.S.T. Our mail came on board—and it was a big one. Two letters from Lulie—dated Aug. 17 and 18—gave me much joy. They were the first she had written since July 11th. I also had a birthday greeting cablegram from her. There were several letters from Mother and Father and Mrs. Johnston. There was much official mail and many newspapers. I read my personal mail only. It is now 1 a.m., Sept 1. I am going to bed and leave the rest for tomorrow.

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Saturday  
 Sept 1 [1917]  
 Queenstown

Went to the Admiralty House at ten o'clock. Saw Admiral Bayly, who was much interested in our trip. All the Captains of my escort squadrons were there, the *Jacob Jones*, *Burrows*, and *Sterett* having arrived early this morning. Bagley was much pleased when the Admiral said the *Jacob Jones* would clean boilers which meant that she would be in port until the 6th. Bagley looked at the rest of us with a pitying smile. Then the Admiral said the squadron would probably sail on the 7th. Bagley's face fell. It was a case of "Somebody is always taking the joy out of life."

On returning to my ship, I found a signal to report on board the *Melville*. Found all the Captains over there. Captain Pringle wanted to talk to us about the behavior of the younger officers on shore. He said there was too much hanging around the bar at the Yacht Club. And there is. I stayed on the *Melville* for dinner as Pringle's guest. Returned to the ship—wrote my report on convoy operations, and my war diary. Looked over all the official mail. Received a signal from Admiral Bayly inviting me to dinner. I accepted. Went ashore at half past six. Sent a cablegram to Lulie. Met Davis from the *Shaw* and we went to the Admiralty House together. The only other guest was a Miss Bayly (a niece of the Admiral), a sweet young English woman. Miss Voysey presented Davis and me each with a lavender sachet bag with the American flag on it. I think she has had one made for each captain. We left at 10:30 after an enjoyable evening. The *Conyngham* and *Cummings* returned from Chatham where they have been overhauling.

The present convoy duty requires so many destroyers and takes so much time, there seems to be more of it than we can handle. There are at Queenstown 5 oilers, [bound] for channel ports, which got separated from the Devonport escort in the recent storm. Admiral Bayly and the C-in-C at Devonport both reported to the Admiralty that there were no destroyers available for escort duty. I suggested to Admiral Bayly that I thought my squadron could take them provided we did not have to go too far. So he asked me to come up next morning and talk it over.

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Sunday  
 Sept 2 [1917]  
 Queenstown

At ten o'clock went to the Admiralty House and saw Vice Admiral Bayly. It was decided that the *Wadsworth* and five other destroyers could take the five oilers to near Devonport leaving tomorrow afternoon if British destroyers could relieve us

there. A telegram was sent to the Admiralty at London to that effect. I returned on board for lunch, but did not remain long. Went ashore at half past one—met Johnson, Powell, and Cochrane at the Yacht Club where we shifted into tennis clothes and then played tennis on the concrete court at the Admiralty House. Cochrane and Powell beat Johnson and me 5-7, 6-4, 6-2. It was good exercise and I got quite warm for the first time in a long time. After a bath at the Club I walked to the Daniels' house and had tea with Comdr. and Mrs. Daniels. Lieut. Balfoni, RNVR, and Comdr. and Mrs. [name omitted in diary] came in. I expected to return on board ship for dinner, but when I reached the Yacht Club decided to stay there. So dined with Wortman, Fairfield, Bagley, Cochrane of the *Myosotis*, and Wilson of the *Zinnia*. From the Club went to the Douglasses' quarters with Wortman, Cochrane, and Wilson. We played Mimegeroo and I won six shillings! I left the Douglasses' in time to catch the eleven o'clock boat. While crossing the street I heard a crash in the harbor, but did not know that my own ship was involved until I got on board. It seems that the minesweeper *Eridge*,<sup>308</sup> in coming down the stream, did not allow enough for the strong current and his port paddle wheel went over the incoming buoy and hit the *Wadsworth* a tremendous crash in the stem. This disabled the *Eridge*'s engines so she drifted down stream and wound up athwart the rear of the *Adventure* at the next buoy. She remained there until the tide turned. The bow of the *Wadsworth* was badly bent, some rivets sheared off, and one or two plates slightly cracked. We were making water in our forward trimming tank, but not enough to be serious. I signaled the C-in-C that we would be unable to go to sea tomorrow, and it would probably be necessary to go in dry dock. Received a birthday cablegram from Mother and Father.

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Monday

Sept 3 [1917]

Queenstown

Again to the Admiralty House at ten o'clock. After a talk with Admiral Bayly it was decided to make temporary repairs to the bow so we could go to sea on the 7th. I think it would be much better if we went immediately and had permanent repairs made. It will be very unsatisfactory running about with a bent bow.

Captain Ian Beith is here for a few days. He is getting "dope" for a lecture tour which he will begin in the United States before long. Captain Pringle had him to luncheon on the *Melville* and I was asked to meet him along with Captain Hyde of the *Adventure*, Price, Vernou, Nichols, Arwine. We had an excellent luncheon. Afterwards Captain Beith came with me and took a look over the *Wadsworth*. He has just completed another book which will soon be published. I think he said the

title was: "After the First One Hundred Thousand." Captain Beith is about 40 years old—tall, dark, and of good presence. He was very optimistic as to the successful outcome of the war.<sup>309</sup>

I remained on board ship for the remainder of the day. Read two weeks of *New York Times*, and wrote letters. It is only ten o'clock and I am going to bed. Very early for me when in port. The ship has been moved into the basin.

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Tuesday  
Sept 4 [1917]  
Queenstown

Admiral Bayly and Colonel Cooper came on board for a few minutes. The Admiral wanted to see how we were getting along with the repairs. He said something about being ready to go out on the 8th. Wilson of the *Zinnia* came on board for lunch. I had a note from Douglas asking me to take dinner at the Imperial Hotel in Cork and go to the theater afterwards. I was pleased to accept as I was wondering what to do with myself this evening. Last night in Cork the Sinn Feiners made quite a row;<sup>310</sup> their anger is towards the American sailors who, it seems, have been able to take their girls from them. As a result no sailors are allowed to go to Cork, and only officers of or above the rank of Lieutenant Commander.

I left the ship about four o'clock and sat in the Yacht Club until time to catch the six o'clock train for Cork. It rained hard most of the afternoon. Rode in the same carriage with Wilson of the *Zinnia* and Lieut. [Eric] Tod, R.N.R., navigator of the special service ship *Aubretia*<sup>311</sup>—Lieutenant Tod is an Englishman with considerable sea going experience. He owns a small farm in New Jersey! I took a jaunting cart from the station to the Imperial Hotel. Met Lt. Comdr. and Mrs. Douglas, and Paymaster and Mrs. [Hubert L.] Barrow there. We had a good dinner and then saw the "Arcadians," which was well played and sung. Caught the 11:15 train and was on board ship shortly after midnight. It was a very pleasant evening.

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Wednesday  
Sept 5 [1917]  
Queenstown

Captain Pringle sent for me this morning at nine o'clock. He said he had decided that the *Wadsworth* [would] go to Liverpool on the 12th to refit. I went with him to the Admiralty House. There were about twenty destroyer Captains

there. It just happened that several escort squadrons came in last night. Admiral Bayly said the *Wadsworth* would go to refit as soon as our temporary repairs are completed.

Commander Sherston of the *Snowdrop* lunched with us. About four o'clock I left the ship in the motor boat, stopped at the *Ammen* to pick up Logan, and then went to Monkstown landing. We walked up the hill to Rock Lodge to pay our respects to the Bonmphreys. I took along five pounds of sugar which I presented to Mrs. Bonmphrey. It was much appreciated. It seems that sugar is about the most valuable thing around here—with the possible exception of gasoline. Mr. Bonmphrey was away—gone to London to attend his daughter's wedding—Mrs. Bonmphrey was not sure when the wedding was to take place, but was expecting a telegram at any time. This is one of the inconveniences of being at war. Just as we arrived, Everson came along with Mrs. Darwell and Miss Foley. We found [Lt. (j.g.) R.B.] Twining of the *Porter* there. Although Mrs. B. had already had tea, she insisted on giving us tea. She then expended several films taking pictures of us in groups. At about six o'clock, we all left. Logan, Everson and I saw Mrs. Darwell and Miss Foley to their houses and then took our boat from the landing. Logan stopped on board his ship, but Everson and I went ashore, the former to dine with friends at the Westbourne Hotel, and I to dine at the Admiralty House. Met Bryant on the wharf and we walked up together—there were eight at table—Miss Voysey, Miss French, Miss Bayly, Admiral Bayly, [the] vicar [the local Church of England clergyman], Bryant and myself. Enjoyed the evening—leaving about half past ten.

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Thursday  
Sept 6 [1917]  
Queenstown

Wrote letters this morning. Then went to the *Dixie* to call on Captain Price. I feel very sorry for him on account of his having been passed over by the selection board. He feels that someone stabbed him in the back. I saw Gay. I suppose he feels the same way about it. That is one of the great troubles with the selection business. Those who are passed over are bound to feel that they are discriminated against and they keep their grievances with them in the service. I do not know of a more conscientious man or a harder worker than Price. Perhaps he is over-conscientious and in consequence allows his judgment to become warped, thereby making it difficult for him to discriminate between what is important and what is not important. He asked me to lunch tomorrow and I accepted.

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Thursday  
 Sept 6 [1917]  
 Queenstown

This afternoon at 2 o'clock the Captains of all the destroyers and sloops in port assembled at the Admiralty House for a conference. We met in the dining room and Admiral Bayly presided. There were about thirty Captains in attendance. Each one was asked if he had any suggestions or comments to make. Most of them had nothing to say. A few had suggestions in regard to best stations for the escort vessels with the large merchant convoys. There was some criticism as to the procedure when separating, and as to lights at night. It was proposed by Dortch, and seconded by me, that it would be a good idea to place two destroyers well up ahead on either bow of the convoy about five or six miles away. These destroyers should sight any submarines in the track of the convoy, before the submarine sights the convoy. This could make the sub submerge until the convoy was past. Admiral Bayly thought it a good idea and said he would recommend trying it. The conference lasted just an hour. When it broke up, Pringle, Bryant and I remained at the Admiralty House and played "tip and run" with the Admiral, Miss Voysey, and their guests. (The same who were at dinner last night.) Miss Bayly, who is pretty and graceful, proved to be the best player—she bats and fields well, throws well, and is very active. She is very quiet, however, so far as talking is concerned. However, she impresses one as being a sweet woman. I understand that her father and a brother have been killed during the war, and that her fiancé has been missing for seven months. I suppose things like this will have to happen to the Americans before they realize there really is a war. Left the Admiralty House after tea—about 5:30. I went on board the *Wadsworth* for a few minutes, and then to the *Ammen* where I dined with Logan. They had an unusually good dinner and I ate more than sufficient. When I returned on board ship found a mail had arrived. I had three letters from Lulie—the last one dated August 24th. She is slowly regaining her strength, and I suppose by this time is nearly entirely well and ready to go away for the rest of the hot season.

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Friday  
 Sept 7 [1917]  
 Queenstown

I went to the Admiralty House to find out definitely my program. Admiral Bayly said the *Wadsworth* and *Tucker* would sail at one o'clock tomorrow and escort the oiler *Plumleaf* to 17° West Longitude, then return to Queenstown and prepare

for going to Liverpool. It was 11:30 before I got away from the Admiralty House. I went direct to the *Dixie* for lunch. Those at table as Price's guests were Capts. Hyde and Pringle, Daniels, Gay, Arwine and myself. After luncheon I returned on board ship, read for a while, and when Capt. Pringle called for me went with him to the Admiralty House where we had tea and played "tip and run" with the same people who were there yesterday. Additional guests were Archdeacon and Mrs. Daunt. The latter, though about 70 years old, joined in the game. The Archdeacon kept score. It was half past seven before I was back on board ship. However, everybody was late for dinner so it made no difference. Logan took dinner with us. I remained on board—wrote letter and read.

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Saturday

Sept 8 [1917]

Queenstown and at sea

Went on board the *Melville* to see about having our spare propellers shipped to Liverpool and in regard to having the crew paid in the middle of the month. While waiting for sailing orders Admiral Bayly came by in his barge and brought them. He said the *Plumleaf* would probably be delayed until four o'clock and that the *Wadsworth* and *Tucker* were to wait for her. Later the Admiral came by again and said that *Plumleaf* would not be ready for a couple of days. So he gave orders for the *Tucker* and *Wadsworth* to proceed to Killybegs on the Northwest coast of Ireland and to escort the depot ship *Vulcan*<sup>312</sup> and six submarines from there to Berehaven, then to return to Queenstown. *Wadsworth* sailed at a quarter to two. The *Tucker* was having trouble with her steering engine and did not get away until later. It is 335 miles from Queenstown to Killybegs. We proceeded at 15 knots (only 14 made good owing to our damaged bow and damaged propellers). The wind was light but there was a good big swell coming in from the northwestward. About eight o'clock at night received a wireless from the C-in-C saying that *Vulcan* would be delayed until 10th or 11th and to arrange cruise so as to arrive p.m. 10th. He did not say where to arrive at, and I was in a quandary as to whether he meant Killybegs or Queenstown. So I sent a wireless saying I understood the order to proceed Killybegs was canceled and that *Wadsworth* and *Tucker* were to arrive Queenstown on the tenth. The *Wadsworth* was then headed for Land's End where a submarine had been reported. Late in the night I received a wireless directing *Wadsworth* and *Tucker* proceed to Berehaven, refuel and then proceed Killybegs arriving p.m. 10th. So it was about face for Berehaven where we should arrive during the forenoon tomorrow.

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Sunday

Sept 9 [1917]

At sea and Berehaven

*Wadsworth* arrived at Berehaven at half past seven. We refueled from the oiler (only took 11,000 gallons) and anchored off the Sharps' front yard.<sup>313</sup> The *Tucker* did not arrive until ten o'clock. I went on board to see Wygant and we decided to sail at five o'clock, which would enable us to arrive at Killybegs at one o'clock tomorrow afternoon at 14 knots speed. I asked Wygant to come to lunch with me and he agreed. Later Sharp came out in his motorboat, picked up Wygant and me, and insisted on our taking lunch with him. So ashore we went. Mrs. Sharp was not feeling very spry, so she did not come down to lunch. However, there were two young ladies—a Miss Fletcher and a Miss [name omitted from diary] (a young Englishwoman who said she was one of Mrs. Vanderbilt's social secretaries). There was also a British Army officer—Captain Powers. After lunch Sharp and Miss Fletcher went off in the motor boat to bring Captain and Mrs. Herron from Laurence Cove. Captain Powers and Miss [name omitted from diary] took an auto ride. So Wygant and I had an hour and a half loaf in the big easy chairs before Mrs. Sharp came down stairs. It seemed to me that my lunch had not fully settled when it was time for tea. Captain Heard, the S.N.O. [Senior Naval Officer] at Berehaven, came in—so there was quite a party. The small son Gerald, the four dogs and the cat were all in evidence. At five thirty Wygant and I returned to our ships, and at six o'clock we were underway, bound for Killybegs. The weather had been fine—very unusual for this location. I enjoyed being on shore in the country. I would imagine that the Sharps [would] lead a lonely life if it were not for the daily tea parties. However, I doubt if they can keep them up in the wintertime. Perhaps the family of dogs and cats helps to keep the house cheerful.

We should have a good night's run. Visibility good and there are plenty of lighthouses to show us the way.

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Monday

Sept 10 [1917]

At sea and Killybegs

Had a good night's run. Arrived at Killybegs at one o'clock. This is a long narrow harbor, having anchorage space for only a few ships. The depot ships *Vulcan* and *Platypus*<sup>314</sup> were in port. The former was moored with two anchors and a kedge astern. The *Wadsworth* anchored close to the town—there just being room to swing. The *Tucker* anchored a little farther to the northward. There is a

six-foot spot near the middle of the anchorage. If this were dredged out it would be a great improvement. The harbor and town are picturesque. I am sorry we did not get a chance to go ashore. The *Vulcan* signaled that a boat would be sent for Wygant and me, so instead of lowering my boat I waited for this one. We were taken to the *Vulcan* where we met Captain M.E. Nasmith, V.C., in command and also in command of the 17th Submarine Flotilla. Captain Nasmith is about 40 years old I should say—certainly not more. He was awarded the Victoria Cross for passing through the Dardanelles in his submarine and sinking several ships in the Sea of Marmara. He said he hoped to get away at 3 o'clock, but as the tug which was to help him unmoor had not arrived it would probably be later before all his anchors were up. The submarines were all to proceed to Berehaven independently so the *Tucker* and *Wadsworth* would escort the *Vulcan* only. We were asked to take position and zigzag—one on each bow. [A] fisherman came alongside and we were able to get some fine mackerel and lobsters at a reasonable price.

It was five o'clock before we got underway. We were delayed another half hour by one of the *Vulcan's* cat davits carrying away. After finally getting started everything has been going on nicely. The *Vulcan* is making 14.5 knots—a pleasant surprise. If we have good luck we should arrive at Berehaven early tomorrow afternoon. The *Tucker* and *Wadsworth* should then be able to reach Queenstown before dark.

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Tuesday  
Sept 11 [1917]  
At sea

Escorted *Vulcan* during night. While it was dark she stopped zigzagging and *Wadsworth* and *Tucker* took station on each quarter. Made better time than I expected, arriving off Berehaven at one o'clock. Received signal from *Vulcan* thanking us for our services and directing us to return to Queenstown.

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Wednesday  
Sept 12 [1917]  
Queenstown and at sea

Yesterday afternoon when about 20 miles from the Old Head of Kinsale, intercepted a wireless message from the *Conyngham* to the Vice Admiral at Queenstown stating that the *Cento* had been torpedoed eleven miles southeast of Kinsale. From the messages intercepted I gathered that the *Cento* was one of a



convoy that had just left Queenstown and that the *Snowdrop* and *Jenkins* were standing by her while the remainder of the convoy and escort stood on. *Wadsworth* and *Tucker* went ahead full speed and soon came up to the *Cento*, the *Snowdrop*, *Jenkins*, and *Fanning*. The *Cento* was in tow of two drifters and was making about 2 knots good towards Queenstown. I directed the *Snowdrop* and *Jenkins* to rejoin their convoy. The *Wadsworth*, *Tucker*, and *Fanning* zigzagged around the tow to protect it from the submarine should she still be about (that is, if there had been a submarine, which no one had seen—it is possible that the *Cento* had struck a mine). Although two men had been killed by the explosion the only evidence of damage to the *Cento* was a slight list to port and [her being] a little down by the head. The progress was very slow and it soon became dark. Two tugs came out from Queenstown and when they relieved the drifters the progress was much faster. At ten o'clock we were well past the lightship so the *Wadsworth* and *Tucker* stood inside. At eleven o'clock we tied up to the oil dock. The representative of the Captain of the Dock Yard informed us that we must shift our berth under our own steam as soon as we oiled. I was much provoked as this meant being up practically all night and I would much rather have remained at sea. Wygant and I decided not to oil, but to shift berth immediately, the *Tucker* to a buoy and the *Wadsworth* alongside the *Melville*. It was very dark and the *Melville* was lying in the worst possible position for me to take the ship alongside. After backing and filling and getting mixed up with buoys, floats, destroyers, etc., I finally got the ship secured at one a.m. By this time I was so angry with things in general it took me another hour to get to sleep.

This morning I saw Admiral Bayly. He said the *Wadsworth*, *Tucker*, and *Fanning* should go to Liverpool this afternoon. So Wygant, Carpender and I met on board, got out the charts, and decided to leave at 4:30 p.m. The *Wadsworth* was to go alongside the *Dixie* at one o'clock to get our refrigerating machine. However, as the *Jacob Jones* was tied up outside of us and no tug came to take her away until three o'clock, we had to wait until then before we could shift berth. At 3:30 we went alongside the *Dixie*, got our machine and at 4:30 shoved off and stood down the Bay followed by the *Tucker* and *Fanning*. We have just passed the *Tucker*—it is a fine night, so we should have a good run.

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Thursday  
Sept 13 [1917]  
At sea and Liverpool

I did not get much sleep last night—about two hours all told I should guess. It commenced to rain about 3 a.m. but the visibility remained so good we had no difficulty in picking up the Skerries, Point Lynas, Great Ormes Head, and the Bar

light vessels, where we arrived shortly after eight o'clock.<sup>315</sup> We all took pilots and much to my surprise they took us up through the channel at 23 knots speed. I think the waterfronts of Liverpool and Birkenhead are not impressive excepting for the large ships that are at the docks. The new Cunarder *Justinia* is in port, and the huge *Olympic* [the *Titanic*'s sister ship] is moored to a buoy in the stream. When we arrived off Cammell-Laird and Co.'s plant, the *Wainwright*, *Dixie* and *Trippe* were just leaving for Queenstown. We had to wait for them to get out of the basin before we went in. At half past ten we were secured and it was good to know that there were ten days freedom from the seas before us. The various representatives of the shipyard were soon on board and within an hour after arrival work had started. The biggest job we have is repairs to the bow. This will probably take the full ten days. We are to have the hull strengthened forward, our bridge enclosed, and our spare propellers put on in place of the old ones which struck the bottom or something about two months ago. The officers and men may go on leave—one half at a time—for five days each. I have decided to have a free gangway while here, keeping only such men on board as are necessary to do the work and protect the ship.

After lunch Wygant, Carpenter and I went to Liverpool and called on the Senior Naval Officer, Rear Admiral H.H. Stileman, R.N. He was not in his office. Saw one of the secretaries who gave us some blanks for reduced railway fares. We then went to the American Consul's office. The Consul, Mr. Washington,<sup>316</sup> is away on leave—expected back tomorrow. The Vice Consul was out—expected in at any minute. We waited for about fifteen minutes and then returned to our ships so that we could give the men going on leave the orders for reduced train fares. I took a nap for a couple of hours then met Wygant and Carpenter for a trip to the city. We went to the Midland-Adelphi theater to see "A Little Bit of Fluff." This proved to be a laughable farce with some rather broad lines which were immensely enjoyed by the audience—especially the female part of it. The hotel is supposed to be one of the finest in England—and it did seem very fine to me. As the theater started at 7:30 it was over before 10:30, so we returned at a reasonable time. There is so much hammering going on here, I am going to sleep on board the *Tucker*.

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Friday  
Sept 14 [1917]  
Liverpool

Had a good sleep, on the *Tucker*. Returned to my own ship for breakfast. During the forenoon the *Wadsworth* was placed in dry dock. I am informed that it is the same dock in which the famous Confederate sloop of war *Alabama* was built.<sup>317</sup>

Wygant, Carpenter, and I decided to go to London on Sunday. So I sent a telegram to Mr. Petherick requesting him to make hotel reservations for us. Got an answer later saying reservations had been made at the Jermyn Court Hotel. Wrote to Lulie.

At five o'clock W.[Wygant], C.[Carpenter], and I went to Liverpool. Took a walk around the business part of the city. It was crowded—many of the men being in uniform. Except for this one would not know that a war is on. We had dinner at the Adelphi—in the French dining room—and then went to the Empire theater where we saw a good variety bill. As the hammering is still going on I will again go to the *Tucker* to sleep.

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Saturday  
Sept 15 [1917]  
Liverpool

Slept and breakfasted on the *Tucker*. Spent the forenoon on my ship. Received a note from Mr. Washington, who had just returned from leave, requesting me to come to his house for tea this afternoon. Wygant and Carpenter received similar notes. We accepted, and took the three o'clock train arriving at Spital 15 minutes later. Mr. Washington and his small son were at the station to meet us. In three minutes we reached his house, which is surrounded by nice grounds which appear quite extensive. Met Mrs. W. and several young ladies who were in for tea. We had a pleasant afternoon returning in time for dinner on the *Tucker*. I am now going to write to Lulie and then go to bed. The workmen are doing some hammering but I hope it will not be sufficient to keep me awake.

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Admiral's Office, Queenstown<sup>318</sup>

N. W.102.A.11th

September 1917.

MEMORANDUM

[1.] The Commander-in-Chief wishes to congratulate Commanding Officers on the ability, quickness of decision and willingness which they have shown in their duties of attacking Submarines and protecting trade. These duties have been new to all and have had to be learned from the beginning and the greatest credit is due for the results.

2. The winter is approaching with storms and thick weather; the enemy shows an intention to strike harder and more often; but I feel perfect confidence in those who are working with me that we shall wear him down and utterly defeat

him in the face of all difficulties. It has been an asset of the greatest value that the two Navies have worked together with such perfect confidence in each other and with that friendship which mutual respect alone can produce.

The Commanding Officers

U.S. Ships and DIXIE;

H.M.S. ADVENTURE

and all U.S. Destroyers and H.M.Sloops

based on Queenstown

LEWIS Bayly

Vice Admiral

Commander-in-Chief.

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Sunday

Sept 16 [1917]

Liverpool and London

Slept pretty well last night in spite of the hammerings. Wygant, Carpenter and I left on the one fifty train for London. In the compartment with us was General William H. Birkbeck of the British Army and a Canadian civilian. The latter had just arrived on the *Baltic*, and told us about the *Jarvis* dropping a depth charge on a submarine just before arriving at Liverpool.

Mr. Petherick met us at the station. He could not get a taxicab, so General Birkbeck took us in his limousine to the Jermyn Court Hotel where Mr. Petherick had engaged rooms for us. We were very comfortably fixed with a double room, single room, and bath room. Carpenter won the toss and chose the single room. The Jermyn Court Hotel is located on the corner of Jermyn Street and Haymarket. When we registered we had to fill in blanks giving our name, occupation, nationality, and where born.

Wygant, Carpenter, and I walked to the Savoy Hotel for dinner. The outside looked very dark (as do all the streets, stores, places of amusement, and houses). But the dining room was bright and there were many diners. Most of the men were in uniform and a number of them showed evidences of wounds.

There was a bill of fare for those in the Army under the command of the General in command of the forces in London. He has fixed prices beyond which they cannot go. In this case the limit was five shillings six pence. The head waiter would not serve us this dinner—and we wound up by paying ten shillings six pence apiece. However it was a very good dinner—oysters, soup, lobster, broiled chicken, etc. Although there may be some scarcity of food it has not reached the point where one cannot get anything they want as long as they have the prices [sic].

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Monday  
Sept 17 [1917]  
London

I was up before Wygant and Carpender and had my breakfast alone. While breakfast is included in the charge for our room, I ordered a banana which was extra and for which I was presented with a bill for two shillings! I will not eat any more bananas here.

At about ten thirty the three of us had finished breakfast, so we walked to Mr. Petherick's office—53 Victoria Road. Mr. Petherick insisted on our lunching with him. I was reluctant to accept solely because I thought the expense was more than he should bear. In the meantime we walked to Admiral Sims's office at 30 Grosvenor Gardens. Admiral Sims was away, but I saw Captain MacDougall,<sup>319</sup> Long, Babcock, Ancrum, Gillmor, Tobey, Barber and McBride. Captain MacDougall asked me to lunch at his house tomorrow, and Tobey asked me to dine at his home tomorrow night.<sup>320</sup> I accepted both. Mr. Petherick came along and took Wygant, Carpender, Babcock and me to lunch at Simpson's Chop House. We went there in the embassy limousine which has been placed at Admiral Sims's disposal. The chief feature of Simpson's are the wheeled tables bearing the roasts, etc. They are carved from alongside your table. We separated after lunch. All excepting Carpender and me went to Westminster Abbey. We looked about for an hour—then went to our hotel. Wygant joined us for dinner, after which we went to the Gaiety Theater and enjoyed the musical play titled "Theodore and Co." It has been running in London for a year. We stopped at the Carlton on the way home and had coffee. No drinks are served after 9 p.m. In addition, cocktails are one shilling six pence each. Right hard on those that must have them, I should think.

The streets are gloomy but crowded. All window shades are kept hauled down. This, of course, on account of the air raids. There was one in London not so very long ago, and some bombs were dropped close to Charing Cross.

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Tuesday  
Sept 18 [1917]  
London

I was again the first one up and had my breakfast alone. I did not eat a banana, nor did I try any of the extras.

At half past nine I met Babcock at the Carlton Hotel and from there we walked to the Admiralty office at Whitehall. I had an engagement to see Admiral Jellicoe

at a quarter to ten, and he saw me promptly at that time. The Admiral was very cordial. He told me a few things about the submarine situation—said fourteen German submarines had been destroyed as certainties this quarter and there were many probables.<sup>321</sup> A few nights ago a British destroyer rammed and sank one of the British submarines—only one survivor; a few days ago a British destroyer was torpedoed and sunk while picking up survivors from one of a convoy that had been torpedoed; there had been much trouble with defective British mines, but it was hoped that this difficulty had been overcome; the United States was now turning out mines in large numbers. The Admiral said he only wanted 200,000 of them. He invited me to lunch with him and Lady Jellicoe at “The Mall,” which is the Admiralty House. I told him I had an engagement and would break it immediately. But he would not hear of it, and asked me to come tomorrow instead.<sup>322</sup>

I went with Babcock to his offices and while there Carpenter came in and brought me a note from Mrs. Gillespie asking me to dine at their home—25 Addison Road, Kensington, tomorrow evening.

Got on top of a bus and rode to the American Eagle Hut on the Strand near the church of St. Martin’s in the Fields. The first person who came up to me was Mrs. Gillespie. She said she recognized me from my resemblance to Father whom she saw about ten years ago when he was captain of the *Indiana*.<sup>323</sup> Mrs. Gillespie together with other American ladies was assisting at the Hut. They were waiting on the soldiers and sailors. The Hut is under the auspices of the Y.M.C.A. and has been made possible by the generous donations of American citizens in London (I hear there are 60,000 resident Americans in London). The ladies are doing their bit by helping. The Hut is equipped with reading, writing, billiard rooms and dormitories with bath. Everything may be had for a nominal charge and the food served is better and cheaper than the men can get elsewhere in London. Soldiers and sailors of the Allied forces are as welcome as the Americans.

I returned to Captain MacDougall’s office and walked with him and Ancrum to his residence where we were greeted by Mrs. MacDougall and one of his daughters. The luncheon was simple but excellent and I enjoyed being at a family table.

After luncheon I walked—although it was drizzling rain. At Berkeley’s, 125 Victoria Street, I saw a sign in the window, “Special attention given to uniforms of the U.S.A.” I walked inside and asked if they could put new lace and ornaments on my blouse<sup>324</sup> while I waited. They said they could put the lace on, but could not get the ornaments until the next day. So I took off my blouse—the firm loaned me a mackintosh, and I resumed my walk—returning later and getting my blouse. Tomorrow I will have my ornaments put on.

At 6:30 I met Tobey at his office. He, Babcock, McBride, and I rode in the limousine to his house where we were met by Mrs. Tobey and a Miss Forbes. I was glad to see Mrs. Tobey again, having met her in Queenstown about five months

ago. McBride is living with the Tobeys. Mrs. McB. is in the United States. Miss Forbes proved to be a charming young English woman who has spent three years in the United States, and who is now doing hospital work in London. I did not know until late in the evening that she is an accomplished actress and I understand has been leading lady in a number of plays at home, and may appear as a star in London this winter. Of course I spent a pleasant evening. Babcock and I saw Miss Forbes to her apartment (I haven't the least idea where it is) and returned to our respective hotels.

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Wednesday  
Sept 19 [1917]  
London

Wygant and Carpender decided to return to Liverpool this afternoon. We had breakfast together then took a taxi to Euston station where Wygant and Carpender left their suitcases. We then went to the National Gallery where an hour was spent viewing the paintings. Many of the masterpieces have been removed and placed where they will be safe from aeroplane bombs.

I returned to the hotel, brushed up a bit and went to "The Mall." I was met by Lady Jellicoe who had as a guest a Mrs. Porter. Lady Jellicoe is rather short and plump. I would judge that she is about forty. Although the Admiralty quarters are sumptuous, I should judge that the Jellicoes live very simply. There are four daughters, the oldest 14, the youngest 4. Lady Jellicoe said the Admiral was delayed by a meeting at the Admiralty and that we would not wait luncheon. So the gong sounded and we sat down to table after being joined by the three older children and the governess. In a few minutes Admiral Jellicoe came in, accompanied by Admiral the Honorable Sir Stanley Cecil James Coville, G.C.V.O., K.C.B., the C-in-C at Portsmouth. The luncheon was unpretentious—a regular family affair as one would expect with children at the table. The youngest daughter was allowed to come in at dessert time. She accepted a *Wadsworth* cap ribbon from me, but refused to wear it when I told her it made her a little American girl. Admiral Jellicoe is now 58 years old. I should judge he is about 5 feet 5 inches tall, of medium build. His most prominent feature is his nose which is large but not ugly. He has a charming manner, is very democratic and generally well liked by everybody. Unfortunately he is becoming quite deaf—a result of gun fire. He wears five rows of ribbons on his uniform coat, these representing the various medals and decorations that have been awarded him. To designate him in full one must write Admiral Sir John Rushworth Jellicoe, G.C.B., O.M., G.C.V.O. (A Lord Commissioner of the Admiralty and Chief of Naval Staff).<sup>325</sup>

It was a rainy afternoon. Took a walk, winding up at the Junior Naval and Military Club in Picadilly. Here I met Commander Cochrane of the *Myosotis*, whose ship was torpedoed not long ago when returning to Queenstown after leaving a convoy. She was struck near the stern and at least one of the depth charges exploded. Three men were killed and the doctor and one man were wounded. Cochrane was reading divine services (it was Sunday) just a little forward of the explosion. He was knocked down but not hurt (except his nerves!). Two other sloops successfully towed the *Myosotis* into Devonport.

I went to Berkeley's—had the ornaments sewed to my uniform and took a taxi to Mrs. Gillespie's house. Mrs. Gillespie's mother (she was Mrs. Bragg from St. Louis—but is now Mrs. Robins of London) was most cordial and wanted to know about St. Louis. Unfortunately my knowledge of that city is most limited. Mr. Robins was doing his night on [duty] at the Eagle Hut, so of course was not there. Judging from the house and extensive grounds—and the way they live—they are well to do. Other guests were a Col. Dupre (I think) who is a French officer (now on duty in London with the War Commission) and a Mrs. and Miss Vacani who are English in spite of their name. The Colonel comes from that part of France now in the German hands. He told me that seven members of his family had been killed, and that his home and place of business were in ruins. He said that the battle of the Marne [September 1914] was the greatest achievement of the war, its successful result being [the product of] the superlative generalship of Marshal [Joseph-Jacques-Césaire] Joffre. Although 2,000,000 Frenchmen had been killed, he said the spirit of the French was superb, and they would fight to the last man.

Miss Vacani I found to be an interesting young lady whose main ambition, at present, is to marry an American. She said she was much relieved when she heard I was married. She had heard that things were expensive in the States, but was going to New York as soon as she saved five hundred pounds. She is sure she will be married within two months after arriving in New York. Mrs. Robbins told me that Miss Vacani is one of the finest dancers in England and that every winter she goes to Madrid to give lessons to the Queen of Spain.

Mrs. Gillespie is evidently a widow. She has an eight year old daughter, but I heard no reference to Mr. Gillespie.

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Thursday

Sept 20 [1917]

London and Liverpool

Had breakfast at the hotel and then took a taxi to the station where I left my bag. From there went to Mr. Petherick's office and invited Mr. P. to lunch with



me. This he accepted. I then walked to Admiral Sims' office and talked for a while with Byron Long. He said Admiral Sims was thinking of recommending to the Navy Department that reliefs for commanding officers and other officers of destroyers be sent over here to relieve us who have been longest on the station and that we go home to put new destroyers in commission. This would be a welcome procedure, and I think a wise one, but I doubt the Department will have the wisdom to approve it.<sup>326</sup> Long is trying to get the escort and convoy procedure straightened out—especially in connection with the troop convoys going to France. The French patrols appear very lax and although all our transports to date have arrived without accident there would seem to be considerable good luck in connection with their handling.

I said goodbye to Capt. MacDougall, Tobey, Barber, McBride, Babcock, Ancrum, Gillmor, Bastedo<sup>327</sup>—met Mr. Petherick, and as there was only a short time before my train was to leave, went direct to Euston Station and had our lunch there.

The trip to Liverpool was uneventful. On arrival went to the Midland-Adelphi and took a room as I knew conditions on board ship would be unsatisfactory for sleeping.

Met Wygant and Carpenter. We had dinner together and then went to the Olympic where we saw a fair variety show. On returning to the hotel sat in the lounge room until one a.m. talking with a Canadian Colonel who had been severely wounded through the neck. He told us many interesting things about affairs at the front.

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Friday  
Sept 21 [1917]  
Queenstown

During the remainder of my stay at Liverpool I lived at the Midland-Adelphi Hotel which I found very comfortable and refreshing with its nice appointments and my nice room and bath. Friday morning (21st) I breakfasted at the hotel and then went on board ship where I found everything topsy turvy. Found a mail there—my last from Lulie being dated Sept. 8th. She was about to go to Wytheville with Emily when instead had to go to bed on account of an attack of neuritis. She is having a hard time, and judging from her letters was very depressed. Wygant lunched on the *Wadsworth*. He would not go ashore early in the afternoon, but I met Carpenter and we took a walk and a street car ride. Caught the train for Spital—were joined by Wygant and a Captain Shick of our Army—and dined with the Washingtons. After dinner we all came back to the city where we saw private

views of moving pictures given by the representatives of Pathé-Freres. They showed the arrival of General Pershing<sup>328</sup> in England and some pictures of Emperor William [Kaiser Wilhelm II of Germany] taken at the beginning of the war. There were also some pictures of animal life and flowers and some scenes taken along the Riviera. Met Rear Admiral [Harry H.] Stileman and Mrs. Stileman there. He is about six feet two inches and she about a foot shorter. They were very nice.

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Sunday

Sept 23 [1917]

Birkenhead

On Saturday (22nd) I slept so late did not eat breakfast. Went to the ship for lunch. Mr. Olmstead and Wygant lunched with us. Went ashore and got tickets for the late performance at the Empire Theater. Dined on the *Fanning*. Ashore again to the theater and spent the night at the hotel.

Today was again too late for breakfast. On way back to ship stopped in repair office and saw Mr. Laird and Mr. Olmstead. The former presented me with two knives from the Cammell-Laird cutlery factory at Sheffield. He was profuse in his apologies for not having entertained us at his house, but his wife's sister had recently died and his mother-in-law was staying with them, so he could not entertain in his house.

I lunched on board but immediately left the ship as we were being undocked and were moved to another dock several miles away for fuel oil. I loafed on board the *Fanning* and *Tucker* until 2:30 p.m. when Wygant, Carpender and I went to Spital in the Cammell-Laird limousine which Mr. Laird had placed at our disposal. Spent two hours with Mr. and Mrs. Washington. Took a walk and had tea. Then back to the Adelphi for dinner. The others went elsewhere.

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Tuesday

Sept 25 [1917]

Birkenhead

Monday morning I met Berrien, Bagley and Simpson and took them to see Rear Admiral Stileman and the American Consul. At the Consul's office I met Dr. Williams of the *Bernham* and his wife who has just arrived and is going to do hospital work in France. I heard that Mrs. Long had also arrived on the same steamer. So I suppose these arrivals were the cause of Admiral Sims' telegram to

the Force urgently recommending that officers and men do not have their wives come to this side. I told Mr. Washington good-by, went on board ship and got together three packages of sugar—one each for Lady Jellicoe, Mrs. MacDougall and Mrs. Tobey. At half past two we started on our return trip to Queenstown. A compass adjuster compensated our compasses in the river.<sup>329</sup> At five o'clock we dropped the pilot at the Bar lightship and proceeded at 20 knots until dark. When we cleared the Skerries it became rough and quite dark so I slowed to 13 knots for the night. At daylight today (Tuesday 25th) went ahead at 18 knots. It was quite thick at intervals. Did not see Ballycotton and heard the Daunt Rock light vessel fog signal before I saw the lightship. Arrived Queenstown at ten o'clock. Went to Admiralty House to find out what I was to do. Found we were to remain until the twenty-eighth when I was to go out with a convoy and return with one. The *Fanning* reported by wireless taking some survivors from the Coningbeg lightship.<sup>330</sup> They were from a schooner that had been torpedoed the day before off Mine Head. The *Fanning* was directed to remain out until tomorrow evening to search for the submarine.

Admiral Bayly asked Wygant and me to dinner and we accepted.

There was a meeting on the *Melville* of all Captains present to suggest changes in the rules for conducting merchant convoys. Those there were: Bryant, Wygant, Vernou, Neal, Hutchins, M.S. Davis, Russell,<sup>331</sup> Lee, Logan, and McKittrick. I returned on board ship expecting to clean up my desk. However, McKittrick, whose ship was alongside, came on board and we talked for an hour. Then the *Rowan* came in and tied up to us and I went on board to see Courtney. Then Price came on board and asked me if I wouldn't like to take a walk to which I said yes, although I didn't care to go as it was raining and I wanted to get my desk straightened out. However, we had a very pleasant walk of an hour and a half. I got back on board just in time to change my clothes and go ashore to the Admiralty House for dinner. Wygant and I were the only guests. The Admiral and Miss Voysey were as nice and entertaining as always. The Admiral told me that Lt. Commander Lewis, who was in command of the *Paxton* (the ship whose survivors we had picked up May 21st), and who was taken on board the German submarine when his ship was torpedoed and sunk, had been heard from and was a prisoner of war in Germany. He was in the submarine 18 days before she returned to port.

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Wednesday  
Sept 26 [1917]  
Queenstown

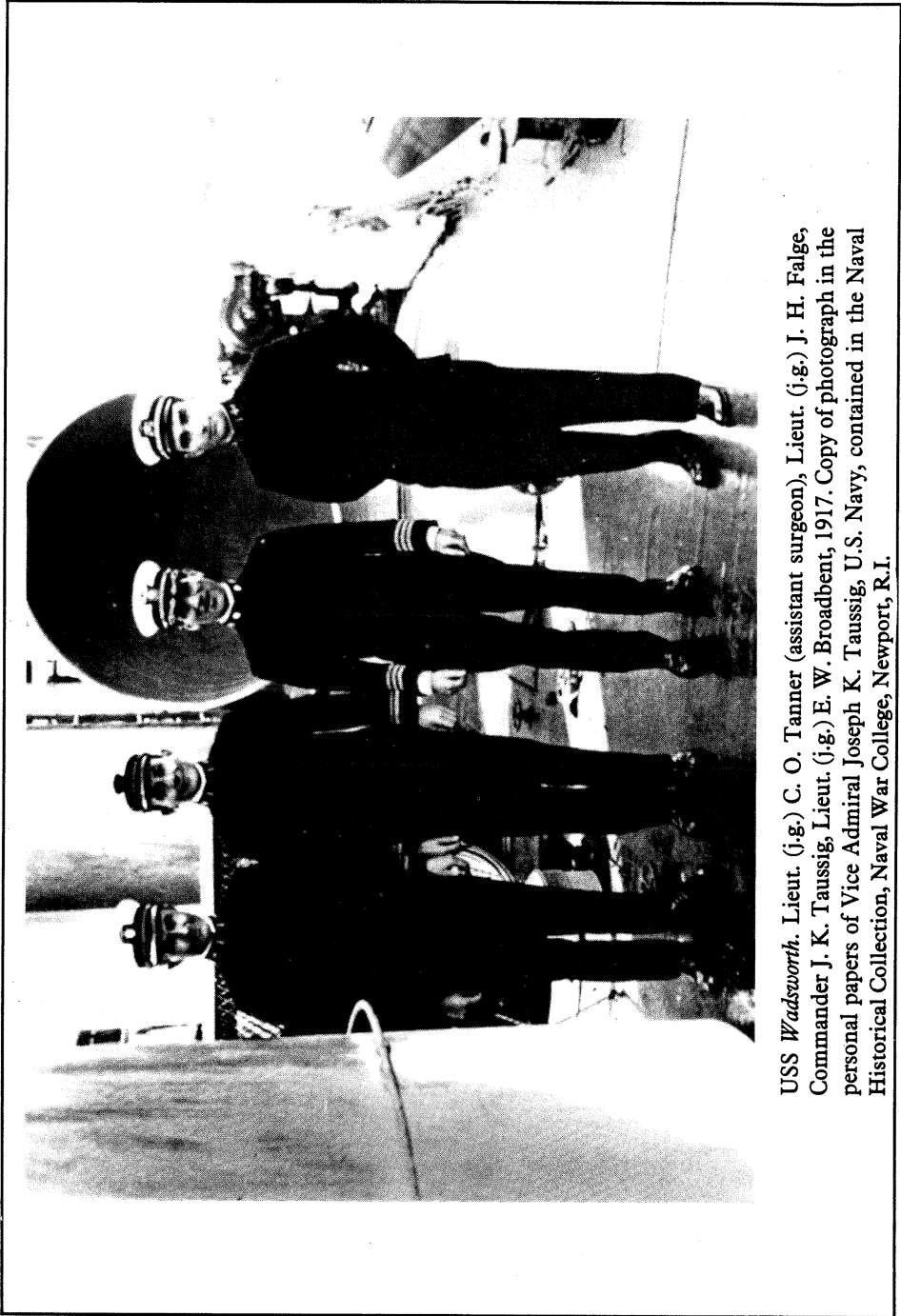
The *Shaw* left for Waterford to take officers who wished to see the German mine laying submarine which blew up on one of her own mines about a month ago and

which is now visible at low tide. I would have gone had it not been raining. Instead I went to the Admiralty House with Courtney. Saw Hamshaw, Wortman, Fremont, Poteet, and Newton. Took lunch on board the *Rowan* with Courtney. It had cleared off beautifully (a rare thing for this place) and Charles tried to get me to go ashore and play golf—but I did not feel inclined for anything so strenuous. I wrote letters until four o'clock and then went ashore with Falge. We met Neal and Nichols starting out for a walk, so we joined forces and had a pleasant two hours walking through lanes and cross country. Blackberries are abundant and we ate many of them.

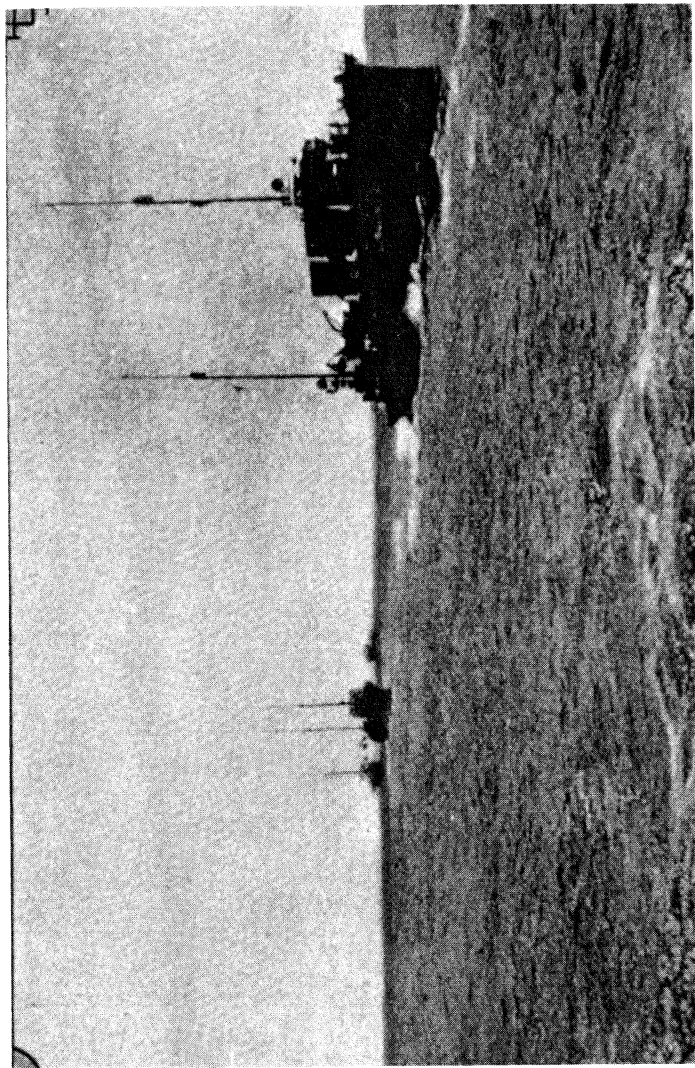
I returned on board for dinner and afterwards went to a special entertainment at the Men's Club. Most of the numbers were very good. The singing ensemble by the audience of sailors was especially good.



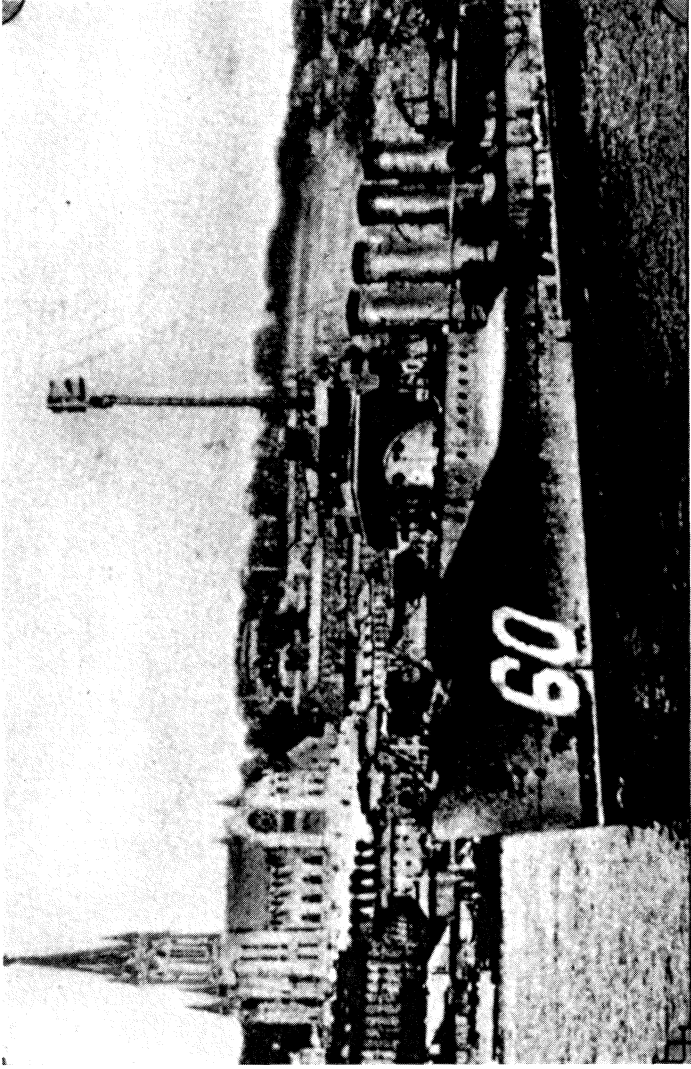
Lieutenant Joseph Knefler Taussig, U.S. Navy, Aide. ca. 1907-1909. Copy of photograph in the personal papers of Vice Admiral Joseph K. Taussig, U.S. Navy, contained in the Naval Historical Collection, Naval War College, Newport, R.I.



USS *Wadsworth*. Lieut. (j.g.) C. O. Tanner (assistant surgeon), Lieut. (j.g.) J. H. Falge, Commander J. K. Taussig, Lieut. (j.g.) E. W. Broadbent, 1917. Copy of photograph in the personal papers of Vice Admiral Joseph K. Taussig, U.S. Navy, contained in the Naval Historical Collection, Naval War College, Newport, R.I.

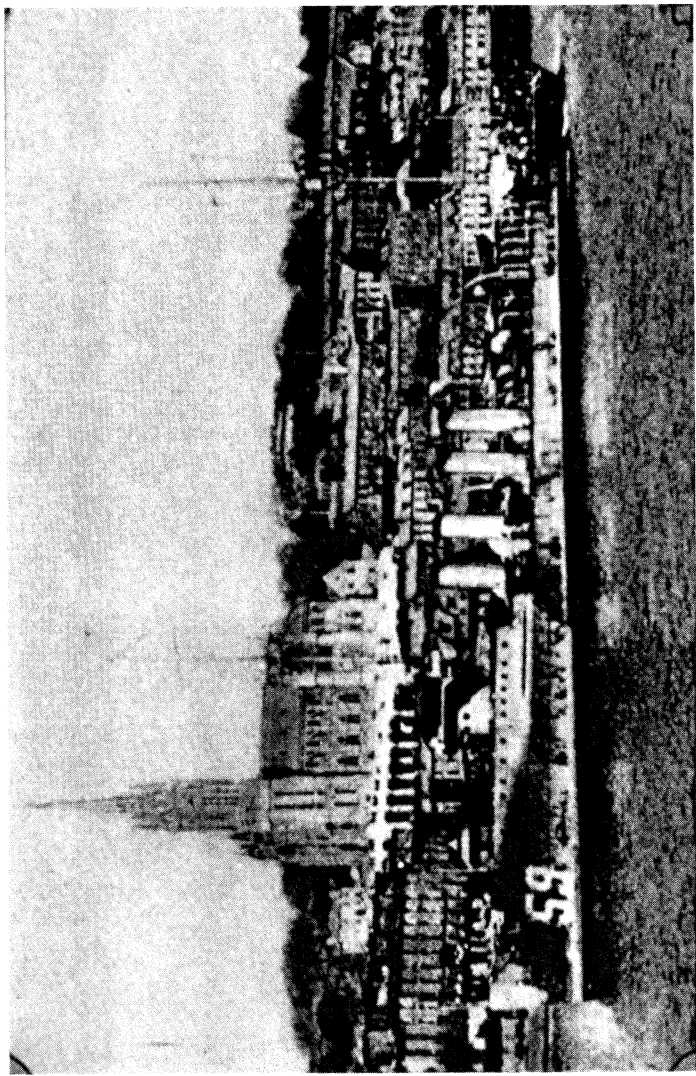


One of the greatest days in Anglo-American history had dawned, for the first contingent of the American Navy had arrived in British waters and joined hands with the Allies. Historic scene as Commander Taussig's flotilla arrives off Queenstown, 4 May 1917. The ship in the foreground is the *Davis* (Lieutenant Commander R.F. Zogbaum). From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).

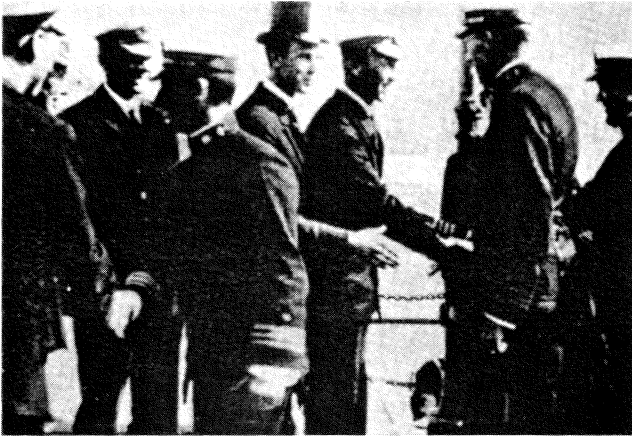


The gallant *Wadsworth* entering Queenstown harbor, 4 May 1917. The famous cathedral, "Stella Maris," is in the background. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).





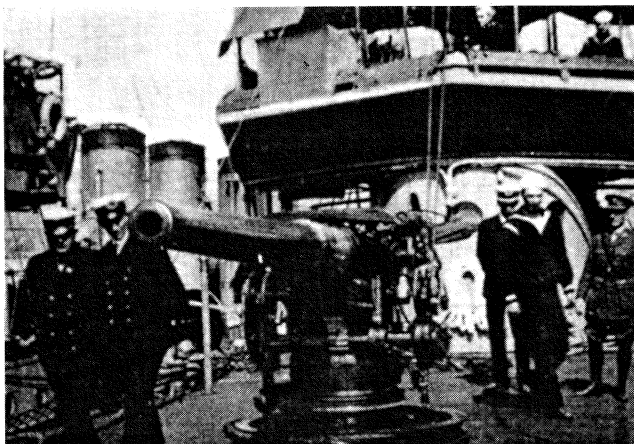
The USS *Porter* (Lieutenant Commander W.K. Wortman) enters Queenstown harbor following the *Wadsworth*, 4 May 1917. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



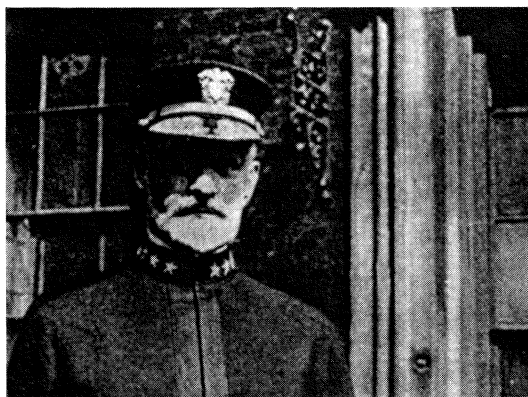
The American Consul, Mr. Wesley Frost and British naval officers greeting Commander Taussig and the other officers of the flotilla as they land at Queenstown, 4 May 1917. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



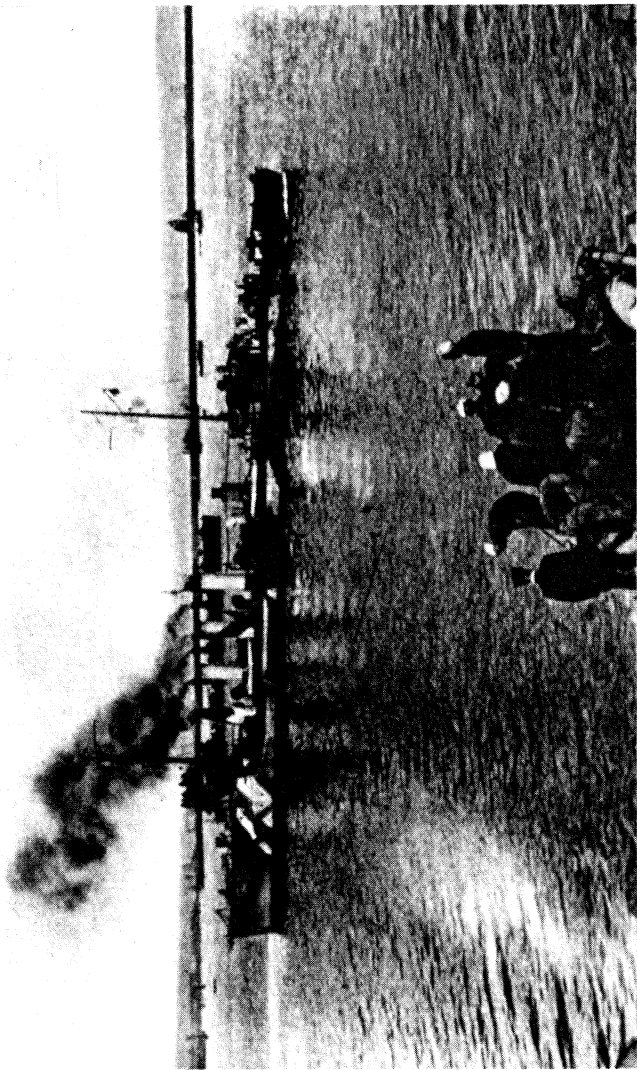
"We are ready now, sir." Commander Taussig saluting Vice Admiral Bayly, whose back is to the camera, 4 May 1917. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



British naval and military officers keenly inspect destroyer ordnance. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



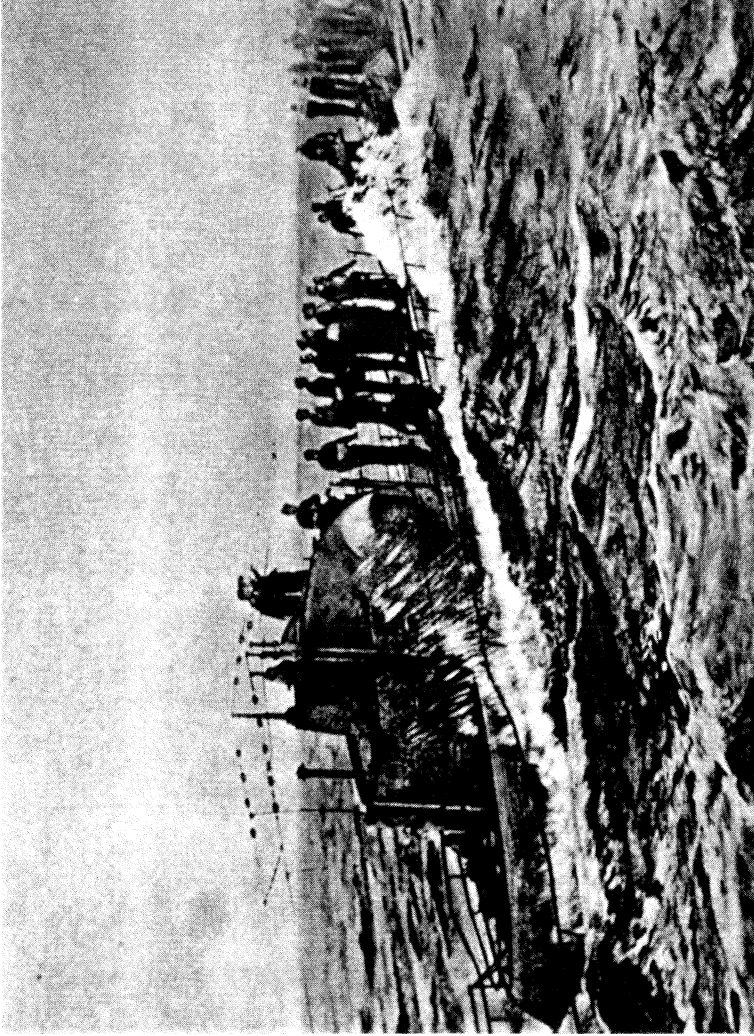
Rear Admiral (later Vice Admiral) William Sowden Sims, U.S. Navy, Commander of the American Naval Forces operating in European waters during World War I. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



U.S. destroyer *Benham* getting underway to accompany a convoy through the danger zone, 22 October 1918. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



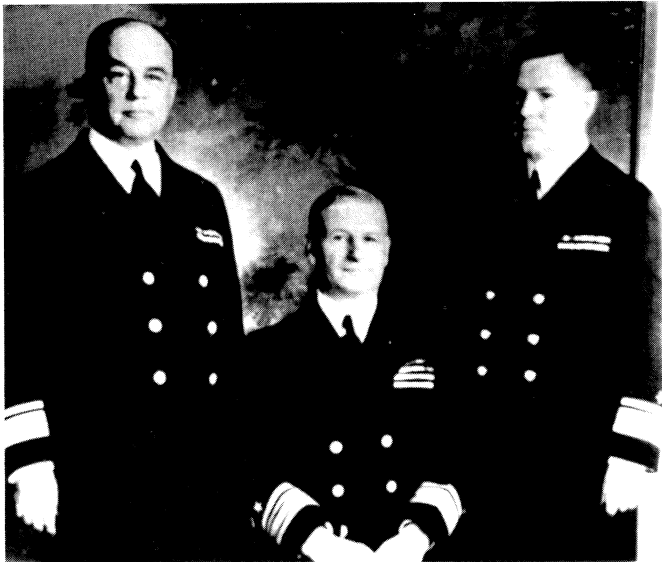
The "lifeline" on this destroyer was handy in a rough sea. The sailor is Gunner's Mate (later Ensign) Harmon. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



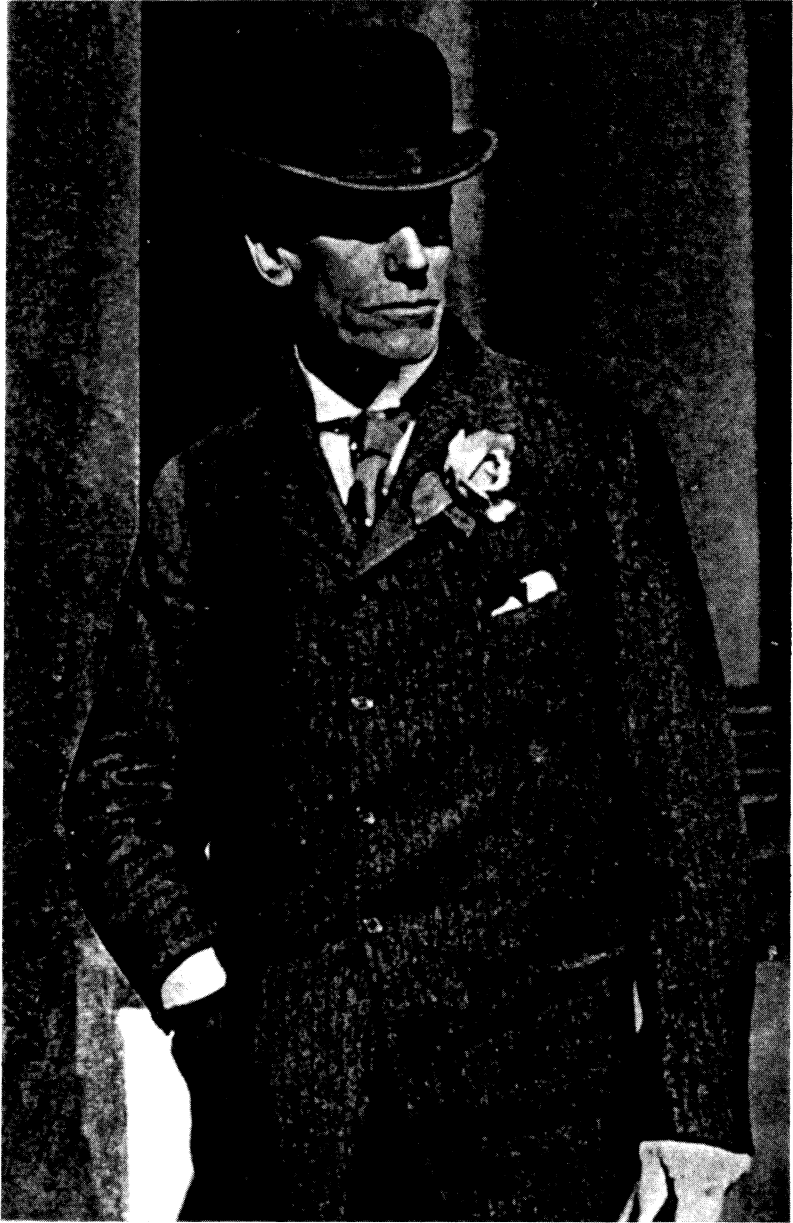
The U.S. Navy's first U-boat capture, the *U-58*. The commanding officer of the *Fanning* is authority for the statement that this is a copy of a photograph taken from the deck of his vessel when the crew of the *U-58* surrendered. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).



1899 / Edward Blaine Fenner, Joseph Knefler Taussig, John Mills Greenslade. Copy of photograph in the personal papers of Vice Admiral Joseph K. Taussig, U.S. Navy, contained in the Naval Historical Collection, Naval War College, Newport, R.I.



1934 / Edward Blaine Fenner, Joseph Knefler Taussig, John Mills Greenslade. Copy of photograph in the personal papers of Vice Admiral Joseph K. Taussig, U.S. Navy, contained in the Naval Historical Collection, Naval War College, Newport, R.I.



Photograph of Admiral Sir Lewis Bayly taken on the portico of the State, War and Navy Building on 15 February 1921. From *The United States Navy in the World War*, Official Pictures (Washington, D.C.: Pictorial Bureau, 1921).





Rear Admiral Joseph Knefler Taussig. Copy of photograph in the personal papers of Vice Admiral Joseph K. Taussig, U.S. Navy, contained in the Naval Historical Collection, Naval War College, Newport, R.I.

# V

## Home

Thursday  
Sept 27 [1917]  
Queenstown

Went to Admiralty House at nine o'clock to get the information concerning next convoy duty. Met Comdr. Daniels and accepted invitation to take supper at his house. Later withdrew acceptance as I thought better to remain on board ship. Six destroyers—*Wadsworth, Allen, Tucker, Cummings, Shaw, and Walke*—are to escort ten merchant ships out from Queenstown and then meet 30 ships inbound from Sydney, N.S. [Nova Scotia]. Four other destroyers were to have accompanied us but they have been detailed to other duties. I returned to the ship and wrote the orders for my escort force. Lunched on board. Halsey Powell came on board for a few minutes. Then Fairfield came. The *Conyngham* came in so I signaled Johnson asking him to take a walk and have dinner with me. Asked Bryant and Fairfield to come to dinner also. Johnson came about five o'clock. We walked and ate blackberries until six thirty. Met Bryant and Fairfield at the Yacht Club and we all came on board ship together. After dinner Courtney came over. We talked until ten o'clock when all left. Received a signal from the C-in-C saying that two P boats would arrive at 1 a.m. to join my escort squadron. So it was necessary for me to write orders for them to be sent early in the morning.

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Friday  
Sept 28 [1917]  
Queenstown and at sea

Was up at seven o'clock. Received signal from C-in-C saying that commanding officers of *P-51*<sup>332</sup> and *P-62*<sup>333</sup> would be on board at 8:30 for their orders. They came about nine o'clock. The destroyers, except for the *Wadsworth*, left the harbor at 8 a.m. and scouted outside the lightship. *Wadsworth* got underway at 10 a.m. Waited off Roche's Point for first ship of the convoy, the *Karamea*, which passed through booms<sup>334</sup> at 11 a.m. We led the merchant ships out, keeping astern of three sets of mine sweeps until two miles beyond the lightship. The merchant ships then formed in four columns, the destroyers took their stations, and we proceeded without a hitch. Only one merchant ship had to be admonished about his position. It is a beautiful night, smooth and bright moonlight. Fine for submarines if any are about. This afternoon we intercepted messages from the Special Service ship *Cullist*, about 50 miles to eastward of us, stating that she was engaging a submarine with gunfire. She then reported that the submarine was sunk or badly damaged. Later she reported that the submarine was on the surface running from her. The Special Service ship *Begonia*<sup>335</sup> was sent to search for the sub, and the *Ericsson*, which ship was on the way to meet the American liner *Philadelphia*, went to the *Cullist's* assistance, but from all we could gather from the radio messages they did not get the submarine. I forgot to write that I sent to Lulie, by the Captain of the *Harry Lukenbach*, the Irish linen scarf which I obtained some time ago. It is being sent as an anniversary present and should arrive before October 18th, as the *Lukenbach* is going direct to Norfolk. The name of the Captain is Madison. He told me he was born in Norfolk, in Brambleton.

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Saturday

Sept 29 [1917]

At sea

Today has been calm and smooth. One of the few days of this character we have encountered since coming over here. At daylight the convoy and escort were all in good position, and they have done very well during the day. Last night the moon was brilliant, so no lights were shown by any of the ships. It was a quiet night.

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Sunday

Sept 30 [1917]

At sea

Parted company with convoy at seven o'clock this morning. Issued instructions by signal to destroyers and patrol boats concerning incoming convoy to be met tomorrow morning. Received word by wireless that convoy was one hour late. Proceeded independently. Cloudy weather but smooth. Spent a large part of the day clearing up my desk.

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Monday

Oct 1 [1917]

At sea

Convoy of H.M.S. *Antrim*<sup>336</sup> and 28 merchant ships was met at 8 a.m. The *Allen*, *Walke*, and *P-62* were already in company. The *Tucker*, *Shaw*, *Cummings*, *Trippe*, and *P-51* did not join until about 11 a.m. To save much signaling I sent a copy of my instructions to the Captain of H.M.S. *Antrim* by means of heaving line from my forecastle to his poop. Weather fair and smooth. This has been the finest spell of weather I have seen in a long time. Fear it bodes trouble for the future. Everson is feeling grippy but is holding on to his duties. Falge is also feeling slightly under the weather.

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Tuesday

Oct 2 [1917]

At sea

Had a good night last night. Bright moonlight at intervals. Convoy keeps in good formation. The ships are in 8 columns, so we cover a good wide area. Eight British destroyers joined this morning. This was a surprise as they were not due until tomorrow. They have been placed in an outer screen. So the convoy is doubly protected. About now we received wireless that submarine was sighted about 30 miles to southward of us. About one o'clock the *Antrim* hoisted signal "Submarine sighted: change course eight points to left." Some of the men below said they felt the shock of the depth charges. If there was a submarine around it must have been sighted by one of the British destroyers and that vessel let the depth charges go. Visibility was not good at this time and we did not see anything. The convoy made the simultaneous eight point change of course in good order. In fifty minutes we returned to original course. Sea has been smooth but visibility good only at times. Late in the afternoon a French trawler sent message that a sailing ship was being shelled by a submarine. This was 30 miles from us. One of the British destroyers

was sent to investigate. He reported that he found the sailing ship abandoned but under full sail. The crew refused to return to her. He put some men on board and they were going to sail her into Devonport.

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Wednesday

Oct 3 [1917]

At sea and Queenstown

Another fine night. Moon very bright which would be to the advantage of submarines should any meet us. At 7 a.m. the *Antrim* left the formation, the *Walke* and *Trippe* proceeding with her as escort to Devonport. The British destroyers took over 20 ships of the convoy bound for English Channel ports. The *Wadsworth*, *Allen*, *Tucker*, *Cummings*, and *Shaw* proceeded with the other eight ships bound for West Coast French ports. At nine o'clock three French destroyers appeared to relieve us. After some signaling, turned convoy over to them and we started for Queenstown at 23 knots. At about eleven o'clock intercepted wireless message saying that [a] sailing ship was being shelled by submarine fifteen miles southeast of Scillys. This was about forty miles from where we were. I ordered the destroyers to proceed to her assistance. About one o'clock we came up with her—the *Mary E. Conlon* of Mobile, Alabama, a three masted schooner. She had been hulled by a number of shot and was drifting with the main deck awash. Of course there were no signs of the submarine as there was an airship, an airplane, two trawlers, and two tugs on the scene. There was nothing for the destroyers to do so I ordered them to proceed to Queenstown. These attacks on helpless sailing ships, somehow or other, seem more cowardly than attacks on the steamers. But the whole submarine thing is cowardly, so far as their making attacks are concerned. This does not imply that the officers and crews are individually cowardly as they undoubtedly lead a hazardous and miserable existence.

Our good weather failed us this afternoon. It began to blow a gale and rain while crossing St. George's Channel. After standing considerable pounding and discomfort we slowed to 20 knots at three o'clock, and at half past six slowed to 15 knots—it then being dark. Much to my delight it cleared off about eight o'clock so we picked up Roche's Point light and Daunt Rock lightship all right. Kinsale and Ballycotton were not seen. It is evident that they were not showing. We have had no official information in regard to altering these lights, but we have heard rumors that they were to be extinguished in order to make mine laying more difficult for the submarines. At a little after ten p.m. we were tied up to the *Cummings* alongside the oil jetty. The *Tucker* was soon tied up to us, and the *Allen* outside of her. It seems that none of the captains had eaten dinner on account of

the rough sea outside, so they were having an 11 p.m. supper. We then visited one another until one a.m. as after a trip like this we like to talk things over. Intercepted a wireless saying the *Memling* was torpedoed and on the rocks off Brest. This is one of the ships we turned over to the French patrol.

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Thursday  
Oct 4 [1917]  
Queenstown

Made the usual 10 a.m. call on Vice Admiral Bayly. Bryant, Wygant, Neal and M.S. Davis there also. Made verbal report about our last duty. Was informed that we would probably take a convoy out on the 8th. Neal and I went to the *Melville* to call on Admiral Sims. We stayed for lunch as Capt. Pringle's guests. Those at table were Admiral Sims, Pringle, Neal, Blakely, Daniels, and myself. Blakely is on the sick list with a bad cold. The *O'Brien* went out without him. After lunch had my hair cut; then returned to the ship. Spent the afternoon reading mail. Had letters from Lulie as late as Sept. 19th., and was glad to learn that she was getting over the attack of neuritis. Had letters from Mother, Father, Hawley,<sup>337</sup> and Charles. Papers as late as Sept. 22nd, so this was an unusually fast mail.

Spent a pleasant evening at Admiralty House. Those at table for dinner were Vice Admiral Bayly, Miss Voysey, Vice Admiral Sims, Bryant, Capt. Sutherland of the British Flying Corps, and a relative of Admiral Bayly, and myself. Captain Sutherland has been to Salonika and told us some interesting things about the handling of airplanes.

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Friday  
Oct 5 [1917]  
Queenstown

Received signal for commanding officers to report on board the *Melville* at nine thirty a.m. On arrival there found Admiral Sims, Capt. Pringle, Price, Daniels, Bryant, Wygant, Neal, M.S. Davis, Blakely, Russell, Giffen, and Knox.<sup>338</sup> I was made senior member of a board composed of destroyer Captains present to present a plan for the forming and training of the crews for the numerous destroyers that are being built at home. The board sat until four p.m., stopping about 3/4 of an hour for a stand-up luncheon which was served in the *Melville's* cabin.

The gist of our report is that the first necessity is to maintain the destroyers actually operating in the war zone in the highest state of efficiency. This could be done and at the same time provide nucleus crews of trained officers and men for the new destroyers, provided the Department would immediately send here ten officers of suitable rank to command destroyers, 75 Lieuts. (j.g.) and Ensigns, and 1,500 enlisted men of various ratings which we specified. As soon as these officers and men arrived, we could send to the states for each new destroyer as required a captain, one other officer, and 25 men—mostly petty officers.<sup>339</sup>

This seems to me a good practicable plan and I hope it will be adopted. It will give us who have been over here a long time a chance to go home to see our families for a couple of months—and at the same time give officers and men who want to get in the war zone a chance to do so right away.

Spent evening on board ship.

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Saturday

Oct 6 [1917]

Queenstown

Spent the forenoon on board ship. After lunch went to the Admiralty House to get particulars about the convoy which we are to escort out on Monday. Did not get much news. Learned that the Special Service ship *Begonia* which went out with us on Sept. 28th has not been heard from since the 29th. I though I saw her on the morning of Oct. 2nd but Bryant and Wygant think it was a different ship. I fear it is another case of disappearing without any trace unless the Captain was picked up and taken to Germany in a submarine, or unless the spies in Germany get information that a submarine sunk her. The *Vala*<sup>340</sup> disappeared about a month ago and recently word has been received from Germany that a submarine reported having sunk the *Vala* and the *Q-8*. As these are one and the same ship it shows why the Germans are sinking more ships than the Allies are losing!

Returned to my ship—then went to the *Ammen* and picked up Logan. We went to Monkstown and called on Mrs. Bonmphrey. She was not at home—having gone to Blarney for a week. So we called on Mrs. Darwell where we found her sisters, the Misses Foley. The youngest one I had not met before. We had tea and some music—so spent a pleasant hour. Logan came to dinner with me on the *Wadsworth*, after which we went to the Men's Club to see the movies. Sent Lulie a cablegram.

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Sunday

Oct 7 [1917]

Queenstown

Went to see the Admiral about the *Begonia*.<sup>341</sup> He has had no news from her and fears she is lost. Saw Allen, Zogbaum and Giffen there. Made arrangements to see the captains of merchant ships forming convoy about to sail at six o'clock this evening. Went to the *Melville* where I found six or seven Captains going over the report of the board for planning crews for the new destroyers. They agreed with what we had done. Courtney came to lunch with me. Later he and I took a walk. We stopped in to see Mrs. Weymouth—the wife of an Army officer—and had tea there. Then walked to the Admiralty House where I interviewed the merchant captains. Went with Courtney to the *Rowan* for dinner. Returned to my ship immediately afterwards and wrote [a] memorandum order to ships of my escort squadron. We are to sail at 7 a.m. It is blowing a gale and the prospects do not look cheerful.

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Monday

Oct 15 [1917]

Irish Sea

This is our eighth day at sea, and the first time since leaving Queenstown on the 8th that it has been smooth enough to write. In fact this morning it is the first time our mess table has been set since we left. It has been a miserable week.

At 7:15 on last Monday (the 8th) the *Wadsworth*, *Cummings*, *Shaw*, *Walke*, *Trippe* and H.M.S. *Crocus* left the harbor—scouted outside the lightship and at eleven joined the outbound convoy. The *Allen* and *Tucker* left at 8 a.m. and proceeded to Milford Haven to pick up and escort H.M.S. *Donegal*.<sup>342</sup> They were to join us later. Our convoy formed all right in spite of the gale that was blowing. However, it was very thick at intervals and before dark we had lost one of our ships, which evidently wandered off at the wrong speed or on the wrong course. However, so long as this heavy weather lasted, a ship was just as safe by herself as with an escort, and submarines could not operate excepting in the lee of the land. But there had been one operating that morning as we learned from wireless reports. The *Tucker*, when about twenty miles from Daunt Rock lightship, reported she was picking up survivors whose ship had been torpedoed at 6:30 this morning.

The night was very dark. When Tuesday [Oct 9, 1917] morning came we had only one merchant ship in sight. Sent out a wireless call to the other ships and learned that two destroyers and the *Crocus* were with two of the convoy, and the



two other destroyers were with the other two vessels of the convoy. These two parts [of the convoy] were within sight of one another, hull down,<sup>343</sup> and joined before dark. The *Wadsworth* continued with the single ship which was proceeding much slower than the others. We succeeded in losing her during Tuesday night. Wednesday [Oct 10, 1917] all the escorts left their convoys and proceeded to the rendezvous where we were to meet the incoming convoy from Dakar. Towards evening succeeded in getting wireless touch with the *Moldavia*<sup>344</sup>—the ocean escort. His message in answer to request for his position was "Have been storm bound. Will arrive rendezvous 24 hours late." This meant 24 hours more for us out in the storm. I directed the escort vessels to proceed to westward and to pick up the convoy before dark if practicable. By four p.m. Wednesday we had all joined the convoy which consisted of the big auxiliary cruiser *Moldavia* and ten merchant ships. Proceeded all Wednesday night without incident, making about 6 knots good. Thursday the weather got worse and wind shifted to northward, bringing the big seas on our beam. All ships except the *Moldavia* appeared to be making heavy weather of it, but we plugged along with the engines making turns for 7 knots [though] we were actually making good about 5 knots.

Thursday [Oct 11, 1917] night received signal from *Moldavia* saying one vessel, the *Uxmoor*, had dropped astern and requested I detach a vessel to stand by her. I did not think there was much chance of finding her, but I did direct the *Crocus* to join her if possible. Up to dark on Friday the *Crocus* did not succeed in making contact so I directed her by wireless to return to Queenstown. The *Uxmoor* is the second vessel of the convoy which dropped by the wayside; the other, the *City of Madras*, was left behind before the destroyers joined. I do not know whether the *Uxmoor* had engine trouble or whether the captain decided it was too rough for him and hove to. Our instructions say that vessels which cannot keep up on account of engine trouble will be left behind. I think that vessels which heave to when others of the same class or even smaller can continue on the course should be abandoned too.

Received wireless reports that the Irish Sea was closed on account of submarine activities—this was on Thursday. On Saturday [Oct 13, 1917] received report that Irish Sea was again open.

Saturday afternoon six British destroyers joined, so the convoy separated. The *Moldavia* and seven ships proceeded with the British for English Channel ports. I sent the *Shaw*, *Walke*, and *Trippe* back to Queenstown—the latter had leaky condensers. The *Wadsworth*, *Allen*, *Tucker*, and *Cummings* proceeded with the *Siddons* and *Aquarius* bound for Liverpool. We were supposed to drop them at the Smalls—but received orders by wireless to take them to the Skerries. This meant another 24 hours at sea.

Sunday [Oct 14, 1917] morning I decided to send the *Siddons* ahead with the *Allen* and *Tucker* as the *Aquarius* was holding her back. *Wadsworth* and *Cummings*

remained with the *Aquarius* which ship in present state of sea is making good only 5 knots. The *Siddons*, *Allen*, and *Tucker* soon left us out of sight behind them. Later in the day received a wireless message from the C-in-C Queenstown to send one destroyer to scout ahead as far as 53-31 North. So I went ahead with the *Wadsworth* and passed the *Siddons* and escort.

This morning (Monday) [Oct 15, 1917] we have been steaming back and forth in the neighborhood of Holyhead.<sup>345</sup> It is a beautiful day which tends to make one forget the discomforts of the past week. There are trawlers and two dirigible air ships in sight. It is so clear that when off Holyhead we can see the Irish Coast. I will remain around here until the *Cummings* comes along with the *Aquarius* and then start for Queenstown. I think it will be about 6 p.m. before that happens.

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Tuesday

Oct 16 [1917]

Queenstown

The *Cummings* with the *Aquarius* arrived off the Skerries at 6:30 p.m. yesterday, and we immediately started for Queenstown. As luck would have it, the wind shifted to southwest and it blew a gale. Finally slowed down to ten knots. Intercepted a wireless message from the C-in-C Queenstown to the *Cushing* stating that *Cassin* was torpedoed off Mine Head,<sup>346</sup> *Porter* standing by, and for *Cushing* to proceed there. As I knew the *Allen* and *Tucker* were somewhere near there I directed them to assist if necessary. The *Tucker* found the *Cassin*, but services were not needed. This morning when near Mine Head I asked the *Porter* if the *Wadsworth* could be of any assistance. He said no so we continued to Queenstown, arriving at 10 a.m. After oiling, the *Wadsworth* was placed alongside the *Melville* and *Tucker*. Received a very small mail—2 letters from Lulie, one from Father and one from Charles. My last from Lulie dated Sept. 22. Received a signal for *Wadsworth* to clean boilers and be ready for sea p.m. 21st. Received very appreciative notes from Lady Jellicoe, Mrs. McDougall, and Mrs. Tobey thanking me for the sugar I sent them.

We received an additional officer—Ensign (T) Delany Nicoll, Jr. He has just completed the three month's special training at the Naval Academy.<sup>347</sup>

Had tea with Captain Pringle on the *Melville*. Then walked with him for an hour. The *Cassin* arrived [under] tow of several tugs after dark, so did not go to look at her. Had dinner on board and had expected to go to bed early but Captain Pringle asked me to come to the *Melville* to talk over reports of fitness of commanding officers which he was making out. Returned on board my ship at 11:30 p.m.

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Wednesday  
 Oct 17 [1917]  
 Queenstown

Made usual visit to Admiralty House. Admiral Bayly was much interested in our recent rough weather experiences. Saw Hanrahan, Vernou and Neal. Vernou told us about his ship getting torpedoed. It seems they sighted the submarine on the surface about four miles away. It was apparently headed S.E. when it submerged. Vernou figured that the sub would change course to the northward and laid his plans accordingly. His first intimation that he was within torpedo range of the submarine was the sighting of a torpedo which porpoised about 300 yards from the *Cassin* and which was coming apparently direct for the engine room. Vernou rang up emergency full speed ahead, put the rudder hard left. The torpedo porpoised just as it struck the *Cassin* abaft the propeller struts and above the water line. The explosion caused both depth charges to detonate.<sup>348</sup> The stern was blown off but the engines could turn over. So the *Cassin* continued steaming in a circle as the rudder was gone. Why the submarine did not succeed in getting another torpedo into him is not known—unless perhaps he did not have any more. During the night the wind increased and the *Cassin* almost got ashore at Hook Point.<sup>349</sup> The *Tamarisk*<sup>350</sup> succeeded in getting her in tow and towed her off the lee shore for an hour before tow line parted. Several lines were carried away, but after daylight the sea moderated and there was no difficulty in getting her into Queenstown.

I had a look at the *Cassin* but could not see the entire extent of the damage as she had not been placed in dry dock.

This afternoon M.S. Davis and I landed at Monkstown Passage where we went on board the *Maumee* which ship was dispensing stores.<sup>351</sup> Victor Tomb<sup>352</sup> is in command but he was not on board. They have a full complement of regular officers and a complement of reserve officers in addition. I believe it is the intention to turn the ship over to the reserve officers after arrival in the U.S.

We looked at the *Cento* in dry dock at Passage. This is the steamer that was torpedoed off Kinsale on Sept. 11 while in a convoy. She had a good big hole in her but fortunately no bulkheads were ruptured so only her fireroom was flooded.

Returned to the *Wadsworth* for dinner and spent the evening on board reading and writing.

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Thursday  
 Oct 18 [1917]  
 Queenstown

This is the sixth anniversary of my wedding day. Sent Lulie a cablegram yesterday, hoping it will reach her today.

Took a look at the *Cassin* in dry dock. About 20 feet of her stern are gone. The after gun and carriage were blown overboard, but the base plate is intact although the deck is gone all about it. They were lucky to have only one man killed and five injured.<sup>353</sup>

*The New York Times*, dateline London, 23 September 1917:

By Charles R. Grasty

U-Boat Sinkings Cut to 62,000 tons  
in One Week  
Record for Period ending Sept. 16  
Lowest Since "Frightfulness" Began

This is the most cheerful week-end that England has had in a long time. . . . The German and Austrian notes . . . are construed as a symptom of weakening . . . as a measure to prepare the public of Central Empires for altered war prospects. . . . The improvement is due to . . . the convoy system. In this work and its results America can take pardonable pride. We gave up the "eyes of our fleet" (the destroyers) to . . . the paramount necessity of protecting Atlantic shipping . . . the strategy that halted the German attempt to cut the jugular of Allied Europe . . . . We have contributed . . . personnel of whose qualifications it is unnecessary to speak.

As reports about the U-boat sinkings have been very much alike, this is the first notice I have inserted for a long time. When the tonnage destroyed is figured out, we see no mention as to whether gross tonnage, net tonnage, or displacement are considered. I imagine that the British figure [is] on net tonnage while the German figure [is] on gross tonnage.<sup>354</sup> That is why the German figures are so much in excess of those given out by the British.

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Thursday  
Oct 18 [1917]  
Queenstown

This afternoon walked with Captain Pringle and stopped at the Admiralty House for a short while. Saw Admiral Bayly, Miss Voysey, Admiral [Sir Edward E.] Bradford R.N. and Miss Voysey's brother—a gunner in the Australian Army and now on leave.

Had dinner with Captain Pringle, Daniels, and Irvine on the *Melville*. We discussed the Men's Club, with a view of making improvements and satisfactory rules. Our idea is to have a committee formed by each ship electing a representative



ten miles from Daunt's Light ship. At 11:00 a.m. joined convoy (6 vessels) which sailed from Queenstown at 10:00 a.m.

(2) At 10 am, October 10 parted company with convoy Latitude 49-19: Longitude 12-40. Proceeded to join homebound convoy.

(3) Homebound convoy reported 24 hours late. Escort arrived destroyer rendezvous 7 a.m. 11 October and proceeded to westward to meet convoy.

(4) All destroyers (including Allen and Tucker) and H.M.S. Crocus joined convoy before 2 p.m. Position at this time Lat. 45-14: Long. 12-12.

(5) At 4 p.m. 13 October escort of British destroyers joined company. Shaw, Wilkes, Trippe, Crocus proceed to Queenstown. Wadsworth, Allen, Tucker, Cummings, continued escorting two west coast ships, Lat. 45-55: Long. 8-18.

(6) At 1:30 p.m. 15 October, Allen and Tucker parted with convoy off Skerries.

(7) Wadsworth, Cummings, Allen, Tucker arrived Queenstown a.m. 16 October.

## 2. *Comment and incidents.*

(1) Four of the escort vessels were away from base for six days, and four were away for eight days. This was due to homeward convoy arriving 24 hours late at destroyer rendezvous, slow advance maintained on account of rough seas, and the necessity for four destroyers proceeding to Skerries on account of submarine activity in Irish Sea.

(2) Outbound convoy became separated during first night due to heavy weather and thick weather. At daylight three of escort were with two of convoy: two of escort were with two of convoy; one of escort was with one of convoy. One of convoy had separated from all of escort. In view of gale I directed the escort vessels to continue in this order, and not attempt to join parts of convoy together.

(3) Homebound convoy was due at destroyer rendezvous 7 a.m. They were reported 24 hours late so I directed escort vessels to proceed to westward and meet convoy before dark. This was done. Just before joining convoy the topmast lookout on Wadsworth reported sighting conning tower of submarine on horizon. Sent wireless to Moldavia (the Ocean escort). What was reported as submarine turned out to be the smokestacks of the Moldavia coming up over the horizon.

(4) A submarine was reported about 100 miles from convoy and about 30 miles to southward of track where convoy would pass during the night. On request of Commanding Officer of Moldavia, dispatched Allen to this position. Would not have done this on my own initiative as do not think it wise to weaken escort to look for submarines that will not encounter convoy.

(5) During night of 14 October, S.S. Uxmoor left convoy and hove to. On request of commanding officer of Moldavia detailed Crocus to stand by her. Would not have done this on my own initiative as it was a case of weakening escort to look out for a single ship. Crocus failed to join company with Uxmoor.

(6) As escort for homebound convoy was composed of 8 vessels and there were only 10 vessels in convoy, two destroyers took station about 5 miles ahead and on each bow of convoy. Other six of escort were stationed as usual.

(7) There were only two vessels for West Coast ports. Four destroyers were ordered to escort them. As one vessel was much faster than other, I detailed two

destroyers to escort faster one and to proceed ahead. Two destroyers remained with slower one.

### TAUSSIG

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Saturday  
Oct 20 [1917]  
Queenstown

Wygant came on board and we went together to see Carpenter on the *Fanning*, Russell on the *Walke*, and Price on the *Dixie*.

In the afternoon went with Logan and Everson to see Mrs. Bonmphrey and Mrs. Taylor. Found them at home—also Miss Gilson and Mrs. McComb. Mrs. McComb is the wife of Lieut. [Millington B.] McComb of the *Drayton*. She is one of the two wives over here and I think she got here under false pretenses—on the supposition that she would do Red Cross work in France. Victor Tomb and several officers of the *Maumee* came in. After tea there was some dancing—but I did not indulge. Returned to the *Wadsworth* for dinner, after which went to the Men's Club where the regular Sunday night entertainment was held. The best feature was the sleight of hand performance given by Lieutenant [Charles C.] Slayton of the *Reid*.<sup>358</sup>

Sunday  
Oct 21 [1917]  
Queenstown

Went to see Admiral Bayly to find out what the *Wadsworth* would do as soon as we are ready for sea. He said we were to be ready on two hours notice after 8 p.m. today and orders would be sent later if any submarines were reported. Lunched on the *Melville* with Captain Pringle, Vernou, Tomb and Daniels. Saw Berrien who told about rescuing the *J.L. Lukenbach*. The submarine's guns outranged the *Lukenbach* which had been under fire about three hours and hit a dozen times. The cotton in her fore hold was on fire. The *Nicholson* succeeded in getting two shots at the submarine which then submerged. Although the *Lukenbach* had made a good fight, the Captain seemed to lose his nerve after the *Nicholson* arrived. So Berrien sent [Lt. Hamilton] Harlow aboard to straighten them out. He also sent the doctor and the pharmacist's mate to look out for the eight wounded men.

The *Conyngham* came in and I saw Johnson. We had tea on the *Melville*, a walk ashore with Captain Pringle and Daniels and then dinner on the *Wadsworth*. Johnson told me about the *Orama* being torpedoed. He said that when the *Orama*

was torpedoed from the port side, the *Conyngham* was close to the starboard side and he (Johnson) was talking to the Captain of the *Orama*. The *Conyngham* circled around the bow of the *Orama*, saw the submarine's periscope, ran over the submarine and dropped a depth charge. He is sure the submarine was seriously damaged—if not destroyed.<sup>359</sup> The *McDougal* also dropped a depth charge, and one of the merchant ships thought she was torpedoed—actually stopping and lowering one boat. This boat got lost and the *McDougal* spent four hours looking for it in the dark. He finally found it with six Hindoos as occupants. They were taken back to their ship, the boat got smashed, and two of the Hindoos were lost.

While at lunch received orders for the *Wadsworth* and *Walke* to proceed to chase two submarines which have been reported to the southward and westward of the Scillys. I am to remain until the morning of the 23rd.

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SECRET

Admiral's Office,  
QUEENSTOWN.  
21 October, 1917.

SAILING ORDERS

U.S.S. "WADSWORTH" and "WALKE".

No. S.O. 547.

MEMORANDUM.

You are to proceed to sea at 10 p.m. TONIGHT, Sunday, and chase in the direction given below, working under the orders of "WADSWORTH" (Senior Officer).

2. Report your position at 2 a.m. each day. "WADSWORTH" is to return to Queenstown a.m. on the 23rd October unless otherwise ordered. "WALKE" is to ask for instructions on the 23rd if none are received before.

Submarines are reported:-

49.20 N.	7.18 W.	1400, 21st.
49.30.N.	8.23 W.	1437, 21st.

Lewis Bayly  
Vice Admiral  
Commander-in-Chief.



Commanding Officers,

U.S.S. "WADSWORTH" and "WALKE."

Some mail came for us today, but for some reason or other there was none for us. My last from home is dated Sept. 23rd.

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Tuesday  
Oct 23 [1917]  
Queenstown

At ten o'clock Sunday night went to sea and reached the reported position of [a] submarine a little after daylight. Remained in vicinity until Monday when stood to the southeastward for a position where another submarine had been sighted. Saw two trawlers, a dirigible airship, an airplane and a patrol yacht—but nary a sign of a submarine. At 4 o'clock received wireless message for *Wadsworth* and *Walke* to return to Queenstown. My first inclination was to proceed at 23 knots and to get in at midnight, but I changed my mind and slowed to 15 knots and later 13 knots. There was a nasty sea until we got to the lee of the Irish Coast. Arrived Queenstown at 7:30 this morning. *Walke* came in half an hour later. Russell and I went to see the Admiral.

I was informed that we would proceed to sea early tomorrow morning to escort an outbound convoy and then pick up a home bound one from Dakar. The *Wadsworth* is taking the place of the *Cushing* as that vessel had to go in dry dock on account of striking a mooring buoy with one of her propellers.

Returned on board ship for lunch. Found a mail with letters from Lulie, Mother and Father as late as Oct. 1st. Wrote my memorandum operation order for my escort squadron and went ashore. At the Yacht Club met Commander Grubb, R.N., Johnson, Vernou, and Hutchins. Although I had an invitation to the Admiralty House for tea, I first went with Grubb to his house and met Mrs. Grubb and their little eight year old daughter. I then went to the Admiralty House and had tea with Miss Voysey, Admiral Bayly, Pringle, Fairfield, Daniels and Fremont.<sup>360</sup>

The British Admiralty have stated their readiness to turn over a special service ship to the Americans, and a crew is to be formed for it from those who volunteer on the destroyers. I do not care for the duty and will not volunteer, but I have no doubt there will be plenty of officers who want the job. I understand that Hanrahan has asked to command her, and I suppose he will be assigned.<sup>361</sup> No officers on the *Wadsworth* volunteered, but about 40 men asked to go. The crew of the special service ship will probably be made up from about two men from each destroyer, so the whole flotilla will be represented. The submarines are now very wary about

attacking steamers with gunfire as they fear they might be special service ships. They usually put a torpedo into them without warning. It then depends on how bad the special service ship is damaged and what the sub does in the way of exposing himself whether or not the S.S. ship has a chance to destroy the submarine. Two special service ships—the *Vala* and *Begonia*—have recently been sunk and nothing heard from any of their crews.

Had dinner on board the *Wadsworth* and remained on board.

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Wednesday  
Oct 24 [1917]  
Queenstown

Went to bed early last night as expected to go to sea early this morning. However, at 6 a.m. received a signal to delay sailing for 24 hours as our incoming convoy was reported that much late.

Captain Pringle sent for Hanrahan, Zogbaum, Newton, Dortch, and myself to draw up a letter in regard to establishing a torpedo test and repair plant on shore. We need something of the sort as we have very little time to overhaul our torpedoes on board ship. We decided to recommend that an officer and fifteen expert gunner's mates from the torpedo station, Newport [Rhode Island], be sent here for that purpose.

We had a stand-up luncheon, and then went to the Admiralty House where Admiral Bayly had a conference of all the commanding officers in port. It so happens that today there are a large number of destroyers in port and the Captains present were: Hanrahan, Taussig, Johnson, Courtney, Berrien, Wygant, Allen, Fairfield, Fremont, Vernou, Hutchins, Zogbaum, Powell, Bagley, Newton, Dortch, Russell, Lee, Logan, McKittrick, Simpson, and Carpender. There was only one British C.O. present, Lieut. [Alexander] Morison of the *Bluebell*.<sup>362</sup> The conference lasted about an hour, the main topic of discussion being what to do with a convoy when a submarine is encountered.

After the conference took a five mile walk with Captain Hyde and Courtney. The former is very downcast; his ship, the *Adventure*, is in such bad shape they won't send her to sea, and she has been swinging around the buoy for over two months. For some reason no order has come to place her out of commission, so Captain Hyde feels he is wasting his time.

I am sorry to see the barometer going down with leaps and bounds. It is blowing hard now and I know a gale is raging outside. Have just received a signal from the C-in-C saying if the weather is too bad for the convoy to sail, the destroyers would sail anyway!

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Sunday

Oct 28 [1917]

At sea

Thursday [Oct 25, 1917] morning the wind went down, so we put to sea with our 8 merchant ships. My escort division of destroyers is composed of *Wadsworth*, *Sampson* (Allen), *Wilkes* (Fremont), *Davis* (Zogbaum), *Patterson* (Newton), *Ammen* (Logan). At noon the convoy was formed five miles south of Daunt Rock lightship and we were merrily on our way facing a heavy sea and strong breeze. It was soon evident that some of the merchant ships could not make 8 knots under the conditions that prevailed so I changed the speed to 7 knots. We have had an uncomfortable trip so far. Although there was some straggling at times we managed to keep all the convoy together for 60 hours when I dispersed them. This was at 6 o'clock yesterday (Saturday) [Oct 27, 1917] evening. We are now looking for our home bound convoy, but will not meet them until tomorrow morning [Monday, Oct 29, 1917]. They have a broken down ship with them which is being towed. They were originally due at our rendezvous at 7 o'clock yesterday [Saturday, Oct 27] morning. We got word that they were 24 hours late which would make them due at 7 o'clock this morning [Sunday]. Then heard they would not reach rendezvous until 1 o'clock tonight [i.e., Monday, Oct 29, a.m.], and early this morning [Sunday] when we got in wireless touch with the Ocean Escort H.M.S. *Mantua*,<sup>363</sup> I was informed that they would not arrive at the rendezvous until 2 p.m. tomorrow [Monday, Oct 29]. By steaming to the south westward at fairly high speed we could have met them before dark tonight, but decided not to do this as it would take up too much fuel, and some of the destroyers must go slow, as this promises to be a long trip. So we are killing time, steaming around at 8 knots until tomorrow morning when we will try to pick up the convoy as soon after daylight as possible. We will then have been four days at sea, and have the prospects of at least another four days out. It would not be so bad except for the incessant, uncomfortable motion. Nicoll has been seasick the whole time, so as yet is not much use to us. I suppose he will get accustomed to it before long.

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 Wednesday

Oct 31 [1917]

At sea

I kept the six destroyers together until we joined company with the convoy at 8 o'clock Monday morning. It had become quite thick and we almost missed them on account of the *Wilkes* making a mistake in my signal and going out five miles

on our starboard beam instead of our port beam. The convoy consisted of H.M.S. *Mantua* (auxiliary cruiser) and the eight merchant ships which came from African, Australian, and South American ports and were assembled at Dakar. The S.S. *Kangaroo* had broken down and was being towed by the *Mantua*. There was a following sea which enabled us to make 7½ knots good. The *Kangaroo* is a ship which has the main mast fitted as a smoke stack. It is possible that she has internal combustion engines.

Although we have been uncomfortable, we made good progress without special incidents until about half past five (Tuesday) [Oct 30, 1917] afternoon when one of our ships, the *Ormida*, had her cargo shift which gave her a dangerous list. She hove to and I ordered the *Patterson* to stand by her until relieved by a British destroyer. At nine o'clock Tuesday night five British destroyers joined. One was sent to relieve the *Patterson*; four took over the *Mantua* and two ships bound for English Channel ports; and the five U.S. destroyers proceeded with five ships bound for English West Coast ports. Fortunately it was a fairly light night, the moon being behind clouds, or we would have had trouble in separating the convoy.

Today it is thick, we have not had an observation [a celestial navigation fix] since yesterday morning and are now looking for the Smalls lighthouse. We are running on soundings<sup>364</sup> so I doubt if we will see or hear it. Our ships are to disperse when we reach there and the destroyers to return to Queenstown.

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Thursday  
Nov 1 [1917]  
Queenstown

As I suspected, we did not sight the Smalls yesterday afternoon. I had all the destroyers report their dead reckoning positions and take soundings. From these reports I estimated where we were. The Commodore on the *Clan McBrayne* was evidently worried about the position also and he signaled me for my position. I gave him the result of our soundings and suggested we change course to North 20° East [i.e., 020°] magnetic. He said he thought this course would lead him into difficulties, so I signaled as he was in charge of the convoy and responsible for its safe navigation that I suggest he change course as he saw fit. He changed to N 20° E. Our soundings showed that we were standing well to the westward of the Smalls, so at four o'clock the convoy was dispersed and the five destroyers started for Queenstown at from 20 to 23 knots. At first it was raining—then it cleared for a short time—the wind died down and this was followed by fog. So I slowed the *Wadsworth* down to 15 knots and expected to arrive off the Daunt Rock lightship at 10 p.m. However we saw nothing and heard nothing. Slowed to 10 knots and

commenced taking soundings, which showed we were farther to the southward than I expected, headed to the northward and was much relieved when at about ten o'clock heard the double explosive fog signal on the Old Head of Kinsale. An hour and a half later heard Daunt Rock lightship and just after we passed it we ran out of the fog. The *Wilkes* and *Davis* were alongside the oil dock when we tied up to the *Davis* at about 12:30 a.m. [Nov 1, 1917]. They had also first picked up the fog signal on Kinsale. About half an hour later the *Sampson* came in. *Allen* said they came near running aground in Kinsale Harbor! The *Ammen* did not get in until 8:30 this morning. Fremont, Zogbaum and Allen came on board and we ate sandwiches, drank coffee, and talked over things until 2 a.m.

At ten o'clock this morning went to the Admiralty House to report to Admiral Bayly. Met Hanrahan, Courtney, Allen, Fremont, Zogbaum, Logan, Carpender. Hanrahan had just returned from escorting one of the troop convoys to St. Nazaire. There were eight large transports with 18,000 troops. Through misinformation received from Washington, the transports were not met until half way through the danger zone.

I was informed we would probably go to sea again on the 5th.

When I returned on board found a big mail awaiting me. Seven letters from Lulie, five from Father, two from Mother, one from Charlotte Taussig,<sup>365</sup> one from Henry Johnston. Two weeks of the *N.Y. Times*, 3 *A&N Journals*, 3 *Literary Digests*, 3 *N.A. Reviews*, and several other magazines were among the literature received. I do not know when I will get time to read them. I spent until five o'clock reading my personal and official letters. Then went for a walk with Broadbent, Falge, and Paymaster Taylor R.N. Passed by the Daniels' house—saw Commander Daniels and one of the children and left some chewing gum for the kiddies. Returned on board for dinner. Intended to go to bed early, but Fairfield came on board—we talked for an hour and a half. I then pattered about a bit—so it is now midnight.

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Friday

Nov 2 [1917]

Queenstown

Spent the forenoon on board. Wrote my war diary, report on convoy operations, and several letters. At one o'clock went to see the dentist on the *Melville*. Not because I have been having trouble, but because I have not been to a dentist for two and a half years, and the spirit happened to move me. He found nothing new, but the old fillings were leaking and needed renewing. So he got right to work and fixed one of them up then and there. I will go some other time to have the others fixed.

I landed at Rushbrooke and went to the Daniels house for tea. Commander and Mrs. Daniels, the children, and Rev. Mr. French were there. I took along a loaf of white bread and some sugar which was much appreciated. Returned on board for dinner and found we had quite a spread. Nicoll's mother, who is in London, had sent him some oysters, pheasants, walnuts, and a chocolate layer cake. This does not look much like a food shortage in London. I suppose there is plenty of everything for those who have the price.

Read the papers after dinner and then wrote a letter.

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Saturday

Nov 3 [1917]

[Queenstown]

A rainy foggy day—just like the two just passed. I would like to see some nice steady fair weather for a change, but have concluded there is no such thing as good weather in these diggings. Went to the *Melville* a few minutes but did not get any news. After lunch went to the operations office at the Admiralty House to find out what was the program. Learned that eight destroyers would leave here Monday evening—meet a Liverpool outbound convoy off the Smalls—escort them to 14° West, and then meet a Hampton Roads homebound convoy of 28 ships in 17° West. It means another 6 to 8 day trip. Commander Herbert, R.N., and Commander Heaton, R.N., were swapping yarns. The former has had some remarkable experiences in submarines—and some miraculous escapes. The latter has lost a hand somewhere. I have not asked him how. He is in charge of the minesweepers. He has just brought up the report about the submarine which was destroyed off the entrance of Queenstown day before yesterday. It seems that the small patrol boat *P-55*<sup>366</sup> was steaming out when the skipper noticed a small streak of oil which seemed to be coming up. He stopped, put over his hydrophone and heard many peculiar and unusual noises, among which was the sound of hammering on metal. He stood off, ran over the spot and dropped a depth charge of the small type—the only kind he had.<sup>367</sup> The amount of oil coming to the surface increased. He then went for the armed trawler *Sarla*, which vessel dropped a big depth charge, the explosion of which resulted in large quantities of heavy oil and bubbles coming to the surface. He then stopped, put on his hydrophone and dropped his sounding lead. They could distinctly hear the lead striking something metallic. They then dragged, and the sweep caught on something. Yesterday a diver went down (15 fathoms). He reported a large submarine lying on its side and brought up one of the side lights. It is probable that this submarine had either gotten in trouble from engine defects, or had run aground and could not rise. They

were evidently trying to effect repairs when they were discovered. The submarine service must be both a miserable and terrible existence. It seems to me that sooner or later a captain who takes any risks with them will lose his ship and its crew.<sup>368</sup>

The Admiral and Miss Voysey passed through the office and asked me to tea. Others there were the Admiral's brother, Captain Pringle, Lady Pinney, Blakely, Zogbaum. I left early to try on my new overcoat and blouse before the tailor closed at 6 o'clock.

Dined on board but [went] ashore again to the entertainment at the Men's Club. Captain Price gave me a passage back to my ship at 11:30 p.m.

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Sunday  
Nov 4 [1917]  
Queenstown

Lunched on the *Melville* with Captain Pringle, Daniels, and Mr. Bennett—the general stores man from Haulbowline. Went ashore with Broadbent and Falge and called on the Bonmphreys. During the afternoon there was quite a gathering. Mrs. Taylor, Mrs. Bonmphrey, Miss [name omitted from diary], Mrs. Hawks, Mrs. Darwell, Miss Foley, Logan, Gay, Dr. Irvine and Chaplain Alexander.

Everson is on the sick list with an abscess in his ear. He is on the *Melville* and will not go to sea with us this time. Lieutenant Commander Abram Claude [USN] has been ordered here for temporary duty and he reported on board today.

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Monday  
Nov 5 [1917]  
Queenstown and at sea

Wrote my memorandum operations order and sent it to the ships concerned. Shortly before getting underway, Daniels came for me in the *Melville* launch and said Captain Pringle wished to see me right away. When I got on board Capt. P. said he had just received a telegram from Admiral Sims to send three commanding officers home, one of whom was to be Vernou and the other two from the first division to come over. Johnson and Vernou were in the cabin and all of us said we wanted to go home. Captain Pringle said he did not think that Johnson and I should go at the same time and that probably Admiral Bayly would kick about it. I did not agree with him, because although we senior ones have been carrying the additional responsibility of having charge of escort squadrons, there were plenty

of junior commanders who are just as capable of taking charge as we are. It wound up with Captain Pringle saying he would recommend Johnson, Vernou, and me to go home now.

The *Wadsworth*, *Nicholson*, *McDougal*, *Warrington*, *Walke*, *Jenkins*, *Ammen*, and *Fanning* went to sea at 5 p.m.—formed scouting line when south of the lightship and stood to the eastward to meet an outbound convoy from Liverpool, due off the Tuskar [Rock] at 7 a.m.

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Nov 7 [1917]

Wednesday

At sea

The convoy was not at the rendezvous on Tuesday morning, it having been delayed by a submarine scare near Liverpool. We stood up the Irish Sea to meet them and joined company at 10 o'clock. The convoy comprised nine fine large vessels bound for Port Said. They were much scattered and were making only about 9 knots instead of 11 which they were supposed to make. Then on account of straggling it was necessary to slow to 8 knots, which finally gave us about 6 knots good on account of the heavy head sea we were bucking. I was supposed to remain with this convoy to 14° West and then meet the homebound convoy at 8 o'clock tomorrow morning in 17° West. On account of our slow progress I had to leave the outbound convoy at dark this evening in 11° West. I ordered the destroyers to form columns on *Wadsworth*, speed 12 knots. This will not get us to the rendezvous in time, but the sea is too rough and the necessity for fuel economy prevents our going faster. Have just gotten in wireless communication with the *Carrigan Head*<sup>369</sup> which is the ocean escort of the homebound convoy. He is only three hours late so he will pass the rendezvous several hours before we come up with him.

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Nov 9 [1917]

Friday

At sea

At 6 o'clock yesterday morning we formed scouting line four miles apart. It was necessary to slow to 10 knots on account of rough sea. *Carrigan Head* sent [a] wireless to effect that she was not sure of longitude as had no sight [celestial navigation] except meridian altitude for four days. Later he sent his position which



necessitated my ordering the scouting line to change course four points to the northward. At 3 p.m. contact was made by the northern part of the line. Shortly afterwards we were all assembled and proceeding to the eastward with the convoy of 26 ships. They were much scattered, there was much straggling, and showed that they were not nearly so well drilled as previous convoys we have been with. At night they carried stern lights and side lights which resulted in their straggling more than ever. We are gradually getting more and more behind schedule, so this evening I sent a wireless to the C-in-C Devonport requesting the British destroyers meet us west of the relief rendezvous before dark tomorrow.

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Monday  
Nov 12 [1917]  
Queenstown

Although the Devonport destroyers came considerably to the westward of the relief rendezvous to join us Saturday evening they did not get up until 7 p.m. when it was very dark. I then signaled the five merchant ships which we were to take to Brest to change course to S 15° E [165°] magnetic at 8 p.m. and sent wireless message to *Nicholson*, *McDougal*, and *Warrington*. The merchant ships changed as directed, but the destroyers had some difficulty in taking up their new positions. The *Warrington* had to back to keep from colliding with the *Wadsworth*, and we also came close to the *Nicholson* and *McDougal*. Before daylight of the 11th we picked up the lights on Ushant and at daylight changed course to the eastward—heading for the entrance to Brest harbor. One of our ships, the *Arcadia* (American), was about five miles ahead and I chased after her and brought her back to the formation. Two French patrol boats met us and took charge. After the last ship had passed to eastward of Pierres Noires light I asked the destroyers to return to Queenstown. Our run here was uneventful. We arrived at 7 o'clock this morning. After breakfast went to the Admiralty House with Berrien, Fairfield, Dortch, Lee, Carpender. The Admiral told me I was going to go home on the *Bridge*.<sup>370</sup> I told him that for many reasons I was sorry to leave, but I was very glad of the opportunity to see my family. He said he thought it a very good thing for some of the seniors to go back as we could tell the people in Washington exactly what the conditions here are.

On the way back to the ship stopped at the port office and sent a cablegram to Lulie—"Coming home inform Mother." Then went to the *Melville* where I had lunch with Captain Pringle, Johnson and Daniels. Then returned on board and read my mail. A little later Johnson came on board—we picked up Fairfield and went to Cork. Met Neal on the train. Did some shopping—had dinner at the

Country Club. Heard that Mrs. Zogbaum had arrived and was at the Imperial Hotel so we went there to see her. However, she had retired, and as Zogbaum was to go to sea the next day he returned to Queenstown with us on the 9:30 p.m. train.

U.S. Naval Forces Operating in European Waters.

U.S.S. MELVILLE, Flagship.

Telephone 30 Grosvenor Gardens,  
Victoria 9110 London, S.W. 1.  
Cable Address 7th November 1917.  
"Simsadus".

Reference No. G 2247.

From: Force Commander  
To: Commander Joseph K. Taussig  
Via: Senior Naval Officer Present, Queenstown, Ireland.

Subject: Orders

1. You are hereby detached from command of the U.S.S. WADSWORTH and from such other duty as may have been assigned you and will report to the Commanding Officer, U.S.S. BRIDGE for transportation to the United states.

2. Upon arrival in the United States you will report by telegraph to the Navy Department, Bureau of Navigation, and will await further orders.

/s/SIMS

Copies to:  
Bureau of Navigation (2)  
Chief of Staff  
Destroyer Flotillas (1)

-----  
0-5(75)-116 1st endorsement  
9 November 1917. (B)

From: Chief of Staff, Destroyer Flotillas, Senior Officer present  
To: Commander Joseph K. Taussig, U.S. Navy, Commanding  
USS WADSWORTH.

1. Forwarded.

/s/J.R. Pringle.

-----  
2nd endorsement. Nov. 12-1917 U.S.S. WADSWORTH 12 Nov 1917

From: Commanding Officer, USS WADSWORTH

To: Commander Joseph K. Taussig, US Navy

1. Forwarded

/s/ J.K. TAUSSIG

Received:

/s/J.K. TAUSSIG

Commander US Navy

-----  
3rd endorsement. U.S.S. WADSWORTH

November 15, 1917.

From: Commanding Officer

To: Commander Joseph K. Taussig, U.S. Navy

1. Detached this date.

/s/ J.K. TAUSSIG

-----  
U.S.S. WADSWORTH

November 1917.

Certified a true copy of my orders:

J.K. Taussig (signed)

Commander U.S. Navy

Johnson and Vernou are to go home on the *Bridge* also. Dortch is to relieve me; Claude is to relieve Vernou; Kenyon<sup>371</sup> relieves Dortch. Gay has already relieved Johnson.

-----  
Tuesday

Nov 13 [1917]

Queenstown

This morning was member of board to examine Berrien for promotion. Price and Johnson were other members. We met on *Dixie* at 10 a.m. After getting started I returned to *Wadsworth* to start packing. Have borrowed a trunk from Berrien and am having a box made. Did not accomplish much as returned to *Dixie* at noon for lunch. Berrien finished his examination about two o'clock. Johnson and I went ashore. I tried on my new blouse and overcoat. We then rode in a jaunting cart to see the Douglasses. Found Mrs. Douglas and Mrs. Herbert there. Had tea; returned on board for dinner. Packed until midnight.

-----  
Wednesday

Nov 14 [1917]

Queenstown

This morning Price, Johnson, and I were a board to investigate the recent collision between the *Rowan* and *Tucker* while they were escorting a troop convoy. It developed that the convoy of four transports were steaming at 17 knots in line formation and were zigzagging in accordance with some plan unknown to the destroyer escort which joined just before dark. In following the movements of the transports the *Rowan* turned left before the *Tucker*, which ship was on her port bow, changed course, and when they sighted each other they were so close that collision was inevitable. Both threw their rudders over and backed, so that they struck a more or less glancing blow, the stern of the *Tucker* striking the port side of the *Rowan* under the bridge. The *Tucker* will have to go into dock for repairs, but the *Rowan* can operate with temporary repairs until her refit period comes at the end of the month.

Johnson and I went to the *Snowdrop* where we had lunch as Commander Sherston's guest. I noticed two volumes in his book shelf dealing with the Scott Antarctic expedition. Sherston insisted on my taking Volume I with me.<sup>372</sup>

As Captain Pringle and Captain Price had entertained me on several occasions and as it is inconvenient to have parties on board our destroyers, I asked Johnson and Vernou if they would join me in giving Price and Pringle a party in Cork. They were glad to do it. So the five of us with Fairfield, who had a previous date with Pringle, took the 6 p.m. train to Cork—went to the Country Club, had a fine champagne dinner—thence to the variety show at the Palace, and back by the 11:15 train. We had a very pleasant evening.

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Thursday  
Nov 15 [1917]  
[Queenstown]

This forenoon I turned over the command of the *Wadsworth* to Dortch. After inspecting the crew and the ship, the crew was mustered at quarters, I read my orders and Dortch read his. I turned to go forward when Prather (the Chief Gunner's Mate) stepped forward and stated he would like to say a word. He then made a very good little speech and presented me with a silver bowl for Lulie. Engraved on the bowl is:

To  
Mrs. Joseph K. Taussig  
with the compliments of the crew  
U.S.S. Wadsworth

Then Bezeke (Chief Boatswain's Mate) stepped up and said he had a letter from the crew which he wished to present to me.<sup>373</sup> I was too moved to make any but a very brief reply.

When we went forward to the Wardroom, the officers presented me with an embroidered table cloth and twelve napkins for Lulie. Then Pernia and Villafranka, the Filipino cook and [mess] boy, brought me a little box addressed to Mrs. Taussig. I have not opened it yet so do not know what is in it. I am going to remain on the *Wadsworth* until time for the *Bridge* to sail.

This afternoon Johnson and I walked to the house of Commander and Mrs. Roe and had tea there.

Went to the Admiralty House for dinner. Those at table were Admiral Bayly, Lady Pinney, Miss Voysey, Mr. Ralph Paine the writer, Captain Pringle, Daniels, Commander Heaton, R.N., Johnson and myself. Vernou was to have been there, but the doctor on the *Cassin* developed cerebus [sic] spinal meningitis and the crew has been placed in quarantine. Before we went to the Admiralty House the *Duncan*<sup>374</sup> came in and I had the pleasure of seeing Roger Williams.<sup>375</sup> Poor Roger was much broken up because after trying for 6 months to get over here, and finally succeeding, he has orders to go right back to the States. I told Admiral Bayly about his disappointment, so without a word he took a telegraph blank and wrote a message to Admiral Sims suggesting that the *Duncan* escort the *Bridge* to 17° West and then return to Queenstown. I hope for Roger's sake it will bear fruit.

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Friday

Nov 16 [1917]

[Queenstown]

Went on board the *Rowan* and passed the time of day with Courtney. Then went to the *Melville* and had lunch with Captain Pringle, Johnson, Price and Daniels. In the afternoon went to see Mrs. Bonmphrey with Everson and Falge. Quite a party accumulated there. Mrs. Bonmphrey, Mrs. Taylor, Miss Leslie, Mrs. Hawkes, Miss Billie Foley, Gay, Merrill,<sup>376</sup> [Lt. William W.] Meek, [John W.] Agnew. I promised Mrs. Bonmphrey to write to her son who is Vice Consul at Boston.

Had dinner on the *Wadsworth* and was ready for bed earlier than usual.

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Saturday

Nov 17 [1917]

Queenstown

Went ashore at 10 o'clock to tell Admiral Bayly goodbye. I told him that although these were war times, I had never operated under pleasanter or more satisfactory conditions. He said that we had come to Queenstown with a thorough knowledge of destroyer work, that we made use of our knowledge and that we had done splendidly. I thanked him and he then said he would not have told me that we had done well if he had not really thought so. I think Roger Williams, who had been to dinner with the Admiral last night, must have told him that Father was much interested in "My son Joe," as just when I left Admiral Bayly said "Tell your Father that I say you have done splendidly."

I saw Miss Voysey and Lady Pinney. Miss Voysey gave me a little picture of Admiral Bayly. It is one of the few photographs of him in existence, as he has a great dislike of publicity. She said that Admiral Bayly had told her that Johnson and I might have pictures, but we were the only ones who should have them. I told the various people in the different offices good-bye: Russell, Barrows, Taylor, Douglas, Cowell,<sup>377</sup> Roe, Churchill.<sup>378</sup> In the mean time Johnson had come up, so we went together to the *Dixie* where we had lunch as Price's guests. Others there were Pringle, Daniels, Russell and Knox. The two latter, who command the *Walke* and *Perkins*, are to take their ships back to the United States for extensive overhaul. They will escort the *Bridge* across. Authority came to retain the *Duncan* on this side so Roger Williams is happy.

After lunch I stopped on the *Wadsworth*, got my things together and left in the *Dixie's* launch when Johnson stopped by for me. The side was tended by four Chief Petty Officers and when we shoved off there were "three cheers for Captain Taussig."

Riddle<sup>379</sup> met us at the gangway of the *Bridge* and showed us our room. We will live in the cabin mess. Vernou is in quarantine and is living in isolation ward.

Shortly after I got on the *Bridge*, the *Balch*<sup>380</sup> and *Downes*<sup>381</sup> with Miller<sup>382</sup> and Buchanan<sup>383</sup> passed by on their way to the anchorage. Johnson and I waved to them as they passed. I should have liked very much to see them. At four o'clock we had up anchor and stood down the Bay. Admiral Bayly with Miss Voysey, Lady Pinney, Mr. Paine, and Captain Pringle in the [Admiral's] barge stood down the Bay with us as far as the boom. I think we should feel much complimented by this last act of the Admiral. When we passed the barge at the boom, Riddle had the bugle sound four flourishes. I think this is the first time Admiral Bayly had been saluted with four flourishes, as his commission as Admiral has come recently. We passed out with much waving, the *Duncan* took station ahead, *Walke* on the port bow, *Perkins* on the starboard bow and we were really on our way home. I can hardly realize it. The *Duncan* will go to 17° West and then return to Queenstown. The *Walke* and *Perkins* will go all the way. They will refuel from the *Arethusa*<sup>384</sup> which is waiting at 35° West. At present we are making 15 knots. The sea is smooth and the night dark.

We had a nice dinner—with music from Riddle's victrola. Going to sea on a big ship like this is vastly different from going to sea in a destroyer. Riddle has a fine big cabin, staterooms with brass bed and a nice tiled bath room. One could hardly tell we were at sea if the motion was relied on to give this information. Johnson is starting an album with pictures taken and letters received during our stay over here. I am going to start in tomorrow and put letters and pictures in this book. I will place them in chronological order as far as practicable. The engines have just stopped. On going on deck I found that we had overtaken the convoy that left Queenstown early this afternoon and were passing through it. We are lucky not to have had a collision.

In looking over the records of the *Wadsworth's* operations I have compiled the following table to show how really active we have been since leaving the navy yard on the 8th of last January, until I was detached on November 15th.

Month	Days or parts of days underway	Distance Steamed [in] Miles
January	20	3883
February	24	2430
March	19	4069
April	17	2921
May	21	6134
June	23	6938
July	23	7072
August	19	5129
September	11	2372
October	22	4865
November	7	1643
<hr/>		
11 Months	206	47456
Distance previously steamed		25534
Total steamed by <i>Wadsworth</i>		<hr/> 72990

Although the unrestricted warfare was begun in February 1917, the sinkings did not reach a maximum until during April. The average gradually increased until the end of April. This was probably due to a gradual improvement in the weather. During this period the sinking of ships was an easy matter as they were not armed and all a sub had to do was to come to the surface and use her guns. During April the British began arming their merchant ships and establishing more effective patrols. The effect of these measures began to be felt at the end of April and from that time the average sinkings decreased. Some weeks they were

higher than others, the fluctuations being due to the number of submarines operating and the weather conditions. It gradually became a case of avoiding the submarines by adopting various methods. First, the destroyers and other patrol vessels were sent to patrol various areas through which the shipping passed. While this plan was being followed, specially valuable ships were escorted as far as practicable. Second, all ships approached over the same route during certain periods of from 4 to 7 days. An intensified patrol was then kept on this route. Third, the convoy system for all the homebound vessels was gradually adopted. The submarines then went after the outbound vessels, which they had previously been ignoring. So it became necessary to take a fourth step, i.e., convoy the outbound vessels also. The number of patrol vessels of all types—destroyers, submarines, sloops, trawlers, aircraft—has been gradually increased. It is probable that now . . . the mine fields are more effective, thereby making it more difficult for the subs to reach the open sea—also the bad weather deters them.

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Monday

Nov 19 [1917]

At sea

The *Bridge* has zigzagged up to tonight but now that we are in Longitude 23° W. this will be discontinued. The *Perkins* and *Walke* are getting along nicely—one on each bow. The *Duncan* zigzagged ahead until 7 o'clock last night when Riddle signaled her to return to Queenstown.

I forgot to mention that as we were leaving Queenstown on Saturday evening we received a radio stating that a submarine had been sighted about 30 miles to the eastward. Yesterday we received a wireless saying that Queenstown was closed owing to mines. So the fellow evidently proceeded right there and laid the mines after we had gotten out.

---

Wednesday

Nov 21 [1917]

[At sea]

We have been having fine weather and I find going to sea on a large ship like this so different from seagoing on a destroyer that I can hardly realize that we are at sea.

[Inserted at this point is a copy of two radio-room copies of an exchange of messages between the USS *Bridge*, and the escorting destroyer, USS *Duncan*.]



Date: 11/18/17  
From: USS *Bridge*  
To: Unofficial to Captain Williams

Thank you very much for your escort. We wish you the best of luck in all your operations and a safe return to the United States when victory crowns our arms.

Signed,

Taussig, Johnson, Riddle, Vernou.

From: *Duncan*  
To: *Bridge*

Un. to Captain

May the victory which crowns our arms be as certain as the greetings you will receive so soon by many.

Sig. Williams

Yesterday was uneventful excepting for the large amount of oil the *Walke* and *Perkins* are consuming. The former especially is using a great amount. We got in communication with the *Arethusa* which ship was supposed to be stationed at 35<sup>0</sup> West for the purpose of fueling destroyers that are passing back and forth with our troop convoys. We wanted to meet her at daylight today so that the *Walke* and *Perkins* could take oil. But the *San Diego*,<sup>385</sup> which was eastbound with a troop convoy, gave the *Arethusa* orders to proceed to westward so she could be met at daylight and oil two destroyers that were with her. So it was about ten o'clock this morning before we came up with the *Arethusa*. The *San Diego*, *Monaghan*,<sup>386</sup> *Roe*,<sup>387</sup> and two transports were in company. The transports are two of the large ex-German ships—the *Powhatan* and *President Lincoln*, I think. The *Monaghan* and *Roe* started in to oil, but on account of the swell it was five o'clock before they finished. The *Walke* and *Perkins* then oiled—completing at ten p.m. I think it was very commendable, the oiling after dark, especially as there is a considerable swell running.

Johnson and I called in the wardroom after dinner. There are quite a number of passengers—several of them from the *Antilles* which was sunk some time ago.

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Thursday  
Nov 22 [1917]  
[At sea]

Another beautiful day. This morning we took the *Walke* in tow and have been carrying her along at about 11 knots all day.<sup>388</sup> The [towline] shackle carried away this afternoon and we were delayed half an hour on this account. After dinner Johnson and I called in the wardroom. Saw Ghent who has tonsillitis. He was in command of the *Antilles* when she was sunk. Paymaster Farwell,<sup>389</sup> Ensigns Hopkins and O'Brien were there. The two latter are temporary Ensigns, being appointed from Chief Boatswains. Hopkins was with me on the *Amphitrite*<sup>390</sup> in 1905, and O'Brien was one of my gun pointers in the *Texas* in 1902-03. There are several other officers taking passage. Among them Lts. Saunders<sup>391</sup> and Agrell<sup>392</sup> from the *Cassin*. They are to be detailed to new destroyers. Another passenger is Lieutenant Laurence Townsend who is supposed to be engaged to Miss Ina Claire the actress. Townsend recently went to Queenstown for detail to a destroyer, but is being sent back now on account of chronic sea-sickness. I am reading "Scott's Last Expedition," an immense volume which Commander Sherston of the *Snowdrop* insisted on my bringing with me.

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Saturday  
Nov 24 [1917]  
[At sea]

Our beautiful weather continues. It is clear and mild, the sea smooth. We still have the *Walke* in tow and are making about 11 knots good with her. I think the present intention is to tow her until tomorrow and then take the *Perkins* in tow for a day or two. It is possible that we may arrive on the 29th—Thanksgiving day. That is, provided the weather remains good.

Vernou, who has been in quarantine owing to the case of spinal meningitis which developed on the *Cassin* just before he was detached, was released from confinement yesterday morning.

Every evening Riddle and Johnson have been getting out a guitar and ukelele and we have been having a song fest—all the old songs that we could think of have been tackled.

---

Tuesday  
Nov 27 [1917]  
[At sea]

Our progress has been slow for various reasons and now there is no possibility of our arriving in New York before the 30th. It was the intention to tow the *Walke* until four o'clock Sunday afternoon, but early Sunday morning it was found that the towing engine needed repairs so she was cast off at 9 a.m. The wind has increased and the sea become moderately rough. Sunday night the *Perkins'* foremast went by the board. This necessitated our slowing down for a couple of hours. Have not found out the reason for the mishap. Yesterday the *Walke* salted up [her condensers] again so it was necessary to take her in tow. As the sea was rough it took from an hour and a half to two hours to get her secured to the end of the line. We are towing with a long scope [i.e., length of towline] and making about 10 knots good in spite of the moderately rough sea. Today it is much colder than it has been. A strong N.W. wind is blowing accompanied by heavy rain and hail squalls. Although the barometer has been rising I can see no improvement in the weather. This ship is quite comfortable although we pitch considerably. But it is solid comfort in comparison to what I am used to in the *Wadsworth*. I fear the two destroyers along with us are having a miserable time.

I have finished reading "Scott's Last Expedition." It is a very sad story. It is wonderful what man can and will endure. After reading Scott's diary it seems to me that all the discomforts and dangers I have been through are as nothing in comparison with what his party underwent. I am sorry that when Commander Evans made the trip with me last May, I did not know more about this Expedition, as I could have had him tell me much about it. He barely came through alive—had to be carried on a sledge by his comrades for several days.<sup>393</sup>

I promised a number of officers I would write to their wives when I reached home. I have already written a number of those letters.

---

Thursday

Nov 29 [1917]

At sea

Thanksgiving Day

Today, Thanksgiving, has been a fine one although it blew rather hard from the northwest during the forenoon. Yesterday was quiet—but the barometer fell rapidly, accompanied by rain, and the inevitable wind for such conditions developed during the night. We kept the *Walke* in tow until four o'clock yesterday afternoon when we let her go and picked up the *Perkins*. It was thought that the *Walke* had plenty of oil to reach New York, but she is badly salted up so this afternoon we again took her in tow—letting the *Perkins* go. The latter will have barely enough oil to get in—but she can be taken in tow again if necessary.

I have been reading Admiral Chadwick's *The Spanish War*.<sup>394</sup> I am sorry I did not start it sooner as I will be able to get through the first volume only. I have nearly finished my letter writing—will finish tonight. We expect to arrive off Ambrose Channel at 8 a.m. tomorrow. Ghent came in for a while and told us his experiences when the *Antilles* was torpedoed. He was washed overboard and as the ship settled was directly under the smoke stack which he thought was going to strike him. But just then the boilers exploded and the shock threw the smokestack clear of him.

I think that most of us who have had the honor and pleasure of serving under Admiral Bayly consider him a most efficient officer. Although his manner is brusque at times, he has always treated me with the utmost courtesy and consideration. It has been a pleasure to serve under him directly, and in the numerous times when we have had to use our own initiative in deciding knotty questions, he has backed us to the limit and made commendatory remarks on our reports. There has not been the slightest sign of friction. Our relations have always been cordial. The cooperation between the two navies has been intimate and successful. Admiral Bayly is a man with the highest sense of duty—of a naturally retiring disposition but of quick perception and action. Although he undoubtedly feels deeply, he does not show it, and his manner belies the cordiality which I believe he really feels. I think the only two times he shook hands with me was when we first met and when I told him goodbye. He is very religious and I have often been impressed when talking with him that he is a Christian in heart and action.

# Endnotes

## Editor's Note

1. For a description of these papers, see Joseph K. Taussig Papers, Manuscript Register Series No. 18, Naval Historical Collection Division, Naval War College, Newport, R.I., 1989.

## Introduction

2. See Joseph K. Taussig Papers (hereafter Taussig Papers), Manuscript Register Series No. 18, Naval Historical Collection Division, Naval War College, Newport, R.I.

3. Joseph K. Taussig, "Destroyer Experiences during the Great War," U.S. Naval Institute *Proceedings* (hereafter *Proceedings*), December 1922, pp. 2015-42; January 1923, pp. 39-69; February 1923, pp. 221-48; March 1923, pp. 383-408.

4. Brief biographical sketches of Taussig can be found in Clark G. Reynolds, *Famous American Admirals* (New York: Van Nostrand Reinhold and Co., 1978), pp. 347-9; Joseph Taussig file, Joseph K. Taussig Papers, Operational Archives, Naval Historical Center, Washington, D.C.

5. Taussig returned to the Naval Academy in August 1898 and graduated in January 1899.

6. For Taussig in the Boxer Rebellion, see his article, "Experiences during the Boxer Rebellion," *Proceedings*, April 1927, pp. 403-20; Paolo E. Coletta, *Bowman Hendry McCalla: A Fighting Sailor* (Washington, D.C.: Univ. Press of America, 1979). See also the letters to his parents while recovering from wounds suffered in the rebellion, in the Taussig Papers.

7. See Taussig's diary while commanding the USS *Little* in Taussig Papers.

8. Rear Admiral Henry B. Wilson, in command of U.S. naval forces in French waters, wanted Taussig as chief of staff of the Brest District, but it was disapproved. Navy Department to Taussig, 20 June 1918, Taussig Papers.

9. For this incident, see Taussig to Charlotte, 28 June 1940; to Frederick Wile (American member of the staff of the *Daily Mail* in London), 13 May 1940; Captain Paul B. Ryan's note on it dated 23 August 1971; Joseph Taussig, Jr. to Ryan, 17 August 1984; Taussig, Jr. to Em, 26 April 1987, all in the Taussig Papers; see also Oral History of Rear Admiral C.J. Moore, vol. 2, Columbia University Oral History Program; *Army & Navy Journal*, 24 January 1920; and Geoffrey C. Ward, *A First-Class Temperament: The Emergence of Franklin Roosevelt* (New York: Harper & Row Publishers, 1989), pp. 444-5, 470-5, 549-50. Ward cites interview with Taussig by historian Frank Freidel in the Freidel Papers, Franklin D. Roosevelt Library, Hyde Park, New York.

10. Taussig to Charlotte, 28 June 1940, Taussig Papers. For Taussig in line for the Chief of Naval Operations position, see Rear Admiral Frederick Standish Withington, Oral History, unpublished, U.S. Naval Institute, 1970, vol. 1, p. 38; Henry H. Adams, *Witness to Power: The Life of Fleet Admiral William D. Leahy* (Annapolis: U.S. Naval Institute Press, 1985), p. 86. Louis Howe was political assistant to Franklin D. Roosevelt.

11. B. Mitchell Simpson, III, *Admiral Harold R. Stark* (Columbia: Univ. of South Carolina Press, 1989), pp. 35-6.

12. Simpson quotes from a telephone conversation between Roosevelt and Stark in Stark Papers, pp. 36-7, 291. Stark's letter of reprimand can be found in the Taussig Papers. Also in the Taussig Papers is additional correspondence, both official and personal, as well as many newspaper clippings and news magazine articles concerning the incident. Taussig wrote to Charlotte an account of the incident on 28 June 1940. It is also in the Taussig Papers. For another and somewhat different account of Stark's attitude towards the Taussig incident, see Vice Admiral William R. Smedberg, III, Oral History, unpublished, U.S. Naval Institute, July 1979.

13. Taussig to Charlotte, 28 June 1940, Taussig Papers.

14. Joseph K. Taussig, Jr., Oral History Interview, 19 November 1987, East Carolina University, Manuscript Collection, Greenville, North Carolina; Taussig, Jr. to Captain Ryan, 17 August 1984, copy in Taussig Papers.

15. Withington Oral History.

## Chapter I: The First Month

16. Commissioned in June 1916, the USS *Pennsylvania*, BB 38, was a new battleship (the name ship of her class), displacing 31,400 tons. She was armed with twelve 14-inch, fourteen 5-inch, four 3-inch, four 3-pdrs., and two 21-inch torpedo tubes. Though Taussig recalled that the entire fleet had been assembled in the Yorktown anchorage for several days, the *Pennsylvania* herself had only that day arrived. As with all modern battleships, the *Pennsylvania* burned oil, and since that resource was in critical shortage in Europe, the battleship did not cross until December

1917. This ship was *not*, incidentally, the *Pennsylvania* from which Eugene B. Ely performed the first seaborne landing in 1911 (that was the armored cruiser *Pennsylvania*, launched in 1903 and renamed *Pittsburgh* in 1912).

The *Pennsylvania* was present in dry dock when Pearl Harbor was bombed on 7 December 1941, where she suffered substantial but not critical damage. After repair, *Pennsylvania* fought in numerous Pacific campaigns ranging from the Aleutians to Surigao Strait, where she participated in the last exchange of gunfire between opposing battleships. In August 1945 the *Pennsylvania* was heavily damaged by an aircraft-launched torpedo at Okinawa, and she was still under repair when the war ended. The ship served as a target vessel for the Bikini atomic bomb tests and, surviving those, was finally sunk off Kwajalein in 1948. *Dictionary of American Naval Fighting Ships* (hereafter *DANFS*), Volume V, USS *Pennsylvania* (Washington: U.S. Govt. Print. Off. (hereafter GPO), 1970), pp. 250–2.

17. See Josephus Daniels, *Our Navy at War* (New York: Horan & Co., 1922), pp. 2–3.

18. USS *Baltimore* (Cruiser No. 3). This was the fourth U.S. ship of that name. She was launched in 1888 by William Cramp and Sons in Philadelphia and commissioned in 1890 with Captain W.S. Schley (who would later become embroiled in the Battle of Santiago controversy) in command. She was a member of the Asiatic squadron commanded by George Dewey and played a prominent part during the action in Manila Bay. She was recommissioned as a minelayer in 1915 and was engaged in training personnel at the time of U.S. entry into World War I. In 1918 she participated in laying the Northern Mine Barrage as well as other operations in European waters. The *Baltimore* was placed out of commission in 1922 and sold in 1942. *DANFS*, Volume I, USS *Baltimore*, 1959, pp. 88–9.

19. Lulie Taussig (Lulie Johnston before her marriage), Joseph Taussig's wife, and Emily Taussig, his eldest child.

20. USS *Wadsworth* (DD 60). The *Wadsworth* was a “thousand-tonner,” actually displacing 1,060 tons. Her dimensions were 315' x 30' x 10'. She was capable of 30.67 knots and was manned by a complement of ninety-nine. Her armament consisted of four 4-inch guns, eight 21-inch torpedo tubes and, after her arrival in European waters, depth charges. She was launched on 29 April 1915 and commissioned on 23 July, with Taussig in command. After sea trials and drills, she took up patrol duty off the New England coast in October, and in January 1916 she participated in the annual fleet maneuvers in the Caribbean, arriving back in Newport in May where she resumed patrol. Subsequent to the events described in the Diary, the *Wadsworth* was transferred to Brest, France, in March 1918. She returned to Boston in January 1919 and after an extensive overhaul served as one of the picket ships stationed at intervals across the Atlantic for the 1919 flight of four Navy-Curtiss flying boats (one of which completed the trip). The *Wadsworth* was decommissioned in 1922 and remained in reserve until stricken from the Navy list in 1936, and then broken up. *DANFS*, Volume VIII, USS *Wadsworth*, 1981, pp. 22–3.

21. Information obtained from the Register of Commissioned and Warrant Officers of the United States Navy and Marine Corps and Reserve Officers on Active Duty, volumes for 1917, 1918 (hereafter cited as *Navy Register*). See also the official biographies in the Operational Archives. Official biographies of naval officers are located in the Operational Archives, Naval Historical Center, Washington, D.C. These are filed alphabetically by name. They usually include prepared brief biographical sketches.

22. USS *Conyngham* (DD 58) was a *Tucker*-class destroyer built by Cramp and Sons of Philadelphia and commissioned in January of 1916 with Lt. Commander A.W. Johnson in command. She sailed with the *Wadsworth* among the first division of destroyers to deploy to European waters. Operating from Queenstown, she rescued survivors from the torpedoed USS *Karina* in August and the USS *Hariland* in November. On 19 October 1917, when the British ship H.M.S. *Orama* was torpedoed, the *Conyngham* made a depth charge attack which brought debris to the surface and won a commendation for her commanding officer.

The *Conyngham* sailed for Boston from Queenstown in December 1918. She was decommissioned in 1922, transferred to the Coast Guard for service in the “Rum Patrol” in 1924, and was scrapped in 1934 in accordance with the London Treaty of 1930. *DANFS*, Volume II, USS *Conyngham*, 1963, pp. 180–1.

23. Commander Alfred W. Johnson of the *Conyngham* went on to command the cruiser USS *Richmond* in China and the battleship USS *Colorado*. In the late thirties, as a rear admiral in command of the Atlantic Squadron (precursor of the Atlantic Fleet), he conducted the first comprehensive radar experiments at sea. He retired in 1940 but was recalled to active duty and served as the U.S. naval member of the Inter-American Defense Board and the Permanent Board on Defense-Canada and the United States. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

24. USS *Porter* (DD 59). This ship was the second of this name. Her dimensions were 315' x 30' x 9'. She displaced 1,250 tons and was capable of 29 knots. She carried a complement of 133, and her armament was identical to that of *Wadsworth*, with the exception that she had only four torpedo tubes. She was commissioned in April 1916 with Wortman in command. In April 1918, she severely damaged the *U-108*. The *Porter* was decommissioned in 1922, transferred to the Coast Guard in 1924, and returned to the Navy in 1933. She was scrapped in 1934. *DANFS*, Volume V, USS *Porter*, 1970, pp. 356–7.

25. Commander Ward K. Wortman of the *Porter* became the Commandant of the Naval Base, Guantanamo, Cuba, in 1923. In the next ten years he commanded the USS *Arizona* and the submarine base at Pearl Harbor. He died

in 1934 while a captain on active service at the Brooklyn Navy Yard. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

26. USS *Tucker* (DD 57). The *Tucker* was another "thousand-tonner" with dimensions of 310' x 30' x 10', a displacement of 1,250 tons and a speed of 29.5 knots. She had a complement of eighty-nine and an armament identical to the others of the squadron. In European waters, the *Tucker* was instrumental in the rescue of survivors from the torpedoed *Poluxena* in June 1917, the *Karina* in August, and the French cruiser *Dupetit-Thouars* in August 1918. Immediately after the later rescue, she depth-charged a U-boat and was given credit for a "possibly sunk." She was placed in reserve in 1919 and in 1926 was transferred to the Coast Guard, joining the "rum patrol" to aid in the suppression of smuggling. In 1933 she recovered survivors from the airship *Akron*. She returned to the Navy in 1933, became a Sea Scout training ship, and was sold in 1936. *DANFS*, Volume VII, USS *Tucker*, 1981, pp. 321-2.

27. Lt. Commander Benyaurd B. Wygant, Naval Academy Class of 1901. Retired as a captain in 1936. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

28. USS *Wainwright* (DD 62). The *Wainwright* displaced 1,150 tons and was in other respects identical to the *Wadsworth*. She was commissioned in May 1916 with Poteet in command. In May 1917, after the crossing, she was narrowly missed by a torpedo while on patrol and subsequently fired several rounds of 4-inch at what was thought to be a periscope. On 4 July 1917 another torpedo missed her stern, apparently by only five feet, but again the response brought no evidence of damage to the U-boat. In company with the *Rowan* (DD 64), she conducted a depth charge attack on 20 August which brought up a little oil. Several attacks on U-boats in the following months yielded no evidence of results. She was decommissioned in 1922 and transferred to the Coast Guard in 1926. She returned to the Navy in 1934 for sale to the ship-breakers. *DANFS*, Volume VIII, USS *Wainwright*, 1981, pp. 35-6.

29. Lt. Commander Fred H. Poteet of the *Wainwright* was promoted to captain and commanded the cruiser *Cincinnati* in 1931 and a destroyer squadron in 1935. He retired in 1939 and died at the Naval Hospital, Mare Island, California, in 1941. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

30. USS *Jacob Jones* (DD 61). The *Jacob Jones*, similar in her dimensions to other "thousand-tonners" of the *Tucker*-class, was commissioned in February 1916, with Lt. Commander W. S. Pye in command. In European waters, she rescued survivors from the torpedoed *Valetta* in July and two weeks later from the steamship *Dafila*, which was torpedoed while under escort by the *Jacob Jones*. In October she picked up 305 survivors from the British cruiser *Orama*. In December 1917, while in the vicinity of the Scilly Isles, she was hit in the starboard side aft by a torpedo while maneuvering to avoid. Efforts at damage control proved insufficient to save the ship, and as her stern sank, the depth charges exploded. At this juncture, Commander [D.W.] Bagley was in command and he ordered the ship abandoned, but the *Jacob Jones* took sixty-four of her men down with her, leaving thirty-eight survivors in the water or on boats and rafts. Two of her crew were taken prisoner by her attacker, the U-53. In an honorable gesture consistent with the best traditions, the U-boat commander, Hans Rose, then radioed Queenstown to advise Bayly's command of the approximate position and drift of the survivors. The British sloops of war, *Camellia* and *Catalina*, were thus able to locate and rescue the remainder of *Jacob Jones'* crew. *DANFS*, Volume III, USS *Jacob Jones*, 1968, pp. 483-4.

31. Commander David Worth Bagley of the *Jacob Jones* attained flag officer's rank, becoming commandant of the Hawaiian Sea Frontier in 1942, headquartered at Pearl Harbor. After the war he served in Washington on the Inter-American Defense Board and the Permanent Board of Defense, United States-Canada. He retired in 1947 and died at San Diego in 1960. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

32. These ships were all of the *Tucker* class, authorized by the Congressional Act of 4 March 1913. The six keels were laid in 1914 in East Coast yards at Quincy, Massachusetts; Philadelphia, Pennsylvania; Bath, Maine; and Camden, New Jersey. All were in commission by April 1916. They were from 1,090 to 1,150 tons normal displacement, had a designed speed of 29.5 knots, were oil-burning, and were fitted with two propellers. "History of ships named *Wadsworth*," Ships History Division, Naval Historical Center, Washington, D.C. The Ships History Division contains files on the histories of every ship commissioned in the U.S. Navy as well as other information.

33. All of these four officers were Naval Academy graduates. Everson was the executive officer and navigator, Broadbent was the engineer, Falge headed the gunnery department, and Earle was the communications and supply officer. U.S. Naval Academy Alumni Association, *Register of Alumni, Graduates and Former Naval Cadets and Midshipmen*.

34. Admiral Henry Mayo was Commander, U.S. Atlantic Fleet. Captain Hugh Rodman was a member of the General Board. In May he was promoted to rear admiral and commanded the U.S. battleships assigned to the British Grand Fleet. Commander O.P. Jackson was Chief of Staff to Mayo. Lt. Commander John J. Hyland was attached to the battleship *Arkansas*. For biographical information see official biographies in Operational Archives, Naval Historical Center, Washington, D.C. and Navy Register, 1917 and 1918, and Naval Academy Register 1970.

35. Taussig, a fond father, referred to his small daughter, Emily, as Empsie Pemsie. Captain Ryan's note based on information provided by Joseph K. Taussig, Jr.

36. The "Easter German" was a dance-social event.

37. Relatives or friends, Robert, Abbie, Warren, and Emily.

38. Taussig mentions that the choice of his division as the first to cross to the war zone was “purely accidental and circumstantial.” Captain David Hanrahan, who commanded the Seventh Division, was senior to Taussig and ordinarily would have had the honor. Unfortunately for Hanrahan, his destroyer, the *Cushing*, was at that moment undergoing substantial repairs, so the duty fell to Taussig, who was next in line. Taussig, “Destroyer Experiences during the Great War,” *Proceedings*, December 1922, p. 2020.

39. The USS *Seattle* (originally the USS *Washington*) (CA 11) was an armored cruiser of the *Tennessee* class, displacing 15,712 tons. Her dimensions were 504' x 72' x 25', and she was capable of 22 knots. Her complement was 887, and she was heavily armed (for an armored cruiser), with four 10-inch, sixteen 6-inch, and twenty-two 3-inch guns, and four 18-inch torpedo tubes. She was built by the New York Shipbuilding Company of Camden, New Jersey, and commissioned in August of 1906. Her name was changed from *Washington* to *Seattle* in 1916.

Before the war, the ship operated actively in the Pacific, Atlantic, and Caribbean. On 14 June 1917 she sailed as flagship in the first American troop convoy to Europe, arriving in St. Nazaire on 26 June. On 22 June, while keeping station with the convoy, *Seattle's* helm jammed and the ship took a sudden violent sheer to starboard, sounding a blast of her whistle to alert the other ships that she was out of control. Unknown to anyone in the convoy, two U-boats were at that moment in the final phases of setting up a carefully planned attack. *Seattle's* sudden, violent maneuver in their direction, combined with the blast of the whistle, seemed to them a certain sign that they had been spotted and were being attacked. Consequently, they broke off their approach and maneuvered to avoid being run down. Lookouts on the *Seattle* first sighted one of the U-boats when it was fifty yards ahead, virtually right under their bow, but under the circumstances, the ship was in no position to take deliberate action on this new development. Both U-boats got away, but so did all the ships of the convoy, both sides the unlikely beneficiaries of a timely equipment breakdown.

*Seattle* performed escort duty to the end of the war, escorting nine convoys before the armistice, and assisted in returning troops from France afterward. She joined the reserve fleet in 1919. Between 1923 and 1927 she served as flagship of the Commander in Chief, U.S. Fleet, in succession for Admirals Hilary Jones, R. E. Coontz, S.S. Robison, and C.F. Hughes. In 1927 she became a receiving ship in New York and continued that duty until the end of the Second World War. *Seattle* was sold for scrap in 1946. *DANFS*, Volume VI, USS *Seattle*, 1976, pp. 244–5.

40. The USS *Davis* (DD 65), was a *Sampson*-class destroyer, similar to the *Wadsworth*, but with twelve torpedo tubes in four triple mounts. She was commissioned in October 1916, with R.F. Zogbaum in command. She sailed with Taussig's division to Queenstown, where she began her career performing patrol and escort duties. On 12 May 1918 she picked up thirty-five crew members of the *U-108*, which had been severely damaged in a collision with the British merchant ship *Olympic*. *Davis* returned to New York in 1919 and after overhaul was placed in reserve. Decommissioned in 1922, she was turned over to the Coast Guard in 1926 and sold for scrapping in 1934. *DANFS*, Volume II, USS *Davis*, 1963, pp. 244–5.

41. USS *McDougal* (DD 54). The *McDougal* was an *O'Brien*-class destroyer with a displacement of 1,050 tons, dimensions of 305' x 31' x 9', with a speed of 29 knots, and carried a complement of ninety-eight men. She was armed like most of Taussig's ships, carrying eight torpedo tubes. The *McDougal* was commissioned in 1914. After the crossing, she rescued survivors from the British steamer *Manchester Miller* in June, and in September sighted a U-boat, gave chase, and dropped two depth charges, which brought up an oil slick. In February 1918 she was in a collision with the British merchantman *Glenmorag*, which required five months of repair work, after which she operated out of Brest. She was decommissioned in 1922, transferred to the Coast Guard in 1924, returned to the Navy in 1933, and was scrapped in 1934. *DANFS*, Volume IV, USS *McDougal*, 1969, pp. 298–9.

42. Rear Admiral Albert Gleaves was in command of the cruiser and transport force in World War One. Gleaves was an 1877 graduate of the Naval Academy. After the war he commanded the Asiatic Fleet and Boston Navy Yard before retiring in 1922. Clark G. Reynolds, *Famous American Admirals* (New York: Van Nostrand Reinhold Co., 1978), p. 137.

43. The confusion attendant to Taussig's departure for foreign service resulted from a general feeling within the Administration that the Navy would be employed solely to guard American shores. Little thought had been given by Secretary of the Navy Josephus Daniels and his associates in the Navy Department to possible operations in European waters. Admiral William S. Benson, “Statement,” U.S. Congress, Senate, Subcommittee on Naval Affairs, Hearings (Washington: GPO, 1920), 66th Cong., 2d sess., vol. 2, pp. 1817–9; Harold and Margaret Sprout, *The Rise of American Naval Power, 1776–1918* (New Jersey: Princeton Univ. Press), pp. 351–2.

44. Charles-J.K. Taussig's younger brother.

45. Parents of J.K. Taussig and Charles Taussig.

46. Admiral N.R. Usher, Commandant, New York Navy Yard.

47. Admiral George E. Burd, Industrial Manager, New York Navy Yard.

48. Taussig never forgot this ragged performance by the Navy Department in attempting to prepare a lone destroyer division for combat operations. In 1940, on the eve of World War II, he published a widely read article in the U.S. Naval Institute *Proceedings*, which sharply criticized the Navy Department for not being properly organized



for war in spite of the lessons learned in 1917 when "lost motion and other deficiencies" were glaringly apparent. Taussig, "An Organization for the Navy Department," *Proceedings*, January 1940, pp. 52-7.

49. Henry Johnston was Lulie Johnston Taussig's brother, a New York lawyer. Katherine was his wife, and Dickson their son. Captain Ryan's note based on an interview with Captain J.K. Taussig, Jr.

50. The three aunts from St. Louis were Admiral Edward D. Taussig's sisters. Commander Joseph K. Taussig's brother was (then Lieutenant) Charles Taussig. Captain Paul Ryan's note based on interview with Mrs. Lulie Taussig.

51. The Touraine was a fine hotel at 62 Boylston Street near the shopping and theater district. In 1969 it was converted into an apartment house; (New York, Philadelphia & Norfolk Railroad [N.Y.P. & N.]).

52. Admiral William S. Benson was appointed the first Chief of Naval Operations in 1915 and remained in this position until he retired from the Navy in 1919.

53. Taussig later referred to his week in the Boston Navy Yard as "by far the hardest, most uncomfortable, and most difficult week that fell to my lot during the war." The captains had no clear idea of where they were ultimately bound (perhaps even to the Mediterranean or beyond) and, in addition to asking for everything they might possibly need, took all the supplies they could cram into the space available. By the time the ships departed, their displacement had increased from the designed 1,100 tons full load to 1,400. The increased endurance conveyed by the oversupply may have later contributed to Taussig's confident reply when at the conclusion of the voyage he was asked about the division's readiness to begin combat operations. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, December 1922, p. 2022.

All of these changes improved the combat capability of the ship. The Benet-Mercier machine guns were for close-quarter fighting, the lookout tops on the masts extended the visual range of the lookouts, and ammunition bins topside made shells instantly available at the guns. *Naval Ordnance Activities World War, 1917-1918* (Washington: GPO, 1920), p. 69.

54. When the war started, the U.S. Navy had no allowance for many items of heavy-weather clothing. Consequently, the Navy League and other patriotic associations donated knitted items which, otherwise, crew members would have been obliged to purchase. Later, in 1917, the Navy provided a special outfit of heavy weather clothing consisting of extra-heavy woolen underwear and socks, a blanket overshirt with hood, a windproof suit with hood, a pair of heavy woolen mittens, and a pair of heavy leather sea boots for use on destroyers. The fact that the Navy had no heavy clothing allowance was explained by Secretary Josephus Daniels in his Annual Report for 1917 as stemming from the fact that because the fleet usually spent the winter in the West Indies, no heavy clothing was needed. *Report of the Secretary of the Navy, 1917* (Washington: GPO), p. 57.

55. Prior to the war, the Navy had recruit training stations at Newport, Rhode Island; Norfolk, Virginia; Great Lakes [Naval Training Center], Illinois; and San Francisco (Yerba Buena Island), California. In April 1917, the supply of seasoned sailors was starting to thin out as the Navy began to expand. As a skipper about to sail for the war zone, Taussig understandably thought that his ship warranted more experienced men than the "green" recruits sent to him, even though they had received several months training at boot camp. *Report of the Secretary of the Navy, 1917*, pp. 22-3.

56. Lt. Commander "Alfy" Johnson of the *Conyngham* was a classmate and lifelong friend. Captain J.K. Taussig, Jr. to Captain Ryan. Captain Ryan's note.

57. "Wrecking mine" was an early term for U.S. naval depth charges. In February 1917, the Bureau of Ordnance had developed a "mine" that would explode when it reached the depth of a suspected submarine. The device was a 50-pound canister filled with an explosive charge and triggered on the float-and-line principle. That is, when the depth charge was heaved overboard (literally), the float became detached and remained on the surface while the charge sank, paying out rope attached by a reel to the float. When the charge reached a pre-determined depth, the rope became taut, actuated the firing device and exploded the depth charge. The depth could be set between 25 and 100 feet.

When the destroyers arrived at Queenstown, they were equipped with 300-pound British depth charges which were launched from short tracks on the stern. Later, when the ships underwent overhaul at Liverpool, they were fitted with longer tracks, which held even more depth charges.

Ice machines were early refrigeration equipment which froze pans of water into ice blocks. These blocks were then placed in insulated storage spaces to preserve fresh food. Other uses of the ice cakes were to cool the piping of the ship's scuttlebutts (drinking fountains) and to prepare refreshments like lemonade and ice tea. Note of Captain Ryan based on interview with Vice Admiral Walter DeLany (Retired), who served in the DD *Wilkes* at Queenstown; also see *Naval Ordnance Activities*, pp. 98ff.

58. Lieutenant Ronan C. Grady was assigned to the office of the Chief of Naval Operations.

59. As early as 22 March the Admiralty suggested basing U.S. destroyers on the coast of Ireland as soon as the United States entered the war. See Admiralty to Gaunt, *Anglo-American Naval Relations 1917-1919*, Michael Simpson, ed. (London: Naval Records Society, 1991), pp. 14-5. On 14 April Sims cabled the Secretary of the Navy recommending basing destroyers at Queenstown. Copy of cable in William S. Sims, *The Victory at Sea* (Annapolis: Naval Institute Press, 1983), p. 375. Reprint of 1920 edition.

60. This appears in the original text and probably is a place holder for the name of the ship.

61. The *McDougal* (Lt. Commander Arthur B. Fairfield) was from Division 7; *Davis* (Lt. Commander Rufus F. Zogbaum) from Division 9. Both were "long-legged" ships sent to replace the *Tucker* and *Jacob Jones* (of Taussig's Division 8), which had shorter cruising radiuses. Ships Histories Division, Naval Historical Center, Washington, D.C.

62. USS *Virginia* (BB 13). The *Virginia* was a pre-dreadnought battleship of 14,980 tons displacement and a main armament of four 12-inch guns. She had been commissioned in 1906 and participated in the circumnavigation of the Great White Fleet between 1907 and 1909. When the United States entered the war against Germany, the *Virginia* was undergoing an overhaul in Boston Navy Yard. On 6 April she dispatched boarding parties to effect the seizure of the German passenger and cargo vessels *Amerika*, *Cincinnati*, *Witekind*, *Köln*, and *Ockenfels*. The remainder of *Virginia's* war service consisted of escorting convoys from the Eastern seaboard to mid-ocean. After Armistice, she was modified to serve as a troopship to return American doughboys from Europe. She was decommissioned in 1920. In 1923 she served as a target for experimental air attacks performed by Army Martin bombers. The single 1,100-pound bomb that hit the ship during the test was sufficient to virtually demolish her, and she sank within half an hour. *DANFS*, Volume VII, USS *Virginia*, 1981, pp. 541-2.

63. Queenstown, now Cobh, Ireland.

64. In March 1917, Rear Admiral William S. Sims was detached as President of the Naval War College and sent to Great Britain as an observer and transmitter of information. After the U.S. entered the war, Sims became commander of the U.S. naval forces operating in European waters. Sims, a graduate of the Academy in 1880, was a gunnery specialist, an advocate of a general staff, and a notorious Anglophile. After the war he returned to the Naval War College until he retired in 1922. He died in 1936. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C. See also, Elting E. Morison, *Admiral Sims and the Modern American Navy* (Boston: Houghton Mifflin, 1942).

65. Josephus Daniels was appointed Secretary of the Navy in 1913 by President Woodrow Wilson. Daniels was a newspaper editor by profession, from North Carolina. Robert E. Ferrell, *Woodrow Wilson and World War One, 1917-1918* (New York: Harper & Row, 1985), pp. 31-2.

66. As events turned out, due to her excessive draft, 15 knots put too much strain on the *McDougal*. Unlike the other ships, *McDougal's* two main turbines were supplemented by two "cruising" reciprocating engines. Since her main turbines were judged to be uneconomical, she relied on the cruising engines for the crossing, and it was these engines that had a difficult time driving the heavily laden ship at that speed. *McDougal*, and hence her division, were thus limited to 14 knots maximum speed. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, December 1922, p. 2026.

67. Taussig later mentioned that wartime experience taught him how easy it was to mistake the low silhouette of a destroyer for that of a submarine. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, December 1922, p. 2028.

68. H.M.S. *Parthian* was an "M"-class destroyer. These ships ranged in displacement from 883 to 1,154 tons and had dimensions of 270' to 274' x 27' x 16½'. They were armed with three 4-inch and four torpedo tubes and were capable of 35 knots. The *Parthian* was built by Scotts, launched 3 July 1916 and was sold on 8 November 1921. The example of the *Parthian* was the subject of an address given by Vice Admiral Sir Lewis Bayly to the assembled captains of the second division of destroyers to arrive. According to Commander Joseph Daniels, who was present on the occasion, Bayly said:

This destroyer [*Parthian*] proceeded to sea. The night came on and just before nightfall a submarine rose to the surface of the sea 150 yards ahead. The watchful eyes of the crew saw her instantly: the watchful commander drove his vessel at her, and the watchful and ready-gun's crew opened fire instantly. The submarine was struck eight or ten times in the space of a minute. Her tower was shot up, and she rolled over and sank at once. I cite this to show that in a space of perhaps two or three minutes a submarine was destroyed. If vigilance was lacking, the opportunity would have been lost.

Taussig, "Destroyer Experiences during the Great War," January 1923, *Proceedings* p. 48.

69. A young signalman, Charles Minor Blackford, sailed with the squadron to Queenstown in the *McDougal*. In his memoirs Blackford writes that it was the *Conyngham* which needed repairs. He also mentions that no lookouts were posted, that all the destroyers hove to and that the *Wadsworth* attempted to make radio contact with the British for fifteen minutes (which, to be fair, Taussig had been specifically ordered to do). See Charles Minor Blackford, *Torpedoboat Sailor* (Annapolis: Naval Institute Press, 1968), p. 73.

70. H.M.S. *Mary Rose* was an "M"-class destroyer. She was launched 8 October 1915, and was sunk by German cruisers in the North Sea 17 October 1917, along with H.M.S. *Strongbow*, with all hands, in a valiant attempt to protect a Norway convoy of twelve merchant ships from the German light cruisers *Brummer* and *Bremse*. Nine of the convoy were sunk, after which the German cruisers returned unharmed. The *Mary Rose* remained on the Irish station only a short time after the arrival of the U.S. destroyers, when she was transferred to the Grand Fleet. *Jane's Fighting Ships of World War I* (New York: Military Press, 1990), p. 72; and Paul G. Halpern, *A Naval History of World War I* (Annapolis: Naval Institute Press, 1994), p. 376.

71. According to Taussig, the *Mary Rose* was also signaled an inquiry of course, and if it were desirable, to zigzag. The British ship responded that "It is safer to zigzag, but it is a terrible nuisance." Accordingly, the entire formation proceeded to its destination on direct course. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, December 1922, p. 2029.

72. According to Blackford (*Torpedoboat Sailor*), the entire flotilla, including the *Mary Rose*, hove to while waiting for the freshly mined channel into Queenstown to be cleared. Since several of those involved expressed a belief that this might be construed as evidence of a breach in security, and that the Germans mined the channel deliberately, hoping to destroy one or more of the American ships upon their arrival, the actions of the commanders seem particularly reckless (heaving to, breaking radio silence, etc.). The presence of the mines was certainly suspicious: mines had not been laid off the entrance to Queenstown for several months and never before within six feet of the surface.

Queenstown was (and still is) a small seaport and naval base on the east coast of Ireland near Cork. The great cathedral of St. Colman is the dominating feature of the town, an overwhelmingly Roman Catholic community. The cathedral was situated very close to Admiralty House where Vice Admiral Sir Lewis Bayly resided.

The town's name was Cobh (pronounced "cove") until 1849 when it was changed to Queenstown in honor of Queen Victoria who had paid a visit there. Haulbowline island was the site of the dockyard in Cork Harbour. Queenstown was considered to be a suburb of Cork County. In 1922, when the Republic of Eire (Ireland) was established, Queenstown resumed its old name of Cobh.

The transfer of Taussig's division to Ireland was a closely guarded secret, and no news release had been made to the American or foreign presses. In spite of all this security, the information of Taussig's arrival seems to have preceded his entry into Queenstown. Just prior to the appointed hour, the Stars and Stripes was displayed on many public buildings, private homes, and on small craft in the harbor. Sims, *The Victory at Sea*, p. 50.

73. Commander E.R.G.R. Evans of the destroyer leader *Broke*, noted hero of a recent destroyer engagement, was available to assist the Americans because his ship was in dry dock undergoing repairs to damage sustained in ramming and running through a German destroyer. On the night of 20–21 April, three British and six German destroyers had met off Dover. Evans, in the *Broke*, torpedoed and sank one destroyer, rammed and sank a second (passing clean through and over her). As survivors from the sinking ship climbed over the *Broke's* bow, they were repelled by cutlass-swinging sailors. The action delighted the British public. Evans found Taussig a kindred spirit, and several years later, in his book *Keeping the Seas* (London: Simpson, Low, Marston, 1919), he wrote that "... Taussig was full of brains and go, and I was very much impressed by him." Admiral of the Fleet Earl Jellicoe, *The Crisis of the Naval War* (London: Cassell, 1920), pp. 211–2; Sir J.S. Corbett and Sir Henry Neubolt, *Naval Operations*, Volume IV (London: Longmans, Green, 1920–1931), pp. 377–8; Reginald Pound, *Evans of the Broke* (London: Oxford Univ. Press, 1963), pp. 148ff; E.R.G.R. Evans, *Keeping the Seas*, pp. 120ff.

74. H.M.S. *Broke*, the ex-Chilean *Almirante Goni*, was purchased in August 1914. The *Broke* was a destroyer leader displacing 1,750 tons. Her dimensions were 331' x 32', and she was armed with two 4.7-inch, two 4-inch, and four torpedo tubes. She was built by White, launched 25 May 1914. *Jane's Fighting Ships of World War I*, p. 67.

75. Paymaster Lt. Commander E. C. Tobey, attached to the American embassy at London.

76. American Vice Consul Sherman, representative of the American Consul, present to welcome the destroyer division to Queenstown.

77. Sir John Jellicoe, First Sea Lord and previously Commander in Chief of the British Grand Fleet.

Jellicoe, appointed First Sea Lord in December 1916, had been commander in chief of the British Grand Fleet during its inconclusive action against the German High Seas Fleet in the Battle of Jutland. His reference to China concerned European-American efforts to relieve the foreign legations at Peking during the Boxer Rebellion. Taussig, then a naval cadet in the USS *Newark*, was hit in the leg by a dum-dum bullet while ashore with a landing party. Jellicoe, a captain commanding H.M.S. *Centurion*, was shot in the chest at about the same time. The wound left Taussig with one leg three-quarters of an inch shorter than the other. Jellicoe, for the rest of his life, suffered from rheumatism because of the bullet which remained in his lung.

The McCalla mentioned by Jellicoe was Captain (later Rear Admiral) Bowman H. McCalla, then commanding the USS *Newark* at Taku Bay. McCalla headed the U.S. naval contingent in the Seymour column. Taussig, "Experiences during the Boxer Rebellion," *Proceedings*, April 1927, pp. 403–20; Jellicoe, *The Crisis of the Naval War*, p. 160; Paolo E. Coletta, *Bowman Hendry McCalla, A Fighting Sailor* (Washington, D.C.: Univ. Press of America, 1979), passim; A. T. Patterson, *Jellicoe* (London: Macmillan, 1969), pp. 32ff; *Dictionary of National Biography* (London: Oxford Univ. Press, 1916), p. 235.

78. Blackford's view of the flotilla's arrival carries a more ominous cast. "Ahead, climbing the hillside, was the town, but our eyes were on the waters about us. A graveyard of wrecked, partly sunken ships. Some showed only bows or sterns, others were indicated by their masts or upper works." Blackford, *Torpedoboat Sailor*, p. 75.

79. Although the letter of invitation from the Admiralty House (Lewis Bayly) is dated 3 April 1917 in the diary, the narrative of the diary indicates that the actual date of the invitation had to be (Friday) 4 May 1917—the day that

the *Wardsworth* arrived in Haulbowline [island] Dockyard in Cork Harbour. At that time, Queenstown was considered to be a suburb of Cork County.

80. Commander Arthur P. Fairfield of the *McDougal* was a Yankee from Maine who in the 1930s became a rear admiral commanding U.S. Squadron 40-T in the Mediterranean during the Spanish Revolution. Upon his retirement in November 1941 he assumed duties with the Maritime Commission in Washington. He died in 1946. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

81. Commander Rufus F. Zogbaum of the *Davis* was a classmate of Fairfield's (Class of 1901). In 1928, at the age of 48, he took a year's training at Pensacola and, like his friends, Captains Halsey and King, qualified as a naval aviator. Subsequently he commanded the Naval Air Station at Pensacola and the carriers *Langley* and *Saratoga*. Although he retired as a captain in 1936, he was recalled to active duty in World War II. He was advanced to the rank of rear admiral on the retired list and died in 1956. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

82. *New York Sun*, dateline London, 19 May 1917: "A prominent theater was packed when it was announced . . . motion pictures depicting the arrival of American destroyers. . . . The audience went wild with enthusiasm when it showed Commander Evans . . . shaking hands with Lt. Commander J.K. Taussig. . . ." *New York Sun*, 20 May 1917.

83. Irish nationalism (Ireland in 1917 being part of the United Kingdom) precluded any large-scale enthusiasm for conscription to support a "British war." Nevertheless, more than 200,000 Irishmen enlisted in the British Army subsequent to the outbreak of war. But others of the Irish Republican brotherhood were actively engaged in planning an armed revolt with German support. The revolutionary outbreak erupted on 24 April 1916, Easter Monday. It was not suppressed until 3,000 people had been killed or injured. Forewarned of trouble, Admiral Bayly had called for a battleship and 2,000 Marines to be sent to Queenstown. They arrived before Easter Monday and no disorders occurred in that port city. E. K. Chatterton, *Danger Zone* (London: Rich & Cowan, 1935), pp. 158-61; R. D. Paine, *The Fighting Fleets* (Boston: Houghton Mifflin Co., 1918), pp. 91-3; Sims, *Victory at Sea*, pp. 83-6.

84. Obviously, Taussig was not aware after his call on Vice Admiral Bayly that he had just played a principal role in an incident that subsequently became a legend. It was during this visit that Bayly asked when he would be ready for at-sea operations. The best evidence is that Taussig replied, "I shall be ready when fueled." Bayly then asked, "Do you require any repairs?" The reply was, "No sir." The Admiral finally asked, "Do you require any stores?" Taussig answered, "No sir. Each vessel now has on board sufficient stores to last for seventy days." The Admiral terminated the call with the welcome words, "You will take four days rest. Good morning." However, in naval folklore, the legendary reply, known to every plebe at the Naval Academy, is "We are ready now, sir." Taussig, "Destroyer Experiences during the Great War," *Proceedings*, December 1922, p. 2036.

Although the officer is not named, all evidence points to Lt. Commander E.C. Tobey (S.C.), U.S. Navy, as the source. Tobey was on Sims' staff. He accompanied Taussig on the call on Bayly. On page 70A of the diary, Taussig Papers, Taussig states that Tobey "says he heard me say this!"

85. General St. John, Brigadier commanding the military district and forces in the immediate vicinity of Queenstown.

86. Miss Violet Voysey had been Admiral Bayly's hostess since 1907, and she was his companion until his death in 1938. American officers who served in Queenstown were unanimous in praising her warm and friendly manner.

Admiralty House was an imposing, three-story, stone mansion with wide porches and a formal garden at the rear. After the war and the departure of the British Navy, the house was burned during a wave of violence generated by the agitation for an independent Irish republic. The interior of the building was gutted by fire. Chatterton, *Danger Zone*, pp. 166, 243, 382; Sims, *The Victory at Sea*, p. 72.

87. Another associate of Bayly observed that the Admiral rarely touched alcohol, and from the date when Buckingham Palace went "dry" during the war, Admiralty House followed the Royal example. Chatterton, *Danger Zone*, pp. 166, 243, 382; Sims, *The Victory at Sea*, p. 72.

88. Taussig was later careful to mention that this elegant contrast to his former circumstances at sea did not, as one might be inclined to think, conceal awareness that a grim war was waging on their very doorstep. During the dinner, conversation was interrupted by the report of an exploding German mine in the distance, and before the party broke up, Carpendale was called away to meet a returning patrol vessel bringing survivors of a torpedoed British sloop. The sloop in question lost forty of her complement, including her captain, who happened to be one of Bayly's favorite officers. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, December 1922, p. 2039.

89. This was the Sloop Garden, an attractive walled-in area of fruit trees, hedges, a tennis court, and graveled paths. It had been reserved exclusively for commanding officers of the British sloops (patrol-escort vessels), and since the sloops were named for flowers, each sloop captain considered it appropriate to plant a patch with the flower signifying his ship. Tea was served in the arbor every afternoon. Chatterton, *Danger Zone*, p. 83.

90. It might be appropriate here to mention that this corner of Ireland was, to all practical purposes, something of a hostile occupied territory, especially since the beginning of the "troubles" of 1916. Taussig here makes reference for the first time to his belief that local spies were leaking information to the Germans.

91. It is interesting to note that the American DD's arrived without depth charges. For some months they operated with only two in each ship. According to Blackford, *McDougal* still had none after more than a month's duty in the war zone. Blackford, *Torpedoboat Sailor*, p. 85.

Taussig later recorded that the installing of depth charge racks was done by the dockyard force, and "most of us had not even heard that there were such things." The charges were placed on the stern and were released by a hydraulic system operated from the bridge. The topmasts were removed to lower the silhouette and make visual detection more difficult. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 45.

92. Major General Beauchamp Doran, commander of all military forces in Southern Ireland.

93. Brown. Architect for large Ford tractor plant erected near Cork.

94. Later corrected in diary to read "Pelly."

95. Evans' lecture tour was a fund-raising venture intended to aid the widows and children of those expedition members who lost their lives. Upon receipt of his commission, Evans was the youngest captain in the Royal Navy. Admiral Lord Mountevans, *Adventurous Life* (London: Hutchinson, 1946); and Simpson, *Anglo-American Naval Relations*, p. 212.

96. Bayly would write after the war, "Considering that in past wars the necessity and value of convoys were so clearly recognized, it is difficult to see why they were so long delayed in the Great War." Lewis Bayly, *Pull Together* (London: George G. Harrap, 1938), p. 239. Nevertheless, he was not initially an enthusiastic supporter of convoys. He believed that attacks on submarines should be first priority, not the protection of merchant shipping. In effect, merchant ships at this time were being used as lures to bring U-boats up where they might be attacked. Bayly to Sims, 6 July 1917 in Simpson, *Anglo-American Naval Relations, 1917-1919*, pp. 213, 240; see also Arthur J. Marder, *From the Dreadnought to Scapa Flow*, Volume IV (London: Oxford Univ. Press, 1961-1970), p. 127.

97. Taussig wrote later that after the meeting Bayly said: "The Admiralty is dreadfully afraid that I may be rude to you young gentlemen. But I will be perfectly frank with you. If you do well I will tell you so and if you don't do well I will tell you so." Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 50.

Bayly was posted to the Queenstown command in July 1915 from the Royal Naval College, Greenwich, where he served as president. Known in the Royal Navy as the "father of destroyer tactics and organization," he also had the reputation of being an original thinker and a driver who did not tolerate less than top performance from his subordinates. Some years later Taussig recalled that Admiral Bayly's talk made an indelible impression on him. E.E. Morison, *Admiral Sims and the Modern American Navy*, p. 379; Chatterton, *The Danger Zone*, pp. 65, 66, 68ff, 74, 75ff, 251.

98. The Royal Cork Yacht Club remained a favorite spot for U.S. destroyer officers. A certain amount of socializing also took place at the Queen's Bar, particularly for the junior officers. Aside from golf and tennis, social life at Queenstown was simple. Indicative of their interest in the Yacht Club bar, junior officers promptly dubbed the mooring station nearest the club the "Gin and Bitters buoy." Vice Admiral Walter DeLany, U.S. Navy (Retired), who served in the USS *Wilkes* at Queenstown. Interview with Captain Ryan.

99. The U.S. destroyers at Queenstown officially were the United States Destroyer Squadrons operating in European waters under the overall command of Admiral Sims. They were, however, when based at Queenstown, under the operational control of Admiral Bayly. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, February 1923, p. 224; Bayly, *Pull Together*, p. 181.

100. H.M.S. *Swift* was a destroyer displacing 1,825 tons. Her dimensions were 345' x 34', and she was originally armed with four 4-inch and two torpedo tubes. She was built by Cammell-Laird and launched 13 July 1907. In 1917, she was rearmed with one 6-inch and two 4-inch, which brought her displacement up to 2,170 tons. *Jane's Fighting Ships of World War I*, p. 76; and T. D. Manning, *British Destroyers* (London: Putnam, 1961).

101. Both the British and German navies installed "fighting lights" in their ships as a consequence of each service having fired on their own ships during night combat. The Royal Navy used red and green recognition lights. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, pp. 46-7.

102. H.M.S. *Lavender* was a sloop of the "Acacia" class (1,200 to 1,250 tons displacement, dimensions of 262' to 267' x 33' x 11'). They were armed with two 4-inch or two 12-pdrs. and depth charges. They were capable of 17 knots. The *Lavender* was built by McMillan, launched 12 June 1915, and torpedoed 5 May 1917 by UC-75 in the Channel. *Jane's Fighting Ships of World War I*, p. 87.

103. Admiral Bayly's command extended over 25,000 square miles. It covered the western approaches to the British Isles, extending as far as 20° West longitude. Each patrol area was identified by a letter and a number and comprised a 50-mile square. A patrol vessel could be assigned one square or, under certain circumstances, could have two or three squares to patrol. The area assigned to the Queenstown patrol included the coast of Ireland, the Irish Sea, the sea area between Ireland and England, and the southwest entrance to the British Channel. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 53.

104. H.M.S. *Magic*, destroyer, ex-*Marigold* (renamed in 1915). *Magic* was an "M"-class destroyer. She was built by White, launched 10 September 1915. *Jane's Fighting Ships of World War I*, p. 72.

105. H.M.S. *Narwhal* was another destroyer of the "M" class. She was built by Denny and launched 30 December 1915. *Jane's Fighting Ships of World War I*, p. 72.

106. H.M.S. *Sarpedon* was a destroyer of the "R" class. These ships displaced 1,173 tons and had dimensions of 276' x 27' x 16'. They were armed with three 4-inch and four torpedo tubes and were capable of 36 knots. The *Sarpedon* was built by Hawthorne Leslie, launched 1 June 1916. *Jane's Fighting Ships of World War I*, p. 71.

107. H.M.S. *Marne* was an "M"-class destroyer. She was built by J. Brown, launched 29 May 1915. *Jane's Fighting Ships of World War I*, p. 72.

108. H.M.S. *Rigorous* was an "R"-class destroyer. She was built by J. Brown, launched 30 September 1916. *Jane's Fighting Ships of World War I*, p. 71.

109. H.M.S. *Peyton* was a destroyer of the "M" class. She was built by Denny, launched 2 May 1916. *Jane's Fighting Ships of World War I*, p. 72.

110. These areas were to the south and southwest of Ireland and comprised a belt of water measuring 100 miles west of Fastnet (southern tip of Ireland) to a position west of the Isles of Scilly (the extreme southwest tip of England). Queenstown was five miles from Cork, on the southeastern coast of Ireland, facing the Welsh coast across St. George's Channel. Berehaven, where Taussig's division would occasionally visit, was a small port on the southern tip of Ireland on Bantry Bay. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 53.

111. This meant putting another torpedo in the target.

112. In abrogation of normal rules of the road in some crossing situations (i.e. vessel to starboard is the stand-on vessel).

113. It was customary in the *Wadsworth* to always keep one man aloft (with the radio mast struck down, his head was the highest point on the ship), two on the forecastle (belonging to the ready gun crew), two on the bridge, including a chief petty officer, and two on the afterdeck house. In addition, everyone on the bridge, such as the quartermaster, signalman, and fire control talker, kept lookout. Either Everson (the executive officer) or Taussig was on the bridge at all times underway, in addition to the officer of the deck, so no less than twelve pairs of eyes were constantly scouring the sea for sign of U-boats. It is no wonder that in their early patrols false U-boat sightings were a regular fare. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 54.

114. To German U-boat commanders in early 1917, it was obvious that the richest target areas were the trade-route approaches to the British Isles. Aside from the numerous targets concentrated around the English Channel and the Irish Coast, U-boat skippers favored the western approaches since they were not forced to make long patrols away from their bases. Consequently, submarine activity beyond the 15th meridian was slight when compared to the scale of operations around Ireland.

When the United States entered the war in April 1917, Germany had ninety-nine submarines assigned to operations around the British Isles and the Baltic, plus another twenty in the Mediterranean. Of these, twenty-seven were in their patrol areas in the North Sea. Germany had started the war with twenty oceangoing submarines and ended it with 212 boats in active service. R.H. Gibson and M. Prendergast, *The German Submarine War 1914-1918* (New York: Richard R. Smith, 1931), pp. 349, 351, 355.

115. After four days of frequent sounding of the general alarm as the *Wadsworth* lookouts reported periscopes that turned out to be boat hooks or tree limbs, Evans, the experienced U-boat hunter, said to Taussig, "Well, you certainly keep a good lookout on this ship." Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 54.

116. H.M.S. *Snowdrop* was a sloop of the "Acacia" class. She was built by McMillan, launched 7 October 1915. *Jane's Fighting Ships of World War I*, p. 87.

117. H.M.S. *Laburnum* was another sloop of the "Acacia" class. *Laburnum* was built by Connell and launched 10 June 1915. *Jane's Fighting Ships of World War I*, p. 87.

118. H.M.S. *Poppy* was a sloop of the "Arabis" class. These vessels displaced 1,200 to 1,250 tons and possessed dimensions of 262' to 268' x 33' x 11'. They were armed with two 4-inch or two 12-pdrs. and depth charges. They were capable of 17 knots. The *Poppy* was built by Swan Hunter, launched 9 November 1915. *Jane's Fighting Ships of World War I*, p. 87.

119. Lt. Commander George P. Sherston, R.N. (CO of *Snowdrop*).

120. Lieutenant Douglas A. (or possibly William F.) Budgen, R.N. (CO of *Laburnum*).

121. Lieutenant Edward G. Hastings, R.N. (CO of *Poppy*).

122. Lt. Commander Charles R. Sharp, R.N. (Retired), harbormaster, Berehaven.

123. Lt. Commander Gordon Campbell, R.N., and the special service or "Q" ships. For Campbell, the most famous of the Q-ship commanders, see Rear Admiral Gordon Campbell, *My Mystery Ships* (London: Hodder & Stoughton, 1928). Special service ships were typical tramps fitted out as decoy craft to combat German submarines. The British navy converted the earliest of these in 1915 at Rosyth, Queenstown, and other ports. By giving the appearance of innocent merchant ships or coastal steamers, the "Q" ships sought to trip U-boat commanders to approach and surface, and then would finish off the target by gunfire. To reinforce the innocent character of the "Q" ship, a "panic party" usually abandoned the ship when the U-boat periscope was sighted. But since two-thirds of the crew remained hidden

behind wooden or canvas screens, which concealed deck-guns and torpedo tubes, the U-boat skipper who fell for the ruse stood an excellent chance of being sunk. Lieutenant Commander Harold Auten, V.C., R.N., *Q-Boat Adventures* (London: Herbert Jenkins, n.d.); Sims, *The Victory at Sea*, pp. 71, 169, 175, 186, 194.

Additional note: Perhaps it should be mentioned that many decoy vessels designated as "PCs" and "sloops" were deliberately built to resemble small coasters so as to lure U-boats to surface attack. These were entirely apart from the converted merchant ships designated as "Q" ships. This would include the thirty-nine Flower-class sloops (*Aubrietia* and *Anchusa* subclasses) and the twenty "PC" patrol boats.

124. Commander Odairne U. Coates, R.N. (Retired), senior officer, Castletown.

125. During the war, the adoption of "fast time" was left to local option. In America, the U.S. Congress finally put an end to independently regulated time by enacting legislation on 19 March 1918 to make Daylight Savings Time the law of the land. Sixty-fifth Congress, Session II, 1918, page 450 citing S. 1854 (Public, No. 106), "An act to save daylight and provide Standard time for the United States."

## Chapter II: Escorts and Convoy

126. The *Tuscania*, a 14,000-ton troopship of the Cunard line, was torpedoed 5 February 1918 by the *UB-77* off the Irish Coast with the loss of 166 lives; T.G. Frothingham, *The Naval History of the World War: The U.S. Navy in the War 1917-1918*, 3 vols. (Cambridge: Harvard Univ. Press, 1926), vol. III, p. 227.

127. H.M.S. *Gladiolus* was an *Arabis*-class sloop. She was built by Connell, Scotstoun, launched October 1915. *Jane's Fighting Ships of World War I* (New York: Military Press, 1990), p. 87.

128. That is, the vessel's hull seemed not to have the carrying capacity, and perhaps to be faster than might be expected, of a merchantman. Taussig's suspicions were correct. When he arrived at Queenstown later, he was surprised to meet the skipper of the *Maldonado*. She was a Q-boat (a converted sloop or patrol-escort ship) manned by the Royal Navy. Joseph K. Taussig, "Destroyer Experiences during the Great War," U.S. Naval Institute *Proceedings* (hereafter *Proceedings*), January 1923, p. 64.

129. Taussig was naturally puzzled by these challenges from the *Orduna*. Eight months later he was at a dinner in Boston where he met a Dr. Twigg, who had been aboard the transport. It seems that the skipper of *Orduna* feared he was being trapped by a German U-boat. When the doctor overheard the name *Wadsworth*, he mentioned to the captain that Paymaster White was a friend of his. The captain sent the message and was finally convinced that the *Wadsworth* was a U.S. ship. Taussig, "Destroyer Experiences during the Great War," *Proceedings* January 1923, p. 67.

130. Eighteen thousand American Red Cross nurses served in active Army service. Under Army regulations, the Red Cross nurses constitute the reserve of the Nurse Corps and in time of war (and with the consent of the individual nurse) could be assigned to active duty. Among the first contingents to sail for Europe, from New York in May 1917 on the Cunard line's *Orduna*, were sixty-two Red Cross nurses. They had been hastily assembled from all over the United States and received their capes, caps, and other equipment only after going on board. Lavinia L. Dock et al., *History of American Red Cross Nursing* (New York: Macmillan & Co., 1922), p. 85. See also Foster R. Dulles, *The American Red Cross: A History* (New York: Harper, 1950).

131. Poldhu is in Cornwall, England. Letter from Royal Navy historian, Rear Admiral Peter Buckley, to Captain Ryan. Mentioned in draft of manuscript prepared by Captain Ryan.

132. *USS Rowan* (DD 64) was a *Sampson*-class destroyer built by the Fore River Shipbuilding Co. of Quincy, Mass., and commissioned in August 1916. She arrived in Queenstown with Division 7 on May 27 to begin patrol and escort duty. On May 28 she joined two other destroyers in a depth charge attack which brought oil to the surface. Upon returning to the United States after cessation of hostilities, the *Rowan* continued to operate until 1922. This ship, like *Wadsworth*, was a little unusual in that she saw no postwar service with the Coast Guard. *Rowan* was scrapped in 1939. *Dictionary of American Naval Fighting Ships* (hereafter *DANFS*), volume VI, *USS Rowan* (Washington: U.S. Govt. Print. Off. [hereafter GPO], 1976), p. 161.

133. *USS Cassin* (DD 43) was the name-ship of her class. *Cassin* displaced 1,020 tons with dimensions of 305' x 30' x 10' and could make thirty knots. She was armed with four 4-inch guns and eight 18-inch torpedo tubes. *Cassin* was built by Bath Iron Works of Bath, Maine, and commissioned in August 1913. She arrived in Queenstown on 17 May to begin her service in escort and patrol. On 14 October 1917, while about twenty miles off Mine Head, Ireland, she sighted the surfaced *U-61* and gave pursuit. At 1330 [1:30 p.m.] she was hit by a torpedo on her port quarter that killed one man, wounded nine others, destroyed her rudder, and did other damage to her stern, causing her to begin to circle. (Taussig speaks of this later in the diary.) Even with this damage, the *Cassin* managed to get off four rounds of 4-inch when the submarine's conning tower became visible at 1430 [2:30 p.m.]. The next morning H.M.S. *Snowdrop* took *Cassin* in tow for Queenstown. After repairs in July 1918, she returned to duty. Along with *Wadsworth*, she served as a picket ship in the 1919 transatlantic NC-4 flight. Decommissioned in 1922 and taken into the Coast Guard the same year, she was sold for scrapping in 1934. *DANFS*, Volume II, *USS Cassin* 1963, pp. 47-8.

134. *USS Ericsson* (DD 56) was an *O'Brien*-class "thousand-tonner" built by New York Shipbuilding and commissioned in August 1915. Before the U.S. entry into the war, *Ericsson* served along the eastern seaboard in the neutrality patrol. On 9 October 1916 she sighted a U-boat close by the Nantucket lightship, with a Dutch merchantman hoove-to nearby. Minutes later the U-boat fired shots across the bow of an approaching British merchantman, ordering

her to heave-to also and abandon ship. *Ericsson* took off this ship's company while other destroyers removed people from the Dutch ship as well as three others that were also ordered abandoned, so as to be sunk by the U-boat. The incident received sensational coverage at the time and fueled speculation that a secret U-boat base existed somewhere in the vicinity.

*Ericsson* began wartime duty in European waters 12 May 1917 and almost immediately came upon a surfaced U-boat engaged in shelling two sailing ships. She opened fire, forcing the U-boat to submerge, and then picked up thirty-seven survivors from the stricken vessels. On the night of 28 September 1917 she once more sighted a surfaced U-boat, opened fire, attempted to ram, and then dropped depth charges, but in the end lost contact. In subsequent months she engaged U-boats on several more occasions.

*Ericsson* was transferred to Brest in June 1918 to perform convoy duty, usually finding herself steaming about three miles ahead of her convoy while towing an observation kite balloon. She returned to the U.S. in 1919. Like *Wadsworth*, *Ericsson* participated as a picket ship in the 1919 transatlantic flight. She was decommissioned in 1922, transferred to the Coast Guard in 1924, and was sold for scrap ten years later. *DANFS*, Volume II, *USS Ericsson*, 1963, pp. 361-2.

135. *USS Winslow* (DD 53). The *O'Brien*-class *Winslow* displaced 1,050 tons and was 305' x 30' x 10'. She was capable of twenty-nine knots and was manned by a complement of 106 men. She was armed with four 4-inch guns and eight torpedo tubes. *Winslow* was built by William Cramp and Sons of Philadelphia and was commissioned in August 1915, with Lt. Neil E. Nichols in command. *Winslow* arrived in Queenstown on 17 May 1917 and began her first patrol on the 21st. She continued to operate out of that port for nearly one year and conducted depth charge attacks on U-boats on four separate occasions without confirmation of success. After shifting to Brest in April, she made attacks on seven more occasions, again without evident results.

After the war she, along with *Wadsworth*, served as a picket destroyer for an expedition of Navy seaplanes crossing the Atlantic. She was decommissioned in 1922 and scrapped in 1936. *DANFS*, Volume VIII, *USS Winslow*, 1981, p. 424.

136. This was the second unit of U.S. destroyers, commanded by Commander Charles E. Courtney, to arrive at Queenstown. After mid-May a new division put into this Irish port almost weekly, and by 5 July there were thirty-four American destroyers in Admiral Bayly's command. In addition, two tenders, the *Melville* and *Dixie*, reported on 22 May and 12 June respectively.

At Queenstown between 4 May 1917 and the Armistice, ninety-two U.S. ships served in the Queenstown command. They included forty-seven destroyers, one submarine tender and two destroyer tenders, seven submarines, thirty sub-chasers, one mystery ship, one mine-layer, and three tugs. In all, eighty-five destroyers had served in European waters by war's end. The ships' skippers were: Commander Charles Courtney, *Rowan*; Lt. Commander Walter N. Vernou, *Cassin*; Lt. Commander Neil E. Nichols, *Winslow*; Lt. Commander Benyaurd B. Wygant, *Tucker*; Lt. Commander David Worth Bagley, *Jacob Jones*; and Lt. Commander Charles T. Hutchins, *Ericsson*. Lewis Bayly, *Pull Together* (London: George G. Harrap, 1938), p. 85.

137. Commander Charles E. Courtney of the *Rowan*, a classmate of Taussig, attained flag rank, served successively as Commandant of the Naval District in the Philippines, Commander Cruiser Battle Force, and in 1939 as Commander of Squadron 40-T in the Mediterranean. He died in Washington, D.C., in 1966. See official biographies in the Operational Archives, Naval Historical Center, Washington, D.C.

138. Lt. Commander Walter N. Vernou of *Cassin* became a rear admiral in 1935, commanded a cruiser division, and was later flag officer in command, Cruiser Battle Force. He retired in March 1942 and died at Coronado, California in 1955. Official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

139. Lt. Commander Neil E. Nichols, CO, *Winslow*.

140. Commander Joseph F. Daniels was assigned by Admiral Sims to the destroyer Flotilla Staff based on board the *Melville*. (He had come over in the *Ericsson* with the second division of destroyers to arrive.) Official biographies, Operational Archives, Naval Historical Center, Washington, D.C.

141. *USS Melville* (AD 2). The *Melville* arrived in Queenstown 22 May 1916. Ultimately this allowed 75 percent of all repair work to be performed in base. Named for famed naval engineer Admiral George Wallace Melville, the destroyer tender *Melville* was built by the New York Shipbuilding Corporation at Camden N.J. and commissioned on 3 December 1915. Assigned to the Atlantic, *Melville* was ordered to Queenstown, arriving on 22 May 1916. She carried out repair and support operations until the war's end. *Melville* spent the 1920s and '30s in the Pacific. In February 1941 she was transferred to the Atlantic Fleet. When World War II broke out, *Melville* sailed for Londonderry, Northern Ireland, to support destroyers and escort ships operating with Atlantic convoys. After varied service at Iceland, Brazil, and Scotland, *Melville* was at Portland, England, in 1944, preparing landing craft for the invasion of Europe. The old ship was struck from the Navy list on 23 April 1947 and sold for scrapping. Historical File, *Melville*, Ships History Division, Naval Historical Center, Washington, D.C.

142. Sims had left Queenstown on 3 May 1917, after arriving 1 May to meet the destroyers and seek Bayly's cooperation. The two officers had met in London two weeks earlier, after which Sims wrote of Bayly that "he was as rude to me as the man can well be to another." But in the Queenstown meetings, Bayly, as unpredictable,



temperamental, and overworked as he was, was won over by the personable Sims. E.E. Morison, *Admiral Sims and the Modern American Navy* (Boston: Houghton Mifflin, 1942), p. 380.

143. Even before the United States entered the war, censorship of mail and telegrams had been instituted on a national level. Mail sent to the States by naval personnel was examined by the postal censors in this country as well as by each command's own censors. Evidently the postal censor was particularly alert to examine the first mail received from Queenstown, for he later reported that he had received mail from the *Wadsworth* and other destroyers at Queenstown. "Judging from our examination . . . great care seemed to have been taken by the commanders of the ships and the officers entrusted with the duty of censoring the mails. . . ." J.R. Mock, *Censorship 1917* (New Haven, Conn.: Yale Univ. Press, 1941), p. 109.

144. H.M.S. *Paxton*, a "Q" ship.

145. The following quotation is Taussig's paraphrase of Lt. MacGregor's story: "The *Paxton* was proceeding on her route at about 8 knots when a submarine appeared and commenced to shell her. A bluff was made at trying to get away, lots of smoke, but no extra speed, etc. The submarine closed and pretty soon her shells commenced getting uncomfortably close. The captain of the *Paxton* lost patience and opened fire on the submarine with the stern gun. The submarine evidently concluded that the *Paxton* was a trap and disappeared. The crew of the *Paxton* were then sent over the side and painted the name of a neutral ship and country in large letters. Just as this was finished a torpedo struck without warning, and, while the panic party was carrying on, a second torpedo struck, the ship sinking in a very few minutes without having an opportunity of sending S.O.S. calls. The submarine took the captain prisoner and disappeared." Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 64.

146. Chief Pharmacist's Mate, a chief petty officer rating now known as Chief Hospital Corpsman.

147. The Bull is a lighthouse off the southwest coast of Ireland, visible twenty-three miles at sea. Hydrographic chart, Naval Historical Center, Washington, D.C. (Captain Ryan's note.)

148. USS *Nicholson* (DD 52) possessed characteristics identical to other *O'Brien*-class ships. She was built at the Boston Naval Shipyard and commissioned in April 1915. She arrived in Queenstown 24 May and participated in the relief of the *J.L. Lukenbach* when that ship was shelled by a U-boat. She operated from Brest from February to November 1918. She was decommissioned in 1922 and scrapped in 1930. *DANFS*, Volume V, USS *Nicholson*, 1970, p. 88.

149. USS *Cummings* (DD 44) was a "thousand-tonner" of the *Cassin* class built by Bath Iron Works and commissioned in September 1913. She arrived in Queenstown on 26 May and pursued an active escort and patrol career in which she had encounters with U-boats on fourteen occasions. She was decommissioned in 1922, was transferred (as so many were) to the Coast Guard in 1924, and in 1934 was scrapped in accordance with the London treaty for the limitation and reduction of naval armaments. *DANFS*, Volume II, USS *Cummings*, 1963, p. 215.

150. USS *Cushing* (DD 55) was an *O'Brien*-class ship built by Fore River Shipbuilding of Quincy, Mass. *Cushing* was commissioned in August 1915. She arrived in Queenstown on 24 May and in the course of patrol duty she picked up survivors from the Italian brig *Luisa*, the British merchantmen *Tarquah*, *Onitsha*, *Obuasi*, *Lamia*, and *Vienna*, and escorted the *Tamelee* to safety after the latter ship had received five shells from a surfaced U-boat. On 3 April 1918 the *Cushing* dropped fifteen depth charges on *U-104*, damaging her severely (the *U-104* was sunk by H.M.S. *Jasmine* later the same day). After 11 June 1918 the *Cushing* operated out of Brest, escorting eleven troop convoys through coastal danger zones in which she made two depth charge attacks. She was decommissioned in 1920 and sold for scrapping in 1936. *DANFS*, Volume II, USS *Cushing*, 1963, pp. 221-3.

151. USS *Benham* (DD 49) was an *Aylwin*-class destroyer displacing 1,036 tons, 305' x 31' x 10', and capable of twenty-nine knots. She carried a complement of 133. *Benham* was built by William Cramp and Sons Ship and Engine Building Co. of Philadelphia and was commissioned early in 1914. Eventually William Halsey (later Fleet Admiral Halsey) commanded the *Benham* under Bayly. After her tour in Queenstown, the *Benham* operated out of Brest from June 1918 to the end of the war. She was decommissioned in July 1922 and broken up in 1935. *DANFS*, Volume I, USS *Benham*, 1959, p. 116.

152. J.B. Gay, CO, *Benham*.

153. USS *O'Brien* (DD 51) was built by Cramp and Sons, Philadelphia, and commissioned in May 1915 with C.E. Courtney (later of the *Rowan*) in command. On 16 June 1917 the *O'Brien* passed close aboard the submerged *U-16* while in pursuit and depth-charged it. Though there was substantial evidence of damage at the time, the *U-16* nonetheless continued its patrol. In summer 1918 the *O'Brien* transferred to Brest. Like many of the thousand-tonners, *O'Brien* was decommissioned in 1922 and scrapped in 1935. *DANFS*, Volume V, USS *O'Brien*, 1970, p. 131.

154. Lt. Commander Charles A. Blakely of the *O'Brien* was to qualify (as a rear admiral) as a naval aviator at Pensacola. He went on to command a carrier division and later served as Commander, Aircraft Scouting Force, and as Commander Aircraft Battle Force. He retired in 1942 and died in 1950 at San Diego, Calif. Official biographies, Operational Archives, Naval Historical Center, Washington, D.C.

155. USS *Sampson* (DD 63) was the name-ship of her class. The *Sampson* displaced 1,225 tons, measured 315' x 31' x 9', and could do twenty-nine knots. She carried a complement of ninety-nine and was armed with four 4-inch, two one-pdrs., two .30-caliber machine guns, and twelve 21-inch torpedo tubes. She was built by the Fore River

Shipbuilding Company and commissioned in June 1916 with Lt. Commander B.C. Allen in command. *Sampson* arrived in Queenstown in May 1917. She rescued survivors from several torpedoed vessels and made several depth charge attacks in the course of operations. *Sampson* also served as a picket ship in the transatlantic NC-4 flight. She was decommissioned in 1921 and sold for scrap in 1936. *DANFS*, Volume VI, USS *Sampson* 1976, p. 278.

156. B.C. Allen, CO, *Sampson*.

157. George Neal, CO, *Cummings*.

158. Byron Long, CO, *Nicholson*.

159. This was the third division of American destroyers to arrive.

160. Frederick William Wile, journalist author of *Men Around the Kaiser* and *The Assault*.

161. This division was composed entirely of "flivvers," a nickname applied to the 700 to 750-ton destroyers built before the First World War (twenty-six in all, with destroyer numbers 17-41). See Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 57.

162. USS *Patterson* (DD 36) was a member of the *Roe* class, displacing 787 tons. Her dimensions were 304' x 27' x 8'; she was capable of twenty-nine knots and was manned by a complement of eighty-nine. She was armed with five 3-inch and six 18-inch torpedo tubes. *Patterson* was built by Cramp and Sons of Philadelphia and commissioned in October 1911. She arrived in Queenstown 1 June 1917 after refueling in mid-Atlantic from USS *Maumee*. She dropped depth charges on 12 June without evidence of results and on the evening of 1 January 1918 *Patterson* collided with the British naval tug *Dreadful* at the entrance to Berehaven, which put her out of service for two weeks. In June 1918 she left Queenstown for the United States. On 16 June, only one day out of Bermuda, she rescued survivors of a torpedoed Norwegian bark sunk by *U-151*. Subsequently she patrolled the eastern seaboard from the Virginia Capes to New York. She dropped depth charges on a U-boat for the last time (again without results) on 3 September 1918. She entered the Coast Guard in 1924 and returned to the Navy in 1930. *Patterson* was scrapped in 1934. *DANFS*, Volume V, USS *Patterson*, 1970, pp. 229-30.

163. Lt. Commander J.H. Newton, USN; CO, *Patterson*, and commander of the fourth division of American destroyers to arrive.

164. USS *Paulding* (DD 22) was the name-ship of her class. She displaced 882 tons and her dimensions were 294' x 26' x 9'. She carried a complement of 110 men and was capable of thirty-three knots. *Paulding* was armed with four 3-inch and six 18-inch torpedo tubes. She was built by Bath Iron Works, Bath, Maine, and commissioned in September 1910. She spent her entire wartime service operating out of Queenstown. *Paulding* was decommissioned in 1919 and transferred to the Coast Guard in 1924. As with so many others she returned to the Navy in 1930 and was scrapped in 1934. *DANFS*, Volume V, USS *Paulding*, 1970, p. 237.

165. John S. Barleon, CO, *Paulding*.

166. USS *Warrington* (DD 30) was a *Roe*-class destroyer of 742 tons and dimensions of 294' x 26' x 9'. She was capable of thirty knots and carried a complement of eighty-nine. *Warrington* was built by the Philadelphia yard of Cramp and Sons and commissioned in March 1911. While between Charleston, S.C., and Hampton Roads in the company of other destroyers of two divisions on the night of 27 December 1911, an unidentified schooner collided with the destroyer and cut off thirty feet of her stern, depriving her of propulsion and requiring the assistance of several of her consorts to effect salvage. Subsequent to U.S. entry into the war, she arrived in Queenstown 1 June after a stop in Newfoundland. She operated out of Queenstown for the next six months until transferred to Brest. In May 1918 the *Warrington*, in company with the USS *Smith* (DD 17), rescued all but one of the 1,121 survivors on the Navy transport *President Lincoln*. The single exception was a Lt. Issacs, who managed to be rescued by *U-90*, the submarine that torpedoed the *Lincoln*. Later, the *U-90* (as well as Lt. Issacs) was depth-charged by the *Warrington* and the *Smith*, an experience that Issacs lived to report as harrowing. *Warrington* continued to serve in European waters until 1919. She was decommissioned in 1920 and sold for scrap in 1935. *DANFS*, Volume VIII, USS *Warrington*, 1981, pp. 113-4.

167. I.F. Dortch, CO, *Warrington*.

168. USS *Drayton* (DD 29) was a *Paulding*-class "flivver" built by Bath Iron Works and commissioned in October 1910. She arrived in Queenstown 1 June by way of St. Johns, Newfoundland. She operated out of Queenstown until February 1918, when she was transferred to Brest. She was decommissioned in 1919 and sold in 1935. *DANFS*, Volume II, USS *Drayton*, 1981, pp. 298-9.

169. D.L. Howard, CO, *Drayton*.

170. USS *Jenkins* (DD 42) was a *Monaghan*-class destroyer of 787 tons displacement. Her dimensions were 294' x 27' x 8'. She was capable of twenty-nine knots, and was served by eighty-three men. *Jenkins* was built by Bath Iron Works and commissioned in June 1912. She served in Queenstown until armistice and was decommissioned in 1919. *Jenkins* was scrapped in 1935. *DANFS*, Volume III, USS *Jenkins*, p. 514.

171. W.S. Lee, CO, *Jenkins*.

172. USS *Trippe* (DD 33) was a *Roe*-class destroyer with characteristics similar to others of her class. She was built by Bath Iron Works and commissioned in March 1911 with Lt. Cdr. Frank Berrien (later of *Nicholson*) in command. She came across in May 1917, with a brief refueling stop in St. Johns, Newfoundland. Her first patrol was 5 June. During her wartime experience she had only one brief (and inconclusive) brush with a U-boat, dropping depth charges

without verifiable results. She was decommissioned in 1919, transferred to the Coast Guard in 1924. *Trippe* returned to the Navy in 1931 and was scrapped in 1934. *DANFS*, Volume VII, USS *Trippe*, 1981, pp. 290–1.

173. Lieutenant Robert C. Giffen of the *Trippe* was promoted to the rank of rear admiral in 1941. Then, as in World War I, he found himself fighting U-boats in the North Atlantic Neutrality Patrol out of Iceland. Later he was in command of naval forces covering convoys to Europe and Russia. Following participation as a task force commander in the occupation of French Morocco in 1942, Giffen went to the Pacific, where he commanded forces in the Marshall Islands operation, Saipan, Tinian, and Truk. He ended the war a vice admiral commanding the Service Force, Atlantic Fleet. He died at Annapolis, Maryland, in 1962. Official biographies, Operational Archives, Naval Historical Center, Washington, D.C.

174. Lieutenant Commander E.C. Tobey (S.C.), USN, was attached to the Office of the U.S. Naval Attaché, London. He accompanied Taussig on his round of calls on 6 and 7 May. The unnamed officer mentioned on line 2, page 2036 of Taussig's article, "Destroyer Experiences during the Great War" (December 1922), was evidently Tobey. Taussig confirms this in a note in his Diary in Taussig Papers.

175. Apparently Evans did convey his impression to the Admiral, for as Taussig later writes, the duty cycle was changed shortly afterwards to five days out and two in port. Later, when more destroyers became available, this was changed once again to five days out and three days in. It should be remembered that these little ships possessed open bridges until modified later in the war.

176. Ryan's note: Killybegs is a small fishing town on the north side of Donegal Bay on the west coast of Ireland.

177. Captain Henry B. Price was at other times captain of the destroyer tender *Dixie*. Price and Pringle exchanged commands on occasion (between *Dixie* and *Melville*). Pringle was senior to Price, and it was Sims' desire that the senior of the two remain in Queenstown, necessitating an exchange when that harbor became too crowded and the *Dixie* was sent to Berehaven. Price commanded the battleship *Wyoming* in 1921. In 1923 he was named governor of Guam and served in that island outpost until 1926 when he retired. He died in 1941 at San Francisco. Captain Joel R.P. Pringle eventually became a vice admiral. See official biographies of Price and Pringle in Operational Archives, Naval Historical Center, Washington, D.C. For the command relationship at Queenstown, see Michael Simpson, ed., *Anglo-American Naval Relations, 1917–1919* (London: Naval Records Society, 1991), pp. 56, 166.

178. H.M.S. *Camellia* was an *Acacia*-class sloop. She was built by Bow McLachlan, launched 25 September 1915. *Jane's Fighting Ships of World War I*, p. 87.

179. Hospital ship *Karapara* was returning from Gallipoli for Bristol with sick and wounded. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 62.

180. H.M.S. *Pargust*, "Q" ship.

181. The British Navy operated 193 "Q" ships. German U-boats lost in the war numbered 178, of which the "Q" boats sank fifteen and damaged sixty. Admiral of the Fleet Earl Jellicoe, *The Crisis of the Naval War* (London: Cassell, 1920), p. 80.

182. One effect of the Q ships was to drive the U-boats below the surface to conduct a higher proportion of their attacks by torpedo, which were more deadly (though it reduced time on station for the U-boats). Until January 1917, 60 percent of the vessels destroyed by German submarines were sunk by gunfire. By April 1917, 60 percent of those vessels destroyed by U-boats were being sunk by torpedo. In 1916, 68 percent of armed merchantmen survived attack by U-boats, but in the first quarter of the unrestricted campaign only 49 percent were surviving, and the rate dropped to 43 percent by April. Arthur J. Marder, *From the Dreadnought to Scapa Flow*, Volume IV (London: Oxford Univ. Press, 1961–1970), p. 91.

183. Avonmouth is a town on the southern English coast near Bristol.

184. British Patrol boat *P-14*. The "P" class ships displaced 613 tons and measured 230' x 24' ft. They were armed with one 4-inch gun and two torpedo tubes. The *P-14* was built by Connell of Scotstoun, launched 4 July 1916. *Jane's Fighting Ships of World War I*, p. 79.

185. Cases of mistaken identity were apparently fairly common. According to Blackford, the *McDougal* provided complementary escort to a U-boat for an entire evening under the mistaken impression that it was a coaster. They realized their mistake at dawn when those on the U-boat waved to the *McDougal* in appreciation before submerging. Charles Minor Blackford, *Torpedoboat Sailor* (Annapolis: Naval Institute Press, 1968), p. 77.

The P-boats were anti-submarine craft built to resemble U-boats from a distance. They were used as decoys to lure U-boats within gun range. Later P-boats were designed to look like small merchant ships. E.K. Chatterton, *Danger Zone* (London: Rich & Cowan, 1935), p. 198. Inserted in his diary, but not included here, is a copy of Taussig's official report of the incident and Admiral Bayly's terse response.

186. Undoubtedly this was a British blimp. The British had established air stations on the English coast for the operation of airships in extensive antisubmarine patrol work. During 1917, air cover for convoy became more and more routine. The U.S. Navy also employed dirigibles toward the end of the war from three air stations in France. Jellicoe, *The Crisis of the Naval War*, p. 123; William S. Sims, *The Victory at Sea* (Annapolis: Naval Institute Press, 1983), p. 330. Reprint of 1920 edition.

187. The Fastnet is a lighthouse on the southern tip of Ireland; Mizen Head, the Bull, the Skelligs, and Blasket Island extend in a northwest direction from Fastnet along the Irish coast.

188. Under normal circumstances Taussig found navigation off the coast of Ireland to be fairly simple, as there were few outlying dangers, plenty of water until very close in, and excellent sound signals on the major headlands. Fog did complicate operations, however. Under most circumstances the frequent onshore wind brought thick fog, and because this eventually also placed the ship to windward of the sound signals (and since fog has an uncanny capacity to distort or muffle sound) the navigator was often denied their benefit. The Germans made it a habit to mine the waters near the major headlands, so ships were prevented from standing within five miles from them, which often placed them outside audible range. Naturally, being so far out, soundings were often less than useful, with the result that ships were sometimes forced to make their landfall under dead reckoning alone, without ever picking up the major aids (such as Daunt Rock lightship). Taussig, "Destroyer Experiences during the Great War," *Proceedings*, February 1923, p. 245.

189. H.M.S. *Adventure* was a scout cruiser of 2,670 tons with dimensions of 374' x 38'. She was armed with ten 12-pdrs. Built by Armstrong, she was launched 8 September 1904. *Jane's Fighting Ships of World War I*, p. 62.

190. Captain Richard Hyde, R.N., CO, *Adventure*.

191. Admiral Bayly has this to say of his flag captain: "... a remarkable man. He was brought up as an apprentice in the merchant marine, joined the Navy as a lieutenant . . . and rose . . . to be First Naval Member of the Royal Australian Naval Board, as well as a Vice-Admiral in the Royal Navy." Bayly, *Pull Together*, p. 182.

192. That is, on the mainland, across from Queenstown (now Cobh) on Great Island in Cork Harbour. The base itself was on Haulbowline Island, nearby.

193. In the original text (p. 89) his name is spelled Budjen; on page 45 (original text) it is spelled Budgen.

194. The British naval officers, recalled Taussig, had a difficult time distinguishing between the names of U.S. destroyers and the names of their skippers. The reason for their confusion arose from the fact that there was a destroyer *Davis* and two commanding officers named Davis; a destroyer *Allen* and a commanding officer named Allen; and so on. The British solved the matter by addressing each skipper by the name of the ship he commanded. Thus Taussig was often addressed as *Wadsworth* but commander Wortman of the *Porter* was addressed as "Guinness." The reason, the British explained, was that the CO was "stout" and commanded "Porter." Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 60.

195. Ryan's note: As is generally true of a democracy in wartime, the traditional American freedom of the press took second place to the larger goals of security of information. The censorship board which included the Secretaries of War and Navy, created in 1916, undoubtedly antagonized members of the working press, one of whom complained rightly or wrongly that censorship should not be administered "by retired Army and Navy officers, who may suffer from physical and mental doubt. . . ." Had the armed forces in World War I had available the public information services they have today, the editors of the World War I era might have received more timely news releases, thus eliminating many of the speculative stories on ship sinkings. Mock, *Censorship 1917*, p. 45.

196. H.M.S. *Myosotis* was a sloop of the *Arabis* class. She was built by Bow McLachlan, 4 April 1916. *Jane's Fighting Ships of World War I*, p. 87.

197. Commander (William C. O'G.) Cochrane, R.N., CO, *Myosotis*.

198. The ellipsis indicates the actual location in the diary of the four sentences preceding the reproduced memorandums.

199. Admiral Bayly, during the period of USN-RN operations, appointed two courts of inquiry concerned with collisions. The first had a British naval officer as president, a U.S. naval officer as second member, and a British naval officer as third. The second court comprised two U.S. naval officers (one of whom was president) and a British officer. Bayly, *Pull Together*, p. 223.

200. Captain Henry William Grant, R.N.; Admiralty offices, London.

201. Captain William Wadsworth Fisher, R.N.; Admiralty offices, London.

202. Lt. Comdr. Jones, R.N., CO, *Parthian*.

203. Lt. Comdr. Henry V. Hudson, R.N., CO, *Narwhal*.

204. Bayly took a short vacation on the west coast of Ireland. Admiral Sims hoisted his flag on 18 June 1917 as Commander-in-Chief of all British and U.S. naval forces operating on the Irish coast. Sims later commented that while his assumption of command was principally symbolic, it undoubtedly had a proper effect when the news became known to the German public. Sims, *The Victory at Sea*, p. 82; Bayly, *Pull Together*, pp. 234-5; Chatterton, *Danger Zone*, p. 252.

205. H.M.S. *Primrose* was an *Acacia*-class sloop. She was built by H.M.S. Simons, launched 29 June 1915. *Jane's Fighting Ships of World War I*, p. 87.

206. USS *Jarvis* (DD 38) was a destroyer of the *Monaghan* class built by New York Shipbuilding and commissioned in October 1912. The *Jarvis* departed New York for European waters on 26 May 1917, arriving in Queenstown via St. Nazaire on 11 June. In the course of operations *Jarvis* rescued the crews of two torpedoed ships and on one occasion deliberately positioned herself between the SS *Mechanician* and an attacking U-boat to shield the merchant vessel

from torpedoes (the sort of selfless action Bayly warned against in his first address to Taussig and his fellow captains). The *Jarvis* transferred from Queenstown to Brest in February 1918. She was decommissioned in 1919 and scrapped in 1935.

Interestingly, coincidental behavior characterized the service life of the next *Jarvis* (DD 393). On 8 August 1942, during the initial Guadalcanal landings, *Jarvis* maneuvered at high speed to absorb an aircraft-launched Japanese torpedo intended for the heavy cruiser *Vincennes*. This sacrificial action ultimately had fatal consequences. The torpedo hit the destroyer and exploded, ripping a fifty-foot hole in her side, causing several fires and disabling the ship. When last seen by American witnesses, she was under reduced power, down by the bow, and trailing oil. While attempting to retire the following night, the crippled *Jarvis* unwittingly limped through the middle of the catastrophic (for the Americans) battle of Savo Island, engaging several enemy ships in the darkness without taking further damage. She managed this miraculous escape only to find herself on the following day the unfortunate central figure in a sacrificial gesture of massive proportions. A flight of thirty-one Japanese planes from Rabaul were heading in the direction of the American transports (now unprotected by the American surface force, much of which was lying at the bottom of "Iron Bottom Sound" after the previous night's action), when they were diverted by the lone destroyer. Upon sighting her, the Japanese apparently mistook her for a wounded capital ship worthy of special attention. *Jarvis* absorbed the entire attack and went down with all hands. *DANFS*, Volume III, USS *Jarvis* DD 38, and USS *Jarvis* DD 393, 1968, pp. 504–5.

207. Ship *Jaino*—perhaps a merchant vessel.

### Chapter III: Convoying

208. The game of hurling is similar to field hockey. It is played by teams of fifteen men each, using a leather-covered ball and a wide-bladed stick. *Webster's Third New International Dictionary* (Springfield, Mass.: Merriam-Webster, 1986), p. 1103.

209. *Jarvis* arrived Queenstown 11 June via St. Nazaire, France. The reason she was mixed with the 1,000-tonners was that Admiral Bayly decided to mix destroyers that first arrived under Taussig with those that arrived later. He apparently felt that placing a "veteran" destroyer with inexperienced ones would be beneficial. *Rowan*, under command of Commander Charles Courtney, was still there—possibly in the dockyard.

210. USS *Birmingham* (CL 2) was a light cruiser displacing 3,750 tons and of dimensions 423' x 47' x 17'. She was armed with two 5-inch, two 21-inch torpedo tubes, was capable of 24 knots, and carried a complement of 359. She was built by the Fore River Shipbuilding Company of Quincy, Mass., and was commissioned in April 1908. Flying from her deck in 1910, Eugene Ely made the first airplane takeoff from a warship. As indicated in the diary, *Birmingham* escorted the first American troop convoy to France. In August she reported to Gibraltar as flagship for Rear Admiral A.P. Niblack, Commander U.S. Forces, Gibraltar. She was decommissioned in 1923 and sold for scrap in 1930. *Dictionary of American Naval Fighting Ships* (hereafter *DANFS*), Volume I, USS *Birmingham* (Washington: U.S. Govt. Print. Off. (hereafter GPO), p. 125.

211. USS *Charleston* (C 22) (CA 19 after 17 July 1920), was a protected cruiser built by Newport News Shipbuilding and commissioned in 1905. Before the war she saw active service in the Atlantic, Pacific, and the Far East. She arrived in St. Nazaire with the first troop convoy on 28 June and returned to New York 19 July. Following operations in the Caribbean, *Charleston* escorted convoys to Nova Scotia and subsequently completed five more voyages to France, bringing troops, and then several more in returning them after the armistice. She returned to the West Coast once more before decommissioning in 1923 and was sold in 1930. *DANFS*, Volume II, USS *Charleston*, 1963, pp. 82–3.

212. This directive and its results might be mentioned in regard to its timing and how that bore on the convoy controversy. These troops, numbering 15,000 men, were mostly from the regular Army units. Elements from the 16th, 18th, 26th, and 28th Infantry Divisions, the 2nd Infantry Brigade Headquarters, and the 5th Regiment, U.S. Marine Corps, were on board the transports. On arrival in France the units were organized into the First Division. Troop arrival data Book I, Box 3533, Records of the American Expeditionary Force (Record Group 120), National Archives, Washington, D.C.; L.P. Ayres, *The War with Germany* (Washington: GPO, 1919), p. 100.

213. C.M. Hathaway, U.S. Consul, Queenstown.

214. H.M.S. *Achilles* was an armored cruiser displacing 13,550 tons. Her dimensions were 480' x 73', and she was armed with six 9.2-inch, four 7.5-inch, and 24 3-pounders. *Achilles* was built by Armstrong, launched 17 June 1905. *Jane's Fighting Ships of World War I* (New York: Military Press, 1990), p. 51.

215. Lieut. Commander Alexander S. Douglas, R.N.; Operations office, Queenstown.

216. USS *Burrows* (DD 29) was a *Paulding*-class destroyer built by New York Shipbuilding Company and commissioned in February 1911. After her escort of this convoy, the *Burrows* was attached to Queenstown forces, performing a variety of missions. On one occasion a ruptured fuel line required the assistance of four other ships to subdue a fire, which killed two of her crew. She was decommissioned in 1919 and transferred to the Coast Guard in 1924. In 1931 she was transferred again to the Navy and sold for scrap. *DANFS*, Volume I: USS *Burrows*, 1959, pp. 179–80.

217. USS *Corsair* (armed yacht) displaced 1,600 tons and measured 304' x 33' x 16'. She could make nineteen knots and was armed with four 3-inch. *Corsair* was built in 1899 by W. & A. Fletcher Company of Hoboken, New

Jersey, and chartered by the Navy in May 1917. She arrived in St. Nazaire with her convoy on 27 June. Following this service, she performed escort and patrol duties off the west coast of France, rescuing survivors from a number of torpedoed vessels such as her consort in the first convoy, the U.S. Army Transport *Antilles*. *Corsair* was returned to her owner 9 June 1919. *DANFS*, Volume II, *USS Corsair*, 1963, pp. 191–2.

218. *USS Aphrodite* (armed yacht) was launched by Bath Iron Works in 1898 and free-leased to the Navy in May 1917. She displaced 1,500 tons, with dimensions of 302' x 35' x 16', and was capable of fifteen knots. She was armed with four 3-inch and carried a wartime complement of 132. She was decommissioned in July 1919 and returned to her owner. *DANFS*, Volume I, *USS Aphrodite*, 1959, p. 52.

219. *USS Henderson* (AP 1) was a transport displacing 7,750 tons with dimensions of 484' x 61' x 16'. She was capable of fourteen knots, required a crew of 233, and carried 1,695 troops. *Henderson* was armed with two 3-inch and two 1-pdrs. She was built at Philadelphia Navy Yard and commissioned in May 1917. In addition to the crossing mentioned here, she made eight more voyages to France laden with troops. She was steaming near the Army transport *Antilles* on 17 October 1917 when that ship was torpedoed and sunk, perhaps escaping the same fate herself by making smoke. After the armistice, the *Henderson* made eight more voyages, returning the troops home, and subsequently saw service as a military transport around the world. During the Second World War, the *Henderson* made twenty voyages, transporting troops between California and Hawaii, until converted to the hospital ship *Bountiful* in 1943–44. As *Bountiful*, the ship received wounded in forward areas during some of the Pacific war's bloodiest campaigns. She was present at the Operation Crossroads atomic tests, was decommissioned in 1946 and sold for scrap in 1948. *DANFS*, Volume III, *USS Henderson*, 1968, pp. 295–6.

220. *USS Antilles* (Army Transport).

221. *USS Momus* (Transport).

222. This ship was possibly the *USS Lenape*, which served the first part of the U.S. involvement in the war as an Army transport until acquired by the Navy in April 1918. She had a displacement of 3,389 tons with dimensions of 398' x 50' x 18', and was capable of fifteen knots. After making three voyages between the United States and France, transporting troops, the ship was returned to the Army. *DANFS*, Volume IV, *USS Lenape*, 1969, p. 85.

223. Vice Admiral Walter DeLany, USN (Ret.) in conversation with Captain Ryan: Each skipper in convoy received a set of zigzag plans prior to departure, much the same as was done in World War II; L.P. Clephane, *Naval Overseas Transportation Service* (Washington: GPO, 1969), p. 142; Albert Gleaves, *A History of the Transport Service* (New York: George H. Doran, 1921), p. 80; William S. Sims, *The Victory at Sea* (Annapolis: Naval Institute Press, 1983), pp. 144–5. Reprint of 1920 edition.

224. The *Wadsworth* and her sister ships had no sound-detection gear. Although research programs were underway and the Navy was conducting tests at sea as early as January 1917, no effective sound gear had been developed when the United States entered the war. However, Professor R.A. Fessenden of the Submarine Signal Company had developed an underwater sound oscillator that was eventually modified for ranging purposes to detect submarines. Several destroyers, including the *Wilkes*, were fitted with the device. The *Wilkes* reported two submarine contacts to Admiral Gleaves during this first convoy.

In January 1918 a squadron of subchasers fitted with hydrophones was assigned to the Queenstown command. Ultimately their number reached thirty. Admiral Bayly considered their commander, Captain Arthur J. Hepburn, USN, "most able" and "thoroughly reliable." By July 1918 most patrol and escort craft were equipped with detection devices. The subchasers worked together with U.S. naval seaplanes based at Wexford, Ireland, the seaplane searching for the submarines and communicating with the subchaser, which was ready for a depth charge attack. This was the precursor of the antisubmarine hunter-killer teams developed in World War II. Gleaves, *A History of the Transport Service*, pp. 43–5; Josephus Daniels, *Our Navy at War* (New York: Horan & Co., 1922), pp. 285ff.

225. According to Admiral Gleaves, the most trying experience of the voyage was the arrival at Brest. At 8:00 pm that evening he had received a radio report that two U-boats were in the area. To add to his concern for his ships, he was forced to slow down to take pilots on board to steer through the minefields planted by the Germans. According to Gleaves, that his ships were not attacked seemed inexplicable; the Germans had lost a marvelous opportunity. Gleaves, *A History of the Transport Service*, p. 45.

226. *USS Wilkes* (DD 67) was a *Sampson*-class destroyer displacing 1,110 tons with dimensions of 315' x 29' x 11' and a speed of thirty knots. She carried a complement of ninety-nine and was armed with four 4-inch, two 1-pdrs, two .30 cal. mg, and twelve 21-inch torpedo tubes. *Wilkes* was built by Cramp and Sons of Philadelphia and commissioned in November 1916. After participating in the first American troop convoy she was assigned to Queenstown for the remainder of the war, but never engaged a U-boat. Like *Wadsworth* and twelve other destroyers, she served as a picket ship for the first Navy transatlantic flight in 1919. She was decommissioned in 1922, transferred to the Coast Guard in 1926, and returned to the Navy in 1934 before scrapping. *DANFS*, Volume VIII, *USS Wilkes*, 1981, pp. 312–3.

227. J.C. Fremont, CO, *Wilkes*.

228. *USS Fanning* (DD 37) was a *Monaghan*-class ship built by Newport News Shipbuilding and commissioned in June 1912. *Fanning* acted as escort vessel for two German auxiliary cruisers which visited Norfolk in September

1916. In October 1916, she searched for crews of ships sunk by U-53 near Nantucket lightship. The appearance of this U-boat led to speculation on the possible existence of a secret U-boat base somewhere near Block Island or around Long Island Sound, and *Fanning* was given the mission of searching for this base 12-14 October, but of course found no evidence of such a facility. During the last half of October 1916 the *Fanning* and the oiler *Jason* conducted experiments for the development of refueling underway at sea, a technique of vast strategic portent and one in which the U.S. Navy established an early and commanding lead.

Operating out of Queenstown from June 1917, *Fanning* sighted the periscope of U-58 and, with *Nicholson*, began her attack. The first depth charges dropped were right on target, forcing the submarine to the surface, where her crew tumbled out and surrendered. This was the first of two U-boats sunk by U.S. destroyers during the war. Though *Fanning* made further attacks in subsequent operations, they proved inconclusive. In October 1918 *Fanning* picked up survivors from the torpedoed French cruiser *Dupetit-Thouars*. *Fanning* was decommissioned in 1919, transferred to the Coast Guard where she served until 1930, and scrapped in 1934. *DANFS*, Volume II, *USS Fanning*, 1963, p. 388.

229. A.S. Carpenter, CO, *Fanning*.

230. *USS DeKalb* was the interned German vessel *Printz Eitel Friedrich*, which had put into Norfolk in March 1915 for repairs and failed to leave within the time prescribed by international law. The ship was built by Vulcan Co. of Stettin, Germany, and was launched in June of 1901. The 14,180-ton ship was commissioned in the U.S. Navy in May 1917 with Commander W.R. Gheradi in command. After completing the voyage mentioned by Taussig, *DeKalb* made ten more such crossings, carrying 11,334 soldiers to France and returning 20,332 home in eight more voyages. She was decommissioned in 1919 and turned over to the Shipping Board for disposal. *DANFS*, Volume II, *USS DeKalb*, 1963, p. 254.

231. W.R. Gheradi, CO, *DeKalb*.

232. Bion B. Bierer commanded *USS Olympia*. No "Senton" is listed in the Navy Register.

233. These officers were on Admiral Gleaves' staff: Lieutenant F.H. Roberts, Gunny Officer; Lieutenant A.L. Bristol, Flag Secretary; and Lieutenant T.H. Symington, Flag Lieutenant. U.S. Navy Dept., Bureau of Navigation, *Navy Directory; Officers of the United States Navy and Marine Corps* (Washington, D.C.: GPO, 1917).

234. *Army and Navy Journal*.

235. Commander Frederick A.W. Roe, R.N.

236. Dr. Harry W.P. Turner.

237. The implementation of this policy is interesting in that it seems to represent a transitional phase between independent sailings and convoy.

238. By 15 July, there were thirty-four American destroyers based in Queenstown. This number would remain stable until November. By the war's end the United States had seventy-nine destroyers deployed in European waters, augmenting the four hundred of the Royal Navy. William S. Sims, *The Victory at Sea* (Annapolis: Naval Institute Press, 1984), p. 165.

239. The *Dixie* was originally a steam brig, built in 1893 at Newport News, Virginia. She displaced 6,114 tons and was 392 feet long. During the Spanish-American War she convoyed Army transports to Cuba and participated in the capture of Puerto Rico. Later, as a troop transport, she sailed to the Philippines carrying naval personnel to the new base at Cavite. In 1909 she was converted to a tender for the Atlantic Torpedo Flotilla and Destroyer Squadron. She also transported Marines to Latin America and took part in the operations off Vera Cruz in 1914, transporting supplies and evacuating refugees. On 31 May 1917 *Dixie* departed Philadelphia for Queenstown. She served there until 15 December 1918 except for a brief period at Berehaven (21 June-27 August 1917). In 1922 *Dixie* was decommissioned and sold. *DANFS*, Volume II, *USS Dixie*, 1963, pp. 281-2.

240. Captain H.L.P. Heard, D.S.O., R.N.; Senior Naval Officer, Berehaven.

241. Lieut. Comdr. David Lyons, CO, *Benham*.

242. Lt. Percy W. Northcroft.

243. This is possibly J.D. Lane. There is no mention of a surgeon Lang in the Navy Register, Operational Archives, Naval Historical Center, Washington, D.C.

244. This is an interesting exercise in circular logic, but it does lay the groundwork for the principle of convoy, without mentioning such a policy directly. Taussig is willing to use any evidence to maintain optimism. Sometimes the absence of shipping is comforting to him because the lack of traffic apparent to the *Wadsworth* must also be the case for nearby submarines. At other times the profusion of shipping provides him evidence that the unrestricted submarine warfare policy cannot be working.

245. Taussig, in 1920, along with Admiral Sims, Secretary Daniels, and others, testified before the Senate Subcommittee of the Committee on Naval Affairs regarding lack of naval preparedness for war. In his statement, Taussig pointed out that when the war began in 1914 the U.S. Navy manning level was inadequate for peacetime and deplorably deficient for war. He added that in spite of efforts by the General Board and the Bureau of Navigation (in charge of personnel) to recruit more men, the Navy Department not only ignored these recommendations, but took steps to prevent the reports of unsatisfactory conditions from reaching the public. As a clincher, Taussig testified that

the new destroyers commissioned during the war were not efficient for fighting purposes because of the large proportion of untrained crews on each one.

Taussig's statement clashed head-on with Secretary Daniels' Annual Report of 1918 which announced that the Navy had been made ready "from stem to stern" for any eventuality, a statement with heavy political overtones. The Navy's failure from 1914 on to take all steps to mobilize for war stemmed from Daniels' determination to support Wilson's policy of neutrality by avoiding any open recognition of the possibility of war.

Admiral Benson, the Chief of Naval Operations, in his testimony, confirmed that the Navy was not prepared for war and argued that he did not urge the Secretary to mobilize because he "appreciated the general attitude of the country and the administration. . .," at best a novel position for the professional head of the Navy to take. Naval Investigation: Senate Subcommittee of the Committee on Naval Affairs, *Hearings*, 66th Congress, 2nd sess., 1920, Vols. I and II, pp. 475ff., 506-9, 1820, 1837-8.

246. Lt. Commander Gay spent four months as executive officer of the *Dixie* and then was given command of the *Corynghan*. While her skipper, he won the Navy Cross. He went on to a distinguished career including service as a convoy Commodore in World War II. Captain J.M. Gay, official biographies in Operational Archives, Naval Historical Center, Washington, D.C.

247. USS *Ammen* (DD 35) was Taussig's command in 1911. She was a *Monaghan*-class destroyer built by New York Shipbuilding and commissioned in May 1911. She finished her first voyage to Europe at St. Nazaire in July 1917 but served the remainder of the war out of Queenstown. She was decommissioned in 1919 and served between 1924 and 1931 with the Coast Guard. *Ammen* was scrapped in 1934. *DANFS*, Volume I, USS *Ammen*, 1959, p. 41. As a former commanding officer of the *Ammen* in 1911-1912, Taussig has a natural interest in his old ship.

248. Lt. George C. Logan, CO, USS *Ammen*.

249. Commodore Walter J. C. Lake, R.N.; Flag Captain for [Admiral Sir Lewis] Bayly.

250. Commander Godfrey Herbert, D.S.O., R.N., Operations office. According to Taussig, writing after the war, Herbert was a soft-spoken "dare-devil" cut from the same cloth as Nasmith, Campbell, and Evans. In the case of Herbert, numerous exploits in submarines and the "Baralong" affair resulted in the unique distinction of having a price put on his head by the Germans. Bayly enjoyed having such men serving under him and strove to collect as many as possible. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, February, 1923, pp. 236-7. The "Baralong" affair: The British Q-ship *Baralong*, under the command of Herbert, committed an "atrocious" in September 1915 when it sank a U-boat and killed German sailors when they were boarding (and after they were aboard) a neutral merchant ship. For this incident, see Paul G. Halpern, *A Naval History of World War I* (Annapolis: Naval Institute Press, 1994), pp. 300-1.

251. Commander R. Watkins Grubb, R.N.; Operations office. Grubb had just completed three years of strenuous destroyer duty when he was posted to Queenstown. Captain Ryan's note.

252. Mr. MacAfee. (Perhaps a friend of the family.)

253. In early 1917, in response to the American public's reaction to German submarine attacks on neutral shipping, President Wilson authorized the arming of U.S. merchant ships. The first ship to be so armed was the USS *Manchuria*, its gun crew being drafted from the secondary battery of the battleship *Arizona*. Immediately thereafter, the Navy received requests to send armed guard crews to thirty-eight other ships. By December 1917, 1,200 trained Navy men were being placed aboard merchant ships as gun crews. Before the war ended, 373 merchant ships had naval armed guards. The number of Navy men completing armed guard training (including gunner, radio, and signals) totaled 15,000. Clephane, *Naval Overseas Transportation Service*, pp. 15-8.

254. It might be worthwhile to point out that in this instance escorted vessels bound for roughly the same destination deliberately "split up," losing all the advantages of convoy for no apparent purpose except adherence to an independent sailing policy. This was July 19 and 20. Captain Ryan's note. See also Arthur J. Marder, *From the Dreadnought to Scapa Flow*, Volume IV (London: Oxford Univ. Press, 1961-1970), pp. 156-92.

255. Taussig, in a later account of this incident, described how provoked he had been over the *Aurania's* total disregard for his signals to change course. Ranging up close aboard to the *Aurania*, he hailed her: "Why didn't you change course as directed by signal and radio?" The only reply was: "Was that a submarine you were shooting at?" Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 63.

256. This is Taussig's first mention of convoy implementation.

257. Islands in the St. George's Channel at the southern entrance to the Irish Sea.

258. The adoption of the convoy system in place of the old area patrol system represented a victory for its advocates in the Admiralty. The new system meant that the Queenstown destroyers would now escort outbound convoys from Milford Haven, Queenstown, or Liverpool and accompany them to the limit of the submarine danger zone. The destroyers would then pick up an inbound convoy and shepherd it to its destination. As a senior destroyer captain, Taussig faced greatly increased responsibilities because of the tactical duties involved. Among other things, the escort commander had to compose and issue an operation order to his ships and submit a post-operation report. These were not required for the area patrol system. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, February 1923, p. 226.



259. Captain Ryan's note: "Paying the Price" was produced in 1916 and starred Gail Crane, George Ralph, and Gladden James. The plot involved the development of a secret torpedo explosive being tested aboard the USS *Wadsworth*. The attempts of the spy, played by George Majeroni, were, of course, foiled. The movie's theme was very topical, paralleling as it did the case of the German military attachés, Captains Franz von Papen and Karl Boy-Ed, and the Austrian Ambassador, Constantin Dumba, all three of whom in 1915 had been declared *persona non grata* by Secretary of State Robert Lansing for their activities in sabotage and espionage. T. A. Bailey, *A Diplomatic History of the American People*, 6th ed. (New York: Appleton-Crofts, 1958), pp. 582-3.

260. USS *Walke* (DD 34) was a *Paulding*-class destroyer built by the Fore River Shipbuilding Company of Quincy, Mass. She was commissioned in July 1911. The first three days of her crossing to France, the *Walke* was towed by the collier *Jupiter* because of her limited fuel capacity; she arrived in the Gironde [estuary] on 5 June 1917. After service there and at Brest, the *Walke* moved to Queenstown. She returned to the United States in November 1917 (again under tow part of the time) and after an overhaul operated out of New York for the remainder of the war. She was deactivated in 1919 and scrapped in 1935. *DANFS*, Volume VIII, USS *Walke*, 1981, pp. 54-5.

261. Archibald Taylor, R.N.; Paymaster at Queenstown.

262. J. W. Walker, Constructor, Queenstown at Haulbowline Dockyard.

263. Jellicoe and Taussig met one another after both were wounded during the Boxer Rebellion.

264. USS *Shaw* (DD 68) was a *Sampson*-class destroyer built by the Mare Island Navy Shipyard and commissioned in April 1917 with Lt. Commander Milton S. Davis in command. She sailed from Mare Island on 25 May, arrived at New York on 10 June 1917, and sailed for France one week later. She refueled underway during her crossing and from 10 July operated from Queenstown. While escorting the giant British transport *Aquitania* on 9 October 1918, *Shaw's* rudder jammed as she was completing a zigzag, forcing her to circle directly across the path of the much larger vessel. *Aquitania* struck the *Shaw* moments later, shearing off ninety feet of the destroyer's bow, mangling her bridge, and setting her on fire. The *Shaw's* crew heroically brought her under control and with a reduced contingent of twenty-one men she made her way forty miles back into port under her own power. After repairs she returned to the U.S. in 1919 and was decommissioned in 1922. She was transferred to the Coast Guard in 1926 and sold for scrap in 1934. *DANFS*, Volume VI, USS *Shaw*, 1976, pp. 471-2.

265. While the British and U.S. navies recognized that more than twenty-five ships in a convoy became unwieldy, it was more likely that the average convoy exceeded that figure. Occasionally as many as forty-six ships sailed in company, but no more than fourteen troopships were ever allowed in each convoy. Clephane, *Naval Overseas Transportation Service*, pp. 136-43.

266. Captain Ryan's note of official letter from C-in-C Coast of Ireland to the Secretary of the Admiralty dated 28 January 1918 (No. 312/W. 109A. held in official jacket of Vice Admiral Taussig): Admiral Bayly, in a letter to the Admiralty, subsequently brought to the attention of their Lordships Taussig's attack on a U-boat, which he evaluated as "probably seriously damaged."

267. There were sixty-four "P" class patrol boats built in 1915-1918. They were 613 tons, 230' x 24', armed with one 4-inch (two 4-inch in *P-32*) and two torpedo tubes. Some designated "PC" were built as decoy vessels. *Jane's Fighting Ships of World War I*, p. 79.

268. Richardson—unclear in diary.

269. Probably Ensign Charles C. Hartman.

270. Gervas W.H. Heaton, R.N.

271. C.L.M.M. Crichton, R.N., CO, H.M.S. *Peyton*.

272. Odd as it sounds, this is the spelling from the original text. Taussig was attempting to disguise the name of the correspondent whose name was James B. Connolly. For this incident see entry for 5 July 1917, Josephus Daniels, *The Cabinet Diaries of Josephus Daniels, 1913-1921*, E. David Cronon (ed.) (Lincoln: Univ. of Nebraska Press, 1963), p. 172.

273. Commodore John Denison, D.S.O., RNVR.

274. No information regarding the identity of the rich American in London.

275. Lt. Commander W.S. Bryant, CO, *Allen*.

276. Lt. Commander M.S. Davis of the *Shaw* retired as a captain in June 1939. Recalled to active duty in October of the same year, he later was promoted to the rank of commodore in the post of Regional Shipping Director based at San Francisco, California. He died in 1955 in that city. Captain Ryan's note.

277. George W. Simpson, CO, *Sterett*.

278. This might be Lt. Commander Graham F.W. Wilson, D.S.O., commander of the sloop *Zinnia*.

279. Captain Ryan's note based on consultation with Naval Observatory, Washington, D.C., July 1971: Taussig evidently meant Standard (Meridian) Time by his abbreviation S.M.T.; B.S.T. (one hour advanced) was British Summer Time.

280. Halsey Powell, CO, *Parker*.

281. USS *Parker* (DD 48) was an *Aylwin*-class ship displacing 1,036 tons and measuring 305' x 30' x 9'. She was capable of thirty knots and was armed with four 4-inch and eight torpedo tubes. Built by Cramp and Sons, she was

commissioned in February 1913. After escorting the first troop convoy to St. Nazaire, the *Parker* was assigned first to Queenstown and then in July 1918 to Plymouth. She had several encounters with U-boats and is credited, as Taussig relates, with probable serious damage to one on 3 August 1917. She was deactivated in 1922 and was broken up in 1935. *DANFS*, Volume V, USS *Parker*, 1970, p. 215.

Admiral Bayly evaluated the *Parker's* attack as "probably seriously damaging submarine." The *Parker* made this attack on 3 August 1917 on the *UB-103*. The submarine skipper evidently used the well-known ruse of expelling oil and blowing debris out the torpedo tubes. Eventually the *UB-103* was sunk in the Dover Strait on 16 September 1918 by a depth-charge attack conducted by British patrol boats. Vice Admiral Sims commented on the verification of sinking as follows: "One of the things that made the work of the destroyer such a thankless task was that only in the rarest cases was it possible to prove that she had destroyed a submarine. Only the actual capture of the enemy ship or some of its crew furnished irrefutable proof that the action had been successful. The appearance of oil on the surface after a depth charge attack was not necessarily convincing, for the submarine early learned the trick of dumping overboard a little oil. . . ." Admiral Bayly's report to the Admiralty of 28 January 1918, copy in Taussig papers.

282. This action, between Campbell's *Dunraven* (ex-collier, 3,000 tons) and *UC-71* (Reinhold Saltzwedel) inside the Bay of Biscay on 8 August 1917 was perhaps the most famous "Q-ship" action of the war. See E. Keble Chatterton, *Q-ships and Their Story* (London: Sidgwick and Jackson, 1922), pp. 203-12.

283. Communications under combat conditions usually create difficulties. Taussig soon discovered that some merchant ships carried no signalmen and only one radioman. So it was necessary to run his ship alongside a merchantman and try to communicate by shouting through a megaphone. When there were French, Italian, and Scandinavian ships in the convoy, the difficulties were multiplied. Taussig later recounted how Commander J.C. Fremont of the *Wilkes* solved a problem in ordering an Italian tramp steamer to change course. After the merchant skipper had failed to understand flag hoists, semaphore, radio, and megaphone, Fremont came alongside and shouted "You blank, blank, blankety blank, when I hoist flag X you head south blank blank quick, savvy?" Instantly the reply came back "All right, Sir!" Taussig, "Destroyer Experiences during the Great War," *Proceedings*, February 1923, p. 239.

284. Captain Ryan's note of interview with Mrs. Taussig, 28 April 1970: Mrs. Taussig later acknowledged that she had disregarded her husband's advice to be inoculated. One day she attended a ladies' luncheon and fell violently ill. The health authorities traced the source of the disease to the chicken salad that had been served and then to the old cook who had prepared it.

285. Frank Berrien, CO, *Nicholson*.

286. Pringle was seven years senior to Taussig. He had commanded the destroyer *Perkins* and later the Second Atlantic Flotilla of destroyers, his flagship being the tender *Melville*. In August 1917 Pringle, by now a captain, commanded the thirty-seven destroyers and two tenders at Queenstown. In October, on orders of the Navy Department, Pringle assumed additional duties as Chief of Staff (at Queenstown) to Admiral Sims. In an arrangement unique in British and American naval annals, Pringle was also made Chief of Staff to Admiral Bayly and was included as such in the British Navy List. Bayly later wrote that Pringle was "my *beau ideal* of what a naval officer should be." Taussig served as Chief of Staff to Pringle when the latter, as a rear admiral, was President of the Naval War College. Vice Admiral Pringle died in 1932 while Commander Battle Force, U.S. Fleet. "Vice Admiral Joel Roberts Poinsett Pringle, U.S. Navy," *Naval War College Review*, January 1970, pp. 1-2; Lewis Bayly, *Pull Together* (London: George G. Harrap, 1938), pp. 222-2; Taussig's biography in Naval Operational Archives, Naval Historical Division; Pringle's biography in Naval Operational Archives, Naval Historical Division.

287. After the war, Taussig recalled that with the occasional excitement there was much monotony associated with the antisubmarine patrol duty. There were days when the lookouts sighted nothing. The rough seas of the North Atlantic caused excessive rolling, which made eating off tables impossible and sleeping in bunks difficult, and the constant whine of the wind in the rigging got on one's nerves after a while. While at sea, few men removed their clothes to sleep, and even fewer showered; there were too many horror stories of a man being in the shower just when his ship was torpedoed. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, January 1923, p. 69.

288. Tonnage losses did indeed decline from the July and August figures of more than 500,000 tons of British, Allied, and neutral shipping to 292,682 tons in November; 394,115 in December; 302,088 in January, 1918; and 318,174 in February. It would be the late spring before a significant drop in losses occurred. Marder, *From the Dreadnought to Scapa Flow*, Volume IV, p. 272; Volume V, p. 78.

289. USS *Allen* (DD 66) was a *Sampson*-class destroyer built by Bath Iron Works and commissioned in January 1917, with Lt. Commander S.W. Bryant in command. She was part of the first American troop convoy to France, subsequently serving in European waters on antisubmarine operations until the end of the war. She was decommissioned in 1922 but returned as a reserve training ship in 1925. She was decommissioned again in 1928 but returned again to active status in 1940 and was ordered to the Pacific in December of that year. She was present in Pearl Harbor during the Japanese attack but sustained no damage or casualties in the action. *Allen* continued to operate as an antisubmarine patrol vessel out of Pearl Harbor until 1945. She was decommissioned for the final time in 1945 and sold in 1946. *DANFS*, Volume I, USS *Allen*, 1959, p. 32.

## Chapter IV: Escort Commander

290. H.M.S. *Zinnia* was a sloop of the *Acacia* class. She was built by Swan Hunter, launched 12 August 1915. *Jane's Fighting Ships of World War I* (New York: Military Press, 1990), p. 87.

291. The reference could mean the "Old Head of Kinsale," a distinctive point, or the bay and port of that name beyond the headland and to the north.

292. H.M.S. *Crocus* was an *Arabis* class sloop. She was built by Lobnitz, launched 24 December 1915. *Jane's Fighting Ships of World War I*, p. 87.

293. USS *Perkins* (DD 26) was a *Roe*-class destroyer built by the Fore River Shipbuilding Company of Quincy, Mass. She was commissioned in November 1910, with Lt. Commander Pringle (later Captain Pringle, commander of American destroyers in Queenstown and Chief of Staff for Admiral Bayly) in command. *Perkins* deployed to Queenstown with the second division of destroyer forces in Europe (which included *Paulding*, *Wilkes*, and *Ammen*) with Lt. Frank M. Knox in command. She operated out of Queenstown from June to November 1917, when she departed for New York. After overhaul she operated on antisubmarine patrol out of New York, and sighted *U-151* off New Jersey on 2 June 1918. She entered the reserve fleet in 1919 and remained until 1935, when she was scrapped. *Dictionary of Naval Fighting Ships* (hereafter *DANFS*), Volume V, USS *Perkins* (Washington: U.S. Gov't. Print. Off.) (hereafter GPO), 1970, pp. 264-5.

294. *Wadsworth's* boilers required (as marine boilers still do today) periodic manual cleaning of the interior of each of the many tubes (to remove baked-on mineral deposits) and the exterior of the tube banks and firebox brickwork. It was (and still is today, with chemical aids) an unpleasant and laborious task, made all the more time-consuming because the entire propulsion plant had first to be secured and cooled, and then painstakingly restored to service. However, to allow the "waterside" and "fireside" deposits to remain would lead first to severe reduction of the efficiency of the boiler and thereafter to catastrophic failure.

295. Lieutenant Timothy J. Keleher was executive officer of the *Ammen*. The Navy Register 1917, Operational Archives, Naval Historical Center, Washington, D.C.

296. Commodore 2nd class Francis M. Leake, R.N. (in command of station ship *Colleen*), Chief of Staff.

297. This was not the battleship *Texas* of WWI vintage now moored at San Jacinto State Park (the sole surviving dreadnought-era battleship), for that vessel was not laid down until 1911. Taussig's *Texas* of 1903 was launched in 1892 and was a veteran of the battle of Santiago. In 1902 and 1903, the *Texas* served as flagship for the Coast Squadron, operating along the eastern seaboard. At the time Taussig wrote this entry in his diary, his old ship had been sitting on the bottom of Chesapeake Bay for six years, where she had been sunk in target practice. *DANFS*, Volume VII, USS *Texas*, pp. 114-5.

298. The new camouflage, first developed by the British in World War I, relied on designs of stripes and colors to deceive a submarine commander trying to estimate its course and speed. The Admiralty dazzle for the *Wadsworth* was altered somewhat to conform with trends developed by the Camouflage Section of the Bureau of Construction and Repair. William S. Sims, *The Victory at Sea* (Annapolis: Naval Institute Press, 1983), p. 263; R.F. Sumrall, "Ship Camouflage (WWI) Deceptive Art," U.S. Naval Institute *Proceedings* (hereafter *Proceedings*), July 1971, pp. 57ff.

299. This was the minelaying submarine *UC-44* (Kapitan-leutnant Tebbenjohanns). At 1030 p.m. on 4 August 1917, having laid eight mines off Waterford, the *UC-44* blew up on other German mines laid previously. Reportedly, the German skipper complained bitterly to the British patrol, which picked him up, for not doing their job and making the area safe by proper sweeping. R.H. Gibson and Maurice Prendergast, *The German Submarine War 1914-1918*, 2nd ed. (London: Constable, 1931), pp. 196ff., 372.

300. Lt. Commander Francis C. Platt, R.N.; CO, *Crocus*.

301. William Ancrum, staff officer under Sims.

302. Lt. Commander E.G. Blakeslee, staff officer under Sims.

303. Ernest H. Barber, paymaster; staff officer under Sims.

304. V.A.D. means Voluntary Aid Detachment, a nurses aid group. (Captain Ryan's note.)

305. "Finnan haddie" is smoked haddock.

306. USS *Sterett* (DD 27) was a *Roe*-class "flivver" built by Fore River Shipbuilding and commissioned in December 1910. She arrived in Queenstown 9 June 1917 where she served to the end of the war. On 31 May 1918, while escorting a convoy, the *Sterett* happened upon a surfaced U-boat, which quickly submerged. The *Sterett* began dropping depth charges which brought to the surface a dense patch of bubbles and oil. After exhausting her limited supply of depth charges, *Sterett* continued to pursue the U-boat by following its train of oil. The destroyer kept with her quarry after nightfall only by following the fumes of the oil slick. Such persistence was rewarded at dawn by the sight of the U-boat surfacing 1,000 yards off. *Sterett* increased speed to ram, but the submarine eluded the destroyer by a mere twenty feet. The destroyer opened fire but was unable to disable the submarine before the latter once more submerged, this time losing the pursuit. For this encounter the officers and men of the *Sterett* received a commendation. *Sterett* was decommissioned in December 1919 and sold for scrapping in 1935. *DANFS*, Volume VI, USS *Sterett*, 1976, pp. 618-9.

307. *Columbella* is not listed in *Jane's Fighting Ships of World War I*; probably a merchant vessel.

308. H.M.S. *Eridge* was a paddle-driven minesweeper of the nineteen-ship *Ascot* class built on the Clyde (river near Glasgow, Scotland) in 1916. They were 246' overall and displaced 850 tons, certainly large enough to cause the *Wadsworth* some damage. They were nominally capable of fifteen knots but as paddle vessels they slowed considerably in a seaway. Interestingly, the *Eridge* was originally fitted to carry seaplanes. *Jane's Fighting Ships of World War I*, p. 89.

309. Taussig referred to Captain John Hay Beith, M.C., of the Argyll and Sutherland Highlanders, a member of the British War Mission to the U.S.A. Beith was a popular author who used the pen name Ian Hay. In World War II he was a major general and Director of Public Relations at the War Office in London. Beith's *The Last Million* was published in 1918.

310. The Sinn Fein, Gaelic for "we ourselves," was an Irish nationalist movement advocating separation from Great Britain. Many young Irishmen had chosen not to enlist in the British army and some were defying conscription. Furthermore, according to the information available to Admiral Sims, the Sinn Fein was openly pro-German, since to them a German victory meant an Irish republic. These circumstances, coupled with the fact that American sailors had plenty of money and were attracted to pretty Irish girls, soon led to fistfights and frays.

After Cork was placed out of bounds, it did not take the shop owners of the city long to realize that they were losing thousands of U.S. dollars a week. On 23 October 1917, the Lord Mayor called on Admiral Bayly to ask that the ban be lifted. When the mayor was unable to guarantee that British and U.S. sailors would not be subject to attack, Admiral Bayly refused to cancel his order. After his chilly encounter with the crusty Bayly, the Lord Mayor is reported to have expressed his thanks to Providence: "By the grace of God I left through the door, and not by the window." E.K. Chatterton, *Danger Zone* (London: Rich & Cowan, 1935), p. 257.

311. H.M.S. *Aubretia*, Special Service ship. This is the spelling in the original text. No listing by this spelling was found. There was however an *Aubrietia* (Q13) sloop, *Aubrietia* class (1,250 tons, 267¼' x 33½', two 4-inch, one 3-inch AA, depth charges; 2,500hp; 16–17½ knots). Built by Blyth, launched 17 June 1916. *Jane's Fighting Ships of World War I*, p. 86.

312. *Vulcan*, depot ship. H.M.S. *Vulcan*, a "Depot Ship cruiser" of 6,620 tons, launched at Portsmouth Dock Yard in 1889. As Taussig implies, *Vulcan* was at that time a submarine tender. *Jane's Fighting Ships of World War I*, p. 90.

313. Lt. Commander Charles R. Sharp, R.N. (retired) was the Queenstown harbormaster; Taussig had visited his house on a previous occasion.

314. *Platypus* was a Royal Australian Navy depot ship displacing 3,476 tons, and measuring 310' x 44'. She was built by J. Brown and launched 28 October 1916. *Jane's Fighting Ships of World War I*, p. 98.

315. The *Wadsworth*, on departing Queenstown, sailed east and then north to Liverpool Bay. The Skerries, Point Lynas, and Great Ormes Head were navigational lights on the British coast en route to Liverpool. (Captain Ryan's note.)

316. Horace Lee Washington, American Consul, Liverpool.

317. This, of course, was the ship in which Captain Raphael Semmes destroyed more than sixty Union vessels before being sunk off Cherbourg in 1864 by the USS *Kearsarge*, Captain John Winslow commanding. *DANFS*, Volume I, USS *Alabama*, 1959, p. 18 and Volume III, USS *Kearsarge*, 1968, pp. 609–10.

318. Taussig inserted this commendatory letter from Admiral Bayly to his ship captains.

319. Captain William D. MacDougall was the American naval attaché in London when the U.S. declared war. *Anglo-American Naval Relations 1917–1919*, Michael Simpson, ed. (London: Naval Records Society, 1991), p. 42.

320. Commander Eugene C. Tobey (Supply Corps) was assistant to MacDougall and later headed the Material Section on Sims' staff. Captain L.B. McBride (Construction Corps) was the staff maintenance officer; Commander J.V. Babcock was aide to Sims and was head of the Intelligence Section. Lt. Commanders William Ancrum and Byron Long were attached to the staff as was Lt. Commander (S.C.) Stewart E. Barber. Mr. Reginald E. Gillmor was described by Sims as a public-spirited American businessman and former U.S. naval officer (Class of 1907) who assigned two of his best stenographers to Sims' staff. Sims, *The Victory at Sea*, pp. 123, 242, 249, 250, 251, 348; Navy Register 1917.

321. Jellicoe was almost correct on his estimate of fourteen U-boats sunk since 1 July 1917. Actually, eighteen had been destroyed up to 18 September, according to Robert M. Grant's *U-Boats Destroyed* (London: Putnam, 1964), pp. 152–3.

322. Jellicoe made reference to the plan he had discussed with the U.S. Navy to bottle up the U-boats with the great North Sea Mine Barrage. He was high in his estimate of 200,000 mines. The U.S. Navy contracted for only half that—100,000. In the event, 56,000 American and 13,500 British mines were planted. Arnold Lott, *Most Dangerous Sea* (Annapolis: Naval Institute Press, 1959), p. 15.

323. USS *Indiana* (BB 1) had been commissioned in 1895 and participated in the destruction of the Spanish fleet at Santiago in 1898. She was decommissioned in 1903 and only recently recommissioned when Taussig's father assumed command. At that time she served with the Naval Academy Practice Squadron. At the time Taussig was writing in his diary, *Indiana* had only recently been recommissioned again, once more to serve as a training ship. *DANFS*, Volume III, USS *Indiana*, 1968, pp. 429–30.

324. By "blouse," Cdr. Taussig means his service-dress jacket, high-collared, in those days, and navy blue in color. (A similar uniform is worn today on dress occasions by U.S. Naval Academy midshipmen.) On the sleeves were gold stripes ("lace") indicating rank—Taussig would have worn three stripes; the "ornaments" might have referred to embroidered rank insignia on the collar (in his case, silver oak leaves) or to ribbons representing decorations (over the left pocket).

325. Taussig saw Jellicoe three months before he was dismissed as First Sea Lord. Jellicoe had assumed that post in December 1916 after two years of exhausting duty in command of the Grand Fleet. Taussig's observation of his deafness was kinder than that of Admiral Lord Fisher, who found him "deaf as a post." Others noted Jellicoe's obsession with details, his failure to delegate duties, and his commitment to work, which inevitably reduced his effectiveness as a leader. Following his dismissal he was elevated to the peerage as Viscount Jellicoe of Scapa. In his remaining years he wrote his memoirs describing his role in the controversial Battle of Jutland, became President of the British Legion, and was active in the Boy Scout movement. He died on 19 November 1935. A. T. Patterson, *Jellicoe* (London: Macmillan, 1969), pp. 177ff.

326. The recommendation was in fact approved. See Joseph K. Taussig, "Destroyer Experiences during the Great War," *Proceedings*, February 1923, pp. 246–7.

327. Lt. Commander Paul H. Bastedo, an aide, was attached to the headquarters staff. He later distinguished himself in command of subchasers in protecting an Allied force from U-boat attack during the bombardment of Durazzo, the Austrian base in the Adriatic. D.W. Knox, *History of the United States Navy* (New York: Putnam's Sons, 1936), p. 415. Sims, pp. 233–4.

328. General John J. Pershing, in command of the American Expeditionary Force.

329. That is, the effect of variation (that is, the influence of the metal of the ship surrounding the compass), having been changed by the repairs, had to be recompensated for (by adjusting the position of movable small magnets on the compass mounting, or binnacle).

330. Coningbeg lightship is off Waterford harbor to the northeast of Queenstown on the Irish Coast. (Captain Ryan's note.)

331. Charles F. Russell, CO, *Walke*.

## Chapter V: Home

332. *P-51* (actually designated *PC-51*), "PC"-class patrol boat. The PCs displaced 682 tons, measured 233' x 25½', were armed with one 4-inch, and two 12-pdrs. *PC-51* was built by Tyne Iron, launched 25 November 1916. The "C" versions were built as decoy ships. For P-boats, see *Jane's Fighting Ships of World War I* (New York: Military Press, 1990), p. 79.

333. *P-62* (actually designated *PC-62*) was built by Tyne Iron, launched 25 November 1916. Captain Ryan's note.

334. The booms were floating barriers meant to prevent the entrance (or escape, should they find their way in) of attacking surface craft; they were opened and shut by small "boom" or "gate" vessels to permit friendly shipping to enter and leave. From the booms were generally suspended nets to exclude submarines and divers.

335. H.M.S. *Begonia*, Special Service Ship. *Begonia* was an *Acacia*-class sloop built by Barclay Curle, 26 August 1915. She was sunk 2 October 1918 in a collision with *U-151* off Casablanca while serving as *Q-10*. *Jane's Fighting Ships of World War I*, p. 87.

336. H.M.S. *Antrim* was an armored cruiser of 10,850 tons measuring 450' x 68½'. She was armed with four 7.5-inch, six 6-inch, and two 12-pdrs; *Antrim* was built by J. Brown, launched 8 October 1903. *Jane's Fighting Ships of World War I*, p. 53.

337. John Hawley Taussig—J.K. Taussig's elder brother.

338. F.M. Knox, CO, *Perkins*.

339. The need for nucleus crews for new-construction destroyers was self-evident in World War I, and the proposals outlined by the board set a pattern which was followed twenty-five years later in World War II. Shortly thereafter, three commanding officers, three junior officers, and seventy-five men sailed for the States as the nucleus crews for three new destroyers then being built. Taussig afterwards wrote that by the end of the war there was hardly an officer and man left who had been in the original ships' companies of the Queenstown destroyers. Joseph K. Taussig, "Destroyer Experiences during the Great War," U.S. Naval Institute *Proceedings*, February 1923, pp. 246–7.

340. H.M.S. *Vala*—perhaps a Special Service ship.

341. The *Begonia* (Commander Basil Noake) was never heard from again. After two years of Q-ship encounters, U-boat skippers became increasingly reluctant to move in close to torpedoed merchant ships, surface, and sink them by gunfire. From August 1917 on, no U-boats were sunk by decoy ships. Lewis Bayly, *Pull Together* (London: George G. Harrap, 1938); R. M. Grant, *U-boats Destroyed* (London: Putnam, 1964), pp. 65–6.

342. H.M.S. *Donegal* was an armored cruiser of 9,800 tons measuring 440' x 66' and armed with fourteen 6-inch, and ten 12-pdrs. *Donegal* was built by Fairfield, launched 4 September 1902. *Jane's Fighting Ships of World War I*, p. 53.

343. That is, the ship was so far distant that, due to the curvature of the earth, only its upperworks (superstructure, masts, etc.) were visible.

344. *Moldavia*, auxiliary cruiser (not listed in College Archives).
345. Holyhead Island light is located just south of the Skerries on the English coast facing the Irish Sea. (Captain Ryan's note.)
346. Mine Head is a bold headland to the northeast of Queenstown. (Captain Ryan's note.)
347. The (T) designates a temporary commission as ensign. Officer graduates of this three-month course were known as "ninety-day wonders." (Captain Ryan's note.)
348. An indication that at this date American destroyers were still armed with only two depth charges each.
349. Hook Point is on the eastern side of Waterford Harbor. (Captain Ryan's note.)
350. There is a *Tamarisk* listed as an *Aubrietia*-class sloop, built by Lobnitz, launched 2 June 1916. *Jane's Fighting Ships of World War I*, p. 86.
351. The *Maumee* (AO 2) was the first diesel-powered surface ship in the Navy. During 1916–1917, her Executive and Engineer Officer was Lieutenant (later Fleet Admiral) Chester W. Nimitz. After war was declared, the *Maumee*, on 28 May 1917, conducted underway fueling operations for six U.S. destroyers en route to Queenstown, thereby setting a precedent for the mobile logistic support which has enabled the ships of the U.S. Navy to keep the seas for long periods, extending their operations far beyond previous experience. Nimitz had been detached in August so was not present when the ship made this October visit. The *Maumee* served in World War II after which she was transferred to the Navy of the Republic of China. She was scrapped at Kaoshiung, Formosa, in October 1967. *Dictionary of American Naval Fighting Ships* (hereafter *DANFS*), Volume IV, *USS Maumee* (Washington: U.S. Gov't. Print. Off. [hereafter GPO], 1969), pp. 274–5; biography of Admiral Nimitz in Operational Archives, Naval Historical Center, Washington, D.C.; *Petroleum Today*, Spring 1961, Washington, American Petroleum Institute article, "The Navy's Secret Weapon," by Fleet Admiral C.W. Nimitz.
352. Victor Tomb, CO, *Maumee*.
353. The one man who was killed was Gunner's Mate First Class Osmond Ingram. While on watch on the bridge, Ingram sighted a submarine torpedo heading directly for the ship's stern. Instantly recognizing that someone should release the depth charges on the fantail, Ingram ran to the stern and frantically began jettisoning them. Only a few remained when the torpedo hit the stern. On 15 October 1918, the keel for a new destroyer, the *USS Osmond Ingram*, was laid at Quincy, Massachusetts. The *Ingram* fought in World War II against German U-boats in the Atlantic. Ship's History of *USS Osmond Ingram* (pamphlet) (Washington: Naval History Division, Navy Department).
354. Taussig is wrong on the differences in American and British tonnage sunk. For a discussion of this see Arthur J. Marder, *From the Dreadnought to Scapa Flow*, Volume IV (London: Oxford Univ. Press, 1961–1970). Note: Gross tonnage is the volumetric capacity of a merchant ship in units of a hundred cubic feet. Net tonnage is the "gross" figure less the space occupied by living quarters, machinery, and fuel for the ship's own use.
355. When the *Melville* arrived, plans were started to establish a men's club. American businessmen in London, probably friends of Admiral Sims, donated funds to get the project started, and on 25 August 1917 the club opened. Facilities included a restaurant, canteen, billiards room, library, sleeping quarters, shower baths, and a theater. Movies and amateur theatricals were very popular. The British sailors had a similar club on Haulbowline Island. E.K. Chatterton, *Danger Zone* (London: Rich & Cowan, 1935), p. 225.
356. *Orama*—perhaps an auxiliary cruiser.
357. The *J.L. Lukenbach* incident was another quite famous U-boat action. The *U-62* was the submarine that fired on the *J.L. Lukenbach* on 19 October 1917. Ernst Hashagan commanded *U-62* from November 1916 and patrolled waters protected by the Queenstown force. Hashagan gives an account of this action in *U-Boats Westward!* (London: Putnam, 1931), p. 206.
358. *USS Reid* (DD 21). The *Reid* was a *Flusser*-class "flivver" of 700 tons measuring 294' x 26' x 10' with a speed of thirty-one knots and a complement of eight-five. The ship was armed with four 3-inch and six 18-inch torpedo tubes. She was built by Bath Iron Works and commissioned in December 1909. The diminutive destroyer departed New York for European waters on July 21 and from August 1 to September 30 provided escort and patrol services in the vicinity of the Azores. She was transferred to Brest in October and on October 23 was rammed and damaged above the waterline by the minesweeper *W.T. James* but was quickly repaired. The *Reid* made several attacks on U-boats including the *UB-55* on 18 March 1918 and *U-86* on 1 July but sank none. She was decommissioned in July 1919 and sold for scrapping the same year. *DANFS*, Volume VI, *USS Reid*, p. 63.
359. Admiral Bayly later notified the Admiralty that not only did Commander Johnson's prompt action save more ships from being torpedoed, but the picking up and embarking of the survivors of the *Orama* by *Conyngham* (Commander Johnson) and *Jacob Jones* (Lieutenant Commander D.W. Bagley) alongside a sinking ship was a fine feat of seamanship. Official letter, Bayly to Admiralty, dated 28 January 1918 ser. 312/W 109A, copy in Joseph K. Taussig Papers, Manuscript Register Series No. 18, Naval Historical Collection Division, Naval War College, Newport, R.I.
360. Lieutenant Commander John Charles Fremont was commanding officer of the *USS Wilkes*. "Reminiscences of Vice Admiral Walter DeLany" in *Bayly's Navy* (Naval Historical Foundation: Washington, D.C., 1980)

361. Commander David K. Hanrahan, formerly the CO of the destroyer *Cushing*, later commanded the U.S. Navy's own Q-ship, the USS *Santee*. On 27 December 1917, she departed Queenstown on her first mission. At 8:45 p.m. she was torpedoed off Kinsale. The panic party got away and the hidden gun crew waited—all to no avail. (Apparently the U-boat skippers had learned to be wary of all merchant ships). Fortunately, there were no casualties and the *Santee* was towed back to Queenstown. On entering harbor, Admiral Bayly boarded the ship. His first question to Hanrahan was, "Well, how did you enjoy your cruise, Captain?" Biography of Captain D.K. Hanrahan in official biographies in Operational Archives, Naval Historical Center, Washington; ship history of *Santee* in Ships History Division, Naval Historical Center, Washington, D.C.; and E. Keble Chatterton, *Q-Ships and Their Story* (London: Sidgwick and Jackson, 1922), p. 231–2.

362. H.M.S. *Bluebell* was an "Acacia"-class sloop built by Scotts, launched 24 July 1915. *Jane's Fighting Ships of World War I*, p. 87.

363. Ocean escort H.M.S. *Mantua*, auxiliary cruiser.

364. That is, attempting to refine navigational dead reckoning by comparing echo-sounder readings with charted depths—a very approximate method. Taussig believes accordingly that he is probably some distance away from his theoretical "estimate position" near the Small Light.

365. Charlotte Taussig, an aunt. Also a reference to Lulie's brother, Henry Johnston.

366. P-55 (actually designated PC-55), a "PC"-class patrol boat built by Barclay Curle, launched 2 June 1917. She was transferred to Royal Indian Marine in 1922. For P-boats see *Jane's Fighting Ships of World War I*, p. 79.

367. Interesting mention of the early use of the hydrophone. The hydrophone began development in 1914, and shore-side stations were established in 1916. In use afloat, however, the noise of propulsive machinery drowned out the weaker signals of submarines, and tangible dangers were involved in stopping machinery to listen. Through the end of the war, the hydrophone was associated with only three U-boat sinkings and its use was abandoned in 1921. Experiments with echo sounding devices began in June 1917, but a usable prototype of sonar was not available until Spring 1918. The war ended before it could be used in combat. Marder, *From the Dreadnought to Scapa Flow*, IV, pp. 75–8.

The hydrophone is a "passive" detection apparatus in that it relies entirely on reception of sound signals from the underwater environment rather than the returned reflection of sound signals emitted by itself (as in sonar). The device consists of a sensitive underwater receptor linked to an operator's headphones. While the ability of water to transmit sound waves far exceeds that of air, allowing small or distant sounds to be picked up, it is only possible to gauge the rough direction of such sounds but not their range. Nonetheless, the device is in common use today for studies of marine mammals and is a critical piece of equipment aboard submarines, since its passive nature permits its use without revealing the presence of the listening vessel.

368. This was the German submarine minelayer UC-42, that was sunk by one of its own mines on 10 September. The wreck was finally detected on 31 October. The British diver who was sent down found the hatches open, but no survivors were ever found. Grant, *U-Boats Destroyed*, p. 71.

369. H.M.S. *Carrigan Head*—perhaps an auxiliary cruiser.

370. USS *Bridge* (AF 1) was a refrigerated stores ship built in Boston Navy Yard and commissioned in June 1917 with Lt. Commander W.K. Riddle in command. Taussig's voyage in her was one of four round-trip crossings she made during the war. She was operating in the Pacific at the time of U.S. entry into World War II and continued to shuttle military cargos throughout the Pacific during the war. *Bridge* deployed to the Western Pacific during the occupation of Japan, and on 1 November while steaming off Korea, she struck a mine, which caused considerable damage. After repairs she was sold at Manila in December 1947. *DANFS*, Volume I, USS *Bridge*, 1959, p. 156.

371. George W. Kenyon; new CO of *Warrington*.

372. Earlier in the diary, Taussig mentioned meeting Captain Evans, D.S.O., formerly second in command during the Scott expedition.

373. The letter is in the Taussig Papers.

374. USS *Duncan* (DD 46) was a *Cassin*-class destroyer built by Fore River Shipbuilding and commissioned in August 1914, with Lt. Commander C.E. Courtney in command. After U.S. entry into the war, *Duncan* escorted one convoy to mid-ocean before leaving with another to Brest on 30 October 1917. She began operations from Queenstown on 15 November. *Duncan* was present when *Shaw* collided with *Aquitania*, taking off eighty-four of that destroyer's crew before escorting her into port. *Duncan* was decommissioned in 1921 and scrapped in 1935. *DANFS*, Volume II, USS *Duncan*, p. 304.

375. Roger Williams, CO, *Duncan*.

376. Lt. Aaron Stanton "Tip" Merrill. As a rear admiral he commanded task forces in the Pacific in World War II. See Clark G. Reynolds, *Famous American Admirals* (New York: Van Nostrand Reinhold, 1978), pp. 216–7.

377. Charles H. Cowell, Admiral Bayly's staff, Queenstown.

378. Churchill, Admiral Bayly's staff, Queenstown.

379. Lt. Commander William K. Riddle, CO, *Bridge* (AF 1).

380. USS *Balch* (DD 50) was an *Aylwin*-class destroyer built by Cramp and Sons and commissioned in March 1914 with Lt. Commander David Hanrahan in command. She arrived in Queenstown in November 1917 and carried out convoy duties until November 1918. Upon returning to Norfolk in January 1919 she was laid up in reserve. She returned to duty in 1921, was decommissioned in 1922 and scrapped in 1935. *DANFS*, Volume I, USS *Balch*, pp. 86-7.

381. USS *Downes* (DD 45) was another *Cassin*-class ship. She was built by New York Shipbuilding and commissioned in February 1915 with Lt. Commander A.W. Johnson in command. The *Downes* arrived in European waters (Devonport, England) on 7 November 1917 and began to operate from Queenstown on the 17th. She was commended twice—once for protection of the torpedoed *Manley* (DD 74) and a second time for the rescue and salvage of the British submarine *Z-51*. She was decommissioned in 1922, entered the Coast Guard in 1924, and was scrapped in 1934. *DANFS*, Volume II, USS *Downes*, 1963, pp. 294-5.

382. William S. Miller, CO, *Balch*.

383. Allen Buchanan, CO, *Downes*.

384. *Arethusa*, oiler. There is an *Arethusa* listed as an R.N. store carrier requisitioned for military service 1915-1920.

385. USS *San Diego* (CA 6) was a *Pennsylvania*-class cruiser originally launched as the USS *California*. An armored cruiser, the *California* displaced 13,680 tons, measured 504' x 70' x 24' and could make 22 knots. She required a complement of 829 and was armed with four 8-inch, eighteen 3-inch, and two 18-inch torpedo tubes. The ship was built by the Union Iron Works in San Francisco.

*California* began her career in the Pacific, first on the West Coast, then with the Asiatic squadron, and finally along the Pacific coast of Mexico and Central America. She was renamed in September 1914 and served as flagship, Commander in Chief, Pacific Fleet. After U.S. entry into the war she was ordered to the East Coast, reaching Hampton Roads 4 August 1917. Her wartime duty consisted of convoy escort to mid-ocean where she handed her charges over to ocean escort. Near the end of the war, the *San Diego* was steaming between Portsmouth, N.H., and New York when she was sighted by the *U-156* and torpedoed. *San Diego* sank in twenty-eight minutes with the loss of six lives, the only major U.S. warship lost during the First World War. *DANFS*, Volume II, USS *California*, 1963, pp. 13-4.

386. USS *Monaghan* (DD 32) was the name-ship of the same class as *Ammen* and *Jenkins*. She was built by Newport News Shipbuilding and commissioned in June 1911. Her initial wartime experience was in escort of troop convoys to mid-ocean, but from November 1917 to Armistice she operated in European waters. She was decommissioned in 1919 and transferred to the Coast Guard in 1924. *Monaghan* was sold for scrapping in 1934. *DANFS*, Volume IV, USS *Monaghan*, 1969, p. 412.

387. USS *Roe* (DD 24) was the name ship of its class: 742-ton "flivvers" measuring 294' x 27' x 8' capable of 29 knots and armed with four 3-inch guns and six 18-inch torpedo tubes. The *Roe* was built by Newport News Shipbuilding and commissioned in September 1910. After escort and patrol service along the eastern seaboard, *Roe* departed for France 9 November 1917 to serve in European waters to the end of the war. She was decommissioned in 1919, transferred to the Coast Guard in 1924, and scrapped in 1934. *DANFS*, Volume VI, USS *Roe*, 1976, pp. 147-8.

388. That is, to save the destroyer's fuel on the long transatlantic crossing.

389. Paymaster Neal B. Farwell, USN.

390. USS *Amphitrite* (BM 2) was a double-turreted monitor commissioned in 1895 but officially considered to be a rebuilt earlier monitor of the same name and similar characteristics launched in May of 1864. In 1905, when Taussig served in her, the *Amphitrite* was a station ship at Guantanamo, Cuba. This veteran of the Spanish-American War survived to serve in World War I as a training vessel and guard ship for New York Harbor. She was decommissioned in 1919. *DANFS*, Volume I, USS *Amphitrite*, 1959, pp. 42-3.

391. Lt. James A. Saunders of USS *Cassin*.

392. Lt. Leonard R. Agrell of USS *Cassin*.

393. Captain Robert F. Scott, R.N., headed this expedition to the Antarctic in 1910-1912, a project which in those days may be likened to today's space exploration in the high degree of danger involved. Evans, terribly weakened by vitamin deficiency, was forced to turn back while Scott pushed on toward the South Pole. Evans' group reached safety after forty-four days of marching over the snowfields. Scott himself never returned. Reginald Pound, *Evans of the Broke* (London: Oxford Univ. Press, 1963), pp. 67-120.

394. French E. Chadwick, *The Relations of the United States and Spain: The Spanish-American War*, 2 Vols. (New York: Scribner, 1911).



## **About the Editor**

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