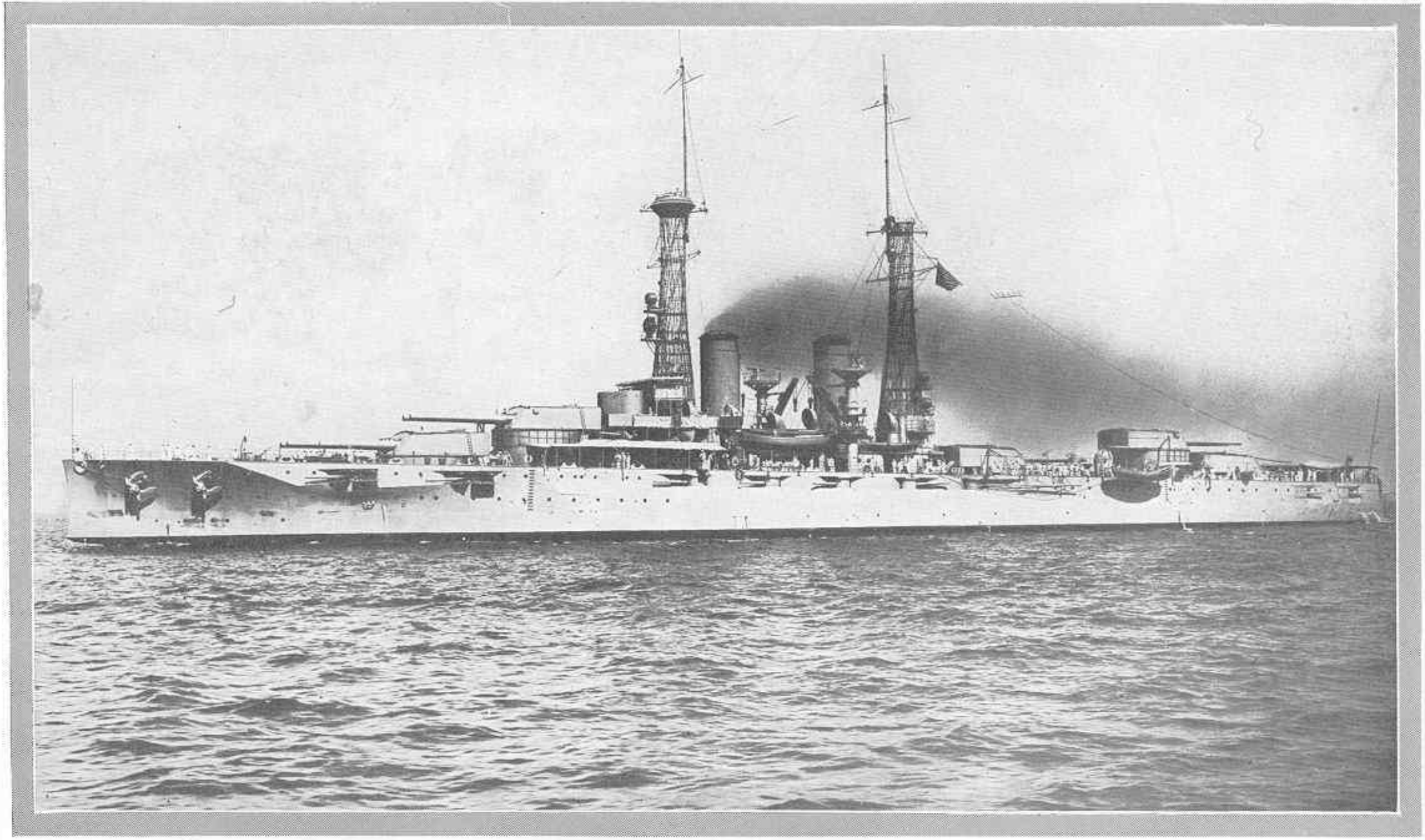
North Sea Days





THE U. S. S. *TEXAS*

John J. Pacovsky.
USS Texas.
May 11 - 1919.

1078 H2

91-126

A BRIEF HISTORY

of the

U.S.S. TEXAS

and Life Generally in the North Sea During A War



"This is a queer place as you have found, but you are not the first to find it out. There was once a great explorer, Marco Polo, who, after traveling over the world for thirty years, one day found himself in the North Sea and then went home and went to bed and did not travel any more."

—From farewell address of ADMIRAL SIR DAVID BEATTY, Commander-in-Chief of the Grand Fleet, on December 1, 1918.



CAPTAIN VICTOR BLUE, U. S. N.



COMMANDING OFFICER, U.S.S. TEXAS.

To

It is a great pleasure to convey to you this message from the Admiral, and to express my own appreciation of your faithful service on board this ship during her operations with the British Grand Fleet in the North Sea during the War against Germany, so happily ending in the surrender of the German Fleet on Nov. 21, 1918.

As a member of the ship's company you share the credit for maintaining the ship in the high state of efficiency expressed by the Admiral.

Victor Blue

U.S.S. NEW YORK, Flagship.

16th November 1918.

From—Commander BATTLESHIP DIVISION NINE.
To—Commanding Officer, U.S.S. TEXAS.

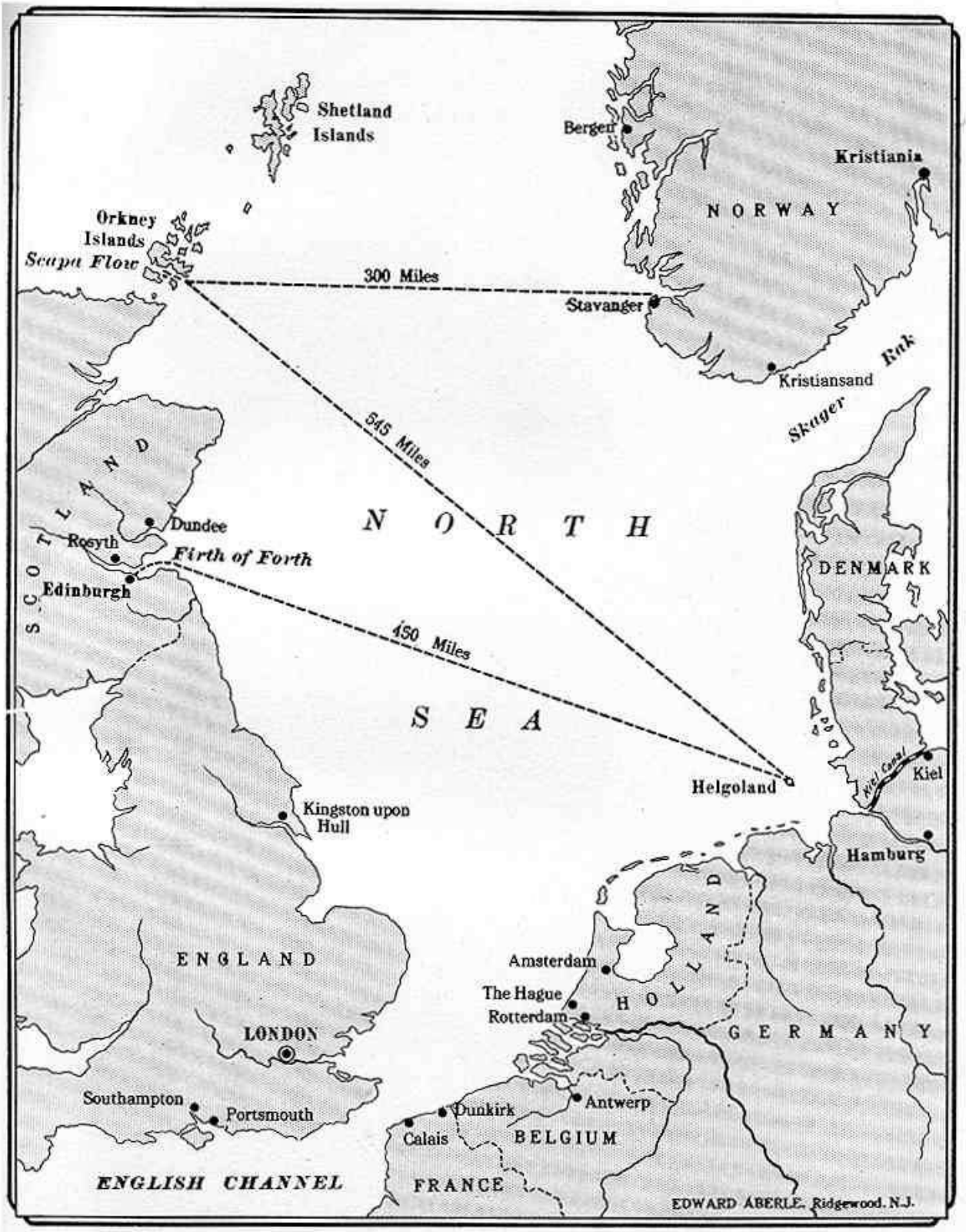
Subject: U.S.S. TEXAS—Efficiency of.

1. The "Texas" was inspected to-day, and it is a pleasure to state that I have never seen a cleaner, smarter, or better kept ship in my life. There was not a spot nor a blemish on her. Her crew was simply immaculate, and left nothing to be desired. Her organisation, contentment, and efficiency are excellent. Her target practice has shown a steady improvement, and her last main and torpedo defence battery practices were excellent. The "Texas" is a credit to the service, and a most efficient ship. The Captain, officers and men deserve a great deal of credit for obtaining this high standard, under existing conditions, particularly when the ship for the past year has been kept ready to steam full speed on four hours' notice.

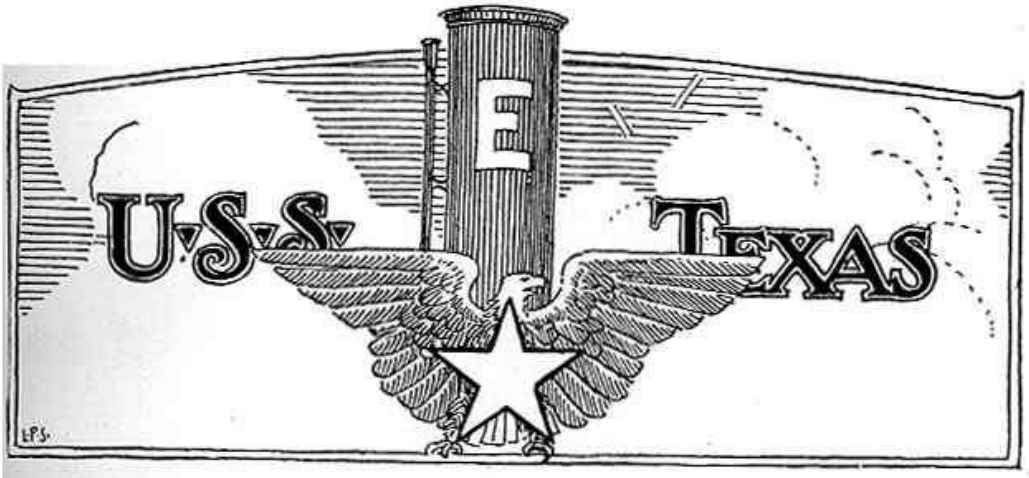
2. Please publish this letter to the officers and men with my congratulations

Hugh Rodman

COPY OF LETTER GIVEN TO EVERY OFFICER AND MAN ON THE SHIP, AT THE CONCLUSION OF OVERSEAS SERVICE. HOW MANY GALLONS OF PAINT DOES THIS REPRESENT?



MAP OF THE SCENE OF OPERATIONS



THIS is the story of the *U. S. S. Texas* and its participation in the World War as part of the Sixth Battle Squadron. What is said herein concerning the crew—officers and men—applies to the men of the other American ships as well. In the American navy no ship has a monopoly of talent and brave hearts.

The Sixth Battle Squadron upheld the traditions of the navy and compelled the respect and admiration of the commanders and crews of the British Grand Fleet. The Squadron rendered invaluable service in the war and satisfied the most searching tests of our allies. That is sufficient. We of the *Texas* have no desire to be vainglorious, nor to exaggerate the part the *Texas* played; each ship is justified to carry the laurels of success. "Cheer up and get busy," was our navy's slogan and the men all lived up to it. Now, mates, isn't that fair enough?

ADMIRAL BEATTY'S TRIBUTE

Admiral Sir David Beatty, the Commander-in-Chief of the Grand Fleet, in a farewell address on board the *New York* on December 1, 1918, declared that the American Squadron attached to the British Grand Fleet, had displayed a spirit of true comradeship throughout its period

of service. On the same day the squadron was detached from the Fleet. All hands were called to muster on the forecastle of the American flagship to hear Admiral Beatty.

After thanking the American officers and men for their co-operation Sir David remarked that both the British and the Americans were disappointed at not being able to meet the German fleet. He declared that the day the German fleet surrendered was a "pitiful day to see". He said he had always had misgivings that the Germans would never come out for a finish fight and these misgivings had been strengthened by the coming of the American Squadron.

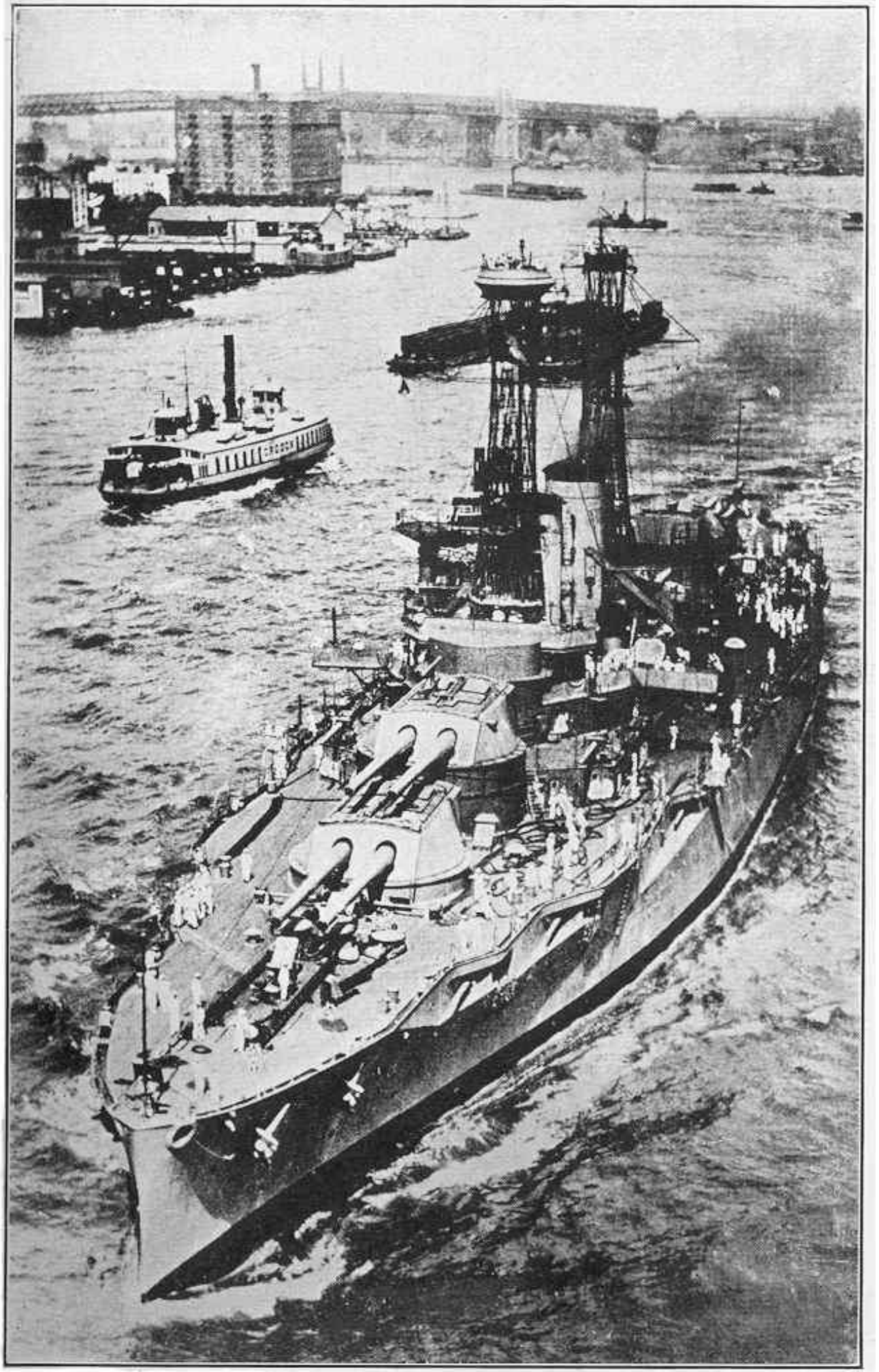
"I could not let the Sixth Battle Squadron go without coming on board the *New York* and saying something of what I feel at this moment of your departure," said Sir David. "I had intended to ask Admiral Rodman to permit me to say something to the representatives of all the ships of the Sixth Battle Squadron on board his flagship, but the exigencies of the service have not permitted it. Therefore, as Admiral Rodman has said, what I say to you I hope you will promulgate to your comrades in the other ships and also to your comrades of the Atlantic fleet.

AMERICANS FINE COMRADES

"What I say, I hope you will understand, comes from the heart—not only my heart, but the hearts of your comrades of the Grand Fleet. I want first of all to thank you, Admiral Rodman, and the captains and officers and the ship's companies of this magnificent squadron for the wonderful co-operation and loyalty you have given me and my admirals and assistance you have given us in every duty you have had to undertake.

"The support which you have shown is that of true comradeship, and in time of stress that is worth a very great deal. I want also to congratulate you upon having been present upon a day unsurpassed in the naval annals of the world.

The Story of the U.S.S. Texas



TEXAS LEAVING NAVY YARD

"I know quite well that you, as well as your British comrades, were bitterly disappointed at not being able to give effect to that efficiency you have so well maintained. It was a most disappointing day. It was pitiful to see those great ships coming in like sheep being herded by dogs to their fold without an effort on anybody's part, but it was a day everybody could be proud of.

AMERICAN NAVY "THE LAST STRAW"

"I have received messages from several people offering sympathy to the Grand Fleet and my answer was, we do not want recognition of the fact that the prestige of the Grand Fleet stood so high that it was sufficient to cause the enemy to surrender without striking a blow. I had always had certain misgivings and when the Sixth Battle Squadron became part of the Grand Fleet, those misgivings were doubly strengthened and I knew then they would throw up their hands. Apparently the Sixth Battle Squadron was the straw that broke the camel's back.

"However, the disappointment that the Grand Fleet was unable to strike their blow for the freedom of the world, is counteracted by the fact that it was their prestige alone that brought about this achievement.

"During the last twelve months you have been with us we have learned to know each other very well. We have learned to respect each other. I want you to take back a message to the Atlantic Fleet that you have left a very warm place in the hearts of the Grand Fleet which cannot be filled until you come back or send another squadron to represent you. You have given us a sample of the Atlantic Fleet which, I think, the Atlantic Fleet, efficient as it is, will find it very hard to reproduce.

"I hope that in the sunshine, which, Admiral Rodman tells me, always shines in your country, you will not forget your 'comrades of the mist' and your pleasant association of the North Sea.

NORTH SEA A QUEER PLACE

"This is a queer place, as you have found, but you are not the first to find it out. There was once a great explorer, Maro Polo, who, after traveling over the world for thirty years, one

day found himself in the North Sea and then went home and went to bed and did not travel any more. I trust it will not have the same effect on any of you, but I can say that those of you I have seen during the last twelve months seem to have improved in many ways, if that were possible, and I think the North Sea has a health giving quality which must be put against all its bad points, of which there are so many.

"I thank you again and again for the great part the Sixth Battle Squadron has played in bringing about the greatest naval victory in history. I hope you will give this message to your comrades: 'Come back soon.'

"Goodby and good luck."

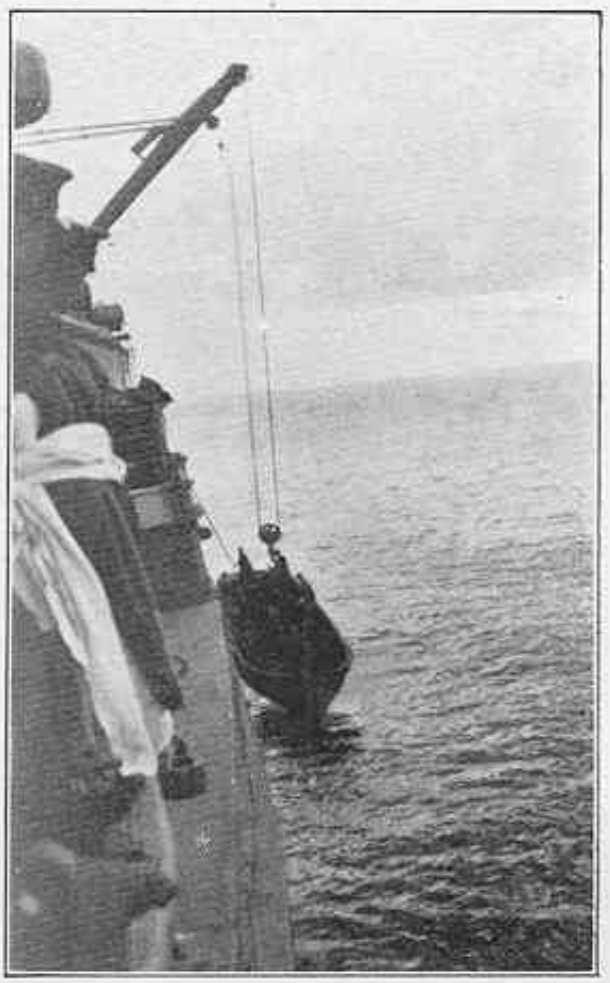
That the *Texas* did not get into action with the German High Seas Fleet was a bitter disappointment to her crew. From the day she put out of New York harbor on the first leg of her journey to the British naval bases in Scapa Flow and Firth of Forth until they had participated in the surrender of the enemy ships the men wanted a fight. Often enough the *Texas* tempted fate—and the German Navy—by sailing out into the cold gray reaches of the North Sea with some of her consorts ostensibly on a convoy trip to Norway but really in the hope of inducing the German fleet to come out from behind the powerful fortifications of Kiel and Heligoland.

Time after time the men, keyed to the highest pitch of excitement, with nerves jumping and hearts thumping, believed they were about to meet the foe. Time and again the Commander-in-Chief of the Grand Fleet, Admiral Sir David Beatty, would signal from his flagship, the *Queen Elizabeth,* for the ships to get underway and to stand out of the Firth of Forth, into the rough and tumbling waters of the North Sea, or out from Scapa Flow, with decks cleared for action, gun crews at their stations,

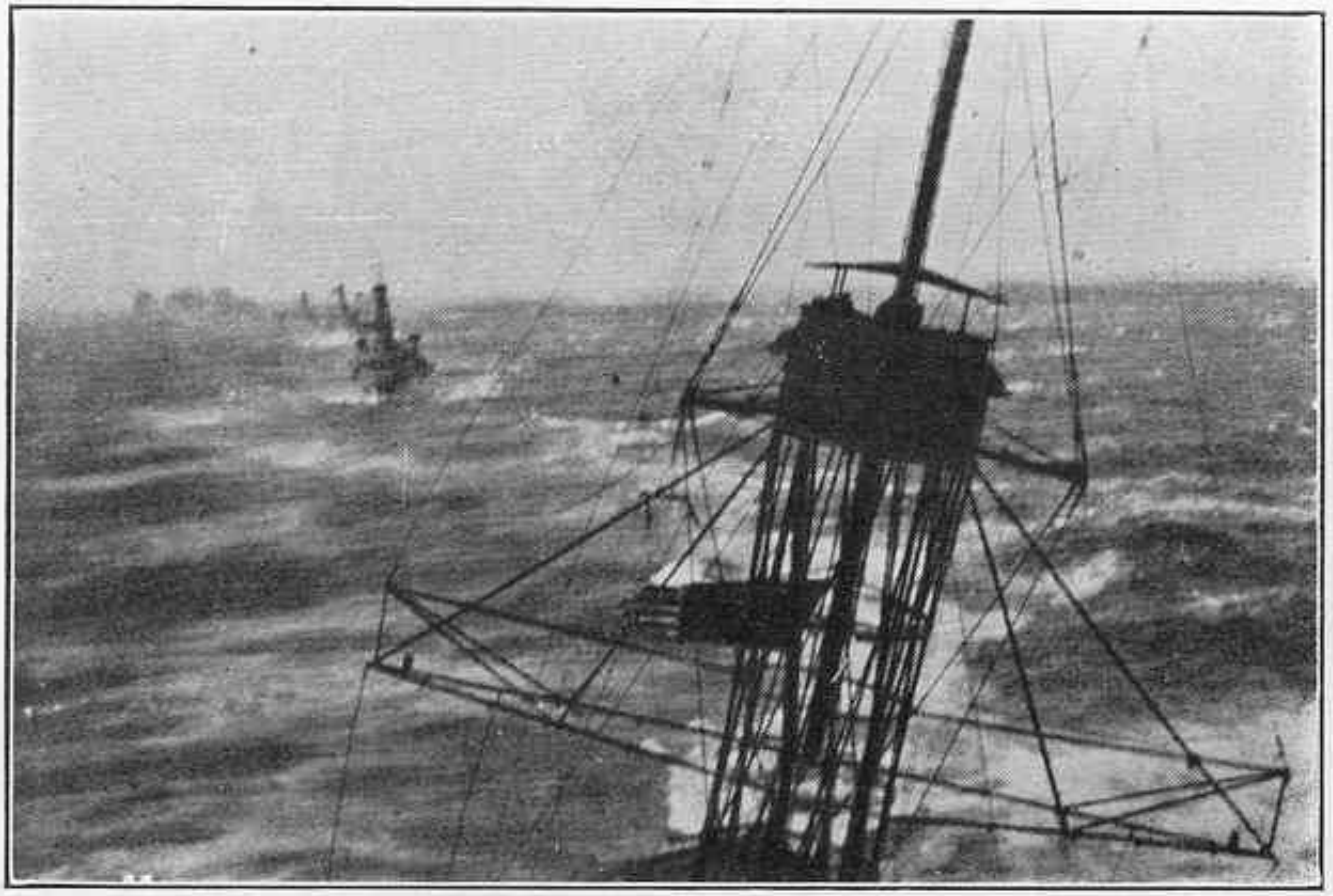
The Story of the U.S.S. Texas



Buster, with the *Texas* Through Thick and Thin



On the Way Home in Mid Ocean, Lowering a Boat to Send to the *Wyoming* for Mail



double forces in the engine rooms and stoke holds, and others manning the fire control stations, and the ships would go hurrying out with the "full speed ahead" signal fluttering from the forepeak of the flagship only to find that the Germans had turned and run from their Anglo-American foemen, afraid to meet the magnificently stern array of our battle fleet.

Sailormen of the old school have been wont to scoff at the youngsters of today who are manning the ships of the American and British navies and refer to the days when "wooden ships were manned by men of iron," but in the frigid temperature of the North Sea it took men of steel to man those ships of steel, the pride of the two greatest nations in the world.

The American sailors had much in the matter of tradition to uphold. The immortal words of Lawrence, "Don't give up the ship," and the inspiring words of Paul Jones, "I have just begun to fight"; these, coupled with the stirring words of Farragut at Mobile Bay, "Damn the torpedoes," inspired every man. Never was the Service of the Sea more fittingly represented in foreign water than was the United States by the ships of the Sixth Battle Squadron in which the *Texas* was a worthy factor.

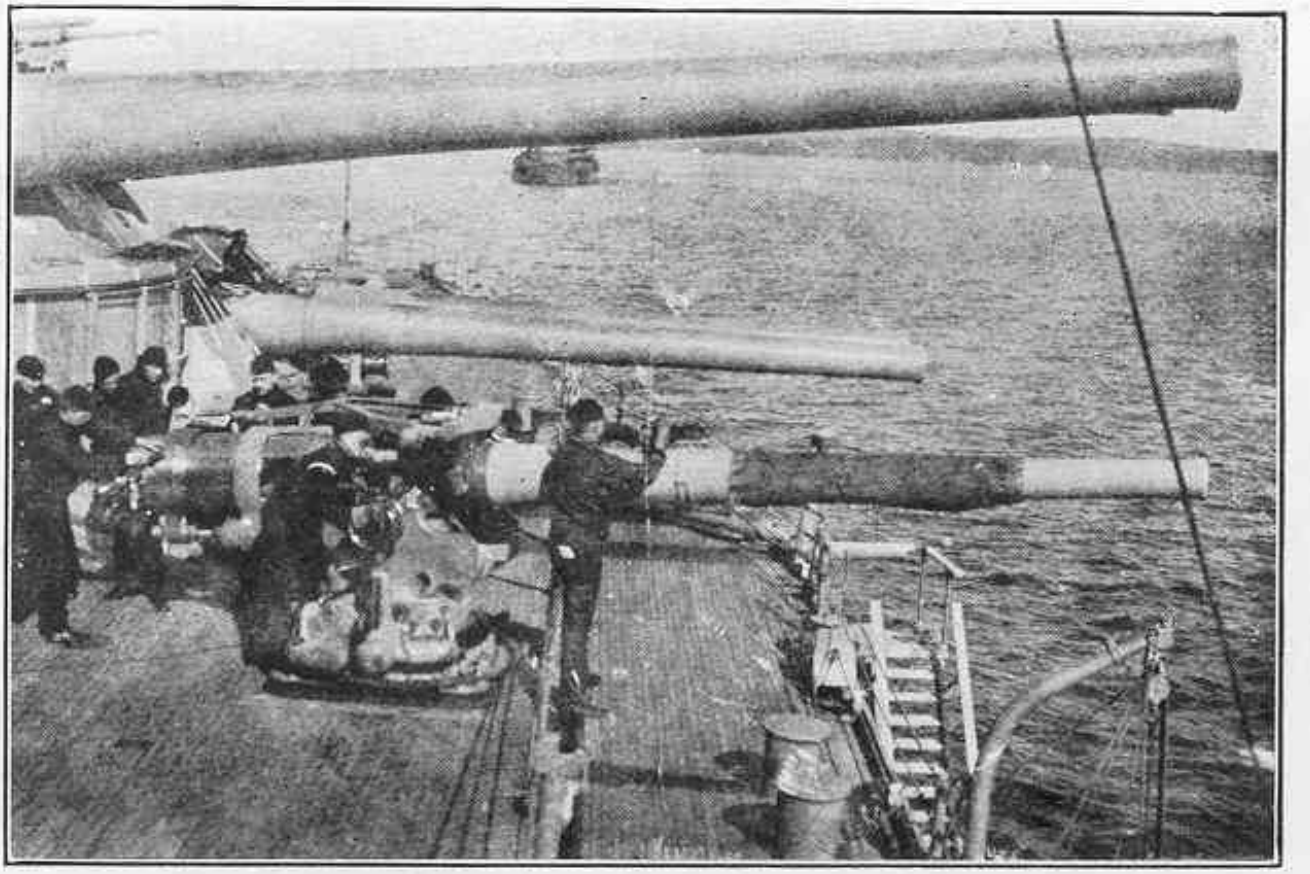
While we did not get into action with the German High Seas Fleet as we had hoped to, yet there were thrills a-plenty provided for us by submarines—German U-Boats that time and again bobbed up unexpectedly close to us, sending torpedoes our way to sink us.

SUBMARINES SIGHTED

The *Texas* had been with the Grand Fleet but a few days when the men were treated to their first thrill. The

fleet had taken the seas on news from the Intelligence Officers that the German High Seas Fleet was prowling about. It was the first trip out for the big American warship and she had been at sea only about eight hours on February 17 when a periscope was sighted on the port bow. Fire was opened and the periscope disappeared, but the destroyers, like angry hornets, swarmed about the spot dropping their "ash cans."

It was on the second convoy trip to Norway made by the Sixth Battle Squadron when an attack was again attempted by a U-Boat. The ships were well out in the North Sea on their way to pick up the convoy, when, at 4 o'clock in the afternoon, a submarine suddenly launched a torpedo at the American warship. It passed between the *Florida* and the *Wyoming,* and again the guns of the *Texas* barked their message of defiance and death at the spot



GUN IN ACTION AGAINST U BOAT, U. S. S. *TEXAS*

where the venturesome underseas warship had been seen. British destroyers hurried to the place and "ash cans" were hove over at a rate that must have been terrifying to the men in the submarine. As the exploding depth bombs shot up geysers of water the men on the *Texas* peered with anxious eyes for another glimpse of just a few inches of that periscope to pot away at again. But it never appeared. The boys of the *Texas* have their own ideas as to what happened to that particular U-boat.

Once while the Sixth Battle Squadron was protecting the American and British ships laying the mine barriers in the North Sea two submarines were sighted in one afternoon. This was on June 30, and each time the U-Boat was astern of the *Texas,* evidently endeavoring to creep up close enough to send home a torpedo. Again the destroyers raced to the spot with depth bombs and again the underseas craft disappeared. But the danger had been there and it would appear that at least two U-Boats had been assigned to "get" the *Texas* that afternoon or perish in the attempt—they didn't get the *Texas.*

FIRE DISCOVERED

Fire that broke out in a compartment under one of the magazines on the night of October 9, might have caused the destruction of the ship had it not been for the cool and efficient work of the officers and crew.

There were other perils, but they were more or less accepted by the men as matter of course. German aeroplanes were a possibility and the anti-aircraft guns of the *Texas* were kept ready for use on the shortest possible notice. Zeppelins had passed over parts of Scotland near

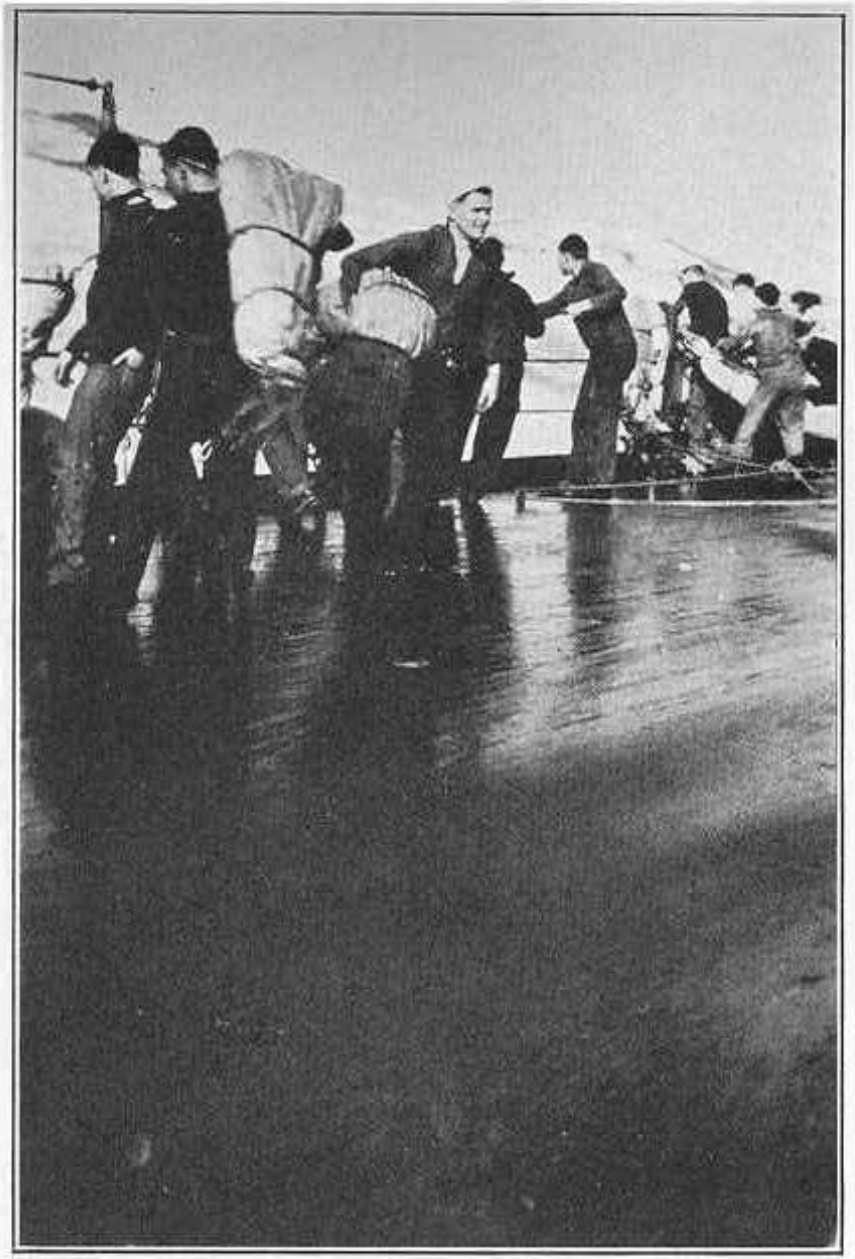
the bases of the Grand Fleet and as it was quite evident that the Germans knew where the Allied fleet was based, an air raid was ever a possibility. Storms—the North Sea never seemed to be without them—were of a character that would make the heart of the landsman quake, but the farm and city boys from the states who manned the *Texas* were game. They acquired knowledge and proficiency rapidly and the North Sea and the storms had no terrors for them.

CAREER OF THE TEXAS

The *Texas*, 27,000 tons, was launched at Newport News, May 18, 1912. It was the biggest and most powerful superdreadnaught in the world. She was launched thirteen months from the date her keel was laid—a remarkable record and a fine tribute to American shipbuilders. The contract price for building the *Texas* was $5,860,000. She was equipped with reciprocating engines, the experts in the Navy Department having decided to abandon turbines for the reciprocating engines on the grounds of increased efficiency.

The *Texas* was the first ship in the world to carry 14-inch guns. These were the biggest guns in the American Navy. The best that the British Navy had at the time were their 13.5-inch guns.

Great crowds assembled at the yards of the Newport News Shipbuilding Company to see the launching of the *Texas*, among them many distinguished persons. President Taft was prevented from attending by the fact that he was on a tour of the Middle West. He was represented by Secretary Meyer, who came down from Washington



WHEN IT BEGINS TO GET ROUGH



JIM AND THE PADRE

with his family and his Naval Aide, Lieutenant-Commander Palmer, on the Presidential yacht, *Mayflower*. There were U. S. Senators and Representatives, most of the heads of the naval bureaus and Governor Colquitt of Texas, with a numerous delegation from that State; Governor Mann of Virginia, with his staff, and last, but not least, little Miss Claudia Lyon, daughter of Colonel Cecil Lyon, Republican National Committeeman from Texas, sponsor of the *Texas*.

ARRIVAL IN NEW YORK

The first time the *Texas* arrived in New York harbor was a notable occasion. This was on March 27, 1914. She tied up beside her dreadnaught sister, *New York,* at the Brooklyn Navy Yard. The *Texas* was brought to Brooklyn to prepare for her trial trip. She came from Hampton Roads under her own steam, and her officers declared that she had made "better" than 22 knots an hour, but her first official trial was to be off Rockland, Maine, the course used by all big sea fighters.

From the quarterdeck of the *New York,* Commandant Gleaves of the Brooklyn Navy Yard and his aide, Lieutenant Newton, watched the big ship come into the yard. As soon as she was tied up, the commandant went to his office to await the official call of Captain Grant, who had brought the *Texas* from Hampton Roads.

On Sunday afternoon, March 29, the *Texas* was the mecca for nearly 17,000 persons, the largest crowd to visit the Navy Yard in one afternoon. On the right of the *Texas* was the *New York* in course of construction.

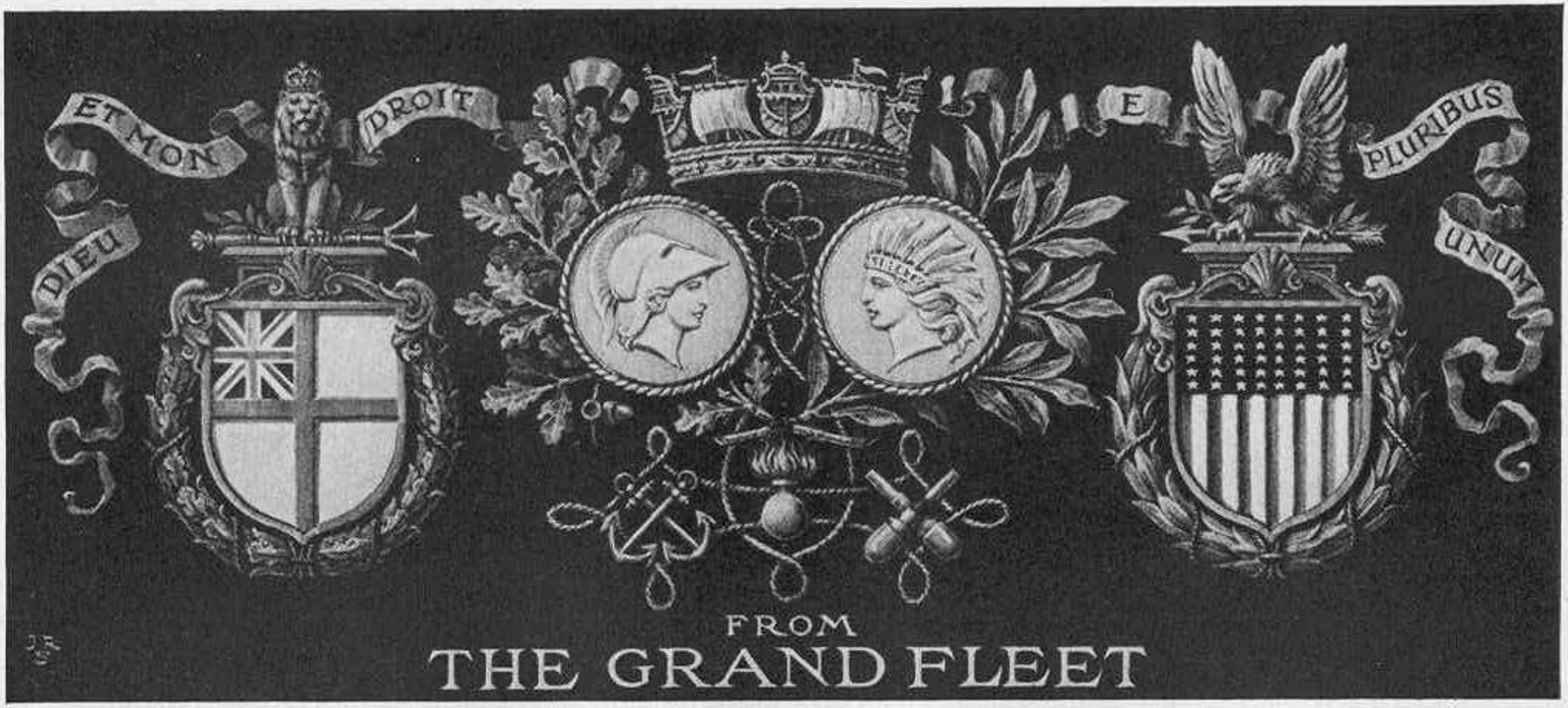
The batteries and masts of the Arkansas docked nearby looked old-fashioned as she was contrasted with the *Texas* and the *New York*. Still further across Wallabout Bay could be seen the old *Ohio* which was due to go into reserve as soon as the *New York* was commissioned. The *Ohio* was no "baby ship," but she was small compared with the *Texas* and *New York*.

One of the "banner" days in the life of the *Texas* was May 6, 1914, when the graceful sea-fighter was presented with a silk ensign, 18 feet by 9 feet, the gift of the Texas Club of New York City.

Headed by its vice-president, Mrs. William J. Harding, wife of Colonel Harding, a past commander of U. S. Grant Post No. 327, the Texas Club was received on board and cordially welcomed by Captain and Mrs. A. W. Grant and the officers of the ship and their wives. The formal presentation took place on the quarterdeck. In turning over the flag to Captain Grant, Mrs. Harding said:

"Captain Grant, as native Texans, we wish to show our patriotic interest in the great battleship named for our State. So we come to you with a gift that you and your officers and men will, we know, defend to the extent of even giving up life itself. We feel that the noble example of those brave Texans who courageously defended the Alamo and were victorious at San Jacinto in the Texas War for Independence, when fighting against the same Mexican foe which is now defying our country, may be an inspiration to the officers and men who man this ship.

"No need for us to say, 'Take good care of our flag.' Upon the ensign which we are giving you one of the stars in the cluster of stars, which adorns it, represents our



LETTER-HEAD USED IN THE FLEET

State, where it appears as the twenty-eighth in that great galaxy. We shall follow you and your ship and its flag always on your many voyages with our earnest good wishes as patriotic Americans. And now we wish you Godspeed.

"In the absence of our President, Mrs. Sevier, it gives me great pleasure to present to you and your ship, in the name of the Texas Club of New York City, this United States flag—emblem of sweet liberty—the Star Spangled Banner."

In responding, Captain Grant said the flag would be highly prized as coming from Texas and would be zealously defended. "There is no white bunting aboard the *Texas,*" he added and the crowd roared its approval.

The *Texas* then took her place with the Fleet. It is not intended to go into this part of her history very deeply, for this is to be a history of the *Texas* "over there." Suffice it to say the *Texas* won two "meat-balls" (Battle Efficiency Pennants), two gunnery trophies, led the Fleet in engineering one year and was "runner-up" another. Her record has been the most splendid, probably, of any ship in the Navy, and certainly of any dreadnaught or super-dreadnaught.

OVERSEAS

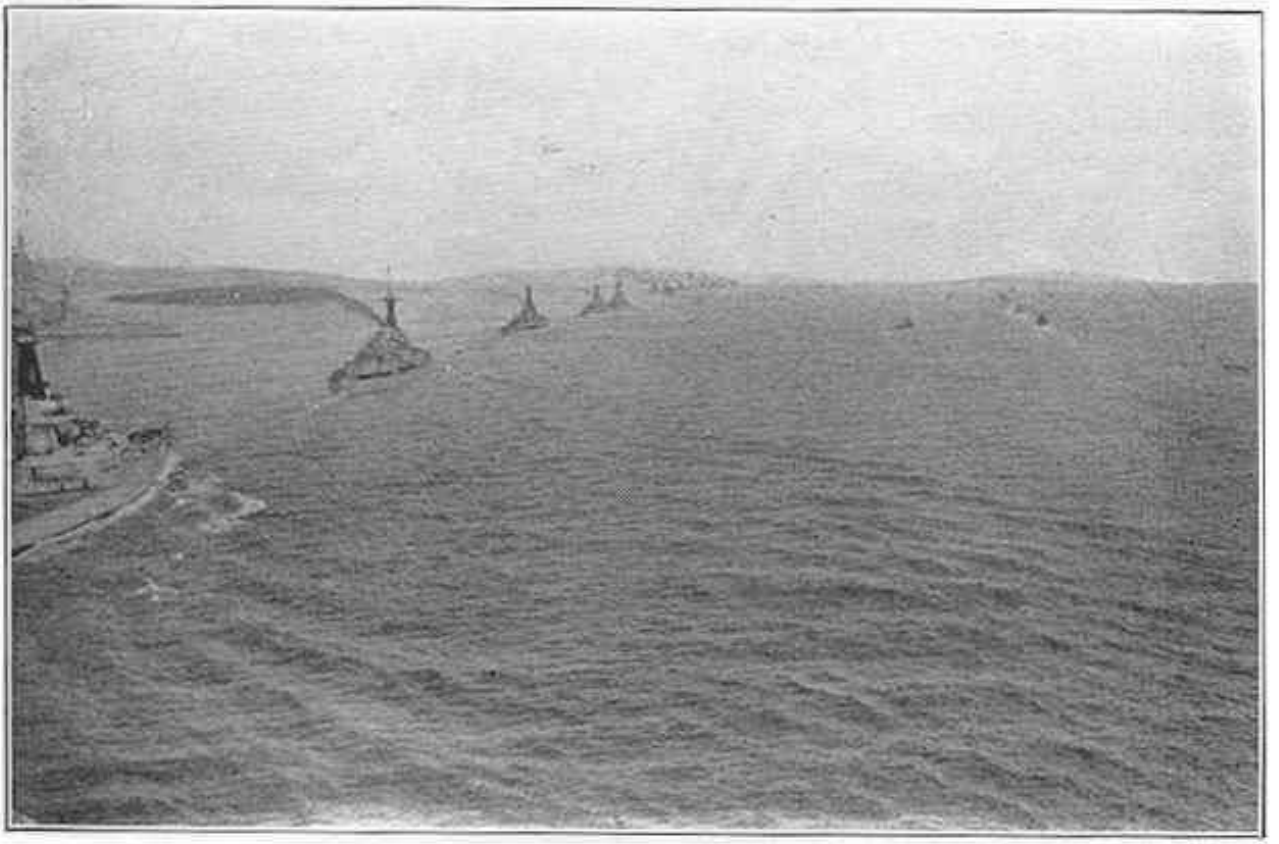
In the month of January, 1918, the *Texas* was with the fleet in the York River, Va. The fleet put to sea for a week's maneuvers, and at the conclusion of the maneuvers returned to Yorktown, but the *Texas* proceeded alone to New York on confidential orders to prepare at once for overseas duty. The *Texas* arrived at the Brooklyn Navy Yard in the early part of January, and after a hurried period of fitting out in which the work was rushed day and

night, she set sail January 30 at 11 a. m. in command of Captain Victor Blue, U. S. Navy, for a destination that was not made known to the officers and men until the vessel was half-way across. Then it was disclosed that the Superdreadnaught was bound for Scapa Flow to join the British Grand Fleet.

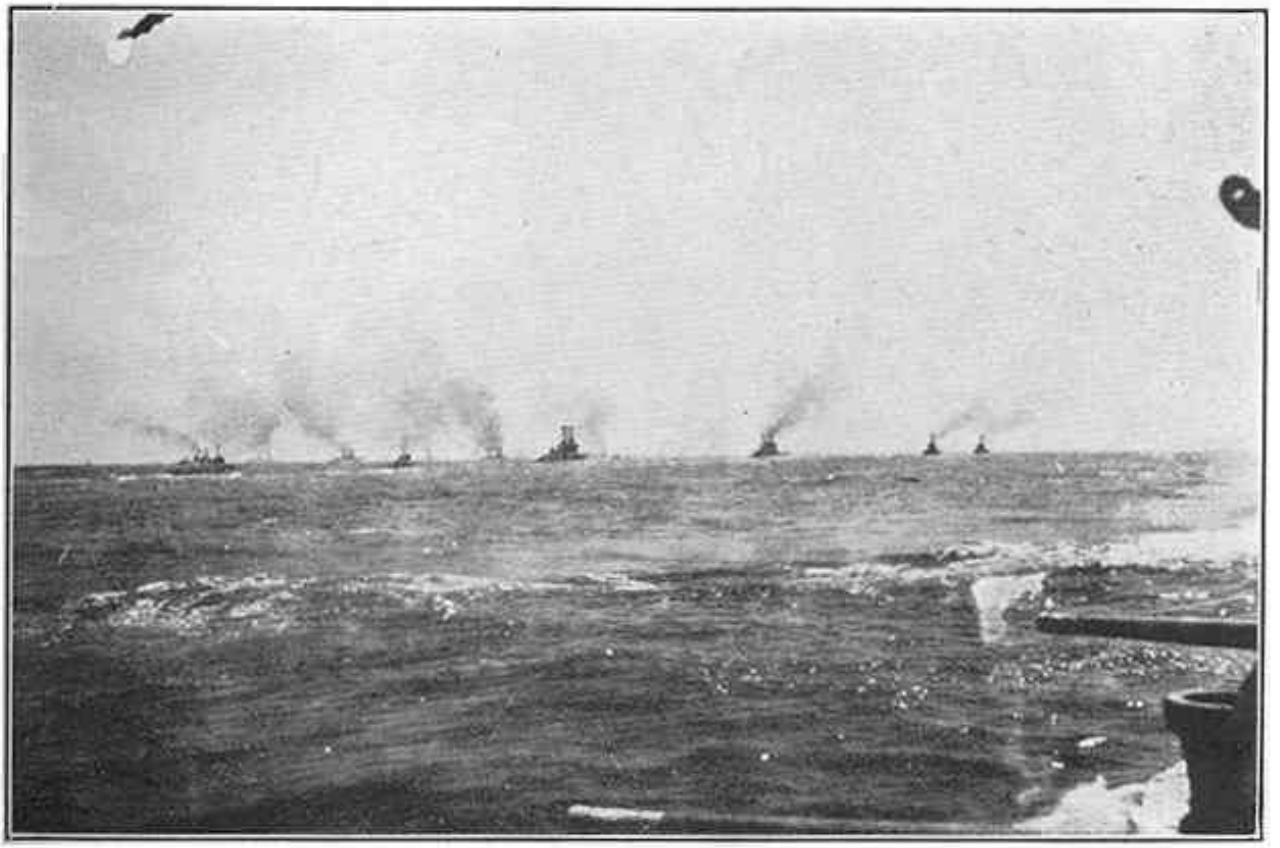
The Destroyer *Stockton* convoyed the *Texas* for seven days and the rest of the eleven days, that it took her to make her destination, she was alone. She ran straight over until she was about 500 miles off the coast of France and then turned north up past the coast of England and Scotland. On the morning of February 11, at the western entrance to Pentland Firth, the *Texas* picked up her convoy, three British warships, *H. M. S. Blonde,* a light cruiser and two destroyers, the *G* 38 and *G* 42. The Blonde signalled for the *Texas* to follow her through a channel from which 300 mines had been swept the day before, and close at her heels the crew caught their first glimpse of land at 8:15 o'clock in the morning, a long vista of snow covered mountains.

As the *Texas* steamed through Pentland Firth the land gradually unfolded itself to the eye, showing the high cliffs of Scotland on the right and the barren expanses of the Orkney Islands on the left. The desolate barrenness of the land was not apparent at first, and it was not until the *Texas* turned into Scapa Flow that this grim, bleak land was made out. Not a tree could be seen on the whole expanse within view, it seemed a vast area of heather and peat.

It was blowing a hurricane the day the *Texas* arrived, and from that day on until the day the warship bid the



GRAND FLEET STEAMING OUT TO SEA, FROM THE FIRTH OF FORTH



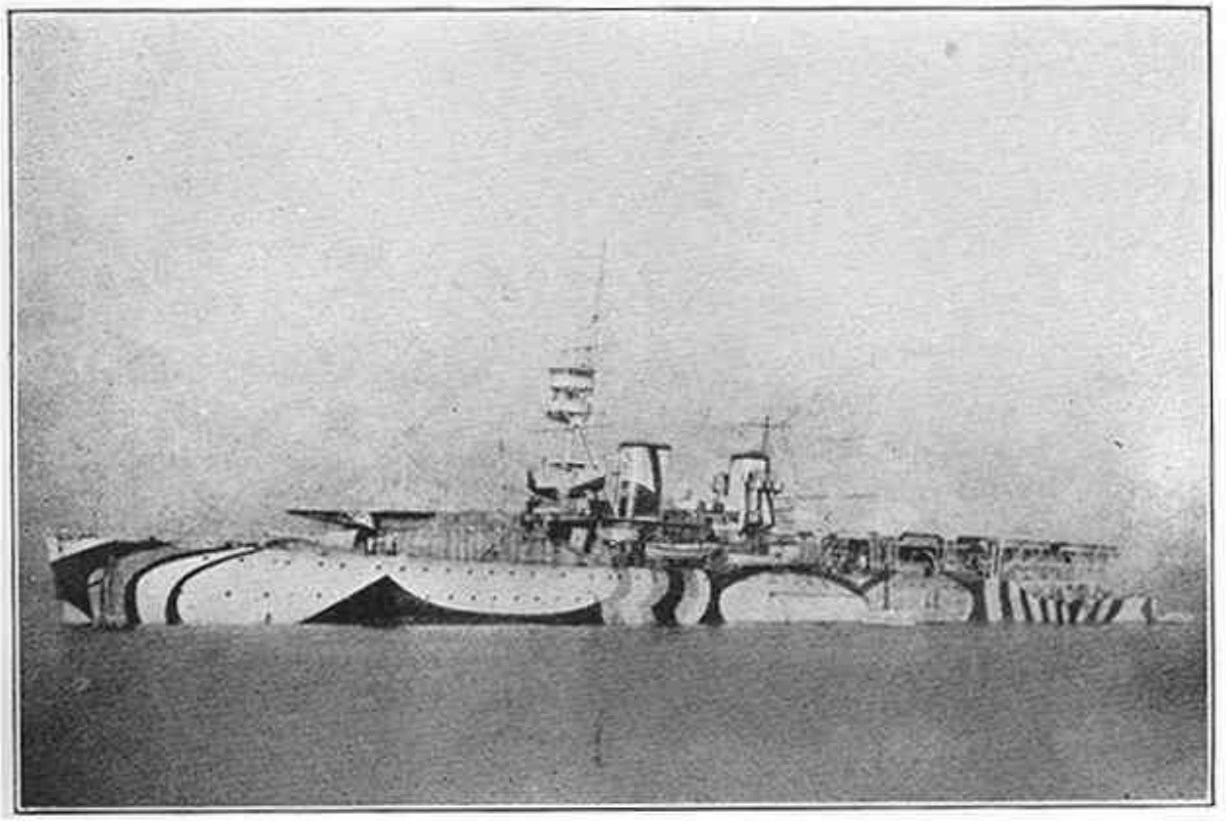
SOME OF THE GRAND FLEET AT SEA

base goodbye for her homeward voyage, the wind never seemed to have let up for a minute. Even on those rare occasions when the sun would break through the bleakness of the sky, the wind continued howling—always and forever blowing.

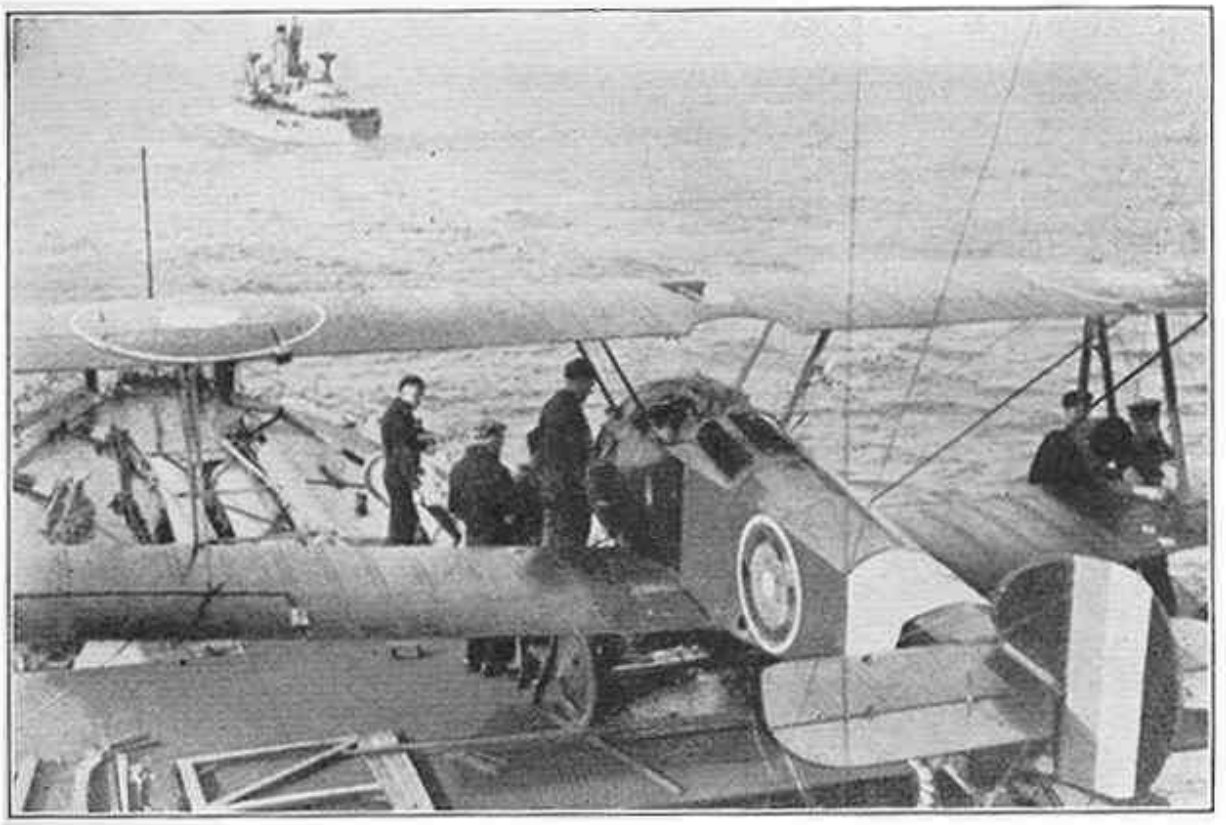
Scapa Flow itself is a huge harbor in the center of the Orkney Islands, almost landlocked except for the narrow passage through which the *Texas* had entered. It made an ideal naval base, for it was absolutely impossible for an enemy to reach the fleets unheralded, and in addition had several channels for exit. The harbor is almost round and about twelve miles in diameter. In the very center of the harbor was a projection of rock that is known as the Barrel of Butter, and it was around this projection that the Grand Fleet always made one complete turn before steaming to sea in order that the long line of vessels might



ON THE WAY OVER DURING A STORM



H. M. S. *VINDICTIVE*, AN AEROPLANE CARRIER



OUR AEROPLANE ON THE FORWARD TURRET

be straightened out and the various units take their proper places before proceeding into the open water.

THE BRITISH GRAND FLEET

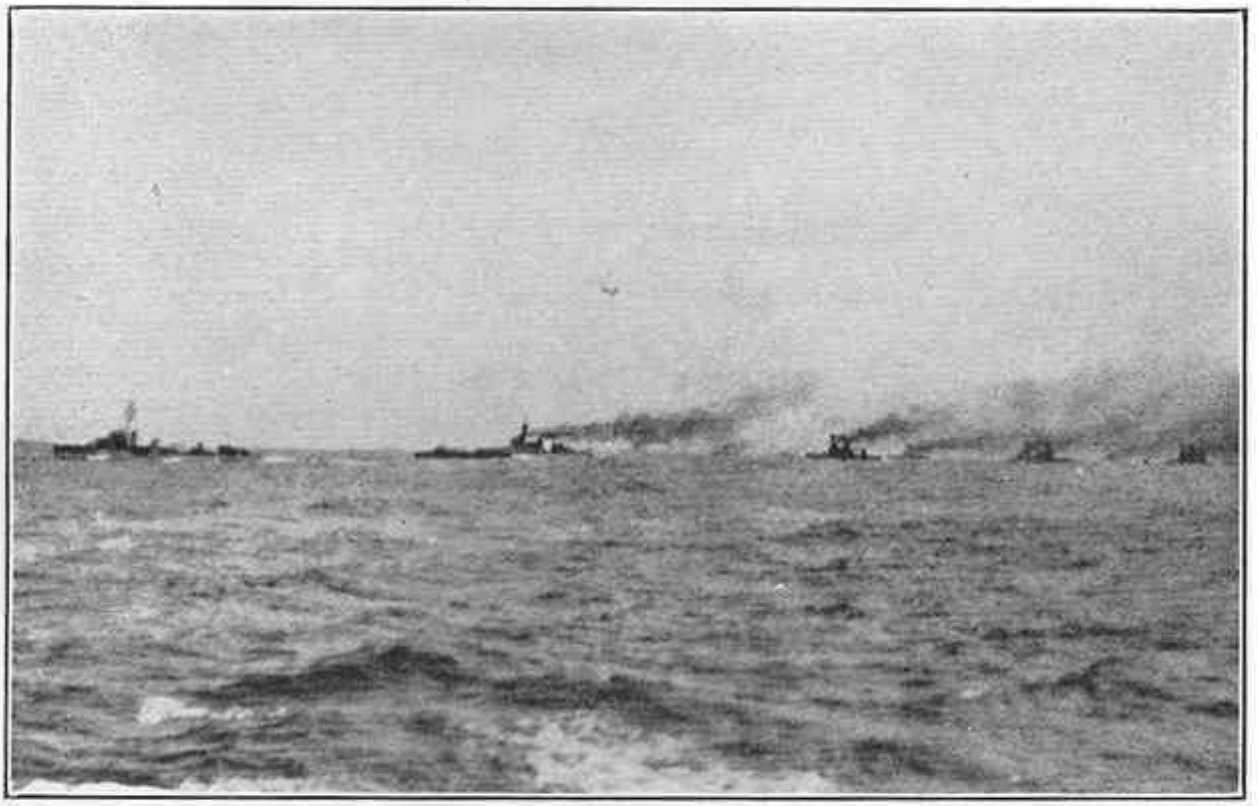
Scores of mine-sweeping trawlers were passed as the big ship swept into the harbor, and at 11:30 the *Blonde* turned and led the *Texas* through three sets of nets. Then it was that the wondrous spectacle of the great British Grand Fleet was revealed in all of its massive grandeur. These vessels, well over a hundred, were riding lazily at anchor here and there with a fast moving destroyer, a chugging patrol boat or perhaps a lithe, trim cruiser getting under way, or moving through the lanes of the vessels on an errand of some sort.

Beyond the Grand Fleet could be seen faintly at first, the American dreadnaughts that had preceded the *Texas* to the rendezvous, the *New York,* the flagship of Admiral Hugh Rodman, the *Wyoming, Florida* and *Delaware.* As the *Texas* passed the British ships they saluted and as the anchor was dropped the crews of the American and British war-ships cheered each other generously. The men thought that after their long journey they would now be accorded a period of rest, but they were sadly disillusioned, for in the late afternoon of the same day a collier came alongside and the bane of the "gob's" existence, coaling ship, began.

The first night in port was spent in coaling the *Texas,* and this work continued until 11 o'clock the next morning, while the balance of the day was devoted to cleaning ship, known technically in the Navy as "field day." That day the crew of the *Texas* learned that the American ships

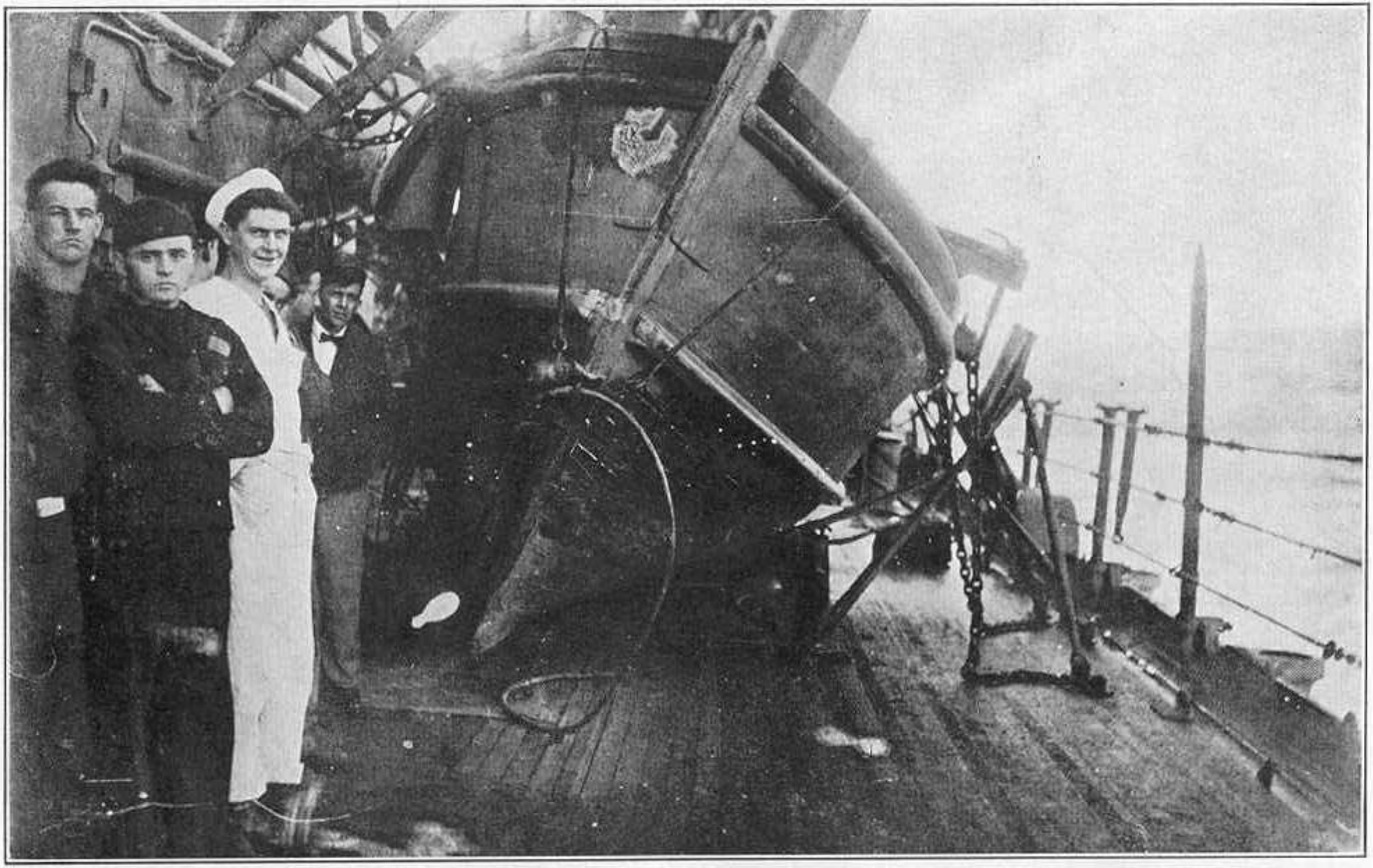
with the British Grand Fleet formed the Sixth Battle Squadron of the fleet. The *Texas,* along with the other American vessels, now practically lost her identity as an independent unit.

Another day was devoted to cleaning up, and members of the crew who were not busy spent their time in watching the ships of the Grand Fleet maneuvering; observing the huge kite balloons in the air and the numerous aeroplanes that went humming and winging on their various



PART OF THE GRAND FLEET AT SEA

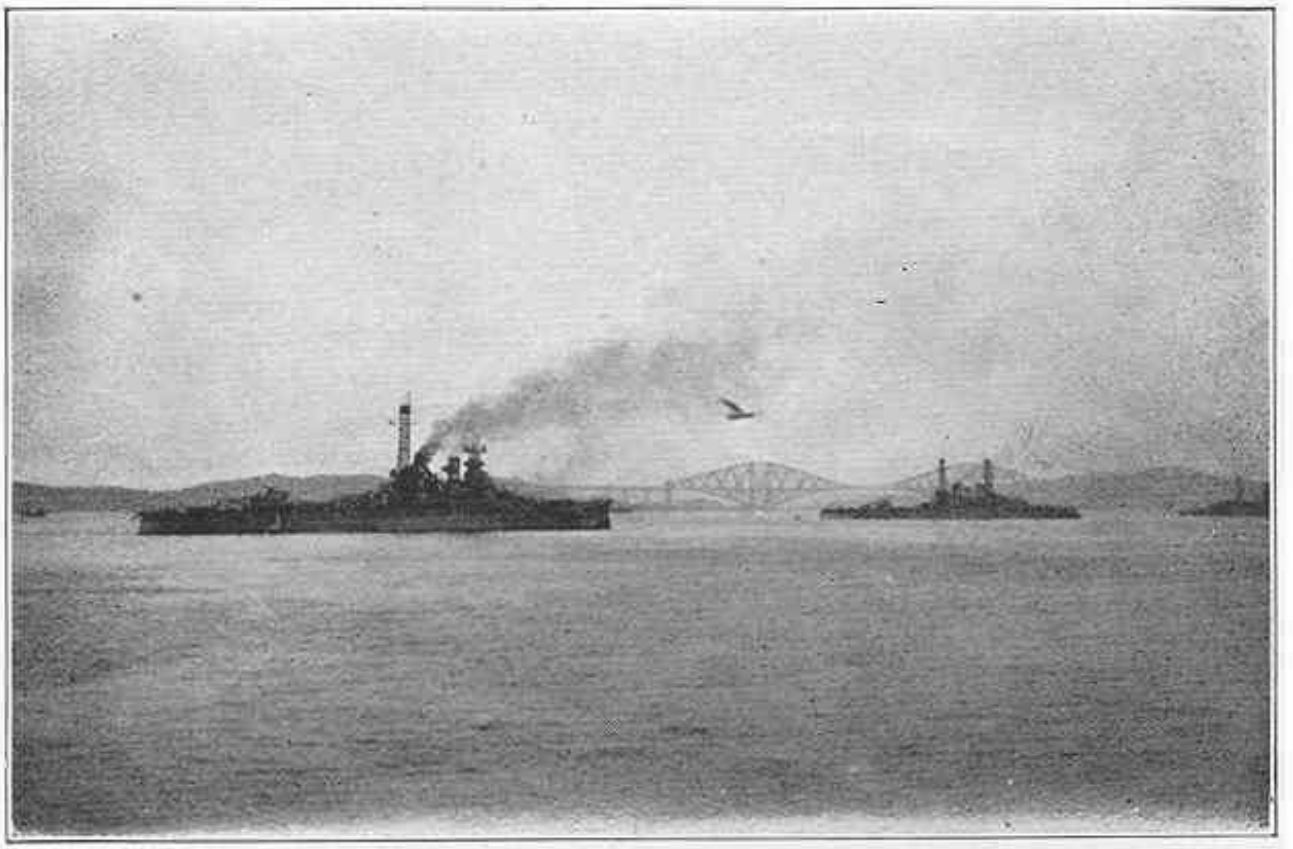
errands. Numerous British officers came aboard to pay friendly calls and give the latest Yankee arrival the "once-over." Three-days'-old newspapers arrived this day from London, Glasgow and Edinburgh and the next few days were put in by the officers and men in reading these papers, writing home and attending to the multitude of small matters that a navyman finds to do in his leisure hours.



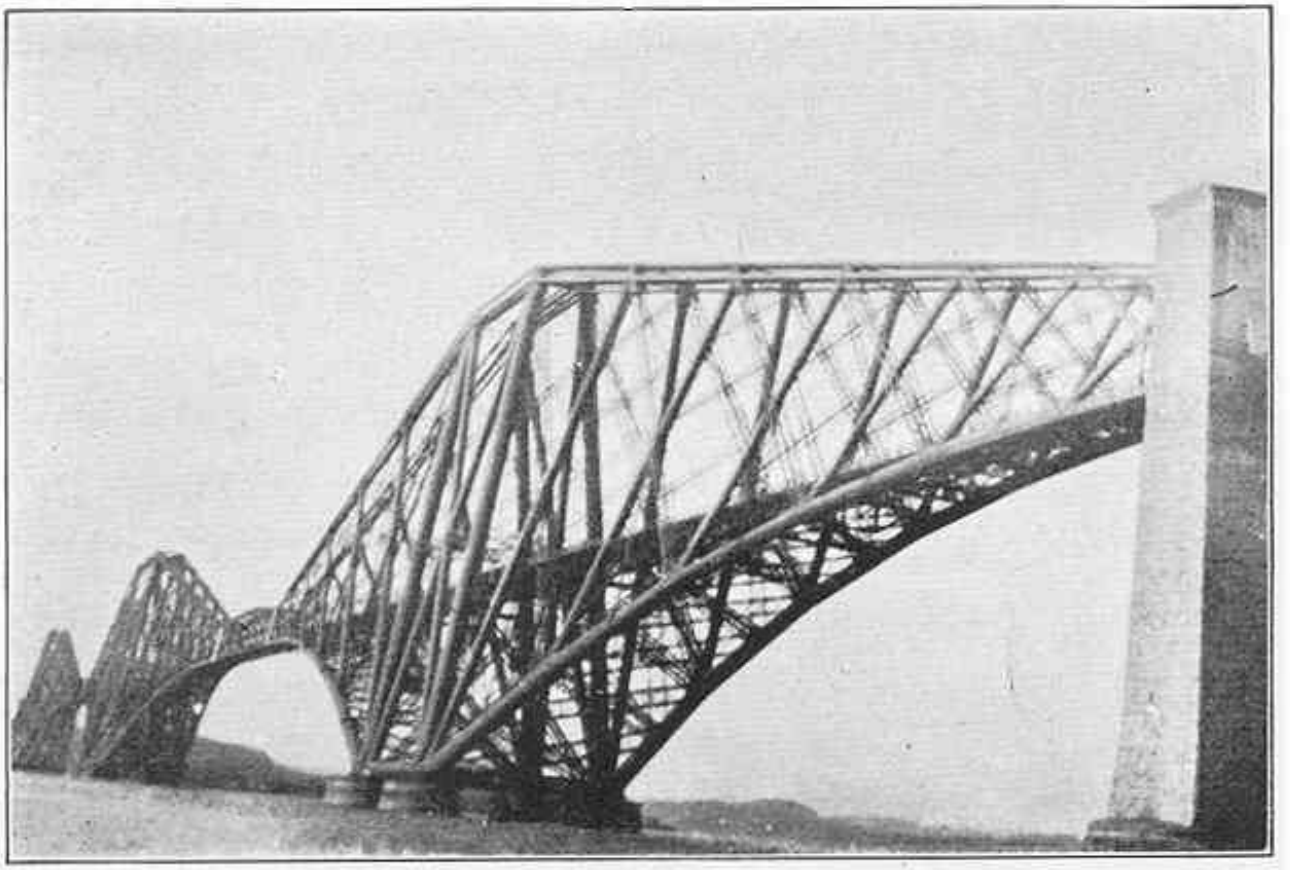
TAKEN ON THE WAY OVER. AFTER A STORM. THE SECOND STEAMER WRECKED BY A WAVE

At one o'clock in the morning of Saturday, February 16, orders came to prepare for sea, followed almost immediately afterward by further orders to "expedite" and to "clear ship for action." It was pitch dark and blowing hard, and it was not permitted to show lights of any sort. The "gobs" were all thrilled with excitement. By three o'clock the *Texas* was under way and stood out of the harbor in her regular place in line in the Sixth Battle Squadron, which squadron closely followed the five British battle squadrons out to sea.

News had been received that the German fleet was out, but none of those on the *Texas* knew this until several days later. General quarters was sounded, which meant to close all water-tight doors and hatches and to man all guns. Once out through the nets the fleet turned east into the North Sea. The night was extremely dark and it did not begin to get light until about 8 o'clock and was blowing hard with the sky overcast and the seas rough. At about 8:30 the ships ahead of the *Texas* suddenly swung out of line and at the same time the *Texas* sighted a periscope about 1,000 yards on the port bow. The *Texas* sheered out, loaded the only two guns that could bear on it and fired one shot from No. 20 gun. The shot fell short, but eight or ten Destroyers hurried to the spot and dropped depth bombs and the periscope immediately disappeared. That was the last that was seen of that particular U-Boat. The squadron reformed and continued on its course. Nothing eventful happened the rest of the day, although the wind continued blowing hard and seas were constantly coming over. At about 3 p. m., in response to a signal from the *Queen Elizabeth,* the British flagship, the whole fleet



PART OF THE AMERICAN SQUADRON AT ANCHOR IN THE FIRTH OF FORTH



THE GREAT FIRTH OF FORTH BRIDGE

changed course and headed back to the base. This course was held until 1 o'clock the next morning when the Orkney Islands came into sight and the whole fleet put into Scapa Flow. The Grand Fleet had gone almost across the North Sea, turned around and come back again. It had been within forty miles of a part of the German High Seas fleet, but the men on the *Texas* did not know it at the time.

ENGLISH PRAISE

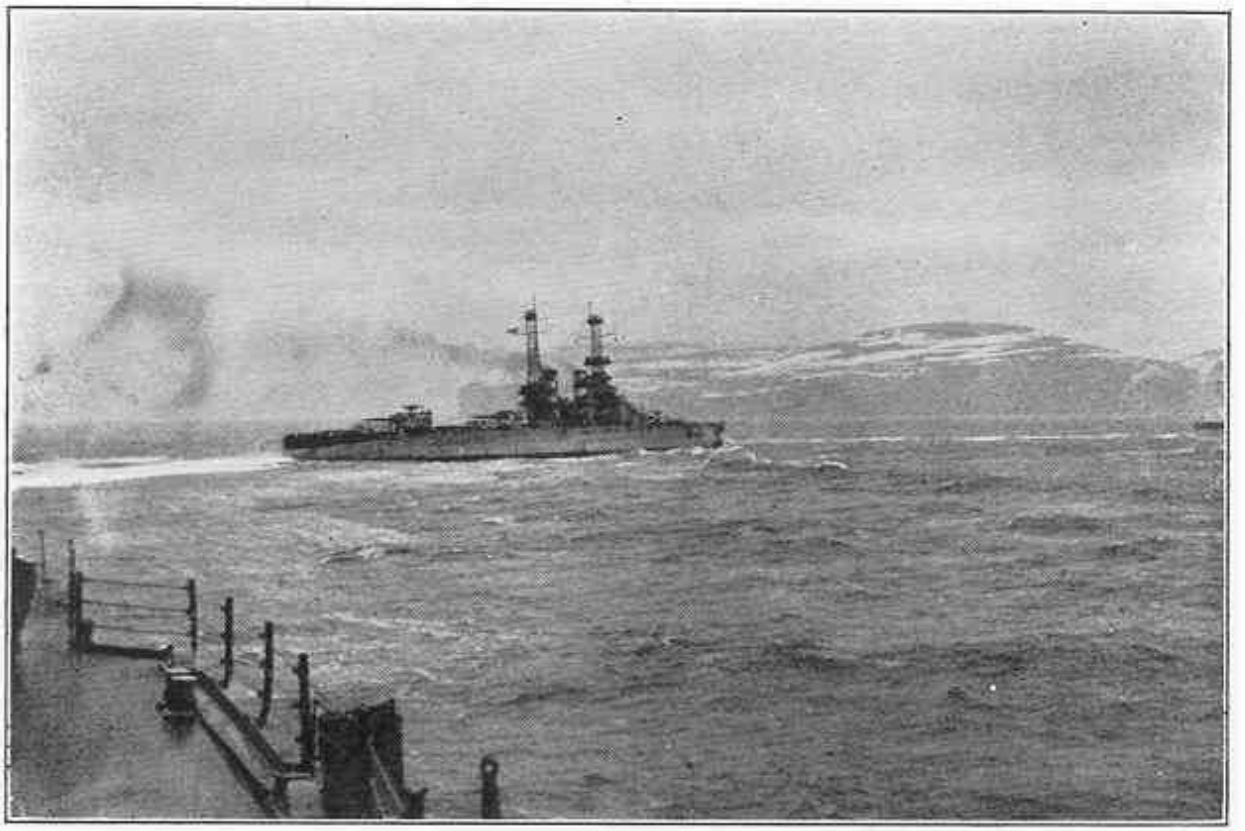
An English paper printed the following about the *Texas* after our run with the fleet:

"One American battleship, crossing the Atlantic alone and arriving at the base only a few hours before the Grand Fleet was ordered to sea on what at the moment looked like the hottest kind of a Hun scent, made a great hit with the sport-loving British by replenishing her bunkers with a wildly rushed coaling and raising steam in time to get under way and swing into line with her sisters who had been grooming themselves for just such an event for many weeks. The next morning I was standing on the bridge of a British superdreadnaught with a historic name, when the Admiral read out a signal from the Fleet flagship which made it appear likely that an action with the German High Seas Fleet was but a matter of a few hours. Walking out to the end of the bridge, he turned his glasses back to where, steaming hard in line ahead, the American ships were coming up in perfect station on our starboard quarter. Running his glasses back along the line, he rested his glance for a moment on the last ship.

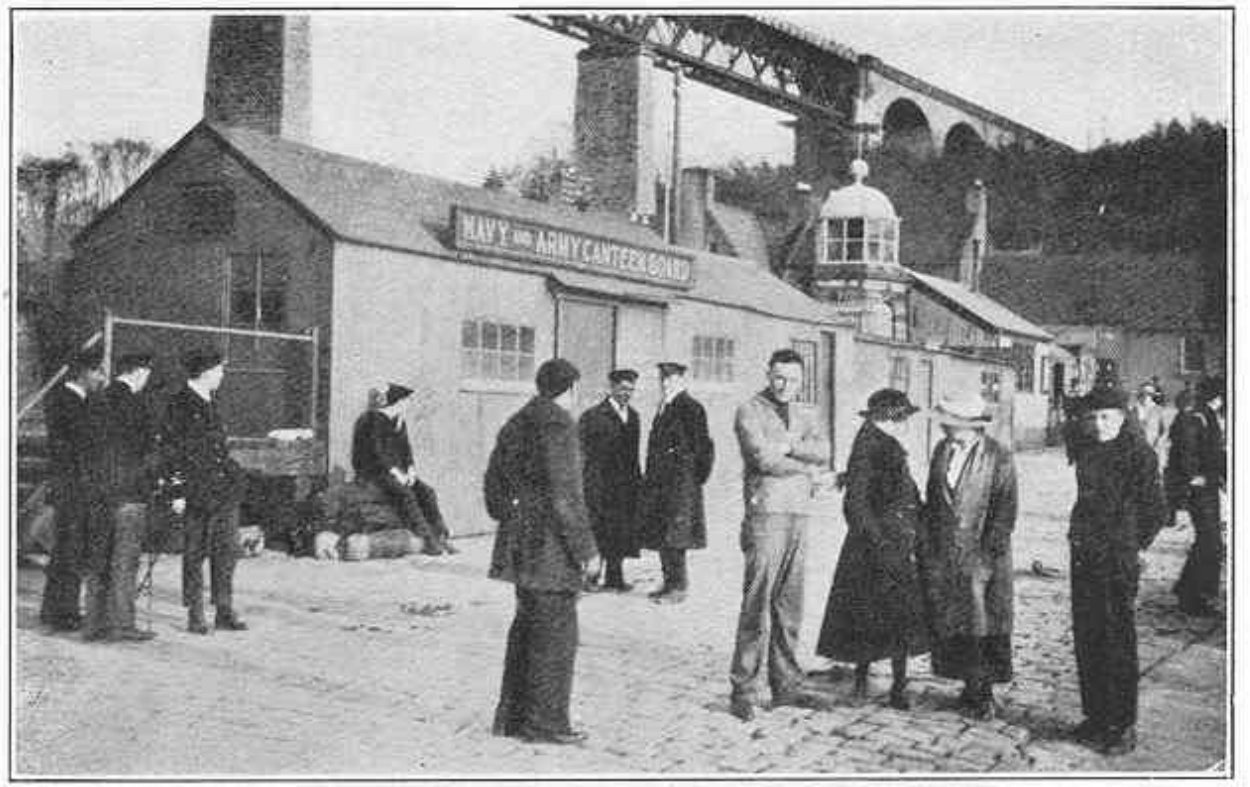
"'There's the good old *Texas*,' he said with an affectionate smile, 'not an inch out station, and steaming with the best of them. You'd never think to see her that she was bucking the swells of the Atlantic at this time yesterday morning. My word, what a stroke of luck for her if she *does* happen to stumble in her first twenty-four hours with the Grand Fleet into what the rest of us have been waiting four years for!'

"It turned out to be the same old disappointment, after all, this time as so many other times, but the plucky bid the *Texas* made for a chance of participating in *der Tag* pleased the British mightily, and won her at the outset a high place in their esteem."

There was to be no rest for the weary. At 6 a. m. all hands were routed out to find a collier alongside and coaling ship began all over again and lasted until noon. This constant coaling ship was necessary because of the orders of the Flagship that no vessel in the fleet should permit its fuel to fall below 71 per cent. of its bunker capacity, irrespective of whether it was a coal-burning or an oil-burning vessel. Orders came to place the fleet on two and one-half hours' steaming notice. Then came the usual "field day" that always followed coaling. The next day at noon the Sixth Battle Squadron got underway and circled around inside of the Flow exercising its paravanes. Paravanes are torpedo-shaped cylinders, about 15 feet in length, two feet in breadth, with a broad fin extending out on each side about two feet. Paravanes are towed one on each side of the ship by a wire cable attached to the ram. The tendency of the fins is to hold the paravanes away from the side of the ship, the faster the vessel travels



ENTERING SCAPA FLOW

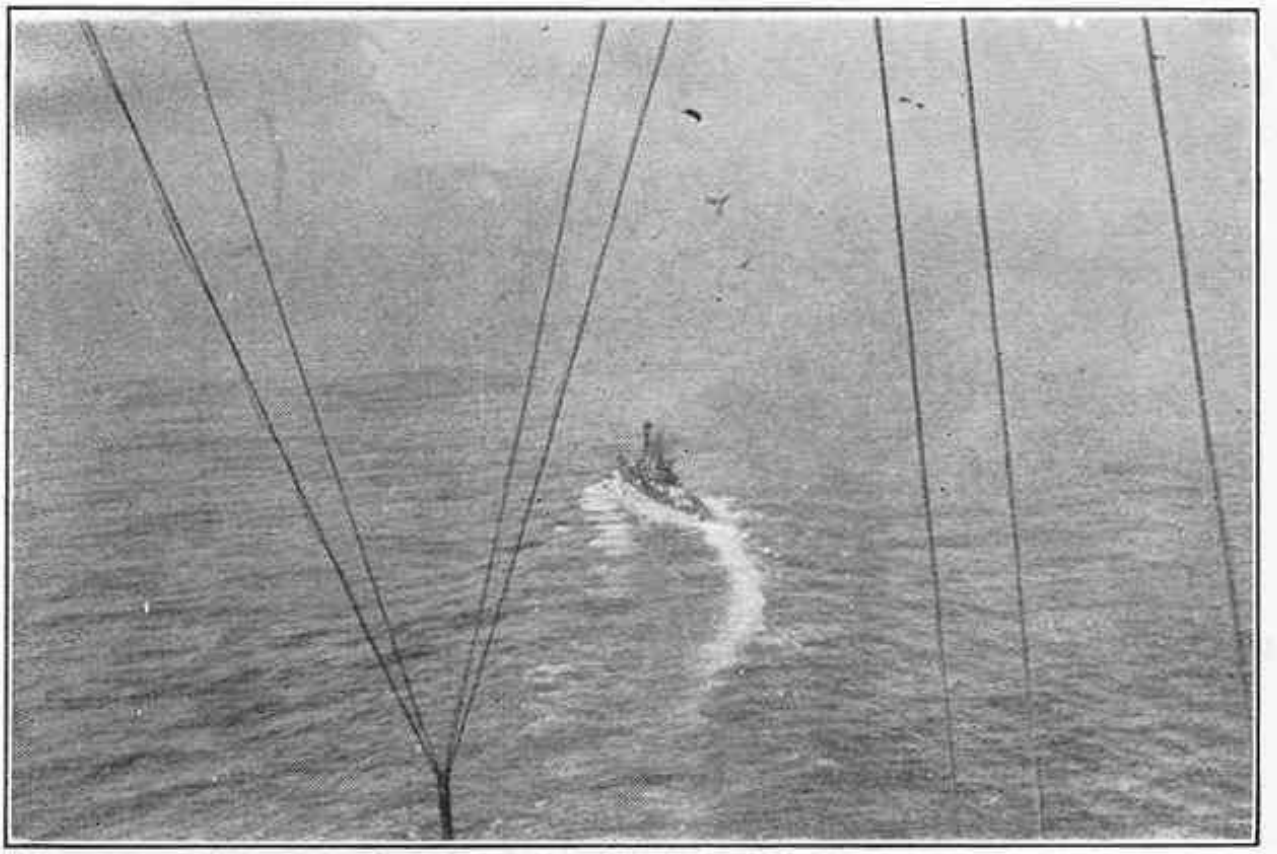


ON THE DOCK AT SOUTH QUEENSFERRY

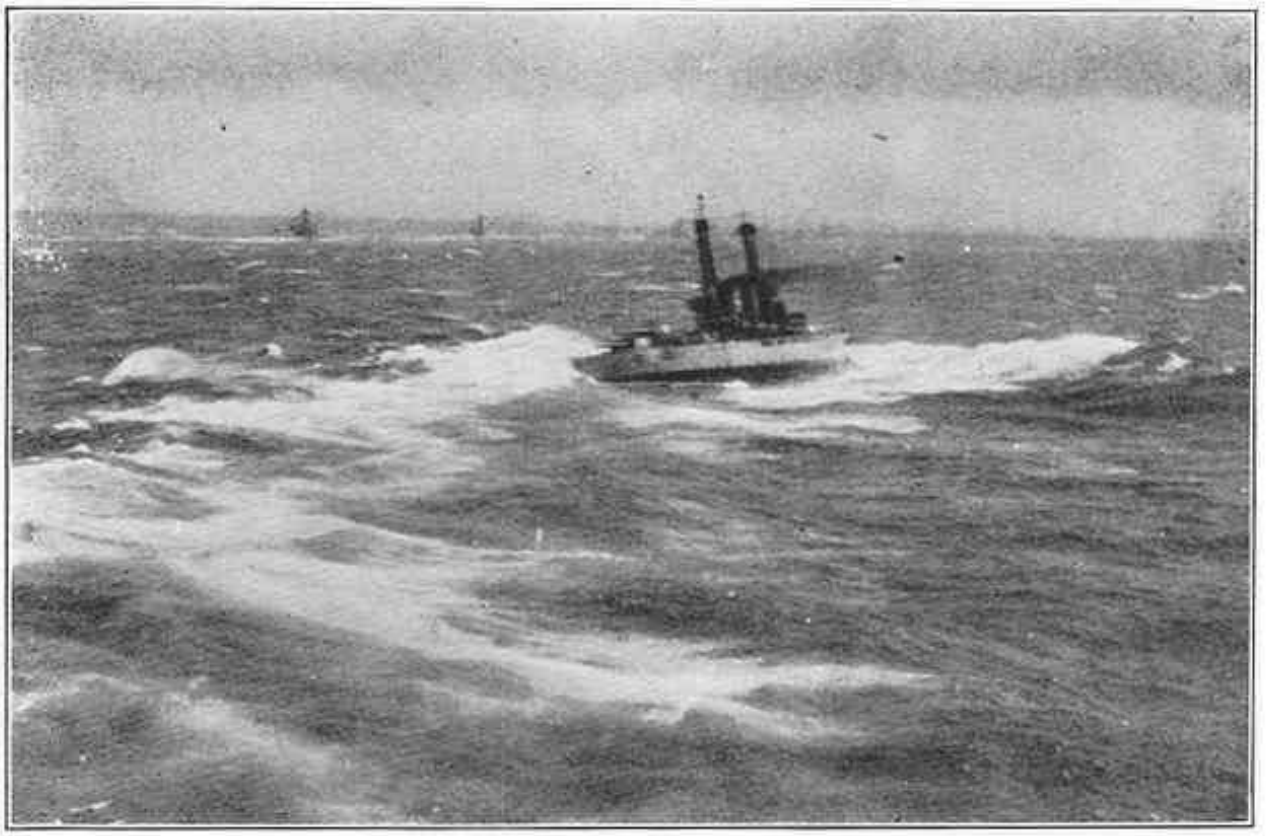
the further the fins shove the paravanes from the craft. They are regulated to swim at a depth of five feet below the draft of the ship. The cables which tow the paravanes are intended to foul any anchored mine that may be in the ship's course, cut the cable which anchors the mine and bring the mine to the surface harmless.

On the following morning the *Texas* got underway and fired torpedo defense practice, all of the 5-inch guns firing five rounds at ranges from 5,000 to 8,200 yards. On the following day the *Texas* got underway again about 9 a. m., stood out through the nets and headed for the western end of Pentland Firth for 14-inch target practice. Arriving at the range about 11 a. m., 55 rounds, reduced charge, were fired at a mean range of 10,800 yards, the speed of the ship being 19 knots, but the result of this practice was poor as the majority of the men were green and many had never seen a 14-inch gun until they came aboard and few had ever seen or heard one fired. The *Texas* returned to her anchorage immediately, and that afternoon the first mail since reaching the Base arrived. Two days later, February 22, Washington's Birthday, a signal came from Admiral Rodman to observe a holiday which was carried out with characteristic "jubilation" aboard the *Texas* by painting ship.

Up to this time the *Texas* had been sporting her "meat ball," a large "E" on each side of the after stack and two on No. 1 turret, one on each side of the conning tower, while many of the five-inch guns were also so decorated. The "meat ball" was awarded to the *Texas* for being the most efficient ship in the Navy from a gunnery and engineering



AT SEA, FROM BALLOON



AT SEA, FROM THE FORETOP

standpoint. While the "E's" represented extraordinary excellency of the unit at the stations where they were painted, for reasons of modesty and fitness of things Admiral Rodman had ordered that the "meat ball" be hauled down and the "E's" painted out while the ship was with the Grand Fleet.

During the next week, Admiral Rodman made three attempts to come over to the *Texas* to inspect her, but each time the wind prevented. It was blowing a hurricane and he had to abandon the attempt. None of the ships had any boats in the water because of the rough weather. One day a steamer was put over the side, but it broke adrift with half of the crew in it drifted astern and was rescued by *H. M. S. Royalist,* a light cruiser.

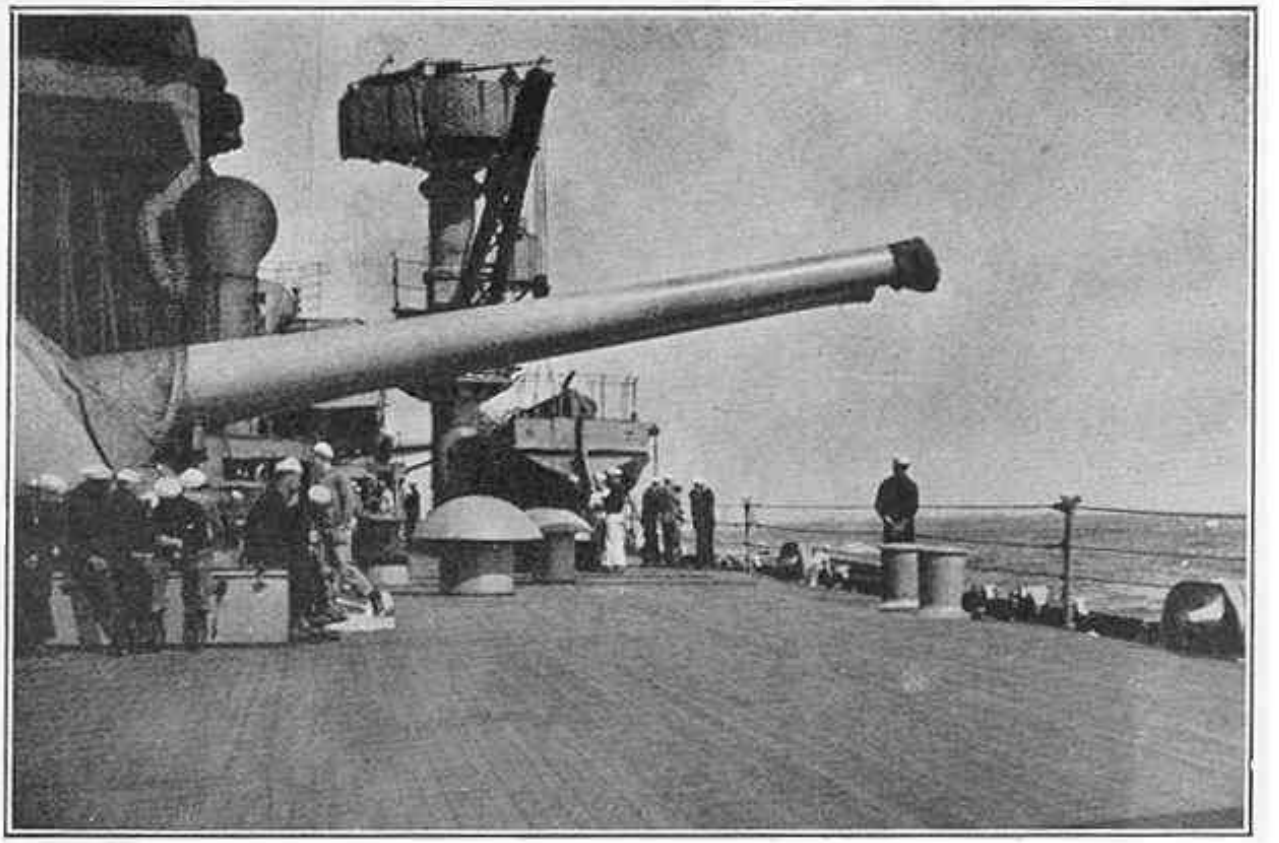
The *Texas* got underway again on March 1 and circled around the Flow, exercising the paravanes. On March 4, Admiral Rodman was finally able to get aboard, and after making an inspection pronounced the ship "very dirty."

TO NORWAY

Two days later the whole battle squadron got underway and stood out through the nets into Pentland Firth for maneuvers and sub-calibre target practice. As soon as the ships got back into the Flow they were put on two and one-half hours' steaming notice again and on the following day orders came to get underway at 11:30 o'clock that night with steam for 18 knots. The American squadron left the base that night, accompanied by eight British Destroyers and word was passed that the fleet was going to Norway on a convoy trip. Course was laid southeast and at daylight the American ships picked up four British light

cruisers and several more destroyers and soon afterwards sighted the convoy, consisting of about 30 small steamers bound for Norway. The best speed that these steamers could make was seven knots and, as it was deemed imprudent for the warships to steam at less than 18 knots they put in their surplus speed in zig-zagging around the merchantmen. Late in the afternoon of the next day the *Texas* and her consorts arrived off Bergen, Norway, the steamers left the fleet and headed in, while the warships ran up and down off Bergen all night, expecting to pick up a return convoy at daylight.

Just at that time, however, a thick fog set in and when it cleared the *New York* and *Delaware* were nowhere to be seen and five destroyers were also missing. The *Texas* got in touch with the missing part of the fleet by radio and discovered them to be some distance away. In the after-



POINTING DRILL AT SEA, U. S. S. *TEXAS*

noon strange radio signals were heard close by sending German code and it was believed that German underseas craft were in the vicinity. At daylight the next morning the *Texas* met the missing ships—they were with the return convoy. About noon radio orders were received to return at once to the base and the entire fleet of warships left the convoy to its own devices and proceeded back. Shortly afterward a submarine came to the surface between the *Delaware* and *Florida,* but immediately submerged. A bunch of destroyers were soon on the spot dropping depth bombs, but nothing happened. At 6 o'clock that afternoon the *Texas* dropped anchor in Scapa Flow and prepared for coaling at daybreak the next day. This really meant starting to coal at 5:30, for daylight did not make its appearance until 8:30. All of that day was put in on coaling, taking on 1,700 tons, and on the following day the men were busily engaged in cleaning ship again. It was another "field day."

A few days later the *New York* and *Texas* got underway and maneuvered in the Flow all afternoon, exercising paravanes and firing sub-calibre target practice. Then, on March 19, the whole American squadron got underway at 1:30 P. M., with six British Destroyers and stood out into Pentland Firth for fourteen-inch target practice. Once out on the range the fog shut in so thick that it was impossible to see the target, and so it was necessary to return without firing a shot. The next day the fleet made another attempt, getting underway at 7 o'clock in the morning and this time was able to fire. The *Texas* concentrated on the target with the *New York* in what is called

concentration practice and fired six salvos, reduced charge, at a range of from 11,000 to 12,000 yards, with the ship travelling at a speed of nineteen knots. This was the second fourteen-inch practice of the *Texas* since her arrival with the Grand Fleet and a marked improvement was noticeable.

Two days later the U. S. S. *Bridge,* a Naval supply ship, came alongside and the men were kept busy all day transferring stores from the *Bridge* to the *Texas.* During this work Bernard Coleman, seaman, second-class, was accidentally killed. A box fell down a hatch and struck him on the head. His body was sent home on the *Bridge.*

On the following day the clocks were set ahead one hour, marking the beginning of the British summer and the daylight saving period.

A vaudeville and minstrel show was given by the crew of the *Delaware* at the Y. M. C. A. hut on Flotta Island on March 25, and part of the crew of the *Texas* went ashore to attend the performance which was given in honor of the British sailors. The next day was not such a happy one however, for the men were put to painting ship. On the following day Commander John W. Timmons, Executive Officer, was sent to a British hospital ship anchored in the Flow, suffering with diphtheria, and as serious complications developed Commander Timmons never returned to the ship but was transferred to a British Naval hospital in Scotland and later was given sick leave. On this day Admiral's inspection was again scheduled, but it was raining and blowing so hard that it was impossible for Admiral Rodman to make the trip. He was able to do so on the next day and he said that the ship had been



TEXAS MINSTRELS



END MEN OF THE *TEXAS*



TEXAS TARS AS HAREM HOURIS



SOME OF THE SHOW "GIRLS"

"vastly improved" since his former inspection. The following day the Sixth Battle Squadron got underway for maneuvers and sub-calibre practice in the Flow and as several cases of diphtheria developed the *Texas* narrowly escaped being placed in quarantine, which would have meant the stoppage of all intercourse between individuals with the other vessels in the fleet.

A signal came from the *Queen Elizabeth* on Thursday, April 8, to prepare for sea at once, together with the Grand Fleet. Complying with a previous order the *Texas* sent all of her boats to tie up alongside of a hospital ship while she was at sea, but this had hardly been accomplished when an order came countermanding the other and directing that the boats be taken to sea with the vessel and they were brought back and secured aboard. At 9:30 o'clock that night the *Texas* with the rest of the fleet got underway and stood out through Pentland Firth into the North Sea. About noon the next day word was passed that the fleet was bound for Rosyth in the Firth of Forth and it entered the Forth about 4 P. M. in single column thirty miles long. After passing through a series of nets the Sixth Battle Squadron, together with all of the Battle Cruisers, anchored just below the Forth bridge, while the rest of the Grand Fleet was above the bridge. This was the first glimpse of civilization the crew had had since leaving New York, for Rosyth is the British naval base near Edinburgh, and the spires and skyline of that city are visible about seven miles distant. True to form, the *Texas* started coaling the next morning at 5:30 and worked steadily until 1:30 P. M., taking on 1,300 tons of unusually dirty Cardiff coal. That

U. S. S. Texas,
29 March, 1918.

From: Commanding Officer.
To: Ship's Company:

1. The Admiral desires the officers and men to be informed that he found the ship and crew in excellent condition, and that he could wish for nothing better.

2. The Captain congratulates the officers and crew on the clean and neat appearance of the ship throughout, and sincerely appreciates the efforts everyone has made in putting her in condition to pass such an excellent inspection.

3. Let everyone on board take pride in keeping the ship up to her present standard of cleanliness. Nothing can conduce more towards health, comfort, happiness, and efficiency than a clean ship.

Victor Blue

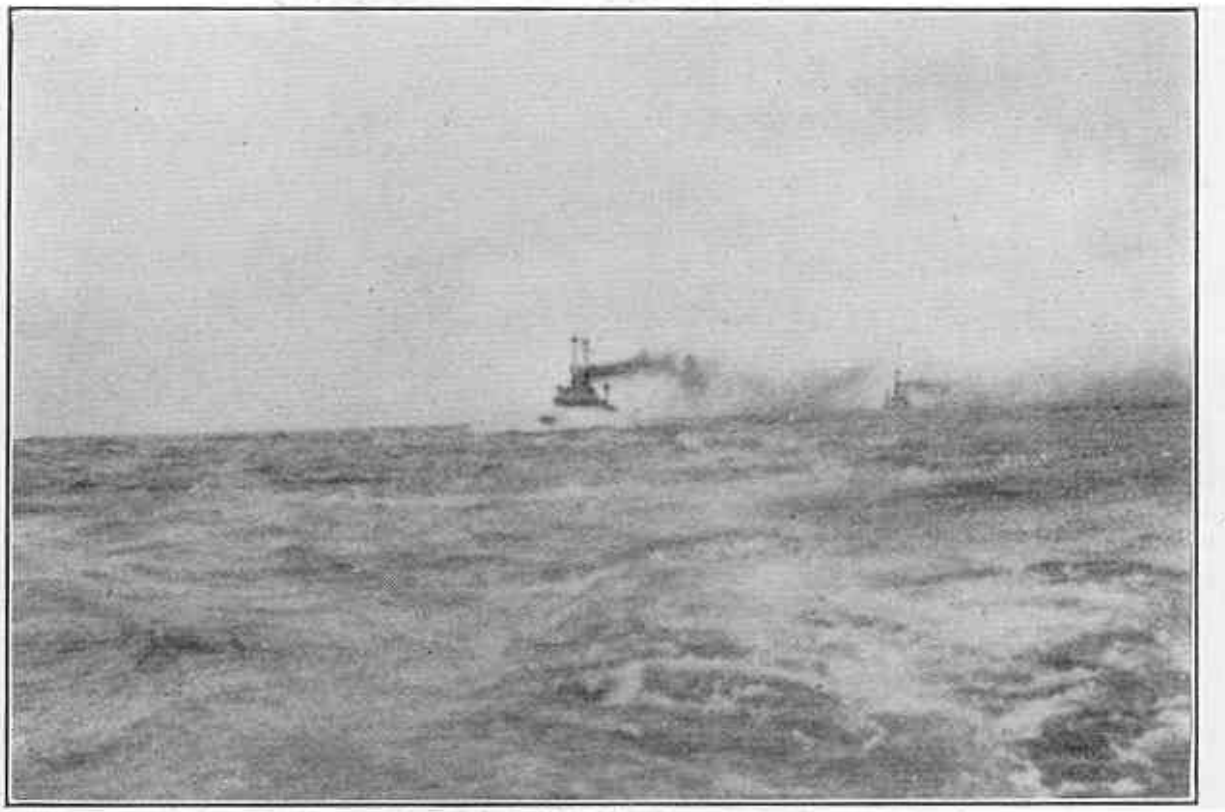
afternoon after coaling was the first chance that the men had to look around and see what the place looked like.

The Sixth Battle Squadron and the British Fifth Battle Squadron were moored in one long line, while the British Battle Cruisers formed another continuous line. For the next two days the fleet was on two and one-half hours steaming notice, which precluded any one's going ashore, although every one was naturally anxious to set foot on "civilized land" once again. But on the third day the signal came to "revert to the usual notice to steam," and liberty parties were sent ashore all afternoon, though no one was allowed to go to Edinburgh; the only place the men could visit was the quiet little town of South Queensferry, on the south side of the Firth, or Dunfermline, on the north side of the Firth. There were quaint little houses and streets and the men were much interested in their appearance.

The Scotch lassies showed a partiality for the American sailors that was indeed flattering. Tars from the *Texas*, jackies from the *Delaware*, seamen from the *New York*, salts from the *Wyoming* and "gobs" from the *Florida* strolled down the narrow streets, often with a girl on each arm, thus completely blocking "traffic."

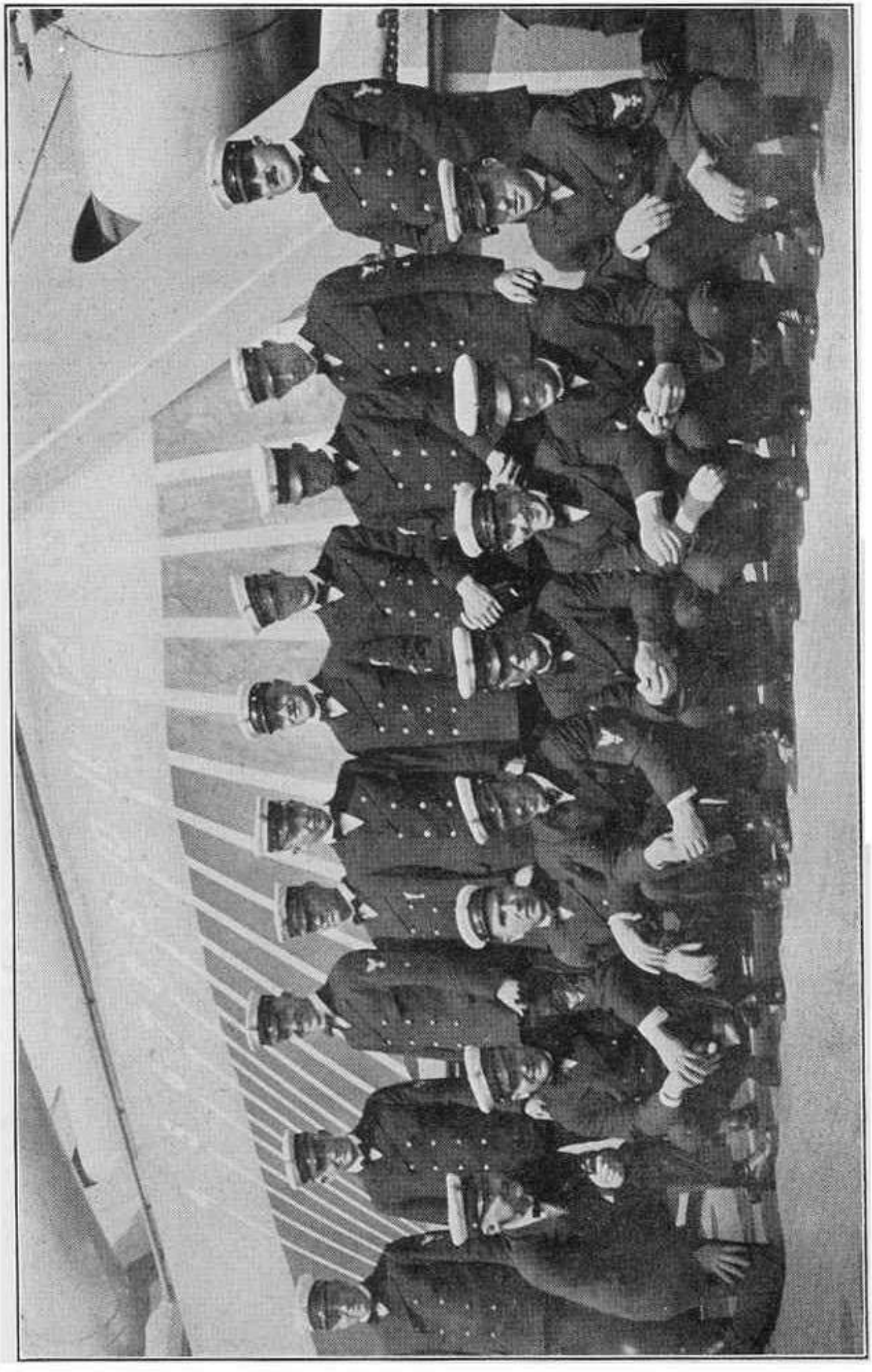
The *Texas* put to sea again the next day on another convoy trip to Norway. Accompanied by the rest of the Sixth Battle Squadron and six British Destroyers, we stood out past May Island at the entrance to the Firth of Forth. This is a miniature island "inhabited" exclusively by a lighthouse. At about 4 o'clock that afternoon a submarine was sighted on the port quarter, and almost immediately a torpedo was seen to pass between the *Wyoming*

and *Florida.* The *Texas* fired two shots just as the submarine submerged and several destroyers were soon over the spot dropping depth bombs, the results were not ascertainable. By dark it was blowing hard, with seas coming over continuously. The next day it continued rough with the ships still heading northeast.

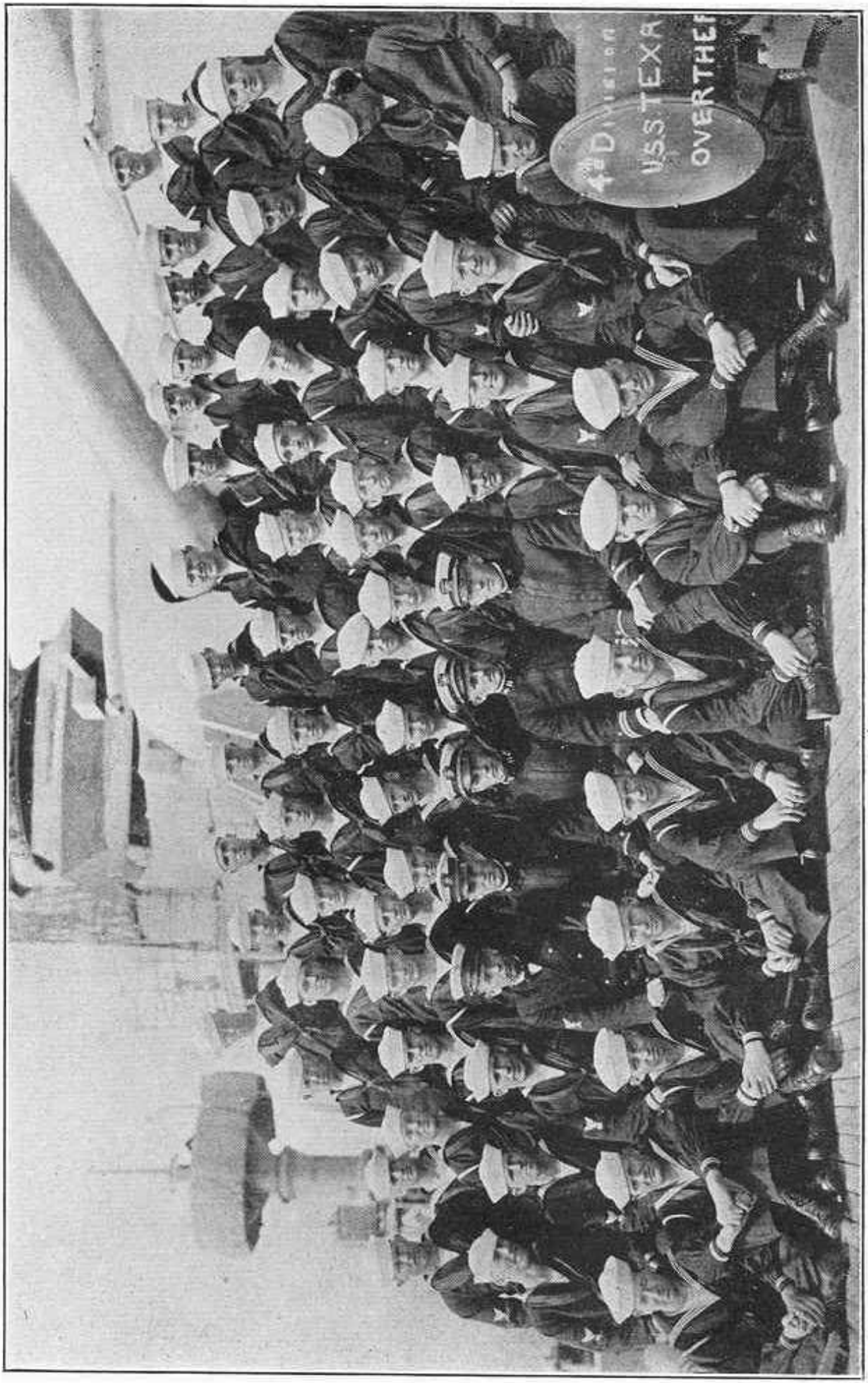


AT SEA

At daylight the next day the coast of Norway, high snow-covered mountains, were sighted. The fleet steamed up and down the coast off the Island of Slottero, waiting to pick up the convoy which was coming from Norway. At 3 o'clock that afternoon the convoy, comprising forty-eight small steamers, appeared and the fleet headed back toward England with them. The *Texas* and other warships zig-zagged at eighteen knots, while the merchant craft had hard work to make seven knots. During that night the warships left the convoy and headed back for



CHIEF PETTY OFFICERS



FOURTH DIVISION

Rosyth, arriving at the entrance to the Firth the next afternoon and anchored in the old berth at 4:30 o'clock. Started coaling ship at 6:30 o'clock and coaled until 11 P. M., putting on 850 tons.

OFF JUTLAND

Two days later Admiral Rodman made another inspection of the *Texas,* and no sooner had he left the ship than orders were received to prepare for sea. Destroyers, submarines and light cruisers started going out past the *Texas* at once, and at 3 P. M. the *Texas* got underway and stood out of the Firth in a thick fog, having left all boats behind. Emergency rations were placed at all guns and stations throughout the ship and it was rumored that the fleet was bound for either Heligoland or Zeebrugge to bombard the German fortifications. By dark the *Texas* was steaming due east across the North Sea, with the fog still very thick.

The next morning, while still steering east, the men aboard the *Texas* heard firing to starboard and saw splashes of water near one of the destroyers. Several of the destroyers turned and disappeared, but the crew of the *Texas* never learned what happened. One of the rumors was that a German light Cruiser had been unexpectedly sighted, but escaped in the fog. By afternoon the fog had cleared and then a most impressive sight was revealed: the whole Grand Fleet on either side of the *Texas,* all steaming hard, with long columns of black smoke trailing from each ship, and the smoke cloud from the fleet actually obscuring the sun. Many kite balloons, towing from various ships were to be seen, each with its basket and observer.

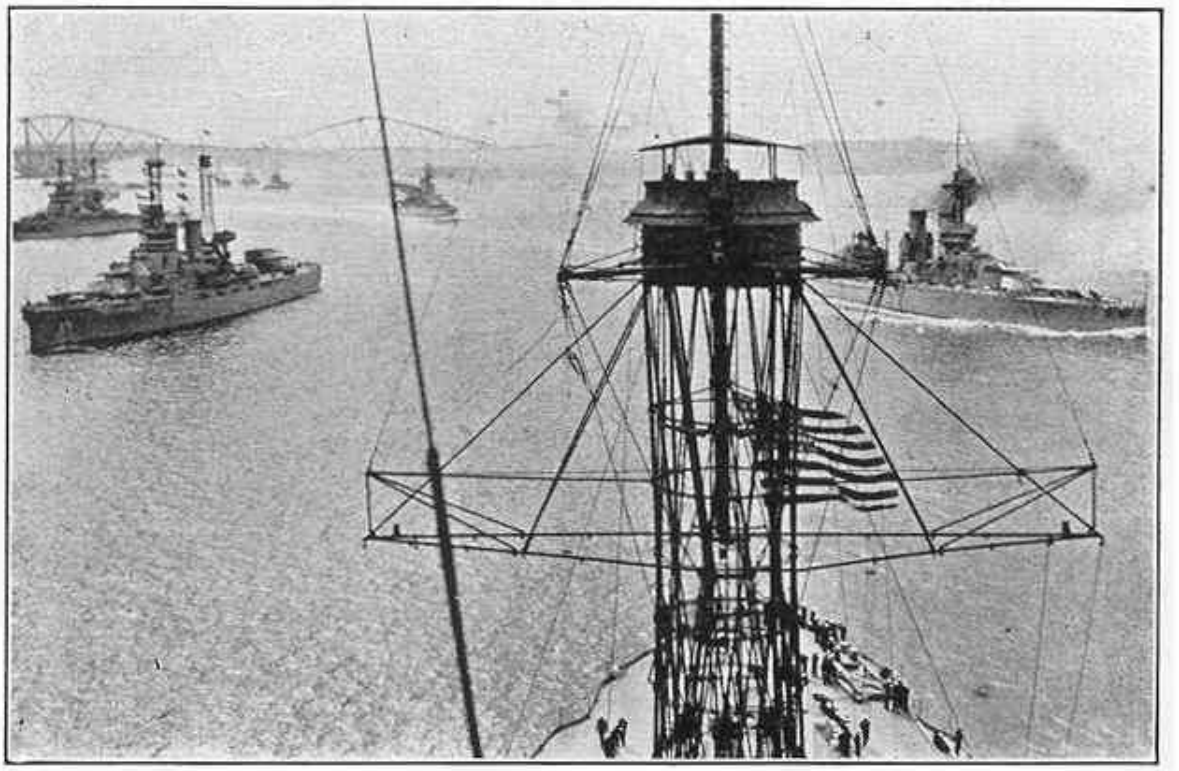
Toward noon the fleet arrived off Jutland Bank, the scene of the great naval engagement of the war, and turned south, executing various maneuvers. It was a marvellous and grand sight to see this huge fleet maneuver. Later in the afternoon the fleet turned and headed back home, which was disappointing to everybody. The Firth was entered shortly after daybreak and anchor was dropped at 7:30 o'clock in the regular berth. The men then heard that several of the British light cruisers scouting ahead of the fleet had sighted two Zeppelins on the previous day. The "favorite pastime" of coaling ship was again indulged in and this proceeded for the rest of the day.

May 1 white summer hats became the style throughout the fleet.

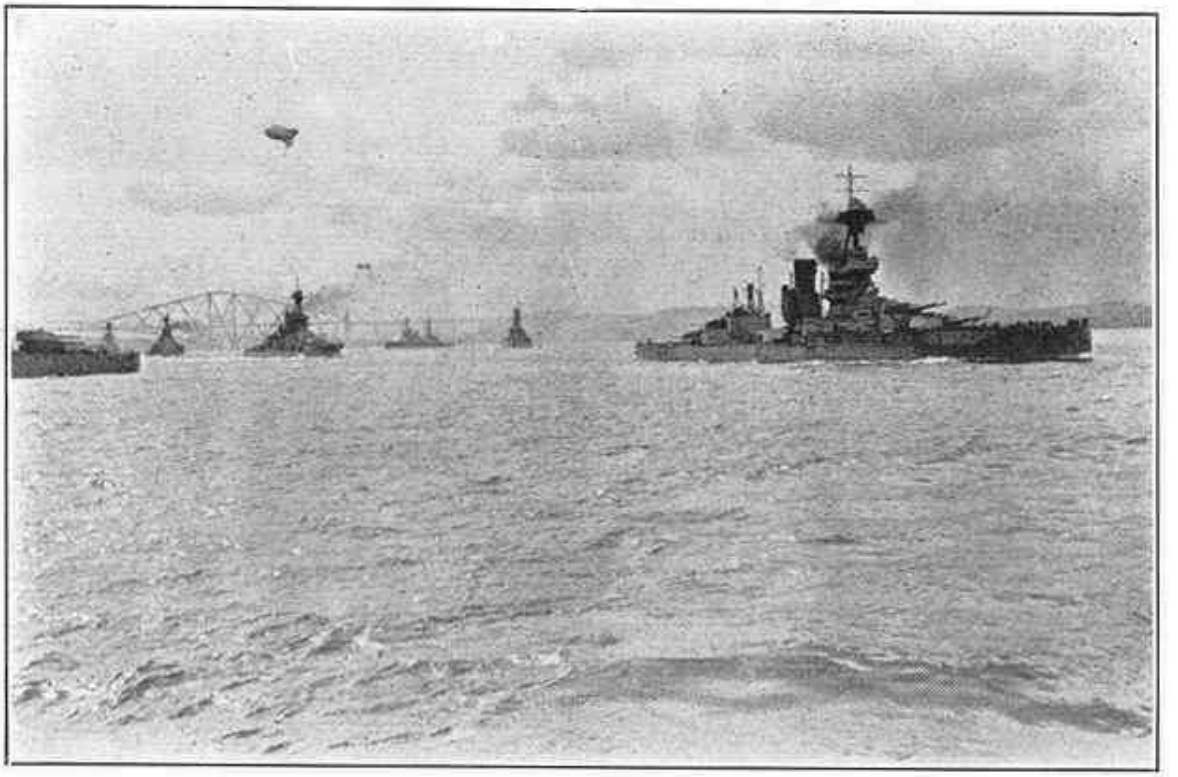
This base was highly appreciated by the men after the Scapa Flow base, for here liberty was granted every afternoon and a number of the officers and men from each ship were permitted to visit Edinburgh.

The Sixth Battle Squadron got underway again on May 8 for the outer Firth for maneuvers and sub-calibre practice. By a prearranged plan four British destroyers took position several miles ahead of the fleet and fired torpedoes with "practice-heads" at the American Fleet. It was up to the fleet to maneuver to avoid being struck, and this was successfully accomplished.

The *Texas* got underway on May 14 and moved about five miles down the Firth and anchored off Burntisland in order that the guns might be bore-sighted the next day and the directorscope checked. The following day the *Texas* got underway and met the rest of the squadron which had come down from the anchorage and maneuvered in the wide



PART OF THE FLEET STEAMING OUT OF ROSYTH



BRITISH BATTLE SQUADRON STANDING OUT

part of the Firth, returning to the regular anchorage with the squadron at 3 P. M. For the next few days the crew was busy painting silhouettes of German warships inside all of the turrets and on the bulkheads alongside of the five-inch guns. This was for the benefit of the pointers and trainers of the guns, so that they could pick out the various German ships when ordered to open fire on specific vessels. A few days later the squadron steamed away again for sub-calibre practice and maneuvers and two days later ship was coaled again.

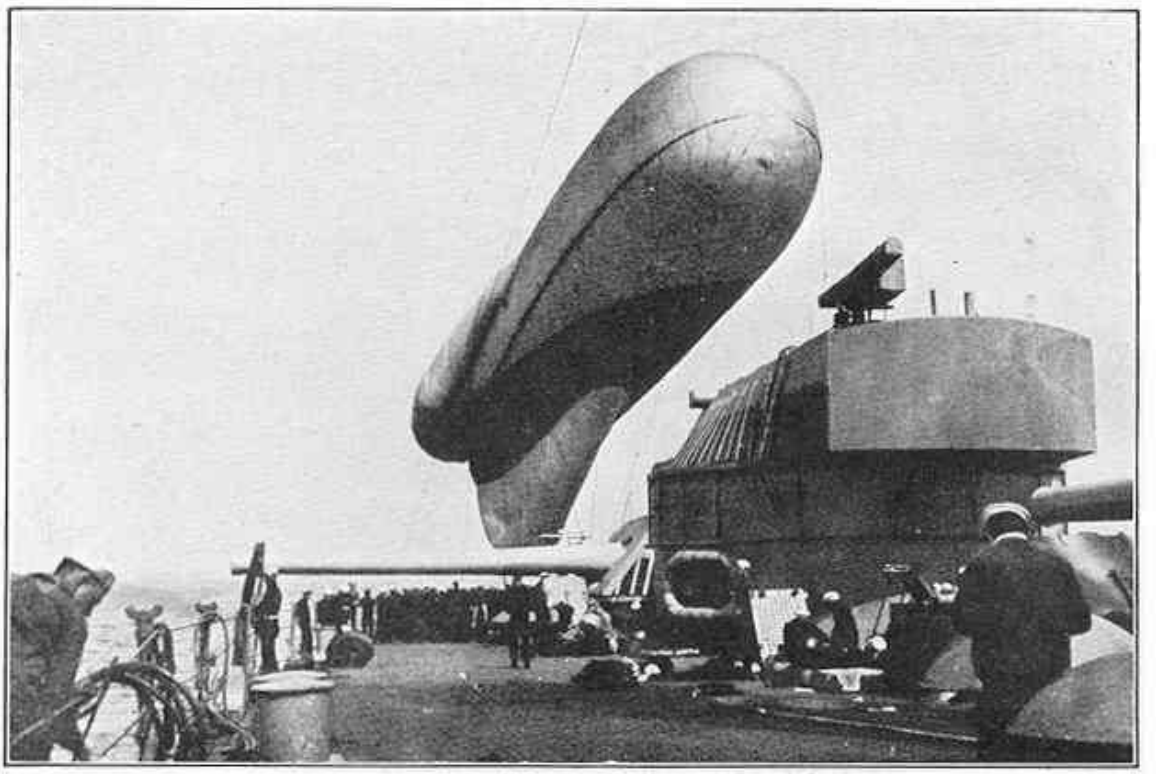
KITE BALLOONS

The arrival of a kite balloon from the kite balloon station at Rosyth created considerable interest on May 28. The balloon came trailing along, already inflated, behind a little tugboat, and as the winch to raise and lower the balloon had been installed, the lines were transferred from the tug to the winch.

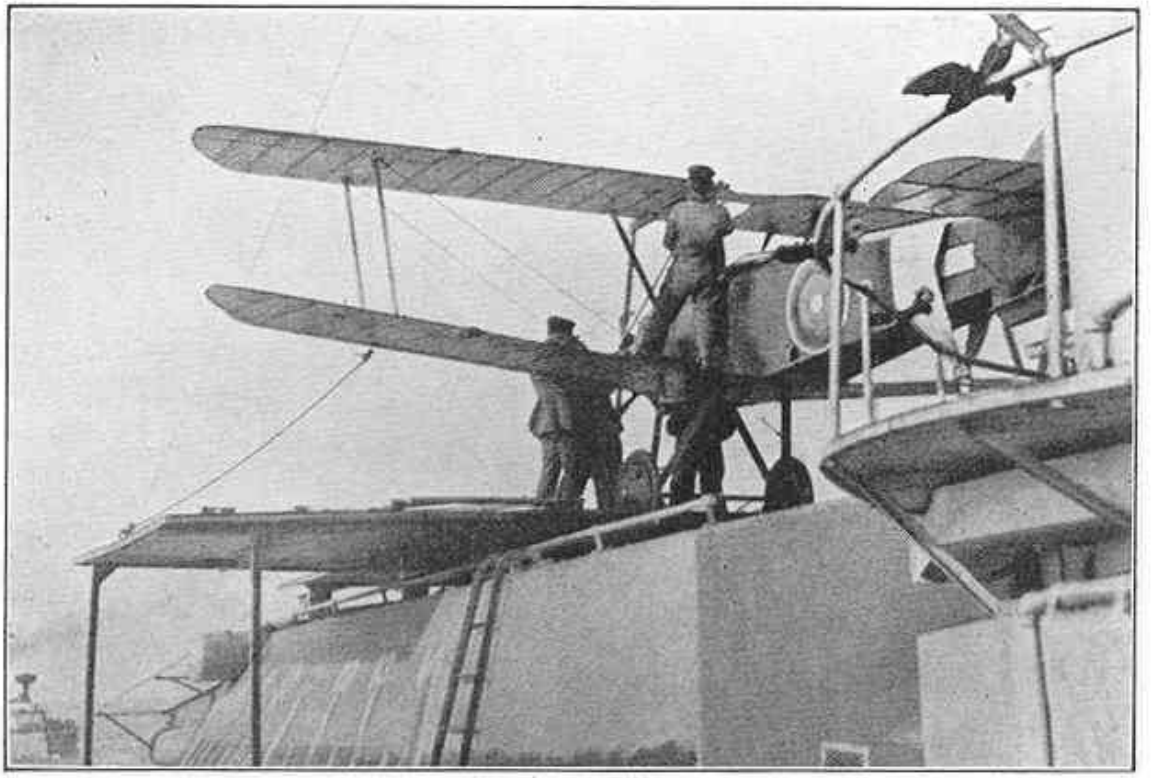
It was the custom for at least one battleship in each squadron to tow one of these kite balloons when steaming in the North Sea. The balloons were carried at a height of from 800 to 1000 feet and generally bore two observers in a small basket. There was direct telephone connection with the bridge of the ship; and each basket was provided with two parachutes, for the safety of the observers.

The next day, May 30, Decoration Day, found the squadron underway at 8 o'clock in the morning for maneuvers, with the Destroyer flotilla firing torpedoes at the American warships again, but still without results.

Five-inch target practice was determined upon three or four days later, but when the *Texas* got out on the range in the Firth the target had been smashed to bits by some

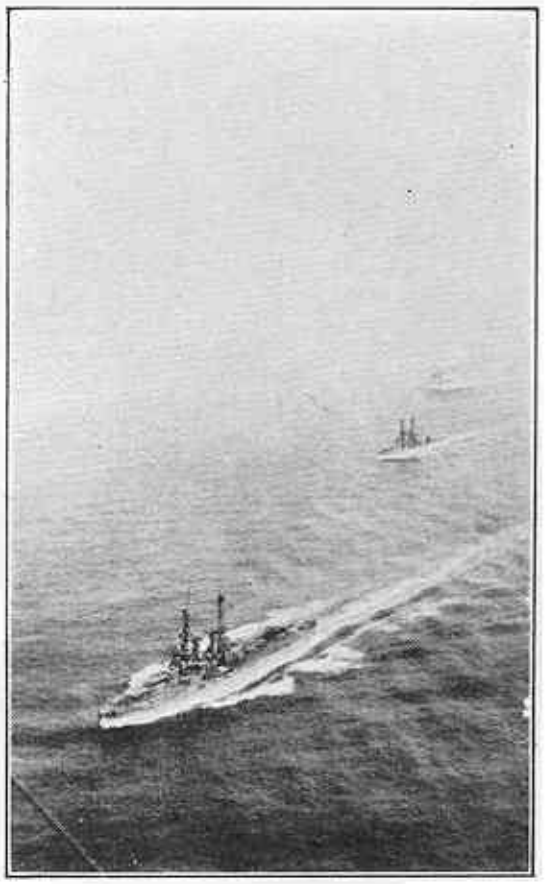


TAKING OUT KITE BALLOON OBSERVERS

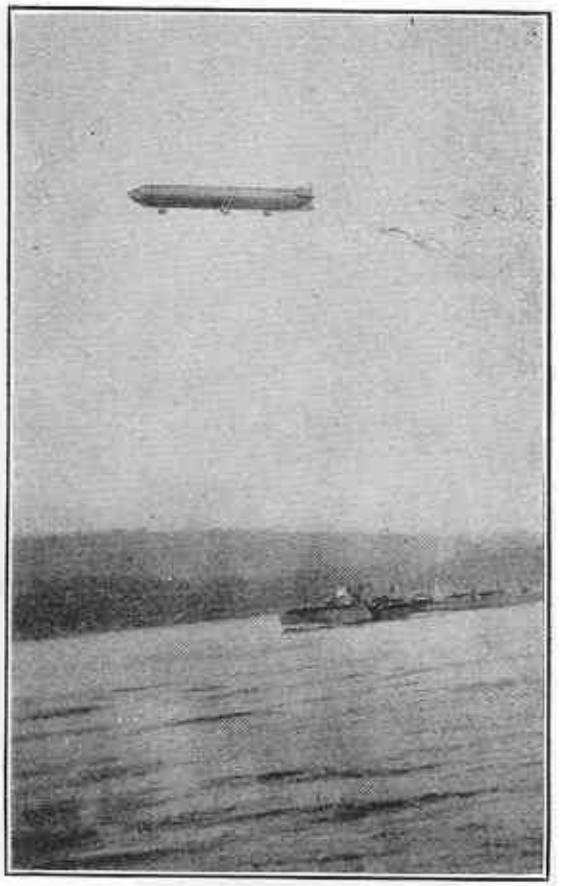


OUR PLANE

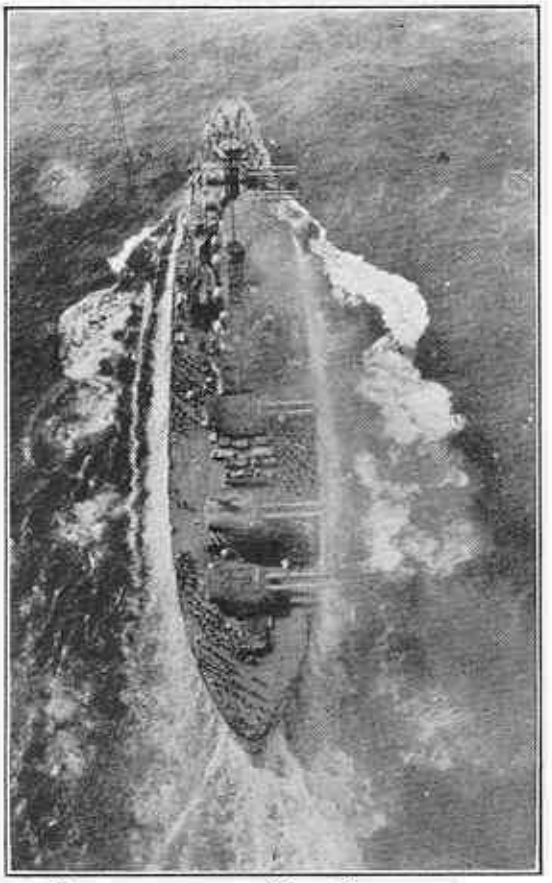
The Story of the U.S.S. Texas



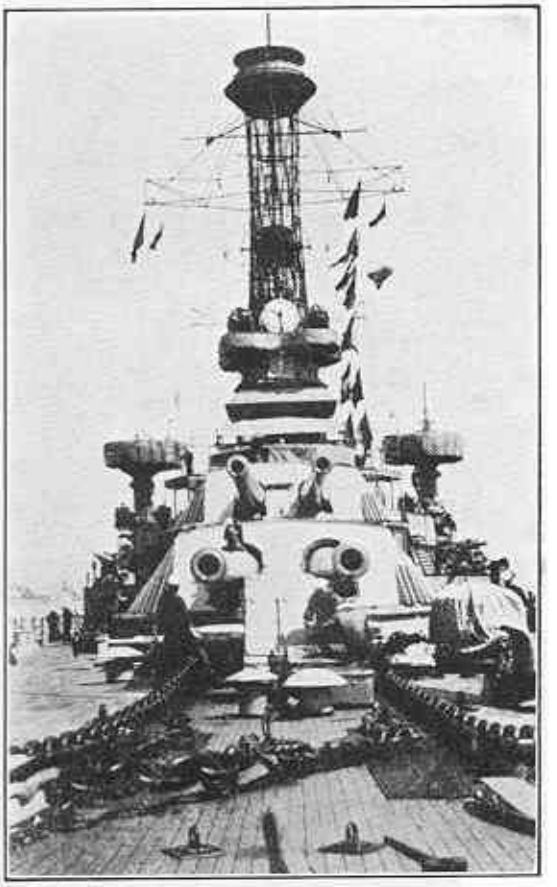
At Sea from Balloon



A British "Zeppelin"



Texas, from its Kite Balloon



From the Forecastle

British ships which had been firing at it and it was necessary to return without the practice. Just as the *Texas* dropped anchor on her return, word was received from the *New York* that Admiral Sims was coming aboard, and he arrived about 6 o'clock, to find all divisions lined up on the main deck in his honor.

On the morning of June 9th the fleet was put on two and one-half hours' steaming notice, and at 11 o'clock received orders to get underway at once. The ships stood out of the Firth about 3 o'clock and headed north, bound for Scapa Flow. At noon that day the lookout on the *Texas* picked up the Orkney Islands and about an hour later the warships dropped anchor in their old berth. The rest of the afternoon was occupied in coaling ship, and the next day was field day. On the day following, the ammunition ship *Borodino* came alongside and sixty shells and two hundred and forty tanks of powder for fourteen-inch target practice were taken aboard the *Texas*. A day later a kite balloon was brought out to the *Texas* from the kite balloon station, but about dusk it ripped and carried away. Luckily, there was no one in the basket at the time. Two other balloons in the fleet, also unoccupied, broke loose during the night and were lost, due to the high wind. At this time of the year sunset was at 10:30 P. M., and sunrise at 3 A. M. Even when the sun was down it was perfectly light all night long, the visibility being as good as during the gray days.

A big boxing smoker was held aboard the *Texas* on Friday, June 14th, as the preliminary elimination for the final championship of the fleet which was to be conducted later. A number of the *Texas* boxers were winners in several of these bouts.

The *Texas* remained at her anchorage until June 18th, when she got underway and went out for five-inch target practice in the Flow. After the firing had been finished the ship stayed out and exercised the paravanes all afternoon. Two days later the *Texas* and the *New York* got underway at 8 o'clock in the morning and went out into Pentland Firth, the *New York* firing fourteen-inch target practice, while the *Texas* ran along behind her and practiced spotting on the *New York's* firing. Two days later Vice-Admiral Nicholson of the British Navy came over from his flagship the *Emperor of India,* and inspected the *Texas* at the invitation of Captain Victor Blue. Subcalibre practice in the Flow followed two days later, and the next few days were put in overhauling the guns, turrets, range finders and other mechanism, getting ready for fourteen-inch target practice. On June 27th, the squadron got underway at 7:30 o'clock in the morning for the range at Pentland Firth, but just as the *Texas* got on the range and was ready to fire the starboard engine broke down and the *Texas* had to fall out of line and put back into port alone. A broken valve stem was the cause of the accident and in four hours the engine-room force had made all necessary repairs. The ships remained in harbor until Sunday June 30, when the Sixth Battle Squadron, Seventh Light Cruiser Squadron and eight destroyers, left Scapa Flow at 8 A. M. and stood out into the North Sea to act as a guard for the fleet of British and American mine-layers busily engaged in the task of laying the North Sea mine barrier between Scotland and Norway.

Admiral Joseph Strauss was in command of the American forces doing this work, and of the 70,000 mines placed

in position the American fleet laid 53,000. These mines were all manufactured in America by plants that had been hastily converted for war emergency purposes. These powerful explosives were brought over to the mine base in Scotland direct from New York and Hampton Roads. Eleven vessels were engaged in this work under the American Admiral and at the time that the armistice was signed the barrier had practically become effective. Venturesome U-Boats were only getting through with the greatest difficulty and then only by taking long, circuitous routes in which they would avoid the barrier.

THE NORTH SEA MINE BARRIER

The great North Sea mine barrier began at a point near the Orkney Islands and stretched 240 miles to the coast of Norway, excepting only the three-mile limit, which was, of course, considered the territory of that country. Earlier in the war the British had laid a smaller mine field and in the course of its formation much experience was gained that later proved of value in laying the larger barrier. The earlier one began just off Flamborough Head and was bounded by a line drawn in the direction of Denmark and another toward Holland. In trying to avoid this mine field the *U*-30 stranded off the Dutch coast February 23 and the *U*-6 on March 13. Both were interned by Holland.

The first British mine field to be laid in the war was placed in the southern part of the North Sea in October 1914 and was of oblong shape, being about sixty miles from east to west and thirty miles from north to south, with the southern edge running from Ostend to the Goodwin Sands. This barrier was designed to prevent the



READY TO GO ASHORE FOR INFANTRY DRILL

submarines from getting into the English Channel and to compel all merchant ships coming up the Channel bound for ports in northern Europe to pass through the Downs and so be easily dealt with by the British naval authorities who desired to examine them.

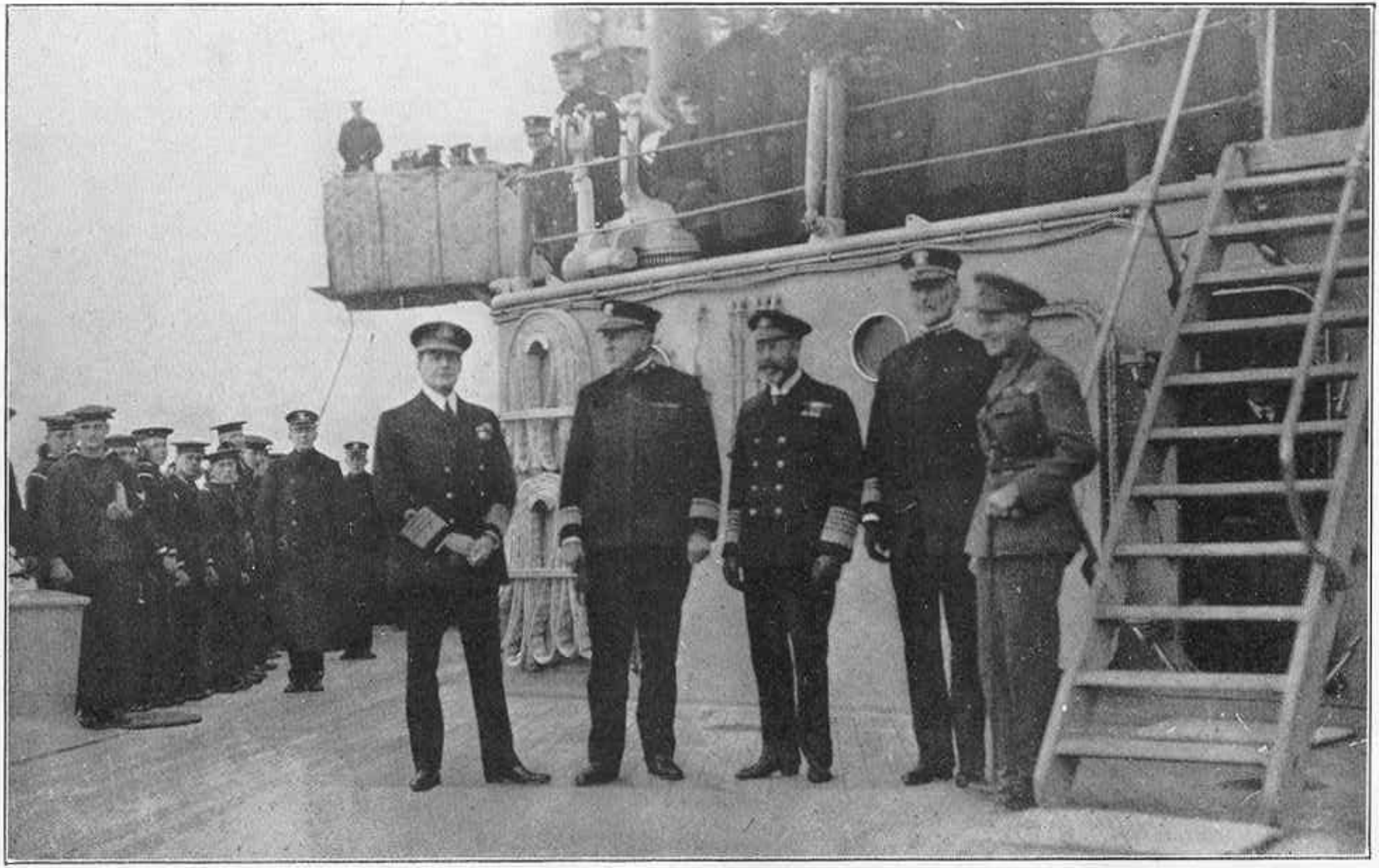
During the afternoon submarines were sighted twice, each time astern. The *Texas* did not open fire. The destroyers dropped depth bombs, but it was impossible to ascertain whether they were successful in getting the U-Boats. The turrets were manned all that night. The Squadron arrived off the mouth of the Skagerack and the next morning sighted the island of Udsire on the south-west coast of Norway remaining close by the mine-laying squadron all that morning. About noon we headed back for port and dropped anchor at Scapa Flow the next morning at 4 o'clock; started coaling at 6 o'clock and finished at 1 P. M.; 1,000 tons were taken on board.

Late the next afternoon the Sixth Battle Squadron left its anchorage and moved over to the north shore of Scapa Flow. This was July 3 and the ships moved in closer so that the men could be given liberty on the Fourth of July and go to the town of Kirkwall about eight miles away. Half of the crew were given liberty in Kirkwall all day and on July 5th the other half were allowed to go.

Kirkwall was a primitive old town, but the people were most hospitable and literally opened their hearts to the American sailors. There was only one flag flying in the town and that was from a staff on the town hall—it was the Stars and Stripes.

At noon the following day the fleet received orders to prepare for sea and as some of the men were still ashore

at Kirkwall the ensigns were mast-headed, which, in plain terms, means that the American flag was hoisted to the top of the foremast and to the top of the mainmast. This was a prearranged signal to the men to return to the ship at once, and by 6:30 o'clock everybody was back on board and the *Texas* was standing out of Scapa Flow with the rest of the fleet. All the next day the fleet played a war game, in which it divided in half and the Reds and Blues fought a battle all day in the North Sea. The ships would separate and from a far distance would come together as though in real battle, steaming along within range of each other, plotting and tracking. Late in the afternoon the Fourth Battle Squadron and the *Texas* turned and headed back for Scapa Flow, while the rest of the fleet started for the Firth of Forth. The *Texas* went back to finish up its target practice and dropped anchor in the Flow at 5 o'clock the next morning, putting in the rest of the time before noon coaling ship, taking on 750 tons. The following day was spent in drilling for the forth-coming target practice, and on the second day the *Texas* got underway at 11:30 A. M., standing out for the range in Pentland Firth. It was rather hazy and the target could only be seen at 16,000 yards. The guns were brought into action and six ten-gun salvos with full charges were fired while the ship was speeding along at nineteen knots. The target was being towed in the opposite direction at twelve knots. This was a dangerous work for the target-towing ship, the *King Orry,* and on a number of occasions she was struck by shells from various ships, at one time having her whole stern blown off. Six hits on the target were recorded by the *Texas,* which were considered fair results.



THE KING ON BOARD THE *NEW YORK*, FLAGSHIP OF THE EIGHTH BATTLE SQUADRON

ADMIRAL BEATTY, ADMIRAL RODMAN, KING GEORGE, ADMIRAL SIMS, PRINCE HENRY



HIS MAJESTY MEETING AMERICAN OFFICERS

Heading back into Scapa Flow, the *Texas* had five-inch target practice. On the next day she got underway at noon and, together with the light cruiser *Chatham* and three destroyers, started for Rosyth, dropped anchor in her regular berth with the rest of the squadron at 8 o'clock the next morning and coaled ship until noon, taking on 400 tons.

Life was more or less uneventful for the several days following and it was not until July 18 that the squadron got underway, standing out of the harbor at 1:30 P. M. for maneuvers and sub-calibre practice and the destroyers fired torpedoes at the American ships again, and again failed to register a hit.

KING REVIEWS FLEET

For three days following, the crew were busily engaged in cleaning up the ship as she was never cleaned before, for word had been passed that King George was coming to pay a visit. On Monday, July 22, the King, on board the destroyer *Oak,* reviewed the fleet. The crew of the *Texas* manned the rails and gave him three hearty cheers and in the afternoon he passed the *Texas* again on his way to call on Admiral Rodman on the flagship *New York,* but he did not visit the *Texas.*

The men of the *Texas* had been rehearsing for two months for a show which they intended giving and on Friday afternoon July 26, the first performance took place, followed by performances that night, Saturday afternoon and Saturday night. The show took place on the main deck under a big canvas awning and at every performance the theatre was crowded beyond its capacity by both the British and American sailors, the last performance

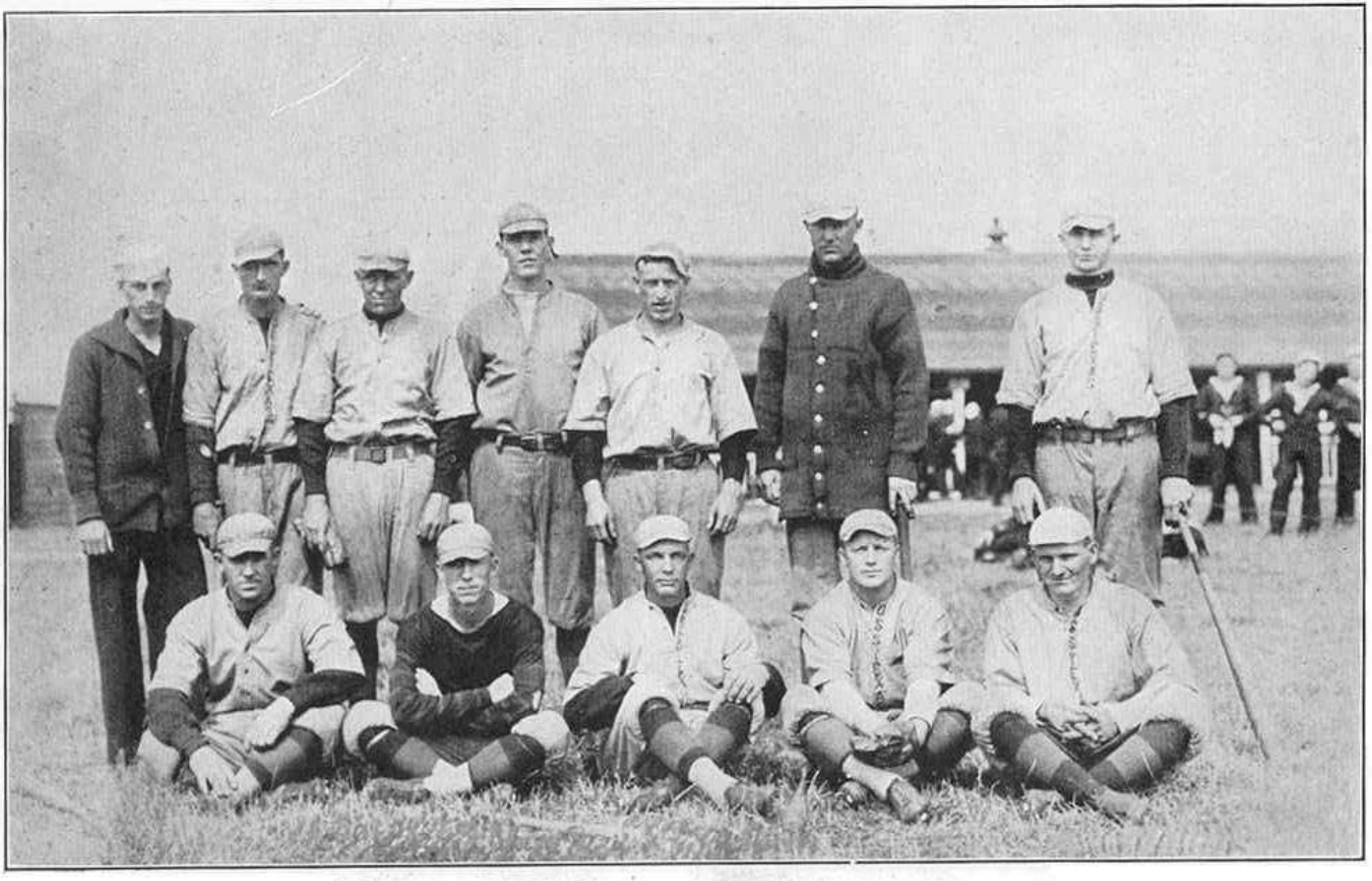
on Saturday night being for officers only. There were over 2,000 British officers on board, including nine Admirals. It was universally pronounced one of the best shows ever seen in the Grand Fleet. Most of the credit for the success of the show was due to Ensign A. W. Albertson, who wrote the book and staged the production and coached all of the performers.

Costumes had been obtained at great expense and trouble from London. Some of the *Texas* boys made extremely handsome "show girls" and put their stuff over in great shape.

BASEBALL

While in the war zone the *Texas* baseball team made a record of which the crew was very proud. Upon arrival over there the crew discovered that warships did indulge in a few things besides bombarding enemy ports, sinking submarines and hunting the German High Seas Fleet, so it was decided to set to work to build a crack baseball nine.

Beginning practice at Scapa Flow, the men found the mud a little too heavy for their legs, and the wind a little too strong for their arms, so practice was discontinued until the ship reached Rosyth. There the team worked out in earnest and a well-balanced nine was soon developed. The practice games showed class, and when the first game was played with the team from the *Delaware* there was no doubt in the minds of the men on the *Texas* as to the ability of their team to defeat the other. This belief was justified, and the *Texas* team won in the presence of many high American and British naval officers, including Admirals Beatty and Rodman, while numerous Admirals, Captains, Commanders and officers of lower



TEXAS BASEBALL TEAM, CHAMPIONS OF THE GRAND FLEET

rank were on hand and rooted for one team or the other. Thousands of British seamen and practically all of the American crews were present with numerous bands from the ships. The game was almost too one-sided to be interesting, the *Texas* winning by the score of 9 to 1.

TEXAS CHAMPION TEAM

A regular schedule of games was arranged, and soon the *Texas* team played every ship in the American squadron, its record remaining at 1,000 per cent. On the second encounter with the *Florida's* team the *Texas* lost because of the fact that three substitute players were used, as the management of the team decided to save its best players for a more important game to take place two days later. The last game in the Sixth Battle Squadron was played with the *Wyoming*. The crews of both ships were much interested in this game, patriotically and financially, and at the end of the game the men from the *Wyoming* walked off of the field with vacant expressions and empty pocket-books.

Three games were played by the *Texas* men out of the League—two with army teams and one with the headquarter's team from London. The army games were both victories for the men from the *Texas;* one of these games was in Sheffield, England, on the Fourth of July, before an audience of 25,000 people, but the game with the headquarters' team was a defeat. The headquarters' team had five stars from the big leagues, besides minor league stars, and so was far stronger than the *Texas* boys.

However, the *Texas* was declared the champion of the Grand Fleet by Admiral Rodman, its record being eight

games won, two games lost, which gave it a percentage of .800.

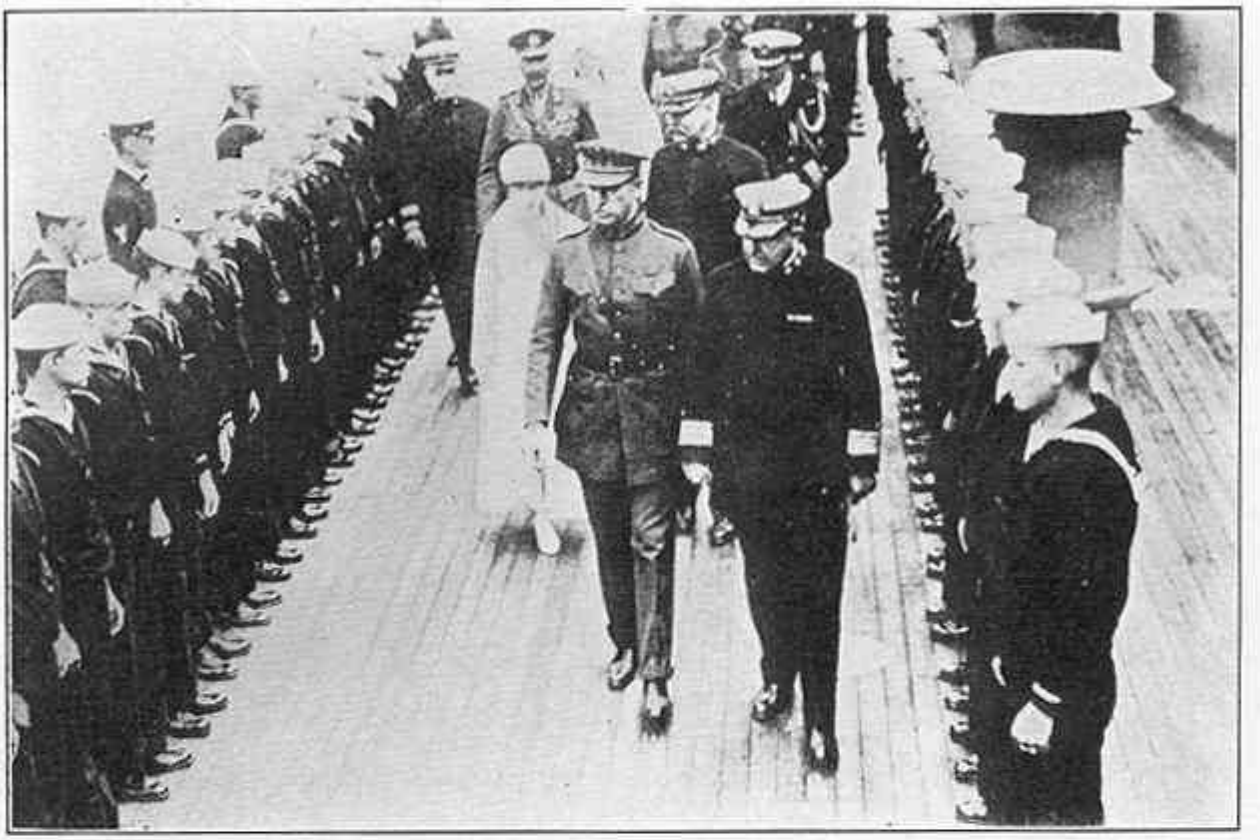
Line-up of team:

Pitchers, Gaston, Huntley, Ryan; catchers, Waterbury (captain), Sturgis; first base, Ice; second base, Mullen; third base, Filan; shortstop, Rhine; left fielder Napieralski; center fielder, Lewis; right fielder, Gaston; coach, Lieutenant McFall; assistant coach Lieutenant Redman.

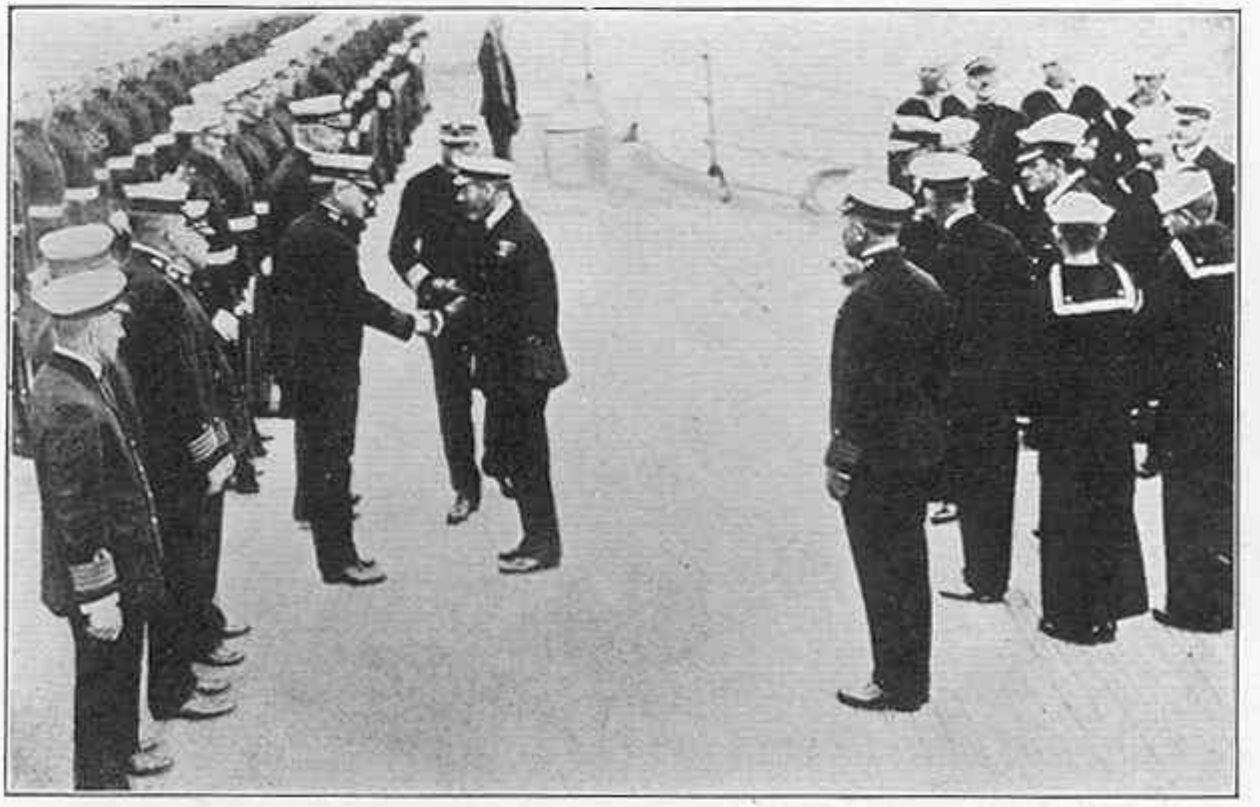
ARKANSAS ARRIVES

The Dreadnaught *Arkansas* stood in on Monday July 29, having just arrived from New York and as she passed down the line the crews of the American and British warships cheered her lustily. She had come to relieve the *Delaware* and on the following afternoon at 3 o'clock the *Delaware,* with her "homeward bound" pennant flying, stood out of the Firth. While her band played Auld Lang Syne, hearty cheers were exchanged. Two days later the squadron got underway for maneuvers and sub-calibre practice all the afternoon, and on the following day Admiral Rodman made another inspection of the *Texas* while a contingent of officers from the *Florida* made an inspection for battle efficiency. It is customary in the navy for the officers of one warship to inspect another for this purpose.

Further maneuvers and sub-calibre practice were held on August 7, and on the 8th, in obedience to previous orders, the Sixth Battle Squadron got underway at 5:30 o'clock in the morning and just outside of the Firth joined the Fifth Battle Squadron, consisting of the British superdreadnaughts *Barham, Valiant, Malaya, Warspite* and the



THE KING AND QUEEN OF BELGIUM INSPECTING THE FLAGSHIP *NEW YORK*

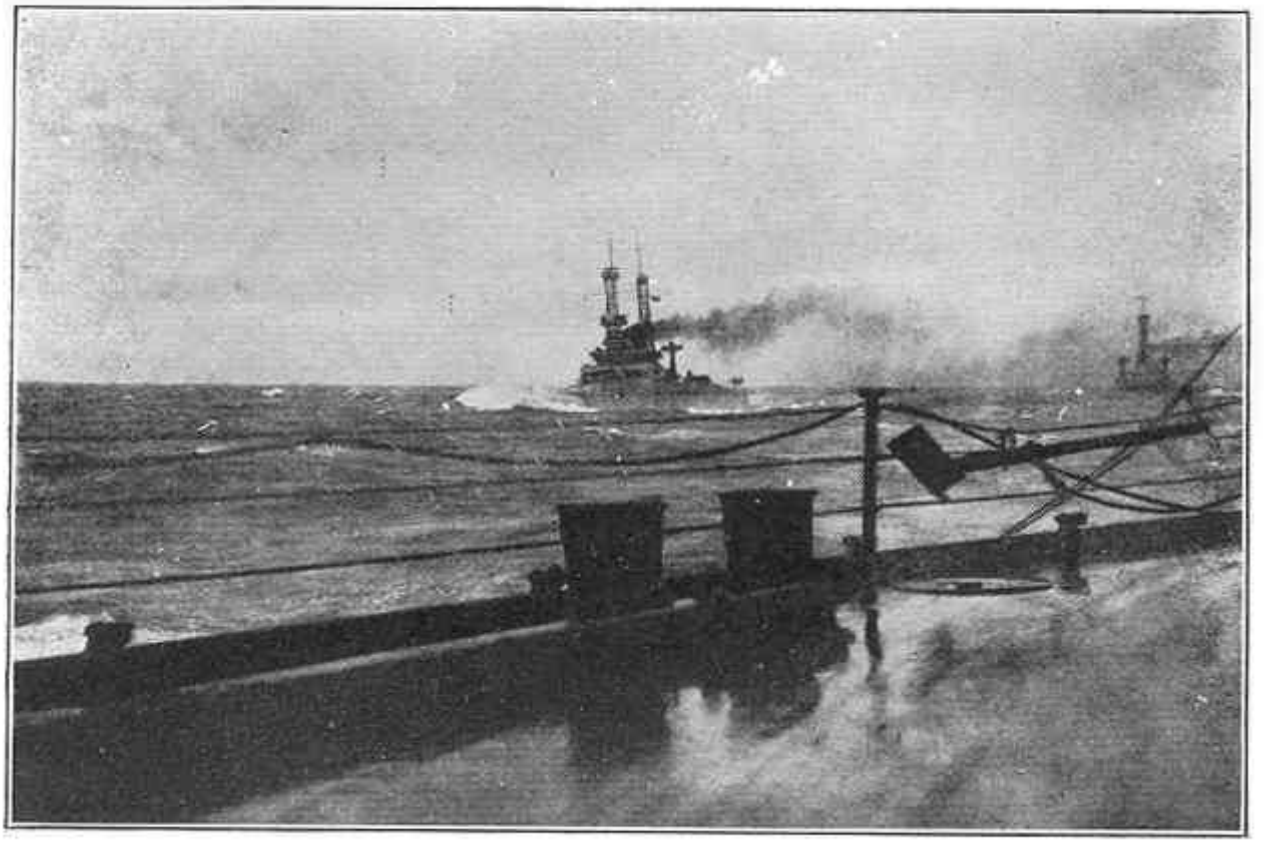


PIPING HIS MAJESTY, THE KING OF ENGLAND, OVER THE SIDE

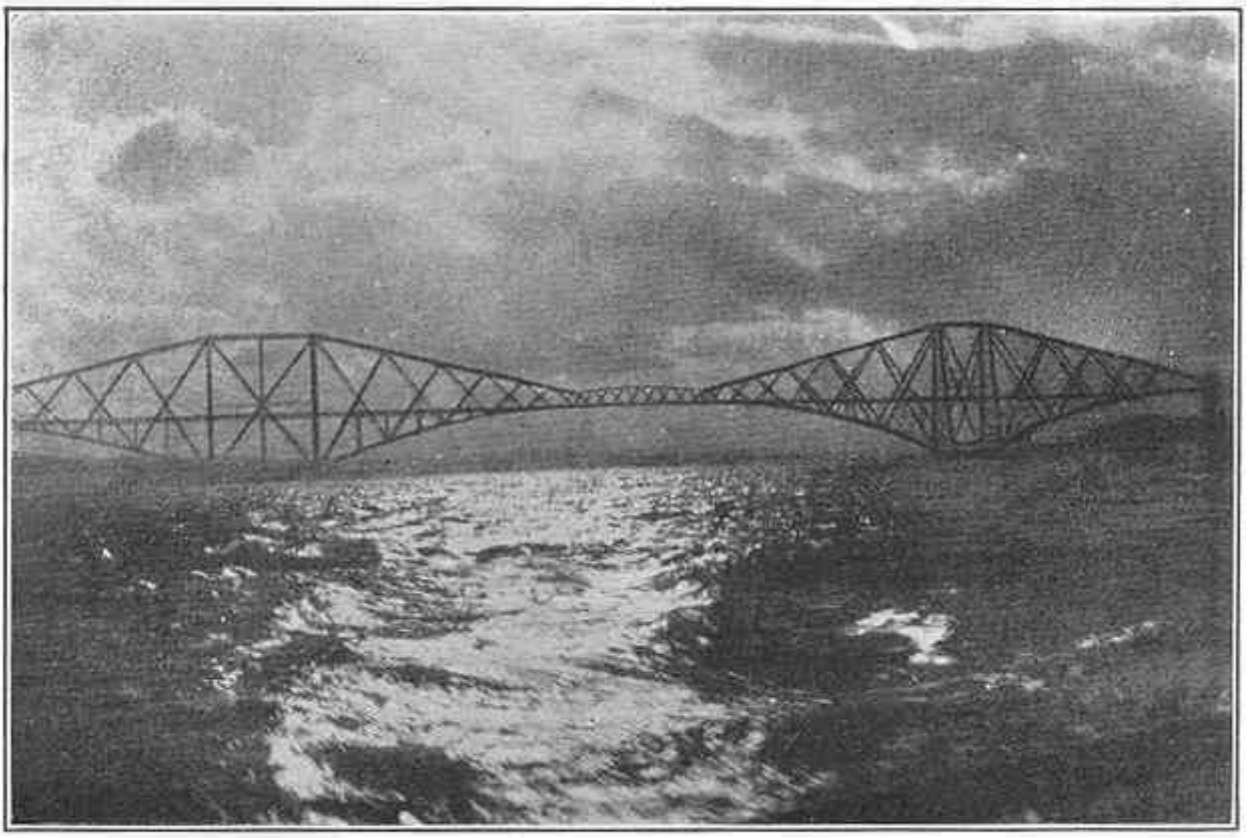
Second Light Cruiser Squadron and headed northeast for Norway. The next morning the squadrons arrived off the coast of Norway, skirted up and down the coast all day and at night turned homeward, dropping anchor in Rosyth the next morning at 6:30 o'clock; started coaling at once and took on 1,700 tons, finishing at 4:30 P. M. All the next day was field day and the ship was placed in restricted quarantine for diphtheria which had now made its appearance among the men. There were only three cases discovered. For three days there was nothing doing, but on the fourth day further maneuvers and sub-calibre practice were held. On August 21, the *Texas* started to get underway with the rest of the squadron at 7:30 o'clock in the morning, but while turning seaward a piston became heated and put the starboard engine out of commission. When repairs had been made the *Texas* proceeded out at 11 o'clock and joined the other ships at maneuvers and sub-calibre practice.

On August 22 the fleet was again placed on two and one-half hours' steaming notice, and at noon was ordered to get underway. The *Texas* got out about 4 o'clock and stood out to sea. The next morning found the fleet headed east across the North Sea. There were strong winds and seas were continuously coming over the forecastle. The fleet steamed along until the late afternoon, when it headed back for its base, exercising in battle formations on the return.

The *Texas* dropped anchor in her regular berth at 8 o'clock the next morning. There were not enough colliers to go around the fleet in the morning and so it was not until noon that one hove alongside and the crew put in the



ANTICIPATING ACTION

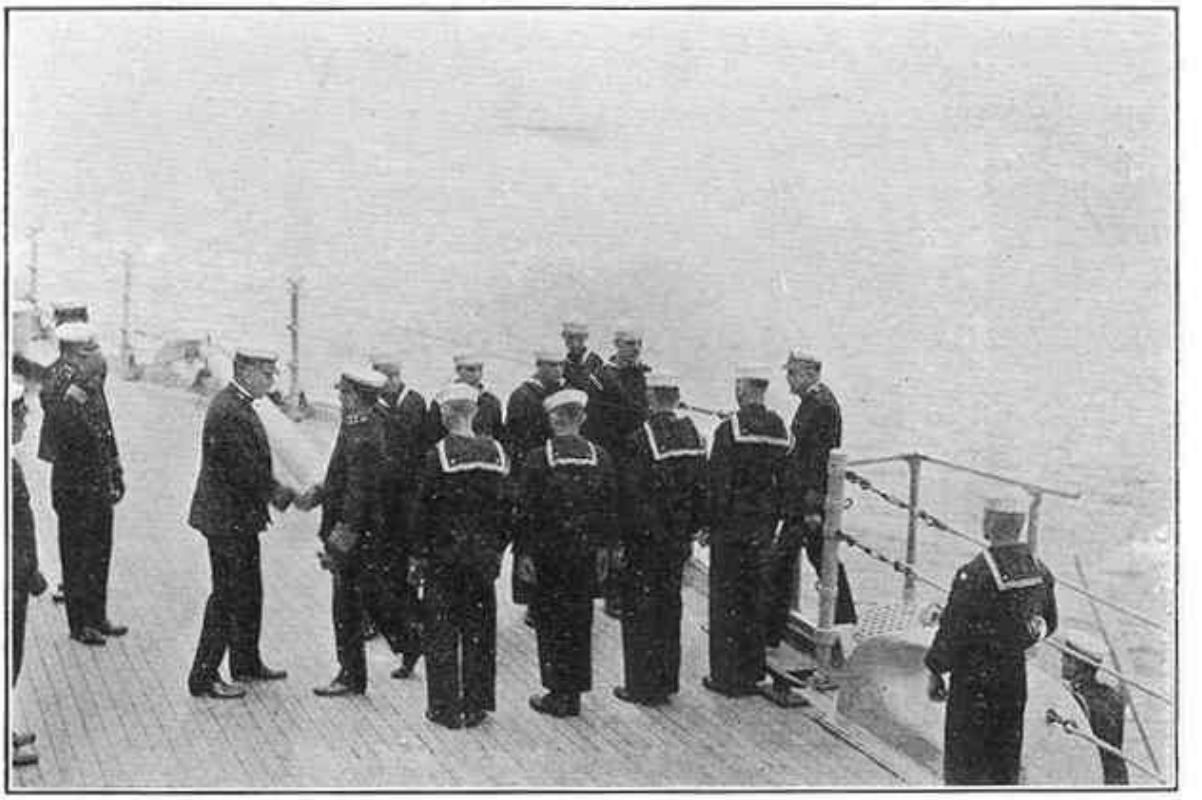


FORTH BRIDGE BY MOONLIGHT

afternoon taking on 750 tons of coal. The next day was the usual field day and the following day fourteen-inch target practice ammunition was taken on board. Two days later, on August 28, the fleet got orders to prepare for sea at once. This was at 1 A. M., but only the battle cruisers went out, the rest of the fleet staying back on one-half hour steaming notice with full steam up and everything secured for sea. Just before noon the excitement was over and a signal came to revert to the usual four hours' steaming notice. The next day Assistant Secretary of the Navy Franklin D. Roosevelt came on board and at 1 o'clock in the afternoon of the same day the *Texas* stood out into the outer Firth for fourteen-inch spotting practice. Ordinary shells were not used this time, but flat-nose slugs were substituted as they make a big splash and were better suited for spotting practice. Ten single shots and fifteen five-gun salvos were fired. By 7:30 o'clock in the evening word was signalled to prepare for sea. However, as before, only the battle cruisers went and all that night and all the next day the fleet stayed at anchor on one hour's notice.

Rumors spread through the fleet that four German battle cruisers had been sighted in the North Sea by British submarines.

The next day was Labor Day, a holiday and the day after this a supply ship came alongside and more fourteen-inch ammunition and various sorts of stores and supplies were taken on board. On the day after this the *Texas, Wyoming* and *Florida* got under way at 8 o'clock in the morning for the outer Firth and the other ships held five-inch target practice, while the *Texas* swung slowly all morning, "checking directorscopes."



ADMIRAL MAYO COMING ABOARD THE U. S. S. *TEXAS*



F. K. ROOSEVELT COMING ABOARD THE U. S. S. *TEXAS*

September 7, Lord Jellicoe, First Lord of the British Admiralty, came aboard very unexpectedly. He came alongside on a mine layer that was not flying his pennant and, as he was in civilian clothes, the officer of the deck was taken unawares.

TARGET PRACTICE AND MANEUVERS

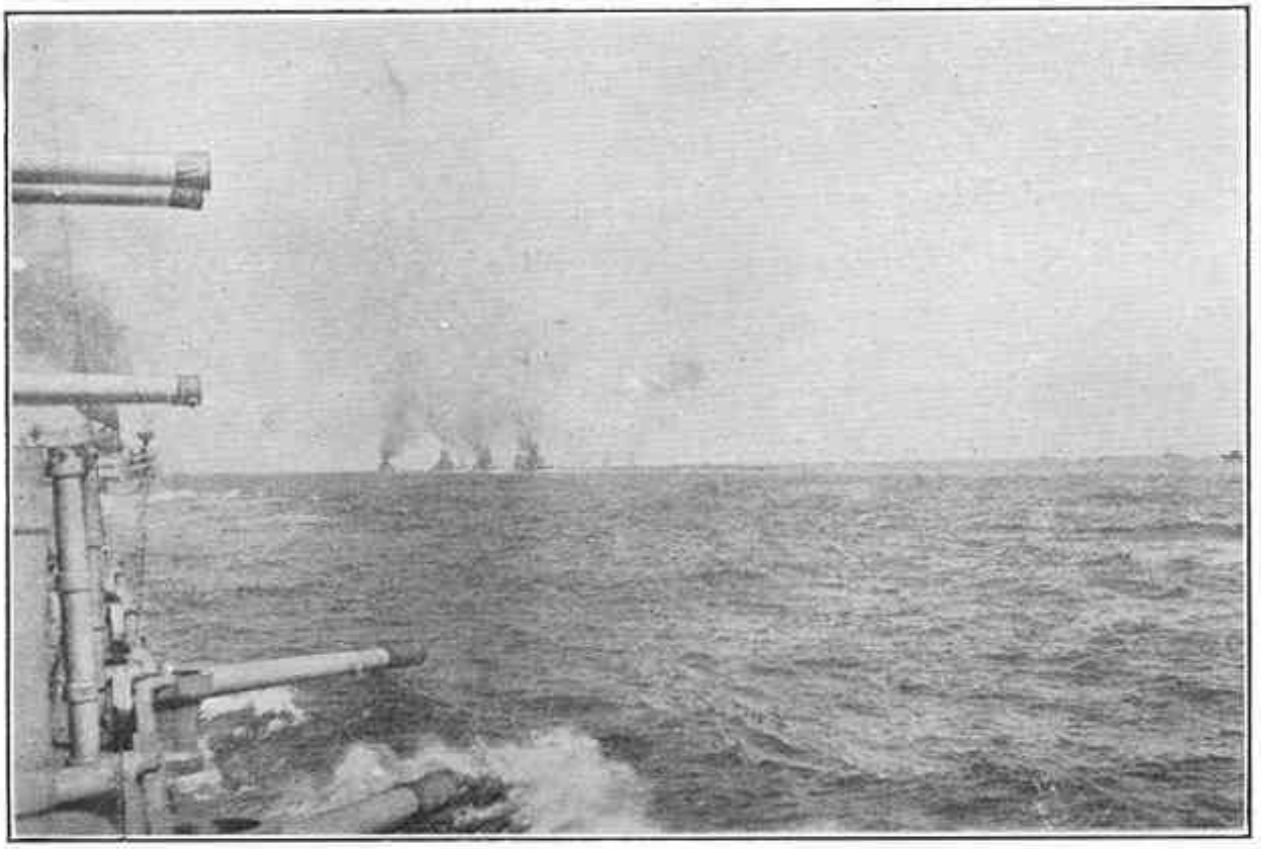
Five days later the whole squadron got underway for the outer Firth, and after firing five-inch target practice returned immediately.

It was not until September 12 that the squadron got underway again and stood out beyond the nets for five-inch target practice. After several hours of this firing the ships returned to their berths just after noon. On the 15th a number of officers and men from the *Texas* went over to the flagship *New York* and witnessed a movie production of "Hearts of the World," given on deck under a canvas top.

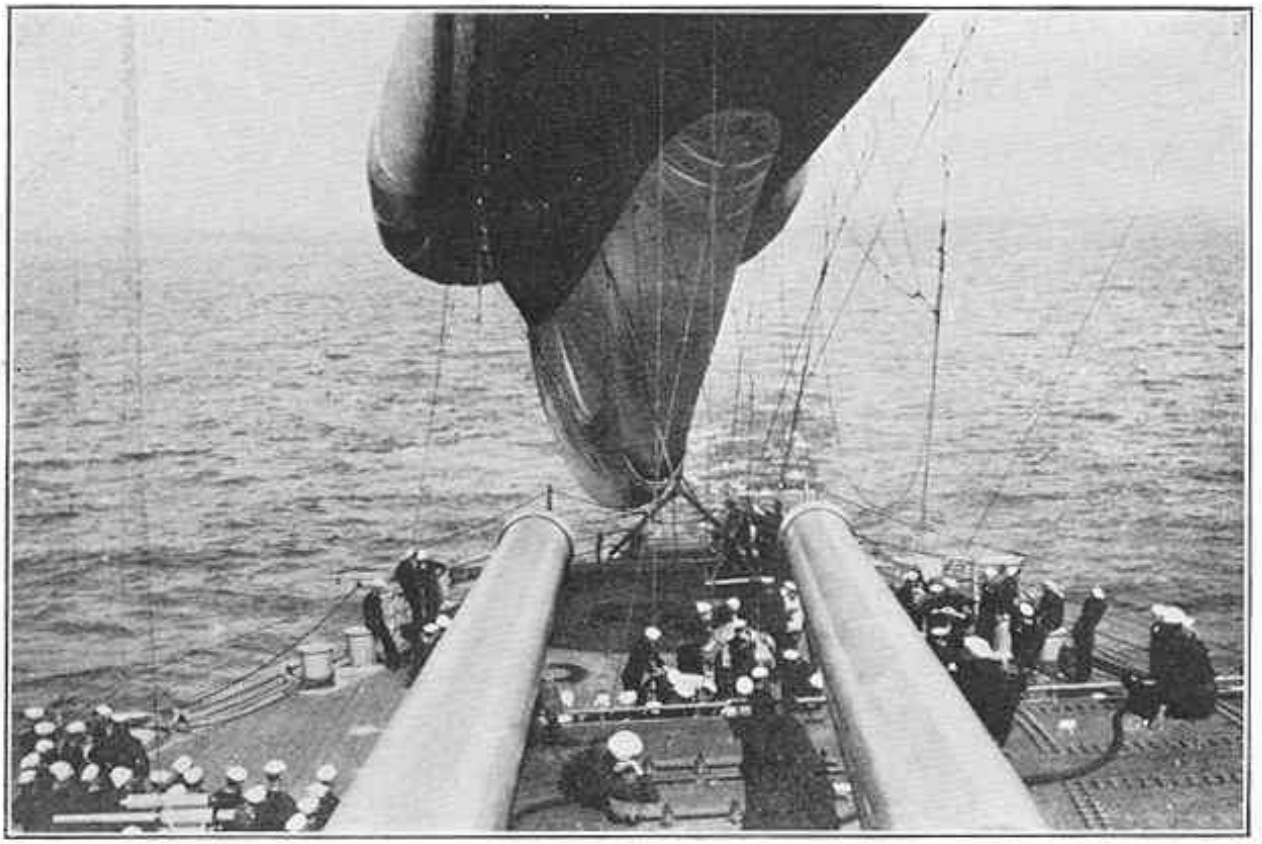
The squadron got underway at 8:30 A. M. on the 18th for maneuvers and exercises in the Firth during the morning and returned to their various berths during the early afternoon. The next day ship was coaled again, starting at 6:30 A. M. and finishing an hour before noon, in which time 900 tons were taken on board, and as usual, the next morning was field day and the afternoon was put in painting the ship. Admiral Mayo was a visitor on Saturday the 21st, and when he put in an appearance all hands were summoned to stations so that he might make an official inspection of the ship. Monday the fleet was put on two and one-half hours' sailing notice in the morning and at noon orders came to prepare for sea. As the ships steamed out the

Texas brought up the rear. Admiral Mayo was on the flagship *New York* and the fleet was to engage in a war game for his benefit. The next day, after heading east all night, the Grand Fleet engaged in maneuvers. The *Texas* and her allied ships met the "enemy" about 10:30 A. M. and "fought" until 1 P. M., and then headed for Scapa Flow, arriving there the next morning. During the afternoon 650 tons of coal were taken on board and the ship was placed on the two and one-half hour sailing notice. On Friday, the 27th, the squadron got underway again at noon and fired sub-calibre practice in the Flow all afternoon. That afternoon the U. S. S. *Baltimore,* a minelayer, came in, stopping for a short time on her way back to the United States.

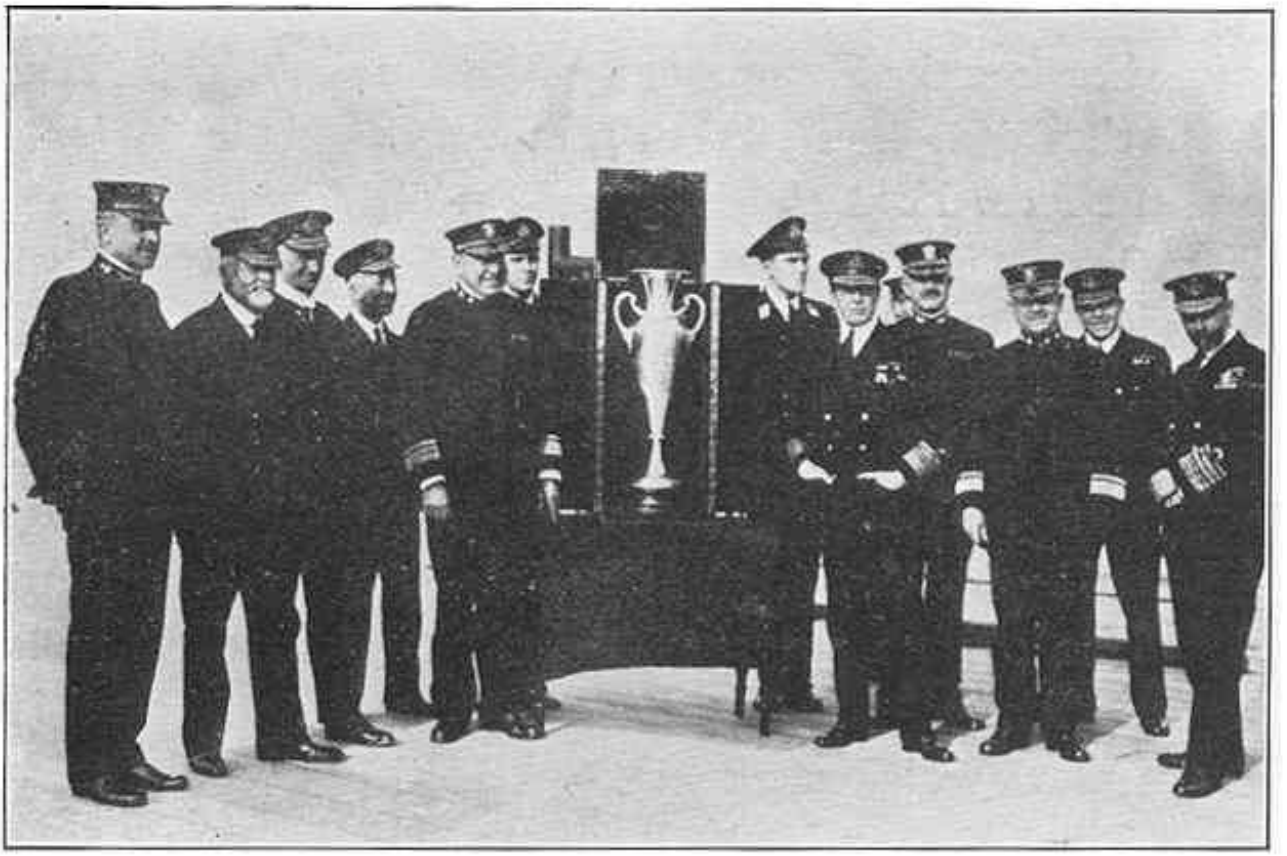
Divers were sent down to examine the screws of the *Texas,* but contrary to suspicion they were found in good condition. On the 30th the Fleet was put on one hour's steaming notice early in the morning and at 9 o'clock the *Texas* got under way and circled around the Flow to check directorscopes. At noon the fleet was ordered to prepare for sea at once and all of the ships steamed out of the harbor, battle cruisers first, with the American squadron bringing up in the rear and headed east into the North Sea. On this day clocks were set back one hour to winter time. The fleet made Rosyth the next afternoon at 1:30, where the fleet remained until October 5, when the *Texas* and the other American ships got under way at 8:30 A. M. and held maneuvers in the Firth. The 7th was a bad day, with the wind blowing a hurricane all day which necessitated having steam up in order to be prepared for "eventualities."



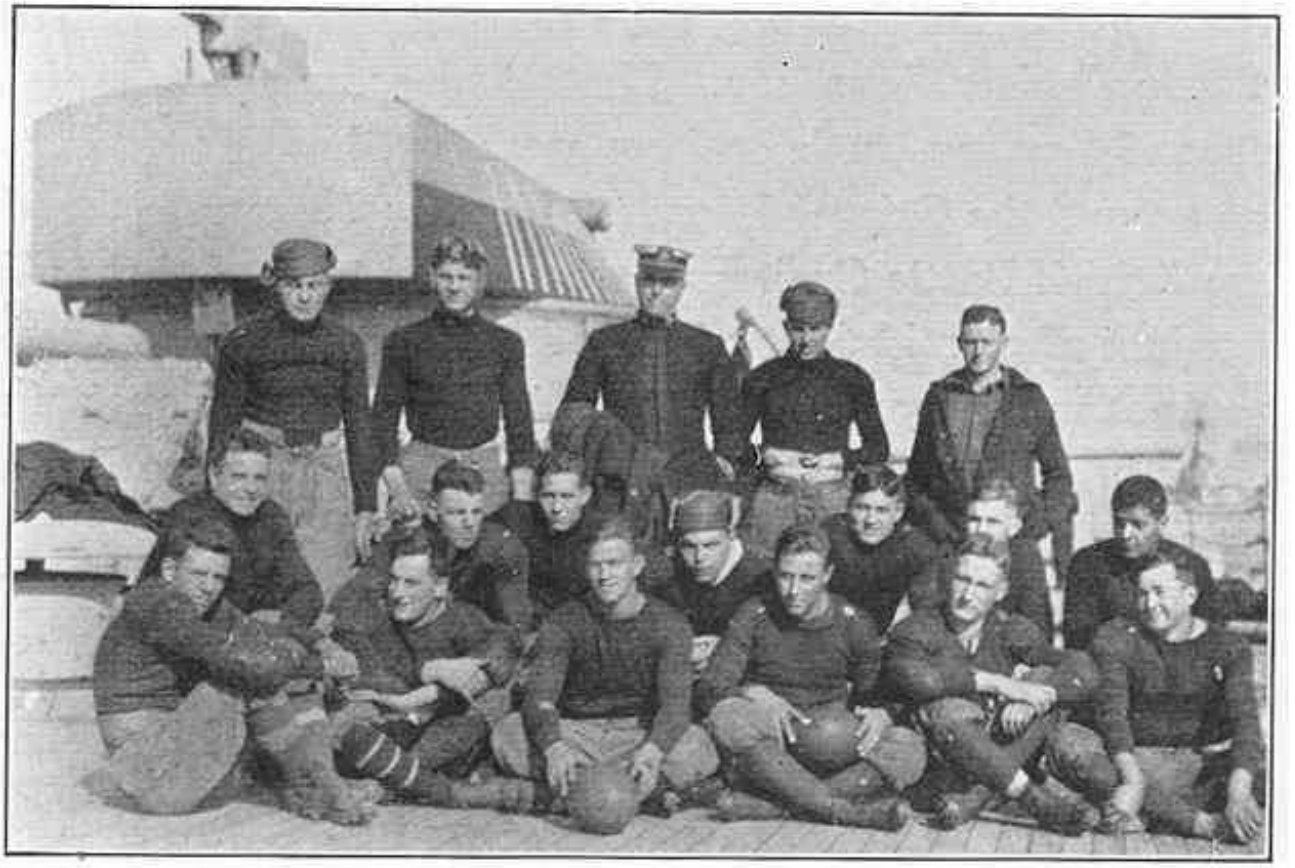
POINTING DRILL AT SEA



OUR BALLOON DOWN ON DECK OF *TEXAS*



AMERICAN AND BRITISH OFFICERS WITH THE CHALLENGE CUP, PRESENTED TO THE GRAND FLEET BY THE AMERICAN SQUADRON

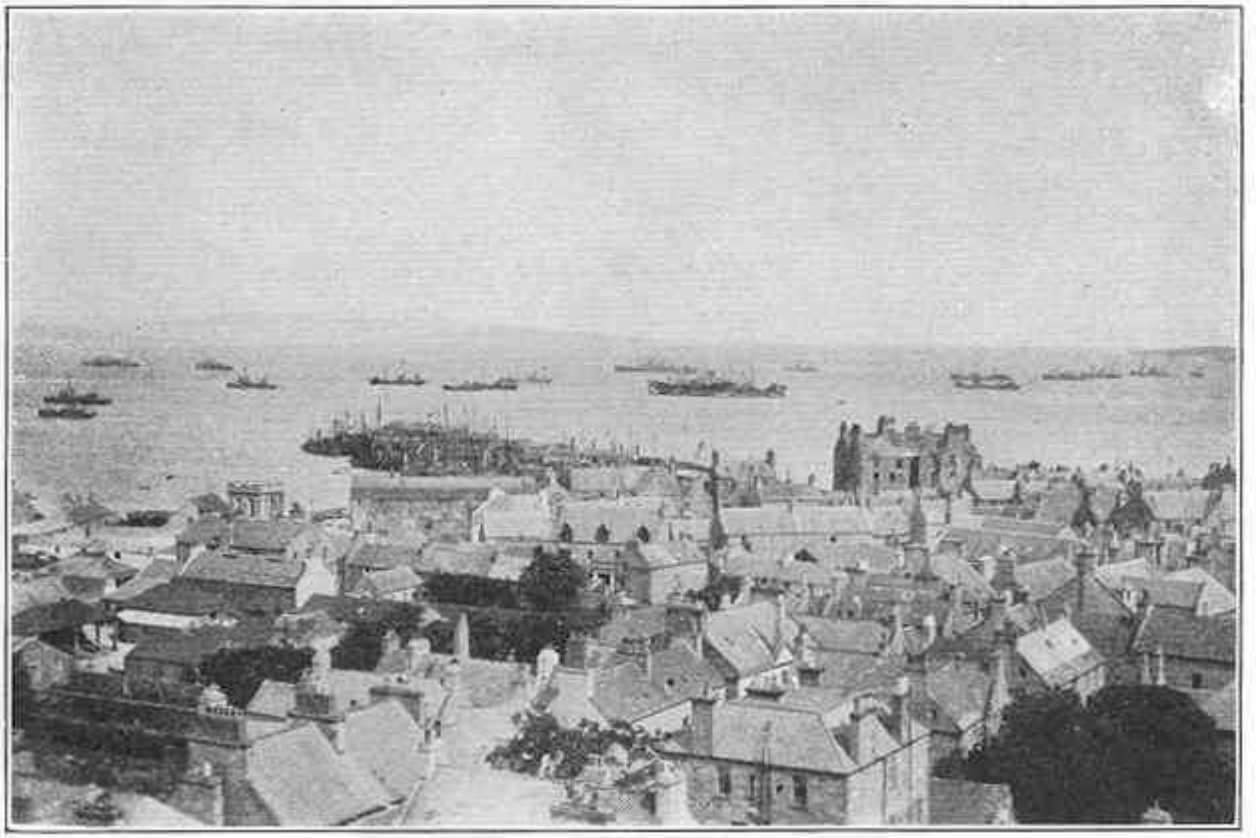


FOOTBALL TEAM

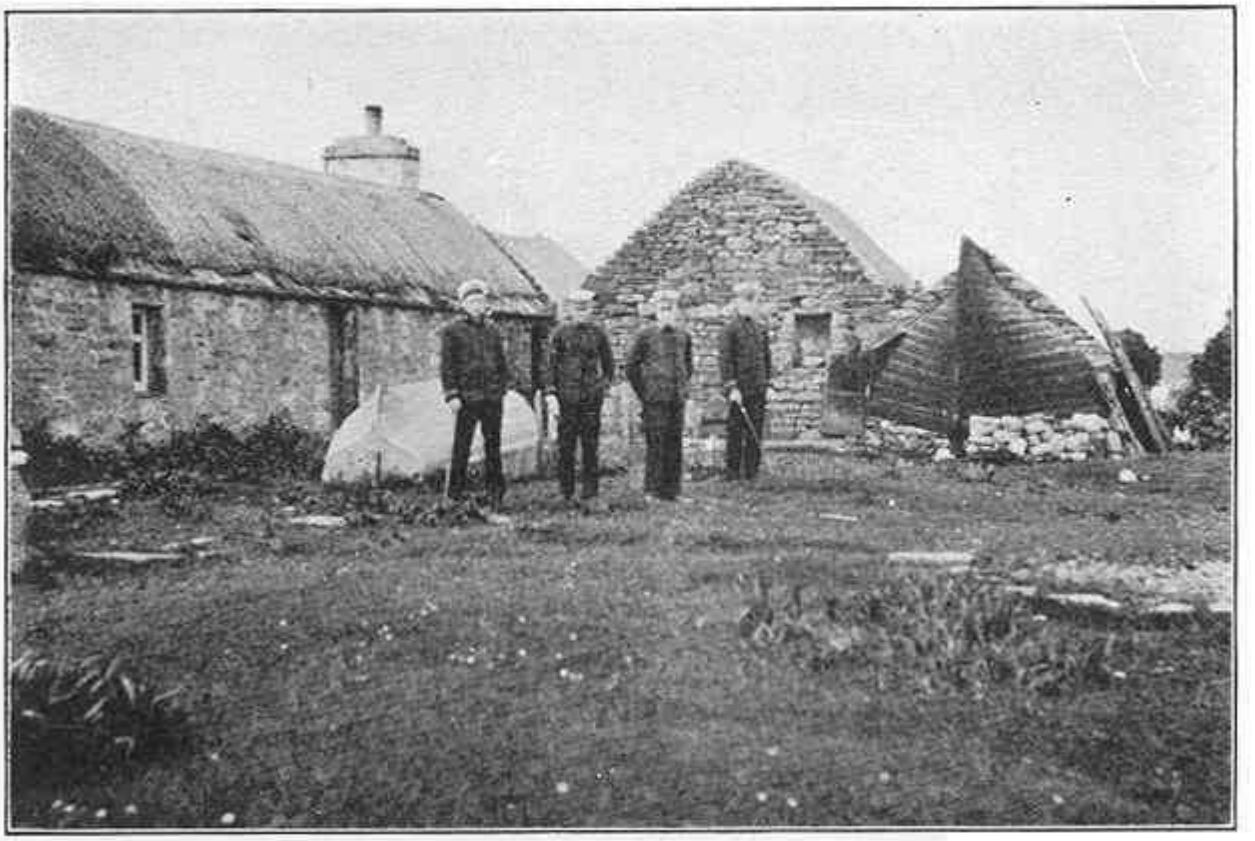
Wednesday October 9 was the day of the big football game between the *Texas* and the *New York*. The field was six inches deep in mud, but the elevens grimly fought it out, the *New York* team coming out victors by a score of 20 to 0.

The following day a collier came alongside at 6:30 A. M., and by noon 750 tons of coal had been put on board. The usual field day followed the next day and a day later orders came to go on two and one-half hours' sailing notice, followed by further orders at 10 o'clock for the Sixth Battle Squadron only to prepare for sea. The ships got under way at noon and stood out with eight destroyers bound for Scapa Flow, which was reached at 8 o'clock the next morning. The crew put in the day preparing for target practice, overhauling powder bags and shells, bore-sighting guns and checking up instruments. At 2:20 P. M. orders came to prepare for sea at full speed. The only other ships in the Flow at the time were the four vessels of the Second Battle Cruiser Squadron. News had come by radio that several German battle cruisers were out, heading north to go around the Orkney Islands. The American vessels and the British Battle Cruisers were ordered to head them off.

Just after midnight of the 13th the 6th Battle Squadron got under way, and at 2:30 A. M. passed through the gates and headed west into the Atlantic, while the Battle Cruisers turned east. Destroyers accompanied the American ships. The crews were kept at their battle stations all night and at daybreak the order came to send up powder and shells from the magazines. The men were all a-tingle with excitement, anticipating real action at last. At noon the American flotilla picked up the Second Battle Cruiser



KIRKWELL, ORKNEY ISLANDS



AIR SCENE ON THE ORKNEY ISLANDS

Squadron, composed of the *Australia, New Zealand, Indomitable* and *Inflexible,* which had left the Flow with the American ships, but had come around in a different direction. After steaming around for awhile the ships turned back to Scapa, dropping anchor about 7:30 P. M., without receiving further news of the German ships. The Sixth Battle Squadron was kept on one hour's steaming notice, however, all night and the next morning at 7:30 the American ships got under way and stood out into Pentland Firth for target practice. The *Texas* fired eight ten-gun salvos, reduced charge, in six and one-half minutes at a range of 10,000 yards while travelling at a speed of nineteen knots, every turret in action. Eighty rounds were fired in all. The first salvo from the *Texas* carried half of the target away and the others were all good too. That morning the *New York* departed for dry dock having lost a propeller blade the day before. The following afternoon the men were kept busy coaling ship. During that afternoon the French cruiser *Gueydon* stood in and anchored nearby, en route for Archangel, Russia.

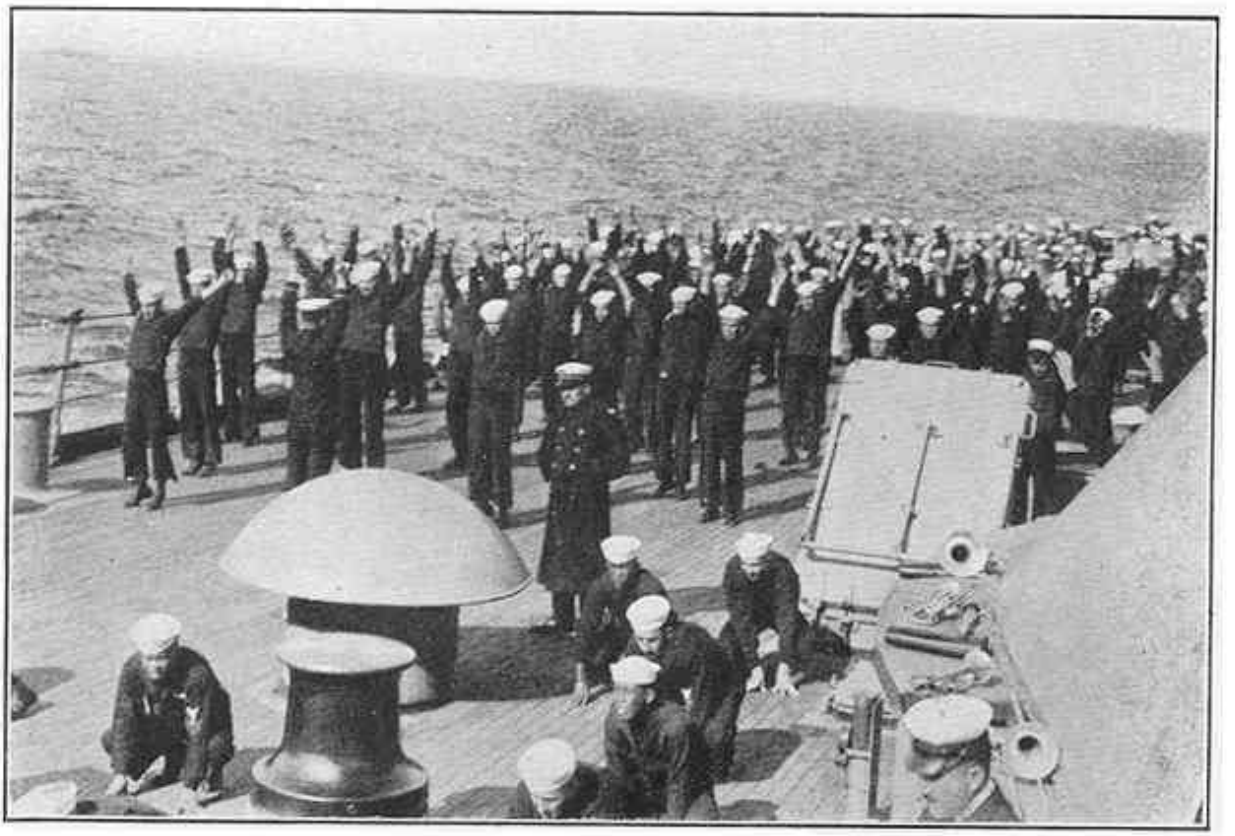
IN DRY DOCK

Cleaning and painting the ship occupied all of the following day, the 17th. The Admiral came on board with officers of the *Wyoming* for efficiency inspection the next day and after he left at noon a signal came to prepare for sea. The squadron got underway at 4 p. m., and with six destroyers headed for Rosyth, which was reached at 11:30 the next morning. The *New York* was just coming out of dry dock as the *Texas* steamed into the harbor. That afternoon orders came to the *Texas* to proceed to New-

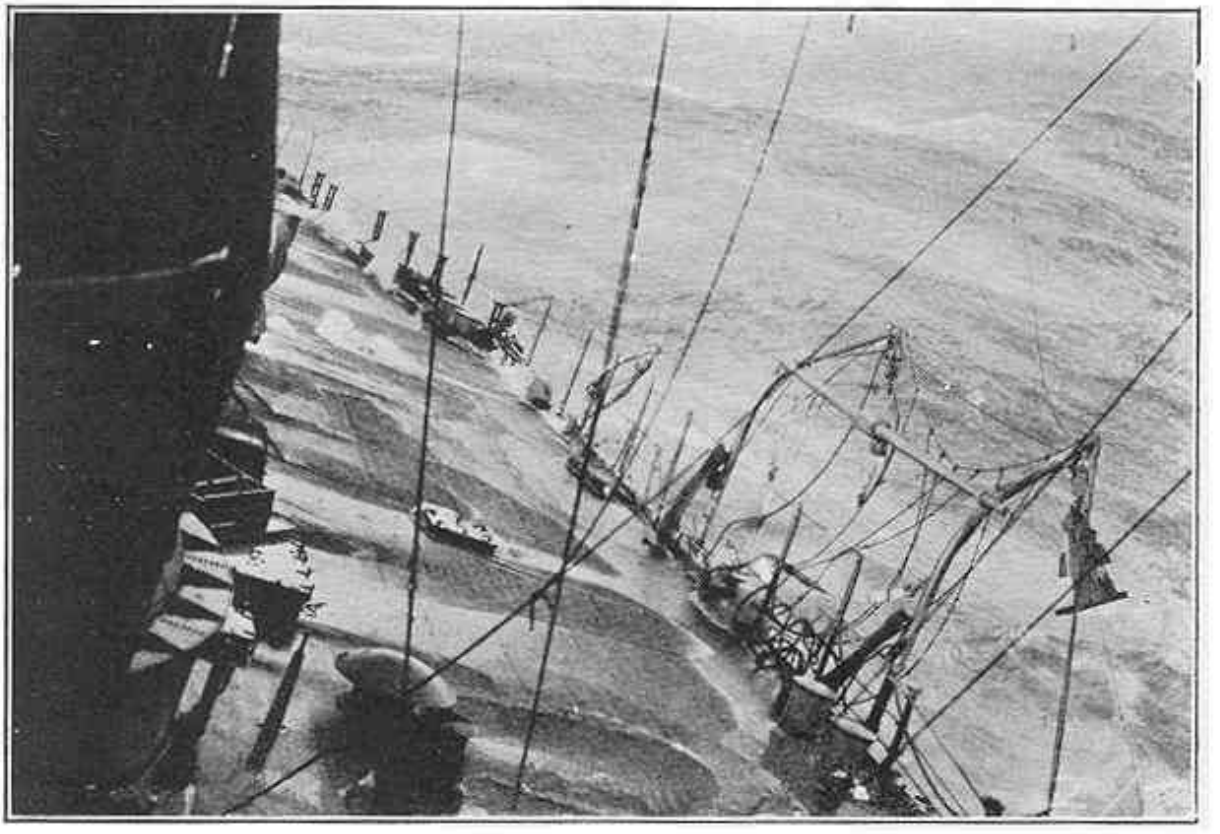
castle to dock and at 4:30 the following morning the *Texas* with two destroyers started for the dock. She entered the Tyne river at 2:15 p. m., and a number of tugs hitched on and towed her a mile or two up the narrow stream. It was a busy scene with stores and other business establishments crowding down to the river's edge and paddle-wheel tugs bustling about everywhere in the river. When the *Texas* had been towed a short way up the river she was backed into a floating dry dock. The crew was put over the side on the job of scraping the barnacles off the hull. Work was at once started on the construction of a new bridge, and an aeroplane platform on No. 2 turret. It was found that the bottom was dirty but the propellers were in good shape. This scraping, with the addition of painting, continued again on the 22nd, but some of the men were allowed to go to Newcastle-on-Tyne, by ferry to Howden, thence by train.

The town was full of girls, always an attraction for American seamen and officers on leave. On the 24th word came from Admiral Sims rescinding an order he had previously issued cancelling all leave while the influenza epidemic was raging. Officers and men were granted liberal shore leave. The American "gobs" made themselves solid with the girls of Newcastle by bringing them presents of small bags of sugar.

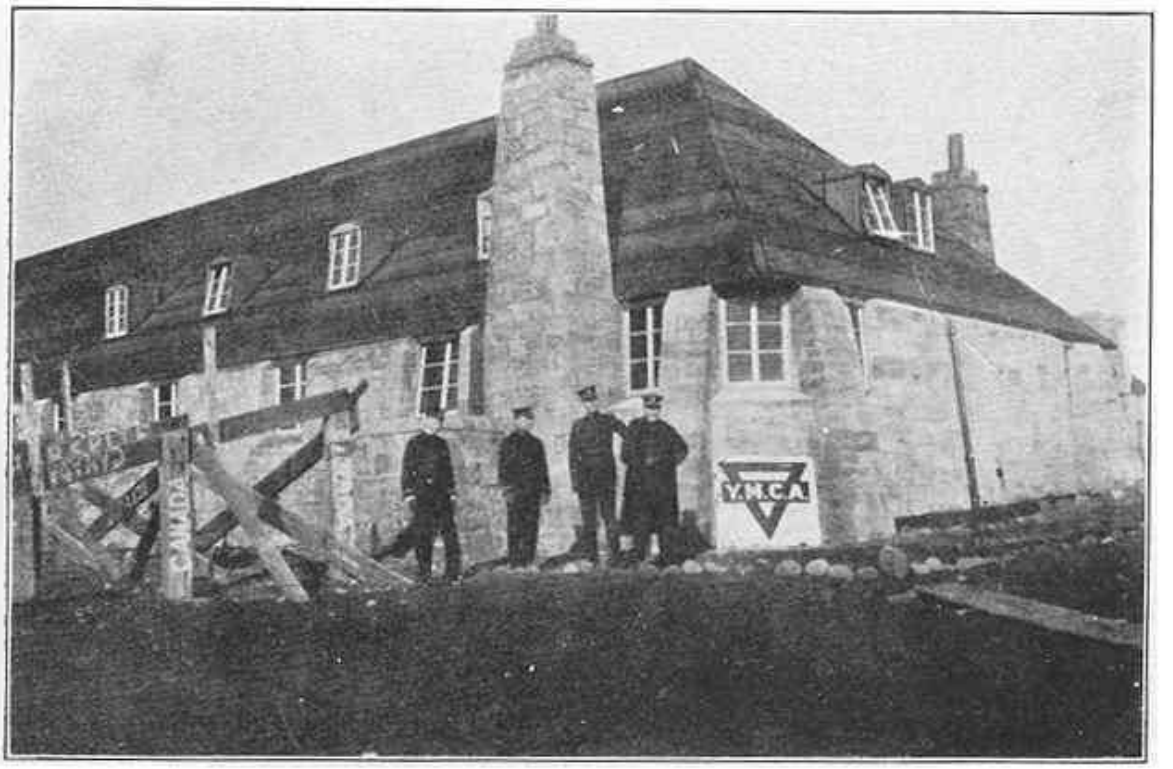
Work was started painting the bottom of the *Texas* with anti-fouling paint on the 30th and during that day an American tanker came in with a big torpedo hole in her side. The next morning the whole bottom had been painted. On November 4th at 3:30 o'clock in the afternoon the *Texas* slipped out of dock, although some of the work



"PHYSICAL TORTURE"



STORM ON THE ATLANTIC



THE Y. M. C. A. HUT ON THE ORKNEY ISLANDS



FOUR LITTLE ORKNEY CHILDREN

was not completed. She headed back for Rosyth and arrived there at 2 o'clock the next morning. Coaling was started at 9 o'clock and continued until 5 p. m. Shortly after the *Texas* arrived the *Campania*, once a Cunard liner and now an aeroplane ship of the Royal Navy, broke adrift in a gale, rammed herself on the bow of the *Courageous* and sank not far from the *Texas*.

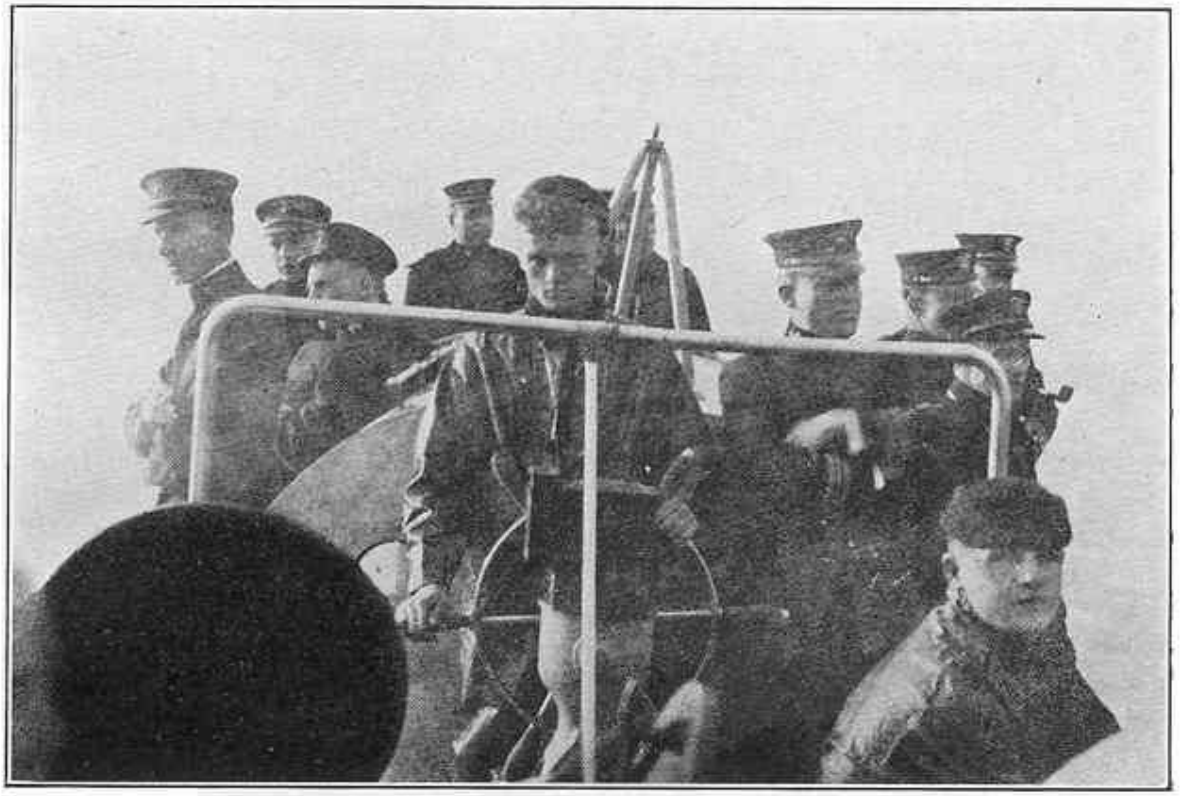
FALSE RUMORS

The following day, November 7th, a signal announced "Hostilities ceased at 2 p. m. today." All of the ships started impromptu celebrations, but two hours later another signal came nullifying the previous one. The general feeling, however, was that the end of the war was close at hand.

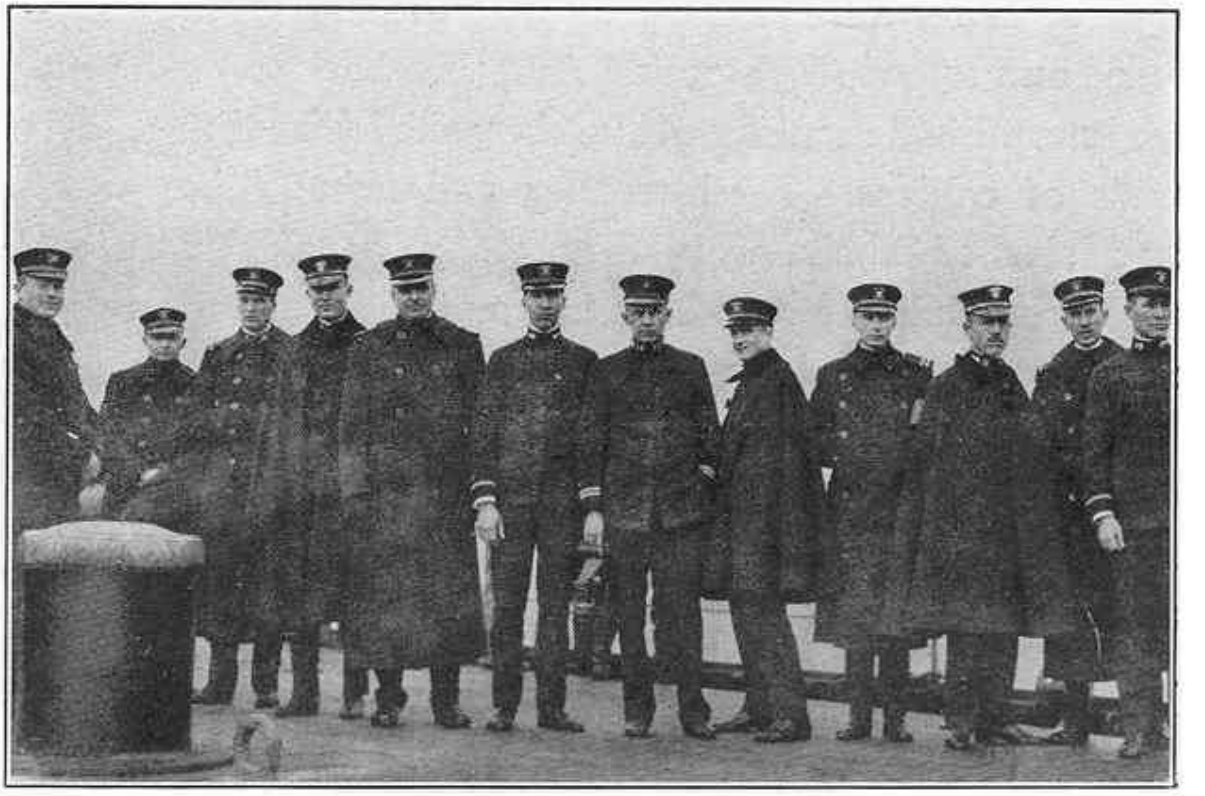
On the 9th a message from the Commander-in-Chief came and was read to all hands by Captain Blue. This was to the effect that a naval battle was more probable then than it had ever been before and the men were not to take too much stock in the mutiny and peace reports coming from Germany.

THE ARMISTICE

Then came the evening of November 11. Oh, what a time! The Grand Fleet went wild with joy. All searchlights, whistles and sirens were put in action, rockets were fired and the men cheered, danced and celebrated hilariously. Flags were hoisted at the trucks with searchlights playing on them. It seemed as though every whistle and siren in the fleet was tied down and kept wide open. The next day the fleet began preparing for landing force work in the event that it should be necessary to land on German



AMERICAN OFFICERS ON WAY TO GERMAN FLEET

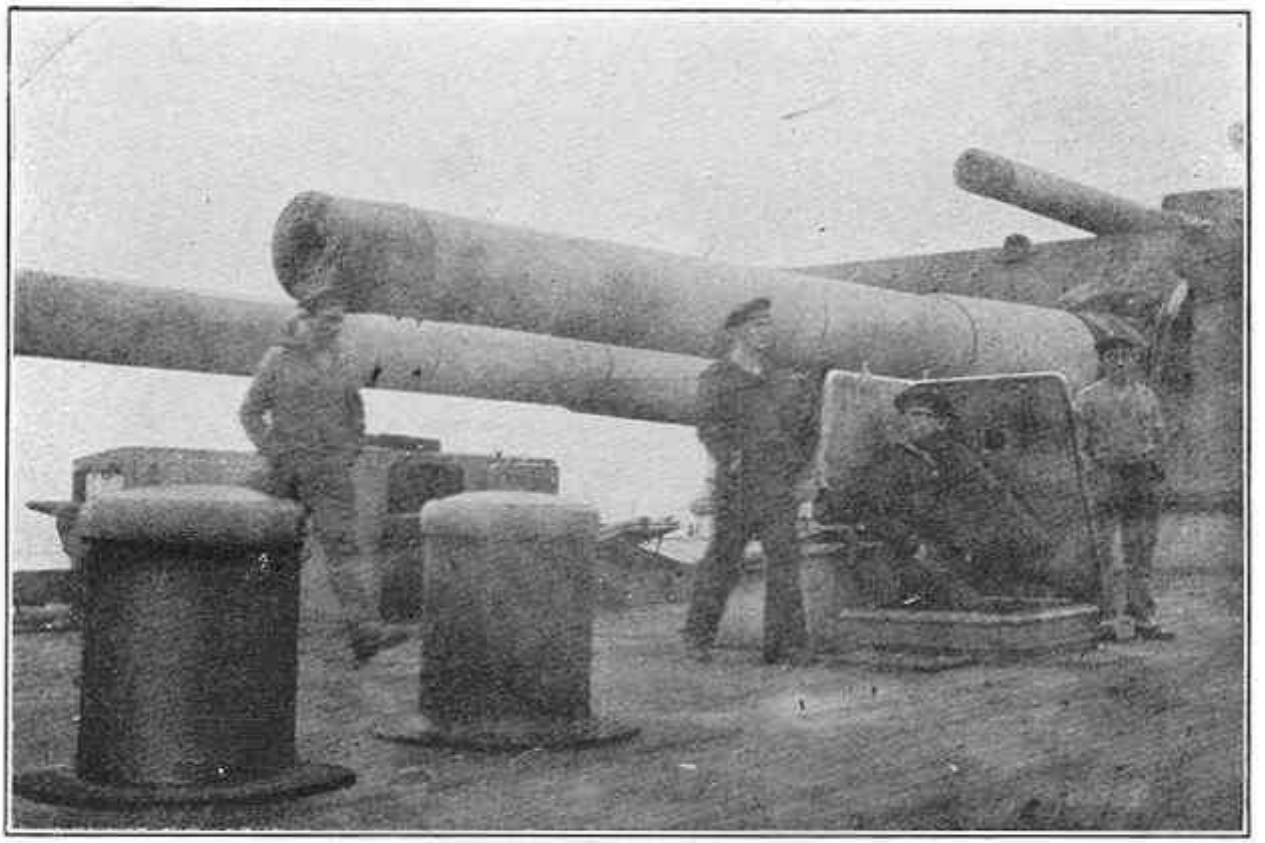


ON BOARD A HUN BATTLESHIP

soil. On the 13th, after wireless communication between the Commander-in-Chief and the Commander of the German High Seas Fleet was held, a rendezvous was established at which the Cruiser *Koenigsberg* of the High Seas Fleet was delegated to meet British escorts and come into Rosyth. The German warship was to bring an Admiral who was to be accredited by his superiors to confer with Admiral Beatty as to the carrying out of the terms of the armistice in so far as the navy was concerned.

Life with the British Grand Fleet had contained its share of hardships. Disagreeable weather always. Frigid days with the sun seldom breaking through the scudding gray clouds that seemed to keep the world in a sort of perpetual twilight. Days of hard-blowing winds, when one small hurricane seemed to follow directly on the heels of the preceding one. Days when the *Texas* weighed anchor and stood out to sea, to find the waves running mountain high or broken and choppy so that the big Dreadnaught rolled and tossed like a cork. And then back to the base to the interminable coaling of the ship, shovelling in the dirty holds of colliers. Flesh-tearing and skin-cutting winds that slashed their way through navy uniforms and sweaters, while the men breathed and coughed suffocating coal dust.

Coaling days were followed with unfailing regularity by "field days." An American warship after coaling is cleaned back to a spick-and-span appearance at the first opportunity. "Field days" meant sluicing decks with water and sand and holystoning the planking with scrapers that felt like blocks of ice. When it was all over there was the dismal, depressing Orkney Islands to look at through the



ON BOARD THE *BAYERN*



GERMAN SAILORS WE WERE AFTER

port-holes—land that was barren of all greenery or vegetation. This, with an occasional visit to the Firth of Forth, was life on board the *Texas* while she waited day after day up there in a latitude the same as Greenland, for the German High Seas Fleet to come out.

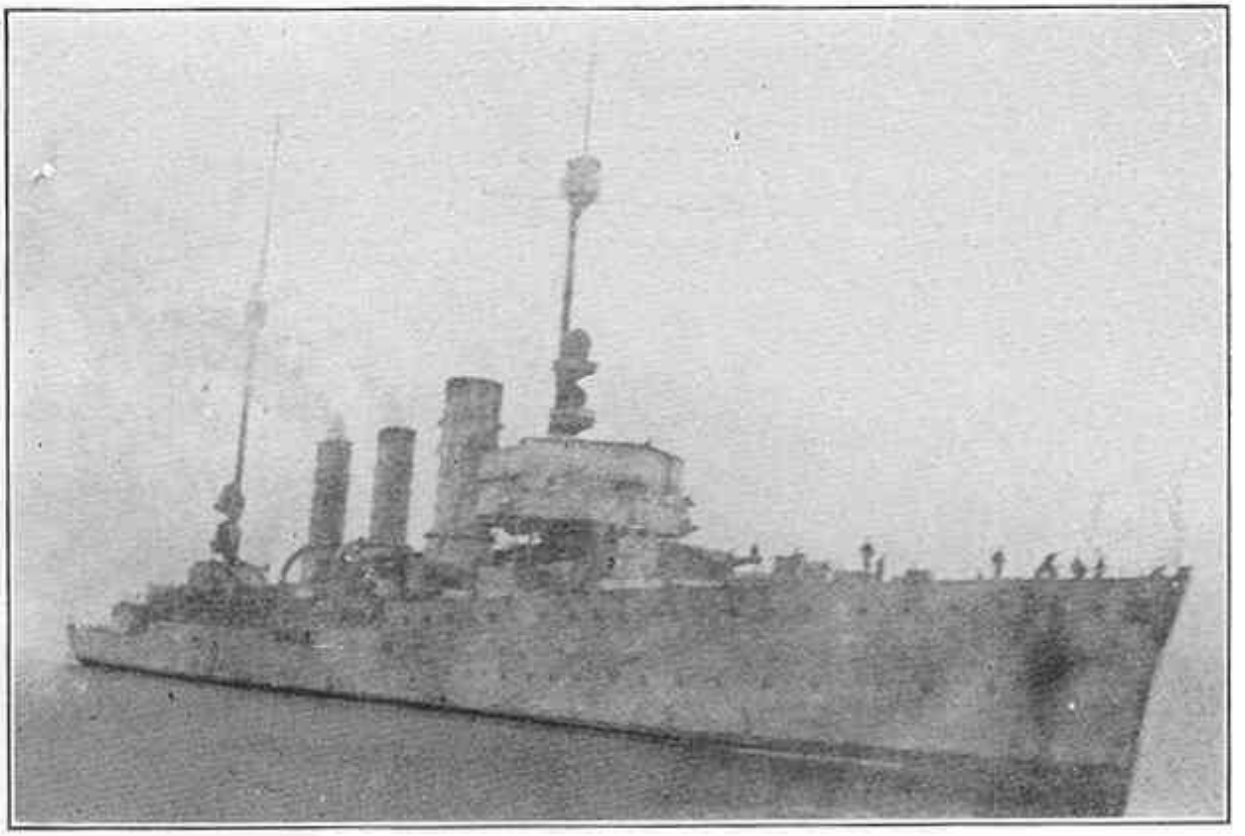
And finally "Der Tag" that the Germans had been toasting for a score of years had come. But it was not "the day" the Germans had bargained for. Admiral Beatty flashed the following message to the fleet on the night of November 20:

"A sufficient force will proceed to sea to take over at rendezvous X those ships of the German High Seas Fleet selected for internment."

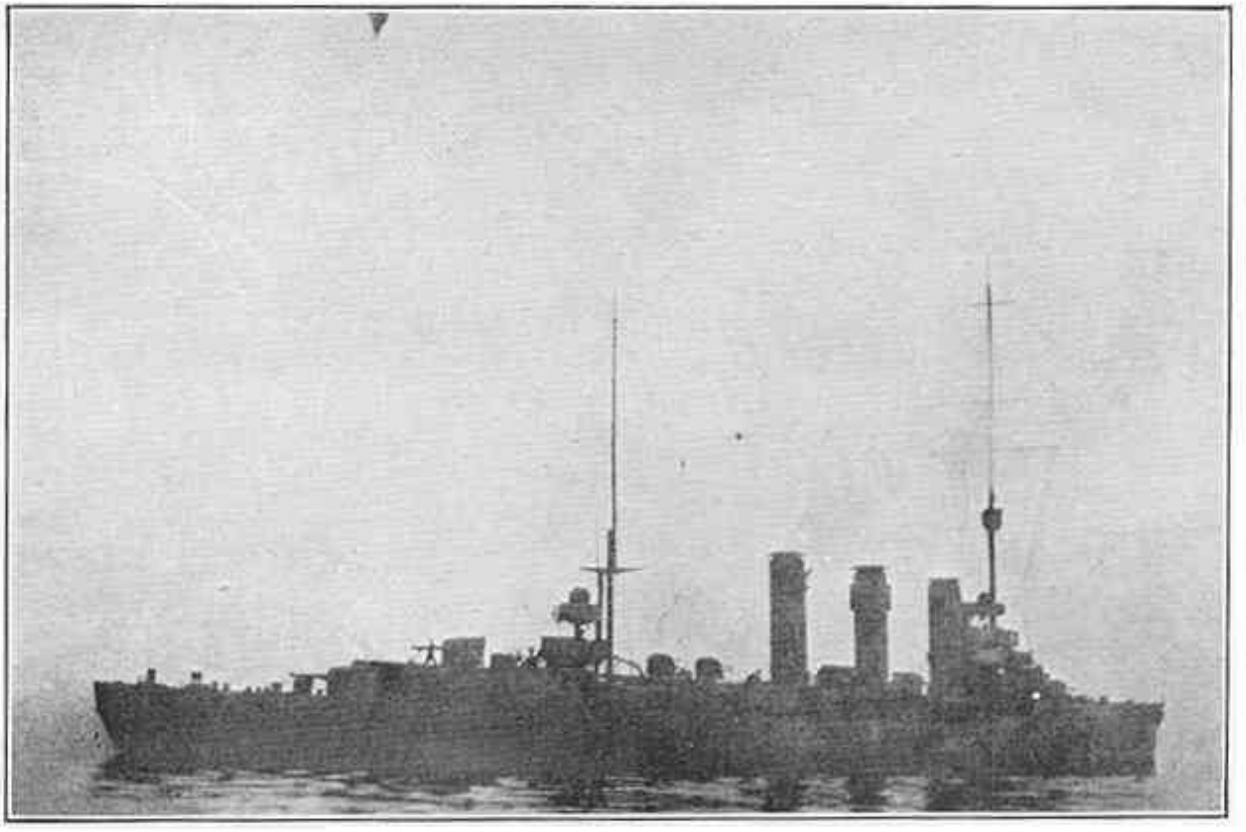
At 2 o'clock the next morning, the Grand Fleet started to sea and for four hours the great ships weighed anchor and stood out of the harbor, the flagship *Queen Elizabeth*, being the last to leave at 6 o'clock. In the meantime the flagship was in constant communication with the light cruiser *Cardiff* which had been sent out to meet the German ships and pilot them to the rendezvous. The *Queen Elizabeth* was also in constant radio communication with the German flagship and the German fleet was being directed as to the manner in which it should maneuver and proceed.

SURRENDER OF GERMAN HIGH SEAS FLEET

As the *Texas* made the open reaches of the North Sea one of the usual icy mists hung over the water, and the seas were short and choppy, excellent weather for submarines. The paravanes had been swung over the sides and at 7:30 o'clock came the call to general quarters. Ad-



SURRENDERED HUN LIGHT CRUISER



GERMAN LIGHT CRUISER *EMDEN*

miral Beatty was taking no chances with his enemy. Decks were cleared for action, guns were manned, additional supplies of ammunition were placed in strategic points, the crew was at battle stations, the magazines were opened up and the powder gang were all in their appointed places, while the medical corps kept busy distributing extra bandages and supplies of first-aid kits—in case of necessity. Oh, for a chance to fight!

Captain Blue and other officers on the bridge, the lookouts in the foretop and maintop, intently scanned the surface of the misty sea for the first sight of the German warships. Soon the fleet was in a location about forty miles off the May Island and the *Cardiff* sent over the radio signal, according to British Navy custom:

"Unknown number of unknown ships steaming line ahead."

This was followed by a message from the *Cardiff* giving her longitude and latitude. Captain Blue, after plotting the position on the chart, announced that the enemy was a bit more than six miles away and should soon come into sight.

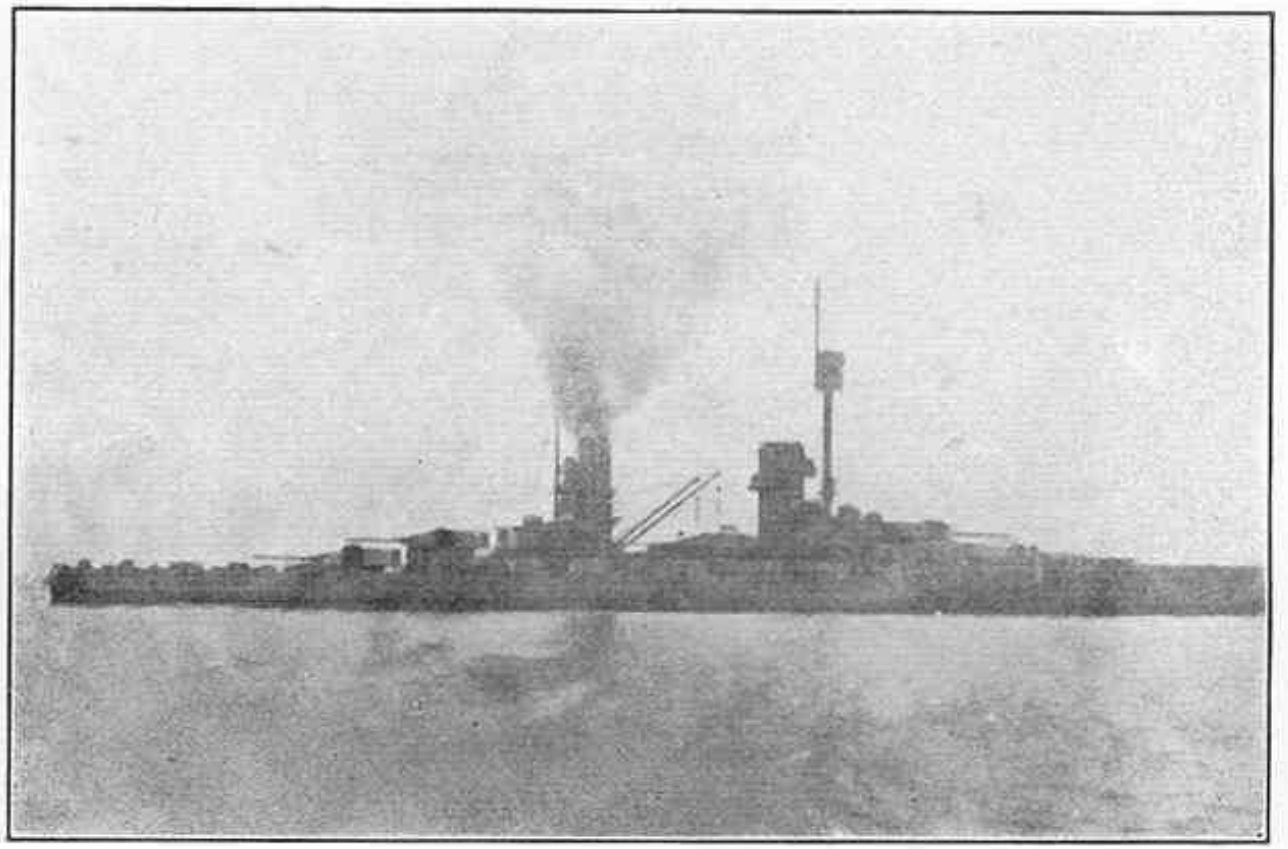
It was exactly 9:21 o'clock when one of the lookouts, perched high in the swaying foretop, sang out:

"German High Seas Fleet, ho, sir!"

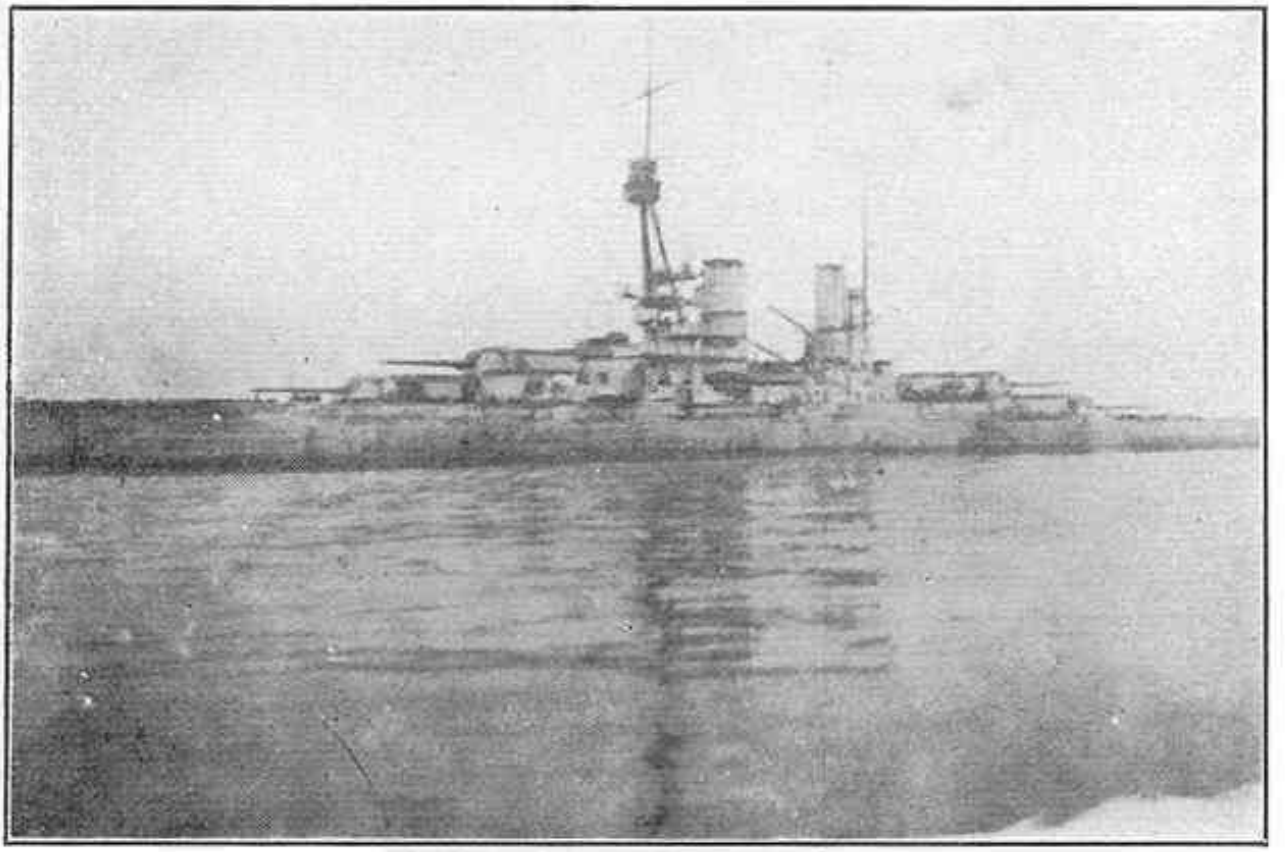
"Where away?"

"Two points off the starboard bow, sir!"

Eagerly officers on the bridge searched the horizon. As the mist cleared gradually, there came into view ship after ship of the proud Prussian fleet, flying for the last time the German man-o'-war ensign. The *Seydlitz*, the German flagship, displayed a white flag in token of surrender.



S. M. S. *BAYERN*



S. M. S. *GROSSER KURFURST*

The *Texas* and the other ships of the Sixth Battle Squadron were assigned to escort back to the base the *Bayern, Grosser Kurfuerst, Kronprinz Wilhelm* and the *Markgraef*. As the Grand Fleet turned and started back, ranging up in a long line on either side of its docile captives, the American warships in a double column with their German foe in the center, turned and followed the Grand Fleet.

As the crew of the *Texas* peered at the white flag, flying from the *Seydlitz*, the thought of the captain, officers and men reverted to that phrase of the great warship's first commander, Captain Grant, when he told the Texas Society of New York on the occasion of the first arrival of the *Texas*, "There is no white bunting on board the *Texas*."

The surrendering German armada consisted of thirteen dreadnaughts, superdreadnaughts, battleships and battle cruisers, six cruisers and light cruisers and forty-nine destroyers, carrying in all crews amounting to between 15,000 and 20,000 men. In the Grand Fleet, manned by 100,000 or more British and American tars, were forty-seven dreadnaughts, superdreadnaughts, battleships and battle cruisers, thirty-five cruisers and light cruisers and two hundred destroyers. The two armadas now covered a stretch forty miles in length and six miles in breadth, with the German ships in the center.

How much nobler were those heroes of a previous war who, when ordered to surrender, sent the reply: "The guard dies, but never surrenders."

The silhouettes which had been painted in the turrets and near the five-inch guns were compared by the men on the *Texas* with the German ships which they represented,

and technicalities came in for much argument. Some held that there would have been no trouble in locating the German ships desired for the fire of the *Texas* by the silhouettes, while others were of the opinion that the silhouettes were not more than relatively correct.

All hands stared over bulwarks, through gun ports and port holes at the Huns. The ships were not close enough to distinguish individuals in that gray visibility, but through glasses, objects could be observed without trouble.

The men aboard the *Texas* would have preferred a fight, for they had come thousands of miles from home, suffered uncomplainingly; endured daily hardships just for a chance to get a whack at the Germans and here they were coming out flying the white flag. It was unbelievable. It seemed impossible. We felt ashamed for their cowardice. No other navy had ever been so humiliated.

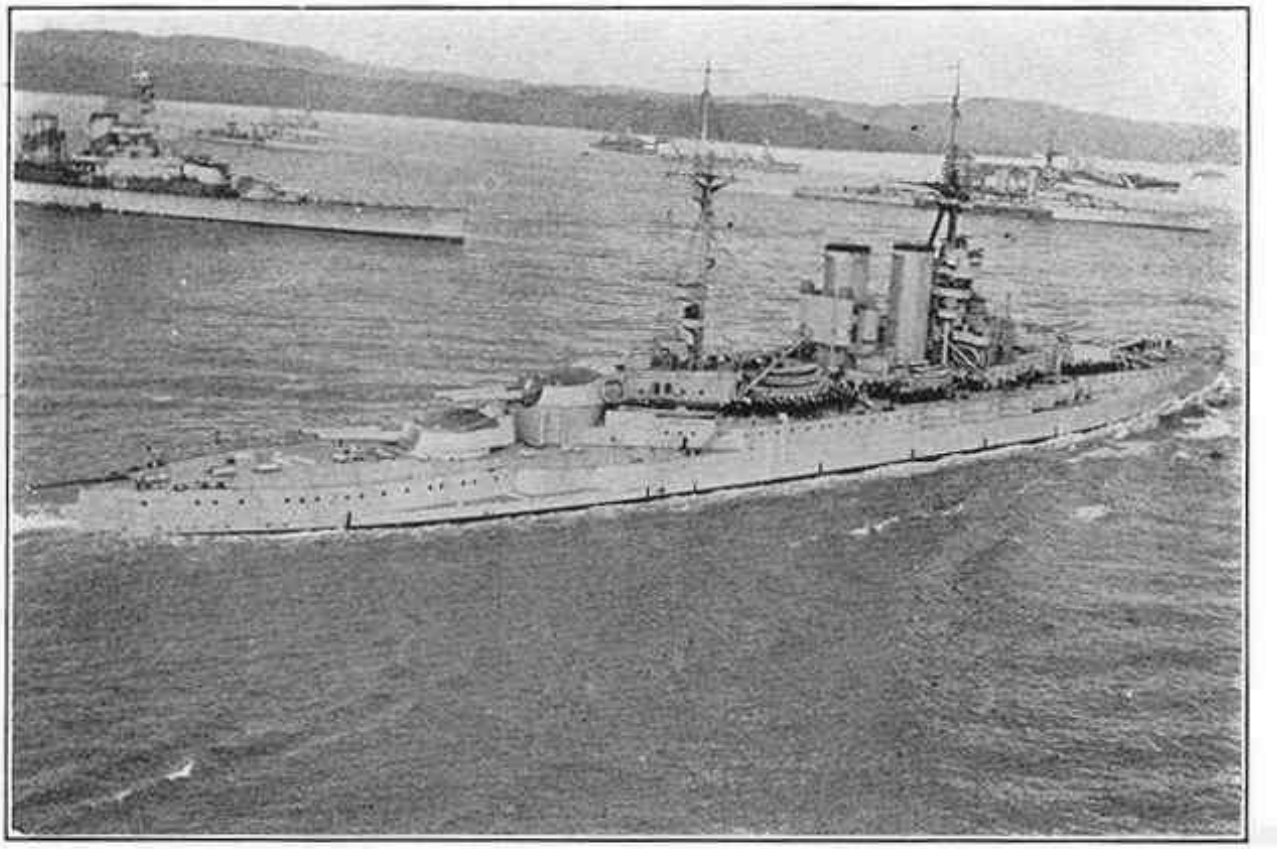
The correspondent of a New York newspaper who was on board, turned to Captain Blue and said:

"Your ship's company, sir, would, I gather, have preferred a fight."

"Well, I wouldn't," returned the Captain. "This has been the most signal victory in Naval history and I'd much prefer to bring my boys home victorious to their mothers and sweethearts than to leave any of them at the bottom of the North Sea."

It was a remark illustrative of the affection the commander of the *Texas* felt for his men.

There was no ceremony when the two fleets drew into the Firth of Forth. The bands aboard each of the great ships of the Grand Fleet played the national anthem and on



H. M. S. *QUEEN ELIZABETH*



H. M. S. *REVEILLE*

orders of Admiral Beatty, religious services were held throughout the fleet to give thanks "for the victory that Almighty God has this day vouchsafed our arms."

GERMAN BATTLE FLAG LOWERED

In the meantime the historic message from the *Queen Elizabeth* had been flashed to the German ships:

"The Imperial German ensign will be lowered at sunset and will not be hoisted again without my permission."

When the German battle flag came down that night it remained down, for the German nation was without its battle fleet and the Allies were undisputed masters of the seas.

The freedom of the seas had indeed been guaranteed.

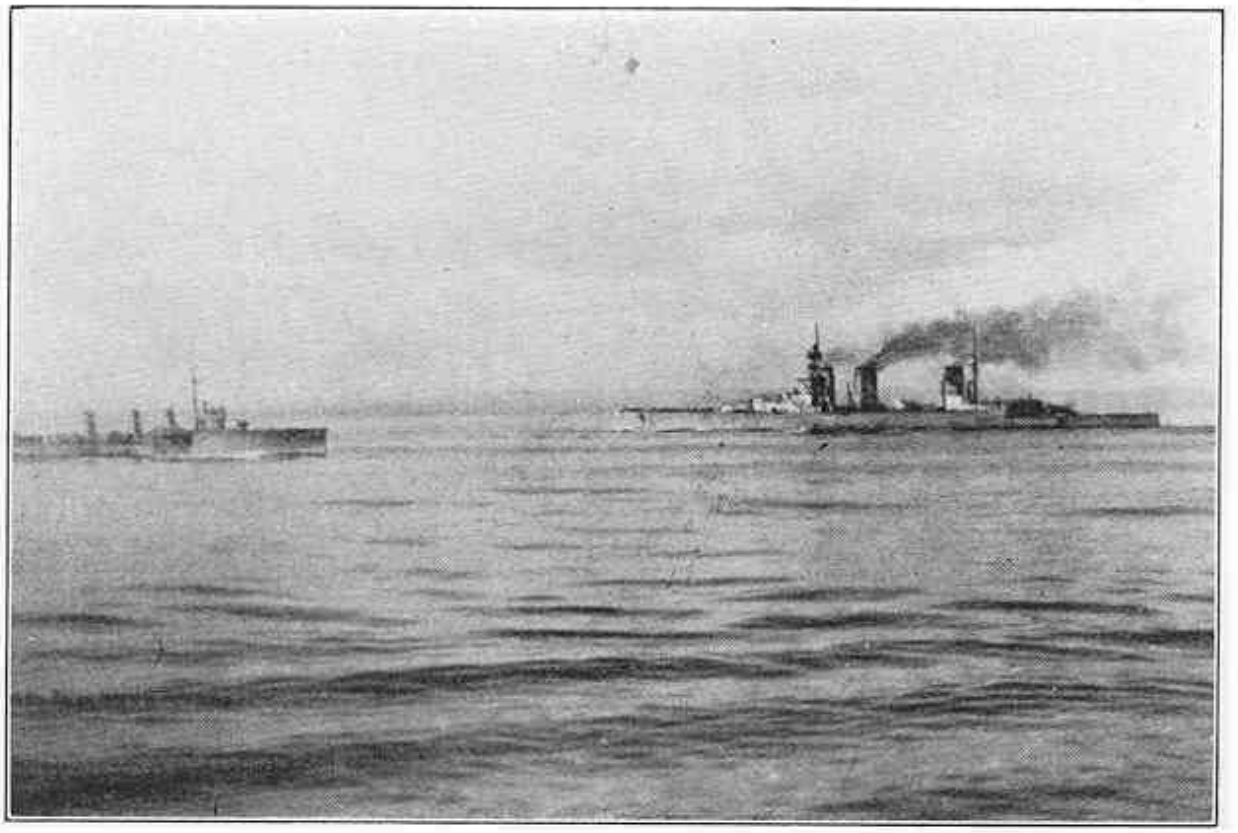
MESSAGES PASSED BETWEEN VICTOR AND CONQUERED

From the time the German High Seas Fleet left Kiel to meet the Grand Fleet, Admiral Beatty was virtually commander of the German craft. His messages of direction have become historic:

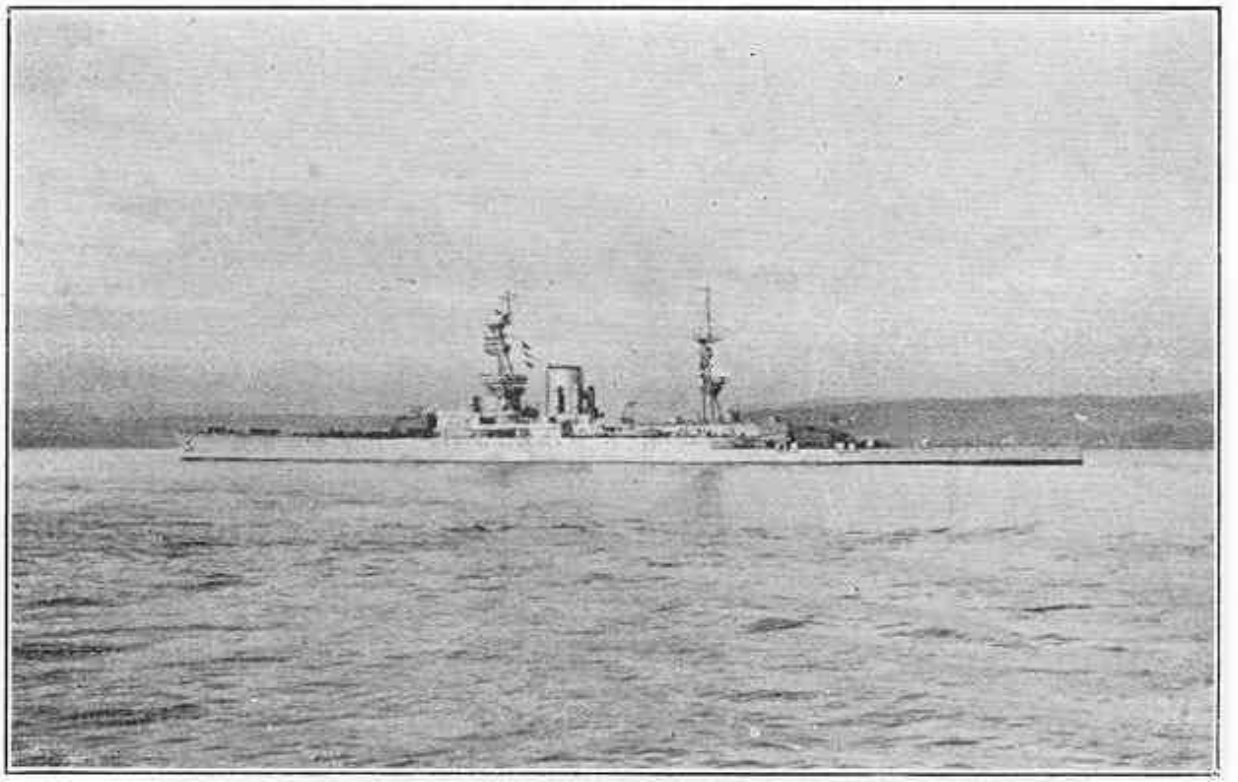
"Admiral commanding Grand Fleet to Cruiser *Koenigsberg*: You will stop using your wireless until further orders."

"German Admiralty to Admiral Beatty: Regret one submarine of latest batch to sail for Harwich has not her torpedoes aboard as stipulated."

"Admiral commanding Grand Fleet to German Admiralty: You will send on the missing torpedoes by the next transport."



H. M. S. *LION*



H. M. S. *GLORIOUS*, ONE OF THE 35-KNOT "HUSH" BOATS

"German Admiralty to Admiral Beatty: Regret to report loss of one of the submarines while on its way to point of surrender."

"Admiral commanding Grand Fleet to German Admiralty: You will forward a vessel of the latest type in place of the sunken U-Boat."

"German Admiralty to Admiral Beatty: Regret to report one of our destroyers foundered while on the way to the rendezvous to surrender."

"Admiral commanding Grand Fleet to German Admiralty: You will forward a full report of the sinking, as it appears that same was avoidable."

Once when the German Fleet did not follow the sailing directions as indicated by Admiral Beatty, he wirelessed for an explanation.

Came back the reply:

"We are sailing around one of our mine fields."

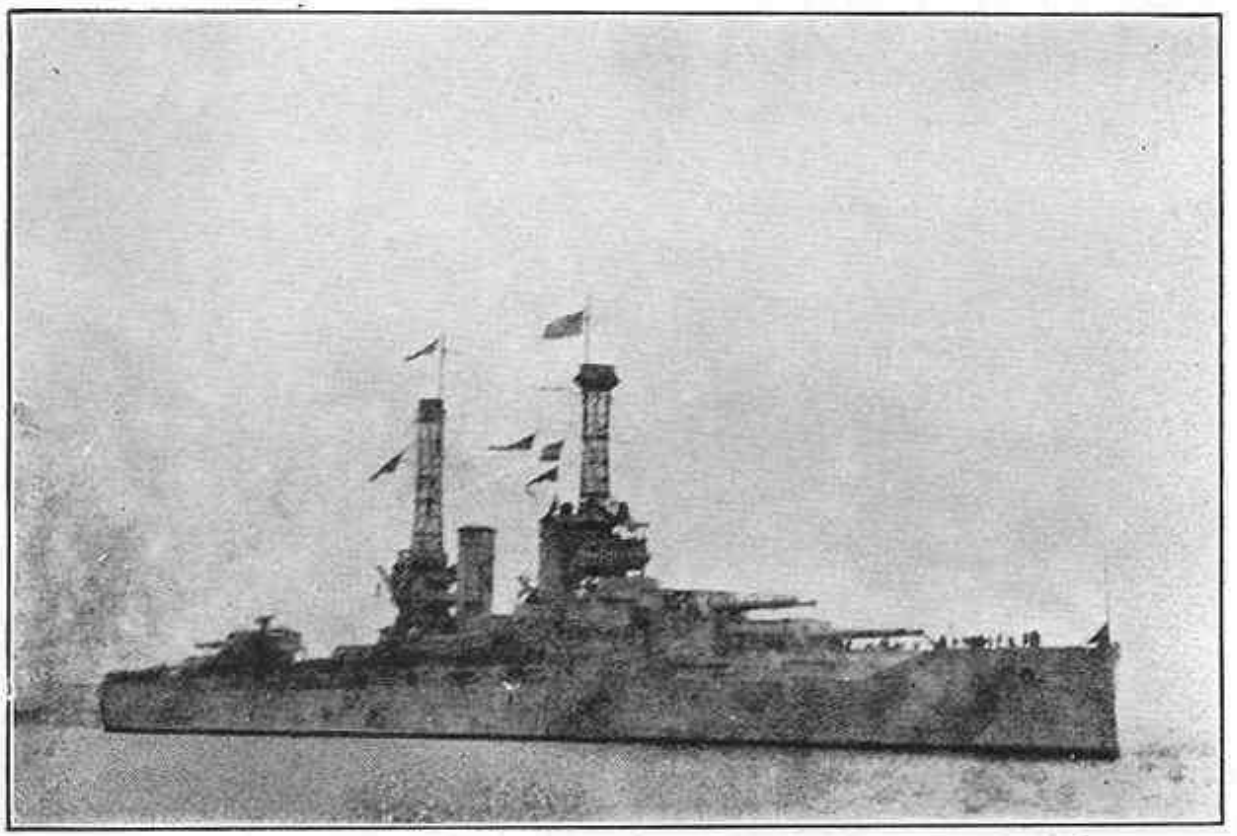
"Sail through on course as indicated. We swept that mine field a long time ago."

Another message sent from the British flagship read:

"Want to know exactly how many officers and men are coming in each ship. You will report this by 9 a. m. tomorrow."

It was on November 24 that word came that the American ships would leave for home in about one week. At this time the German High Seas Fleet was anchored in the Firth with a column of British battleships on one side of them and a squadron of battle cruisers on the other. The German ships now appeared almost deserted except for a thin streamer of smoke coming from one or two stacks.

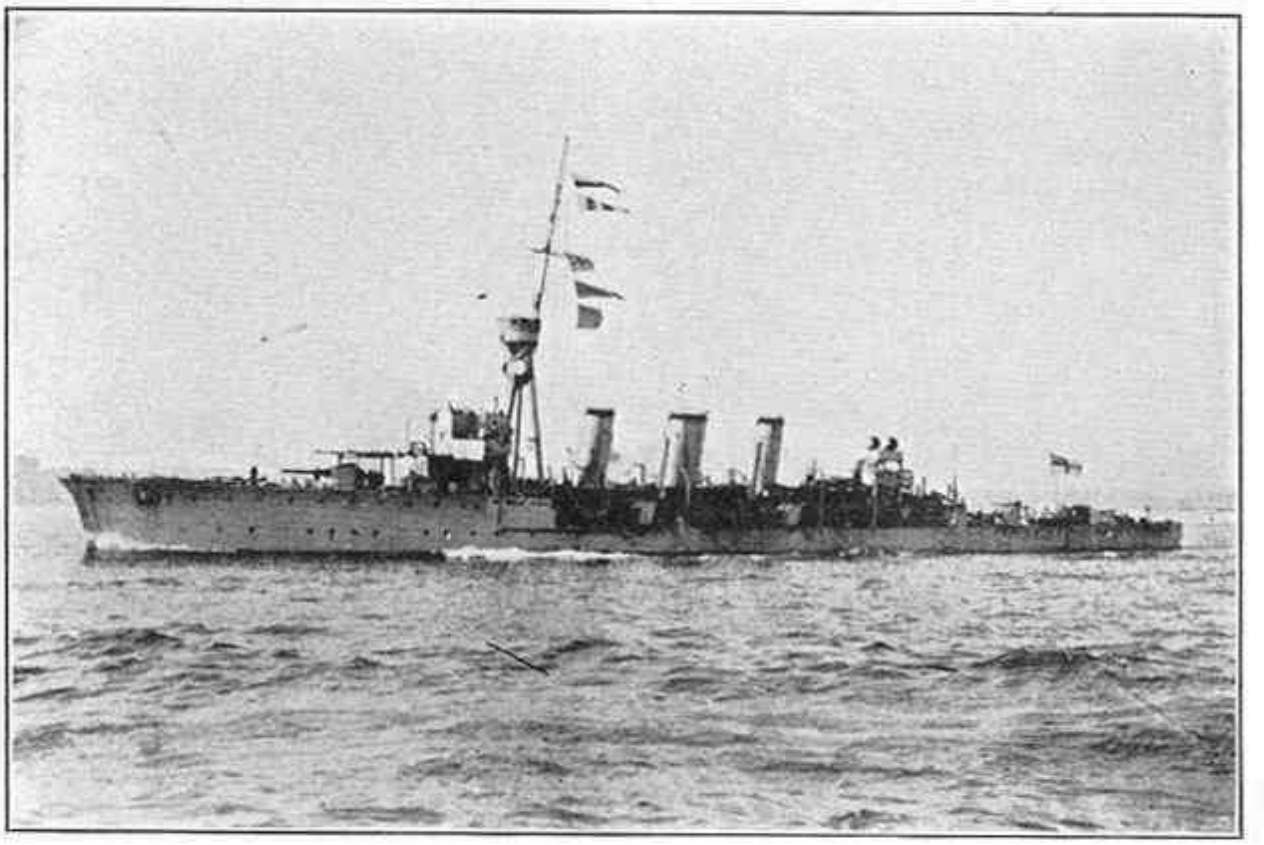
They were anchored in several long columns and when the American officers and sailors inspected them, they showed the need of paint. The Germans on the decks of their ships would watch the Americans with a bit of curiosity and considerable indifference. Officers would glance at the Americans and then turn away.



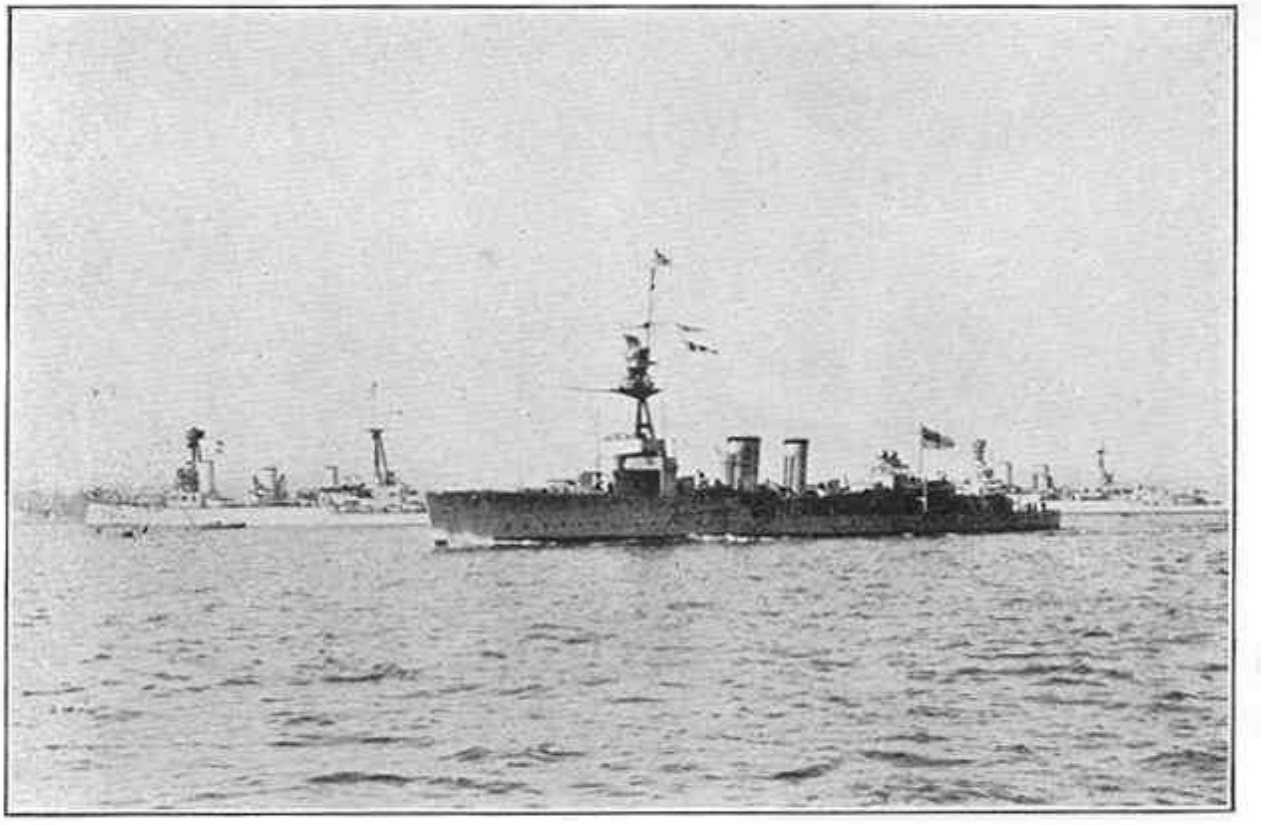
U. S. S. *TEXAS* AT THE GERMAN SURRENDER, FLYING THE BATTLE FLAGS

SHIP COURTESIES AND ENTERTAINMENTS

Thanksgiving Day was a holiday aboard the ships of the fleet with flags flying from the fore and the mainmasts. All of the British ships displayed the American flags at the masthead. During these last few days of the Americans with the Grand Fleet the officers and men were royally entertained by the British. Each battle squadron entertained an American ship. The Fourth Battle Squadron looked after the *Texas,* and on Thanksgiving nearly all of the officers and half of the crew were



A BRITISH LIGHT CRUISER



SOME OF THE BRITISH SHIPS—A LIGHT CRUISER IN THE FOREGROUND

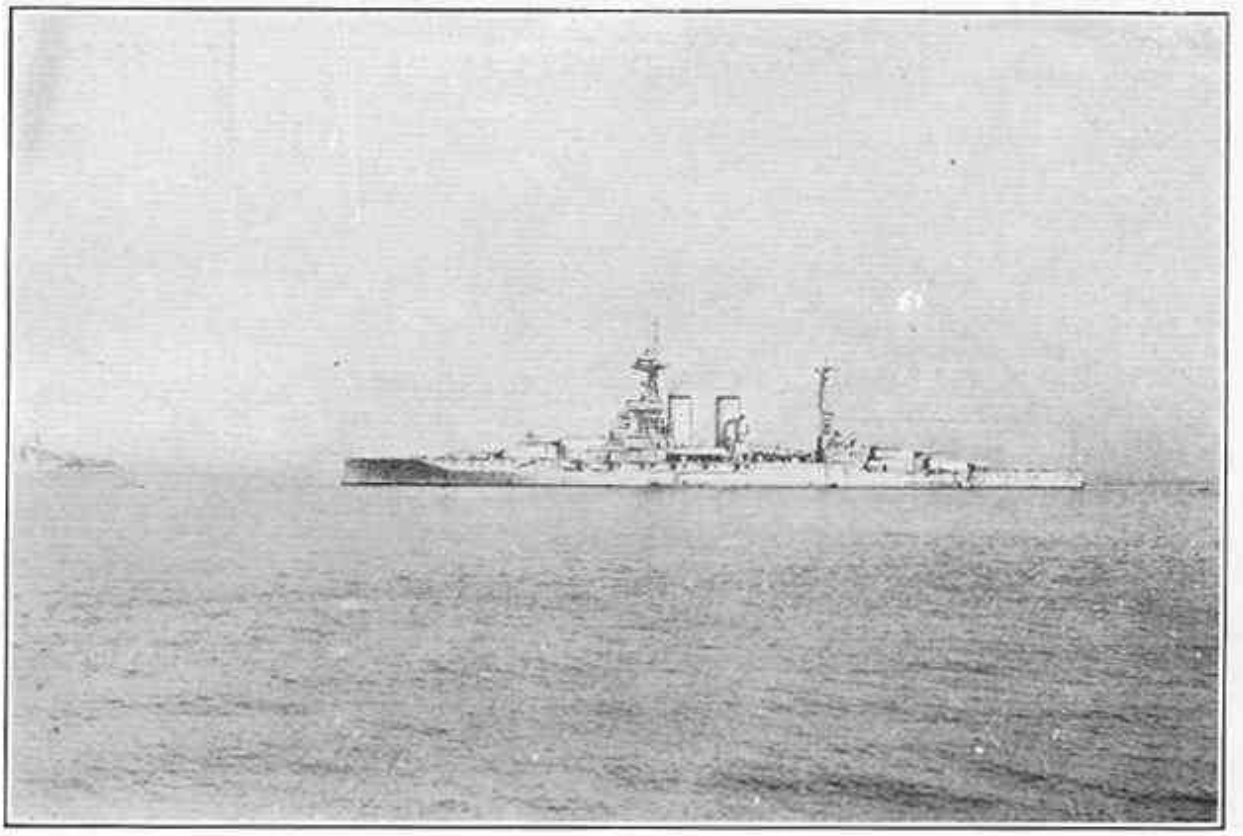
guests aboard the British ships of that squadron. The following day the *Texas* took aboard supplies of all sorts and the spare parts which had been in the storeroom in the navy yard. This continued on Saturday.

HOMEWARD BOUND

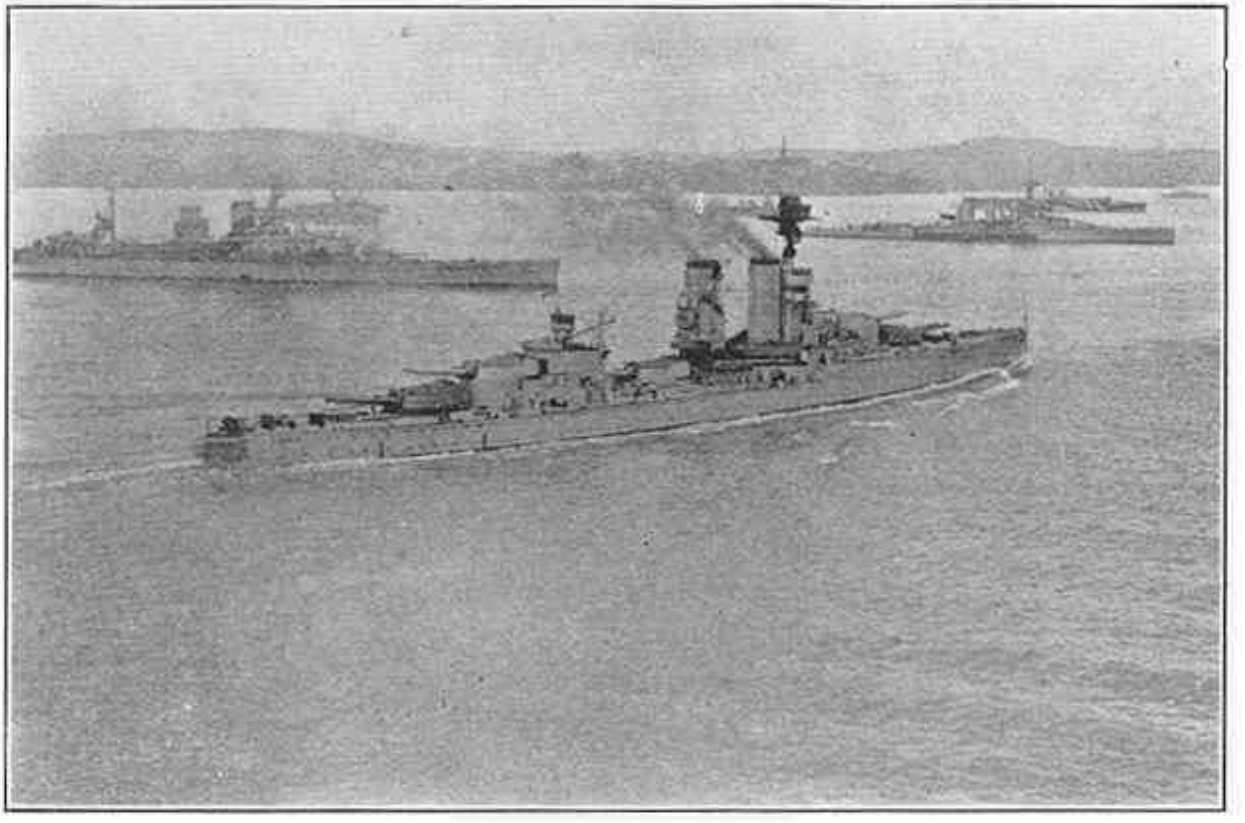
Sunday came and final preparations were made by the Sixth Battle Squadron to put to sea. Many British officers came on board the American ships to say good-bye, and at 11:45 a. m. the squadron, consisting of the *New York, Texas, Nevada, Arkansas, Wyoming* and *Florida,* got underway in the order given above. All of the ships broke out the "Homeward Bound" pennants and all hands were on deck. As the American squadron passed the British ships in line the crews cheered each other lustily. Bands played "Auld Lang Syne," on every ship. The last impression the men on the *Texas* had of the Grand Fleet was one of waving hats and arms, flags flying and whistles blowing.

The Fifth Battle Squadron, consisting of the *Barham, Valiant, Malaya* and *Warspite* had preceded the American ships out and as the Sixth Battle Squadron steamed out of the Firth the English ships accompanied them, two on each side of the Yankee column. As the American warships passed out of the outer entrance the English ships turned with signal flags spelling "Good-bye-e-e," their bands playing "The Star Spangled Banner" and "Auld Lang Syne." At dark the American fleet was steaming north for Pentland Firth at 15-knot speed.

The next day the squadron passed through the Firth and turned down the west coast of Scotland, through the



H. M. S. *WARSPITE*

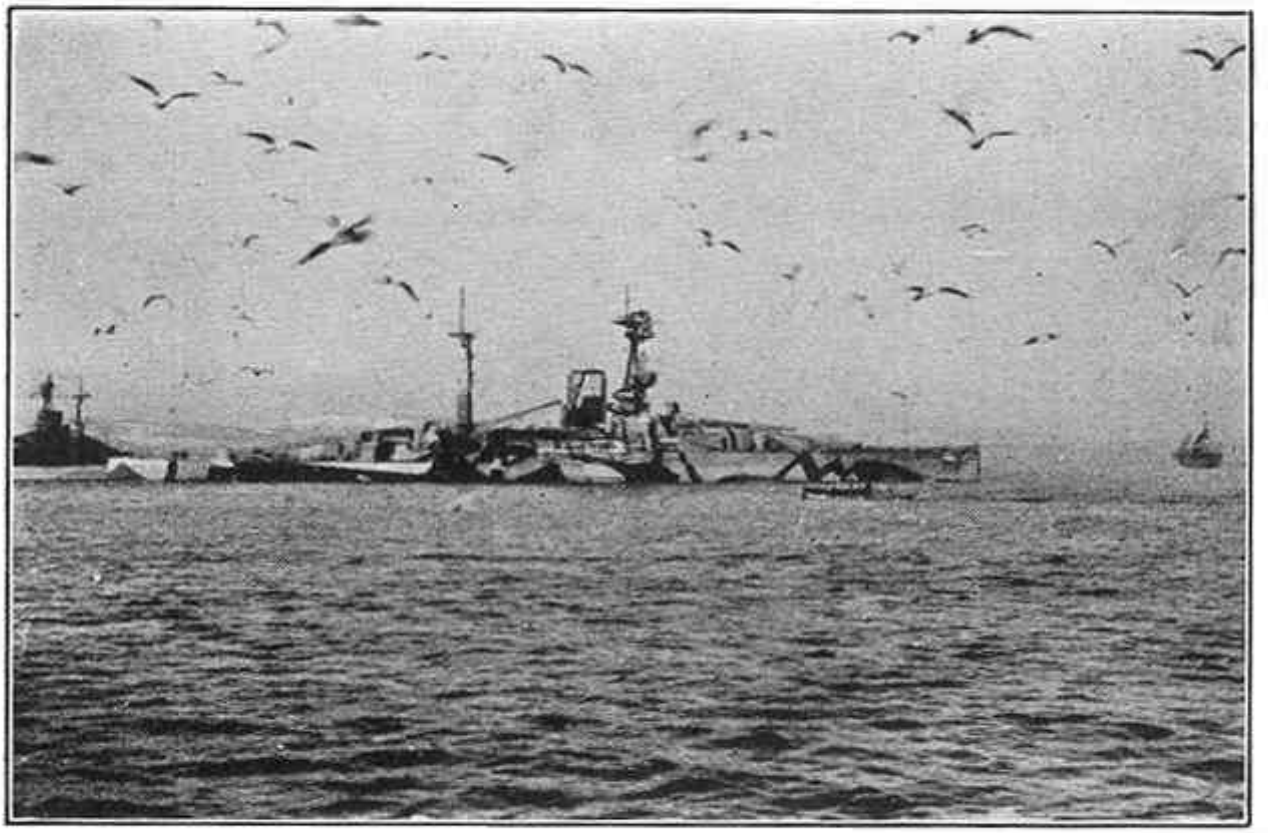


H. M. S. *IRON DUKE*

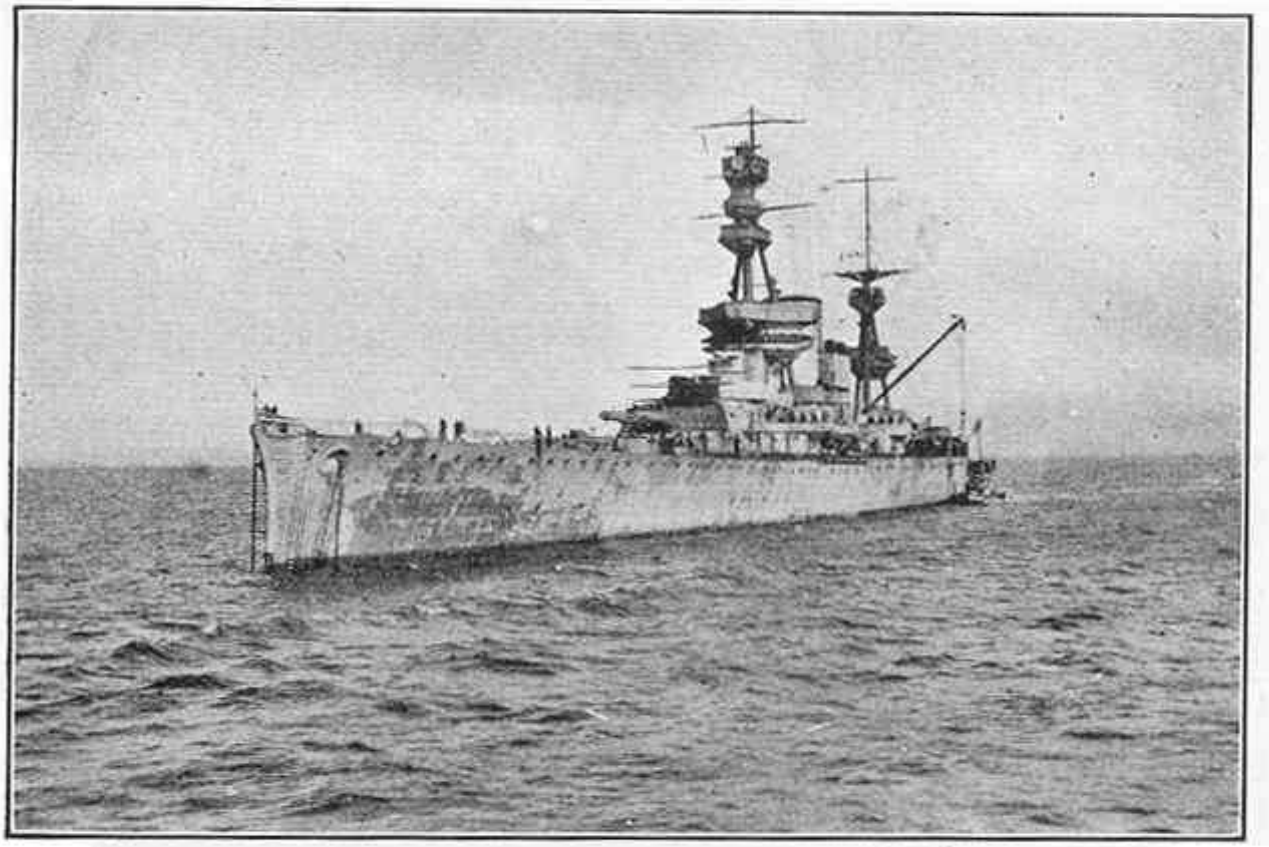
Hebrides Islands and entered the North Channel to the Irish Sea at night. Tuesday was spent in the Irish Sea, passing the Isle of Man and innumerable other islands. Wednesday the English Channel was reached and at 11:30 o'clock in the morning the squadron stood into Portland and found there the *Utah, Arizona, Oklahoma,* and half a dozen American destroyers and submarines. Portland was found to be a small place, but with an excellent harbor. All of December 9 was put in coaling ship, although only 750 tons were taken on board. This was due to the fact that the collier was an old-fashioned one and hard to work. The ships remained in Portland until December 12 when at 11:30 a. m. they got underway and stood out into the English Channel at slow speed, headed to pick up the President's ship, the *George Washington,* the next morning and act as escort into Brest.

At about 8:30 o'clock the next morning, while about forty miles west of Brest, the *Texas* met the *George Washington* with the *Pennsylvania* and fifteen or twenty American destroyers. The *Texas* turned and with the balance of the ships that had come out with her, formed two lines of five battleships each. The squadrons then took up positions, one to the starboard and one to the port of the *George Washington.* Several hydroaeroplanes and dirigibles appeared and stood into the harbor with the fleet. It was a perfect day and unusually warm. The *Texas* anchored at Brest at about 2 o'clock in the afternoon and got ready to coal, but finally decided not to. Officers were given permission to go ashore at 5 p. m. The hospitable French townspeople gave the Americans a cordial greeting and reception.

This formation was maintained until Brest was reached.



H. M. S. *REVENGE*

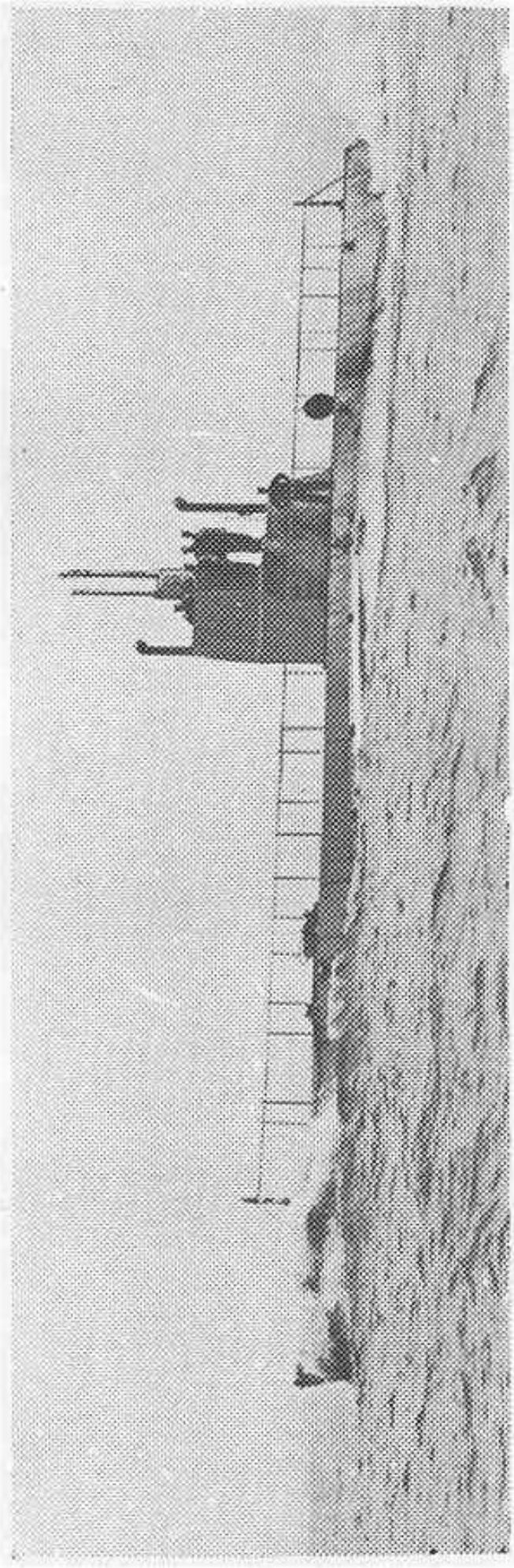


H. M. S. *COURAGEOUS* AT ANCHOR—ONE OF THE "HUSH" BOATS

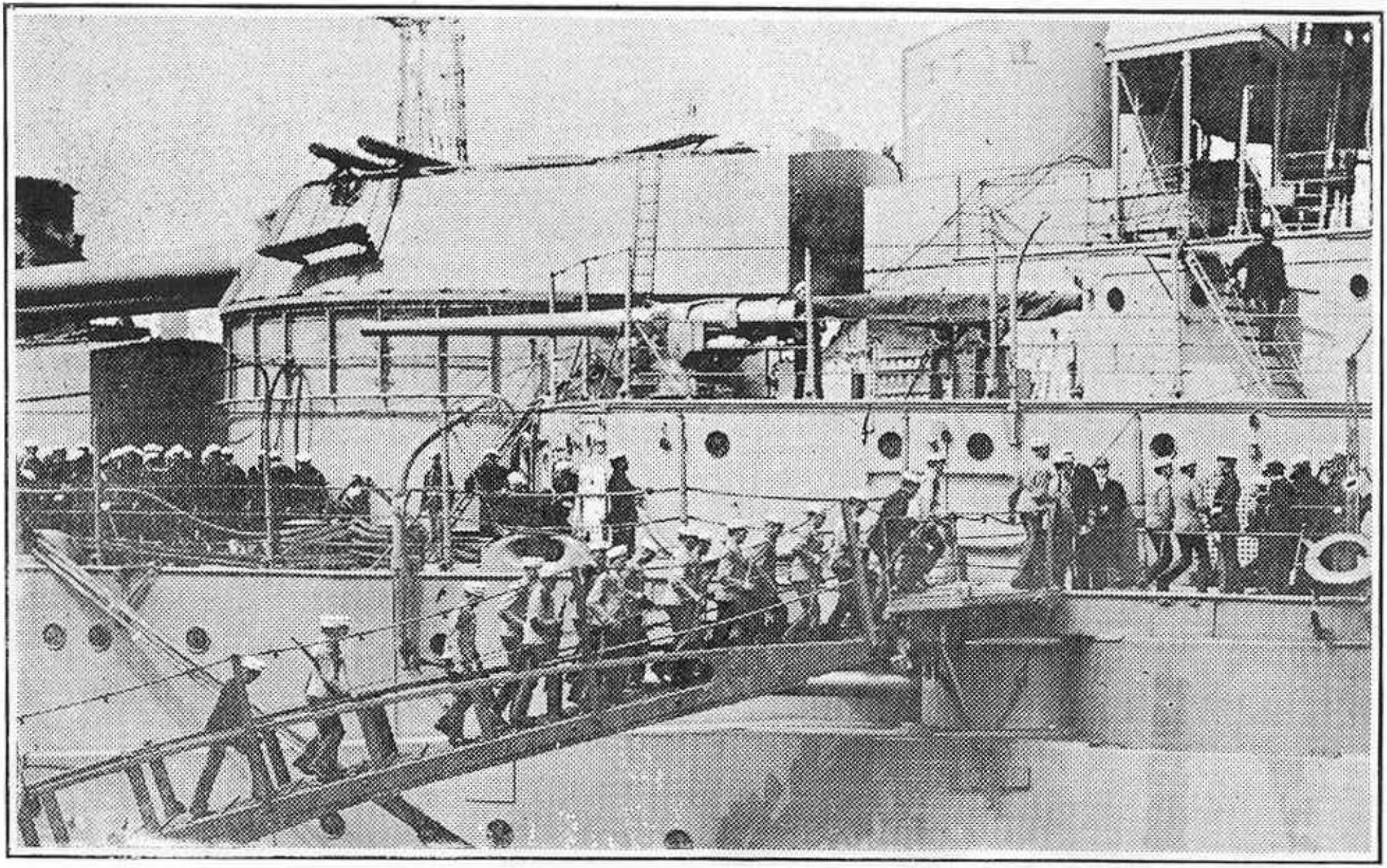
On the following day three aeroplanes were taken on board and were put on top of the turrets of the *Texas*. A large number of passengers, including army officers from various branches of the service, aviators, etc., came aboard for passage home. At 2 p. m. all of the American ships that were to participate in the grand welcome in New York got underway with the "Homeward Bound" pennants flying and stood out of the harbor. All of the next day the ships steamed in two columns with the *Pennsylvania* in the center. The weather was warm and good but the seas were rather rough. Monday was much like the preceding day with the weather clear and warm. Tuesday the Azores Islands were sighted about 2:30 p. m., but the squadron did not pass them abeam until 6:30 p. m. At that time the ships were steaming at fifteen knots.

IN HOME PORT

The next few days were uneventful with beautiful weather and on Saturday, December 21, the *Wyoming*, which had left England two days after the *Texas* left Brest, caught up with the squadron in mid-ocean and fell into line. She had mail for all of the ships, and as it was very smooth the fleet hove to and boats were sent from all of the vessels to the *Wyoming* for mail and parcels. The voyage continued uneventful until the Sixth Battle Squadron and the accompanying ships dropped anchor once more in American waters off Ambrose Channel Light-ship, at 1 p. m., on Christmas Day, where they remained until 8 o'clock the next morning. Then in line they headed into the Port of New York and passed in review before Secretary of the Navy Josephus Daniels on board the Presi-



TYPE OF U. S. SUBMARINE IN SERVICE—THE K-7 UNDER WAY AT HALF SPEED



MARINES BOARDING THE *TEXAS*

dential yacht, *Mayflower*, anchored under the shadow of the Statue of Liberty.

NEW YORK CITY'S TRIBUTE

On December 26 New York City acclaimed the officers and men. From 10 a. m. to 3 p. m. the city paid a stirring tribute to the men who for more than thirteen months had stood ready to fight the German High Seas Fleet. During the review of the fleet every craft in the harbor which had a whistle joined in a noisy welcome which was reinforced by the cheers of the tens of thousands who witnessed the spectacle from Battery Park, from the windows of tall buildings, and from pierheads.

In the afternoon 6,000 marines and sailors marched down Fifth avenue, led by Admiral Rodman and cheered by a great crowd that jammed Fifth avenue.

"But for the Grand Fleet and our service as a part of the fleet," said Admiral Rodman in an interview, "the war would have been lost. The surrender of the German High Seas Fleet was the most humiliating in history."

So concludes the story of our part in the World War. So ends the bloody business of the day. The Texas, its officers and men, proved they weren't afraid of "hell, rough water or storms." The Hun and not the *Texas* was to blame for the fact that we had no opportunity to show our mettle in battle.

The war proved that in general efficiency and personnel, the U. S. Navy had reached a high level. New York City had never seen such a mighty armada as that which steamed victoriously into the North River on April 15, 1919 after winter maneuvers in southern waters.

Citizens of the country are better able to form an estimate of the services of the Navy during the war because of the appreciation that has been expressed by those on the other side. The United States was able to assume its proper place as a great power in the League of Nations arrayed against the Central Empires, for the reason that the American Navy was ready to take its place and play an important part in the conflict. Our ships added to the silent and relentless grip that gradually forced the Huns to capitulate. The U. S. N. was a big factor in winning the war.

The *Texas* is the battle efficiency champion of the Atlantic Fleet and the giant white "E" painted on her after funnel indicates to all that the *Texas* stands one in Engineering Efficiency among all American battleships.

Long may the memories of our days in foreign waters be cherished. There were many days of gloom and hardship, but

> "There are moments of life that we never forget,
> Which brighten, and brighten as time steals away;
> They give a new charm to the happiest lot,
> And they shine on the gloom of the loneliest day."


Roster of the
While on foreign service

OFFICERS

Captain Victor Blue, U.S.N.
Comdr. J. W. Timmons, U.S.N.
Lt.-Comdr. H. L. Pence, U.S.N.
Lt.-Comdr. R. P. Scudder, U.S.N.
Lt.-Comdr. P. H. Hammond, U.S.N.
Lt.-Comdr. T. W. Harris, U.S.N.
Lieut. H. W. Hill, U.S.N.
Lieut. B. H. Bieri, U.S.N.
Lieut. A. S. Wolfe, U.S.N.
Lieut. E. L. Woodside, U.S.N.
Lieut. N. C. Gillette, U.S.N.
Lieut. H. R. Gellerstedt, U.S.N.
Lieut. R. E. Perry, U.S.N.
Lieut. O. B. Hardison, U.S.N.
Lieut. H. K. Lyle, U.S.N.
Lieut. W. F. Boyer, U.S.N.
Lieut. E. L. Ericsson, U.S.N.
Lieut. P. S. Goen, U.S.N.
Lieut. A. C. McFall, U.S.N.
Lieut. (jg) (T) J. C. Rickertts (B), U.S.N.
Lieut. (jg) (T) C. Allen, U.S.N.
Lieut. (jg) E. H. Pollock, U.S.N.R.F.
Lieut. (jg) H. B. Cockerline, U.S.N.R.F.
Lieut. (jg) H. M. Platt, U.S.N.R.F.
Lieut. (jg) C. L. Ipsen, U.S.N.R.F.
Lieut. (jg) J. W. Nord, U.S.N.R.F.
Ensign (Actg.) I. J. VanKammen, U.S.N.
Lieut. (jg) S. H. Badgett (T) (M), U.S.N.
Ensign (T) M. P. Waller (RF) U.S.N.
Ensign (T) F. W. Corwin (G), U.S.N.

Ensign (T) T. F. Fahy (NM) U.S.N.
Ensign (T) T. F. Eagan (NE), U.S.N.
Ensign N. B. Wolcott, U.S.N.R.F.
Ensign F. P. Humphreys, U.S.N.R.F.
Ensign D. R. Alward, U.S.N.R.F.
Ensign C. E. Maas, U.S.N.R.F.
Ensign J. M. Haralson, U.S.N.R.F.
Ensign S. Poor, U.S.N.R.F.
Ensign C. W. Brown, U.S.N.R.F.
Ensign J. N. Stearns 3rd, U.S.N.R.F.
Ensign A. W. Albertson, U.S.N.R.F.
Ensign W. K. Wilbur, U.S.N.R.F.
Ensign H. J. Toombs, U.S.N.R.F.
Ensign J. A. Wagener, U.S.N.R.F.
Ensign F. H. Chisolm, U.S.N.R.F.
Ensign A. L. Perry, U.S.N.R.F.
Ensign H. V. Dumbleton, U.S.N.R.F.
Comdr. L. W. Bishop, M.C., U.S.N.
Lieut. (jg) H. C. Bishop, M.C., U.S.N.
Lieut. (jg) E. D. Jarboe, D.C., U.S.N.
Lieut. (jg) G. A. Eckert, M.C., U.S.N.
Lieut.-Comdr. B. M. Dobson, P.C., U.S.N.
Captain P. A. Delvalle, U.S.M.C.
1st Lieut. F. P. Snow, U.S.M.C.
Lieut. (jg) O. W. Behrens, C.C., U.S.N.
Btsn. (T) J. R. Suchy, U.S.N.
Btsn. (T) T. B. Hawkins, U.S.N.
Btsn. (T) H. J. Kurbens, U.S.N.
Gunner (T) P. J. Evans, U.S.N.
Gunner (T) H. T. Swimme, U.S.N.
Gunner (T) O. P. M. Raker, U.S.N.
Gunner (T) B. R. Espey, U.S.N.

Gunner (T) W. H. Frizzle, U.S.N.
Gunner (T) T. Gavan, U.S.N.
Gunner (T) C. A. Marlin, U.S.N.
Gunner (T) R. H. Scherer, U.S.N.
Carp. (T) H. W. Schomaker, U.S.N.
Mach. (T) J. A. Rolen, U.S.N.
Mach. (T) L. E. Boyer, U.S.N.
Pay Clk. G. Scratchley, U.S.N.
Pay Clk. (T) J. A. L. Mason, U.S.N.
Pay Clk. (T) R. L. Fitzgerald, U.S.N.
Pay Clk. (T) E. S. Gilbert, U.S.N.
Pharm. (T) T. B. Wiggins, U.S.N.
Lieut. (jg) E. L. Whitehead, M.C., U.S.N.
Lieut. G. Morgan, U.S.N.
Lieut. T. V. Cooper, U.S.N.
Lieut. P. W. Yeatman, U.S.N.
Comdr. H. C. Cocke, U.S.N. .N.
Ensign (T) A. D. Murray (RF), U.S.N.
Ensign R. C. Hughes, U.S.N.R.F.
Ensign H. R. Spencer, U.S.N.R.F.
Ensign N. E. Torrey, U.S.N.R.F.
Ensign K. H. Adams, U.S.N.R.F.
Ensign J. R. Redman, U.S.N.
Ensign L. C. Ramsey, U.S.N.
Mach. (T) C. C. Miller, U.S.N.
Ensign (T) T. E. Ayers, (NL) U.S.N.
2nd Lieut. S. E. Wilson, U.S.M.C.
Comdr. R. A. Koch, U.S.N.
Lieut. (jg) A. R. Johnson, U.S.N.R.F.
Lieut. (jg) C. F. Beach, U.S.N.R.F.
Ensign W. C. VanFleet, U.S.N.R.F.
Lieut.-Comdr. M. W. Baker, M.C., F.N.R.
Lieut.-Comdr. P. J. Peyton, U.S.N.

ROSTER OF CREW

Isaac Abshire SeaSig3c
John Acheson .....CY
Edward Darrel Acklin.....Sea2c
Bernard Adamczyk F1c
Douglas Winslow Adams.....C.E(g)
Nathaniel Igford Adams.....WO.Std.
Philip Andrew Adams.....Sea2c
Albert Adamson .....Sea.
John Silas Adkins, Jr.....E3c(R)
Jose Adurable Matt3c
Lawrence Rile Akley.....Sea.
Harry Albert Sea.Sig3c
Glenn Bryan Alderman .....Sea.
Abner Jefferson Alford.....Sea2c
Gilbert Samuel Allen.....E3c(G)
Harry Robert Allen, Jr.....Sea.
Clarence Lester Alliman.....E3c(G)
Eusebio Almodovar F2c
Clarence Martin Anderson.....MM1c
George Christ Anderson .....Sea2c.
Joseph Morrith Anderson.....Sea2c
Shirley Anderson .....B'smth1c
George Andrews Sea2c
Lambert Andrew Andrews.....WT
Joe Miller Angle SF2c
Albert Anson, Jr.....E3c(G)
Joseph Francis Antilia....(NRF)Sea2c
Joseph Ambrosis Appell...(NRF)Sea2c
Robert Alexander Armistead.....SF2c
Joseph Saraphine Arnold.....CBM
Jesse Sherman Asher.....Eng2c
Perry Preston Asher F1c
Joseph Ashley F2c
Gilbert Averill Sea2c
Felix Ayala Matt3c
Henry John Ayasse .....Cox.

Raymond P. Babcock.....CBM
Harold A. Bailey F2c
John Earl Baird Sea2c
Daniel Walker Baker ....(NRF)Sea2c
George Edward Baker.....CWT
Henry Baker F1c
Robert Earl Baker .....Sea.
George Lloyd Ballantyne.....F3c
Richard Schley Ballman.....SC3c
Luther Mellington Bang.....S.Sing1c
Roscoe Loraine Barger Yeo2c
Augusta Julious Barker.....F2c
Prue Sloan Barnett F2c
Thomas James Barnett.....Sea2c
Julio Barreto Matt2c
Harry Lucius Bartholomew.....SC2c
Walter Leroy Bass Sea2c
Jerry Steve Batinovich .....Cox.
Hugo Benedict Baumann .....Sea.
Robert Jabus Baylis, Jr.....SC4c
Houston Beaucham Sea2c
Harry Joseph Beauregard.....Sea2c
Earl Martin Beck F1c
Robert Marion Beggs F1c
James Cryaton Beheler .....E3c(G)
Albert Beihofer QM3c
Frederick Waring Bell.....Sea.
Leslie Jennings Bell .....Bugler
Earl Frederick Bemis GM3c
Andrew Benjamin .....CB.STD.
Elmer Carolus Bentsen.....Sea.
Leo Herman Berg Sea2c
Irvin Leroy Berklite .....Sea.
Robert Harvey Berklite.....GM3c
Charles Edgar Bernard F2c
Louis Emile Bernelle F1c
James Matthew Berry .....Sea.
Johnnie Oliver Berry Sea2c
Otis Calvin Berry Sea2c
Norman Montague B.....(NRF)Eng2c
Vicent Biaco Matt3c
Joyce Olf Biggerstaff.....(NRF)Sea2c
Earl Warner Biggs Yeo2c
Yreneo Bilo 1stMus
Bert Binns Sea2c
Samuel Birnbaum .....Sea.
Harold Neville Bishop .....Sea.
Conrad Emanuel Bjorkman.....Eng2c
Orval Black .....Cox.
John Sylvester Blackburn.....CWT
John Henry Blake Sea2c
Clyde Bland .....Sea.
Charles Wesley Blevnins .....Cox.

Ernest Botoid Bloom .....CTC
Willis Cloran Blunk F3c
Oscar Anthony Boedecker.....F3c
Lawrence Herman Boettler F2c
Charles Henry Boland.....WT
Juan Bolivar Matt1c
Leon Edward Bollin .....E3c(G)
Tirey Jefferson Bolt.....(NRF)Sea2c
Clarence Callon Bonnevile.....Cox
Joseph Clarence Bordelon.....Sea2c
Vincenzo Bordino Sea2c
Chester Harrison Boss....(NRF)F2c
Horace William Bott .....Sea.
Arthur N. Boudreau.....(NRF)MM2c.
George Robert Boulden.....CY
Henry Melvin Bouldin F2c
Harry Nelson Bowman .....Sea.
Arthur Valentine Boyce.....Yeo2c
John Wilson Boyce BM2c
Floyd Henry Boydston.(NRF)GM3c(G)
Marion Paul Boyer Sea2c
Loren Irwin Boyle.....Sea.
John Brandon .....(NRF)Bkr1c
Orville Ramphord Breece.....E3c(G)
Clifton Paul Breen .....C.Std.
Peter August Brenner, Jr.....Yeo2c
Burton Lynn Bridges F3c
Charles Briese .....Sea.
Louis Joseph Brietfelder..(NRF)Sea2c
Roy Wesley Britton .....Sea.
William Joseph Brogan.....Sea2c
Clarence Andrew Brown.....GM3c(g)
Claud Hanes Brown.....(NRF)Sea2c
Clifford Brown MM2c
Clifford Dorphieous Brown.....Sea.
Everett Watts Brown Sea2c
Ralph Edmond Brown.....E3c(R)
Anthony Wayne Brownson, Jr....Sea2c
Clarence Henry Bruce .....CE(G)
William Fred Brunstein.....CCM
Duncan Earl Bryant .....Sea.
Hubert Robert Bryant.....F3c
Bernard Benedict Buboltz....GM3c(g)
Edwin James Buchanan Sea2c
August Buerger .....Sea.
Charles Buhler F2c
James Charles Burchill.....Sea.
Don William Burgett Sea2c
Edward Samuel Burk F2c
Robert Akins Burk .....Sea.
John Henry Burke, Jr.....Sea. Sig1c
Forrest C. Burlingame....(NRF)Sea2c
John James Burns F1c
Joseph Alfred Burns.....F1c
Robert Burns F1c
Firman Austin Burt .....Sea.
Gordon Edmund Burt Sea2c
Frank Butler .....E2c(G)
Jesse Walter Byars.....Sea.
Thomas Carroll Byas F2c
Charles Korbley Byfield.....Sea2c
Rufus Franklin Byrd .....WT
John Roy Browning.....(NRF)Sea2c

Nicholas Caballiero Matt1c
Anthony Caffrey .....Sea.
Thomas Laffayette Cagle.....Sea2c
Edward Price Cahill.....Cox.
Sylvester Caillouet .....CY
Francis Edward Cain.....(NRF)Sea2c
John Garrett Callihan F2c
Fernando Calvo Matt1c
Archie Curtis Camp Sea2c
John Joseph Campbell .....Sea.
Liberto Campos Matt3c
Emilio Caniete Matt3c
Hobart Parks Capel .....(NRF)Sea2c
John Erby Canol F3c
Alfred Joseph Capp .....Sea.
Salvidor Frank Carelli.....Sea.
Jesse Taylor Cargill.....Yeo3c
Carey Boyce Carpenter....(NRF)Sea2c
Francisco Carracedo Matt3c
Simplico Carro Matt2c
Jose Carta Matt3c
Bryan Carter Mus2c
Edward Callahan Carter Sea2c
Linwood Carter Eng2c
James Pryor Case F3c
Daniel Agustine Casey.....(NRF)F1c
Herbert James Casey.....(NRF)CY
Charlie Meridith Cash.....Sea2c

William Charles Celusky.....F1c
Frank Joseph Cerk .....Sea.
Emil Napoleon Chalifoux.....Eng2c
Harry Lee Chamberlain.....E3c(G)
Joseph Earl Chambers.....F2c
Leonidas King Chandler.....(NRF)F1c
Frederick William Chapman.....Sea.
Henry Charmak .....Cox.
George Roswell Chase.....E2c(G)
Edward Lambert Christensen.....Eng2c
Frank Edward Cichocki.....Sea.
Adolph Cieslak Mus2c
Walter Edward Cladek.....Sea.
Francis George Clark Sea2c
Percy Harold Clark.....Sea.
Robert Harrison Clark.....E1c(G)
William James Clarke.....E3c(G)
Grover Cleveland Clay.....F2c
Theodore William Clay.....Sea.
Frederick George Clayton.....Sea.
Edward David Cleary.....Sea.
LeRoy Arnold Clinton.....Sea.2c
Philip Joseph Clinton .....GM1c(T)
John Clough Sea2c
Leon Cobb F1c
Otto Brieth Cobb.....F2c
Sidney Warren Colbert.....Cox.
Willard Jay Cole .....(NRF)Sea2c
Bernard Macco Collett Sea.Sig2c
Theo. Clyde Collier.....Sea.
Dwight Miles Cone F2c
Charles Nelson Conger...(NRF)Sea2c
Bartholomew James Conley.....F1c
Clarence Marion Conley.....F3c
Edward Conlon Sea2c
Thomas Patrick Connolly.....F1c
Benjamin Luther Conrad..(NRF)Sea2c
Herman Bruno Conrad.....BM2c
Edward Joseph Conroy.....SC4c
Edward John Consier....(NRF)Eng.2c
Daniel Francis Conway.....Sea2c
John Aloysious Coogan.....GM3c(g)
Charles Cook .....Sea.
Dayton Lorn Cook.....CY
Ira Von Cook .....Sea.
Phillip Reid Cook.....Sea2c
William Walter Cook .....CCM
Cyrus Francis Cooper.....Yeo3c
James Fenimore Cooper.....FM3c
Jesse W. Cooper.....Sea2c
Alfred Corbi .....(NRF)F2c
Alfred Bernard Corey.....F3c
Fred Cortright F2c
George Bertram Cortright.....Sea2c
Robert Stephen Cory.....Sea.
Clark Corya F3c
Sebastian Costelo .....WR.Ck.
Henry Joseph Coughlan .....Sea.
Councilman, Howard Exra....Sea.Sig3c
Harold Leroy Coup.....Sea.
Edgar Fred Cox.....Ptr2c
George Robert Coxen.....CMM
Gilbert Leon Craig.....Matt2c
George Fletcher Crausby.....Sea.
Vernon Elmer Cravens Sea2c
Thomas James Crawford.....E3c(R)
Dennis Christopher Crimmins.....Sea.
Lester Wilbur Cronmiller.....Sea.
Frank Croneshey F1c
Raymond John Crooks.....Cox.
Earl William Crosman .....Sea.
Wilfred Joseph Croteau.....MM2c
Charles Florence Crowley.....F1c
Phillip Henry Cullen.....Sk1c
William Maitland Cullen F1c
John Sylvester Cullinan Sea2c
Germaine Bennett Culver .....Sea.
William James Culver.....Sea2c
Albert Henry Cunio .....(NRF)Sea.
Samuel Hanney Cunningham.....Sea.
Henry Curcio .....Sea.
Vincent Earl Curcio.....(NRF)Sea2c
Pleasant Forest Curry .....E1c(G)

Harry Joseph Dailey.....Sea2c
Walter J. Dale.....Mus2c
Albert I. Danforth.....(NRF)MM1c
Thomas Darling Mus2c
Carl William Davidson.....Sea2c
William Davenport, Jr.....Bkr2c
John Leroy Davidson.....Sea.
Evan Davies Sea2c
John Erk Davies .....Cox.
Henry Franklin Davis.....Sea.

John Quincey Davis.....Sea2c
Robert Alonzo Davis, Jr....(NRF)WT
William Morris Davis.....Sea.
William Percy Davis.....Sea.
Clifford Oliver Dawes Sea2c
Roy Harry Dawson.....Mus.2c
Edward Michael Dean F1c
Stanley Ray Decker.....Sea2c
Merrill Raymond DeCoster .....Sea.
John William Dee.....F1c
Maurice Henry DeKeyser.....SF1c
Raymond Charles DeLabar.....Sea.
Lloyd David Demaree.....F3c
George Ed Denman.....Sea.
Oscar Davis Denson Mus2c
Guy Ellen Denton.....WT
William Joseph Devero...(NRF)Sea2c
John Devine, Jr.....Bkr2c
John Nicholas Diedrich.....SF2c
Henry Gustave Kiekhoner.....Elc(G)
Conrad Francis Dietz Sea2c
Direinzo, Michael Joseph.....Sea2c
John Howard Dobson .....Elc(r)
Oliver Ralph Dodge.....F3c
George Doherty .....(NRF)CBM
George Coleman Doherty..(NRF)Sea2c
Arnold Dollen Sea2c
William Edward Dolon.....Sea2c
Leo Francis Donahue Sea.Sig2c
John Clifford Donaldson.....F3c
Daniel Michael Donegan.....Sea.
Thomas Francis Donovan.....Sea.
Benjamin Alvin Dorlad...(NRF)Sea2c
Roy Turner Doss Sea2c
Jay William Downend.....F2c
Albert Fedele Drapeau Sea2c
Raymond Morris Drolett.....Sea2c
William Edward Ducharme.....F1c
William Davis Dudley.....Eng1c
Leon Dufour Sea2c
Daniel Dugan .....C'smth1c
James McGee Dugan.....Sea2c
Juan Dulay Matt2c
Louis Marcus Dunaway.....MM2c
Charles Roberts Duncan.....Sea.
William Howard Dunfee.....Sea.
Eugene Rice Dunlap.....F1c.
John Archie Dupuy .....F2c.
Jesse Nunez Durden Sea2c
Arthur Kirk Duren.....Sea2c
William Herman Durkop.....Sea.
George Dewey Sea2c
Lyle Reiniger Dyer.....Sea.

Clarence Marion Eakle.....Sea2c
Walter Paul Earley.....SF1c
John Henry Early F3c
Chauncey Boyd Earnest.....Sea2c
Levi Lehde Easterly.....Sea2c
George Linus Easton.....NF3c
Louis Henderson Echols.....Sea2c
Jose Edradan Matt2c
Leslie Leroy Edwards SC2c
Thomas Egan .....Sea.
Thomas Francis Egen Sea2c
Charles Eggers .....Sea.
Emery Guy Eggleston Sea2c
George Burr Eginton.....(NRF)Sea2c
George Edward Eidson.....Sea.
John Paul Elliott.....PM2c
Sidney Ellis .....(NRF)Sea2c
Virgil William Ellis.....Sea.
Ralph Leslie Ellison.....Sea2c
Chester Leo Elting.....E3c(R)
Martin Henry Emmons.....Sea2c
Guy Vernon Emro.....BM2c
Thomas Jefferson English.(NRF)Sea2c
John Edward Engroff....(NRF)Sea2c
Oscar Burt Engvik.....F2c
Earl Edwin Ernest.....Sea.
Clarence Russell Ervin.....Sea.
Schley Hollyne Eskins.....Sea.
Pedro Estrada 1stMus
Evan Evans Sea2c
Marbury Evans F1c
Thomas L. Evans Sea2c
William Everett Evans.....Sea.
Harvey Harold Evenson.....Sea2c
James Burt Everman .....Sea.
John Sidney Ewing.....Eng1c
Everett Hall Evans.....Sea.

Richard Howard Fain.....Sea.

Meade Close Fairall.....Sea2c
George Benedict Fallon.....Sea.
Edward Clark Falls.....Sea.
Leland Daniel Fargo.....BM2c
Joshua Stanfill Faulkner.....Sea2c
Charles William Fautich....QM2c(G)
James Feeley .....Sea.
Claro Carmen Feliciano.....Matt3c
Joseph Enel Felker.....Sea2c
Edward Fennessy .....Cox.
Jesus Fernandez.....Sea2c
John Feuchack Sea2c
William Henry Fiddler, Jr.....Flc
Dewey Sturm Fiedler.....E3c(g)
Albert Pearson Fikel.....F2c
Joseph Francis Filan.....Cox.
Mike Filley .....Sea.
Alfonso Fiorella GM3c
Albert Cleveland Fisher.....Sea.
Maurice John Fitzmaurice.....Sea2c
James Aloysiouis Fitzpatrick.....Sea.
James Charles Fitzpatrick.....Flc
James Walter Fitzpatrick.....Sea.
John Patrick Fitzsimons.....Sea.
Garrett Oscar Flaaten.....Sea.
Augustine Thomas Flaherty.....F3c
Thomas A. Flanagan....(NRF)Sea2c
Harvey Fleeker .....(NRF)Sea2c
LeRoy Fleming .....Sea.
Thomas Francis Fleming.....Flc
Marvin Luther Fletcher.....E3c(r)
Ralph Stiles Foote.....Sea.
LeRoy James Forbes.....Sea.
George Edwin Ford.....Sea2c
George Post Forster.....WT
Thomas P. Fortin.....Matt3c
Joseph Henry Foster.....Sea.
John Foster GM3c
Wilbur Mark M. Fowden
(NRF)E3c(R)
Elmer Owens Fowler.....SC2c
Abie Fox F2c
Thomas Foy .....Elc(G)
Tony Franchini Sea2c
John Baptist Francis.....F3c
Carl Henry Frank.....Sea2c
Arthur Franklin Frankenfield....Sea2c
Minot Samuel Fraser.....(NRF)Sea.
Arthur Stephen Frazier.....GM1c(G)
Victor Elias Fritz.....E3c(G)
Matthew Oliver Froewiss.....Bm1c
August Joseph Frohreich.....Sea.
Ivy Fry .....E3c(r)
Charles Edward Fulton...(NRF)Sea2c
Arthur Funk MM1c
Norval Funk F3c
William Hines Furlow.....Sea2c
Eugene Kinder Furtick.....F3c

Clifford Arnold Gabriel.....Sea.
Richard Thomas Gale.....Sea.
Wallace Leslie Galencia.....SF1c
Samuel Vernon Galloway.....F3c
Henry John Ganter.....F1c
Ira Lend Gardenhire.....F2c
Ray Almerin Gardner.....Eng2c
Joseph Elliott Garnett....(NRF)Sea2c
Nathaniel Milton Gaston.....Sea.
Rogelio Gatdula Matt2c
Lazero Gatuz Matt3c
Joseph Alex Gatz.....(NRF)Sea2c
Charles Clement Gaughf.....F3c
Harold Fred Gaulke.....(NRF)Sea2c
Robert Ambrose Gaunt.....GM3c
Joseph Michel Geller.....E3c(G)
Leo Gendron F1c
Aime Genest MM2c
Frank Guy Gere.....Eng2c
Neal L. German.....(NRF)F3c
Aziel Arthur Gharrett.....PM3c
John Anthony Giannoni.....MM1c
Miles Daniel Gibbons.....E3c(G)
Edward Joseph Gibney.....Sea2c
Herman Richard Giesler.....CM1c
Albert Brown Giles.....Cox.
Cecil Rupert Gilkerson...(NRF)Sea2c
James Francis Gillick.....Sea2c
John Charles Gillmann.....Sea2c
Otto Gilmore Matt3c
Marion Alvin Glasgow.....Sea.
Dannis Gornelius Glasheen.....Sea.
Arthur Glaski .....Sea.

John Joseph Godrich.....(NRF)Sea2c
Israel Goldberg Sea2c
Francis Patrick Golden...(NRF)Sea2c
Thomas Peter Golden.....Sea.
Alfredo Gonzalez Matt3c
Raymond Merton Goodwin.....Sea.
William Theodore Goolsby.....Sea2c
Joseph Gordin F3c
James Clarence Gofeon.....WT
Melvin Gordon F1c
Richard Short Gordon.....Sea2c
Captain Loften Gordy.....F2c
Arthur Thomas Gorman.....WT
Patrick J. A. Gorman.....(NRF)Sea.
James Henry Goulburn, Jr.....F2c
John Allen Gould.....F1c
Harold Nelson Grattan.....Sea.
Frank Gratzer .....E1c(g)
Daniel Logan Green.....(NRF)Sea2c
Nathaniel Alden Green.....Sea.
Samuel Ulrich Green.....Sea2c
Waldo Patterson Green.....Sea2c
Delmar Dudley Gregory.....CWT
John Francis Griffing.....Sea2c
Morton Alfred Griffith.....Sea2c
Lyman Gross .....(NRF)Sea2c
Otto Edward Gruensteen.(NRF)Sea2c
Edward William Grundhoeffer...CQM
John Vincent Gudelwicz.....F1c
Jerry Patrick Guine.....(NRF)Sea2c
Clarence James Gullen.....Sea.Sig3c
Samuel Vern Gunnison..(NRF)E2c(r)
Fred Harvey Gustafson.....MM2c
Michael Guziec F3c

Clarence John Haas.....(NRF)Sea2c
Jesse Stovall Haddock.....Yeo2c
Francis Lester Haggard.....MM1c
Clyde Haile F1c
Burt Max Hailey.....Matt3c
William Emory Haines.....CM2c
Richard Ellsworth Hale..(NRF)MM1c
William F. Hale.....(NRF)Sea2c
Howard Almont Hall.....Cox.
Romney Neil Hallman....(NRF)Sea2c
Michael Joseph Halpin.....(NRF)F1c
Elmer Arthur Halversen.....Sea.
Louis Tuffell Hamlin.....Sea.
Grant Charles Hamm.....(NRF)Sea2c
Alfred Hampson SF1c
Ben McCall Hance.....(NRF)Sea2c
William Suydam Hand.....Sea.
James Rivers Hanna.....QM3c(s—)
Frank Eugene Hannum.....F1c
Hersey Hansen .....(NRF)Sea2c
Lawrence Hansen F2c
Arthur Reinhold Hanson.....Sea2c
Joseph James Hanson.....Sea.
Valentine Henry Harbsmeier
(NRF)Sea2c
George Morse Hardy.....Sea2c
George Franklin Harman.....SC4c
Herman Ned Harrigan.....Eng2c
William John Harrington...(NRF)F3c
Clyde Lyncoln Harris.....F3c
Freeland Frand Harris...(NRF)Sea2c
Vern Harris .....(NRF)Sea2c
John Garton Harrison.....Ptrnmkr2c
John Parker Hartley.....F2c
Kline Benjamin Hartman.....F3c
Adam Harvey, Jr.....SF2c
Ross Grant Harvey.....Sea2c
Walter Arthur Hastey.....F1c
Edmund Eugene Hatch.....BM2c
Bert Raymond Hathaway.....E3c(R)
Howard Franklin Haverstock...Mus2c
Julius Edward Haydel.....Sea2c
Albert Eugene Hayden.....E2c(g)
John Stephen Healey.....F3c
Charles Ernest Hebden.....Sea2c
Henry Heller Eng2c
Frank Helman Sea2c
Dewey John Hembree.....Sea2c
Clarence Joseph Heningway.....Sea.
Chester Jorgen Hempton.....Sea.
William Theodore Hengstler.....SF2c
Arthur Emil Henrickson.....CM2c
William Henry .....Cox.
Frank Henthorn .....Sea.
Joseph Geleim Henzler.....CWT
Narcisse Louis Herouart.....BM2c
Henry Clarence Hess.....PM2c

Bernard Edinger Hibshman.....Sea.
William John Higgins.....Sea2c
Albert Hewitt Hill.....Sea.
Kenneth Ray Hills.....E3c(r)
Edward Edmond Hilpipre.....F3c
Luther Henry Hilton.....Sea.
Roy Himelhan .....Cox.
John Kenneth Hitchcock.....GM3c(t)
Andrew Harry Hoak.....Eng2c
George Thos. Hodgson, Jr.(NRF)MM2c
William Henry Hoff.....BM2c
Arthur Herman Hoffman.(NRF)Mus2c
Frank Lorin Hogue.....F3c
Edward Holden F2c
Rudolph James Holly.....BM1c
Herney John Holter.....F3c
Benjamin Franklin Hood.....Eng2c
Charles William Hook.....E1c
Shafter Horne .....(NRF)Sea2c
Ralph Hosler .....E2c(g)
Chester Hostetler SC4c
Marshall Thomas Hotchkiss....E3c(r)
William Marion Hough.....F2c
William Leonard Houk.....F1c
Thomas Henry House.....Sea.
James Henry Howard.....Sea2c
Theodore Howard .....(NRF)Matt3c
Claude Settermire Howell.....Sea2c
George Joseph Hubert.....Sea2c
Joseph Eugene Hudock.....Sea.
Robert Hudson Sea2c
Raymond Hudspeth Sea2c
Marinus Joseph Hufnagel.....Eng2c
John Francis Hughes.....Sea2c
Walter Earnest Hughs.....Sea.
Noble Ambrose Hull.....F2c
George Jacob Humbert.....Sea2c
Albert Hunt .....GM3c(g)
George Washington Huntley.....WT
Alfred Joseph Hutchinson.....Sea.
Charles Henry Hylton.....Sea2c
Lewis Albert Hylton.....Sea2c
Clifford Ice F2c
Frederick Joseph Ives.....Sea2c
Walter Anthony Jack.....Sea.
Gideon James Jackson.....F2c
Hiram Earl Jacobson.....F2c
Robert Jackson James.....Sea2c
Virgil James F1c
John Jarosek .....Sea.
Peter Joseph Jeffers.....(NRF)Sea2c
Charles Archibald Johnson.....Sea.
Clarence Johnson F2c
Frank Dewey Johnson.....SK3c
George Douglass Johnson.....Sea.
Ingwald Arthur Johnson..(NRF)Sea2c
Lawrence Walter Johnson.....Sea.
Mike Cravens Johnson.....Sea2c
William Elwood Johnson.....F2c
Roy Luther Johnston.....Sea.
George Johnstone .....CTC
Albert Charles Jones.....Sea.Sig1c
Ashby Thomas Jones.....F1c
Carl Cambridge Jones.....Sea2c
Edwin Amenda Jones.....GM3c(g)
George Jones .....Sea.
Jay Rucker Jones.....MM1c(a)
Lloyd William Jones.....Sea.
Ulric Meredith Jones.....1st Mus.
William Reece Jones.....F3c
Dewey George Jordan.....F2c
John Madison Jordan.....Sea2c
Frank Kahoun F3c
Michael Joseph Kane.....CWT
Felipe Kapili .....WO.Ck.
Robert Otto Karcher.....(NRF)Sea2c
Kenneth Warren Karnes.....F3c
Frank Joseph Kaspar.....CGM(t)
Harry Kaufhold Sea2c
James Francis Kearney.....MM1c
James Elmer Kearns.....CMM
Arthur Keenan F2c
Walter Matthew Keisling.(NRF)Sea2c
Cornelius Joseph Kelliher...(NRF)F2c
Thomas Kelly Sea2c
James Albert Kelly.....Mus2c
Francis Joseph Kelly.....Sea2c
John Alfonzious Kennedy.(NRF)Sea2c
John Beam Kelly.....Sea2c
Thomas Paul Kennedy.....(NRF)F3c
Hodges Kenney Matt2c
Earnest Dewey Kern.....Sea.

James Francis Keresey.....E3c(g)
Branch Denison Kernahan.....Sea2c
Eugene John Kern.....PM3c
Robert Theodore Kienzlein.....BM2c
Richard Marvin Kidwell.....Sea.
Sylvester William Kiesler.(NRF)Sea2c
Frank Stanley Kierst.....F3c
Robert Holiday Kinder.....F3c
Herman Smith Kinder....(NRF)Sea2c
John Evert King.....Sea.
Glemont King .....CWT
William Theron King.....Sea2c
Raymond Harry King.....Eng2c
Fred Kirchhoff .....GM3c(g)
James Paul Kinisky.....Sea2c
William Jennings Kline.....E3c(g)
Joseph Peter Klaar.....E1c(g)
William John Koehl.....CMM
Otto Preston Knight.....F3c
Alfred Konrad .....(NRF)Sea2c
Irving Victor Koenig.....(NRF)Sea2c
Thomas Gilbert Kornegay.....E3c(r)
Noble Marion Kontzen.....Sea.
Nicholas Fred Kosko.....Sea.
John Roberts Kosko.....Sea2c
George Koval F2c
Stanley Steven Kostner.....Sea.
Frank Leslie Kradell.....SC4c
John Kovlak .....Sea.
Willard Dean Krause.....Sea2c
Marcel Marvin Krater.....E3c(g)
Clarence Russell Krogstad.(NRF)Sea2c
Anthony Joseph Kreft.....1st Mus.
Walter Henry Krueger.....Sea.
Ernest Gustaf Kroll.....F2c
William Leo Kulas.....Mus2c
Edward Kuehapfel .....Sea.
Joseph Patrick Kunesh....(NRF)SC4c
Joe Frank Kuner.....Sea2c

Glee Hudson Lackore.....GM2c(t)
Charles Agustus LaForge.....F2c
Henry Alwyn Lamb.....F2c
Philip Edward Lambert.....SF1c
William Henry Lambert..(NRF)PM1c
Frank Arthur Lamphere.....WT
John Frank Lamson.....(NRF)PM1c
Howard Aaron Fred Lancaster.....F3c
Jefferson Lancaster Sea2c
David Landry F2c
George Ambrose Lane.....Sea.
John Henry Lane.....Sea2c
Charles Andrew Lang.....F3c
Frank Martin Lang.....F2c
John Stephen Lang.....F3c
Cletus Sylvester Langen.....Sea2c
Sullie Langley Sea2c
George Alexander Larkins.....F3c
Herman Theodore Larson.....Sea2c
Martin Luther M. Laubach.....Sea.
LeRoy Alfred Laudenslager.....Sea2c
Ralph Dillon Leacy.....Sea.
Milledge Parker Lee.....Sea.
Cornelius John Leenhouts.....F2c
George William Leonard, Jr.....SF2c
Harry Patrick Leonard.....Sea2c
John Wess Leslie.....(NRF)Sea2c
Francis Joseph Lesnick.....Yeo2c
Eugene Samuel Levengood.....F3c
Jacob Levy F3c
Chester Henry Lewis.....(NRF)F1c
D. Ford Lewis.....Sea2c
Malvin Morris Lewis.....Sea2c
Elmer Benjamin Lickey.....E1c(g)
Eugene Marshall Liebscher.....F2c
James Patterson Lilly.....Sea.
Marcus George Limb.(NRF)E2c(RO)
William Oscar Lindquist.....Sea2c
Cleo Linson .....(NRF)F3c
Kenwood Harvey Little.....Sea.
Templeton John Little.....F2c
Guy Washington Livingston.....F2c
James Martin Lloyd.....Sea.
William Corbet Lloyd.....WT
Salem Loar .....(NRF)Sea2c
Samuel Lobick Sea2c
Edward Lonnegren, Jr.....Sea.Sig2c
William Elmer Louder.....Sea2c
William Michael Lougher.....Sea2c
Mack Love .....GM2c(g)
Leo Lovarde F2c
Elmer Conrad Lowall.....Sea2c
Henry John Lucas.....Sea.

Joseph Luparello .....CMM
Herbert Clifton Luther.....F3c
Samuel Luton F3c
John Philip Lydon.....E3c(r)
Thomas Joseph Lynch.....MM1c

George Benedict MacArthur.....F3c
Clyde Anson Mack.....Sea.
John Charles Maclean.....Sea.
George Francis Madden.....F3c
Angelo Maddi F2c
Otis Lee Maes.....Sea.
Alfred Edward Maggio.....Sea2c
George Archie Magruder.....Bmkr
Joseph Leo Maguire.....Sea2c
Thomas Gerald Mahon.....F3c
Arthur Sampson Mahoney.....Sea.
Frank Joseph Mahoney.....Yeo1c
Thomas Martin Mahoney.....F2c
Wilfred Joseph Maille....(NRF)PM2c
William J. Sterling Maitland.....Sea.
Arthur Onin Maki.....F1c
Pilar Maldonado Matt3c
Julius John Manly.....F1c
Clifford Hebrew Mannering.....Sea2c
Louis Lester Manning.....Sea.
William Mantel F3c
Ernest Otto Marohl.....F3c
Randel Howard Maroska.....Sea.
Walter August Maroshko.....F3c
William Elmer Marriott
(NRF)C'smth2c
John Andrew Marston, Jr....GM2c(g)
Frank Dewey Martin.....GM3c(t)
James Ferd Martin.....F3c
Lawrence Frederick Martin.
(NRF)Sea2c
Robert Lawrence Martin.....Sea2c
John Joseph Marx.....Sea.
Daniel Coho Mason.....Sea.
Clarence Massey Sea2c
Harold Thomas Masterson.....Sea2c
Henry Mathis F3c
James Harry Matthews.....Sea2c
John Lepere Matthews.....Sea.
Virgil Matthews F3c
David William Maune.....Yeo1c

George Mauritzen .....CMM
Thomas Clifford Mayes.....F1c
Robert Clay Mayfield.....GM3c(g)
Joseph Mazouch Sea2c
Chester Marshal Meadows.....Sea.
Fred Derald Meadows.....Sea2c
Ralph Robert Meatyard.....Sea2c
William Thomas Medcalf.....Sea.
Edward Holsten Meeteer.....Sea.
Albert George Mehrke.....F2c
Frank Meier Yeo1c
Warren Henry Meinsen.....F1c
William Melchers .....Sea.
Loyd Melton Sea2c
Gilbert Meltvedt .....Sea.
Wesley Leigh Merriman.....Yeo2c
Chester Harley Hanez Messenger.GM3c
Carl Max Meske.....Sea.
Ernest Leo Mester.....F2c
Claud Harrel Messick.....Sea2c
Augustus Wragg Meyer.....CWT
Charles Nichols Metcalf..(NRF)Sea2c
Joseph Charles Michael.....MM1c
Ralph Robert Meyer.....Sea.
Arthur William Mielke....(NRF)Sea.
Alfred Peter Michel.....Sea.
Carl Harry Milldrum.....Sea.
Edward James Miles.....F1c
Carl Joseph Miller.....Bmkr
Carl Herbert Miller.....F2c
Frederick Miller .....Sea.
Edward John Miller.....Wt
George Miller .....Cox.
Galen Edward Miller.....F2c
Martin Miller .....Sea.
John Bertram Miller.....F3c
William Oliver Miller.....F1c
Reuben Knox Miller, Jr.....(NRF)F2c
Chester Arther Mills.....F1c
Clifford William Milligan.....F2c
Enel H. Minor.....F3c
Charles Carter Minor.....F3c
Larence Mixon Sea2c
Harry Miszkowski .....Sea.
Lawrence Joseph Molloy.....SF2c
Jacob Jake Moll.....F2c

James Seymour Monahan.....Bkr1c
Reaneau Edward Mon.....WT
Howard Edward Monighan.....Sea.
Frederick Francis Money.....CM1c
Albert Moore F3c
Wilfred Napoleon Montigny.....Sea2c
George McNaught Moore.....F3c
Clarence Ross Moore.....PM3c
Walter Eugene Moore.....Yeo1c
Harry Aloysius Moore.....Sea.
Ralph Moran F3c
William Wightman Moore.....C.E(r)
Herman Corlew Mordica.....F3c
George Moravec F3c
Horace Daniel Morgan.....Sea.
Fred Luther Morgan.....Sea2c
Martin Joseph Morgan...(FNR)CMM
Horace Dean Morgan.....SK2c
Henry Stanley Morin.....Sea.
William Gilbert Morgan..(NRF)Sea2c
William Nathan Morris.....Sea.
Merle Edward Morrison.(NRF)E2c(r)
Frank Henry Morse, Jr.....Sea2c
Edward John Mosco.....Sea.
James Frank Moser.....Sea.
Charles Stern Moulder.....F3c
Clinton Russell Mudd.....Sea.
Coleman Joseph Mulern.....QM3c(g)
Russell Lionel Mullen.....F1c
Henry Percey Muller.....Sea.
Walter Frederic Munson.....Sea2c
Charles Treanor Murchison.(NRF)F3c
Peter Simon Murchison....(NRF)F3c
Mark Raymond Murnane.....PM3c
Frank Aloysius Murphy...(NRF)PM3c
Frank Vincent Murphy.....F2c
Joseph Aloysius Murphy.....Sea2c
Clark Murrell, Jr.....Sea2c
Juaquin Mutia .....Stg.Ck.
John Frank Muzny.....Sea.

Clarence E. McBride.....(NRF)F3c
Almon Melton McCabe.....GM2c(g)
Joseph Edward McCabe.....F1c
Joseph John McCabe.....MM1c
Alfred Thomas McCafferty.....Sea.
Harry Lester McCague.....Sea.
Ward Edson McCarroll.....Sea2c
Eugene Michael McCarron.....F3c
Garrett Vincent McCarthy.....F1c
John Edward McCarthy.....E2c(g)
Baten Bryan McChristy.....Sea.
Jesse McClahan Sea2c
Albert McClure .....CMM
Frank Aloysius McCourt.....Sea2c
Cornelius McCullian .....Sea.
Ray McDaniel .....Sea.
Willie Lee McDaniel.....F2c
Frank Joseph McDonald.....CGM(g)
William John McDowell.....Sea.
Harry Hiram McFarland.....Sea2c
Samuel Lawrence McFeron.....F1c
Gamewell Charlie McGimsey.
(NRF)Sea2c
Russell Royston McGinnis.....F2c
Harold George McGirr.....Sea.
Bernard McGivern .....CTC
Harold Joseph McGovern.....Sea.
Thomas Edward McGrane.....Sea2c
Edmund Joseph McGrath.....Sea.
William Francis McGraw....GM2c(g)
James Francis McGuire.....F1c
John Francis McKeon.....Sea2c
Kirvy Truluck McKinney.....Sea2c
Henry Niel McKinnon.....Sea2c
Rudolph McLain .....(NRF)Sea2c
Henry James McLarney.....Sea.
Thomas Ernest McLean.....CM3c
Ned McMahon Sea.Sig2c
Edward Joseph McManus.....F2c
R. Milan McManus.....F3c
Orral Edward McMullen.....Sea.
George McNab GM3c
Michael McNally .....CGM(t)
Russell James McQuown.....WT
James Barthome McSweeney.....F2c
Jessie Talmage McWilliams.....F1c

John Daniel Nagel.....BM2c
Joseph Walter Napieralski.....Sea.
Samuel Norton Nash.....MM2c
Adolph Henry Nelson.....Sea2c
Eugene Nelson Matt3c
Edward Helmer Nelson.....Sea.

Everett Robert Nelson.....Sea2c
Lawrence Nelson F2c
Norman Nelson .....(NRF)Sea2c
William Herbert Nesbitt.....QM1c(g)
William Allen Nester.(FNR)QM1c(s)
Charles Reed Netter.....WT
Charles Benjamin Neville.....Md1r2c
John Eugene Neville.....Sea.
Eugene Clive Newcombe.....Sea.
Martin Newhouse F1c
John Edward Newhouse.....Eng1c
George Thomas Newton.....Sea.
Miller Nicholson .....Cox.
Ignacio Nieves Matt2c
Jose Nieves Matt3c
Luis Nieves Matt3c
Burt Edward Nixon.....Sea.
William Joseph Noetzel.....CM2c
George Anderson Noftsger.....Sea.
Joseph Carl Norris.....F3c
Leon Moore Norris.....Sea.
Lawrence North Matt1c
Elbert Norton F2c
Frederick Leonard Norton.....Yeo2c
Earle Seymour Norwood.....Yeo2c
Absolem Courtney Nothstine.GM2c(g)
James Wyatt Nunn.....GM3c
Carl John Nyander.....Sea.
John Edward Oakley.....(NRF)Sea2c
James Eli Oaks.....F2c
Ivan Luther Oberlin.....F1c
Louis Percival O'Bryan.....F3c
William Edward O'Day....(NRF)F2c
Emil Oden .....CBM
Ernest Harvey Oden.....Sea2c
Edmung George Oelkers.....C.Y.
Romey Martin Oettinger....E3c(RO)
John O'Hare F2c
Elmer Lund Olson.....F1c
Eddie Olson .....Sea.
Irving Charles Olson.....Sea2c
Peter Olson F2c
Walter William Olson.....Sea2c
Max Olswang F2c
James Alexander O'Neil..(NRF)Sea2c
James Aloysius O'Neil.....Cox.
William Aloysius O'Neill.....C.Y.
Alvin William Opheim.....Sea.
Fred James Opper.....1st Mus.
Michael O'Randish .....Sea.
Henry Albert Osborne.....Sea.
Wilbur Ott .....Sea.
Fred Frank Otto.....F2c
Howard Michel Overstreet.....Sea2c
Everett George Overton.....MM1c
Marshall Henry Owen.....F1c
Charles William Owens.....Sea.
Chester Guin Owens.....F1c
Richard William Ozmon.....

Henry Pace F3c
John Joseph Pacovsky.....E1c(g)
Joseph Albert Palastak.....F3c
Howard Clinton Palmer.....Cox.
William Clarence Palmer.....Sea2c
George Edward Paluch.....Sea.
Cyril Drew Pankey.....CM3c
Stanley Pankiewicz .....Sea.
Theodore Papas BM1c
Warren Fred Paquin.....Sea2c
John Wilson Parker.....WT
Robert Edison Parker.....Sea2c
William Patrick Parker.....F2c
William Wheeler Parker.....E3c(g)
John Bernardine Parquet.....F2c
Austin Grosvenor Parsons.....F1c
Charles Pascoe Sea2c
Jack Pashea F1c
Anthony Pasantiono SK3c
Calvin Mack Pate, Jr.....F1c
Charles James Pastika.....F3c
Paul Pasternacki, Jr.....Sea2c
Harold Frederick Patrick.....Sea.
Harold James Patterson.....F1c
Charles Alexander Payne.....SF2c
Willie Payne, Jr.....Eng2c
Frank Joseph Peeker.....(FNR)F2c
Charley Albert Peery.....Sea.
Rodolph Alphonse Pelletire.....Sea2c
Robert Kelly Pence.....E3c(r)
Joseph Lenton Pendleton.....F2c
William Arthur Penny.....SC4c

Stephen John Peplinsky.....Sea.
James Richard Perry.....SC4c
Roy Lee Perry.....GM3c(g)
Stanley Petcavage Sea2c
Frank Peters F1c
Homer Clifton Peters.....Cox.
William Squire Peters.....E3c(r)
Arthur William Petersen.....Sea.
Joe Steve Petrash.....Sea.
Charles Petrich .....Sea.
George Andrew Pfau.....F3c
Fred McKinly Pfeifer.....Sea.
George William Pfohl.....F2c
Arthur Phillips F3c
Herbert Lamont Phillips.....F2c
Charles Alvin Pickett.....Sea.
Roy Hearld Pierce.....Sea.
Joseph Pikalek .....Sea.
John Edward Pinckney.....CB. Ck.
William Harry Pittius.....F2c
Daws Hammond Platt.....Sea.
Joseph Anton Pohl.....F1c
Frank Pohorelsky Sea2c
William Evan Poindexter.....Sea.
Thomas McKinley Pollock.....F2c
William Franklin Poole.....Sea.
Leo Larance Pope.....GM2c(g)
William Golden Pope.....F2c
Dominick Portante .....Sea.
Cadle Austin Post.....Cox.
Lambert Post .....Sea.
John Morgan Potter.....MM2c
Henry Courtney Potterf.....SK3c
Louis Frederic Powell.....Sea2c
William Charles Prendergast....Eng2c
George Edward Prentiss.....MM1c
Walter Russell Prentiss.....F3c
John Luther Pringle.....Sea.
Edward Pritchard F1c
Isadore Dire Proctor.....E3c(g)
Jesse Eugene Prothero.....F3c
Joseph Henry Prudhomme.....Sea2c
Charlie Bryan Pulliam...(NRF)Sea2c
Albert Herman Pulzin.....F1c
Arthur Daniel Purswell.....Sea.
Bush Carnot Putnam.....Cox.

Robert Stanley Pyles.....Sea.

Albert Gustav Quedeweit.....CBM
Thomas Quinlan .....(NRF)F2c

Edward Louis Raabe.....QM3c(s)
Otto August Raatz.....CCM
Joseph Patrick Rahl.....(NRF)Sea.
John Walter Rakoczy.....F1c
Joseph Elbert Ramsey.....SC4c
Paul Lyonale Ramsey.....Sea2c
Julius Otto Ramu.....(NRF)Sea.
Albert John Rancel.....Sea2c
Roy Bryant Randolph.....Sea.
Claude Irving Raper.....Sea.
Walter Maynard Ray.....Sea.
Otto Razim .....CMM
William Page Reagan.....E3c(g)
Walter Reese Sea2c
Gus Viet Reeves.....Sea2c
Dormin William Recihert.....WT
Fred Russell Reichey.....1st Mus
Robert James Reid.....MM1c
William Black Reid.....M1dr1c
Olaf Reigstad F1c
Richard Palmer Reilly.....Sea.
John Reinhard F3c
Carl Orla Reinheimer.....E3c(r)
Dudley William Renfrew.....BM1c
Anthony Peter Renfro.....CWT
Victor Cleveland Reynolds.....Sea.
William Henry Reynolds.....Cox.
Leslie Lamoure Rhine.....Sea2c
Carl E. Rhoads.....(NRF)E3c(r)
Charles Ellsworth Rice.....Sea.
Nathaniel Rice .....(NRF)Matt3c
Frank Richeter .....Sea.
Frank Vincent Richter.....Sea.
Horace Foster Richter.....SK2c
Lionel Herbert Ricker.....Sea2c
Emil Rieger Sea2c
James Humphries Rigdon.....E3c(r)
Hugh Miles Riggs.....E3c(g)
Edward Lewis Ring.....Sea.
Guy Stanley Garfield Rinker.....Sea.
Edwin William Ritchie.....Sea.
Walter Edwin Ritchie.....E3c(g)

James Herman Ritz.....Sea2c
Robles Rivera Matt3c
Bartolome Rizo Matt3c
John Roach F3c
Monte Clifford Roberson.....F2c
Thomas Earl Roberson.....Sea2c
Paul Leon Robert.....F2c
Fred Belmont Roberts.....Sea.
George Everett Roberts..(NRF)Sea2c
Leon Jay Roberts.....F2c
Roger Cecil Roberts.....Cox.
Rufus Robertson F1c
Worley Franklin Robinette.....Sea2c
Albert Hagan Robinson.....E3c(g)
Francis Robinson .....Sea.
George Walter Roche.....F2c
John Joseph Rodgers.....(NRF)Sea2c
Elias Jinez Rodriguez.....Matt3c
John Russell Roe.....F3c
Christian August Rohlfing.....Sea2c
John Andrew Roman.....F3c
John Joseph Ronan.....Sea2c
Earl Leonard Rosell.....BM1c
William John Rosemond.(NRF)MM2c
Lewis George Rosenbaum.....Yeo3c
Richard Alexander Roshto.....F2c
Clem Ross .....Sea.
Edwin Otto Rother.....Sea.
Samuel Rothenberg Mus2c
Joseph Albert Rotter.....Sea2c
Peter Russell Routt.....SC3c
Roy Jacob Rowe.....CWT
Joseph Ruane Sea2c
Oscar Ruben .....(NRF)Sea2c
Edward Sebastian Ruegamer.....F2c
Edward Anthony Rueppel.....C.E.(g)
William Cornelius Ruprecht.....SF2c
Andrew Rushnak F1c
Allman Russell Sea2c
Ellsworth Floyd Russell.....F1c
Theodore Ruszkowski .....E3c(g)
James Joseph Ryan.....Sea2c
Stephen Joseph Ryan.....F2c
William Francis Ryan.....Sea.

Henry Sacker F2c
Walter Raymond Saile.....Yeo1c
Albin Waltmer Sandall.....Sea.
Harry James Sander.....SF2c
Earl Henry Sanger.....Sea.
Oscar Saterdal .....(NRF)MM1c
Arnie Scarbrough SC4c
Peter Schaefer .....Sea.
Tony Walter Schemansky.....Sea.
Henry Schenk .....GM1c(g)
Joseph Frank Schermen, Jr.....Sea2c
Fred Schick F1c
Edwin Charles Schmidt.....Sea.
Frank Schnaitmann F2c
Herman Carl Schneider.....Mus2c
George Henry Schrader.....Yeo2c
Ernest King Schreiber.....Sea.
William Joseph Schriefer.....Sea2c
Arno Washington Schuchardt.....F1c
Aaron Jack Schulamn.....Sea2c
Raymond Peter Schultz.....E2c(g)
William Lewis Schultz.....Cox.
George Arthur Schultz.....Sea2c
August Schumm Sea2c
Frank Abraham Schwartz....GM3c(g)
Christian Frederick Schweitzer....Sea.
Harvey B. Scurlock.....Sea2c
Garnoer Hill Seaver.....Sea2c
August Joseph Sebastian.....F1c
James Gaily Sebring.....Sea2c
Frank Secor .....Sea.
Frank Hulbert Seeley.....Sea2c
Michael Leon Sekulski.....QM1c(s)
Harol Self F3c
Edwin Henry C. Seltner.(NRF)Sea2c
Frank Vincent Semenza.....Sea.
Orazio Seneci .....Bndmstr
Frank Joseph Senerchia.....F2c
Christopher Senese Sea2c
Edward Bendig Seydler.....Sea.
Archibald Shand .....E1c(g)
Joseph Shanks Sea2c
Elbert Parker Shaw.....Sea2c
Harry Albert Shaw.....Sea2c
John Edward Sheldon.....Sea.
Paul Shepanski .....Sea.
Edward Crawford Shipp.....E2c(g)

Fred Shirey Sea2c
George Shoer Sea2c
Larken Shoptaw .....Sea.
Roscoe Albert Shorey.....Sea2c
Frank Patrick Short.....Sea2c
Harry John Short.....Yeo2c
Lutther Shlup .....Sea.
Roscoe Moore Shrout.....Sea2c
W. Clyde Shumate.....Sea.
Morral John Siegwald.....Sea2c
Glenn Sigler F3c
Feliciano Signo .....Mattlc
Edward Lester Silvia.....(NRF)Flc
John Manson Simcox.....F2c
Emile Simoneaux Sea2c
Ernest Arthur Sjoberg.....Sea.
Francis David Skillman.....Sea2c
Alfred George Skrenda.....Ptr3c
Roy Allen Slaughter.....Sea2c
Walter Sleckman F2c
Archie Barnwell Smith.....Sea2c
Carl Smith .....Sea.
Carl Gilbert Smith.....F3c
Claude Samuel Smith.....F3c
Clifton Fred Smith.....Sea2c
Curtis Clarence Smith.....E2c(g)
Edward Bates Smith, Jr.....WT
Frederick John Smith.....Sea.
George Hallie Smith.....Sea2c
Harry Antone Smith.....Eng2c
Hiram William Russel Smith....Sea2c
James Lewis Smith.....Sea2c
James Richard Smith.....Sea2c
John Smith .....Flc
John James Smith.....Sea2c
Joseph Lawrence Smith.....F2c
Lance E. Smith.....WT
Leo William Louis Smith.....E2c(g)
Manly Andrew Smith.....Sea.
Mahlon John Smith.....Sea.
Oliver Isaac Smith.....Sea2c
Ralph Smith .....Sea.
Robert Murl Smith.....F2c
Samuel Austin Smith....(NRF)Sea2c
Theodore Edward Smith.....Sea.
Thomas Smith Sea2c
William Clair Smith.....Ptrlc
William Kay Smith.....Sea2c
Edward Leo Snow.....Flc
Chester Elmer Solomonson.....Muslc
Frank Somers .....Sea.
Frank John Sonnenberg, Jr...QM3c(s)
Glenn Stephen Sonner...(NRF)Sea2c
Soren James Sorenson.....SC4c
Frank Oliver Spencer.....F3c
Thomas Eugene Spencer.....Sea.
Lawrence Charles Spiess.....Sea.
Windsor Pierce Spinks.....SK2c
George Irish Springer.....Yeolc
Arthur Mather Spurway.....Sea.
Nallie Thomas Stallings.....WT
William Richard Stallings.....E2c(g)
James Robert Stamey.....Cox.
Thomas Henry Stanaway.....F3c
Peter Stankewich Sea2c
Harvey Steele Stanwood.....F2c
John Francis Steen.....SC3c
Philip Stegner Sea2c
Bernard John Steinkirchner
(NRF)Sea2c
Casimir Bernard Steinkirchner.
GM1c(t)
Harry Lender Stephenson.....Sea.
George Marshall Stewart.....Sea2c
Daniel Matthew St. George.....Sea.
Ira St. Helaire.....Sea2c
Theodore John Stickford.....Sea2c
Albert Monroe Stierheim.....E2c(g)
Arthur Leroy Still.....Sea.
Harry Clayton Stimpson.....Sea.
Frank Leroy Stines.....F2c
Alphonse Justine Stocklin.....Elc(r)
Elwood Stockton .....(NRF)Sea2c
Clarence Mental Stofer.....Sea.
Charles Anthony Stokely.....E3c(r)
Thomas Jefferson Stoker.....Flc
Lee Okell Stoneking.....E2c(r)
Jacob Herman Strack.....C.Y.
Joseph Arnold Stradley.....Sea.
Edward Fred Strauss.....Prntrlc
William Calvin Streets.....Sea2c
Percy John Stribling F2c

Floyd Washington Strickland. (NRF) S2c
Henry Jones Stroble.....Cox.
Charley Adam Strubinger.....Sea2c
Howard Franklin Struble.....Sea.
George DeWitt Sturgis.....C.E.(g)
William Subert Sea2c
Daniel Edward Sullivan.....F3c
Edward Joseph Sullivan.....F1c
James Sulivan F1c
Jeremiah James Sullivan.....SF2c
George Grafton Sumner .....CWT
James Louis Sutherland.....CGM
Sterling About Sutton.....F1c
John Joseph Swift.....Sea.
Frank Aloysius Szczepanski.....F3c
John Szyzskiewicz .....Sea.

Thomas Sexton Talbot.....(NRF) Sea.
Ralph Greenlee Tatmann .....Sea.
Anthony George Taubitz.....BM1c
Edwin Clay Taylor.....F2c
Herbert Taylor Sea2c
Sydney Ocott Taylor.....WT
Walter Frederick Taylor.....Sea2c
Henry August Teschke.....F1c
William S. Tewksbury....(NRF) MM1c
George Irwin Thole.....F3c
Ernest Leroy Thomas.....F3c
George Alfred Thomas.....Sea2c
John Fred Thomas.....Sea2c
Charles Cleophus Thompson.....F3c
John Henry Thompson.....CWT
Norman Thompson .....GM2c(t)
Percy Thompson SC2c
Louis Jacob Thonn Sea2c
Harry Edward Thorpe .....E1c(g)
Nyocinseo Ticson .....WR.Std.
Jesse Leonard Timmerman.....CGM
Warren Clarence .....B'smth2c
Herbert Edward Torrington.....Sea.
Venancio Topaz .....WO.Std.
Harry Ben Trachman.....SF2c
William Dot Totten F3c
Earl Leonard Tripp .....GM2c(t)
Arnold Trimble Sea2c
Charles Henry Tuffield Sea2c
Edward Paul Tuller.....Sea2c
Peter Tully .....Sea.
John George Tushenski.....GM1c

Bernardo Urbi Mus2c

Joseph Patrick Vaccarella .....Sea.
Robert Allen Van Guilder.....F2c
Henry Louis Van Hove.....GM1c(g)
Guiseppe Venturini .....BNdmstr
Joseph Ralph Viens.....(NRF) Sea2c
Thomas Viner Matt3c
Albert Americus Viscosi.....Sea.
Cornelus Vogel F2c
Fred Joseph Vogel.....GM2c(t)
William Cillian Volkman.....Eng1c
Harold Louis Voltz .....(NRF) Mus2c

Grover Cleveland Wagner.....WT
Lyle George W. Waldo.....Sea.
George Irby Waldrop.....Bug.
Everett George Walker.....E3c(g)
William Alfred Walker.....Sea
Hardie Waller .....CTC
Lionel Charle Walling.....Sea.
Edward Francis Walpole.....Sea.
Ben Hayes Walworth.....F3c
William Joseph Ward.....F2c
Arthur Leo Ward.....F2c
Edward George Wander.....WT
Alfred John Watson.....Sea.
Robert Letts Watson.....E2c(g)
William Herman Watson.....Sea2c
Ernest Weaver .....E2c(g)
Joseph Donald Weaver.....Sea2c
Daniel Milton Webster.....E3c(r)
Robert Charles Weindel.....F2c
Milton Weiss F1c
John Weitzel, Jr.....Sea.
Charles Edwin Welch, Jr.....Sea2c
Virgil Harold Welch.....Sea2c
Leo Meade West .....GM1c(g)
Benjamin Harrison Westmoreland..Sea.
Frank John Wettrick.....GM2c(g)
Percy Arthur Wheelcok .....Sea.
Howard Eugene Whipple .....Sea.

James Philip White.....Sea2c
Alter Wayne Whitelhead.....Sea2c
Robert Henry Whiteman.....Sea2c
Thomas Fenton Whitlow.....Sea2c
Clarence Dewey Whitten F3c
Morrill Abram Wightman.....Sea2c
Henry Earl Wilbanks.....Sea2c
Harold Wilkins Eng1c
Robet John Wilkinson, Jr.....Mldr1c
Clyde Stanley Williams Sea2c
Homer Williams Sea2c
John Stanley Williams.....SC4c
Robert Levi Williams.....Eng1c
Robert Owen Williams.....C.Y.
Voyt Williams Sea2c
Will Morice Williams.....Sea.
Milton George Williamson....GM2c(g)
Arthur Ernst Wilson.....(NRF)Sea2c
Charles Franklin Wilson.....Sea2c
Gordon John Wilson.....Mus2c
Thomas Wilson F2c
Goldie O'Day Wines.....(NRF)Sea2c
George Henry Wingard MM2c
John Elmer Winner.....Sea2c
Raymond Jefferson Winter.....Yeo1c
Carl Olie Witham.....E1c(r)
John Frank Wittman.....GM3c(t)
Paul Emmit Wogan.....BM2c
Louis Wolfe Sea2c
Carl Wolbrett Sea2c
Frank K. Wood, Jr.....Sea2c
George Harry Wooten Sea2c
Joseph Marion Woods.....Sea2c
Roscoe Conkling Wright.....Sea.
Werner Woth Bkr1c
Milton Warren W. Wurzweiler.QM3c(g)
Paul Wurmster .....Set.
John Yamarick Mus2c
Earle Chapman Yancey.....Sea2c
Charles Dewey Yauch .....Sea.
Charles Yezil F2c
Edwin Freeman Young.....(NRF)Sea.
Peter Levi Young .....Sea.
Samuel Alexander Young .....Sea.

Jacob Zahler .....Sea.
John Edward Ziniti F1c
William Joseph Zoeller.....Sea.

