

FALL - 1985

## Yarwood Notes

First: MEA CULPA!! Dean YARWOOD reminds me that I mislabeled the pictures of CURTIS YARWOOD (his brother) as Bruce YARWOOD. I don't know how it happened - must have been thinking of Bruce.

- Second: Robert Yarwood THIBAUT sent me the following material:
- Copy of the diary of Harold H. YARWOOD (his uncle) which was kept during a round-the-world cruise, 1919-1922.
  - A letter sent to OUR NAVY.
  - "Gettysburg Redress" - parody
  - "The Sea Epic" - 1922
  - Night Before a Fire-Safe Christmas
  - Money.
  - Can't Commit a Crime.

He also sent several pictures for reproduction.

H. H. YARWOOD -- RADIO ROOM

Chief Events during my second enlistment in the United States Navy.

- 7/11/19 Enlisted at 34 East 23rd St., N.Y. City and immediately assigned to Torpedo Boat Destroyer PALMER #161 as radio striker. Having brought my shipping papers aboard, was granted the night off to wind up my affairs ashore, which I did with much éclat.
- 7/12/19 Boarded her in the Hudson River off Dykeman St., at 8:00 AM and that afternoon sailed out of New York Harbor for Hampton Roads, Va.
- 7/13/19 Arrived at Hampton Roads, Va., lying off the towns of Norfolk, Jamestown, Newport News and Old Point Comfort. Remained at this point five days during which time I visited Old Point Comfort and Phoebus, Va.
- 7/16/19 Drew \$73.78 worth of small stores from USS MELVILLE.
- 7/19/19 Departed from Hampton Roads, Va., with entire proposed Pacific Fleet, being escorted out to sea by many aeroplanes. Taking different routes, the battleships and destroyers set their courses for the Panama Canal enroute to the West Coast and other points.
- 7/24/19 Arrived at Colon, C.Z., which is at Atlantic mouth of the Panama Canal. After oiling at Cristobal, departed for Balboa, which is at the Pacific end of the Canal. Passing thru the Gatun Locks, Gatun Lake, San Miguel Locks and Miraflores Locks was quite interesting although the darkness which set in did much to weaken the glamour of it.
- 7/25/19 Arrived at Balboa with a great many other destroyers. Had two liberties to Panama City the "big noise" around there, one being on a Sunday afternoon during which I witnessed a bull fight and also two wild tigers fight a wild bull. SENNE and BOOTH were with me. This city was "wide open" so to speak.
- 7/28/19 Departed from Balboa, bound for San Diego, Cal.
- 8/1/19 Arrived at Acapulco, Mexico, to take on oil from a tanker there. The natives of Mexico gathered around our stern in their queer looking craft endeavoring to sell

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- all sorts of curiosities and eats. Young diving boys dove far down in the exceptionally clear water for coins. Owing to unsanitary conditions ashore, we were not allowed liberty.
- 8/2/19 Departed from Acapulco for San Diego. Will probably stop at some point to rejoin the main fleet so as to greet Josephus DANIELS in a body.
- 8/6/19 Arrived at Coronado Islands where entire fleet was assembled and all ships proceeded to have a field day - that is a general clean up and painting, etc., in preparation for the review before DANIELS.
- 8/6/19 Received my first pay - #126 -- \$23.00
- 8/7/19 Departed from Coronado Islands for San Diego. Arrived at San Diego and passed before DANIELS in the Grand Review while thousands lined the shore and scores of aeroplanes circled overhead.
- 8/8/19 Had liberty at San Diego and spent a most enjoyable time. Heard DANIELS and Admiral RODMAN speak, at Balboa Park which exceeds any eastern park I have seen. Prices of all things at San Diego were very reasonable.
- 8/9/19 Departed from San Diego for San Pedro which is a short ride to Los Angeles, Cal. Arrived at San Pedro, Cal., amid a great din.
- 8/14/19 Departed from San Pedro to Long Beach, five miles away where smoke screen maneuvers were held. While at San Pedro had some great times on liberty at Los Angeles and surrounding towns.
- 8/19/19 Departed from Long Beach, Cal., and got underway for Santa Barbara, the Newport of the Pacific Coast. Arrived at Santa Barbara. The scenery at this point is unsurpassed.
- 8/22/19 Received pay -- \$18.00
- 8/23/19 Departed from Santa Barbara at 1:00 AM and arrived at Port San Luis at 12:00 M which is 11 miles from the town of San Luis Obispo. While there I autoed to the wild west town of Pismo. Also attended a barbecue.
- 8/24/19 Departed from Port San Luis at 6:30 PM for Monterey.
- 8/26/19 Arrived at Monterey.
- 8/31/19 Departed from Monterey.
- 9/1/19 Arrived at California City to take on oil from the tanker CUYAMO. Departed for San Francisco and arrived there 15 minutes later.
- 9/3/19 Departed from San Francisco bound for Portland, Ore.
- 9/5/19 Arrived at Portland, Ore., at 1:15 PM. Steaming up the Columbia River was most picturesque, the pine covered shores and ancient dwellings thereon affording one wonderful scenery.
- 9/10/19 Got underway for Seattle at 11:00 AM.
- 9/11/19 Arrived at Port Angeles, Wash., and departed same day.
- 9/12/19 Arrived at Seattle, Wash., and received the greatest welcome of any city yet. Tied up at Bell St. wharf. On the following day President WILSON reviewed us before hundreds of thousands. It was a gala day.
- 9/15/19 Departed from Seattle. Had some great times there.
- 9/17/19 Arrived at Eureka, Calif.
- 9/18/19 Received pay -- \$18.00
- 9/20/19 Departed from Eureka, Calif., saw the redwood trees there.
- 9/22/19 Arrived at San Diego, Calif. again.
- 10/4/19 Received pay -- \$18.00
- 10/3/19 Was examined for 3rd class rating and passed.
- 10/13/19 Drew small stores from PRAIRIE - \$1.00
- 11/1/19 Received pay - \$40.00 Was loaned to THATCHER - #162 for

a trip to 'Frisco for repairs and then to return to San Diego and PALMER again. Departed.

11/2/19 Arrived in 'Frisco and went on liberty same night.

11/3/19 Departed for Mare Island about 30 miles distant. Arrived Mare Island.

11/13/19 Departed from Mare Island at 4:00 PM bound for San Diego.

11/14/19 Arrived San Diego at 4:00 PM after an uneventful trip. Returned to the PALMER.

11/21/19 Received pay - \$20.00.

12/5/19 " " - \$20.00

12/6/19 Was transferred to the USS BUCHANAN #131.

12/16/19 Got underway for San Francisco, Calif.

12/16/19 Received pay - \$20.00. Stopped at San Pedro and received six g.c.m. prisoners from the NEW MEXICO.

12/17/19 Arrived Mare Island 11:00AM.

12/27/19 Departed from Mare Island 10:45 AM.

12/28/19 Arrived San Pedro 7:00 AM and departed 9:45 AM. Arrived San Diego 2:20 PM. Was granted an eight day leave.

1/2/20 Arrived back from leave.

1/6/20 Was assigned to the USS GREER for temporary duty, as she was the flagship of the entire Flotilla and needed more radio men. On the night of the 6th an emergency radio was received from the scout cruiser BIRMINGHAM for all destroyers to get underway immediately at full speed. It developed that a seaplane had fallen in the ocean that morning about 50 miles off the coast of Mexico. Forming a scouting line each destroyer being about a quarter of a mile apart we combed the ocean at full speed and at midnight the USS BADGER who was on the seaward end of the scouting line picked up the wrecked seaplane with its hungry and shivering crew. We then returned to the drill grounds off the Coronado Islands.

1/7/20 Returned to the BUCHANAN again.

1/8/20 Went to San Diego and returned with mail for entire flotilla.

1/9/20 Returned to San Diego after a week of interesting target practice off the Coronado Islands.

1/10/20 Received pay - \$22.00 - Pay #104.

1/13/20 Departed from San Diego to the drill grounds again. This procedure to be followed each week.

1/23/20 Received pay - \$20.00.

1/27/20 Departed from San Diego at 8:30 AM and arrived at San Pedro at 4:00 PM. Had a very calm trip during which maneuvers were held.

1/28/20 At 1:00 AM orders were received for the 13th Division to get underway immediately at 25 knots to search for the U.S.A. Transport MOUNT VERNON (Formerly the Kronz Prinz Cecile) inasmuch as the gigantic steamer was reported to be badly leaking about 500 miles out from San Francisco. She was enroute to Honolulu. After combing the seas through heavy fogs and rough weather, we found her at noon on the 29th. She was in fairly good condition but we are now escorting her back to San Francisco.

1/31/20 Arrived at San Diego. In view of the fact that the MOUNT VERNON was in fair condition, having reduced the water in some of her compartments to four feet and was making ten knots, it was not necessary to continue the escort, so at midnight on the 30th we left her (with the exception of the ELLIOT) and proceeded to San Diego, the BIRMINGHAM leading the way.

- 2/9/20 Was transferred to the YARNALL #143 with the majority of the BUCHANAN's crew inasmuch as the last mentioned destroyer was put in reserve.
- 2/11/20 Got underway for Keyport at 11:30 AM with the 13th Div.
- 2/5/20 Was paid \$21.00
- 2/14/20 Arrived at Port Angeles at 5:00 PM
- 2/15/20 At 10:00 AM got underway for Keyport and arrived there at 3:00 PM. The lofty snow-capped mountains and pine covered shores present a wonderful spectacle. Sauntered through Keyport which has one general store, one automobile and about ten girls. Its population is mostly husky lumber-jacks. We are here for a new torpedo outfit. Had the opportunity of taking a boat to Seattle for all night liberty but declined.
- 2/17/20 Shifted to Bremerton which was only a half hour's sail. In that locality is also Port Orchard, Charlestown and Seattle.
- 2/18/20 At 8:00 AM was transferred to the UPSHUR for temporary duty inasmuch as that ship was to be acting flagship, the GREER to remain at Bremerton a few days with the LEA.
- 2/20/20 At 9:00 got underway for Mare Island, during which trip we experienced some very heavy seas.
- 2/23/20 Arrived at Mare Island Navy Yard and returned to YARNALL.
- 2/25/20 Received pay - \$19.00. Pay number #60.
- 3/5/20 Drew \$19.00 worth of small stores at Mare Island T.S.
- 3/6/30 Received pay - \$3.00.
- 3/10/20 Left on a 5 day leave for San Francisco, Calif.
- 3/20/20 Returned from my leave, after having a very enjoyable time in San Francisco, Calif., taking in many shows and visiting many places of interest.
- 3/25/20 Received pay - \$20.00.
- 3/26/20 Departed from Mare Island Navy Yard after a stay of 35 days during which time we had an extensive overhauling in preparation for our coming cruise to Asiatic waters. That night we anchored off Sausalito which is in the vicinity of San Francisco.
- 4/1/20 Got underway with the Thirteenth Division plus the KILTY, for Honolulu, H.I.
- 4/3/20 Arrived at Honolulu, T.H. at 5:30 AM amid a rather impressive scene. The active volcano Mt. Kilauea could be plainly seen miles away with its fiery crater. Scores of aeroplanes soared overhead. Thousands of Hawaiians gathered at the waterfront to see us while we maneuvered to the various docks assigned to us.
- 4/10/20 Received pay - \$20.00.
- 4/15/20 Got underway for Pearl Harbor which was only about seven miles away and arrived there a few minutes later. Had many liberties at Honolulu and saw many interesting sights. While Japanese and Hawaiians predominated, a goodly portion of its population were Spanish, Chinese, Portuguese and Russian. Was in bathing at the famous Waikiki Beach and saw the expert Hawaiian surf board riders.
- 4/18/20 At noon got underway for the Midway Islands which will be a trip of about three days. While at Pearl Harbor I had ample opportunity to view the surrounding country with its singular scenery. Also visited the submarine base here and went through the R17 - one of the latest types. (RUBEN W. MILLER)
- 4/18/20 Arrived at the Midway Islands where we took on oil from the oil tanker CUYAMA. While awaiting our turn to go alongside the CUYAMA some of the crew fished over the "fan-tail" and caught a few beauties. We succeeded in hooking a ten

- foot shark, but lost him as we were endeavoring to hoist him over the side. The Midway Islands are of very small area and particularly barren. At 9:30 PM we got underway for Guam.
- 4/19/20 Having crossed the 180th Meridian today, the time was put ahead a day so it is now the 20th instead of the 19th.
- 4/23/20 Was examined for Electrician 2nd Class (R) and passed.
- 4/25/20 Arrived at Guam, M.I. (U.S.) at 1:00 PM. We had perfect weather during the entire voyage from the Midway Islands. Guam is tropical with a capital T. Just after departing from Midway, my right foot began to swell and it is now very badly infected, being twice its normal size.
- 4/26/20 A lieutenant doctor having pronounced my case as cellulitis, which was rapidly developing into blood poisoning, I was immediately sent to the hospital at Guam and that night the upper part of my foot was opened and rubber drains put in.
- 5/18/20 Navy Pay Bill giving enlisted men a 31% increase in pay was signed by President WILSON. It is retroactive from January first nineteen twenty.
- 5/20/20 Was transferred from the hospital to the radio shore station at Guam.
- 6/5/20 Received pay having new number 111 - \$93.00 which was two months pay at 3rd class rate and eleven dollars subsistence. Started an account with the Bank of Guam depositing \$50.00 as a starter.
- 7/7/20 Due to the usual stupidity of naval yeomen I only received my subsistence today (\$30.00) instead of my full pay.
- 7/10/20 Filed claim for shipping over money in accordance with new regulations as set forth in AINav 38. If this goes through O.K. I will receive four months pay at the rate I was paid off with or \$143.60. (Never received.)
- 7/22/20 After putting in a special requisition and letter to the Governor and other red tape I received the \$80.00 I should have received on payday 7/5/20, which is one month's pay at \$60.00 and one month's back pay increase from \$41.00 to \$60.00. I am still considered 3rd class on the pay accounts. When it is straightened up, I will receive \$11.00 for May (\$41.00 to \$52.00 increase) and 12.00 (60.00 to \$72.00 increase) for each month from 5/1/20 to the time my accounts are O.K. again. When red tape pertaining to back pay is cleared up, I will receive \$19.00 for each month from Jan. to and including March and for the month of April \$31.00 which is increase from \$41.00 to \$52.00 at old rate and \$20.00 which is increase from \$52.00 to \$60.00 at new rate. So far I am only receiving back pay from May 1st and that at a 3rd class rate. Also put in a request to rejoin YARNALL at Manila.
- 8/5/20 Received pay #111 - 90.00 which was one month's pay at 3rd class rate and one month's subsistence.
- 8/6/20 Message was received at Guam from BUMED Washington saying they were informed that I was UNOFFICIALLY DEAD. The DCS here immediately sent a RUSH Govt message to Washington telling them of my good health and requesting them to inform my parents of that fact.
- 8/11/20 It is now definitely known that we are to go to Manila on the Transport NEWPORT NEWS which leaves here about 8/17/20. From that point we will rejoin the YARNALL. However I have enjoyed my three and half months here and have had many strange experiences. It is not a locality where one would desire to stay any longer, however. Guam is the most

- southern of the Marianna group of islands and is largest and most populous. It is about 30 miles long and 7 miles wide. Its capital is Agaña but other towns are Merizo, Sumai, Yigo and Piti, all of which I have visited. The island is in the vicinity of 145 degrees E, Long. and 13 degrees 30 min N, Lat., and was first discovered in the year 1521 by MAGELLAN. The aborigines here are called Chamorros (Although they have given me occasion to call them other names). Pinetrees, Pandanus, Banian, breadfruit, Coconuts, yams, tomatoes, potatoes, pineapples, water-melons, lemons, oranges, papayas and other tropical fruits are freely grown. Also Maize, Rice, Tobacco, Sugar-cane, cocoa, coffee and beans. Slight earthquakes are frequently felt - not very slight either.
- 8/25/20 Was transferred to the Transport NEWPORT NEWS from the radio shore station at Guam. Also received pay up to date No. 111 - \$65.00 of which twenty two dollars went to the station for subsistence. Sent \$20.00 money order to H.B.P. About Aug. 18th sent \$100.00 money order to Mother for a birthday present. Was also vaccinated before leaving Guam.
- 8/25/20 Departed from Apra Harbor, Guam for Cavite, P.I. which is in vicinity of Manila.
- 8/27/20 Received a typhoon warning by radio from Cavite.
- 9/1/20 Although many typhoon signals and warnings were received from the Manila Weather Observatory we were lucky enough not to be caught in one. However we passed through a terrific storm the night of Aug. 30th. We are now among the numerous scattered islands of the Philippines having passed through the Strait of San Bernardino last night. The mountainous islands in this vicinity are of all sizes and shapes. At this moment we are passing the island of Bantán. The island of Mactán upon which MAGELLAN was killed is just south of us. The canteen and chow are the only features of the NEWPORT NEWS, and they are overshadowed by the bad features.
- 9/2/20 Arrived in Cavite Harbor at 2:40 AM in a drizzling rain, and same day was transferred to Receiving Ship MOHICAN, an old cruiser built in 1883 and moored alongside the break-water by many cables and anchors.
- 9/3/20 Was forced to have identification tags made and also was examined physically with the rest of the draft. Drew \$7.10 worth of small stores.
- 9/4/20 The treatment accorded us at the Receiving station was very poor. It being evident that our traveling orders reading USS YARNALL as our destination, are to be disregarded; NEUDECK, JOHNSON and I "jumped ship" and hired a carromatta and had the cochero drive us to the high-powered radio shore station at Canacao where we dispatched a message to the YARNALL explaining our situation.
- 9/6/20 Labor Day and I'll inform the universe that we labored too. Hauling heavy chains and anchors in a heavy rain caused blisters and bruises galore. We are still cooped up in an open shed and liberty still denied us. Navy efficiency? Bolshevik propaganda most likely in order to spread discontent among the personnel. A man must have some recreation so the three of us "jumped ship" again tonight and brooded over our troubles in Cavite's Leading Cafe and restaurant.
- 9/7/20 Drew pay #1725 - \$10.00
- 9/8/20 Legitimate liberty at last - Went to Manila with NEUDECK and JOHNSON on a 24 hr. leave.

- 9/9/20 Returned from our leave one half hour before time was up. We painted the town red so to speak, Mary Roberts RINEHART's story "23 1/2 Hours Leave" had nothing on us.
- 9/12/20 A Sunday. Was transferred to the United States Army Transport MERRITT at Manila and at 3:00 PM got underway for Chefoo.
- 9/19/20 Arrived in Chefoo China and went ashore from 9:00 AM to 1:00 PM. Viewed the city from an ambling jin-rick-saw. A 125 soldiers from Corrigidor Island are on the MERRITT on a sight-seeing cruise. At 2:00 PM got underway for Chingwantao, China.
- 9/20/20 Arrived at Chingwantao and was transferred to the USS HURON flagship of the Asiatic Fleet. She was formerly the SOUTH DAKOTA.
- 9/27/20 Departed from Chingwantao at 9:00 PM.
- 9/28/20 Arrived at the historic Port Arthur at 8:00 AM, and went on liberty for the day visiting the battered fortifications of this city. The Japanese officials and their wives attended a banquet given in their honor on our quarter-deck which was bedecked with decorations of every description.
- 9/30/20 Departed from Port Arthur at 12:00 M and arrived at Dairen, Manchuria at 4:00 PM.
- 10/4/20 Departed from Dairen at 8:00 PM. That city was modernized and American like in a good many ways and the cleanest city we have yet visited. Their Hotel Yamoto would do justice to a large American city. Arrived at Chefoo at 6:00 AM.
- 10/5/20 Received pay - #960 - \$55.85 or 75.00 MEX.
- 10/6/20 Admiral GLEAVES reported aboard from his Yacht GENERAL ATAVIA amid the usual ceremony, giving us a rigid inspection. Got underway for Tsingtao at 12:00 M.
- 10/7/20 Arrive at Tsingtao at 6:00 PM which is a Japanese city but was formerly occupied by Germany, They giving it to the Japs after a hard battle. The buildings are mostly German style.
- 10/10/20 Got underway for Shanghai at midnight.
- 10/12/20 Arrived at Shanghai which is a few miles up the Whangpoo river. Was transferred to the old gunboat WILMINGTON a small ship built flatbottomed so as to enable it to navigate the shallow rivers.
- 10/13/20 At 3:00 AM got underway for Hongkong which is to be our base. We are now considered in the South China Patrol which protects American interests over here.
- 10/16/20 Arrived in the beautiful harbor of HongKong at 3:30 PM. Hongkong is an island and the city of Victoria is built on the side of a mountain. It is a British possession. Our trip from Shanghai was uneventful although the old ship rolled considerably in the trough of the sea: being flatbottomed.
- 10/20/20 Received pay Nr. 456 - a twenty dollar Gold piece.
- 10/22/20 Got underway for Canton at six AM and arrived at 4:00 PM. This city is the centre of trouble in China, uprisings, etc. taking place there. We are preparing to send armed landing parties ashore if necessary.
- 10/25/20 I was rated El c 2nd Class Radio today. Due to my record being poorly taken care of by previous yeomen, I will not receive any back pay as 2nd class from April 1st the date I was originally rated second class.
- 10/27/20 Entered Sick Bay having a slight case of small pox, a good vaccination just warding it off.
- 10/29/20 Witnessed a battle between Chinese gunboats and the Rebels on shore which was rather spectacular.

- 11/1/20 Discharged from Sick Bay.  
11/2/20 At 6:00 AM got underway for Hongkong arrived about 3:00 AM  
11/8/20 Went into shipyard for overhauling. Also received pay -  
#141 - \$51.25 gold or \$75.00 MEX  
11/9/20 Entered Sick Bay again with stomach trouble.  
11/11/20 Discharged from Sick Bay.  
11/20/20 Received pay #141 - 33.23 gold or \$50.00 MEX.  
11/24/20 Signed allotment papers allotting \$40.00 per month to  
mother beginning February 20th 1921 and for eighteen  
months thereafter ending August 20th 1922.  
11/25/20 Thanksgiving Day and had a feast that was unexcelled.  
11/29/20 Our new Captain, Commander CULBERTSON reported aboard.  
12/4/20 Was paid - nr 141 - \$35.53 gold or \$60.00 mex.  
12/7/20 Drew small stores amounting to \$14.50 gold.  
12/20/20 Declined to draw pay inasmuch as the exchange rate was  
steadily rising.  
12/25/20 Christmas and had the usual big navy spread.  
1/1/21 New Years " " " " " " " " " " " " " "  
1/2/21 Left Taikoo shipyard and moored to buoy off Shaukiwan a  
few miles from Victoria.  
1/6/21 Shifted from Shaukiwan to a mooring in Hongkong Bay a  
few hundred yards off the main part of Victoria.  
1/8/21 U.S.S. ABAREnda came alongside and we took two hundred  
tons of coal from her.  
1/9/21 Having received gold from the ABAREnda we were paid today  
in five dollar gold pieces. Received \$55.00 gold. Nr 141  
1/12/21 Drew 3 and 1/2 yards of canvas cloth from small stores to  
have a suit of blues made by a Chinese tailor.  
1/14/21 The H.M.S. BREMEN formerly a German passenger ship but  
now an English transport got underway amid a great send-  
off with 2000 homeward bound sailors and soldiers.  
1/20/21 Received pay nr 141 - \$20.43 gold or 40.00 Hongkong money.  
also received new suit of blues from Chinese tailor in-  
cluding hat. Cost \$5.50 Hongkong money.  
1/22/21 With several friends took an auto tour entirely around the  
Island of Hongkong. Through mountain passes, remote  
Chinese villages and here and there a lake resort all  
went to pass an interesting afternoon.  
1/24/21 Got underway for Canton at 8:30 AM and arrived there at  
5:00 PM. The Canton River scenery is singular in its  
outline for some grades of rice are grown on step-like  
ground. That night one of our first class firemen fell  
overboard and disappeared.  
1/26/21 SWASEY the lost fireman was dragged up from the river bot-  
tom by a Chinese junk and the body returned to the ship  
and thence to the American Consulate at Canton for further  
disposition.  
1/28/21 With a Chinese guide ROGERS and I visited the Old City in  
Canton and entered many mysterious temples, etc. The manu-  
facture of silk and ivory and other articles was also very  
interesting. We concluded the interesting afternoon with  
a sumptuous dinner at the Oriental Hotel.  
2/4/21 Departed from Canton at 1:00 PM and arrived at Hongkong at  
9:20 PM.  
2/5/21 Received pay nr 141 - \$36.51 gold or \$70.00 Hongkong money.  
Japanese warship arrived in harbor and her commander came  
aboard to pay the customary respects.  
2/4/21 Admiral Joseph STRAUSS relieved Admiral Albert GLEAVES  
as Commander in Chief of the Asiatic Fleet and Station.  
2/8/21 Chinese New Years and it would make the United States  
noisiest Fourth of July seem tame.



- 2/13/21 KELLY, our big negro Machinists Mate was found dead in his hammock.
- 2/16/21 A Portuguese warship arrived and her Commander visited us to pay the customary respects.
- 2/19/21 Did not receive any pay today due to allotment being taken out.
- 2/22/21 George WASHINGTON's birthday and had the usual big feed while all warships in the harbor gave a salute of twenty-one guns.
- 2/23/21 The USS ABARENDA arrived in Hongkong from Manila and came alongside to give us coal and miscellaneous merchandise. On her were twenty five Russians who had drifted 35 days from the Behring Sea in a rudderless schooner and when near starvation, Fate landed them at the island of Guam. The Navy officials then sent them to Vladivostok on the ABARENDA.
- 2/25/21 Religious services were held while the three caskets draped in American flags containing the bodies of SWASEY, MURPHY and KELLY were lowered over the side for shipment to Manila and thence to the United States. Two Japanese destroyers arrived in port and their Commander came aboard us to pay the customary respects.
- 2/28/21 At 8:30 AM got underway for the 83 mile trip up the Canton River to Canton and arrived there at 4:00 PM.
- 3/5/21 Not needing the money I did not draw the \$31.00 gold that was due me today.
- 3/16/21 Departed from Canton at 8:30 AM and arrived at Hongkong at 4:00 PM.
- 3/18/21 Crew went ashore in a body and beat up all British sailors in sight due to them beating up one of our crew.
- 3/19/21 Declined \$28.00 in gold due me not needing it.
- 3/21/21 Got underway for Amoy and Swatow. Changed uniform to whites.
- 3/22/21 Arrived outside of Amoy in a dense fog and layed there till it had lifted.
- 3/23/21 Changed uniform back into blues again, STUPIDITY. Entered harbor of Amoy at 3:00 PM.
- 3/28/21 Departed from Amoy and that night in a terrific gale we rolled as much as 57 degrees and came to anchor in a dense fog in the vicinity of Swatow.
- 3/29/21 At 2:00 PM we entered harbor of Swatow. It was typically Chinese and the rock formations there were well worth seeing.
- 3/31/21 Left Swatow for Hongkong at 1:30 PM.
- 4/1/21 Arrived in Hongkong after a calm voyage.
- 4/5/21 Only drew \$17.50 gold (41.00 Mex) of about 61.00 due me for it was all I needed.
- 4/6/21 Left Hongkong for Canton at 8:30 AM and arrived at Canton at 6:00 PM.
- 4/9/21 Alnav 27 issued allowing officers and enlisted men to wear civilian clothes ashore if they so desire.
- 4/21/21 Received pay \$41.57 gold or 95.00 mex.
- 5/5/21 Inauguration Day in Canton. Dr. SUN YAT SEN being elected president of China (Southern Provinces).
- 5/6/21 Received pay \$34.92 or 75.00 mex - number 141.
- 5/16/21 Departed from Canton for Hongkong at 6:00 AM and arrived at Hongkong at 2:30 PM.
- 5/17/21 Left Hongkong at 2:30 PM for Shanghai, China.
- 5/21/21 Came to anchor at 8:30 AM off Wusung in Vicinity of Shanghai. Got underway at 9:30 AM and anchored at Shanghai proper at 11:00 AM off the Palace Hotel. Drew no pay today, none being due me.

- 5/26/21 Went to Woosung sixteen miles away for target practice.  
 6/2/21 Having completed target practice, returned to Shanghai.  
 6/6/21 Received pay - nr 141 - \$33.40 gold or 70.00 mex.  
 6/9/21 Admiral Joseph STRAUSS of North Sea minelaying fame boarded us with his staff, orchestra, etc. for a trip up the Yangtze River beyond Ichang and through the famous gorges. got underway from Shanghai at 5:30 PM.  
 6/11/21 Arrived at Nanking at 10:00 AM. American Consul boarded us to pay his respects to the Admiral. I went ashore and autoed out to the world famous Ming Tombs. One of the wonders of the World.  
 6/14/21 At 4:30 AM left Nanking for Hankow. Many Chinese Admirals and Generals, etc. visited Admiral STRAUSS aboard us while there. At 11:30 AM passed the city of Wuhu where the Chinese men and women propel themselves around in large tubs. Also drew \$4.35 gold worth of small stores today.  
 6/15/21 At 1:00 AM passed Nanking where the World Famous marble Pagoda is located and 11:00 AM passed Kui Kiung and other smaller Chinese towns and hamlets, including Little Orphan Island which is of phenomenal formation but still inhabited by Chinese natives. The scenery on both sides of the river is a fine bit of work on the part of Mother Nature.  
 6/16/21 Arrived at Hankow at 10:15 AM. That afternoon went ashore to the Race Course to practice baseball in preparation for tomorrow's game with the Hankow Americans. Hankow is about the cleanest city I've seen in China in all respects.  
 6/19/21 Departed from Hankow at 7:30 AM.  
 6/20/21 At 2:00 AM arrived at Chengkin and anchored until 5:00 AM and got underway for Changsha arriving there at 3:30 PM after a pleasant sail through Tung Ting Lake. The surrounding country presents a wonderful view as far as scenery is concerned. No money due me today.  
 6/23/21 Left Changsha at 4:15 AM and sailed down the Siang River to the Yangtze River for the trip further up the river to the Gorges and Ichang.  
 6/24/21 At 7:30 PM anchored in a tranquil location between two mountain ridges.  
 6/25/21 At 3:30 AM got underway again and arrived at Ichang at 8:00 AM. The famous gorges begin near this point.  
 6/27/21 Left Ichang at 2:00 PM. It proved to be a city of dirt and filth, and at 8:15 PM anchored at Shasi, getting underway again at 3:30 AM the following day.  
 6/29/21 Arrived at Hankow at 11:45 AM. Was working at top of mainmast at time on antennae and was consequently afforded a fine view of the city and outskirts.  
 7/4/21 The Fourth of July. Had a big dinner on board and in the afternoon played game of baseball with the Hankow Americans at the Hankow Race Club before a gala crowd, but they beat us 4-1. After the game the British sailors from the HMS COLOMBO beat us at a tug-of-war, but that was their game and they were of course in fine practice for it.  
 7/7/21 Our starboard tail shaft carried away tonight and the steering engine also went out of commission so we turned and proceeded back down the river arriving at Chenglin the following day at 10:00 AM, where we met a Jardine Matheson boat with Captain WOODS family on board. He boarded her and went on up the river on her. Chenglin is an extremely small Chinese town very quaint in some respects.  
 7/9/21 Left Chenglin using only the one propeller. Left 10:00 AM  
 7/10/21 Arrived Hankow at 10:23 AM. Received letter from Harold

- 7/12/21 PRIOR telling me of my dear mother passing away on 5/31/21. Sent radio to Washington notifying them to stop my allotment.
- 7/14/21 Received a Victory Medal.
- 7/18/21 Left Hankow at 6:00 AM for Shanghai, to go into drydock there to have new shaft put in.
- 7/21/21 Arrived at Shanghai at noon. Received no pay due to allotment being taken out. Allotment to be stopped after July payment.
- 8/5/21 Received pay - \$35.85 gold or 65.00 Mex.
- 8/9/21 Left Shanghai for Hankow at 2:30 PM.
- 8/13/21 Still underway on the swift, rushing, muddy Yangtze River. At 8:00 PM we passed a fishing village where the Chinese natives were sending hundreds of balls of fire floating down the river - which signified that they were 'chin-chinning' (praying) to the gods for the river to go down, it being extremely high and flooding many villages.
- 8/14/21 Arrived at Hankow at 7:10 PM. The Yangtze River is breaking records for high water and many cities were passed enroute which were entirely underwater. The water is slowly creeping over the streets of Hankow now.
- 8/23/21 Received pay \$75.00 Mex. New pay no. 68.
- 8/30/21 Hankow - Went ashore in a company of marines and sailors as a guard of honor to Dr. Jacob Gould SCHURMAN, the new minister of the United States to China.
- 8/30/21 Hankow - Had a genuine high class Chinese supper at the elaborate establishment of M.Y. San & Co. during which we had two Sing Sing girls present, singing for us accompanied by Chinese musical instruments.
- 8/31/21 Dr. Jacob Gould SCHURMAN and party including his two handsome daughters, Rose and Helen, boarded us to the tune of the regulation fifteen gun salute to Ministers. After a short stay the party boarded a Standard Oil boat and proceeded up the river to Wuchang, the centre of Chinese fighting at the present time. After a short stay at the American Consulate there the party will proceed to Peking where the new minister will keep his headquarters.
- 9/3/21 Drew pay - nr. 69 - \$14.59 gold or thirty mex. (\$34.03 gold due me, but I only needed the amount first mentioned) Yesterday in a finely played game of ball we won over the fast Hankow Americans baseball team by a score of 6-4.
- 9/5/21 Went on an all day trip with STOKELY, the ship's photographer, to places that very few whites have ever tread, I guess. Took a boat up river to Wuchang and went inland about ten miles by ric sha where we visited many temples of mystery and pagodas, etc. Many pictures were taken.
- 9/18/21 Received check #1582 for \$76.00 from Washington covering (dated 8/9/21) back pay. Endorsed it to H. B. PRIOR and mailed it to him. I have previously sent him an allotment check of \$40.00 (7/20/21)
- 9/20/21 Received pay. \$57.00 gold due me but only drew \$26.74 gold (\$55.00 mex) all I actually needed.
- 9/26/21 Beat the USS ELCANE 6-3 in baseball. A case of diphtheria developed on the USS PALOS moored near us and all of our crew are having nose and throat sprayed daily for a while, by the ship's doctor, Lieutenant HUDSON.
- 10/1/21 Admiral Joseph STRAUSS, Commander-in-Chief of the Asiatic Fleet arrived here (Hankow) on the destroyer ALDEN #211 at 6:00 PM. An elaborate dance was given tonight on our quarter-deck as a farewell to the Patrol Commander, Capt. WOOD. About fifty couples being present, including many

- British officers and their lady friends aside from some prominent citizens of Hankow. Admiral STRAUSS was present as was also the British Admiral BORRETT. The festivities ended at 1:00 AM.
- 10/5/21 Received pay #68. Drew \$25.71 gold (50.00 mex) of \$66.00 gold which was due me.
- 10/11/21 After an examination I was rated Radioman first class and will receive pay at that rate beginning October 1st, this month. (\$84.00 gold per month) Admiral BULLARD (Rear Admiral) arrived in Hankow to Command the Yangtze Patrol Force. The WILLMINGTON will be his flagship. He and his aide Lt. Comdr LANG are radio experts.
- 10/18/21 Saw the movie of the DEMPSEY and CARPENTIER fight at the Empire Garden, Hankow.
- 10/20/21 Received pay #68 - (82.00 due me) but only drew \$15.43 gold or \$30.00 mex.
- 11/2/21 Drew \$3.20 gold worth of small stores.
- 11/5/21 Pay Day. (\$104.00 due me) but only drew \$33.79 gold or \$60.00 mexican money. All I needed.
- 11/11/21 Armistice Day. In accordance with broadcast instructions from Washington the entire crew assembled on the quarter-deck and silent prayer was held from twelve o'clock to two minutes after twelve. A salute of twentyone guns was also fired all in memory of the Unknown Soldier.
- 11/12/21 Had two teeth extracted and two cavities filled by the naval dentist Dr. ULEN.
- 11/19/21 Received pay. \$112.00 gold due me but only drew \$39.42 gold or seventy mexican dollars, all I wanted.
- 11/24/21 Thanksgiving Day and had the usual big feed and that night ashore the crew gave an entertainment to the people of Hankow having several acts of real merit.
- 11/28/21 Admiral BULLARD with Lieut FRICKS as aide left for Peking.
- 11/29/21 At 6:30 AM left Hankow for down river. We had been idly at anchor there for 3 1/2 months. At 4:35 PM arrived at Kuikang.
- 11/30/21 Departed from Kuikang at 7:00 AM and arrived at Little Orphan Island at 12:30 PM where a big hunting party was held. The ship's rifles, shotguns and ammunition being used. I didn't feel quite well so didn't go. Many wild geese and three deer were brought back as also smaller game. Drew a pea coat (\$12.00 gold)
- 12/1/21 At 7:45 AM departed from Little Orphan Island, and at 2:00 PM arrived at a good spot for hunting and the officers and chiefs went on a party returning with several geese averaging 12 lbs.
- 12/3/21 At 6:00 AM left again and at 1:00 PM arrived at another likely spot for hunting and remained there for two days. I went on one trip but met with no success aside from slightly wounding a wild goose.
- 12/4/21 Left for Wuhu arriving there at 8:30 AM. Departed from Wuhu at 9:20 AM for Nanking. Arrived at Nanking at 1:00 PM.
- 12/6/21 Departed from Nanking at 7:00 AM and anchored that night off Woosung.
- 12/7/21 Arrived at Shanghai at 10:40 AM. Drew pay \$115.99 gold due me but only drew \$43.16 (80.00 mex)
- 12/9/21 Made out allotment to Harold B. PRIOR for \$40.00 per mo. for one year commencing Feb. 1921(?)
- 12/9/21 Word received from Washington my request for Discharge had been disapproved.
- 12/14/21 Was vaccinated, due to small pox epidemic in Shanghai.

- 12/20/21 Received pay. \$110.00 gold was due me but only drew \$43.16 gold or 80.00 mex.
- 12/21/21 Went on all day trip with others from this vessel and the ISABEL to Soochow, conducted by the YMCA. Left ship at 7:30 AM returning at 8:00 PM. We had special tram cars and railroad cars about 70 being in the party. Soochow is about 60 miles from Shanghai and we all mounted fast and strong little donkeys and visited many interesting sights including the oldest pagoda in the world - Tiger Hill Pagoda - 2055 years old. Market North Pagoda is the largest in the world (we all went to the top of this one), and many temples of mystery. Tiger Hill Pagoda had a large crack in it and was leaning.
- 12/25/21 Had the usual big Xmas spread.
- 12/30/21 Received pay #68. \$99.71 gold was due me but I only drew \$43.16 gold or 80.00 mex all I wanted.
- 1/1/22 NEW YEARS DAY and had the usual big Navy dinner aboard.
- 1/1/22 During a bar room fight at the TIVOLI BAR and the VICTORIA BAR, when about a dozen of our crew were attacked by about forty armed Italians, five of our crew were severely stabbed. The Italians were all armed with knives and revolvers which they used. An American sailor is always unarmed while on liberty. The following day "Dutch" RIEBE, a popular machinists mate, died of his wound which was in the abdomen. His intestines being perforated in eight places by the Italian's knife. The Italians were from the Italian Navy.
- 1/6/22 WILMINGTON's grand ball was held at the Astor Hotel, with an attendance of 600. A banquet was had at midnight. Being in the sick-bay with stomach trouble I could not go.
- 1/19/22 Admiral BULLARD shifted his flag to the USS ISABEL and proceeded up the Yangtze for Hankow. ISABEL now being flagship of the Yangtze Patrol.
- 1/20/22 Pay Day. \$142.00 gold or about 190.00 mex was due me but not needing any declined to draw any.
- 1/28/22 Chinese New Years. Shanghai is all closed up and fireworks galore were had at night.
- 2/4/22 Pay Day. #68 - \$142.00 gold due me (270.00 mex) but only drew \$51.71 or 100.00 mex.
- 2/15/22 Our Captain, Commander BAUM, was taken to the Shanghai General Hospital with broncho-pneumonia, thereby delaying our departure for Hongkong.
- 2/17/22 Departed from Shanghai at 6:00 AM for Amoy and Hongkong.
- 2/19/22 Arrived at Amoy at 9:00 AM.
- 2/21/22 Departed from Amoy at 9:00 AM.
- 2/22/22 Arrived at Hongkong at 1:30 PM. Twentyone guns were fired for the port which were returned by the fort here and then 17 guns for the British admiral present which were returned by the HMS CARLISLE. At noon were about 3 miles outside of Hongkong and fired 21 guns in honor of Geo. WASHINGTONS birthday.
- 2/23/22 Received pay #68. \$93.00 gold was due me but only drew \$46.20 gold or 90.00 mex. The city of Victoria on the side of the mountain here is the same fascinating sight both at day and night.
- 2/25/22 As on my previous visit here, I took the auto trip around the Island of Hongkong with several friends stopping at the exclusive Repulse Bay Hotel for refreshments enroute. Half the trip high in the mountains, was above the clouds.
- 3/4/22 During my liberty today, visited Kowloon, the Portuguese town across the harbor. Residential districts are fine

- but all things equal it's a rather droll locality. Also drew pay today #68 - \$84.00 gold due me but only drew \$36.04 gold (70.00 mex) A serious strike has broken out in Hongkong and the British Govt. by the utmost efforts are managing to make ends meet for the people. All branches are effected.
- 3/11/22 USS ALBANY arrived in port with Dr. Jacob Gould SCHURMAN the U. S. Minister to China aboard.
- 3/12/22 Dr. SCHURMAN came aboard us with wife and daughter at 6:30 AM and we got underway for Macao, the Portuguese colony about 35 miles away. We returned to Hongkong at 10:00 PM.
- 3/14/22 Left Hongkong at 6:00 AM and arrived at Canton at 1:30 PM. The minister was given a fine reception there.
- 3/17/22 Departed from Canton at 4:30 PM and arrived at Hongkong at midnight. Minister and party still with us.
- 3/20/22 Received pay, all on books - \$51.49 gold or 100.00 mex.
- 3/30/22 The steamship JAPAN caught fire at Kowloon wharf at 1:00 AM and we immediately sent over a fire and rescue party, but it was under control upon our arrival.
- 4/4/22 Four Japanese cruisers of the late type came into port to be here during the Prince of Wales' visit. They will then escort him to Japan. Hongkong is beginning to look pretty good preparing for the Prince's visit. The harbor, etc., being well lit up.
- 4/5/22 Received pay \$40.30 gold or 80.00 mex. All due me.
- 4/6/22 His Royal Highness the Prince of Wales arrived at 8:00 AM on the British battle cruiser RENOWN, escorted by the DURBAN. He was given a great welcome, while the harbor was finely decorated for the occasion. Our crew manned the rail in dress whites. At night the fireworks were had. Great throngs celebrated on shore.
- 4/8/22 The Prince of Wales left after two days of great celebration. The harbor afforded an imposing spectacle at night with millions of red lanterns lit on the side of the mountain which Victoria rests on. All battleships, etc., were finely illuminated.
- 4/14/22 Got underway from Hongkong at 8:40 AM and arrived at Canton at 4:30 PM.
- 4/21/22 Left Canton at 8:00 AM and arrived at Hongkong at 4:00 PM. While at Canton had the pleasure of meeting Mr. CARTER of Philadelphia at the Victoria Hotel.
- (Several entries, at least four, unreadable.)
- 5/10/22 At 3:00 PM when almost as far north as Shanghai on our way to Tientsin we received a radio from the Commander in Chief to cancel original orders and return to Hongkong. Did so.
- 5/13/22 Arrived back in Hongkong at 6:30 AM. A bubonic plague has stricken the city, the Chinese suffering mostly. Liberty in certain parts of the town is denied us.
- 5/18/22 Received orders from Washington to leave for Portsmouth, N. H. as soon as possible.
- 5/20/22 Left Hongkong for Lingayen Gulf at 5:00 AM.
- 5/22/22 Arrived at Lingayen Gulf and the following day many transfers and exchanges were made with the destroyers there as only men who have been on a foreign station two years or more can go back to the USA with us.
- 5/24/22 At 6:00 AM left Lingayen Gulf for Cavite. Very rough weather encountered enroute.
- 5/25/22 Arrived at Cavite, P. I. (few miles from Manila) at 1:30 PM.
- 5/30/22 Departed from Cavite, P. I. for Olongapo where we are to go in drydock. While at Cavite had several liberties and

- visited the powerful Naval Radio shore station there having supper with the radio men there some of whom I knew. Also gave the various cabarets the "once over".
- 5/31/22 Arrived at Olongapo at 5:15 AM.
- 6/2/22 Departed from Olongapo at 8:00 AM aboard for Singapore. While at Olongapo made one liberty and visited the town, etc. The ship was placed in a floating drydock (largest in the world, belonging to the U.S. Navy) and her bottom scraped and painted and propeller shafts overhauled. On May 31st received Pay in gold, number 68 - \$45.00. Most of crew layed in a big stock of various canteens from the commissary canteen ashore in preparation for our long cruise.
- 6/7/22 Arrived at Singapore, Malay Peninsular (Straits Settlements) 11:00 AM. Aside from a few rainstorms with their resultant choppy seas the China Sea did not bother us at all. Spent the afternoon and evening shore sightseeing, etc. Had supper at the Raffles Hotel. My companion for the day was pharmacist's mate GILMAN. The business section and main part of Singapore are very unattractive and rather dirty but the outskirts are wonderfully layed out and many beautiful spots are to be seen.
- 6/10/22 Our baseball team played the Singapore American Community team and beat them 14-4.
- 6/11/22 Spent this Sunday afternoon strolling through Singapore's residential section, botanical gardens, etc. The Colonial governor (British) and his wife visited the ship. At night a party of Indian fakirs, magicians and jugglers gave an exhibition on our quarterdeck.
- 6/12/22 Left Singapore at 6:30 AM and started through the Strait of Malacca bound for Colombo - a trip which will take us clear across the Bay of Bengal. Sumatra can be plainly seen on our port.
- 6/19/22 Arrived at Colombo, Ceylon after a miserable trip during which rough weather was encountered all the way except in the Malacca Strait. We had a shortage of fresh water and also of food, making matters worse. To cap the climax, our aerial carried away five hundred miles out from Colombo. We rigged up a temporary one until we reached port. As soon as we arrived, DUNBAR, DUSEK and I went ashore and motored out to Mount Lavinia and had drinks at the fashionable Mount Lavinia Hotel overlooking the palm studded bathing beach. Other sights were then taken in including several really wonderful Buddhist Temples. We then had a much needed feed at the Bristol Hotel. After some shopping returned to the ship. Received Pay - \$30.00.
- 6/23/22 With a party of friends (MERRIL, LOGAN, SHAUGHNESSY, HOBBS and DENSHIK), left the ship at 1:00 PM on the 22nd and met Mr. Charles LOVER with an Apperson "8" as previously arranged and took the 74 mile trip to Kandy, the capital of Ceylon. It was a wonderful trip with wonderful scenery. Stopped at several road houses for drinks, etc. Sometimes an elevation of 3000 feet was reached on the winding roads. Dust begrimed, we pulled into Kandy at 7:00 PM. A little later had a sumptuous meal at the Queen's Hotel where we put up. It is situated right on a pretty lake with small palm-dotted islands here and there. Had a good night's sleep and after breakfast started out to see things. Temples, etc. galore. After purchasing odds and ends returned to the hotel at 3:00 PM and "turned to" on a very substantial meal. While eating, a millionaire plantation

- owner of Ceylon, a friend of Mr. LOVER's came to our table and invited us up to his estate, about 30 miles from Kandy. Half of our party in his car and the other half in Mr. LOVER's car we started. At Mr. LAMB's estate we had a royal time and the hospitality shown us could not have been exceeded. The two Englishmen, Mr. LOVER and Mr. LAMB are two of the finest gentlemen I have yet met during my cruise around the world. A certain Mr. ROCH, a partner of Mr. LAMB's, was also in the party. Mr. LAMB's address is: Mr. V. C. LAMB, Arandara Estate, Ceylon. We broke up the party at 11:00 PM and started the long journey back to Colombo with Mr. LOVER's reliable Singhalese chauffeur at the wheel. Through cobra infested foliage and jungles containing wild leopards, etc., we whizzed, averaging over fifty per at times, and pulled into Colombo at 12:10 AM. It was a really wonderful two days' leave of absence and one I shall always remember. Many elephants were seen during our sight-seeing.
- 6/25/22 Went on liberty in the afternoon and strolled around town with SERAFINI the Scotch Wop. Had supper at the Bristol Hotel.
- 6/26/22 Got underway from Colombo for Bombay at 6:30 PM and headed into the Indian Ocean. Mr. LOVER waved us farewell from breakwater.
- 6/29/22 The Arabian Sea has been very rough with its monsoons and today, caught in the trough of the sea, we rolled 59 degrees which nearly turned us over. Our topsides went under and one life boat (a whaleboat) was smashed and torn from the ship as if over. We last saw part of it astern bobbing up and down on the crest of a wave.
- 7/1/22 Arrived at Bombay, India at 10:00 A.M.
- 7/2/22 Went ashore at 1:00 PM and looked Bombay over including a visit to the Gymkhana of the Japanese Association in order to arrange for a baseball game on the Fourth of July. This being the height of the monsoon season here, it is almost continually raining. Had supper at Greens Hotel.
- 7/3/22 Went ashore again, this time with BUVINGHAUSEN, RMIC. Did a bit of shopping and had supper at Greens Hotel. Pay \$5.00 gold.
- 7/4/22 The Fourth. Had the usual big navy spread. Bombay has many fine buildings with wonderful architecture. The native populace seem more independent than those we formerly met in other climes.
- 7/8/22 Went ashore and walked around town taking in the Museum, etc. Had supper at Greens Restaurant and returned to ship.
- 7/10/22 Left Bombay at 11:20 AM for Karachi, India, it having been decided that the engines, etc., were not in condition to stand the long run to Aden. A British aviation officer is going with us from Bombay to Port Said. Just before sailing MITZENFELDT who had deserted was brought aboard by two police officials.
- 7/13/22 Arrived at Karachi, India after an uneventful run, aside from our usual high rolling. Declined liberty. Was kept busy overhauling all radio batteries.
- 7/14/22 Left Karachi for Aden, Arabia.
- 7/23/22 Arrived at Aden, Arabia after a no-stop trip of 1481 miles. Chow was miserable during entire trip.
- 7/24/22 Went ashore and view Aden although the climate here is hot and sticky. Saw the famous King Solomon tanks.
- 7/26/22 Left Aden for Port Said. A trip through the hot Red Sea.



- 7/27/22 The USS BLACKHAWK, USS SAPELO and a division of destroyers arrived at Aden.
- 8/2/22 Arrived at Suez which is right at end of Canal. The chow has been miserable as well as the water. An epidemic of malaria has broken out in the crew including myself. In the middle of the torrid Red Sea we ran into a sandstorm. At the various ports visited so far, members of the crew have bought mascots of all sorts. The list now on board includes: 3 dogs, 1 cat, 4 parrots, 2 miner (Mynah) talking birds, 1 kangaroo rat, 1 ferret, 9 monkeys and 1 deer. We arrive here at 3:00 PM, 1st. At 5:00 AM on the 2nd we arrive at Port Said after a night's run through the Suez Canal. So far we have sailed 7177 miles since leaving the Philippine Islands.
- 8/3/22 Received pay - 10 lbs, or \$43.98 gold.
- 8/4/22 Went on liberty and strolled around Port Said. Store, cafes, Etc. are mostly French and Italian style.
- 8/6 & 7/22 Spent a two day leave in Cairo which was a train trip of a 150 miles from Port Said. Had an extremely interesting time in that cosmopolitan city and visited the Pyramids, Sphinx and Mohammad Aly mosque and other places of interest, including the perfume factories, etc. Put up at the Bristol Hotel. There were thirty of us in the party.
- 8/8/22 Left Port Said at 3:00 PM for Gibraltar.
- 8/14/22 Drew \$5.19 worth of small stores on board.
- 8/17/22 Arrived at Gibraltar after an uneventful trip of 1925 miles. without a stop. Anchored off the impressive Rock of Gibraltar at 9:30 PM....British battleships HOOD and REPULSE are also anchored here, the last mentioned ship having taken part in the battle of Jutland during the War.
- 8/20/22 Went ashore with MERRILL. Visited La Linea, Spain and took in the bull fights there. Also the Gambling Casino. Went by carriage up the Gibraltar Rock to the Moorish Castles there.
- 8/22/22 Left Gibraltar for the Azores at 11:00 AM. Three of our firemen deserted in Gibraltar.
- 8/25/22 DUNBAR who had the 8 to 12 watch received an SOS signal from the SS PROPATRIA at 11:10 PM but as she was about 1500 miles from us off the coast of Sicily and other ships were going to her aid, we kept on our course. This morning the crank shaft on our port engine broke leaving us with only one engine to reach the Azores. To help matters we have rigged up sails on available parts of the ship. Radiod for aid.
- 8/28/22 Arrived at Ponta del Gada at 6:00 AM (Azores)
- 9/9/22 Left Ponta delgada for Portsmouth, USA. It was the most liquorized place I have yet been, with the possible exception of Port Said and Cairo. While at Ponta delgada some of our crew engaged in a terrific fight with Portuguese sailors and civilians in a cafe there. The result was five of the Portuguese sent to the hospital, one of whom died, and three of us sent to the hospital. The USS SAPELO, an oil tanker, is towing us to the States.
- 9/19/22 Arrived at Nantucket Shoals at 5:15 AM where we cast off from the SAPELO, they proceeding to New York, Pier 2 South Brooklyn with Soldier and Mariæ dead from France. We continued on to Portsmouth, N.H. under our own power.
- 9/20/22 At 6:00 AM arrived at PORTSMOUTH, N.H., USA!!!!!!! after a trip of over 12,000 miles which took us over four months.
- 9/21/22 Received pay \$22.00 gold.
- 9/30/22 Drew special money requisition, \$45.00. Went to Bath,

- Maine and visited TROTT at Woolwich also Mrs. CREAMER at Wiscasset, Maine. Remained at the TROTT's overnight and next day returned to Portsmouth and to the WILMINGTON's side in TROTT's auto, having dinner enroute at York Harbor, Maine. Being at a time of year when the leaves were turning varicolored and a perfect day, it was a wonderful drive.
- 10/11/22 Left the WILMINGTON at Portsmouth on a 30-day leave and to report in at New York at expiration of said leave.
- 11/11/22 Reported in at foot of Whitehall Street, New York City after having a great time for thirty days visiting all my friends and relatives. The Commandant told me to report on the following Monday morning.
- 11/13/22 Reported at ft. of Whitehall Street again and was assigned to duty at the radio control station there, getting subsistence, etc. Radio Compass duty, guiding ships thru fog.
- 7/23/23 .....  
DISCHARGED - Honorably - Rec'd money due me.

(s) H. H. YARWOOD

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Waters I have traveled through.

Atlantic Ocean  
Pacific Ocean  
Gulf of Mexico  
Caribbean Sea.  
China Sea  
Yellow Sea  
Bashee Channel  
Formosa Strait  
Manila Bay  
Strait of Malacca  
Bay of Bengal  
Indian Ocean  
Arabian Sea  
Red Sea  
Suez Canal  
Mediterranean Sea  
Columbia River  
Panama Canal

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U.S.S. WILMINGTON  
U.S. Asiatic Fleet

Hong Kong, China  
6 December 1920

Editor "Our Navy";

November 17, 1920 the crew of the U.S.S. WINLMINGTON, patrolling South China waters had the misfortune of losing their sterling Skipper, Commander J. B. RHODES. For a year Commander RHODES has held the respect and admiration of the men under him and they cannot emphasize too strongly their praise for him. The work of the crew in keeping the "WILLIE" (as the ship is popularly called) in first class condition always, is one example of their devotion to him. An ample collection was readily made to purchase a present for their former Commander's wife. Commander RHODES was styled "A Man among Men" by the ship's company.

His successor is Commander W. L. CULBERTSON and it is hoped that

the same harmony that has existed in the life of the WILMINGTON will prevail as heretofore.

"THE CREW OF THE WILLIE"

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GETTYSBURG REDRESS  
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Two score and nine years ago, our fathers brought forth upon this nation, a new tax conceived in desperation and dedicated to the proposition that all men are created fair game.

We are now engaged in a great mass of calculations, testing whether this taxpayer, so confused and so impoverished, can long endure.

We are met on Form 1040. We come to dedicate a large portion of our income to a final resting place with those men who here spend their lives that they may spend money.

It is altogether anguish and torture that we should do this, but in a legal sense, we cannot evade, we cannot cheat, we cannot underestimate this tax. The collectors who compute here, have gone far beyond our poor power to add and subtract.

Our creditors will little note nor long remember what we pay here, but the Bureau of Internal Revenue can never forget what we report here. It is rather for us to be dedicated to the great task remaining before us - that from these vanished dollars, we take increased devotion to the few remaining; and that we here highly resolve that next year will not find us in a higher income bracket.

H. H. YARWOOD

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SEA EPIC  
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This is a story of beauty and ugliness, a word picture of the sea at its best and at its worst. The setting is the vast Sea of Japan and the USS WILMINGTON with its sailor crew of two hundred odd hands, is underway, the smoke from her lone stack floating lazily astern, above the effervescent white wake of the vessel. For there was no wind of the slightest nature and only the motion of the ship caused the smoke to deviate from a vertical path. It is six PM and the beauty of an Oriental sunset is at its height, formations and colors which were beyond human duplication were above us and the resultant myriads of colored lights from the countless ripples of the sea, in turn reflected their coloring on the brightwork equipment on the ship. It reminded one of a patchwork quilt made up of a collection of selected rainbows. The sea itself was smooth, merely being punctuated here and there with ripples and the white prow of the WILMINGTON cut evenly through the opal water at an even sixteen knot speed.

The sea, the vari-colored heavens and the WILMINGTON have now become a picture that a painter may well envy and you are now invited to focus your attention on the three. No land, ships nor birds in sight. Paradoxical as it may seem, the USS WILMINGTON was not a modern ship, having been built to take part in the Spanish-American War and certainly looked the part with her one hundred and twenty foot mast and seventy foot single stack. The white of our warships of that era was still her color, with equipment here and there painted buff. She had a battery of five five-inch guns and four three-inch. A coal burner, her engines were of the old fashioned reciprocating type and demanded steady attention from the engineers force to prevent frequent break-downs.

Stretched in the form of an inverted V, with the top of the towering mast as its peak, trailed the wireless aerial which was the pride of the ship. At the particular time we have just described, the two hundred odd souls on board, comprising about one hundred and eighty sailors and some twenty odd officers, were at peace with the world,

having just partaken of their final meal of the day and were ready for a rest. That is, with the exception of those on duty. With appetites satisfied and weather perfect and all ship-shape aboard, conditions were not so far from the so-called sailors paradise. A few days before the muddy Yantze Kiang river was their cradle and now they had been transported to this sea with its ultra-beautiful sunset. To say things in general were serene, would be putting it mildly to say the least. The writer was nonchalantly seated in an arm-chair at the radio set with ear-phones so adjusted as to permit the right ear to hear all sounds emanating from the ethere waves and the left hearing organ uncovered, to listen to the commonplace sounds within the radio shack. Some lay prone on the upper deck in the throes of slumber, while others played that ancient game of the sea, acey-deucey. A foursome up under the bridge made up a fair sounding quartette as the strains of "Sweet Adeline" drifted aft. Not a solitary hint was visible of the havoc which Fate had in store for all of us. Indeed, had a hint been seen or heard, neither the power of the WILMINGTON, nor the brains of its occupants, could in any way have averted the onrushing chaos.

Suddenly, the peace and quiet of the scene is interrupted by a deep humming sound, not unlike the sound one might expect from the drone of thousands of bees. The hum seemed to be travelling over the sea from nowhere and increasing in volume every second till were literally enveloped in the queer noise. Simultaneously, what few white clouds were in view started frisking in all directions and small angry-looking whitecaps appeared on the surface of the sea. The wind which had sprung up was fast reaching gale proportions and the officers and petty officers began to snap out orders.

"Batten down all hatches" roared a lieutenant from the bridge.

A shadow fell across my radio desk and I turned in my chair to see Captain BAUM standing by my side.

"You didn't by any chance receive any radio typhoon reports, that I haven't seen" he asked.

"No sir" I replied, "Aside from the one I handed you this morning concerning a typhoon area about a hundred miles north of us."

He seemed in deep thought and then said, "No doubt it changed its course and we are being caught on its edge." He left hurriedly for the bridge.

By this time it had become very dark and the wind was howling and shrieking as if a million devils were after us, while the seas were getting rougher and rougher. The old WILMINGTON began to pitch and roll and equipment began to creak and groan, as never before. (The ship had been designed for river patrol only.) Gaining headway fast, the storm had now broken on us in all its pent-up fury and mountainous white and green seas swept past as we twisted and turned, in the mighty waves. I had my assistant, ROGERS, strap me in the chair, then rope the chair to the nearby bulkhead, since the deck was assuming every conceivable angle but a level one. Above the din I heard an earsplitting crash and heard a seaman shout, "The stack has come down."

It had, and out of the radio shack door I caught a glimpse of it abaft riding the crest of a hugh comber. The radio shack, being located on the top deck, had prevented the water so far from reaching me. Then a deluge of rain bombarded us wfrom above and while the ship trembled and shook, the driving spume from the high breaking waves, descended on the shack. ROGERS immediately closed all ports and the door, muffling the outside din but tending to make the atmosphere stuffy, so much so, in fact that in a few moments, I opened one port nearest me. Mountains of green met my gaze. At that moment another loud crash was heard and I immediately noticed that my ear phone had gone dead. While I was pondering this, the door burst open and Chief MCKEE, dripping water, cried out, "The mast and your aerial just came down."

Making acrobatic attempts to stay on my feet, I rushed out on deck

and sure enough, there was half of the mast bumping along the starboard railing and the other half over the side in the sea, the trailing copper aerial wire holding the two pieces from breaking away altogether. A boatswain's mate came rushing up to me with the words, "The captain says to put up an emergency antenna."

To this day I do not know how ROGERS and myself ever erected that emergency antenna! I'll dismiss it from my mind with the thought that it was the only miracle I have seen with my eyes, though I'm at a loss to recollect it fully. At this stage, words are futile to adequately describe the harrowing scene about us. Seaman SWAZEY had been washed overboard while three firemen had broken legs and arms. We would cascade down a green slope at express speed, seeming never to reach bottom, only to have a thousand tons of water break over us and shake the vessel from stem to stern till I wondered what held her together. I'd look upward and see an incredible hill of green rushing toward us, then twist myself around a stanchion, hold my breath as tons of foaming ocean churned past. That ship seemed to go through every abominable motion at once as it received blows of incalculable fury. Above the shrieking and din could be heard our two heavy meat blocks, smashing around between decks. Death lay in their path and no one attempted to stay their jumping-bean antics! The raging storm seemed endless, as did the tremendous pounding that the ship was taking. The captain seemed calm enough as he shouted orders up there on the bridge and clung to the bridge rail with all four limbs. Once the quartermaster at the wheel allowed us to get in the trough of the huge seas and we did everything but turn turtle, in fact on one 59 degree roll, the WILMINGTON seemed poised and still as if she couldn't make up her mind to come back! With a shudder running through her length, she heaved back on another tremendous arc. I wondered at the time, how the firemen and engineers felt, being knocked around down in the bowels of the ship and shovelling coal in on the fires. For without headway, oblivion would be ours. From deep in a valley of green, we would emerge high on a hundred foot crest of a wave, the ship jumping insanely all the time. Forks of lightning from all directions completed the weird and terrible picture. Another gigantic upheaval of water threw our stern completely out of the sea and the propellers, released of their normal pressure revolved at ten times their usual speed. The shafts, in turn, did likewise and the ship quivered and trembled as if in some agony of travail.

With something in his mind gone askew with the frightening possibilities of it all, a weak-kneed quartermaster on the bridge shouted to the captain: "Shall I stop the engines, sir?"

Of course this was the worst possible thing to do and the scowl on the captain's face was one of anger as well as contempt at the man's weakness.

"Keep her headed into those G---D--- seas" was his contribution to that brief exchange of words!

Then to cap it all, just as ROGERS and myself finished a makeshift aerial atop the radio shack, the port engine broke down, leaving us badly crippled, with one engine and consequently one propeller. Captain BAUM came in on his second visit to the Radio Room and remarked crisply:

"Great work boys, now get an SOS out and some kind of an answer."

Using five KW and a five hundred cycle note, I hastily fingered an SOS out into the ether, the excessive power on such a small antenna causing a blue corona to form the entire length of the wires over the shack.

No response. Again and again I pounded out the distress signal of the sea. With my ear phones clamped to my head and the set tuned to its highest pitch of sensitivity, I concentrated all my faculties

to hear what I could through the sputtering static, caused by the storm. An answer from two sources!!!

NPO Cavite, P. I. and the oil tanker CUYAMO, NERC, had heard. After exchanging our approximate positions, it developed that the tanker was only eighty miles to the north of us and would immediately change her course and steam our way.

However, as if the elements sensed they were being cheated out of their prey, the storm began to abate as quickly as it came up, but we were so badly crippled that we permitted the CUYAMO to come to our aid nevertheless. Then too, we had shipped plenty of water.

About four hours later, the oil tanker hove into view and after the two captains exchanged viewpoints via radio and semaphore, we set our course for Amoy, China, the CUYAMO leading the way and the battered WILMINGTON limping astern about six shiplengths. Due to our five knot speed, we did not reach Amoy till hours later. A haven at last to make many necessary repairs.

At chow the next morning, several wizened veteran seamen of the old school, admitted that they had found a few new grey hairs amongst the old ones. Be that as it may, yours truly did not exactly relish the experience.

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H. Harrison YARWOOD

In December 1963, Harold Harrison YARWOOD sent the following THE NIGHT BEFORE A FIRE-SAFE CHRISTMAS to the Amsterdam Evening Recorder Amsterdam, N.Y.

THE NIGHT BEFORE A FIRE-SAFE CHRISTMAS

'Twas the night before Chistmas, when all through the house,  
Not a creature was stirring, not even a mouse.  
When down through the chimney, all covered with soot,  
Came the "Spirit of Fire", an ugly galoot.

His eyes glowed like embers, his features were stern,  
As he looked all around for something to burn.  
What he saw made him grumble, his anger grew higher,  
For there wasn't a thing that would start a good fire.

No doors had been blocked by the high Christmas tree,  
It stood in the corner leaving passageways free.  
The lights that glowed brightly for Betty and Tim,  
Had been hung with precaution, so none touched a limb.

All wiring was new, not a break could be seen,  
And wet sand at its base kept the tree nice and green.  
The tree had been trimmed by a mother, insistent,  
That the ornaments used must be fire-resistant.

And mother had known the things to avoid,  
Like cotton, and paper, and plain celluloid.  
Rock wool, metal icicles, trinkets of glass,  
Gave life to the tree, it really had class.

And would you believe it, right next to the tree,  
Was a suitable box for holding debris,  
A place to throw wrapping paper and string,  
For all the gifts that Santa might bring.

The ugly galoot was so mad he could "bust",  
And he climbed up the chimney in utter disgust,  
For the folks in this home had paid close attention,  
To all of the rules of good FIRE PREVENTION.

Following are two little ditties about MONEY.

SOME GIVE IT, SOME LEND IT.  
 SOME KEEP IT, SOME SPEND IT.  
 SOME SPURN IT, SOME CRAVE IT.  
 SOME WASTE IT, SOME SAVE IT.  
 SOME SCORN IT, SOME CHOOSE IT.  
 SOME FIND IT, SOME LOSE IT.  
 SOME HIDE IT, SOME STORE IT.  
 SOME LOATHE IT, I'M FOR IT.

And from H. H. YARWOOD:

SOME DETEST IT, SOME INVEST IT  
 SOME EMPLOY IT, SOME DESTROY IT  
 SOME HAVE IT, SOME HAVEN'T  
 SOME ARE BORN WITH IT, SOME ARE TORN WITH IT  
 SOME AID WITH IT, ALL ARE PAID WITH IT  
 SOME GAMBLE WITH IT, SOME RAMBLE WITH IT.  
 SOME EARN IT, SOME TURN IT  
 SOME MAKE IT, SOME FAKE IT  
 BUT IT'S ALWAYS POPULAR!

And finally - Can't Commit a Crime!

Armies can't commit crimes - Nations can't commit crimes - a Mob can't commit crimes - a church can't commit crimes - ONLY individuals can commit crimes, BECAUSE, you see, They are small enough to catch and punish. WHAT CAN'T BE PUNISHED, Can't commit a crime.

That's the end of the material that Robert Yarwood THIBault sent of his uncle - Harold Harrison YARWOOD's writings. When I started to type it up, I had hoped to get it off last spring some time - but it didn't turn out that way.

I have now retired - quit working last May 17th - and you'd think I'd have gotten this done long ago. However, My health wasn't as good as it might have been. I (and the cardiologist) thought it was from arteries that were clogged with chloolesterol plaque, but it seems that at least a large portion of my troubles were due to very low hemoglobin in the blood. A count of 4.2 when 'normal' is 12 to 14. After some blood transfusions, I'm feeling much peppier, and getting caught up on some of my back typing.

Next some information from others:

My cousin, Charles R. YARWOOD, called me one night from San Diego, where he lives and told me that he had received a letter from Joe MANZO with a question about YARWOOD's. Charles isn't into genealogy very much, so he referred it to me.

Joe wrote: "I am currently working on a YARWOOD family tree. I am descended from YARWOOD's (maternal great grand-mother), and would like to know as much about the name as I could; thus I am writing you. Enclosed, I am sending you a family tree beginning with my great-grandmother, (Willett (Yarwood) PELSANG), back as far as I can go.

If you can make a connection, please let me know. Even if you can't, if you can tell me anything about the family name's history, I would be most grateful. Also, if you know of anyone who has done research, or knows information, please let me know.

Very truly yours,  
 Joe MANZO  
 630 Cedarcrest Dr.,  
 Brielle, N.J. 08730

Joe's chart shows that his great-grandmother, Willette YARWOOD, who married PELSANG, was born 1852 in New York City, married ca. 1877, and died 13 November 1924. She was the daughter of Charles Magnus YARWOOD, b. NYC 1823, d. 3 April 1896, Brooklyn and Matilda RULAND, b. 1828, NYC, d 26 Jan 1882, Brooklyn. Charles was the son of William Cooper YARWOOD, b ca 1801, Poughkeepsie, N.Y., d 5 Feb. 1884, Brooklyn. and Nancy \_\_\_\_\_, b ca 1799, New Jersey, d 18 Dec 1881. Brooklyn.

This shows that there were YARWOOD's in New York state at least as larly as 1801. Once when I was in Brooklyn, I looked in the phone directory and noticed a Miss YARWOOD. I don't recall her first name, and never tried to contact her. That was about 1941, not too long before Pearl Harbor, and about 31 years before I became interested in genealogy

If any of you can help Joe - he'd greatly appreciate any help. ++++++

Miss Mary Delight CRAIGMILE, RR 1, Box 62, Knox, Indiana 46534 wrote recently that there were four babies in her line this year - descended from Mary Delight (Yarwood) CRAIGMILE - daughter of John Robinson YARWOOD. Ronald Allen SWANSON, b 15 Jan 1985 in Minneapolis, Minnesota,

Ryan Joseph DEDLOFF, b 22 March 1985, Knox, Indiana.  
Jennifer Lee ABBEY, b 29 March 1985, RR 1, Knox, Indiana  
Mary Helen NEWELL, b 24 August 1985, Alexandria, Virginia  
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Many thanks, Mary Delight.  
Incidentally, She is the one who introduced me to the idea of "Hello Cousins" - not so close as kissing cousins.

===== Charles T. YARWOOD of Memphis, Tennessee called one evening and told me that his grandson had been visiting Salt Lake City on his honeymoon and he and his bride visited the LDS Library there. Among other things, he noted Hugh YARWOOD in 1727 and Mary YARWOOD in 1728. Charles plans to send the rest of the information that they noticed, but it will probably come too late to be included in this issue of the NOTES. Besides this is about as full as I have room for - mailing costs rapidly get too geeat!

===== My Mother celebrated her 90th birthday on the 27th of September. Unfortunatly, I was unable to attend. The following evening, my brother, John - whose wife had died a little over a year and a half ago - married again. His hew wife, Bernice is a girl he had known while in high school. They had lost track of each other over the years, and just happened to get together some months after Marge died. I do not recall ever meeting Bernice, as she comes from a small town near Eldora, Iowa - and he went with her after I left town. Mother knew herparents, though, so I may have met her at some time or other.

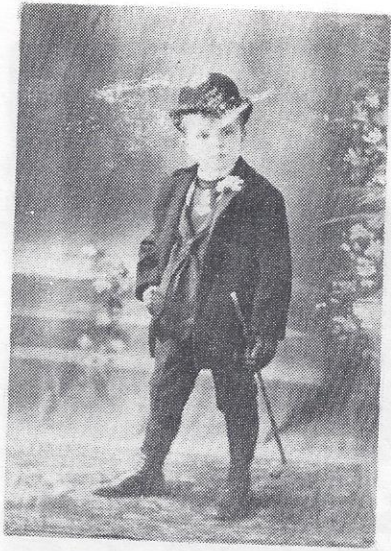
+++++ Guess I'll bring this to a close. Hope you like Harold YARWOOD's diary, and the rest. Do any more of you have similar writings from yourselves, ancestors, or other relatives?

Robert Y. THIBAULT's address is 9 Wilshire Dr., Delamr, N.Y. 12054  
If any of you wish to thank him for the material.

+++++ It's a little early, but - MERRY CHRISTMAS AND A HAPPY NEW YEAR!!

*William R. [Signature]*





Harold H. YARWOOD  
1899



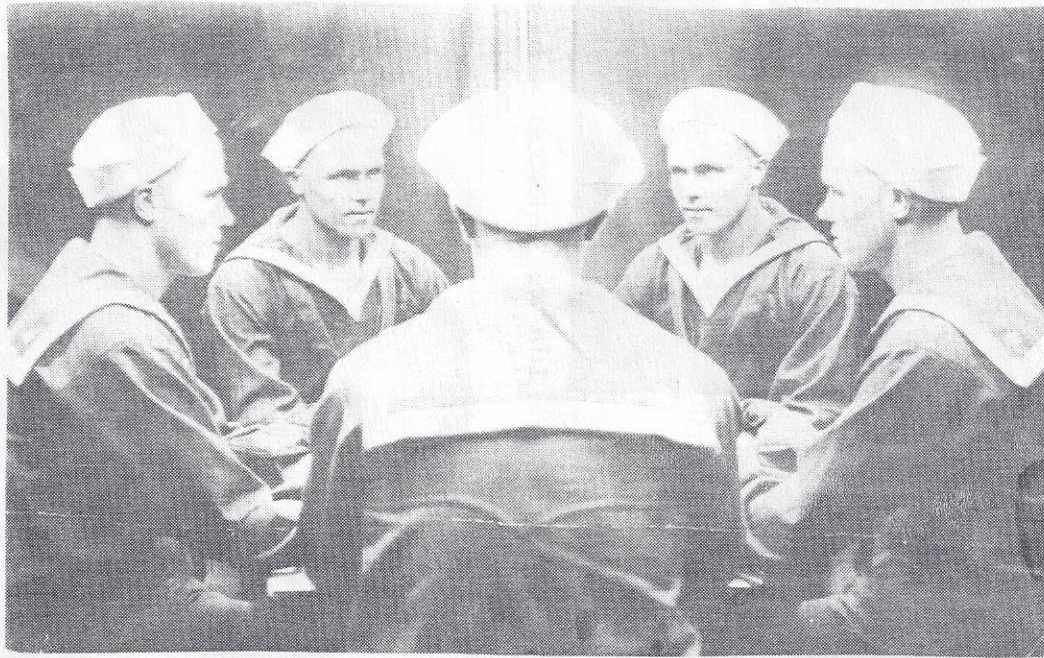
Ida M. YARWOOD - his  
mother



Harold H. YARWOOD 1920



Katherine Y. at  
school, ca 1918



Harold - five views - 1919

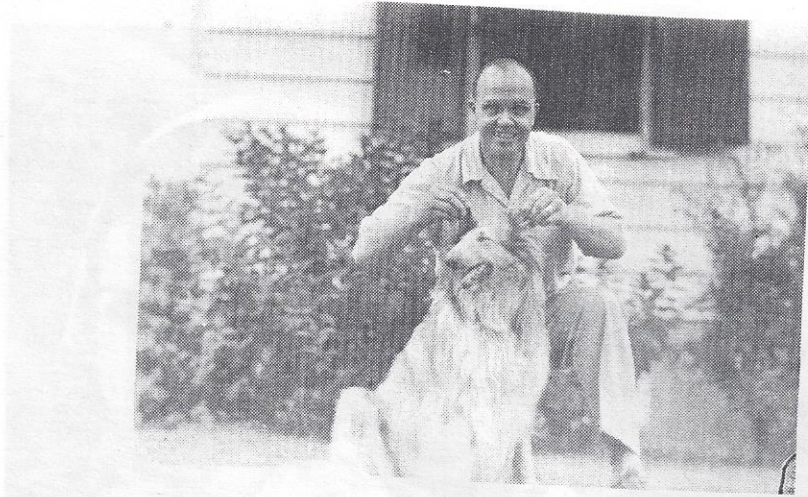


'Yours Truly' on watch  
USS WILMINGTON, Hong  
Kong, China Jan. 1921

Katherine YARWOOD  
1937



The five YARWOOD brothers and sisters.  
L to R - Gladys, Robert, Katherine (Robert  
Y. THIBAUT's mother) Harold, Mildred.



Harold H. YARWOOD, ca 1940



Robert H. YARWOOD  
October 1948