

Approx. 15,000 Words.

1923 Cruise
Of
U.S.S. NEWPORT, (Schoolship)

Captain Felix Riesenber
Commander.

Written in 1923 by

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1.

A. Bombe

Wednesday, Aug. 8th

“All hands at stations for getting under way! Up anchor!” slowly, amidst the bos’n’s harsh commands the sails were unfurled and we were under way with a fair breeze at 7 A.M. As we left New London harbor, we passed close by the lighthouse its keeper coming out to wish us “bon voyage”. Our captain inquired of him the direction of the currents, and as these were favorable we passed through the race in three hours. At three o’clock, just as we were off Montauk Pt. a fisherman’s launch came alongside, and took off our last mail. As we neared the three-mile limit the rum-running fleet came in sight. Our course was changed, and we headed for one of these boats, a two-masted schooner. We passed close enough to enable our captain to shout “How is business?” to the skipper of the runner. “The fish are not biting” was the reply, as the skipper was rather wary, seeing the guns on our stern and probably mistaking us for a revenue boat. It was the SS QUISHCATCHAN of Bahama. Bill and I had been called on the bridge, and in passing took several photographs of the schooner as well as of a smaller runner who had just left the ship with a catch of swordfish covering the cases of liquor in its hold. The evening was rather uneventful.

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Thursday August 9th.

Our second day out, was a more eventful one. Bill and I were roused out at 6 A.M. by the navigating officer, why, we do not know. Grumbling we got up but after balancing and misstepping into our clothes, we managed to get on deck, promptly forgiving the disturber of our slumbers, for the sight was indeed an invigorating one. A strong northeasterly breeze had sprung up during the night as my radio report, had foretold, that produced “white caps” and a choppy sea. The NEWPORT rolled and pitched to such an extent that walking was made difficult on deck. After breakfast, of which I partook but slightly, as I had my doubts as to whether I could keep same anyway, I again went on deck, and watched the “sea hens” a specie of birds similar in nature to seagulls, who were following the ship, gobbling up the remains of our breakfast which had been thrown into the sea. An old sea legend tells that each of these birds represents the soul of some sailor who had died at sea.

Shortly after breakfast signs of sea sickness became evident. When a muster of the so-affected was called, eighteen cadets turned up. Sympathy was at a premium however, and our executive officer, ordered them to run back and forth on the decks to divert their minds. This was an old naval remedy and after five minutes of this, only four cases of the sickness, which had probably only been an imaginary one, remained. I felt a little dizzy myself due to the unnatural motion of the ship which was very unlike that of a steamer, as the wind’s pressure against the sails retarded the recoil of a hard roll to leeward in a rather jerky and seemingly unreasonable manner. The Captain’s two boys, Felix aged ten, and Billy aged eight, who had been brought along on the cruise, had also been caught by this malady. Bill shouting

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at the top of his lungs for a new stomach and almost driving his father mad with his screams. Felix however took it like a man, and was on deck nearly all day, while Billy was in bed. I spent the rest of the morning reading "Where the Blue Begins" by Christopher Morley, which was very interesting and comical as we were undergoing some of the story experiences, at the time.

My aerial deck insulation which had been defective, was finally fixed and some time was spent in testing the apparatus and locating other short circuits, which were then promptly removed. At noon we were 160 miles from New London,

Latitude 39.28 North
Longitude 71.10 West

On a south southeast course which soon brought me within radio distance of the New York Stations, but the captain thought it unnecessary to send any messages and none were received. At 11 P.M. Bill and I published the first copy of the "Newport News" and then turned in.

Friday, August 10th.

We distributed the "news" of which copies were posted and supplied to the captain, officers, and cadets. The sea had quieted down somewhat, and the rolling and pitching of the ship had practically ceased. Everyone seemed to have gotten their sea-legs and even Billy turned out early and happy.

I made use of this calm to fill my storage batteries, which are used to operate the set in an emergency, with distilled water.

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They were very thirsty, requiring right gallons of water, probably not having had this treat in some time. These batteries were kept in the hammock nettings on the boat deck, and on top of them the cadets stored their hammocks during the day. I did the job by means of a siphon arrangement which drew the water out of the five gallon bottles. The monotony was killed by Felix who would come along and pinch the rubber siphon tube, shutting off my water supply, usually, just when I had my head and hands in an especially difficult position over the cells.

At noon our course was changed to northeast and we proceeded under full sail.

Our cook surprised us by presenting us with a freshly baked cake. We dug into this shortly after supper, but it had not been thoroughly baked so we completed this process by placing the cake under my storage battery charger, whose heat soon had the cake nicely toasted and digestible.

Our position at noon was Lat. 37.58, Long. 70.10 West. We had covered a distance of 97 miles for the day.

Saturday August 11th.

Saturday turned out to be a nice clear day. A moderate westerly breeze kept the vessel going at about three knots per hour on a due easterly course. This was to be inspection day and everyone scrubbed and cleaned up ship in general.

Our executive officer seemingly on the warpath, gave Bill the dickens for the way the ship's office looked, with papers on the deck and books thrown about. Bill protested that no one had been in to straighten up the place, (A mess boy usually does this work), but was told to do the work himself.

5.

Bill and I had a talk, and felt pretty blue any way, so we hiked up on deck to the captain and poured out our tale to him. He listened patiently and gave us a lecture. Then he summoned the executive.

“Say Commander, what have you been doing to these fellows?” he asked, as the executive came up. The latter shook himself for a moment looked puzzled and then followed a talk on our numerous troubles. The executive then told us several incidents of his varied career, the moral being

that work did not kill anyone. We felt better after this talk however, and the captain said he would see that our material troubles would be attended to, and that a regular schedule for our various duties, Bill's secretarial ones, and my radio, electrical, and librarian duties was to be prepared setting aside definite hours for each department. Orders were also given that the supply officer was to issue each of us, a suit of whites as worn by the cadets, so that we would be comfortably if not stylishly dressed while on the ocean. These fitted us like pajamas, but were nevertheless more comfortable than the blue uniforms which we had been wearing up to this time. They would also help to cut down our laundry expense, especially on our good white uniforms which were to be saved for wear in the foreign countries.

At noon we had covered a distance of 99 miles and were in Lat. 39.22 North, Longitude 69.01 West.

Sunday August 12th.

A rather uneventful day, except for a school of approximately 40 porpoises which followed the vessel thus providing entertainment throughout the afternoon. We were not able to photograph them however on account of the overcast sky.

6.

While on deck at about eight P.M. a star shot across the sky and disappeared beyond the horizon, leaving in its path a beautiful trail of fire.

Monday August 13th

A gale had sprung up over night, tossing up huge "White caps" and a swell which continually kept us rolling at angles of thirty degrees and more. Heavy articles, lockers, tables, etc., which had not been secured slid back and forth on the decks, doing considerable damage. The NEWPORT proved wonderfully sea-worthy however as not a wave passed over the ship, and but little spray came over the bow. She made up for this in rolling and pitching and at dinner the ship gave such a roll that all mess gear slid to the port side where Bill was sitting, and everything was neatly deposited in his lap. I had just been passed the cake and held on to this, so at least the desert was saved.

Due to the strength of the wind, most of the sails had been furled and we proceeded only under the foresail and fore topsail. At three P.M. the foresail was reefed affording us several photos as the sun

had come out just at this time.

After the news had been received, I tried to sleep in my bunk but the ship rolled too much, so I moved my mattress, blankets etc. over to Bill's office to try my luck there, on his settee. I did not sleep however for more than two hours. At about twelve o'clock there was a crash and Bill came down with his hammock on top of the desk. One of his hammock hooks had loosened due to the rolling of the ship, and the resulting swinging of the hammock, causing the thing to fall. Luckily he came down feet first and sustained only slight bruises.

The sea which had been violent during the day, now slowly

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became worse, the waves were thirty feet in height and more. Strangely however the wind almost died out, so that the storm sails which usually steadied the ship, were of but little use. We pitched and rolled so, that several times we thought sure the ship would turn over completely. Loosened chests and lockers and other things slid about crashing and rumbling making one think that an earthquake was at hand, and dispelling all ideas of possible sleep.

At one time a wave caught the ship, causing her to turn almost on her side. As she righted, a gust of wind caught the flapping fore topsail, wrenching it around so that it was thought the mast would break, and almost wrenching the fore topsail yard from the mast. By morning the foresail was badly torn.

Tuesday August 14th

The sea was rough and we continued our rolling. Billy and Felix were both sea sick. The captain who had been up all night tending them and the ship was pretty well tired out, and asked us to mind the kids during the morning. Bill was to watch Felix and I, Billy. Both boys slept for most of the morning and were well over their trouble by afternoon, and by evening we were again kidding and playing with them.

While using my radio transmitter at about eight o'clock, one of the engineers accidentally touched the lead-in-wire, which conducts the electricity to my antenna, which ran through his room and right across his bunk. He let out a yell which Bill heard, who came running in to tell me about it. The engineer had been severely burned and had notified the chief engineer, who ordered that the wire be

insulated. This was done by wrapping a piece of garden hose around it and then taping same.

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Our position at noon was in Lat. 39.09 North and Longitude 59.07 West. We had made 134 miles.

Wednesday August 15th.

It was now just one week since leaving New London. The weather was fair and at nine A.M. a dead calm prevailed which continued all day. I borrowed the cook's mandolin at noon and later on tried to buy it from him. He refused however saying that the mandolin was the only friend he had aboard. Judging by the way he cooked, this did not surprise me.

Towards 8 P.M. a breeze sprang up and by midnight we were again travelling onward at six knots per hour. The news was again received and then after spending half an hour on deck listening to a lecture and lesson on stars, I turned in at 2 A.M.

Thursday August 16th.

The second week of the cruise started with fair weather and a westerly breeze which kept the NEWPORT going under full sail at about six knots per hour all day. The day was uneventful and was spent for the most part reading.

While sitting on deck at seven P.M. Bill and I noticed several intermittent flashes of light on the horizon, and thinking that they might be rockets of a vessel in distress we notified the captain who after watching a while, said they were flashes of lightning. This my radio set confirmed as there was a great deal of static.

My phonograph was moved into the office where we spent an hour after dinner and one after supper listening to the records. At noon we were in Latitude 40.00.05 North, Longitude 53.44 West, having covered a distance of 101 miles.

9.

Friday August 17th

Slightly overcast day with moderate south and southwesterly breezes. We averaged eight knots all day. About the only thing we did during the morning was to publish the newspaper, the reception of which had been difficult on account of the static.

We were playing with the kids, calling Billy "Nellie" his sweetheart's name, when Felix joined in. This angered Billy causing him to give away Felix's greatest secret, namely, his lady loves name "Bride". This made Felix wild. He pitched into Billy, Bill, and myself, battling for his lady love. It took all our combined strengths to keep the two boys from killing each other during the next few hours.

Shortly after dinner, ship was tacked. Bill and I being on deck, decided to help pull on the ropes. Bill had no sooner touched one of these, when his foot slipped on the wet deck, and he fell with a crash into the scuppers, sustaining slight bruises. This was interpreted as otherwise however, by the cadet at the wheel, who passed a remark, saying, "My Goodness! he has dropped from exhaustion already".

At two P.M. we passed a British freighter, which gave its name as the S/S SINKHAM from Algiers bound for Boston, when I called her by radio.

A sudden squall came up at six o'clock making things nasty on deck. I borrowed the mandolin and entertained the Navigator and Bill until 9 P.M. after which the latter read me several of Service's inspiring poems.

At noon: Lat. 40.05 North Long. 49.52 West Distance. 181 miles.

10.

Saturday, August 18th.

The sea had calmed down considerably during the night, and from about midnight to 6 A.M. a dead calm prevailed, so that we did not move at all. However a light south westerly breeze sprang up during the morning; we again picked up speed, and by evening were doing six knots. Due to the change in time the News dispatches from Arlington, VA, were received between two and three A.M. and was again edited by Bill and myself in the morning.

In accordance with the routine, a general inspection was to be held at two P.M. Therefore the morning was spent by everyone in cleaning ship. I had my troubles, as the auxiliary batteries of my radio set had refused to function. The cause of the trouble was finally located in the hammock nettings, where several wires had been broken which had connected the batteries, probably when the cadets were removing their hammocks. The rest of the morning was spent in shining the bright work on the sets.

I was again able to get a few photos of the line up for inspection, at two o'clock, and then as I had secured permission from the Captain to accompany the inspection party, which consisted of the Captain, Executive officer, Chief engineer, Bill, as recorder, and the master at arms, and the various heads of departments, we passed through the various sections of the ship. This gave me an opportunity to view the actual conditions of the ship, which, as by this time everything had been either repaired, painted or shined up, was excellent.

“The Wreck of the NEWPORT” or “A Sea Boot Battle”, took place in the afternoon, when Felix discovered that Billy was wearing his, that is, Felix’s boots.

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As Billy did not heed Felix's request to remove same, Felix took his brother's "NEWPORT" a model that had been constructed by the ship's carpenter, as bounty. This made Billy mad and hastily removing the boots, he pitched into Felix making a grab for the yacht ruining its rigging; while Felix took up the boots and began hitting Billy with them. Soon both were crying lustily, Billy running around in tears shouting that his "boom" had been broken.

We played the phonograph until eight o'clock and then went on deck where we listened to an interesting talk which the executive officer was giving on the heaving of the ship-log, by which the speed of a vessel is judged and figured out. During the talk a ship came in sight. As it passed us I called it by radio asking its name. It was a Danish steamer Frederick VIII.

Sunday August 19th.

A moderate southwesterly breeze kept us going at about eight knots all day, the weather being fair. Nothing whatever occurred during the day. Our noon position Latitude 39.20 North Longitude 41.00 West. We had made a run of 230 miles.

Monday August 20th.

Another uneventful day. Weather was fair and we averaged five knots during the day. In the afternoon, the Captain, Bill and myself straightened and cleaned out the library. About one third of the books were hopelessly ruined through misuse. These were thrown overboard. Another third was stowed away for rebinding, while the remainder was put on the shelves for the use of the crew. This left us about a hundred books.

12.

Toward six P.M. the sailing ship Tusitala, of the famous three hours for lunch club, was sighted by the Captain. As she had no radio equipment on board however, it was not possible for me to communicate with her. As usual the newspaper was published. At noon in Lat. 38.44 North Longitude 36.51 West Distance 197 Miles.

Tuesday August 21st 1923.

While testing the set at about 1 A.M. the motor suddenly stopped and after a brief investigation,

a broken wire was again located in the hammock nettings, disconnecting my storage batteries from the transmitter. After many electrical shocks the connection was again repaired. At 3 A.M. I received the news direct from Arlington and then turned in.

Was up for breakfast, published the news, and then turned in again until noon as I felt rather tired.

While listening in on the radio, at four o'clock I heard "PQT" the Island of Terceira, of the Azores. I went on deck to ask the Captain if he cared to send in the time of our arrival at the Azores. To my great surprise he turned to the Executive Officer and said, "I shall notify them that we are going right on to Funchal, Madeira."

He then told me to send a service message stating that we would pass the Azores and would proceed right on to Madeira. This keenly disappointed Bill and myself as we had rather prepared ourselves for the trip ashore in Ponta Del Gada.

The weather for the day was fair and a moderate southwesterly breeze kept us travelling along at an average of nine knots. At noon we were in Lat. 37.59 North and Longitude 38.45.5 West having covered a distance of 151 miles.

13.

Wednesday August 22nd.

I woke up our navigator at 2 A.M., at which time I received the Arlington Time Signals, which enabled him to check up his chronometer accurately. At 3 A.M. I again received the News direct from the aforementioned station and then turned in.

Did not get up for breakfast but slept right through until 11 A.M. when Bill and I published the paper. The day was fair and as the southwest breezes continued we sailed along at six knots. I tried to call the Azores at four o'clock but could not get them, another U.S. ship answered however, enabling me to check up my wave lengths, on which I was doubtful as I had readjusted the apparatus in the afternoon. I called the Azores again at 6 P.M. and got him without difficulty this time, at a distance of several hundred miles, and sent him a service message.

The cook had given us several cuts of delicious roast chicken in exchange for some typing which Bill had done for him. This we ate at eight o'clock accompanied by lemonade and ship made bread. We covered a distance of 224 miles, and were in Latitude 37.01 and Longitude 29.12.5 West at noon.

Thursday Aug. 23d.

Fair weather and gentle southerly winds driving us along at five knots. The monotony of this day being changed by several rain squalls which made things uncomfortable. One of these approaching the ship, separated when just above us, one half to the northward, the other to the southward, leaving us to pass between the two down pours. We again published the "Newport News".

At midnight a large British army transport passed us. With its many rows of brightly shining portholes, and the brightly lit up decks it gave us the impression of

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the passing of an entire town or factory. In fact, several of the cadets who were being turned out at the time, upon looking through the port holes thought that we were passing the Azore Islands. These were however a good hundred miles away at the time. Our noon latitude was 36.07 North and Longitude 25.56.5 West having made a distance of 129 miles.

Friday August 24th.

At three A.M. I again received the Arlington News which continued to come in with a remarkable clearness considering the distance we were from the station. I was roused out at 10 A.M. by the Executive, who wanted me to wire up the radio phone connection in the ward room, and at this I spent the remainder of the morning. This connection enabled the navigator to hear the time signals for checking up his chronometers.

The afternoon was spent for the most part reading the "Ocean Tramp" a very interesting tale by Wm. McFee. A book from the captain's library.

The weather was fair with gentle shifting winds. We averaged three knots. During the latter part of the afternoon several squalls came up, and we tacked ship several times. However at five o'clock a steady easy breeze set in and soon we were again making eight knots. We were in Latitude 34.58 North and in Longitude 25.05 West at noon, with a distance of 109 miles.

Saturday August 25th.

Arlington News was badly chopped up by static but I was able to get three fourths of it at 3.45 A.M. Up again at 10 A.M. and spent the morning as usual on

15.

Saturdays shining up everything for inspection. At noon an announcement was made that this would not be held.

I spent the afternoon reading. At four P.M. a general muster of the cadets was held on the quarter deck. The captain addressed them after which several cadets were called upon to give speeches or to make statements on or regarding the ship. Many humorous things were said as regards the eats and things in general. This was followed by another talk by the captain, on the advantages of the NEWPORT over other schoolships and the good prospects in store for the cadets upon graduation. I got a photo just before the meeting came to a close.

Another school of porpoises passed the ship at 3 o'clock. There were at least half a hundred of them, and as all jumped out of the water simultaneously, it was a very inspiring maneuver. They were far away however by the time we had our cameras on deck.

We spent the evening playing the mandolin until 8 P.M. Our position at noon was latitude 33.47 North Longitude 24.18 West. We covered a distance of 69 miles.

Sunday August 26th

Generally fair weather and light easterly breezes averaging four knots during the morning and six during the afternoon.

Turned in at 10 P.M. with intentions of getting up for the weather reports and news at 1 A.M. Forgot to wake up and did not until 10 A.M. so that we did not get the news for the first time since leaving the United States.

Spent the day writing letters on the cruise, intending to mail them at Madeira, as time would prevent doing this later on, Lat 32.40 N. Long 22.05 West 134 m.

16.

Monday August 27th.

Received the time and weather reports from Arlington but did not wait up for the news and turned in at two A.M. The moderate northeast wind changed to a strong northeast over night and by morning we had a gale and a rough sea. Being directly against us we made practically no headway averaging but two knots per hour. Sails were reefed at 5 P.M. In the evening we proceeded eastward at

one tenth of one knot per hour but to the southward at a faster rate, being driven "Sideways like a crab" as our chief engineer called it.

We were due to be in Madeira Tuesday, but this was changed to Saturday on account of the weather. I received a weather report from the SS FORT DETROYENES also bound for Madeira at 7 P.M. At noon we were in Latitude 31.44 north and Longitude 19.56 West, having made 117 miles.

Tuesday August 28th.

Received the time and weather as usual from Arlington, U.S.A. and turned in at 3 A.M. Up again at 10 A.M. and assisted Bill in copying the log books. The day was uneventful. I spent most of the time reading Wm. McFee's "Casuals of the Sea". Spent an hour on deck with the executive officer talking about freak radio conditions. This ends the third week of our cruise.

In Latitude 31.43 North and Longitude 19.40 West at noon. Distance 14 miles.

Wednesday August 29th.

I turned in after receiving the weather and time from NAA. The sea was somewhat rough and we were still proceeding on a northward tack to bring us north

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of Madeira. We changed course and tacked again, shortly after dinner accomplishing this in twelve minutes. Bill and I assisted in handling the wheel while all hands shifted the sails.

The eats were very good and in the afternoon our cook presented us with a raspberry pie, as well as with a few cuts of roast chicken. Both were good. A cadet engineer brought me a cup of good coffee in the evening and then spent an hour talking on things in general. At midnight I intercepted a derelict report from SS "KDHF" which however did not interest us greatly as the wreckage was several hundred miles north of us. After travelling another 138 miles we were in Latitude 33.56 north and Longitude 20.21 west, at noon.

Thursday August 30th.

I slept until 10 A.M.. after having received the News from Madrid, in Spanish and English, at 2 A.M. The captain gave me a message to send off to Madeira, which I did after nearly setting the set afire when leaky spark gap washers began to burn. Got it off at 1 P.M. without difficulty however as regards distance. We were 100 miles south of Madeira. Tacked ship several time during the afternoon on account of strong easterly head winds. Bill and I went down into the fire room at 10 P.M. and got two cups of good coffee which we had later on with a ham sandwich which the cook had given us. The coffee kept us up late however. Lat. 32.28 N. Long. 19.10 W. 96 miles.

Friday August 31st.

We sat up talking until 2 A.M. when I received the News dispatches from Madrid turning in at three A.M. I had no sooner turned out my light however, when a

18.

huge wave broke over the ship quite a little water coming in my porthole which had not been tightly closed. Shortly after, a cadet burst in, inquiring if everything was O.K. I had just about dozed off again, when there was a shout of "SHIP AHOY". Shortly after all hands were called on deck. Looking out of my port, I could see the steamer approaching and attempting to cross our bow. It looked as though there would be a collision. Then the officer of the deck came down, roused me out, telling me to hurry on deck. On the way I called Bill, who had not been able to sleep either. We both went on deck and upon the bridge from where I blinked to the steamer. It was the "Irish Monarch" bound for London. The first time we received the name we thought it was the "Irish Monkey." Then we stayed on deck a while after which we again turned in. Could not sleep so up on deck again with Bill and waited for sunrise. Had another cup of coffee at 5 A.M. Climbed the Mizzen mast to see if we could sight land which our navigator said we ought to be able to see. Could not see anything however. Suddenly while up there, the helmsman lost control of the ship and the sails began to flap nearly shaking us off the mast and making us hold on for dear life. We finally managed to get down on deck again. The Captain who had been up all night too, had been called on deck again and managed to get the ship under control again within a few moments. We published the Newspapers before breakfast.

The rest of the day passed without event and no land was sighted. The rough weather and headwinds continuing. I sent several service messages to Madeira in the afternoon, spending the evening reading McFee's "Aliens". Turned in early, at 9 P.M. but did not sleep well on account of the stuffiness of the room the port being closed on account of the rough sea.

19.

At noon in Lat. 32.11 North Long. 17.58 West having made 63 miles.

Saturday September 1st.

Up at 7 A.M. and breakfast. Morning was spent by everyone in cleaning ship for inspection as usual. This was not held however on account of the rough weather, which continued. We had been driven to about 90 miles south of Madeira at noon. (On the previous day we were about 60 miles Southwest). We had expected to tack ship again in the afternoon. The waves, winds, currents, and all were against us to such an extent however, that at four o'clock the Captain called me into the cabin and

requested that I get in touch with the Island of Tenerife in the Canaries, and inquire as to the provision and pilot service there. I got the station without delay, then 160 miles away, but was told to ask the consul for any information. After deliberating, the captain decided to proceed for that Island anyway, and I then sent a message to the U.S. Consul there, notifying him of our intentions.

Spent the evening with the mandolin and reading turning in at 1:30 A.M. At noon: Lat. 31.15 N. Long. 16.52 West. Dist. 78 M.

Sunday September 2nd.

Up at 6 A.M. and waited for sight of land. At nine o'clock, our bos'n sighted Mount Tenerife, at a distance of about twelve miles. Due to the high altitude of the mountain the peak is almost continually covered and hidden by clouds, and today we only saw a dim cloud like outline on the horizon, which however towered to an amazing height. By eleven o'clock we were but two miles away from land and at 12:30 rounded Antiguera Point. The sight that met our eyes was indeed one that could not easily be forgotten.

20.

Huge mountains of volcanic formation practically devoid of vegetation; variously colored cliffs, rocks and ragged peaks stretched into the distance of about a mile, passing many small villages which appeared like toys, nestled between the mountains. We were much puzzled about a rather distinct streak of black, which seemed to encircle the Island at a height of several hundred feet above the sea. It was not until we passed St. Andrews a Spanish village, that we noticed, that this streak was a road cut into the solid rock over which vehicles were able to travel. Shortly after passing this village, Santa Cruz de Tenerife came in sight, the second largest town on the Island.

Bill was notified that he would have to act as interpreter when the pilot, for whom we had signaled, boarded the ship. A few moments were spent in reviewing hastily, the Spanish nautical terms. As we neared Santa Cruz harbor, a neat launch came alongside with the pilot. As he came aboard, he was nervously received by Bill, whose first words were "Hablas vd. Ingles?"

The pilot did not speak "Ingles" however. They made out alright though, and soon we were in the harbor. Here I saw the ships several of which I had heard during the past few days by radio. The pilot left us anchored about a mile from the municipal pier, in Santa Cruz, and about half a mile from the

mountainous coast. Several squalls had drifted from the mountains, the rain making it impossible to get photographs. The pilot who had refused to render a bill for his services, soon left the ship with a box of cigars the captain had given him, under his arm.

The crew and cadets were mustered and an hour was spent in advancing spending money.

21.

The Captain, with Felix and Billy, Bill, and myself then went ashore together in the motor-launch, which had meanwhile been lowered. Bill had forgotten his epaulets and had to run back and get them, after which we shoved off. We landed at the Municipal pier, which was constructed in the shape of a huge "L" of solid rock, extending about a half mile from shore, thus acting as a breakwater for the harbor, in case of rough weather. A neat landing was made. Bill and I escorted the Captain to a coach, in which we left him after directing the driver to take him to the United States Consulate. We started looking for a telegraph office, and lost all bashfulness as regards speaking Spanish, inquiring as to the location of same. We hiked all over town, finally returning to the dock. Here we were accosted by a bummish looking Spaniard, who inquired as to what we were looking for. When we told him, he pointed to the building in front of which we had been standing. He asked us to go with him, and on entering, here sure enough was the telegraph office. Our money had not been changed into Spanish coin as yet, therefore we only inquired as to the rates. Our American money would have been accepted, but at a rate of exchange of five pesetas per dollar instead of seven pesetas which a regular "Cambio" paid us a little while later. After purchasing several dollars worth of Post cards and stamps, we inquired of our "guide", as to the best hotels. He told us that in the town proper, the Best was the hotel "Orotava". This was on the main plaza. One look at that however was sufficient, and I was almost going to return to the ship. Then he told us of a hotel in the mountainous suburbs, the "Pino de Oro" a finer and better one. We decided to take a chance, and engaged a horse-drawn coach which rattled up the mountain, affording us a wonderful scenic ride.

22.

Through the narrow streets of the city and more so, when we go out further into the country section, from where one could look for miles out to sea, and from where the "NEWPORT" could be seen at anchor in the harbor. The vegetation here became more luxuriant, with many palms, banana

bushes or trees, and melon vines lining the roadways.

Suddenly the coach made a sharp turn and clattered up a rough rocky road to the hotel. Our first impressions after seeing a rather plain looking two story structure on our approach, plainly placarded as English Hotel, were the well, clean and neatly furnished, reception, smoking, and lounging rooms. A moment later an elderly Spanish lady, the caretaker, led us through a small courtyard encircled by benches and statuary, into the wing of the building, and showed us two neatly furnished rooms as well as a modern bathroom with all conveniences, at which we were surprised, and which was indeed a welcome sight after the “Bucket of Water a Day” washes on the ship. We decided to make use of this right away and spent more than two hours in getting thoroughly scrubbed after which we felt many pounds lighter and much happier. As dinner was to be served at 7:30 o’clock, the intervening time was spent writing postcards. Dinner was announced by a first and second call on a Chinese gong sounded in the court. Heeding its call we entered the dining room, a room whose ceiling extended through the second story, and which was over fifty feet square. The floor was of polished hardwood. Snow white linen covered the tables which were set with sparkling glasses and china, and decorated with bouquets of flowers. We partook of the eight course dinner which was wonderfully well served, the food being delicious. With this we had a bottle of Spanish “Vino Rioja” at only

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four pesetas a bottle which would have made anyone in the United States green with envy. We left the table at eight thirty, the last to leave the room, and walked through the sunken Spanish gardens, and beautiful shrubbery lined paths surrounding the hotel.

The coach which we had ordered came rumbling up to the hotel. We took it to town, to dispatch the cables which we had not had a chance to send earlier in the day due to the confusion and lack of money. After much waste of time remaking out the message blanks and explaining things to the operators there, we finally sent them off, and proceeded back to the hotel. The doorman was surprised to see us back so early, 10 o'clock. We wrote letters and cards until 11 P.M. Then after taking another bath we turned in. It is hard to imagine how wonderful the soft clean bed felt, and then we both enjoyed the most restful and comfortable night we had had, since leaving New York.

Monday September 3rd.

Up at 7 A.M. and spent an hour taking photographs in the gardens. Breakfast was served at eight o'clock and was announced similarly to dinner. We enjoyed this which was as well served as the other meal. As our cab was waiting for us we left the hotel at 9 A.M. after paying a bill of 69.90 pesetas, slightly more than \$9.00 which covered both our expenditures. This was considerably higher than we thought it would be however.

We left the cab at the Plaza Principal and then spent an hour in various curio shops, most of which were run by Egyptians and Hindoos, purchasing souvenirs. The more prominent articles were: Curios Egyptian King Tut style, tapestries; Spanish

24.

Mantillas; Toledo Gold work bracelets; Small Ivory elephant bracelets, handmade lace table coverings and sack cloth table covers hand embroidered. At the "Hispanic-Americana" bank our money was changed for us at the rate of 7.50 pesetas to the American dollar. Then we went to the dock where we caught the eleven o'clock motor launch back to the NEWPORT. Here we showed our souvenirs and told the Captain of our adventures, asking him to spend a really restful night at the hotel. He said however that it was essential that he spend all his nights on board the ship.

We had luncheon on board and spent the afternoons straightening up the ship's office, writing up the log book for the past few days and wrote some more postcards. At 3:30 P.M. we again went ashore in the motor launch together with the Captain and executive officer. We changed several dollars at the bank and tried to cash a traveler's check which the Captain had given me. It was not accepted however, although the check was endorsed by both our captain and the U.S. Consul, stating that a special form would have to be filled out first. It now being four o'clock and the bank's closing time we were not able to get this done, so walked back to the Plaza Principal. Here we entered a fairly well equipped barber shop, one which the captain had recommended to us, and had our four week's growth clipped. Felix, Billy, and the executive officer were there at the time and undergoing the same treatment. The charge was only one peseta, or about fifteen cents in U.S. money, which made us wish that they would transplant the shop to that country. Meanwhile, the captain who had purchased several canes came in to the shop for his boys. Thinking that canes might come in handy for weapons if not otherwise we also purchased two. These were native, of Ciruela wood having a most pleasing aroma of

25.

vanilla. Two young Spanish girls waited upon us here, tried to overcharge us at first, and then became playful, dousing us with a terrible perfume. We also bought a sackcloth embroidered tablecloth. Then their manage came in, which resulted in a small battle between them for the way they had been treating us.

We picked up a Spaniard on the Plaza inquiring us as to the location of a laundry. He claimed to be a representative of one, and taking our bags, which we had brought ashore with us led us to the "John Bull" bar where he looked over our lists. We beat down the price to thirty five pesetas finally, he promising to have everything done by four-thirty the next day. We were doubtful as to whether we would ever see our things again, under the circumstances, but left it with him anyway.

Then hailing a carriage, we took an extended sightseeing trip through Santa Cruz and its suburbs. Through the narrow streets, most of them clean but with terrible odors issuing from the houses and alleys; then up the mountain and then along the oceanside driver, where on one side there were many shacks, and lined on the other by a rock sea wall over which spray came as the sea dashed against the rocky coast below it. We continued on this road to a small armed fort, then turned and proceeded back to the city on a more inland route, passing the radio station with its four huge steel masts towering high into the air, probably to facilitate the handling of messages without being hampered by the height of the mountains surrounding it. Then by degrees, we reached more familiar ground and shortly before reaching the hotel road, we stopped the coach taking several photos of it. In return for the nice ride which our "Cochoero" had afforded us, we offered him a drink, which to our great surprise he refused saying that he did not touch liquors.

26.

Then we proceeded to the hotel at a brisk gallop, the inhabitants rushing right and left out of the way of our carriage, which have three horses, made considerable noise and attained considerable speed. The total charge for this trip taking more than an hour and a half was six pesetas.

We entered the hotel and were well received, being given the same rooms as on the previous day. We mentioned the amount of our bill to the caretakeress and were told that we had been charged the transient rate, but that a reduction would be made in our bill the following days. We ordered tea and

cake, which was shortly served in my room, and which tasted fine. After bathing we walked in the gardens until dinnertime. The dinner was as extensive and as well served as the first one. We had wine with this as before.

Mr. Lewis the hotel manager met us shortly after dinner. During our conversation he showed us a medallion of bronze, nicely engraved, which had been sent to him by the British government in memoriam of his brother who had been torpedoed during the war, off the Irish coast. He had been an engineer on watch at the time, and had gone down with the ship. He ordered two cognacs a piece for us, which we drank during a rather one-sided conversation as he was slightly deaf making return talking difficult.

An auto, of course a Ford, had been ordered for us at 9:30 and into this we stepped with intentions of going to a cine of which we had seen advertisements during the day. However when we arrived in town and saw the crowds coming from one of them, we decided to return to the hotel. We dismissed the car at the Municipal dock and then took the coach, in which we had made our tour earlier in the day, back

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to the hotel. We were glad that we had returned as we met two very nice young ladies who had but shortly arrived from the United States and were soon in very interesting conversation with them.

Tuesday September 4th.

As we had promised to return to the NEWPORT early, we arose at 6:30 after a refreshing night's sleep, and spent an hour bathing. Breakfast was brought into our rooms at 7:30. While eating this the "Ford" which we had ordered came rattling up the hill and waited for us until almost eight o'clock when we had paid our bills which amounted to forty nine pesetas this time, for two. We then rattled to the dock where after but a few moments of waiting, the motor launch took us to the ship. I spend the morning aboard writing letters and straightening up my telegraph accounts. A good luncheon was served at noon, consisting of chicken, Spanish sweet potatoes, watermelon, and lemonade. Of course this was not served as appetizingly as the hotel luncheons.

The "Commander of the Port", a Spanish official came aboard shortly after, in his full dress uniform of bright red and blue, lavishly decorated with gold braid. He was received in the cabin by the executive officer, who called in Bill to act as interpreter. Bill mentioned later the courteousness and the clearness of the Spanish spoken by the Commander. As he was about to leave, I asked leave to take a photograph which he courteously granted by him. I took several more as he entered and left his trim steam launch.

Our captain returned a few moments later, with the U.S. Consul and another gentleman, to whom I was introduced, at this time. I had a talk with the captain

28.

regarding photography. It was decided that I should take the rolls of film which had accumulated during the voyage to Tenerife, (there were nineteen rolls) to the hotel, to try to develop them there, as there would probably be a shortage of water on the NEWPORT, for this purpose, on the return voyage. As I was to leave ship again at 2:30 I rushed around packing up the developing apparatus, and my own clothing for the night in my grip. This decision had changed Bill's and my plans considerable, as he had planned to stay on board all day to finish his secretarial work. It was however necessary for him to run ashore again at four o'clock in order to get the laundry which of course had to be gotten at any cost.

I managed to board the launch at 2:30 rather risky on account of the high sea running. When the Captain, the Consul, and our Doctor had boarded, we shoved off and proceeded for the "Muelle". On the way, the Consul pointed out to us some rather flat looking houses, which appeared to have no sides, which could be seen, some on the shore road, and some further up in the mountains, explaining to us that these, which were of various colors, red and blue predominating, were merely entrances to the natives' homes. These were dug out caves in the sides of the mountains. On this occasion we were also told of a collection of Admiral Nelson's flags which was to be found in the Municipal Museum here. These represented a remembrance of the battle of Tenerife, fought here in 1797. He told us that some few years ago, a British midshipman stole the flags from the museum, bringing them back to England. This started grave diplomatic negotiations which resulted in his being ordered to bring the flags back to Tenerife. It is said that the midshipman has since been bestowed extremely high honors or appointments in the British Navy.

29.

As this anecdote came to a close our boat came alongside the dock. The Consul led us to Hamilton and Company, one of the large British Banking firms, and then departed with the captain. Here the doctor and I were finally able to get our travellers checks cashed, as the Consul had an account with that company. I walked to the Plaza with the doctor, and as this was his first trip ashore here, showed him the barber shop and then went to a jeweler's with him where he left his watch for repairs. We soon discovered that the watchmaker was a former resident of San Francisco, and as he spoke English, several reminiscences passed between the two, as the doctor knew the city well. I had a crystal

affixed in my watch for which I was charged but one peseta, after the man had almost turned the place upside down trying to locate one that fitted. I bought a "Zodiac" ring a curio usually characteristic of Madeira, made of silver and engraved, for three pesetas.

I then left the doctor, and hailed a coach. On asking the driver what he would charge to the hotel, I started an argument with him, thinking that he had requested ten pesetas. He then said that I must have misunderstood him as he only wanted one and a half, and that I must have been robbed previously if I had paid three. The latter was correct however as it applied to two persons. We then proceeded to the hotel. As the coach passed the Plaza de Julio 25, where the U.S. Consulate is located, we passed the Captain and boys in a "Ford" which had stalled there, on the approach of my coach. We saluted as we passed.

Arriving at the hotel at three-thirty I was given the same room, bathed, and had tea and cakes brought to the room. After eating, I borrowed the necessary dishes

30.

for developing and looked at the hotel "Dark Room", which however was useless for my purposes as it had no running water, and quite unnecessary as I had a daylight developing machine with me. Amidst much trouble, on account of the warmth of the water, and the distance between my, and the bathroom with the water, I developed two films. These turned out quite well however. Meanwhile I had discovered that through some error I had not enough powders with me for all the films, so I ordered a coach and was on the way to take same when I ran into the Consul in the courtyard, I told him of my troubles with the films and we decided to see a photographer in the morning. I took the coach to the dock where luckily, I met Bill who was just returning to the ship, with the laundry, which he told me had gotten without trouble and with but one collar missing. I gave him my messages and left him at 7 P.M. when the launch left the dock. On returning to the hotel I got washed up for dinner, and spent the remainder of the time with Peggy, one of the young American ladies we had met there, in conversation. Demi-tasse was served in the lounge following dinner. I was soon joined by Peggy, and the Consul's family as well as several English guests who started a game of Bridge. Peggy and I did not play however and therefore spent the evening talking about everything under the sun, especially of the latest New York shows. Some tinned chocolate candy was passed around, and then we tortured each other with visions of the New York candy and soda facilities.

Wednesday September 5th.

Was up at 9 A.M., bathed, and ate a delicious breakfast. I left the hotel with the Consul at 9 A.M., and walked to the Consulate through the hotel gardens which as

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I at this time discovered, extended almost half a mile towards the town. At the Consulate I was introduced to the Vice-Consul and was handed an invitation which had been extended to the Captain, chiefs, and officers, of the schoolship, to make use of the "Real Club Tinerfeno", The Royal Club of Tenerife, club rooms and beach baths.

A messenger or rather "guide" was sent with me by the Consul. He led me to the principal photographer of the city. Here I inquired whether the many rolls of film which I had, could be developed in the short time left, and was told that it would be possible. The courteous treatment received here is worth mentioning.

My guide and I walked to the Plaza, where I ran into the Captain, Doctor, the boys, and Bill in an auto. They stopped and the Captain inquired as to what I was doing. I told him, then took a coach to the Consulate where I dropped my guide, and then proceeded to the hotel. Bill had already arrived and a breakfast was quickly ordered for him. While he ate this in his room I told him of the experiences I had had the previous evening; he telling me what had happened on board.

Bill and I left the hotel at eleven o'clock on a tour in search of more souvenirs, in another coach. On the way we passed an electrical store where he was able to purchase a proper size flashlight battery. Then to the house of Maison Van den Branden, a Belgian lady who sold the best grade of lace work and other characteristic work of the Island, and who had been highly recommended to us by both our captain and the hotel guests. Here we viewed some gorgeous handmade native drawn work, and were shown a copy of a bedspread which had been made as a wedding present for Princess Mary, and for which the British residents of Tenerife

32.

had subscribed. We found things rather expensive, and asked her to hold two tablecovers for us until we were able to secure sufficient funds. We were unable to purchase these however.

On our return to the hotel at 1 P.M., luncheon was served us, after which an hour was spent in conversation with the other guests, and in viewing some curios which a Hindoo at the hotel was selling. We then took another coach to the dock, where the NEWPORT'S motor launch had just arrived. We asked the Coxswain to bring back from the ship my phonograph records on his next trip, which he said he would do. As he could not say definitely as to when the launch would make its next trip, we were puzzled as to what to do for a moment. However a native guide overheard our conversation and volunteered to send the records to the hotel by coach, when they arrived. We went to several Hindoo bazaars looking over curios, finally stopping at one where a hilarious hour was spent arguing prices. We would mention or point to an article in which we were interested, he would hesitate to tell us the price however until he thought he could see how great our interest in the item was. He was greatly perturbed at the way we could rattle off Spanish to him, which language we could almost speak better, than he himself. He would say thirty pesetas for an article. I would turn to Bill and ask, "Shall we give him eight?" Then we would start arguing, he would praise the things, we would roar with laughter and walk out of the store; being called back each time finally winning by getting the article for eight pesetas. However one feels as though one has been "done" anyway. We purchased several strings of Egyptian beads, ebony elephants, elephant hair rings, and Bill some castanets. We called at the dock again to see if by chance our records had arrived.

33.

They had not however, and we were leaving the pier, when we were hailed by a group of natives, who evidently knew us by this time, who told us that we, being the only two able to speak Spanish, at which we felt complimented, should go to the jail and get out one of our intoxicated crew, who had been arrested for starting a fight with the Spanish marines, almost starting a small war. Several of the NEWPORT'S officers were just crossing the street, so we told them, and then took the cab which we had had on the previous day to the jail, which was only a few steps away from the dock. Here we found the officers in argument with the police department over one of our crew who had been the cause of the trouble. They took him away with them, promising the officials that the man would not be allowed ashore again in Tenerife. We stepped into our coach and proceeded to the hotel at a brisk gallop asking the "Cochoero" to wait for us. We bathed and dressed in clean white uniforms, as we had intended to visit the Royal Club. While bathing, the records arrived by coach, and as this departing passed our window we noticed the dock guide in same, who had evidently brought the records up. He looked quite peeved as he had received no remuneration for his time, from us, we not knowing that he was there.

A moment later the Captain's party returned from its auto trip to Mount Orotava, with the Consul, Captain, Doctor, and Peggy. I went to the entrance and asked the captain's permission to represent the NEWPORT at the Royal Club to which he consented, saying that he knew we could be trusted to do this. The other guests being present this raised us slightly in their favor, or estimate of us. The auto then departed, and as I entered the lounge I met the Consul who upon hearing of my intentions said that it would hardly be worthwhile to attend the club, as it was out of

34.

season, and we would only find the bathing beach and bar there, at the present time. We therefore decided not to go.

Peggy came in just then and showed me a letter which she had just received. This had been addressed to her plainly in care of the Consulate here. She told me that this had been forwarded by the post office to the British Consulate who instead of rectifying the mistake, sent it to the British club, so that she finally received the letter several weeks later. We had some lemonade, and when Bill who had been bathing, came in, we borrowed the hotel managers phonograph, a cabinet type Victor. Bill and I carried it into the drawing room, where until supper time we entertained the guests with the latest American dance music records. After dinner I secured permission to have a dance in the grand dining room, which was courteously granted. The waiters were ordered to shift the tables. They cleared them out of the way entirely, and when the doors were opened for us, we were surprised to find chairs neatly placed and the phonograph at the far end of the room placed upon one of the dining room tables, giving us a dance floor about fifty feet square. We started the programme with "My Buddy". As there were but four couples which diminished to three later on, we had a wonderfully large floor to ourselves, and were able to dance, hop and skip as much as we cared to without fear of ramming any one. The "Parade of the Wooden Soldiers" was the favorite selection of the evening and was played over and over again. We had the last dance shortly after eleven o'clock.

Thursday September 6th.

I was up at nine A.M. Peggy soon came downstairs and we talked until breakfast time. Bill got up and then our last delicious breakfast at the hotel was

35.

served us, after which Peggy and other guests posed for photos in the hotel gardens until ten thirty. Bill and I then went to the Consulate where we learned that the Captain was at Hamilton & Co. We walked there met him, and asked if we would have time to take the trip to Mount Orotava in order to get some photos. He said we wouldn't however as the boat was sailing in the evening. Then to the photographer's where our films were waiting for us. On our return trip to the hotel we stopped at the Consulate to say goodbye, but were however told that the Consul would see us again at luncheon at the hotel. We then proceeded on to the hotel where an hour was spent in conversation with Peggy, in the drawing room relating some of our experiences and had some delicious lemonade served us there. While washing up for luncheon I heard an auto coming up the road, and upon looking out sat that it was the captain and Consul coming up for lunch. Peggy and I went out to meet them and spent some time talking with them in the lounge. After luncheon we took several photos of the captain together with the Consul's family. I ordered an automobile for two thirty and then after saying goodbye to Peggy and the Consul, left in the car with the Captain and Bill, and rode to Hamilton & Co. where we left the Captain. We hurriedly went to the Plaza to purchase several more souvenirs, having as much fun in bringing down the prices as before. We waited on the dock for the Captain who presently came, when we returned to the NEWPORT in the launch. After our bags had been inspected formally for liquors, we went below.

A few moments later I went ashore again to dispatch a cablegram for the captain and seized the opportunity to have some lemonade, and to purchase a large Egyptian designed, bedspread which I had seen earlier in the day, but which I had not

36.

had a chance to buy. Then to the dock where I boarded the launch. There was a delay on account of the many cadets who were waiting to return to the NEWPORT, to finish arguing as to who was to make the trip. Finally we shoved off and I left Tenerife for the last time.

Supper was announced soon after I returned on board. I did not eat anything however except a bunch of grapes. Then we spent the evening on deck to get a last glimpse of the city where we had enjoyed ourselves so much. Preparations for the NEWPORT'S departure soon began, and the motor launch was hoisted aboard. At seven o'clock anchors were lifted and then proceeded very slowly away from the Island. At nine o'clock we were only about two miles from Santa Cruz. A life-buoy which had fallen into the water, flared up brightly illuminating the sails and water for quite a distance. One of the cadets tried to recover it by harpooning the buoy with a boat hook but he did not succeed as the buoy had drifted a little too far from the ship.

Just then I was called on the bridge by the captain, and was given a radiogram to dispatch regarding a fireman and seaman who had deserted the ship. I promptly sent this off. While sending this a cadet entered the room, and probably not wishing to disturb me waited until I was through, when he told me that the executive officer wanted to see me on deck. I went on deck and was immediately reprimanded for using the set, several men being aloft in the rigging who had received electrical shocks. I then reported to the captain that the message was dispatched. Bill and I watched Tenerife fade a while longer and then turned in.

37.

Friday September 7th.

By morning we were well out of sight of land and as a fair breeze was blowing were making good time, on a southeasterly course. I spent the morning working on my apparatus and shortly before noon climbed the mizzen mast, and with the aid of a cadet pulled in the slack in my serial wires. The antenna halliards having been tied and fastened aloft. After a dinner consisting mainly of fresh fruits I spent some time on deck and then took a nap. Spent several hours of the evening playing the mandolin and then both Bill and I turned in early.

Saturday September 8th.

After breakfast most all of the time was spent in cleaning ship for the regular Saturday inspection. Shortly after luncheon the regular inspection took place. While sitting on deck three large schools of flying fishes passed across the NEWPORT'S bow closely following each other. The fishes shot out of the water, flew for about fifty feet and then dropped into the water again, in seemingly regular formation. There were several hundred fish in each school, the largest number we had seen together up to this time. The evening was spent reading and was uneventful. At noon we were in Latitude 26.10 North and Longitude 19.15 West having covered a distance of 139 miles.

Sunday September 9th.

Up for a breakfast which for a change consisted of French toast and grapes. Wrote up the log book during the morning. The ship was travelling at about four knots due to light but favorable winds. We played the phonograph after dinner which brought back memories of our dance in Tenerife. I spent the evening in the same way and read a few stories. Otherwise the day was uneventful. Our noon position was,

38.

Latitude 25.31 North and Longitude 21.00 West, with a distance of 100.5 to our credit.

Monday September 10th.

Up at 7:20 A.M. and breakfast. The winds continued favorable and we averaged from six to seven knots all day. In the evening I was sitting in the office with Bill, when the captain came in saying, "Well boys" she's making 13". Bill and I went on deck and sure enough we were racing through the water. I went down again and to my room. Ye Gods! What a mess! My porthole had not been tightly closed, and was under water due to the list of the ship.

Several inches of water swished about on the deck, while spray had soaked my bunk, mattress, blankets, pillows and all! Both radio sets were treated the same way and I had several minutes of severe electrical shocks before I could disconnect all power from the room, and start wiping the water off the apparatus. Even the drawers of my desk had been soaked through and several of my books had been ruined.

Meanwhile there was a shouting of "All hands on deck!" and all the cadets and crew sleeping were turned out. A moment later a cadet told me that the top gallant stay sail had been blown away by a sudden gale of wind, and was distributed in shreds all over the rigging. The main sheet had also been torn loose, and was flapping in the gale, but not doing much damage. A drizzling rain accompanied all this which came down the gangways, soaking right through the hatch coverings, down to the gun deck and then into the ward room. Bill who had borrowed Billy's sou'wester assisted on deck, while I was kept busy trying to get my room bailed out

39.

and the apparatus in order again. At this time the ship rolled to angles of as much as forty-five degrees.

Everything being soaked in my room and musty, I took a partly dry blanket into Bill's office, to spend the rest of the night on his settee there. After tossing around for an hour and almost falling out several times due to the ship's rolling I sort of dozed off.

Suddenly there was a crash! I heard Bill calling me faintly asking me to turn on the light. I came to with a start, jumped up, turned on the light, and found Bill in a heap upon the deck, all twisted up amongst ropes, sheets, and his hammock which had again fallen due to the same hook coming out of the bulkhead as earlier in the cruise. He had fallen on the desk, as before, nearly wrecking my typewriter, which I found on the edge of the desk, upside-down, but he was uninjured. Strangely, as we discovered upon looking through our notes, it was on a Monday just a month ago, and at exactly the same hour that his hammock had crashed down the first time.

At noon our position had been Lat. 25.07 N., Long. 23.16.5 West and we had travelled a distance of 126.5 miles.

Tuesday September 11th.

I was awakened by a request from the executive officer at seven A.M. to go on deck to take several photos of the shreds of sail which were still hanging in the rigging. The sea continued rough with forty foot waves. As the boat pitched, they seemingly towered high above the ship's bridge at times. I hung my mattress and blankets on deck to dry during the forenoon, and my room thoroughly swabbed out.

40.

However everything was still musty and damp. I tested the apparatus after wiping and polishing same, and was glad when everything worked well.

Bill and I were given a lecture on stars by our navigator at 8 P.M. after which I spent some time listening in on the set. The sea had quieted down somewhat by this time.

At noon we were in Latitude 24.57 North and in Longitude 27.20.5 West. Distance 216 miles.

Wednesday September 12th.

Up for breakfast. The weather was beautiful; the sea just a gentle swell and a light favorable breeze kept us going at six knots. Bill and I spent an hour on deck taking in the fresh air and watching the new sails being put up in place of those torn away by the storm. I wrote up and handed to the captain an accounting of all messages I had sent. Just as I had done this at 11 A.M.. the alarm bells were rung for "Abandon ship" drill. There was but little confusion, all hands seemingly finding the proper life-boats without difficulty. Bill and I had our doubts as to where we should be as he was supposed to rescue the ship's papers and I was to be at the instruments, according to a bulletin previously posted. We asked the Captain who told Bill smilingly, to "Carry up the Safe". I was to stand by the motor launch during the drill. We had a humorous discussion with the captain later on, as I was supposedly to be the last one to leave the ship and thought therefore that an assignment to a boat would be superfluous. It was therefore decided that I should slowly climb the mast key in hand to keep sending the distress calls when the ship sank.

41.

Shortly after this a "Mast" was held in which many cadets were lined up and penalized, "demerits" for acts of minor disobedience. Each demerit equaling an hour's extra labor.

After dinner we spent an hour reviewing and speaking Spanish so as not to get out of practice. The captain asked me shortly after supper, to keep a close watch for storm and hurricane warnings, as we were fast nearing the district where tropical disturbances were most frequent at this time of the year. I waited up for the Washington reports therefore, but was unable to get them on account of the weak signals and the amount of "static" in the air.

Our noon position was Lat. 36.46.5 North and Longitude 29.49 West. We had covered a distance of 152.5 miles.

Thursday September 13th.

I spent the morning on deck as the weather was beautiful. At ten o'clock the ship's alarm bells rang again, this time for a fire drill. Bill and I were on deck watching as we had no definite assignments, except that I was to be at the instruments and Bill to rescue the ship's papers.

We started the phonograph at about seven o'clock and were playing "Blossom Time", when the Doctor came in, to listen to the selections. We practiced some soothing music on him and almost put him to sleep.

At noon we were in Latitude 22.57.5 North and Longitude 32.08 west having made another 141 miles.

42.

A deflection in the compass was noted today, and upon looking up records the following extract from the Life of Christopher Columbus by Washington Irving was found which was of great interest to our navigation department.

“On the 13th of September, in the evening, Columbus for the first time noted the variation of the needle, a phenomenon which had never before been remarked. He at first made no mention of it, lest his people should be alarmed, but it soon attracted the attention of the pilots, and filled them with consternation. It seemed as though the very laws of nature were changing as they advanced, and that they were entering another world, subject to unknown influences. They apprehended that the compass was about to lose its mysterious virtues, and, without this guide, what was to become of them in a vast and trackless ocean? Columbus tasked his science and ingenuity for reasons with which to allay their terrors. He told them that the direction of the needle was not to the polar star, but to some fixed and invisible point. The variation, therefore, was not caused by any fallacy of the compass, but by the movement of the north star itself, which, like the other heavenly bodies, had its changes and revolutions, and every day described a circle round the pole. The high opinion they entertained of Columbus as a profound astronomer gave weight to his theory, and their alarm subsided.”

Columbus, on his first voyage, touched at the Island of Tenerife and had sailed from there on the sixth of September.

Friday September 14th.

Weather was fair and a moderate north northeast breeze kept up all day. The day was uneventful. At 8 P.M. I called the Captain into the radio room to let him

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listen to the terrific static which seemed to indicate a coming storm. Nothing happened however. At noon: Lat. 22.58 North Longitude 34°58 West 156 miles.

Saturday September 15th.

This day too, was fair. Our course was changed for a more northerly one at noon. General inspection was held, the crew however being excused from this. While ship was tacked at about this time, I heard the S/S PRINZ DE NEDERLANDEN and called same. The vessel was bound from Paramaribo for Madeira. I requested a weather report which the captain of the steamer sent shortly. At noon we were in Latitude 22.39 north and in Longitude 37.11 west having made a distance of 103 miles.

Sunday September 16th.

While sitting in the office with Bill, about half an hour after midnight, there was a sudden crash on deck. We both jumped up thinking that a mast had fallen. The captain had already reached the deck. Then followed the shout, "All hands on deck!" Everyone on the ship was turned out and was on deck within two minutes, many without their clothes on. The spanker boom lift had parted causing the huge spanker boom to drop and the spanker sail to jibe. The boom almost smashing a life-boat and breaking the port topsail clueline so that the topsail came down also. Bill and I assisted as best we could on deck, hauling on the ropes, and generally fighting the loosened canvas.

I waited up for the news and weather forecasts then turned in. Up again for breakfast. The weather had turned to fair and a light easterly breeze kept up

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traveling at four knots all day, which I spent reading Jacob's "Short Cruises". A series of very entertainingly written humorous short stories. Otherwise the day was uneventful. After covering a distance of 138 miles, our noon position was Latitude 22.55 north and Longitude 39.40 West.

Monday September 17th.

The static was terrific so that it was impossible to receive the weather and news dispatches from Washington. After breakfast I listened for storm warnings but did not receive any. The static became more and more violent so I reported this to the captain as it foretold the coming of a storm. In the evening there were numerous flashes of lightning on the horizon which soon came closer. At midnight there was a shout of "All hands on deck!" as of a sudden the storm was upon us, its rain drenching everything immediately I did not go on deck however as only the sails were taken in, and there did not seem to be any actual danger.

At noon: Latitude 22.54 North, Longitude 42.16 West. 147 mi.

Tuesday September 18th.

After breakfast spent the morning painting my room; the Bos'n almost fainting when I asked for a pot of paint. He was so surprised at my sudden ambition. The paint was dry by afternoon so took a nap. The captain told me that my forecast by means of the static had turned out correct the previous day. He told me that the weather conditions had been very strange the night before, as a wind storm approached the ship on one side, accompanied by huge waves, while the electric storm had approached from the other, causing confusion and a loss of about thirty miles of our run. At supper doughnuts which were immediately re-named "Chain

45.

Links” were for the first time served on the cruise. Their solidness and toughness causing much fun. Received the weather and news from Arlington, then turned in.

Our noon position was Latitude 22.33.5 North, Longitude 44.02.5 West, with a distance of 100 miles for the day’s run.

Wednesday September 19th.

The weather was fair during the forenoon, and we spent most of the time on deck. Shortly after dinner several squalls came up. One of these was quite heavy. All cadets were mustered on deck without clothes, the scuppers and drains were stopped up and the spar deck was thus transformed into a huge bathtub, where they all thoroughly enjoyed a fresh water shower. Other squalls continued throughout an otherwise uneventful day. A severe electrical storm made radio reception of any kind dangerous as well as impossible at midnight, so I turned in. We were in Lat. 22.16.5 North and Long. 47.23 West at noon. Dist. 187m.

Thursday Sept. 20th.

I again spent the morning on deck the weather being fair. The winds continued favorable and we sped westward at a good seven to nine knot clip all day. As on the previous day there were several squalls. While using the apparatus, my spark gap washers made of paper began to burn, so I took the things apart and thoroughly cleaned the gaps, after which everything again worked well.

I talked with the captain in regard to the great improvement in our “eats” on the return voyage. This he attributed to the superior quality of the Argentine beef, which we had obtained abroad, and which, on account of the beef trust could not be obtained in the United States. Bill and I played several games of checkers after

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supper. At midnight I received the Arlington time signals which our navigating officer, whom I had roused out for the occasion checked with his chronometer. The weather reports were then received, and much to the Captain's relief no hurricane warnings were sent. Our days run was 155.5 miles and at noon we were in Lat. 22.03 north and in longitude 50.13 west.

Friday September 21st.

The newspaper was published after breakfast it's contents having been considerably shortened by a heavy squall at midnight, whose static had drowned out the signals, completely. The day was fair and the favorable easterly breezes continued. We pitched a good deal as the sea was rough, it being necessary to keep my porthole closed all day. Another squall passed by at noon. At 2 P.M. our westerly course was changed to northwest so that we were now heading directly for Bermuda. I played several games of checkers with Felix, and started one of the books from the Captain's library, "14,000 Miles Through the Air" by Sir Ross Smith, which dealt on a record air flight made from London to Australia, a very entertainingly written account. Noon: Lat. 22.06 North Long. 53.42 West, 191 mi.

Saturday September 22nd.

During the forenoon I published the news and then came the regular Saturday morning preparation for inspection. The inspection was for a change held at 11 o'clock and was rather uneventful except that some of the cadets were ordered to shave off the mustaches and side-burns which they had been trying to grow. During the inspection tour, as Bill told me later, the captain told the commissary that he did not want to arrive in the United States with any provisions aboard. Therefore by

47.

supper time the quantity and variety of things served, took a sudden jump for the better. The day was fair and a moderate southerly wind kept us going at a speed of about ten knots per hour, so that we accomplished one of the best days runs, of the return trip. The evening was a beautiful moonlight one, very clear, and the cool winds were very refreshing. Bill and I had managed to get a number of limes and each of us had several glasses of limeade as well as cuts of a good pear pie which the cook had given us. One of the engineers had borrowed my phonograph and I spent an hour listening to my records, their music floating to the office where I was reading. I received the time signal at about midnight and checked same on the ship's chronometer, our navigating officer having instructed me as to how to do this. The weather came in good, but suddenly the static began again making the reception of the news dispatches impossible.

Our noon latitude 24.08 North and longitude 56.19 west, having made a distance of 195 miles.

Sunday September 23rd.

I had just turned in at 2:00 A.M. when a cadet called me telling me that the captain wished to see me on the bridge. He wanted the name of a steamer which had just crossed our bow. I started the radio set, but there were so many ships about that it was difficult to tell which was which. I returned to the bridge and asked if I should use the blinker lights. These he told me, were for some reason or other, out of commission, so that blinking was impossible. The flashlight which we had, not being strong enough for the purpose at the distance which we were now from the steamer. He said that this rather deplorable condition was to be entered in the log book and that

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henceforth the lights were to be tested each evening. If we continued at this rate of speed we could expect to be in New York by Friday the twenty-eight.

I turned in again, did not sleep well, and was up again for breakfast. I sent out a general call which was answered by the S/S ARDWELL, who requested some news, which however I could not give as the weather conditions had prevented my receiving same. Our master at arms reported that the icebox had been broken into, during the night, and that seventeen boxes of candy were missing. Therefore at nine-thirty a general muster and court martial was begun on deck. None of the cadets would confess

anything, so a general search of the ship was ordered by the captain. Bill went along with the search party which consisted of the Executive officer, the chief engineer, and the master at arms. Nothing was found. All the cadet's lockers were searched, each man spreading his belongings on either the mess tables or the decks. Meanwhile the remainder of the cadets were held on deck lined up on a seam. No candy whatsoever was found. After dinner two cadets confessed to having take two boxes of candy. The master at arms was then questioned, and got all tangled up giving evasive answers and excuses saying that he must have sold more, or miscalculated or something. The penalties for the two cadets had not been announced.

After supper we sighted a steamer, which I called by radio. It was the French steamer "De la Salles" bound for Havana from Lisbon. She crossed our stern and disappeared beyond the horizon at eight o'clock.

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At about this time I began listening for radio concerts, which on account of the static were somewhat mutilated. However the N.Y. station of the American Telephone and Telegraph Company (WEAF) came in clearly with the Capitol Theatre broadcast which Bill and I enjoyed. A church service from Troy, N.Y. was also enjoyed by us and which came in clearly. At noon we were in Latitude 26.38 north and longitude 59.35 west having covered a distance of 230.5 miles as the day's run.

Monday September 24th.

The weather was fine, so after publishing the news, I spent the time on deck. One of my fuses blew while running the transmitter at eleven o'clock, and while in the electrician's store room I asked about an electric fan for my room. Luckily one had just been pieced together from the remains of three old fans, and after some red tape, I was able to secure this for my room. I was glad I did too, for the tropical heat was terrific, especially so when at noon the wind died out almost completely. I received several weather reports from Bermuda shortly after dinner. The captain was rather worried as to the coming up of hurricanes, so I spent the evening listening for them, incidentally catching snatches of music every now and then through the din of the static. The time, weather and news came in O.K. however and after making some lemonade I turned in at 1:00 A.M. Our noon position being Latitude 28.30 North, Longitude 62.24 West, Dist. 187 mi.

Tuesday September 25th, 1923.

As soon as breakfast was over, I published the News and as for a change it was really interesting and varied, it was eagerly received and read. The weather continued calm and we made hardly any headway all day. I spent the day listening in

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for a possible storm warning, and at about two P.M. sent out a general call for a report which was answered by (BZB) Bermuda, who courteously gave me the barometer readings and wind reports. I spent the evening listening to various concerts, and at eight o'clock received another report from Bermuda stating that the weather would continue fair. The time signals and weather came in and at last I received one of the much looked for warnings which read:

TROPICAL DISTURBANCE CENTRAL OVER BAHAMAS VESSES OFF

SOUTH ATLANTIC COAST ARE ADVISED TO EXERCISE EVERY
PRECAUTION.

Several gales between Key West and Jupiter were to be expected. I woke the captain, gave him the reports, and then went on deck where a steamer had been sighted. We tried blinkers but the ship was too far off to be able to communicate; and as we were standing still due to the calm, we were soon left far behind. I waited up until 2:00 A.M. for further warnings but none were sent.

Wednesday September 26th.

This turned out to be another day of calm, and was accompanied by a heat, and weather indications, which made the sudden development and coming up of hurricanes probable. I spent the entire day at the instruments and received the weather reports from either Key West or Bermuda hourly. At 12:40 (Noon) the

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following was received from Arlington:

TROPICAL DISTURBANCE OVER OLD BAHAMAS WILL MOVE EASTWARD AND INCREASE IN INTENSITY. VESSELS IN BAHAMA WATERS CUBAN WATER AND OFF THE FLORIDA COAST ARE ADVISED TO EXERCISE EVERY PRECAUTION. NORTHEAST STORM WARNINGS ARE DISPLAYED FROM JUPITER LIGHT TO KEY WEST.

Suddenly at two o'clock big black clouds appeared on the horizon, and we thought surely that we were in for it. However they disappeared at four o'clock just as quickly as they had come up, as did the wind, the latter however picking up again after supper and continuing all night. Although static was heavy the news was received.

Thursday September 27th.

All morning was spent listening for storm warnings which were sent hourly from Bermuda. The warning from Arlington at noon was:

DISTURBANCE OF CONSIDERABLE INTENSITY CENTERED OVER GREAT ABASCO ISLAND MOVING SLOWLY AND PROBABLY NORTHWESTWARD VESSELS OFF THE SOUTH ATLANTIC COAST ARE ADVISED TO CONTINUE TO EXERCISE EVERY PRECAUTION. WARNINGS FROM HATTERAS TO FLORIDA STRAITS: EAST TO NORTH GALES EXCEPT STRONG NORTHWEST WINDS OFF SOUTH FLORIDA COAST.

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I had quite a talk with the Captain about hurricanes at noon, and he showed me the paths of several on his charts which had occurred at this time in recent years. At the same time I received a report that the disturbance had arrived off Latitude 28. We were in almost the same Latitude only further east at the time. I caught several more reports during the afternoon each one indicating that the disturbance was approaching. The winds were favorable however during the day and we averaged six knots on a westerly course.

The evening was spent listening in again and several concerts broadcast from many cities in the U.S. were heard. I called in the Captain at seven o'clock, and he spent a few moments listening to a concert chopped up by terrific static. This static was so bad that he immediately gave orders to have the topsails taken in and several of the sails reefed. The concerts continued until 10 P.M. when I listened in for Arlington whose report now was:

TROPICAL DISTURBANCE CENTRAL OVER APPROX. LATITUDE 28 AND
LONGITUDE 76 MOVING NORTHEAST WARD. VESSEL BETWEEN LATITUDE 37
AND LATITUDE 28 SHOULD EXERCISE ALL PRECAUTIONS STORM WARNINGS
DISPLAYED FROM FLORIDA STRAITS TO VIRGINIA CAPES.

As a result of the warning all hands were called on deck at midnight and most of the sails were taken in, those which remained were reefed. The wind increased continually in velocity. I stayed up until 2:30 A.M. to catch further reports if any, but none were sent.

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Friday September 28th.

Up again for breakfast. The sea had become rough and we were again pitching and rolling considerably. As before the day was spent at the instruments. There was nothing later than the ten o'clock report from Washington all day however. I sent a message for the captain stating that we were 160 miles westward of Bermuda via the Bermuda radio station, and also received several local weather reports from them in the afternoon. The captain came into the radio room again at 7:00 o'clock and listened to several broadcasting stations in New York, Phila., Providence and Pittsburgh. Several interesting News dispatches were read at the time and at one of the stations a dance orchestra was playing several selections which we had never heard before. Shortly after this I exchanged weather reports with the S/S Tiger bound for Key West from Norway. I then listened to some more broadcasting especially from a station in Cleveland, Ohio. The weather reports from Washington at 11:45 P.M. showed us that the hurricane was not as far off as we had thought it was according to a report received earlier in the day from Bermuda. The former read:

HURRICANE: TROPICAL STORM CENTRAL IN APPROXIMATELY LATITUDE 31 AND LONGITUDE 76 AND MOVING NORTH-EASTWARD ATTENDED BY SHIFTING WINDS AND GALES OF HURRICANE FORCE NEAR CENTER. VESSELS OFF THE ATLANTIC COAST BETWEEN LATITUDE 37 AND LATITUDE 28 SHOULD EXERCISE EVERY PRECAUTION.

This was a good distance south of us however. I received the press and as everyone was still up at 2:00 A.M. distributed it.

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Sunday September 30th.

The sea was rough and as the strong winds were northerly, we proceeded all day on a westerly tack. I spent the morning repairing some apparatus and on deck. The weather had become chilly and uncomfortably so, as we were not used to this quick change of climate, having been in the tropics for so long. We continued to roll and to angles of forty degrees at times, a good deal of spray coming over the side. It was necessary to eat dinner standing up with one hand holding the plate, the other holding the

table every time the ship gave a hard roll. Therefore a good chicken dinner was spoiled. I spent the afternoon at the instruments, the nearby shore stations made the reception of concerts impossible. At about four o'clock a tired sparrow lit on the spar deck, evidently from shore. Billy shouted "Quick get some salt for his tale", but by the time he got it, the bird was up in the cross trees. A little later on in the afternoon another land bird a good-sized wild duck lit on the cross trees and perched there all evening. It was too cold to stay on deck so I went below and spent the evening listening in.

Monday October 1st.

Spent the morning enameling my radio transmitting set as well as all black iron parts in my room. The weather continued to get colder, but my room was not affected, as the heat from my storage battery charger, consisting of a resistance of eight large carbon bulbs, which threw off considerable heat kept the room at a comfortable temperature. I sent a message for the captain via the Cape May radio station at 9 o'clock giving our position as about 100 miles southeast of Cape May. The unfavorable winds continued strong, so that during the morning we were on a

55.

due west tack heading for the coast. Ship was tacked again in the afternoon however when we proceeded on a northeasterly course, but not making much headway. Spent some time running around the decks with the kids after supper in order to keep warm and then listened to the radio concerts. We especially enjoy "Blossom Time" a musical play broadcast from Schenectady, N.Y. I turned in after receiving the news, whose item of greatest interest to those on board was the collision of the steamers Cedric of the White Star Line and the Scythia of the Cunard Line off the coast of Ireland in a fog. Both ships managed to get into the Mersey River, both in a damaged condition.

Tuesday October 2nd.

Although the weather was cool I spent some time on deck after breakfast. I dispatched a radiogram for the captain giving our position as 135 miles south of Montauk Pt. at noon. Then had a piece of chocolate layer cake donated by the cook. I was called to the chart house by the captain during supper and asked to get radio compass bearing of the ship. Just as I had started the transmitter and pressed the key, something shorted the high current into my receiving apparatus so that the set was paralyzed for a short while. I could not get the bearing but managed to get the receiver working again before the evening was over. I received the weather and news dispatched.

Wednesday October 3rd.

Due to the shallowness of the water, being near shore, its color had changed to a dirty greenish one. Shortly after breakfast, Block Island Light House was sighted, and at 11 o'clock we were but half a mile off shore. Ship was tacked at 11:15 and

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then we passed to the southeast of the Island and headed for the race. A chicken dinner was served to celebrate the sighting of land. Ship was tacked continually during the afternoon. We passed Block Island Fisher's Island and several others. It was decided to pass New London so I turned in with hopes of seeing Glen Cove upon arising.

Thursday October 4th.

I was doomed to disappointment however for instead of being anchored in Glen Cove we were in New London harbor. Ship had been tacked about a dozen times the previous night, but due to strong head winds it had been impossible to make Glen Cove. At ten A.M. the captain left the ship with Bill and Felix in the motor launch to take the boys home their vacation now being over. We were all sorry to see them go. There was a large flock of seagulls flying around the ship during the forenoon gobbling up the remains of our breakfast and I spent some time on deck watching them. The motor launch returned at noon with magazines and newspapers and Oh! How good they looked! I read the Saturday Evening Post until 10 P.M. and listened to some concerts. Real bread and brick ice cream was served for supper which tasted fine for a change.

Friday October 5th.

Breakfast of fresh supplies, milk, etc. was a welcome change. I spent the morning on deck. The weather was remarkably clear it being possible to look across Long Island Sound to Block and Fishers Island, which seemed to be suspended in air due to a refraction which our executive officer told me, foretold a change in the wind to northward. We were glad to hear this as they were the winds we were wishing for,

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for our trip to Glen Cove. The Captain returned shortly after dinner. I was listening in on the set when I heard a New York station calling me. I answered and received a welcome home message for one of the cadets. We lifted anchor, unfurled sails, and as the wind was favorable proceeded under full sail for Glen Cove at two o'clock, travelling along at a good clip. At 4 P.M. a tug drawing three barges came in sight, just as we were trying to pass Port Jefferson, L.I. The captain stating that we had the right of way according to the rules of the road, we did not change our course. Shortly after five P.M. we passed the tug which had not changed its course any at a distance of about fifty feet. It looked thrilling for a moment. Bill and I made a grab for our cameras and took several photos. The evening was spent listening to various concerts.

Saturday October 6th.

Up for breakfast. During the night we had tacked ship about twenty times because of head winds and had made but little headway. We continued tacking ship all day but were unable to get beyond a point of land at Port Jefferson. We tried four times but could not do so. It was finally decided when we were off New Haven, Conn. At 5 P.M. to anchor there for the night, as nearly everyone was exhausted, none of the cadets having been able to sleep on account of the many tacks the night before. We dropped anchor at 5 o'clock off West Haven. The captain had given orders that an especially good dinner was to be served and that fresh water for washing was to be issued to the cadets after supper, and then they were to turn in immediately, as we would lift anchor and proceed at day-break. All hands were turned in by seven thirty. I waited up, for the weather reports, spending the evening

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listening to various radio dance programs from all over the country. Bill came over and we listened in on these until midnight.

Sunday October 7th.

The ship was already under way when we got up. The winds seemed favorable and at nine o'clock I sent a message stating that we would be in Glen Cove by two o'clock. We rounded Port Jefferson point at about this time. Shortly after this the wind shifted several times and then died out completely. At ten thirty another message was dispatched saying that we would be in by five P.M. Dinner at which hardtack was again served, our fresh supplies having given out was over just before we came in sight of Bridgeport, Conn. We continued to head for that town. We were almost on the beach at Bridgeport when ship was tacked and this time we proceeded without trouble across the sound. The wind having died out almost completely and at the same time shifting to dead ahead of us we traveled slowly. Another message was sent this time to the New York Yacht Club at Glen Cove saying that we would arrive at seven o'clock. Finally the point near Oyster Bay was passed, and at nine o'clock we dropped anchor in Glen Cove harbor. It was now too late to go ashore and to our homes, but the running boat which had taken the Captain ashore soon returned, bringing with it several bags of mail which were eagerly received by all, we not having received any mail since starting on the cruise. Bill and I opened the bags, and within half an hour's time had all letters, which thanks to the Postal authorities, had been alphabetically and individually grouped, distributed to the eagerly waiting and hopeful cadets.

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Monday October 8th to Sunday October 21st.

After fifteen days at anchor in Glen Cove Harbor, during which time, we enjoyed several trips ashore and to our homes, an athletic carnival on Columbus Day, consisting of boat races, boxing, and pie-eating contests, and during which time an inspection of the "NEWPORT" was made by the Board of Governors, of the New York State Nautical School, preparations were made for the reception of the tug which was to arrive next day to tow us to our berth at Bedloes Island.

Monday October 22nd, 1923.

Bill and I were up at nine A.M. and spent the morning cleaning things up. At 11 o'clock the navy tug "Cayuga" arrived, a line was thrown aboard and almost immediately thereafter, we lifted anchor and were slowly towed out of the harbor. The speed increased as we passed down the sound and into the East River where a favorable current help us along considerably. The day being clear a wonderful scenic trip was afforded us, the beautiful Long Island estates, soon followed by the "Three Brother" and other islands with their hospitals and wards. We passed beneath the huge Hellgate Bridge, after which the interesting upper New York business and shipping sections were passed. Then beneath the Williamsburg, Manhattan, and Brooklyn bridges and finally rounded South Ferry. Heading for Bedloes Island, with the Statue of Liberty seemingly welcoming us. We arrived and were docked at three-thirty making a good landing. Bill and I took the "Statue of Liberty" boat to New York at four-thirty.

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Tuesday October 23rd, 1923.

Bill and I returned aboard the "NEWPORT" at 10 o'clock. The day was rainy so that it was necessary to run across Bedloes Island to the boat landing where we took the "Squantum" to New York. We walked to the Maritime Exchange where our graduation exercises were to be held under the auspices of the New York State Nautical School. This the forty seventh annual graduation exercises, of the school, were held on the floor of the Maritime Exchange, which we found crowded with the friends, relatives and numerous shipping men interested in the cadets. The cadets filed into the room in their Blue Dress Uniforms creating a very impressive appearance. Twenty-one graduates received diplomas in both deck and engineering departments. After this, prizes were awarded to the cadets for efficiency, appearance, etc.

Cadet J.E. Thylstrup was the first honor graduate in the deck department. Thomas McGlynn the first honor graduate of the Engineering department and received a beautiful gold watch as prize. Thylstrup has received a sextant presented by the Maritime Association of New York. Cadet Wendell, who was the second honor graduate in the engineering department received a book on engineering

presented by the General Electric Company. The second honor graduate in the deck department was E.B. Momm who was presented with a pair of Field Glasses for his ability in handling small boats on behalf of the "Empire State" Society. A prize was awarded to Cadet Abell by Miss Grace Hatzell, for "Neatness of Appearance" amidst many cheers from the cadets. Cadets Langheinze and Everett received Silver Medals on behalf of the Alumni Association of the New York State Nautical School.

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Presentations were followed by a number of addresses. Reginald Fay Chairman of the Board of Governors. The Reverend George S. Webster who was the secretary of the American Seaman's Fund; Commissioner of Education Bridgeman, and by Captain Riesenbergh who of course had been in command of the schoolship on the cruise and who spoke highly of the way the cadets had conducted themselves and at the same time recommending the school to parents of future cadets, saying that there was no finer school of its kind in the world. Then followed several short addresses by shipping men who advised the cadets on their future, and then several representatives of Steamship companies mentioned that they would be able to place several of the cadets upon their liners. The exercises were over at four o'clock. I had been assigned by Mr. Williamson, the secretary of the Board of Governors, to act as informant for the questions which the visitors and newspaper men and representatives asked before and during the ceremonies. An announcement was made that new candidates would be given entrance examinations shortly, for next year's course and cruise and that they could obtain any information regarding this, the best of all nautical training schools, by mail direct from the secretary of the Board of Governors, New York State Nautical School New York City.