

INTRODUCTION

The Log covers the period from August 3rd 1914 to 15th May 1915. During this period Edward Charles Roden served as Lieutenant Commander RNR on the Armed Merchant Cruiser "Caronia". He was effectively 5th in rank on the ship.

The "Caronia" was built on Clydebank in 1905 as a Cunard liner. She was 19,592 reg. tonnage and had a speed of 19 knots. She was requisitioned at the beginning of the war. She carried a complement of 393 men. – 26 officers, 139 seamen, 1 boy, 37 marines, 161 engine rank and 29 other non-executives. She carried mounted guns fore and aft, and two six-inch stern chasers.

Edward Roden had trained on HMS Conway and served on Clan line ships before taking over the Liverpool Office of the Clan Line. He was the nephew of the owner, Sir Charles Cayzer.

When the war broke out, Sir Charles Cayzer, who was nearly 73, took every day charge of the main office in Glasgow. All his male relatives, except his eldest son, were fighting. His son-in law, Admiral Jellicoe, was Commander-in-Chief of the Grand Fleet. His other son-in-law, Capt. Charles Madden, was appointed Chief of Staff by his brother-in-law at the start of the war and in 1916 became Admiral Madden, second in command of the Fleet. Three sons served - Lieut. Commander August Cayzer RN; Captain Harold Cayzer, later Major, joined the 11th Hussars; and Lieut. Herbert Cayzer of the Territorial Army joined the 24th Division in France. Three grandsons served – Lloyd Vereker in the Navy and his brother Herbert Vereker in the army, and Charles Cayzer was commissioned in the 19th Hussars. Sir

Charles' nephew, Edward Roden, left the Liverpool Office to be a Lieut. Cmdr. in the Navy.

In recognition of this fact, Cayzer received the following letter from the King:

Privy Purse Office
Buckingham Palace
19th Sept. 1914

Dear Sir

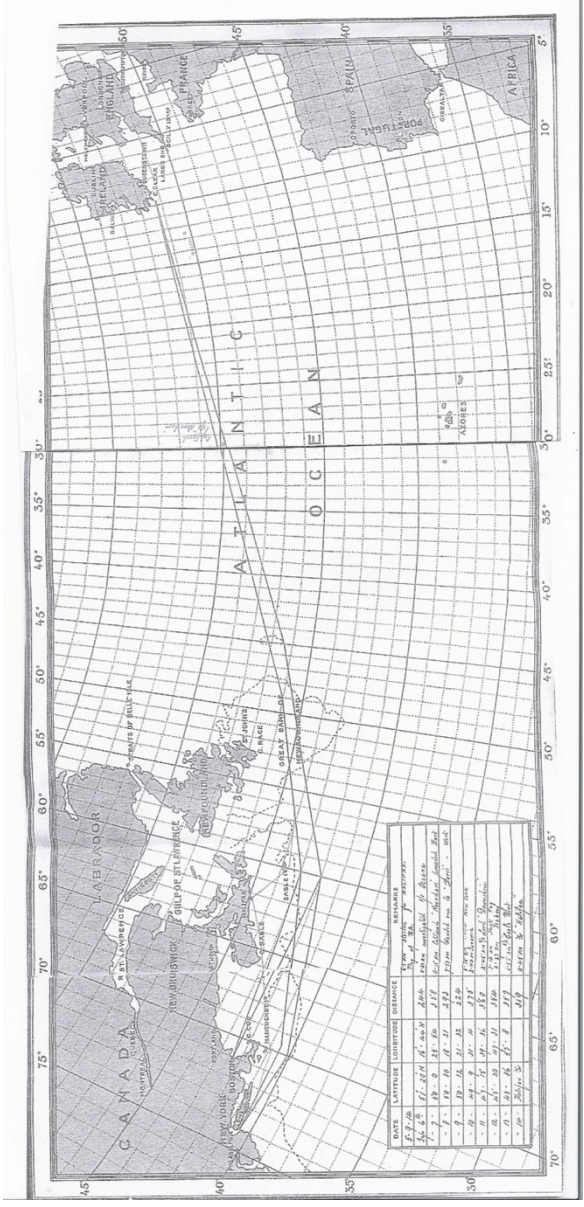
The King has heard with deepest gratification that you have nine gallant relations serving in the Navy & Army.

His Majesty sends you his congratulations, & hopes that you will convey the same to them, together with His Majesty's best wishes for their success, health & happiness in the noble career they have chosen.

Yours faithfully
(signed) William Carington
Keeper of His Majesty's Privy Purse.

Sir Charles Cayzer, Bart.

The log is written in pencil but is mostly easy to read. Where words cannot be deciphered they are followed by (?). Punctuation hardly exists and so, for ease of reading, full stops have been inserted. The use 'as' for 'has' is as written. The names of ships are printed without inverted commas: in the log they are sometimes used, and sometimes not.



THE LOG OF LIEUT. CMDR. E.C. RODEN, RD

3 AUGUST 1914 – 15 MAY 1915

Monday 3rd Aug. (1914) At Ullswater Hotel motoring with Richard Rutherford, Mr Murray Hall Lane and Party. at 9am received a telegram from home as follows: "Come home immediately you have orders to join RNR"- we at once got the car ready and proceeded with all speed home. I arrive in the house at 4.30pm & found the following telegram which had arrived on Sunday morning. "Proclamation calling out Naval reserves has been issued. you are to join Naval barracks at Devonport immediately. acknowledge instructions by telegram without charge. Registrar Seamen, London." They had wired saying I was on a motor tour and would get in touch with me as soon as possible. I now handed over my business and spoke to numerous friends by phone, saw Mr. Trevitt & he went with me to the station to catch the 11.22pm train for Devonport. being a Bank Holiday the station was crowded, and after getting a First Class carriage which was immediately filled with fleet reserve men more or less drunk, fighting for places at the window to say good bye to their friends while those outside men women and children fought for places to see them theirs. We left about half and hour late & I had a most uncomfortable journey to Shrewsbury where I had to change. I was lucky here & got a carriage with only two in it, a Caledonian carriage from Glasgow. one of the two was Lieut Walley RNR also joining up. strange afterwards we were shipmates in the "Caronia". he had just completed his twelve months RNR training in HMS Audacious & also had a flying certificate. It was a long weary journey down to barracks & we arrived there at 11 am. next day.

Tuesday 4th Aug Arrived Keyham at 11am after a miserable journey, tired, hungry and dirty. no food since leaving except a few sausages the nurses gave us who travelled in the next compartment. they had come from Glasgow and had been travelling 19 hours but got out of the train as fresh as daisies. On the platform at Keyham met Lieut Parks RNR so the three of us reported together. RNR officers and men up to this time has been drafted off the ships as soon as they arrived, many of them who like myself had not uniform going on board in their mufti. All leave was stopped at Barracks but after seeing Commander he allowed me outside to see if I could raise some uniform which I did at famine prices from a Jew; when I returned Parks had been appointed to HMS Talbot, the hall porter gave me a room, and after getting my boxes sent up I went down to the smoke room found quite a number of old shipmates. some I have not seen for twelve years in port. if this war had not broken out I don't suppose I would have seen them again. Mr August Cayzer was there & he told me his two younger brothers had gone to join the forces.¹ It was really wonderful at the barracks how the men came in, no bustle or panic & men turning up here at the rate of 9 & 10 thousand a day.

Wednesday 5th August War declared on Germany (night Aug 4th). strange at barracks to see working parties of blue jackets mowing the lawns while others drilling down at the quays; others busy gutting the men of war of all wood work, merchant ships being fitted out as store ships , amongst

¹ 'Gus' Cayzer was shortly released back into civilian life to look after the Company, succeeding his father as Chairman in 1916. He continued until 1943. His brother Major Herbert Robin Cayzer was mentioned in despatches and succeeded Sir August as Chairman. He became Lord Rotherwick.

them Harrison's "Statesman", "Carigan Head" Albatross, "Ascanius" etc.

Thursday 6th August At Barracks awaiting appointment. a great number of the officers who have joined after me have received appointments; found today I was to be Lieut Cmdr RNR ² Afternoon got leave but kept in touch with Barracks every half hour. I have met there Lieut Cmdr Brindon RN & Woodward. also Asst paymasters Cunningham and Vessiter, old shipmates in the fleet & Lieut Parker RNR Brown Williams etc.

Friday 7th August Still at Barracks. after lunch Lieut Thompson-William RNR Tongue, Walley, Jones received appointments to proceed to Liverpool 7.30pm with a draft of men to join HMS 'Caronia'. how I wish I was going with them. I went ashore with Brown and Dolphin to show the first named the town, kept in touch by phone & returned 6.30pm in time for dinner. Lieut Jones RNR 2nd officer of Clan Mackellar appointment cancelled. he is very sad. At 10pm I had orders to join "Caronia" immediately & packed up leaving barracks 11pm in taxi to catch the midnight train for Birkenhead Woodside. arrived Mill Bay station 11.30pm a great crowd waiting. several soldiers with officers going to Fishguard for Ireland.

Saturday, Aug. 8th Left by London train 0.30am.for Bristol first change. arrived 4am so went to first hotel, rang up hall porter, place full so had to shake down in smoking room. called 7am. had breakfast and caught the 9am. train. had to change Shrewsbury. in train met Marine Super engineer

² In the Royal Navy List monthly 1916-17, Edward C Roden is listed at Lt. Cr. Seniority 7 Jan 1913. How this comes about I do not know – perhaps seniority was backdated when so many officers were promoted in 1914.

Mr.F.C.Nicholson for Clyde Shipping Co, going to Glasgow from Cardiff. Arrived B'head about 3pm., left luggage at station, rang up home. Mater very surprised to hear I was back. went up home, had a change of linen & something to eat & went across to join. Mr Cropper kindly came with me as far as ship. 6pm. reported myself to Capt. Litchfield RN & got settled down. No leave for anyone. busy getting ship ready for sea. The fellows who came ahead of me very surprised to see me.

Sunday 9th. No leave, working night & day to get ship ready & have everything done in a week. all passenger accommodation gutted & you never saw such a wreck the ship looks. coaling night & day & everything painted black & grey. A splendid crowd of officers and men on board & I am certain when things get squared up we will all be able to make ourselves very comfortable – the company are supplying all linen & messing.

The officers are as follows:

C= Conway W= Worcester

Capn. Litchfield RN

Commdr. Smith RNR, late Master of Ship

Lieut Cmdr Pebbles RN No.1

*

Lieut Cmdr E C Roden RNR =C

Lieut Pennington Williams RNR BI

Master

Lieut McConkey RNR of ship Chief

Lieut Besset RNR of ship First

Lieut Annal RNR of ship Second

Lieut Tongue RNR Chief Officer Royal Mail

Lieut Walley RNR Cunard

*

Midman Wadsworth 4th Royal Mail =C

Midman FE More 4th P & O

Midman L Morgan =C
Midman A G Morgan 3rd Clan Line =W
Midman Hayes 4th City Line =C
Midman Collins 3rd Harrison Line =W

Dr. Scott RNVR
Dr Peebles Brown tem RN
Dr Barrowclough tem RN

Asst. Paymaster Bennet RNR
Clerk Templeman Cunard
Clerk Kissack Cunard

Chief Engineer Downie Cunard
2nd Engineer Brown Cunard

*Lieut Comdr Howson RNR - joined Aug 24th
Liverpool
* Lieut Park do.
* Sub Lieut Barr - joined Halifax Dec 11th.

Gunner Hayden RN
Marconi Mr.Mawdsley
Mr Calver
C.P.O. Richards RN
Engineer Fifteen Cunard

Have been in touch with them at home by phone. very useful the Cunard marine office at the head of the ship. Met Mr A Booth & Mr Lister on board of course. very surprised to see me. the first named sent a very nice letter in the name of the firm wishing me "God speed". Forenoon rang up all Rayners shops & the last one found some-one in so told him to wire Mr Rayner at Southport to get in touch with me by phone which he did at 1.30pm, afterwards coming down on board.

so got fixed up with everything in the way of uniforms for this cruise. the other officers very pleased as they wanted numerous things & on the whole Rayner did not do a bad stroke of business.

Monday 10th August After breakfast 10.30am I went to see the Capn & explained my position regarding the office & he allowed me leave till 10.30am giving my word of honour as a gentleman that I would be on board by then. So went in uniform to town & arrived office 8.50am dictated several letters & saw Mr Macaulay & head of all departments & Capt Barr. Mr Trevitt came over to see me & after getting all the morning papers arrived back on board 10.15am feeling easy in my mind & now ready for anything.

Left dock at 1pm & you would not know the "Caronia" painted all black with the exception of the boats and saloon deck & we are going to paint these grey when we get outside. our armament consists of 4 4.7 guns forward and 4 aft. After arriving in the river we swung for adjustment of compasses & then proceeded outside the Bar to test our guns which we did by firing one broadside at a time & the shooting was excellent. We have 11 naval PO captain of guns. After testing guns landed pilot & gunnery expert who was one of the staff last time I was at Whale Island. We then proceeded South in fine clear weather with smooth sea.

Tuesday 11th August Passed Tusker Lt. 4am, rounded same, proceeded to the Westward under various CMG RA ensigns. 4.15am joined Admiral Robert S Phipps Hornby HMS Doris, HMS Isis, HMS Minerva. Diana sent a boat & our Capn went on board. 5.15pm Capn returned & we proceed by ourselves to the westward. Very fine sight to see the cruisers rolling in the Atlantic swell with all their teeth showing. My duties now are to keep all the night watches with Lieut Walley RNR & as of course we naturally steam

without lights it is a bit strange in charge up there without a single light showing, all ports deadlights etc being masked.

Wednesday 12th August Cruising to westward 1am stopped the Leyland s/s Nessian from Pensincola. she did not know war was declared. 1.45 stopped the s/s Ben Vrackie New York for Manchester. he reported passed s/s 'Acquatainia' the previous day. We are now attached to the E squadron which consists of Doris 'Flag', HMS Minerva, HMS Isis, HMS Venus, HMS Juno, Mauratania Acquatania, Lusatania Caronia. these are in order of their fleet numbers. We stopped the Maria-de-Larrinaga but she had nothing to report.

Thursday 13th August Still proceeding to Westward fine clear weather, slight sea with moderate breeze. 4pm stopped the barquentine 'Rachild' (Swede) bound from Freemantle to Bremen. Capn had boat ready manned to board him when we received wireless message that a German cruiser was to the westward of us so proceed back full speed to Eastward. Night weather came on thick & dirty full speed no lights.

Thursday 13th August Still thick & dirty lucky nothing sighted. 3pm. hard going and ?? sighted Fastnet Rk at first looked like a Dreadnought coming down ahead.. Everyday control stations fire drills etc. crew shaking down with drilling of course every day. We have also had some time to get some of the dirt off her. No 1 busy throwing overboard deck seats wood work etc as fast as we can. Off Fastnet received wireless from Admiral to proceed on a line of course between Daunt's Rk & Scilly Islds. patrol duty 12 knots one hour each way line composed as follows in order Caronia - Doris - Iris - Minerva - Venus. thick dirty weather & as we are across

the track of vessels bound East & West it was a very anxious time on bridge.

Friday, 14th August Still thick & dirty. still on patrol duty & as in thick weather watches are kept on the guns as well as night it makes it pretty heavy work for every one as you are watch & watch & you never know how much you are going to get of your watch below. 6am loom of vessel under port bow, put helm hard a starboard & just cleared steam trawler so close got her name the 'Roza' of Milford Haven. 3pm thank goodness weather clearing. 3.30pm fall out watches on guns. 9.0pm dark but clear. vessel sighted loom of ship sounded off general quarters. vessel then made the demand signal. our lamp failed us for a time & afterwards we had nearly been fired on by the 'Doris'.

Saturday, 15th August Fine clear morning. I have now moved from 4th officers cabin to No A2 state room a great change for the better. it is very hard to realise while sitting writing this journal that we are at war, but on going on deck you see the men busy drilling at their guns & realise how much depends on the gun-layers. daylight sighted RMS Olympic bound east, also several steamers including the Acquatania of our squadron. 6pm practised ammunition supply parties, my party against the after-one, my men beating them hollow. Evening issued slops to firemen and stokers including sailors suit & uniform cap as I have the stokers division. I am wondering what they will look like at muster tomorrow.

Sunday 16th August Fine clear morning. at daylight sighted the American liner St Paul bound to westward. 9am Divisions. my stokers & firemen off watch 120 fall in on Fore deck & really the change was wonderful all so clean & smart after ten minutes drill they could spring to attention like one

man. I am quite proud of them. Thank goodness after church service I had a quiet day. First since we started.

Monday 17th August Have had no news of any description. everyone keen to know more how the war is going on. daylight news posted up on ship having come through Polder??? during the night. 3.0pm sighted 3 torpedo boats and as we could not recognise them sounded off general quarters & kept all our guns trained on them. on coming closer saw white ensign & they signalled that they had been ordered patrol between Daunt's Rk & the north end of our limit. reported four German submarines, otherwise no important news.

Tuesday 18th August Lovely fine clear morning. 5.20am wireless join Doris. joined 11.0am. had target practice, excellent firing. afterwards proceeded to Wesward to rendezvous. sighted several vessels but nothing of importance through the night.

Wednesday 19th August Daylight sighted two sailing vessels. bore down on first, a schooner, and found her to be French. The other a large four masted barque, no colours and on getting closer saw she had her name painted out. went down flying German ensign. she replied with the same. we at once hoisted White ensign & demanded her to heave to, after which ordered her to take in all sail. the boarding officer Lieut McConkey RNR boarded with normal boats crew and reported she was the 'Odessa' of Hamburg 102 days out from Mexillones (Chile) with 4850 tons Nitrate. Falmouth or Queenstown for orders. Regd tonnage =2915; gross tonnage = 3040 tons. Owners Rhederei – Aktien-Gesellschaft von 1896. 11am. I boarded with forage crew consisting of 8 sailors and 8 mariners with arms took over from Lieut McConkey RNR & posted my men. afterwards

prepared for towing. 11.30pm everything fast & we proceed to Birchaven in tow of Caronia. I also had midshipman Collier, an excellent young fellow. We found the Captain G Gäbler & his officers very nice fellows & they treated us with every hospitality while on board. they were very surprised to be captured as the day previous they had fallen in with a French Newfoundland fisherman bound home & after getting some fresh fish from them had heard war had been declared with France and Germany but no word about us. at any rate they were glad they had not fallen into French hands. their crew consisted of 31 hands & strange to say not one of them married. we boarded them in Lat. 49'40N Long. 11.53 W. On talking to the mate it turned out she was Brocklbank's Holkar, the first ship I was to have gone to sea in but owing to illness I could not join and afterwards joined the 'Belfast'. The 'Odessa' had been under three names ie Holkar. Adelaide and Odessa, her last owners only having her a year. Afterwards I found out this was the largest sailing ship Co. in Hamburg, they having some 25 vessels & that one – the Olarida, a 3 masted full rigged ship of 2200 tons left from same port ten days after this one with the same cargo on board. this information I signalled to the Captn. We had a peaceful night & it was practically a dead calm with westerly swell she towed very well.

Thursday Aug 20th. Daylight off Birchaven proceeded slowly & when 2 miles off cast off. Had a job to heave in port cable to which wire attached owing to two teeth having been broken in windlass through us taking a sheer trying to equal port wire & manilla hawser. at last hove in to 15 fathom shackle knocked out pin and they hove aboard. Caronia proceeding slowly up harbour. had my Starb anchor ready for letting go. Guard boat now steaming alongside Caronia. took a sheer carried away manilla so let go anchor in 30 fathoms as we had to let go from cat head. thought whole

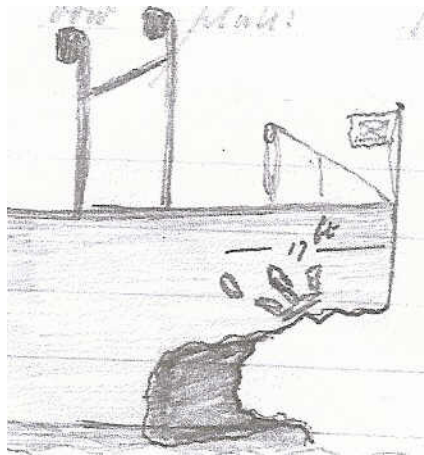
windlass was going over side. by this time quite thick. could not see Caronia. kept bell going. about 9am Gunner & armed party consisting of soldiers RGA & three blue jackets took over the ship; just after the boarding master came on board. and Lieut Cmdr RN & I handed the prize officially over to him. My party now returned to the Caronia in a Clyde Shipping Co. tug. I took 2 Englishmen crew of the Odessa on board & reported to the Capn, handing over lists of stores, furniture and money on board. 11am got breakfast & then turned in. Evening pleased to hear change in watches. still night watched but two hours bridge and two on guns. Walley & self one watch. Tongue & Benet the other. 8-12; 12-4; 4-8., logged & pleased to say got 8 hours in. 2pm. hove up anchor proceeded to join Admiral. has clear weather, in fact we are having a lovely spell of same.

Friday 21st August Lovely bright clear morning. joined 'Doris' at 6am after exchanging various signals one in which he congratulated us on our valuable prize. we parked on Admiral's instructions to cruise on trade route. did not sight a single vessel all day. evening weather came in dirty with drizzling rain. as Mr Walley & myself have the eight hours out. it is not very nice, although this new system of watches – two hours on bridge and two on guns – gives you a certain amount of relief from eye strain as while on bridge you are always on the alert to act in the shortest notice. 'Aquatania' near us but have not spotted her.

Saturday 22nd August Still wet & dirty proceeding to RY. Daylight came in with heavy & drizzling rain, afterwards turning to fog. proceeding twelve knots, everyone on watch keeping sharp look-out as we are running right across trade route for Westward & Eastward bound steamers. heaven help us if one bags us end on. Afternoon fog thinned a little, see enough to get out of the way of anything if officer of

watch sees it in time. it would be hard lines now to be sunk by one of our own ships. Today have decorated our mess with flags. looks A1. White Ensign with picture of our King, two large Cunard flags, Blue & Red Ensign. Weather improving but pleased to say you can see a safe distance. Have not seen a single vessel.

Sunday 23rd August Drizzling rain, fine later. 4am received wireless to proceed full speed to Fastnet & convey Aquatania to Liverpool. 9am. Divisions & prayers. sun came out. 11am. came in thick & hazy. 11.30am sighted land & afterwards 'Doris' on port beam turned round South & Admiral P Hornby told to take station four cables (200 yds one cable) on his starboard beam. 11.38am sighted Fastnet Rk ahead & just afterwards saw Aquatania. on getting closer saw she had been in collision with something as her stern.broken & bow plates turned to starboard. noon proceed to convoy "Aquatania" taking station four cables on her starboard quarter. speed 13 knots. 1pm thick fog, sounded whistles. evening fog cleared. midnight passed 'Tasker', clearing all the time. First watch. Ag'ia steering, broke gear.



Monday August 24th Fine clear morning 7am passed South Stack 8.15am pilot boarded. Aquatania signalled to proceed independently. sighted Leyland liner Canadian ahead listed to Star & down by stern. wonder if A as been in collision with her. 11.17am passed Bar Lt. weather clear but showery. getting ready for entering port. noon proceeded into Huskisson Dock & made fast in our old berth. Canadian on the other side of dock found A had been in collision with her. luckily struck her in deep tank abaft engine room & as same was loaded with timber this accounts for A's bow. understand upper part of same passed right through chief engineer's cabin. Understand A now waiting outside Bar Lt. for the Gladstone dock as the new dreadnought HMS Erin entered same today. We commenced coaling on arrival & as a great deal of same is going down the holds we are up to the eyes in coal dust & as there is no leave I for one am sorry we came back. We are on three hour watches in port, 3 on 9 off, which is not so bad. In the afternoon rang up the office & pleased to hear Fred had come up from London to look after same for me. I also rang up the house & glad to

say all A1. At 6pm Fred came on board & dined with me so got all news re our own fleet to date. He left 9pm & I went on watch till midnight. expected to have some trouble with stokers trying to break leave but pleased to say it was a peaceful watch.

Tuesday Aug 25th Fine clear morning. got papers from shore to date. will be pleased to hear of a decisive victory for the allied forces. Two officers joined this morning – Lieut Cmdr J Howson RNR & Lieut Park RNR so this will make it easier for us regarding watchkeeping. the first named lieut was appointed to this ship two days after she had sailed. Afternoon Fred & Mr Trevitt came down to see me. I had just come off watch from noon to three pm. All the officers have their wives on board as they wired for them yesterday. At 7.30pm Mr. Cropper & Dick Rutherford came on board & so we all stay in my cabin & had a good yarn & smoke. they left 9pm. I took them ashore & then turned in as I have the morning watch.

Wednesday Aug 26th Turned out 3am for morning watch . coal dust & dirt & now raining. to help things find twenty firemen & stokers broken out of ship, several returned now in cells. rang up office in morning to Fred & also home at 10am heard we are not sailing until the early morning tide. At 5.0pm Fred & Jim Harris turned up had a good yarn. Jim left at 6pm & Fred stayed on to dinner. very pleased to see them both; after dinner Fred came along to my room & we had a long talk about the business etc. Fred left at 9.30pm wishing me every luck & I then turned in for our early start into the river; we are going to swing for compass adjustment through the night. most of the firemen returned & were promptly put under arrest & lodged in the mail room.

Thursday 27th August 1.0am unmoored. 2.40am entered the river & came to an anchor abreast of Mariners' Home. a lovely fine clear morning. 8.55am hove up anchor & swung ship for compass adjustment. while we were on the river we were a source of great interest to all the people crossing to business on the ferry steamers. 9.30am saw the Mater on the New Brighton boat, gave her a wave but do not know if she saw me. 10.30am proceeded to sea. 0.24pm stopped outside Bar Lt. & discharged the pilot. Aq at anchor waiting for the Gladstone Dock, HMS Erin now occupying the same. 2.30 pm passed Great Ormes head & the SS Laconia passed, her funnel being painted black with broad red bands. 4.10pm rounded S Slack & proceeded S in lovely fine clear weather with calm sea. 10pm Passed Tucker rounded and proceeded to RY

Friday 28th August Fine clear morning . after 8am came in hazy turning to thick hazy weather. 9am Captain saw defaulters. 9.10am watched doubled. hope we are not in for a spot of this dirty weather. 4pm came up with the Doris, Ocean & Venus. sent boat to Flag ship with letters & provisions & at 5.30pm proceeded. Doris & Venus to southwest & Ocean & ourselves to the northwest.. we are going to take up our position on the trader routes ours being on the 50th parallel to 20W covering a distance of 9 miles. weather improving, later fine & clear with smooth sea. a very beautiful sunset. There is very few vessels in sight & no doubt by this time all German ships have run for shelter barring a few sailing craft.

Saturday 29th August Day commences with drizzling rain, clearing later. 10am sounded G2s & after launching target did some firing & very good shooting to.(sic). Hear we are on this trade route till Sep 2nd. 2.13pm stopped & signalled Spanish steamer 'Gracia' of Bilbao from Pensacola to

Liverpool with a wood cargo. Reported having seen a French man-of-war but no German. Was allowed to proceed. 5.25pm stopped British s/s Alston of West Hartlepool, Glaveston to Liverpool. wheat cargo. Reported having seen no men-of-war & was allowed to proceed. Evening went to collision stations. weather now very fine with light w'ly wind. very clear.

Sunday 30th August A beautiful fine day with smooth sea. very hard to realise we are now at war. Did not sight a single merchant vessel all day. at 7pm joined up with HMS Ocean & took up station on her port beam five cables. Had church service on A deck in the forenoon. as my stoker division consists of over 95% R.C, I marched them aft on port quarter deck with the remainder of the RC & got one of the men to read some of their prayers to them. next Sunday I hope to get some one to give them their church service. Evening wind and sea freshening.

Monday Aug 31st Fresh SW'ly breeze, slight sea. 6am sighted small 3 masted schooner & proceeded down to her. he was the Valkyrien, a Dane bound for Dingle Bay Ireland with a cargo of timber. still keeping station with the Ocean. 6pm stopped engines. 6.15pm my watch, sighted large steamer in haze bound East. gave chase & signalled her to stop. she signalled Corinthian of Glasgow, Montreal to London. as she was altered & funnel painted black Capn sent boarding officer Bissett on board who reported all-correct. she had a large number of reservists on board who cheered heartily when our Capn signalled over a message wishing them luck.

Tuesday Sept 1st One am thick fog came on. we parted company with Ocean arranging to pick her up again next day. Daylight still thick. morning usual drills, officers pistol

firing & midshipmen pistol drill. Mariners firing volleys at targets. Noon no sight yet of Ocean. still thick. usual double watches. wish it would clear. 3pm fog almost cleared. joined Ocean. 4pm carried out our 303 target practice, Ocean towing the target. very good firing. nothing of any importance happen today. wish we could fall in with a fat prize.

Wednesday Sept 2nd 0.20am came in dense fog. still on beam of Ocean. kept our position by signalling by fog horn every half hour. 3.45am fog lifted & day broke with fine clear sunny weather with smooth sea. at 10am steamed away from ocean as she wished to carry out some target practice. Forenoon Bisset, Walley & self at signals. glad I kept up my semaphore. am a little rusty in morse. Crew at various ?tasks & party painting white bands on funnels. also rigging gaff on foremast & main-mast to represent St. Louis or St Paul of the American line. now steaming to eastward to RV 6 = Lat 51.0 N Long 11.10 W with Ocean.

Thursday Sept 3rd 9.15am misty weather arrived. RY & joined Flag Doris Venus Juno, unchanged signals. Ocean & Juno proceeded in execution of orders & Caronia, Doris & Venus proceeded to southwards one mile apart, Doris in centre. I am sorry it was not clear as when we were all together it would have been a splendid snap shot. 11pm. came on thick so doubled up watched again, guns etc. 4pm stopped & sent boat to Flag with our mail. wonder whether we will receive letters from home. while stopped saw large spar floating upright covered with barnacles. looked like part of a vessel's mast. 5pm proceeded. 9pm Doris left & we proceeded with Venus under our orders, we being the senior ship. No sign of a single merchant ship since the 31st inst.

Friday Sept 4th Cruising with Venus. morning exercised G2s & fire control. 4pm sighted steamer. ordered Venus to give

chase & examine. reported her as the s/s Armiston of the Armiston steamship Co Ltd bound from Port Talbot to Sand-say. house flag etc correct, so ordered her to proceed. 7.22pm Venus parted company & we proceeded to Birchaven at fifteen knots. weather hazy but fine with moon. nothing of importance through the night, we only passing one tramp steamer.

Saturday Sep 5th Arrived Birchaven at 6am only sighted the Gull Lt six miles. more haze than we thought. anchored inside ahead of the Ocean and next ship Doris. Great flap on board here, shifting of cabins etc to make room Admiral Hornby & staff. Unusual Saturday morning routine cleaning ship. We are anchored inside. it is a very fine harbour surrounded by hills & looks very pretty although we did not see it under the best conditions. it was very hazy with drizzling rain. 3.31pm Rr Admiral Robert Phipps Hornby CMG,RA came on board with his staff. we were all lined up to receive him & our Capn introduced him to us all. at 4.30pm hove up anchor & proceeded to Halifax N.C. at fifteen knots. as we left the land the weather improved & by midnight it was fine & clear with bright moonlight. Admiral & Capn dined in our mess & he by all accounts is a very nice fellow. 11.30pm stopped the Oriana of Stockholm bound to the Cape as I recognised this steamer when our searchlights were on her as one of the Swedish South African line. I went & told the Owner & he allowed her to proceed.

Sunday Sept 6th 1914 A lovely sunny day with smooth sea. Morning usual divisions & prayers, the Admiral attending. unfortunately he came round my divisions of firemen & stokers before I had time to square them up. after he had gone, I got the G.I. to give them a general shake up. my word, before we finish this commission they will be quite a smart lot. I superintended the R.C. service & to day got the

Carpenter's mate to take same with great success. afterwards we sang God Save the King. At lunch the Capn asked me to tell the Admiral about our prize the Odessa. The Admiral dined with us in the mess. he is an awfully nice fellow. also his staff. this brings our number up to 30 who sit down to table. My 6 to 8 dog watch. find one of the Admiral's signal staff was on the Pegasus with me. he was retired from the service & in the fire brigade in London when called up. this brings the total of men up to 3 – one Implacable and two Pegasus who sailed with me. We are now keeping a sharp lookout for the s/s Noordham. this steamer we are informed is crossing from the States with 400/500 German & Austrian reservists on board. Also a large German sailing ship the Calnbeck which was reported by wireless by one of the Atlantic transport line. Evening No.1 asked me if I would take over the Firemen & Stokers all together which I naturally did. So now I am responsible for their quarters etc.

Wednesday Sep 7th 1914 My 4 to 8 am watch. day commenced with lovely weather with smooth sea, not a cloud in the sky. at 5.30am passed through a large school of whales, the most I have ever seen at one time. 10am. went to G2s. Admiral came round and seemed very pleased with my F.rd supply party. afterwards went to .303 aiming floating targets. did some very good firing. 11.30am having received the position of the Noordham through the 'Franconia' proceeded full speed & at 1.30pm sighted smoke two points on the Sta'd bow which afterwards proved to be our quarry. signalled her to stop but she did not do so fired a blank charge. as she still went full ahead fired two shells across her bow. she immediately stopped & went full astern. 30pm Lieut McConkey, midshipmen & wireless operator boarded & on boarding he reported 290 Germans & Austrians on board. the forage officer Lieut Hanson RNR & Lieut Parls TNT with twelve mariners went on board & took

charge of the ship, McConkey & boarding party returning. 6.25pm proceeded back to eastward, the Noordham keeping 4 points on Port Bow, speed 15 knots. The S/S Noordham is a twin screw steamer of 7970 nett tonnage belonging to the Holland American Line. Wind & sea freshening. The Noordham looked very fine as night came on in one blaze of electric light. We are going to hand her over to our cruisers to convoy her to Queenstown.

Tuesday, Sep 8th 1914 fine clear morning. still proceeding Eastward trying to get in touch with Doris to instruct her to come to the westward to meet us. From signals received Lieut Hanson here she has a large amount of foodstuffs on board consigned to German firms, one parcel consisting of 30,000 c/s of Quaker Oats. 6,10pm sighted Doris & 0pm sent over our sea boat under charge of Lieut Walley RNR. before doing so had to manoeuvre for a lee. Doris sent forage crew on board to take her over, I hear in charge of Lieut Pooley RNR. we also put our mail in Doris boat while alongside s/s Noordham. 8pm our boat returned after a nasty passage back, hoisted same, & proceeded 15 knots for Halifax again saying goodbye to Doris with our prize. Wind & sea freshening to moderate gale. am afraid if we had been two hours later it would not have been prudent to have launched our boat. The Doris used oil for hers. 10pm Rough head wind and sea. vessel shipping some heavy sprays for'd.

Wednesday Sept 9th My 4 to 8 am watch. day breaks with fine clear weather, blue sky, wind and sea decreasing. by 10pm moderate to a fresh breeze. Morning exercised control, usual drills etc. Have a new wash house for my Firemen. by Sunday will have a marked improvement in their living quarters. sighted nothing all day.

Thursday Sep 10th Day commences fine after a dirty night of rain & wind. forenoon exercised collision stations & abandon ship. 11am American liner New York passed bound to the eastward. 2.40pm signalled French barquentine she had nothing to report. 3.30pm signalled the s/s Saxonian of London bound to Dartmouth cargo oil. she reported ice. Walley takes first part of middle & as usual brings on dirty weather. believe he is a Jonah.

Friday Sep 11th 1914 Dirty with heavy rain squalls 3am suddenly in my watch came up to steamer close on Star'd bow. she going the same way with her stern light out. she signalled us but our Capn would naturally not give her our name. We got from her that she was the s/s Lord Devonshire from Manchester to Galverston. I wonder what they thought of this black mass rushing past them in the haze. Double watches again owing to the weather. Keeping a sharp lookout throughout the night for ice. In the forenoon watch sea temperature jumped from 53° to 70° this on account of the steamer coming into the Gulf Stream.

Saturday, 12th September 1914 Day commences with rain & fog. several times slowed down on account of meeting ice. 2pm passed ice-berg. luckily weather had just cleared as it was right in our track. 60 feet high. It looked very pretty with the sun shining on it. before noon wind shifted to Northward and the temperature as dropped considerably. now blowing a gale. ship spraying for and aft. 2pm with shift of wind weather improving & now fine & clear. 6pm passed large iceberg on port side. it must have been quite 200 feet or over in height. 7pm got first sounding so now on the Banks of Newfoundland. saw several fishermen. fine clear night.

Sunday 13th September 1914 Lovely fine clear morning. quite warm again. Firemen looked very well at divisions after Capn had inspected them. I went the rounds with him. he seems very pleased with their quarters & it will only be a matter of time before they will be clean & sweet.

Monday 14th September Passed Sable Island 1.30am I having the middle watch. Day breaks with lovely clear weather. smooth sea, several sailing craft about. Crew busy getting ship ready for coaling. not looking forward to it. As I understand it a Welsh coal. still getting our daily news by wireless & same still satisfactory. 10.30am arrived off entrance of the port sand hills each side strange – ones to southard white & to the North red. 12.45pm came to anchor off the town. looks a very pretty place. my 12 to 3pm watch & then standby officer till 6pm. Usual leave to officers but all ranks have to go ashore in uniform. Hope myself to get a run ashore tomorrow. I have all night in tonight, first I have had since joining the ship. The weather is just perfect here. not looking forward at all to the cold weather.

Tuesday 15 September 1914 A bright sunny day. Busy coaling, thank goodness it is shore labour. my 9am till noon watch. At 10am Admiral & Capn went on shore. We are also taking in 250 tons of pig iron for ballast. Went ashore 4pm with Liuet Comdr Howson RNR. it is not much of a town in the way of buildings. we went on board of the R Mail s/s after a walk round the place & then had a fish supper. it was a nice change after the food on board. came on board 11pm. We have given leave to half the ships company & pleased to hear only one leave breaker.

Wednesday 16th Sep 1914 Lovely bright morning again. what a lovely spell of fine weather we have had. Still busy coaling here. it will be about Friday before we finish. The

Glory I hear due then, when I suppose the Admiral will transfer his flag. At 4.30pm went ashore with No. 1 to do some shopping, found it was early closing or something so could not get anything. Yesterday bought an electric stove, overshoes etc preparing for the cold weather, & I understand it can be cold out here. Back on board by the pm boar & turned in early as my watch from 3am to 9am tomorrow. Received our mail today this is the second since we commissioned.

Thursday 17th September Up 3am. fine clear morning. hope to get ashore this afternoon. 8am finished the 250 tons of pig iron ballast in No.2.hatch. 10am Had photo group taken of officers with Admiral & his staff. 1.30pm Went ashore with Capn Smith. had a lovely drive over 2 hours. went over an old French fort dating back 206 years. very interesting. Stopped at club & met Mr Ross Macdonald & Morrow. first named a friend of Smith's. he has put the yacht the 'Salamander' at the disposal of the Canadian Government. she looks just like a small destroyer and as a speed of 27 knots. Mr Macdonald is an MP & all are very nice fellows. we dined out at the club with the latter, afterwards catching the 11pm boat. On arrival on boat heard that a fatal accident had happened. A small boat containing an apprentice & one man had been run down ahead of the ship, the man being drowned. the apprentice brought on board by our steamer boat 7 now in sick bay. my watch commences midnight to 3am. glad when it is over. Accident was caused by them crossing the bow of the steam ferry boat which runs to Dartmouth.

Friday Sep 11th 1914 Fine but cloudy. nothing of importance this day. still coaling.

Saturday Sep 19th 1914 Day commences fine but dull. at 8am Admiral's Flag transferred to HMS Glory; still busy coaling. at 4.30pm hove up anchor & proceeded to sea. no-one except Capn knows our destination. I was disappointed in my electric stove, the Canadian Electric Co having only one in stock. The scenery was very pretty sailing out & the afternoon ideal. Outside we steered a course to the eastward & heard we are going to patrol off New York waiting for several German steamers who are now inside.

Sunday Sep 20th 1914 A bright sunny morning, calm sea. 6.30am stopped s/s & found she was the Govt. Collier 36 s/s Bonkadra. no divisions today, men busy cleaning up ship after the coaling. 9am large 2 red funnel s/s. we signalled hoist your colours. as she was slack in doing so ordered her to stop & fired a blank cartridge. Turned out to be the s/s Bermudian New York to Dubeck (English) ship. 10pm s/s St Paul 7 s/s New Amsterdam crossed our bow bound to New York. 11pm stopped the s/s Exeter City of Bristol bound East. Our squadron out there now consist of the following ships : HMS Glory (Flag) Battleship, & Cruisers Niobe, Suffolk, Lancaster, Glasgow, Good Hope, Berwick, Essex, Bristol, Carmania, Caronia. ships underlined are now in the West Indies. We have also two French, the Conde & Descartes under our Admiral. 3.30pm stopped the oil tank steamer Oroflame of London. Nothing of importance through the night.

Monday Sep 21st Day commences dull & hazy. 8am double watches. steering for Ambrose Lt. 8.30am passed Fore Is.Lt. at dis. 1 mile. 10.10am off Ambrose Lt & joined HMS Suffolk. 10.30am our Captain went on board. noon he returned. we are told off to patrol N & S of the Lt. Suffolk to No'd of us & HMS Lancaster to the South. Just heard of the Carmania sinking the German armed cruiser & also the loss

of my old ship HMS Pegasus at Langabar, also sinking of five merchant steamers in Bay of Bengal. Stopped several vessels through the night but without any luck. hear 30 German merchant steamers in New York.

Tuesday Sep 23rd Hazy weather. still usual patrol duty. expect to keep this up for some time. Afternoon stopped & examined s/s Potsdam same Co as Noordham, everything correct so allowed her to proceed. Hear the Noordham kept for 6 days in Queenstown & 188 Germans & Austrians made prisoners. Evening heard of the sinking of HMS Abonker, Hague & Cressy by submarines.

September 23rd. 24th. 25th. 26th & Sunday 27th Patrolling off Ambrose Lt. & guarding the Northern channel. we have signalled & investigated numerous vessels & have boarded the Caserta of Genoa, Frederick VIII of Copenhagen, Leander Norwegian, American of Rotterdam at night. if Captn is in any doubt regarding a vessel we go close & switch on our search light. on Friday 25th the s/s Adriatic passed close under our stern bound in loaded with passengers who gave us some hearty cheers. Saturday 26th we stopped the Olympic bound East & got some news off her regarding the Germans inside. this was an ideal day as regards weather, clear as a bell. in fact it is the first time I have had a good look at the shore. Sunday 27th. usual routine. evening went down to Lancaster & put a mail on board. understand she leaves for Halifax tomorrow to coal.

Monday, 28th September Lancaster left 4am. here by ourselves today. evening Niobe joined us. Capn came on board, also Lieut P Williams RNR who left us on sick leave at Halifax. everyone very disappointed no mail as it is now over a month since we received any letters. we are now senior ship. midnight in moon saw loom of man-of-war,

rather an anxious time until it turned out to be the Niobe slightly off her station.

Monday 28th to Sunday October 4th. Nothing much of importance this week. we are on the usual patrol duty & have examined a large number of vessels. We generally manage to get some daily papers each day from one of them. Niobe left for Hailfax Friday am, we putting mail on board. Her place being taken by Suffolk. she being the senior ship she chose the North position & we went to the South channel. even this is a change as it is very weary cruising around in the one spot all the time. Weather all week lovely. in fact it is the longest spell of fine weather I can remember for some time.

Sunday October 4th to Sunday Oct 11th Sunday as usual. a fine day. stokers & firemen now working 3 watches with dog watches. a very marked improvement now in their living quarters. Monday going to carry out range exercise with Suffolk but cancelled owing to weather coming on thick. Tuesday Stokers & firemen now mustering at divisions at 9am after which they have twenty minutes drill. Afternoon a tug came alongside flying the American flag with two cinematographs on board & numerous cameras & asked permission to come on board which naturally was not granted. they steamed round the ship taking numerous pictures from every point. Today we have had a gunlayers spotting test & there is also a morris? tube competition for the whole crew.

Wednesday 7th. This morning sent mail on board Suffolk. afternoon the France and Campania passed us bound East. We also got some papers from the S/s Santa Marta , a United Fruit Co. steamer. Yesterday afternoon I forgot to mention that the s/s Kent signalled us for a Dr. as one of their

men had fallen down the hold. we sent our boat away with two Drs. Scott & Barraclough.

Thursday 8th. A great day. morning Niobe arrived from Halifax & signalled. I am sending boat with mails. she brought 22 bags. this our first for five weeks so everyone very pleased. Suffolk as gone to Halifax. 5pm quite a flap on as through a New York paper saying s/s United States & a Danish ship carrying contraband. we went at full speed. it turned out to be a usual New York newspaper yarn of which we have had many lately, for instance yesterday they had us in as receiving coal from s/s Kent breaking laws of neutrality etc. while Niobe and ourselves at the s/s United States a large two funnel steamer was reported to the Southward so Niobe ordered to proceed full speed after her. The boat on returning brought back 3 Germans which had stowed away, all reservist going to join the army. Evening fired blank charge at s/s as she refused to stop. this brought her up & she turned out to be the s/s Amoles, an American steamer.

Friday Sep 9th & Saturday 10th Friday nothing of importance today. Saturday usual routine. clean ship as usual. this is a pretty lively day as a large number of steamers always leave Sunday. an ideal day as regards weather, lovely & warm. Engineer officers take their own divisions from today.

Monday Oct 12th Nothing much of importance this day. evening stopped the Roumanian Prince & got some papers.

Tuesday Oct. 13th 5.10am lovely morning. we closed with Suffolk, the Niobe having put her mail on board us. we received bag of mails, I receiving one from Glasgow (see Opp't page). 5.35am proceeded full speed for Halifax. 9.45am sighted suspicious craft, sounded off action,

everyone thought our chance had come & disappointed when it turned out to be s/s Pannonia painted black. We have been now in patrol duty just over 3 months. Strong head wind & sea. Our funnels are now painted grey, also upper works. 10pm received wireless to return at full speed. Suffolk taken an oil steamer s/s Brindella.

Wednesday Oct 14th 11am back at Ambrose Lt. Suffolk with prize. latter at anchor owing to defective boilers. blowing strong from Eastward unable to take Suffolk's prize crew off. understand engineers trying to affect repairs. cruising about all day. wind & sea increasing. this is the coldest day we have had so far. 9.49pm. Proceeded with prize, she only able to steam at 6 knots.

Thursday Oct 15th Wind & sea having moderated Capn decides to take prize in tow. 11.15am sent boat with line & provisions. understand Capn of prize making things as uncomfortable as possible for the prize crew. Noon tow line fast & proceeded at 0.40pm. tow line carried away. hauled in same & proceeded at our 6 knots till 4.5pm when we stopped & sent an Engineer Lieut & one E.R.A. with fire stokers on board & again took her in tow. 6.40pm Proceeded & towed prize throughout the night at 9 knots.

Friday Oct 16th With daylight weather came on thick, it being drizzling rain throughout the night. 9am after divisions life-belt drill. a miserable day, towing prize throughout the day & night, a second officer stationed aft & a miserable job it is.

Saturday Oct. 17th Usual Saturday routine. a miserable day with drizzling rain. 11.15am prepared to slip tow. 11.40am communicated with prize by boat bringing Master, Chief Officer & Chief Engineer back on board here. 2.20pm

Slipped Prize & now she had taken station on our star'd quarter. speed about 7 knots. Had news today of loss of HMD Hawke sunk by German submarines.

Sunday Oct 18th Thick fog, prize keeping station on us by sound of our steam whistle. 8.22am made Sambro Bury, a remarkable landfall considering we had seen nothing. 9.40am Fog lifted so we proceeded into harbour. 11.40am came to anchor in our old berth off the town. 12.10am Admiral with his staff came on board so we are now flag ship again. 12.45 Lancaster sailed. 4.25pm Two colliers came alongside, the Calcutta of London & the Bonkadra of Swansea. Prisoners went ashore under escort.

Monday Oct 19th A miserable day, cold with drizzling rain. Coaling from colliers with shore labour. Commenced our photographic club, seventeen members, subscription 4/2. Stopped coaling at midnight,

Tuesday Oct 20th Busy coaling. evening gun watches set as understand a strange vessel reported off the port.

Wednesday Oct 21st Coaling. Evening Comdr Smith No.1 Scott Williams & self dined at club with Capn. Farewell dinner to Williams who owing to illness is to go home. he is very disappointed but hopes if his health improves to return. He was through the S.A. war with Lumsdens Horse. Niobe arrived 3pm & is coaling right through. (At dinner my first experience of Moose stake).

Thursday Oct 22nd Busy coaling. I went ashore 4am(*sic*) & met Dr Scott. we went across to Dartmouth & had a very fine walk back to club & met Bissett & Tongue. asked them to dine with us & we all had a very fine fish supper.

Friday 23rd Oct Still coaling, morning went ashore with Morgan & did some shopping. my noon till 8pm watch.

Saturday 24th October 6.30am finished coaling having taken 3740 tons. 7am colliers cast off. 8.45 proceeded to sea. Admiral & his staff on board. Busy cleaning ship all day. naturally she is very dirty after a week's coaling. it is treat to get out of the dust. Strong S.Wrly wind ship spraying for'd. Evening, wind and sea moderated.

Sunday 25th October Dull morning with drizzling rain, clearing later. 10.30am passed Nantucket 2.30pm communicated with HMS Suffolk by boat. transferred Mr Collins Gunner. 4.31pm Arrived off New York, commenced patrol duty.

Monday 26th October, 27th, 28th, 29th, 30th Dull day. 9.15am communicated with HMS Lancaster. Nothing of importance these days. on our usual patrol duty, we taking the northern station, HMS Lancaster southern. stopped & boarded various vessels; hear S/s Brindella has been released. Our photo club going very strong, am getting together quite an interesting lot.

Saturday 31st October A lovely bright sunny day. as usual very busy with vessels leaving New York. 3.55pm s/s Columbia stopped & we sent a boat for papers. 5.30pm stopped Frederick III (Dane) & Caserta (Italian), boarded both. these two s/s were our first ships to board off New York & that was on Sep 23rd. 8.30pm hoisted both sea boats & proceeded full speed for Halifax.

Sunday Nov 1st. An ideal day, nice & warm. steaming full speed to reach Halifax as early as possible tomorrow.

Monday Nov 2nd. Arrived off Harbour 3.50am & proceeded to our anchorage. 5.56am came to anchor. HMS Glory & Niobe both in harbour. 9am commenced coaling. we are going to work right through. 3.30pm Admiral & staff left to take up their quarters in HMS Glory. 1.30pm I went ashore with Commdr, had a fine motor drive. afterwards a long walk dining at Marler's & came on board 10pm after a most enjoyable afternoon.

Tuesday Nov 3rd. Finished coaling at 8.15am & at 9.15am proceeded to sea back to our old beat. weather fine but hazy.

Wednesday, Nov 4th, Thursday 5 Nov, Friday 6th Nove, Saturday 7th. 11.40pm arrived off New York & stopped on Northern beat. Thursday lovely bright sunny day. 7.30pm HMS Suffolk sent boat with her mails. heard news of Admiral Craddock's squadron. very hard lines if true. A week now without anything of importance. Saturday usual busy day for boarding. sent off a mail by s/s.

Sunday 8th November to Sunday 15th November Usual patrol duty for the week, stopping several steamers. weather first part of week very fine. Wednesday sent mail by Suffolk & on the Thursday evening she left for Halifax & HMS Glory arrived, we taking the southern beat. Friday 7.10pm closed Glory & sent boat for our mails. weather turned out dirty about noon, blowing fresh, moderating at sunset. Saturday an ideal day. 1.0pm communicated with s/s Arduina P.S.N.C.(chartered by Cunard Co) to send Mr McLean home our bar keeper who as been on the sick list; our boat returned with the latest American papers & magazines. An extra sharp watch kept throughout the night as it was reported the German ships inside were coming out. Sunday commences with strong SE'ly wind increasing through the day to a gale. what a change after yesterday. well we cannot

grumble as this is really the first hard blow for weeks. Ever since we left home the Carpenters crew have been stripping & tearing down wookwork. they must have thrown overboard tons. I hear the next lot to go is our cabin partitions to be replaced by galvanised iron.

Sunday November 15th to Sunday Nov 22nd. Patrolling the southern beat we have not so many steamers as on the Northern. we have now signalled & stopped nearly 200 steamers to date. Monday closed HMS Glory & carried out range finding & Tuesday afternoon sent our mail on board & afterwards she left for Halifax. evening Suffolk arrived. Wednesday in afternoon sent our boat for mails to HMS Suffolk. it is treat to hear from home. Thursday, Friday, Saturday usual patrol, weather much colder. in fact several night temperature below freezing. got two lots of papers this week from s/s Ballia & Trent. Sunday usual routine. RC had church in 2nd class saloon & Church of England in Armoury.

Sunday 22nd to Sunday 29th On our Southern beat. Monday & Tuesday forenoon carried out range finding exercises with HMS Suffolk. This consists of both ships steaming at various courses in different directions & each taking ranges. results found by range finders. Wednesday carried out .303 target practice. our firing is quite good. Thursday Heard bad news. loss of HMS Bulwark, she was flag ship (Lord Charles Beresford's) when I was doing my last twelve months on HMS Implacable. Friday exercised fire stations & 10.30 am closed Suffolk. 11am proceeded full speed to Halifax after nearly a month on station. 4.30pm came up with HMS Glory (Flag). our relief stopped & our Capn went on board. 5.30pm our sea boat returned & we proceeded. Full guns crews out throughout the night as hear German cruiser Karborne about. midnight passed Nantucket Lt & hear HMS Princess Royal is just to southward of us on the trade route.

Saturday an ideal day, lovely & clear forenoon. hear from Capn who has seen it in paper Harold Cayzer wounded.³ Forenoon in my watch had to go hard a port to clear large 30ft spar, apparently lower mast of some ship.

Sunday 29th November to Sunday 6th December Daylight arrived at Halifax and at 8am anchored in harbour. afternoon came alongside dockyard short of graving dock. Monday evening Princess Royal arrived. Tuesday daylight P Royal left, destination unknown. Nothing of importance through week. Lieut. Comdr. Howson & self taking day on & day off landing each day for drill.

Sunday 6th Dec to Saturday 12th Dec. Landed church parties in the morning. my day on. Monday afternoon went a walk with Commdr & evening dined at club with Mr J. Ross. Tuesday evening dined with Lieut Comdr. Holloway RNR & his wife at the Halifax Hotel. Wednesday afternoon went out to NW arm with boats?. evening dined with Mr Morrow at club. Thursday morning landed seamen & mariners for sham fight; morning HMS Essex arrived here.

³ Captain, later Major, Harold Cayzer. He was fighting with the 11th Hussars at Messines. They were shelled all day, retired at dusk for a rest but the fighting became so intense that they returned at night and fought until the next day. A shell burst over his head and he was found wandering about suffering from shock and concussion. After a spell at Aldershot he was sent as a Staff Officer to Egypt. He became Vice-Chairman in 1943 and died in 1948.



one of her Lieut's married on arrival. afternoon HMS Glory arrived (Flag). Heavy fall of snow at night. Friday 10pm stopped snowing. afternoon I went to club to meet Mr Jack. went for a very fine walk to see an American firm shifting a large stone & brick house belonging to the late Cunard, weight 2000 tons.

Today Mr Barr joined up Sub Lieut RNR of Allan Line. Saturday nothing of importance today, blowing a gale with heavy rain.

Sunday Dec 13th to Saturday Dec 19th. Sunday went to church in morning. Afternoon had very nice drive with Commander & Mr Kentyell. spent evening at his house, my first experience of a Canadian Home. very comfortably heated besides fires by steam. Monday nothing of importance. Tuesday afternoon went for a walk with Commander. bitterly cold & freezing hard. Got as far as Cunard's House. was able to examine work as first time. heavy snow. had afternoon tea at club the Maders for dinner. afterwards returning on board. Wednesday Busy day owing to court martial on board. stoker striking PO. as my watch did not go into court. sentence 30 days. Morning HMS Charyldid arrived. Lieut Dingle RNR on board. Comdr Smith had large c/s of books sent him from New York which he kindly presented to the mess. Thursday Dec 17th. Capt'n went to Ottawa. 12° below zero this morning. afternoon I

went ashore with Surgeon Scott. had a very fine walk to Saraguay Club. this is very prettily situated on the H W arm. Friday 11th My day on board. nothing worthy of note. all our fellows are having good skating now.

Saturday Dec 19th. My birthday. aboard all day. in evening went ashore with Comdr & McKonkey & had dinner at Halifax. afterwards cabled at Gordon & Keiths. saw Mr Keith & we all went to the City Club. met Lt. C Elliott & Lt. Lindsay. latter on the 'Conway' with me. on the whole spent a most enjoyable evening.

Sunday usual routine. morning church parties.

Monday Houston & Scott having leave from Capn went 20 miles inland to trappers hut for shooting. Bennett paymaster off to Toronto. Morning Niobe arrived & afternoon HMS Suffolk left.

Tuesday. Wednesday Laid up with bad chill. Wednesday afternoon HMS Princess Royal arrived here. she as come up from Bermuda & 48 hours ago crew in whites. temperature on their arrival here 7^o⁴, bitterly cold. hear her decks one sheet of ice. Houston & Scott back – had a good time.

Thursday 24th Another Court Martial on board. afternoon went ashore with Commander, tram to arm-bridge, then walked to Saraguay club. very nice walking on hard snow. had very nice afternoon tea at club afterwards. going across H W arm in club boat called on Mr Keith & dined with him at City Club.

⁴ fahrenheit

Friday 25th December Xmas Day. Very cold day. harbour looks very strange all steaming. air much colder than water. Morning went to church. Lunch on board. 12.30pm my afternoon watch & a very cold one it is to. Afternoon Mr Keith came on board & evening Comdr & self went with him to his house & spent a very pleasant time. (Morning Princess Royal left).

Saturday Usual Saturday but of course *to(sic)* cold to wash decks as water freezes at once. temperature been to zero several times. Afternoon went for a long sleigh drive. it was an experience for me. temperature about zero. my word it was cold.

Sunday 27th Usual routine. evening I had supper at Mr Black's. afterwards calling for Commander at Mr Keith's & unfortunately missed last car. as it was a lovely night walked to ship, about 3 miles.

Monday 28th December to Sunday My morning watch. afterwards went to lunch on board the s/s Sable Island, an s/s taken over by the Canadian Government to patrol with others the Gulf of Fundy. Lieut Lindsay RNR in charge of s/s Sable I. Lieut Comdr Elliott RNR in charge of the fleet of patrol ships.

Tuesday 29th, 30th December Nothing of importance these days.

Wednesday 31st Evening stayed on board. Comdr Howton, Scott, Templeman, Chief Downie & Brown let in the New Year on board. the remainder at Halifax Hotel.

1915

Friday 1st January Morning received mail. Evening Comdr & self dined ashore & went to pictures. very quiet.

Saturday 2nd to Sunday 10th January Nothing of importance, my day on.

Sunday 3rd Usual church parties in morning. Capn gave out King & Queen's Xmas card, everyone in the ship receiving one. Mr Olands came to lunch afterwards. Comdr & self dined at City club with him.

Monday 4th January. On board all day. evening very thick fog.

Tuesday 5th January. Morning moved into stream & commenced coaling both sides. At 2am temperature was 15.3 below zero. no wind, the air froze & the ship looked very pretty with ice crystals all over her.

Wednesday 6th January Much warmer. Busy coaling in stream

Thursday 7th January Morning HMS Glory went out to battle practice but weather turned out so bad she was unable to do any. 6 of our officers went out.

Friday, 8th January Still coaling. finished at 6pm. Evening Comdr & self went to theatre play (Her Only Son). it was quite good.

Saturday January 9th Usual Saturday routine & preparing for sea.

Sunday 10th. A lovely bright sunny morning. 8am left harbour. passed HMS Niobe in channel bound in. 9am passed Halifax Lt. 6pm passed s/s Franconia bound to Halifax.

Monday 11th January Passed Nantucket Lt. 9.30am. 7.57pm Fire Is Lt. & arrived off Ambrose at 9.40pm. met HMS Suffolk & stopped. transferred Lieut Marn RN who took passage from Halifax. also 32 bags of mails. Hear HMS Charybdis been in collision with Ward liner & as now proceeded to Bermuda under convoy of HMS Essex. Now patrolling Northern beat.

Tuesday 12th January Dirty with drizzling rain, wind ENE. Yesterday Comdr & self commenced (diet scale) Dr Scott's.

Wednesay 13th January Blowing hard. morning wind shifted to N'rd with rain & sleet. afternoon weather cleared with bright sun, wind & sea decreasing. Fine morning. stopped several steamers, having to fire blank at two.

Thursday 14th January Bright sunny morning, light N'ly breeze, fine & clear. now shaking down things again after our long stay in Halifax. a drill every day. morning .303 & fire control. 6.50pm Boarded Greek s/s Marie Micheline. 9.20 unknown steamer had to fire 3 times. when she stopped & boarding officer boarded s/s Kronprinz Frederick (Dane). 11.30pm stopped s/s Stalheim, a Norwegian steamer.

Friday 15th January 7.15am came on thick fog & at 8.15am anchored in 15 fathoms. 1.27pm Fog cleared. weighed anchor. 2.0pm closed with HMS Suffolk & took her mail. 6.0pm stopped & boarded s/s Gorredyk, Dutch steamer bound for Rotterdam.

Saturday 16th January Bright sunny morning. light N'ly breeze. usual routine. 1.15pm stopped RMS Orduna & put a mail on board. she is bound for Liverpool via Halifax. 4.15pm Stopped & boarded s/s New Amsterdam (Dutch) & at 8.10pm stopped & boarded the s/s Lyldyk

Sunday 17th January Drizzling rain all day. normal Sunday routine.

Monday 18th January Midnight Sunday thick fog. 8am came to anchor. lost Star'd anchor & 45 fathoms of chain. busy all day finding spare lower anchor.

Tuesday 19th January Still thick fog. afternoon cleared, busy(??) sweeping. 11am HMS Ocean arrived & relieved HMS Suffolk.

Wednesday 20th January Morning got Kedge anchor over for sweeping. afternoon thought we had our lost cable but on heaving in turned out to be a telegraph cable. sea boat also away. a very cold job for them.

Thursday 21st January Morning commenced sweeping operations. in the night a fall of snow. Noon discontinued operations & hove Kedge in board.

Friday 22nd January Fine clear morning. very cold. G2s afterwards & carried out .303 practice, (HMS Glory towing target). 11am stopped to proceed to steamer s/s Delaware oil tank British bound for London. 9.30pm Fired blank charge at Danish s/s Skinfane bound for Hoosin's. at 10pm allowed s/s to proceed.

Saturday 23rd January Drizzling rain all day, wind S'ly. at 9.30am HMS Glory closed with us to give us her homeward mail & at 10am she left for Halifax. 2pm RMS Transylvania stopped & we put mails on board. 5pm HMS Essex arrived & took over HMS Glory's southern beat. Hear we are to return to Halifax about 29th as our relief crew of stokers have left Liverpool in the Corsican today, not looking forward to breaking a fresh lot in.

Sunday 24th January A fine morning. afternoon turning to NEly wind & by the evening blowing a gale with high sea. Took over another cabin today as carpenters taking down old, replacing wood at sides with galvanised iron.

Monday 25th January Morning drill with drizzling rain, wind & sea decreasing. Heard of action in North Sea & sinking of German man-of-war Blacker. sorry we did not back more. afternoon Pannonia cunard s/s passed. saw large guns (cargo) on her decks. 9am. stopped American s/s bound for Bremen. boarded & found cargo consisted only of cotton so instructed her to proceed.

Tuesday 26th January Beautiful day, cold but bright sunshine. morning G2s & fire control exercise with HMS Essex, & 4pm range exercise.

Wednesday 27th January⁵. Thick & hazy. intended to carry out quarterly firing but same had to be abandoned.

Thursday 28th January Morning HMS Essex towed target for us & we carried out quarterly firing rounds using Star'd guns. afterward Essex congratulated us on our excellent shooting. Afternoon we towed target for HMS Essex & she carried of her firing. it is a very interesting thing to see.

January 29th, Friday Afternoon closed Essex & took her mail.

Saturday 30th January 2.00am left for Halifax. 3.8am Passed Fore Isl. a beautiful clear morning, nearly full moon, very cold wind NE'ly. 1.30 pm Passed Nantucket Lt.

Sunday 31st January Morning wind NNW, freezing hard so very cold on bridge with snow squalls. usual Sunday routine. afternoon arrived in harbour. the ship was a wonderful sight, snow & ice from stem to stern, the sprays as they had come

⁵ From here to April 6th dates not underlined in the log. They are kept her for ease of reference.

on board froze solid. I am in my new cabin which is not above freezing. water bottle almost burst with ice. Spent a miserable night trying to keep warm.

Monday February 1st Commenced coaling. afternoon went ashore with Commander. bought an electric stove. met Mr Keith who dined with us at Maders. afterwards we went to theatre play (Strong-heart). not bad.

Tuesday February 2nd Now sleeping in Dr Scott's cabin as with the two electric heaters temperature still below freezing in my own cabin.

Wednesday February 3rd New Firemen & Mariners now on board. came from Liverpool on SS Corsican. busy looking after them, new uniforms served out etc. Afternoon went ashore & dined at Keith's house. most enjoyable evening.

Thursday, Friday, Saturday, 4- 5- 6 February Nothing of importance. busy coaling. Saturday am. HMS Glory sailed.

Sunday 7th Thick fog in morning. afternoon went ashore with Lieut Cmdr Howson. spent it at the club with Mr. Hand. a most depressing kind of day, dull with drizzling rain & fog.

Monday 8th February Morning 7am our men landed who had completed their agreement (six months). about 120 going home via St Johns by SS Corsican. 9.47am We have up anchor & proceeded. 10am came to anchor again owing to thick fog. 10.58am fog cleared & we again proceeded to position of New York. Wind strong S'y.

Tuesday 9th February Weather clearing. sea moderated through night. daylight came in fine. wind W'ly. S/S Orduna

on Sta'd bow proceeding same way. Hear Karlson & Dresden about. 5pm HMS Niobe passed bound for Halifax.

Wednesday 10th February to Monday 22 Feb'ry 2am Arrived off Ambrose Lt, took over Northern beat. Weather fine & clear, freezing. 9am closed with HMS Glory. Usual routine. off Ambrose. Sat 13th. put mail on board SS Orduna. Monday 15th HMS Glory left. we took over southern beat, HMS Niobe taking over northern. received mails this day. Monday 22nd Left for Halifax at 6.30pm. understand HMS Berwick takes over our duties. had an ideal run to Halifax & arrived there Wednesday 24 Feb'ry at 9am.

Wednesday 24th Feb to March 1st Usual coaling routine while in port. hear of the loss of Clan Macnaughton. Sat'day 27 11am HMS Niobe arrived

March 1st Monday to Saturday March 20th Hove up anchor & proceeded 2.48pm for New York. arrived 5.30pm Wednesday 3rd. usual patrol duties on Southern & Northern beats till March 20th when relieved by HMS Niobe. afternoon proceeded to Halifax.

March 22nd Arrived Halifax & anchored at 7am. HMS Cumberland & HMS Calgarian in port. forenoon exercised abandon ship. my boat first lowered & first away. unfortunately on unloading the boats a fireman P Donnelly fell from B deck on the Port Side to the boat about 38 feet & died next morning. Afternoon went ashore with Commander & dined at the City Club with Mr Owland, Commdr & Houston.

March 23rd. Forenoon went ashore with Dr Scott to arrange funeral. Met Commdr. Kendall RNR HMS Calgarian.

March 24th. Enquire aboard in forenoon re death of P Donnelly, Commdr Kendall president of court. Afternoon funeral party landed at 1.30pm with Commander Smith for funeral. luckily a fine day The 1st Lieut & myself went over to the Calgarian.

March 25th Afternoon Houston & self went ashore. called on the Blacks. Evening dined at the Halifax with Dr Scott & his wife.

Friday March 26th 1915 Afternoon Commdr & Self went ashore & called on Mrs Scott & Mrs Maconkey at the Birchdale. Evening Lieut Com Holloway & his wife dined with us at the Halifax. afterwards we all went to the theatre. spent a most enjoyable evening.

Saturday March 27th Left at 9.30am for New York. blowing hard with high sea from the SW, shipping heavy sprays for'd. very cold. sprays freezing as they come on board.

Sunday 28th Weather improving. In morning before church Capn gave out Princess Mary's Xmas gift. Nothing unusual, through the week cruising off New York

Good Friday Sunday routine. an ideal day.

Saturday 4th April Strong gale from N.E with high sea & blizzard. never remember so sudden a change in the weather. Morning received S.O.S call.

Sunday 5th April Weather improving 2am & by 8pm quite fine again. 9am put mail on board RMS Lusitania.

Monday (Easter) April 5th Hear S.O.S call was from s/s Prinz Maurita, a Dutch steamer believed now lost with all hands of

C. Hatheras. We now here by ourselves. remainder of our cruisers off Newport News Prinz Eitel Friedrich. Afternoon hear result of Johnson & Millard fight, each round being received by wireless from the New York Herald.

Tuesday April 6th. Afternoon HMS Glory & Calgarian arrived. we took over Northern beat, Calgarian south, Glory between us.

Wednesday April 7th Prinz Eitel Friedrich interned at Newport News.

Thursday, April 8th Afternoon Admiral P Hornby came on board.

Friday April 9 Morning Capn Litchfield received orders to return to England. hear he goes tomorrow by RMS Transylvania. Commdr Norton RN Flag. Comdr. from Glory relieves him. do not know if he is remaining. Afternoon carried out firing, HMS Calgarian towing the target. very good firing. Evening Capn L guest of the mess.

Saturday April 10th Afternoon Capn. Litchfield left by RMS Transylvanian.

Sunday April 11th Usual routine. Evening Capn. H gave a lecture on the war, first of a series he intends to give on same. very interesting.

Tuesday April 13th. At 9pm while on Northern beat we were in collision with the large American six masted schooner Edward B Winslow of Portland Main, 3000 tons. luckily for us she was in ballast or I am afraid the damage would have been more serious. as it was she struck us amidships on

the Port Side damaging our bulwarks & wrecking one of boats & davits.

Saturday April 17th HMS Cumberland arrived, & morning HMS Glory left for Halifax.

Sunday April 18th. At 2.30am HMS Niobe arrived & we left for Halifax.

Saturday April 19th (*sic*) Thick fog at times. 7.20pm arrived Halifax, splendid land fall. Evening received 32 sacks of mails.

From April 19th to Sat. April 24th At Halifax usual coaling routine during week. HMS Glory, HMS Cumberland, & HMS Suffolk coaled & left, we leaving Sat'y at 11.35pm being kept late waiting for RMS Hesperian with the home mail.

Sunday 25th April Morning heavy fall of snow, usual Sunday routine.

Monday 26th April Morning fog 1am arrived off Ambrose Lt. HMS Glory & Calgarian sent their boats for letters. afterwards latter left for Newport News.

Tuesday 27th April Very hot day. 90°.

Wednesday 28th April Cold damp & miserable. give you some idea of the rapid change. Hear Crown Prinz William now interned at Newport News, last German Flag on the high seas. 8 to 12 pm. heavy electrical storm. very fine sight.

Thursday & Friday 29th & 30th April Fog (damp & wet) at intervals with heavy rain, thunder & lightning.

Monday 3rd May Morning HMS Niobe arrived. 1pm received signal from flag to proceed to Halifax. 7pm Passed a Battle Cruiser (Princess Royal class).

Wednesday May 5th Daylight entered Halifax & anchored morning. HMS Glory arrived. commenced coaling ship.

Thursday & Friday, May 6th, 7th At Halifax. Friday hear about loss of Lucania.

Saturday 8th May Left Halifax at 4am for Liverpool. weather very cold with drizzling rain.

Sunday 9th May Usual Sunday routine. before service Capn Norton addressed the men. Afternoon still cold & miserable, passed several growlers (names given to small icebergs).

Monday 10th May Thick damp fog all day.

Tuesday 11th May Fog cleared & it turned out a nice day.

Wednesday 12th May Overcast & clouding, afternoon heavy swell from North & by the evening blowing strong from NE with a nasty sea.

Thursday 13th May Strong NEly wind & sea overcast & cloudy. received wireless submarines active off Irish coast & instructed to proceed to fixed position.

Friday 14th May Zig zag courses proceeding up Irish Sea. sharp look out for submarines, all guns manned. Howson, McConkey, Annul & Self in charge of after group of guns.

Saturday 15th May Fine run of channel, calm with light airs. morning arrived off port. destroyer came out to meet us.

Docked "Sandon"⁶ on afternoon tide. Fred came down to meet me, so went across home with him. Everyone very surprised & pleased to see us (Caronia) as no-one had any idea of us coming home.

Saturday 15th May to.....

In Liverpool, ship having general overhaul. spent my 14 days long leave at Wolverhampton at Penn. a most enjoyable holiday.

⁶ Sandon Dock