

# LIVERPOOL NAUTICAL RESEARCH SOCIETY



**THE LOG OF  
LIEUTENANT COMMANDER E C RODEN RNR**

***HMS Caronia***

**3 August 1914 - 15 May 1915**

*Edited by E J Scaplehorn*

Published by kind permission of Victoria and Fred Silvester

## ACKNOWLEDGEMENT

The Liverpool Nautical Research Society wishes to thank Victoria and Fred Silvester for allowing us to publish Lieutenant Commander Roden's Log, and for their encouragement and support in enabling this important memoir of the Great War at sea to reach a wider audience.

We are particularly indebted to Fred Silvester for producing the first typed transcript, which made subsequent editing far less difficult than it would otherwise have been.

We would also like to thank the Liverpool RNR Officers' Club ('Sea Urchins') and especially Lieutenant Commander John Glover RD RNR for highlighting the existence of the Log, and for help with editing. The biographical introduction below is largely derived from a 'Sea Urchins' publication commemorating their centenary.

We are fortunate that the transcribed deck log of HMS *Caronia* is available online at [http://www.naval-history.net/OWShips-WW1-08-HMS\\_Caronia.htm](http://www.naval-history.net/OWShips-WW1-08-HMS_Caronia.htm). This has been invaluable in setting Lieutenant Commander Roden's private log within its historical context. The appearance of Lieutenant Commander Roden's initials throughout the deck log confers an immediacy which enhances both documents. We acknowledge with gratitude the contribution of Naval-History.Net in developing this article.

## EDITOR'S NOTE

The original log, in the possession of Victoria Silvester, is handwritten in a foolscap-sized notebook with board covers. It was passed down to Victoria from her mother, Mary Lloyd-Davies, daughter of Lt Cdr Roden. The transcription on which this edit is based was undertaken by Victoria's husband, Fred Silvester.

The Log is written in pencil which, though sometimes faint is generally legible. A noteworthy feature is Lt Cdr Roden's inconsistent style when using abbreviations (especially naval ranks) and dates. Generally, these have been left as written, although date headings which, in the original are sometimes underlined and sometimes not, have been underlined throughout this edit for consistency. Where there is doubt about a word this is indicated by [?]. Square brackets [...] are also used where text has been inserted to aid comprehension or to suggest corrections (especially ships' names) where the original appears incorrect. Some obvious misspellings (eg *Acquatania* instead of *Aquitania*) have been corrected without being highlighted. The original text is almost devoid of punctuation, so this has been added in the initial transcription and again in this edit to improve readability. For consistency, ships' names have been italicised throughout: in the original they are sometimes written inside inverted commas and sometimes without.

Explanatory footnotes have been added where appropriate to help provide historical context. The original document, naturally, does not contain any footnotes.

The photographs are mostly taken from Lt Cdr Roden's photograph album which accompanies the Log. He was evidently a keen enough photographer to be involved with the ship's photographic club (Log entry Monday October 19<sup>th</sup> *et seq*). The original photographs have not been improved by copying but are included because they largely relate to events mentioned in the Log and provide a fascinating window on shipboard life. All images are 'Roden Collection' except where indicated.

## INTRODUCTION

The Log covers the period from 3 August 1914 to 15 May 1915, during which Edward Charles Roden served as lieutenant commander RNR in the armed merchant cruiser (AMC) *Caronia*.<sup>1</sup>

Edward Roden was the nephew of Sir Charles Cayzer Bt, founder of the Clan Line. Born in 1876, he was educated at the Birkenhead Institute and HMS *Conway*, before being indentured to Messrs Brocklebank from 1893-95 onboard their sailing ship *Belfast*. After completing his indentures, Roden joined the Clan Line in 1896 as a deck officer, obtaining his Certificate of Competency as Master in 1900. Promotion quickly followed: he was appointed master of the steamship *Clan Ross* in 1903 and went on to command four more Clan ships before coming ashore to take over the Liverpool office of the Clan Line in 1911.

Roden was unusually well connected socially and professionally. As members of the extended Cayzer family, Admiral Sir John Jellicoe, Commander-in-Chief of the Grand Fleet, and Rear Admiral Sir Charles Madden, Jellicoe's Chief of Staff (and brother-in-law) were both uncles by marriage.

Roden joined the RNR in 1895 as a midshipman and was commissioned as sub-lieutenant in 1901. He completed two 12-month periods of training; as a sub-lieutenant in HMS *Pegasus* (1901-2) and as a lieutenant in HMS *Implacable* (1906). He was called out for war service on 2 August 1914, receiving automatic promotion to the newly created rank of lieutenant commander, with seniority backdated to January 1913. On reporting for duty, he was appointed at short notice to the requisitioned Cunard liner *Caronia* which was fitting out at Liverpool for service as an armed merchant cruiser under the command of Captain Frederick Shirley Litchfield RN.<sup>2</sup>

Lieutenant Commander Roden served in HMS *Caronia* for a relatively short period of eleven months while the ship was stationed in the South-West Approaches and later the East coast of the United States on contraband and commerce protection duties. He left *Caronia* in July 1915 and was appointed to command HMS *Amy*, a yacht converted for patrol duties at Kingstown Harbour near Dublin, and later transferred to shore-based duties supporting armed patrol trawlers, also at Kingston, where he remained for the rest of the war. He was awarded the Royal Naval Reserve Officers' Decoration (RD) in March 1916.

Roden was demobilised in February 1919 and he and his wife Ethel, whom he had married in 1917, moved to Birkenhead where Roden resumed his old job as a shipping manager with Clan Line. He retired from the RNR in February 1922, having been granted the rank of commander the previous month, but retained his naval links as a member of the Liverpool RNR Officers' Club ('Sea Urchins'), of which he was President from 1926-27. He died in 1940.

---

<sup>1</sup> Later Commander Edward Charles Roden RD RNR.

<sup>2</sup> Later Rear Admiral Frederick Shirley Litchfield-Speer CMG DSO.

## ARMED MERCHANT CRUISERS

The concept of converting merchant ships for war service was not new in 1914. In its original meaning, the very term 'navy' encompassed the whole body of shipping belonging to a nation, and until the sixteenth century most warships were adapted merchantmen requisitioned by the State. As warships and their associated weapon systems became more sophisticated, however, merchant ships became relatively less suitable for combat duties, and though Britain continued to employ merchant ships, for example as troopships, in support of military activity throughout its burgeoning empire, ideas of using them as actual warships gradually receded.

By the late nineteenth century, however, the possibility of using armed merchantmen as auxiliary warships was raised once more. One incentive for this was the new breed of large ocean liners entering service, whose iron-hull construction provided decks that were both large and strong enough to mount a powerful armament, and whose modern machinery enabled them to develop high speeds and remain at sea for extended periods. On the face of it, they offered the prospect of increasing the number of long-range cruisers available to the navy at short notice and very little expense, and in 1876 during a parliamentary debate on naval construction, Thomas Brassey MP suggested that shipowners should be subsidised to build ships that could be easily converted.<sup>3</sup> There remained, however, concerns about the vulnerability of merchant ships, in particular the absence of armour generally, and especially around machinery spaces, and their minimal internal subdivision. Although the idea of direct subsidies was shelved, the Admiralty nevertheless opened a voluntary register of ships that would be potentially useful in time of emergency, and by the end of 1881, 207 ships had been included of more than 900 that had been put forward by shipowners.<sup>4</sup>

The notion of subsidies was resurrected in 1887 in the wake of lessons from the 'Russian War Scare' of 1885 when the conversion of sixteen passenger liners into auxiliary warships had been beset with delays, caused by the scale of work that was required, and a shortage of experienced crews.<sup>5</sup> For an annual payment or 'subvention' of £6,500, Lord (Thomas) Ismay, president of the White Star Line, proposed building two fast liners, *Teutonic* and *Majestic*, to a design approved by the Admiralty with built-in gun mountings and machinery sited as low as possible within the hull, and with half their crews composed of Royal Naval Reserve personnel. The proposal (which formally became known as the 'Auxiliary Cruiser Agreement') was adopted and extended to the Cunard Steamship Co. Ltd., which initially modified *Umbria*, *Etruria* and *Aurania* to provide permanent mountings for four guns together with the necessary fittings for a further eight to be installed at short notice. By 1898, eleven liners (*Campania*, *Lucania*, *Himalaya*, *Australia*, *Victoria*, *Arcadia*, *Majestic*, *Teutonic*, *Empress of India*, *Empress of China*, *Empress of Japan*) belonging to Cunard, White Star, Canadian Pacific and P&O, were named in the Navy List as 'Special Vessels Receiving an Annual Subvention' and thereby entitled to fly the Blue Ensign. A further seventeen ships (by now including *Umbria*, *Etruria* and *Aurania*) belonging to the same companies had also been identified for government charter at short notice but were granted no special status and were not, of themselves, entitled to fly the Blue Ensign.<sup>6</sup>

---

<sup>3</sup> *Hansard*, House of Commons Debate 8 May 1876, vol 229, col 235-239.

<sup>4</sup> Osborne, Richard; Harry Spong and Tom Grover, *Armed Merchant Cruisers 1878-1945* (Windsor: World Ship Society 2007), p.20.

<sup>5</sup> Osborne, *Armed Merchant Cruisers*, p.22.

<sup>6</sup> Osborne, *Armed Merchant Cruisers*, p.25.

From 1904, the Admiralty allowed the Auxiliary Cruiser Agreements with individual shipowners to lapse, partly as a result of the complicated ownership chains arising out of the formation of the American-owned International Mercantile Marine Company in 1902, which acquired the White Star Line, among many other British companies. Nevertheless, there was concern that modern German liners such as *Kaiser Wilhelm II*, *Kronprinz Wilhelm* and *Kaiser Wilhelm der Grosse* were intended for rapid conversion to auxiliary cruisers, and it was inevitable in light of the increasing naval rivalry between the two nations that Britain would respond. Cunard remained resolutely British, and their new super-liners, *Mauretania* and *Lusitania* were earmarked for future naval service: both were built with the aid of government loans and continued to receive annual subventions. By January 1914, *Mauretania* and *Lusitania* were the only reserve merchant ships specifically named in the Navy List, although it was also stated that Cunard held all of its ships 'at the disposal of His Majesty's Government for hire or purchase.'<sup>7</sup> Despite the cutting off of subsidies, several companies apart from Cunard continued to build fast ships to meet Admiralty requirements while the Admiralty maintained its voluntary register of potential auxiliary cruisers which, by 1914, contained the names of about 65 ships of varying age and tonnage.<sup>8</sup>

In July 1914, amid rising international tensions, the Admiralty chartered the new Cunard liner *Aquitania* and commissioned her as an armed merchant cruiser. Work on fitting her twelve 6-inch guns began on 1 August, the same day that *Caronia* was requisitioned for naval service at Liverpool, and over the next few days another twelve ocean liners, including *Mauretania*, *Lusitania* and *Carmania* were similarly acquired. Almost immediately, however, it was recognised that the very largest liners were unsuitable for their intended roles because of the difficulty of handling them in confined waters, their operating costs, and the realisation that their sheer size made them highly attractive targets. Ironically therefore, since they had been the only two ships officially designated as reserve naval auxiliaries, *Mauretania* and *Lusitania* were released back into commercial service almost immediately without being used, though *Mauretania* would later be recalled as a troopship for the Gallipoli expedition in 1915 and again for transporting American troops across the Atlantic in 1918. The larger *Aquitania* was not released immediately, but about two weeks after entering service she was severely damaged in a collision with the Leyland liner *Canadian*, prompting the Admiralty to reconsider the use of exceptionally large ocean liners in warship roles. *Aquitania* was repaired and laid up before reverting to trooping duties for Gallipoli and was subsequently used as a hospital ship.

Discounting those that were taken up but returned to commercial service almost immediately, a total of 69 merchant ships were converted to AMCs during the First World War. Initially armed with 4.7-inch or 6-inch guns, they were all gradually upgraded to 6-inch, while 3-pounder or 6-pounder high-angle guns were later added as defence against Zeppelins and aircraft.<sup>9</sup>

AMCs were manned by an unusual combination of regular navy and erstwhile civilian personnel. They were usually commanded by a Royal Navy captain or commander who was sometimes recalled from retirement, while the ship's peacetime master was often retained as 'advisor' and specialist navigator (an arrangement which could lead to friction and was almost certainly a

---

<sup>7</sup> HMSO: *The Navy List for January 1914* (London 1914), p.422.

<sup>8</sup> Osborne, *Armed Merchant Cruisers*, p.40.

<sup>9</sup> Woodman, Richard, *A History of the British Merchant Navy Volume Four - More Days, More Dollars: The Universal Bucket Chain: 1885-1920* (Stroud: The History Press 2010), p.221.

factor in the stranding of the former White Star liner HMS *Oceanic* off Foula, in the Shetland Islands, in September 1914).<sup>10</sup> The remaining officers were largely drawn from the RNR with a few, sometimes elderly, RN officers in key posts, such as First Lieutenant.<sup>11</sup> The ratings comprised a similar mix of experienced RNR leavened by regulars, but to make up the large numbers required, especially in the engine and boiler rooms, the ships' peacetime crews were retained under a form of agreement known as 'T124', by which they volunteered to serve under naval discipline while continuing to receive their merchant service pay and benefits. While effective as a means of providing crews, the T124 system was not universally popular, and the quality of some of the ratings came as a shock to senior naval officers. Captain Litchfield, for example, was appalled at the squalid condition of *Caronia's* stokers, who the ship's own deck officers viewed as 'little better than animals' and quickly set about instilling naval discipline by issuing uniforms and appointing a senior deck officer (Roden) as their divisional officer (Log entry 15 Aug *et seq*).<sup>12</sup>

Many AMCs were assigned to blockade duties with the 10<sup>th</sup> Cruiser Squadron on the Northern Patrol between Iceland, Norway, and the Shetlands, replacing the elderly 'Edgar' class cruisers which had proved unsuitable. Twenty-four AMCs were assigned at the beginning of December 1914, though all but three were still fitting out in various ports and the squadron did not fully form until mid-January 1915.<sup>13</sup> Other AMCs were assigned to patrol duties in the Middle-East, Red Sea and Indian Ocean where they generally operated within small detached squadrons of warships. Because of their relatively large size, AMCs could embark seaplanes, and aircraft from the ex-White Star AMC *Laurentic* played an important role in the destruction of the German cruiser *Königsberg* in the Rufiji Delta in German East Africa (modern day Tanzania) in June/July 1915.<sup>14</sup>

In the North Atlantic, AMCs were attached to cruiser squadrons belonging to the North America and West Indies Station and to the Third Fleet based in home waters. The ex-Cunard AMC HMS *Carmania* initially deployed to Halifax, Nova Scotia, for commerce protection and anti-contraband patrol but was soon diverted to act as a support collier to Rear Admiral Sir Christopher Cradock's cruiser force in the South Atlantic, searching for Vice-Admiral Maximilian Graf von Spee's East Asia Squadron. On 14 September 1914, *Carmania*, operating independently, intercepted the German AMC *Cap Trafalgar* off Trinidad Island, 600nm off the Brazilian coast. After a furious close quarters action that lasted approximately two hours, at ranges between 7,000 yards and 100 yards, the *Cap Trafalgar* finally sank, but not before inflicting severe damage on *Carmania*, highlighting the vulnerability of unarmoured ships to modern shellfire.<sup>15</sup> When Cradock himself eventually encountered von Spee's powerful squadron off Coronel in November 1914, Captain Edwards of the ex-Orient liner HMS *Otranto* realised that not only could his ship play no useful part in the battle but that her bulk might actually help the German ships' targeting, and withdrew to avoid certain destruction.<sup>16</sup>

---

<sup>10</sup> Osborne, *Armed Merchant Cruisers*, p.43.

<sup>11</sup> It is noteworthy that in 1914, 85 percent of Cunard's deck officers held RNR commissions: Woodman, *More Days, More Dollars*, p.192.

<sup>12</sup> Bisset, J, *Commodore: War, Peace & Big Ships*, quoted in Woodman, *More Days, More Dollars*, p.223.

<sup>13</sup> Grainger, John D, (ed.), *The Maritime Blockade of Germany in the Great War: The Northern Patrol, 1914-1918* (Navy Records Society, Vol 145, 2003), p.66.

<sup>14</sup> Osborne, *Armed Merchant Cruisers*, p.47.

<sup>15</sup> Osborne, *Armed Merchant Cruisers*, p.44.

<sup>16</sup> Massie, Robert K., *Castles of Steel: Britain Germany and the Winning of the Great war at Sea* (London: Pimlico 2005), p.229.

## RMS/HMS *CARONIA*

RMS *Caronia* was built by John Brown & Co., Clydebank in 1904/5 for the Cunard Steamship Co. At 19,566 gross tons, with a length overall of 678 ft, *Caronia* was virtually identical to the fractionally smaller and slightly newer *Carmania*, but in most respects they were effectively sisters. The most significant difference between the two was below the waterline; whereas *Caronia* had two conventional quadruple-expansion reciprocating engines driving twin shafts, *Carmania* was fitted with three steam turbines, a considerable innovation for the period, and triple shafts. Both ships had a service speed of 18 knots though the turbine-engined *Carmania* would prove the more economical of the two.

*Caronia* entered service in 1905 on the North Atlantic passenger service. She was requisitioned for service as an armed merchant cruiser in August 1914 and was converted for naval service at Liverpool in little more than a week. HMS *Caronia* was commissioned on 8 August under the command of Captain F. Shirley Litchfield RN, with the ship's peacetime master Charles A. Smith retained as specialist navigator in the rank of commander RNR. *Caronia's* complement as an AMC was 393; 26 officers, 140 seamen (including one boy), 161 engine room ratings, 20 other ratings, and 37 marines. She was initially armed with eight 4.7-inch naval guns, mounted two forward and two aft on each side. These were replaced with 6-inch guns in 1915.

On commissioning, HMS *Caronia* joined the 11<sup>th</sup> Cruiser Squadron (part of the 3<sup>rd</sup> Fleet), under Rear Admiral Robert Phipps Hornby. The squadron's patrol area was to the west of Ireland, with its base at Berehaven (modern day Castletownbere) in Bantry Bay, County Cork, Ireland. Their immediate task was as part of the defensive screen for the deployment of the British Expeditionary Force to France, and particularly to intercept German raiders that might try to lay mines in the English Channel.<sup>17</sup> After a few days, the ships reverted to normal patrol duties, during which time *Caronia* intercepted the four-masted German barque *Odessa* with a cargo of nitrate (used in the manufacture of explosives) about 150 miles southwest of Ireland.

At the beginning of September 1914, Rear Admiral Hornby was appointed to command the North America and West Indies Station to succeed Sir Christopher Cradock, who was by now heading into the South Atlantic in search of Admiral von Spee's East Asia Squadron. Hornby hoisted his flag in *Caronia* on 5 September 1914 at Berehaven for the transatlantic passage, and arrived in Halifax, Nova Scotia, on 14 September, where he transferred to the 'Canopus' class pre-dreadnought battleship HMS *Glory* five days later.

*Caronia* remained on patrol off the North American coast as part of the 4<sup>th</sup> Cruiser Squadron. Her main tasks were to protect British shipping and to inspect neutral vessels' cargoes to ensure they were not carrying prohibited materials (contraband) destined for the enemy. In May 1915 she returned to Liverpool to refit (including replacing her 4.7-inch guns with 6-inch). She returned to the North America station in July, calling at Bermuda and then Halifax and remained on contraband patrol mainly off New York until at least the end of the year.<sup>18</sup> By September 1916 she had been recalled to the United Kingdom and decommissioned, though she continued to be used for trooping duties between Halifax and Liverpool. *Caronia* was finally returned to Cunard

---

<sup>17</sup> Corbett, Sir Julian S., *Naval Operations: History of the Great War Based on Official Documents*, Volume One (London: HMSO 1938), p.78.

<sup>18</sup> HMS *Caronia* deck logs at [http://www.naval-history.net/OWShips-WW1-08-HMS\\_Caronia.htm](http://www.naval-history.net/OWShips-WW1-08-HMS_Caronia.htm) (accessed June 2020).



at the end of the war and returned to commercial service in September 1919 on the Liverpool-New York-Boston service. She was extensively modernised for cruising in 1926 and was laid up at Sheerness in 1932. Sold for scrap, she was briefly renamed *Taiseiyo Maru* for her final voyage to the shipbreakers in Osaka, Japan.<sup>19</sup>

---

<sup>19</sup> <https://www.chriscunard.com/history-fleet/cunard-fleet/1900-1930/caronia/> (accessed June 2020).

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

3 AUGUST 1914 – 15 MAY 1915



*Lieutenant Commander Edward Charles Roden RNR*

Monday 3<sup>rd</sup> 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 an 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*<sup>20</sup> & also had a flying certificate. It was a long weary journey down to barracks & we arrived there at 11 am next day.

Tuesday 4<sup>th</sup> Aug. Arrived Keyham<sup>21</sup> 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 [had] been drafted off the ships as soon as they arrived, many of them who like myself had no 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*.<sup>22</sup> 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.<sup>23</sup> 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 5<sup>th</sup> August. War declared on Germany (night Aug 4<sup>th</sup>). 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 them Harrison's *Statesman*, *Carrigan Head*, *Albatross*, *Ascanius* etc.

Thursday 6<sup>th</sup> 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.<sup>24</sup> 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 7<sup>th</sup> 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

---

<sup>20</sup> 'King George V' class dreadnought battleship. Sunk after striking a mine off County Donegal, Ireland on 27 Oct 1914.

<sup>21</sup> Adjacent to HM Dockyard, Devonport.

<sup>22</sup> 'Eclipse' class protected cruiser.

<sup>23</sup> Roden's cousins: Lieutenant (later Lieutenant Commander) August Cayzer RN; Captain (later Major) Harold Cayzer joined the 11<sup>th</sup> Hussars; and Lieutenant Herbert Cayzer of the Territorial Army joined the 24<sup>th</sup> Division in France. Lieutenant August 'Gus' Cayzer was shortly released back into civilian life to look after the Company, succeeding his father as Chairman in 1916. His brother Major Herbert Robin Cayzer was mentioned in despatches and succeeded Sir August as Chairman. He later became Lord Rotherwick.

<sup>24</sup> From March 1914, RN lieutenants with more than eight years' seniority were automatically promoted to the newly created rank of lieutenant commander. The same scheme was applied to RNR and RNVR officers: Lt Cdr Roden's seniority was backdated to 7 Jan 13, the date on which he had completed eight years as lieutenant.

*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 2<sup>nd</sup> 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. 8<sup>th</sup>. 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 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 9<sup>th</sup>. 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

Cap <sup>n</sup> . Litchfield RN		
Commdr. Smith RNR <sup>25</sup>	late Master of Ship	
Lieut Cmdr Peebles RN	No.1	
Lieut Cmdr E C Roden RNR		=C
Lieut Pennington Williams RNR	BI Master <sup>26</sup>	
Lieut McConkey RNR	of ship Chief	
Lieut Bisset RNR <sup>27</sup>	of ship First	
Lieut Annall RNR	of ship Second	
Lieut Tongue RNR	Chief Officer Royal Mail	
Lieut Walley RNR	Cunard	
Midman Wadsworth	4 <sup>th</sup> Royal Mail	=C
Midman FE More	4 <sup>th</sup> P & O	
Midman L Morgan		=C
Midman A G Morgan	3 <sup>rd</sup> Clan Line	=W
Midman Hayes	4 <sup>th</sup> City Line	=C
Midman Collins <sup>28</sup>	3 <sup>rd</sup> Harrison Line	=W

<sup>25</sup> Later Acting Captain Charles A Smith CBE RD RNR.

<sup>26</sup> British India Steam Navigation Company.

<sup>27</sup> Later Commodore Sir James Bisset CBE RD.

<sup>28</sup> Probably Midshipman Edward des Forges Collier RNR.

Dr Scott RNVR	
Dr Peebles Brown	tem RN
Dr Barrow-Clough	tem RN
Asst. Paymaster Bennett RNR	
Clerk Templeman	Cunard
Clerk Kissack	Cunard
Chief Engineer Downie	Cunard
2 <sup>nd</sup> Engineer Brown	Cunard
*Lieut Comdr Howson RNR	joined Aug 24 <sup>th</sup> Liverpool
*Lieut Park	do.
*Sub Lieut Barr	joined Halifax Dec 11 <sup>th</sup> .
Gunner Hayden RN	
Marconi Mr Mawdsley	
Mr Calver	
C.P.O. Richards RN	
Engineers Fifteen Cunard <sup>29</sup>	

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<sup>30</sup> & Mr Lister<sup>31</sup> 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<sup>32</sup> 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 10<sup>th</sup> August. After breakfast 8.30am I went to see the Cap<sup>n</sup> & 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.<sup>33</sup> 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.

---

<sup>29</sup> That Roden did not individually list most of the ship's peacetime engineer officers may reflect social attitudes prevailing between merchant service deck and engineering officers of the period.

<sup>30</sup> Later Sir Alfred Booth, Chairman of Cunard 1909-1922.

<sup>31</sup> S J Lister, Passenger Manager, Cunard.

<sup>32</sup> Miller, Rayner, Haysom Ltd: Naval, Military, Shipping & Colonial Outfitters.

<sup>33</sup> Possibly Captain J C Barr of the Cunard Line. Barr was master of *Carmania* when she was requisitioned, remaining in the ship as navigator and advisor in the rank of commander RNR. *Carmania* was fitting out at Liverpool at the same time as *Caronia*.

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 [x] 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.<sup>34</sup> We then proceeded South in fine clear weather with smooth sea.

Tuesday 11<sup>th</sup> August. Passed Tuskar Lt.<sup>35</sup> 4am, rounded same, proceeded to the Westward under various ensigns. 4.15am joined Admiral Robert S Phipps Hornby CMG RN<sup>36</sup> HMS *Doris*, HMS *Isis*, HMS *Minerva*.<sup>37</sup> *Diana* [?]<sup>38</sup> sent a boat & our Cap<sup>n</sup> went on board. 5.15pm Cap<sup>n</sup> 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 12<sup>th</sup> August. Cruising to westward 1am stopped the Leyland s/s *Nessian*<sup>39</sup> from Pensincola [Pensacola]. She did not know war was declared. 1.45 stopped the s/s *Ben Vrackie*<sup>40</sup> New York for Manchester. He reported passed s/s *Aquitania* the previous day. We are now attached to the E squadron<sup>41</sup> which consists of *Doris* 'Flag', HMS *Minerva*, HMS *Isis*, HMS *Venus*, HMS *Juno*, *Mauretania*,<sup>42</sup> *Aquitania*,<sup>43</sup> *Lusitania*,<sup>44</sup> *Caronia*. These are in order of their fleet numbers. We stopped the *Maria-de-Larrinaga*<sup>45</sup> but she had nothing to report.

Thursday 13<sup>th</sup> August.[?]<sup>46</sup> Still proceeding to Westward fine clear weather, slight sea with moderate breeze. 4pm stopped the barquentine *Rachild* [*Ragnhild*?]<sup>47</sup> (Swede) bound from Freemantle to Bremen. Cap<sup>n</sup> 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.

---

<sup>34</sup> Whale Island, Portsmouth, site of the Royal Navy gunnery school HMS *Excellent*.

<sup>35</sup> Near Wexford off the southeast coast of Ireland.

<sup>36</sup> Commanding the 11<sup>th</sup> Cruiser Squadron (also designated Cruiser Force E).

<sup>37</sup> HMSs *Doris*, *Isis*, *Minerva*: 'Eclipse' class cruisers (5600 tons; 18.6 kts; 11x6-inch, 9x12-pounder, 7x3-pounder guns; 3x18-inch torpedo tubes), similarly *Venus* and *Juno* mentioned later.

<sup>38</sup> Almost certainly *Doris* - this is the only mention of HMS *Diana*, which was part of the 12<sup>th</sup> Cruiser Squadron (Cruiser Force G).

<sup>39</sup> SS *Nessian*: cargo ship; built 1912 by Scotts Shipbuilding, Greenock for Frederick Leyland & Co, Liverpool. Scrapped 1933.

<sup>40</sup> SS *Ben Vrackie*: cargo ship; built 1905 by Russell & Co, Greenock for Watson Bros, Glasgow. Sunk by U-27 on 18 Aug 1915 off the Scillies.

<sup>41</sup> Officially designated 'Cruiser Force E'.

<sup>42</sup> HMS/RMS *Mauretania*: Cunard liner requisitioned as AMC but found unsuitable and returned to commercial service. Re-commissioned 1918 as troopship.

<sup>43</sup> HMS/RMS *Aquitania*: Cunard liner requisitioned as AMC but found unsuitable. Subsequently employed as troopship/hospital ship. Returned to commercial service in 1919.

<sup>44</sup> HMS/RMS *Lusitania*: Cunard liner requisitioned as AMC but found unsuitable and returned to commercial service. Sunk by U-20 on 7 May 1915.

<sup>45</sup> SS *Maria De Larrinaga*: cargo ship; built 1898 by Charles Connell & Co, Glasgow for Larrinaga & Co, Liverpool. Sank after collision on 17 Feb 1931.

<sup>46</sup> This appears to be an incorrect date entry. According to the *Caronia*'s deck log, these events occurred during the afternoon of Wednesday 12 August.

<sup>47</sup> *Ragnhild*: sailing ship; built 1894 by G Bruun, Larvik for M Oppen & Co, Larvik. Transferred to Swedish registry, 1906. Wrecked 30 Oct 1917 at San Sebastian.

Thursday 13<sup>th</sup> August. Still thick & dirty lucky nothing sighted. 3pm hard going and wet. Sighted Fastnet Rk<sup>48</sup> 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 woodwork etc as fast as we can. Off Fastnet received wireless from Admiral to proceed on a line of course between Daunt's Rk<sup>49</sup> & 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.<sup>50</sup>

Friday, 14<sup>th</sup> 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 everyone 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 *Roz*<sup>51</sup> 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 found we had nearly been fired on by the *Doris*.



*Caronia's 4.7-inch Guns*

---

<sup>48</sup> The most southerly point of Ireland.

<sup>49</sup> Near the entrance to Cork Harbour.

<sup>50</sup> This temporary redeployment was to guard against mine-laying, as part of Royal Navy operations to protect the transportation of the British Expeditionary Force to France.

<sup>51</sup> The identity of this ship is uncertain.

Saturday, 15<sup>th</sup> August. Fine clear morning. I have now moved from 4<sup>th</sup> 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*<sup>52</sup> bound east, also several steamers including the *Aquitania* 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 16<sup>th</sup> August. Fine clear morning. At daylight sighted the American liner *St Paul*<sup>53</sup> bound to westward. 9am Divisions. My stokers & firemen off watch 120 fall in on foredeck & 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 17<sup>th</sup> 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 [Poldhu?]<sup>54</sup> 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 to patrol between Daunt's Rk & the north end of our limit. Reported four German submarines, otherwise no important news.

Tuesday 18<sup>th</sup> August. Lovely fine clear morning. 5.20am wireless join *Doris*. Joined 11.0am. Had target practice, excellent firing, afterwards proceeded to Westward to rendezvous. Sighted several vessels but nothing of importance through the night.

Wednesday 19<sup>th</sup> 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*<sup>55</sup> of Hamburg 102 days out from Mexillones [Mejillones?] (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 Berehaven<sup>56</sup> in tow of *Caronia*. I also had midshipman Collier, an excellent young fellow. We

---

<sup>52</sup> RMS *Olympic*: White Star liner; sister ship of *Titanic* and *Britannic*. Requisitioned as AMC but found unsuitable and returned to commercial service.

<sup>53</sup> SS *St Paul*: International Navigation Company Liner. *Caronia*'s deck log does not mention this ship but instead notes "7.45[am] Signalled s/s 'Campania bound west'". Lt Cdr Roden was Officer of the Watch at the time.

<sup>54</sup> Poldhu Wireless Station, situated on Poldhu Point Cornwall, was the site from which Marconi transmitted the first transatlantic radio message in 1901. The station remained in use throughout WW1 and closed in 1934.

<sup>55</sup> *Odessa*: steel sailing ship; built 1888 by Harland & Wolff for T J Brocklebank, London. Transferred to German registry 1913. Scrapped 1925.

<sup>56</sup> Berehaven, in Bantry Bay, Ireland; later one of the so-called 'Treaty Ports' that remained under British sovereignty after the establishment of the Irish Free State.



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. 11.53W. On talking to the mate it turned out she was Brocklebank'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.<sup>57</sup> Afterwards I found out this was the largest sailing ship Co. in Hamburg, they having some 25 vessels & that one – the *Olarida*, a three-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 Cap<sup>n</sup>. We had a peaceful night & it was practically a dead calm with westerly swell she towed very well.

Thursday Aug 20<sup>th</sup>. Daylight off Berehaven 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 cathead. 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<sup>58</sup> & 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 Cap<sup>n</sup>, 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 watches but two hours bridge and two on guns. Walley & self one watch, Tongue & Bisset 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.

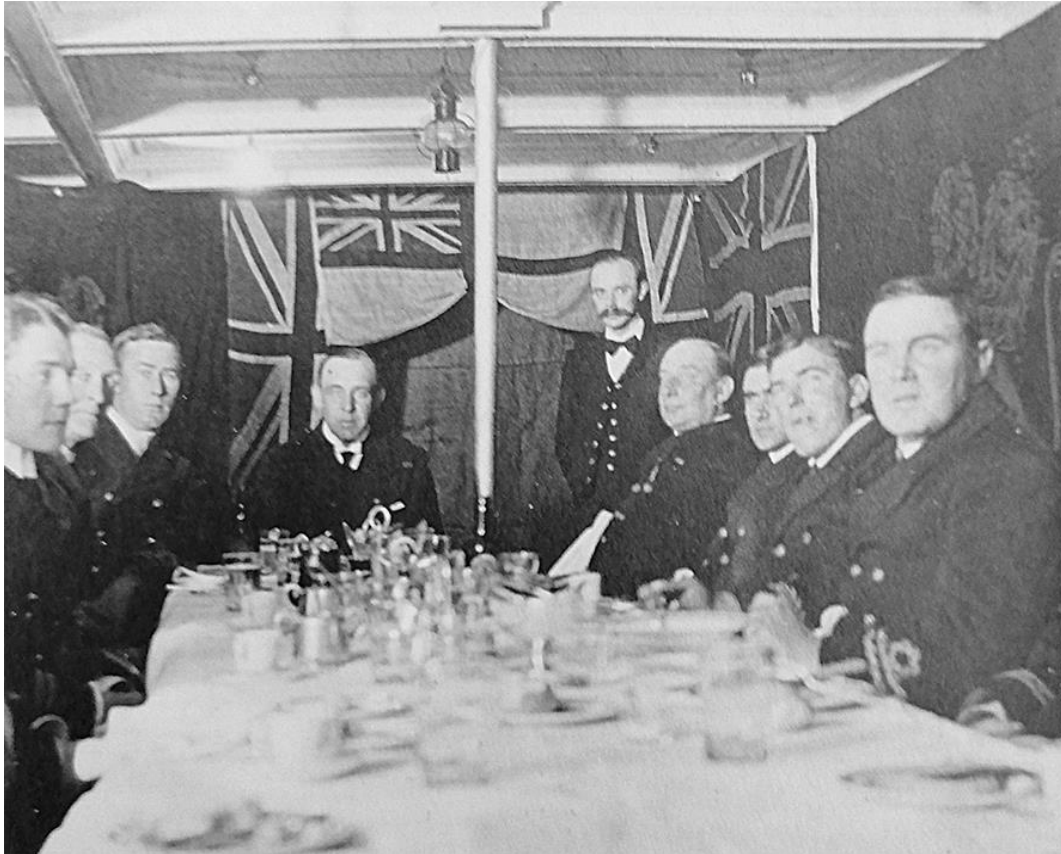
Friday 21<sup>st</sup> August. Lovely bright clear morning. Joined *Doris* at 6am after exchanging various signals, one in which he congratulated us on our valuable prize. We parted on Admiral's instructions to cruise on trade route. Did not sight a single vessel all day. Evening weather came in dirty 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. *Aquitania* near us but have not spotted her.

---

<sup>57</sup> *Holkar/Adelaide/Odessa* was destined to have two more names; *Souverain* and *Hippalos*, before being broken up in 1925.

<sup>58</sup> Royal Garrison Artillery (1899-1924) - an arm of the Royal Regiment of Artillery.

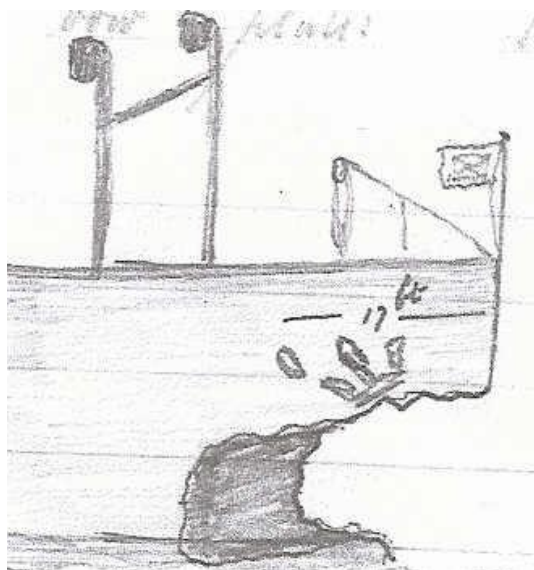
Saturday 22<sup>nd</sup> August. Still wet & dirty proceeding to RV. Daylight came in with heavy & drizzling rain, afterwards turning to fog. Proceeding twelve knots, everyone on watch keeping sharp look-out as we are running right across trade route for Westward & Eastward bound steamers. Heaven help 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



*Caronia's Wardroom*

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 23<sup>rd</sup> August. Drizzling rain, fine later. 4am received wireless to proceed full speed to Fastnet & convey *Aquitania* 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 *Aquitania*. On getting closer saw she had been in collision with something as her stem broken & bow plates turned to starboard. Noon proceed to convoy *Aquitania* taking station four cables on her starboard quarter; speed 13 knots. 1pm thick fog, sounded whistles. Evening fog cleared. Midnight passed 'Tasker' [Tuskar?], clearing all the time. First watch *Aquitania* steering gear broke.



*Aquitania's Bow Sketched by Lt Cdr Roden*

Monday August 24<sup>th</sup>. Fine clear morning. 7am passed South Stack.<sup>59</sup> 8.15am pilot boarded. *Aquitania* signalled to proceed independently. Sighted Leyland liner *Canadian*<sup>60</sup> ahead listed to Starboard & down by stern. Wonder if *Aquitania* has been in collision with her. 11.17am passed Bar Lt. Weather clear but showery. Getting ready for entering port. Noon proceeded into Huskisson Dock<sup>61</sup> & made fast in our old berth. *Canadian* on the other side of dock found *Aquitania* had been in collision with her. Luckily struck her in deep tank abaft engine room & as same was loaded with timber this accounts for *Aquitania*'s bow.<sup>62</sup> Understand upper part of same passed right through chief engineer's cabin. Understand *Aquitania* now waiting outside Bar Lt. for the Gladstone dock as the new dreadnought HMS *Erin*<sup>63</sup> entered same today. We commenced coaling on arrival & as a great deal of same is going down the holds we are up to

<sup>59</sup> Near Holyhead, Anglesey.

<sup>60</sup> SS *Canadian*: passenger liner; built 1900 by Hawthorn Leslie, Newcastle for Frederick Leyland & Co. Torpedoed and sunk by U-59 on 5 Apr 1917.

<sup>61</sup> Liverpool.

<sup>62</sup> *Aquitania* was repaired but no longer considered suitable as an AMC. She was laid up for a time and subsequently employed as a troopship/hospital ship. Returned to commercial service in 1919. *Canadian* returned to service and was torpedoed and sunk off Fastnet in 1917.

<sup>63</sup> HMS *Erin* (originally *Reşadiye*): dreadnought battleship; built by Vickers at Barrow-in-Furness for the Ottoman Navy. Completed Aug 1914 and seized for Royal Navy service as HMS *Erin*.

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 25<sup>th</sup>. Fine clear morning. Got papers from shore to date. Will be pleased to hear of a decisive victory for the allied forces.<sup>64</sup> 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 26<sup>th</sup>. 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 27<sup>th</sup> 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 [12.24pm] stopped outside Bar Lt. & discharged the pilot. *A[quitania]* at anchor waiting for the Gladstone Dock, HMS *Erin* now occupying the same. 2.30pm passed Great Ormes Head & the SS *Laconia*<sup>65</sup> passed, her funnel being painted black with broad red bands. 4.10pm rounded S[outh] Stack & proceeded S in lovely fine clear weather with calm sea. 10pm passed Tuskar rounded and proceeded to RV.

Friday 28<sup>th</sup> 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*<sup>66</sup> & *Venus*. Sent boat to flagship with letters & provisions & at 5.30pm proceeded. *Doris* & *Venus* to southwest & *Ocean* & ourselves to the

---

<sup>64</sup> This may refer to the French army operations known as the 'Battle of the Frontiers' (7 Aug - 13 Sep 1914) which were a precursor to the decisive First Battle of the Marne (6-12 Sep 1914).

<sup>65</sup> HMS/RMS *Laconia*: Cunard passenger liner; built by Swan Hunter & Wigham Richardson; entered service 1911. Requisitioned as AMC 1914; decommissioned 1916 and returned to commercial service. Torpedoed and sunk by U-50 off Fastnet, 25 Feb 1917.

<sup>66</sup> HMS *Ocean*: 'Canopus' class pre-dreadnought battleship (14300 tons; 18 kts; 2x12-inch, 12x6-inch, 10x12-pounder, 6x3-pounder guns; 4x18-inch torpedo tubes).

northward. We are going to take up our position on the trader routes, ours being on the 50<sup>th</sup> 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 29<sup>th</sup> August. Day commences with drizzling rain, clearing later. 10am sounded GQs & after launching target did some firing & very good shooting to [sic]. Hear we are on this trade route till Sep 2<sup>nd</sup>. 2.13pm stopped & signalled Spanish steamer *Gracia*<sup>67</sup> 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*<sup>68</sup> of West Hartlepool, Galveston 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 30<sup>th</sup> 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% RC, 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 someone to give them their church service. Evening wind and sea freshening.

Monday Aug 31<sup>st</sup>. Fresh SW'ly breeze, slight sea. 6am sighted small 3 masted schooner & proceeded down to her. [S]he was the *Valkyrien*,<sup>69</sup> 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*<sup>70</sup> of Glasgow, Montreal to London. As she was altered & funnel painted black Cap<sup>n</sup> sent boarding officer Bisset on board who reported all-correct. She had a large number of reservists on board who cheered heartily when our Cap<sup>n</sup> signalled over a message wishing them luck.

Tuesday Sept 1<sup>st</sup>. 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 2<sup>nd</sup>. 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

---

<sup>67</sup> SS *Gracia*: cargo ship; built 1888 by J Wigham Richardson & Co for Linea de Vapores Serra, Bilbao. Torpedoed and sunk by U-53 off Ballycotton Island, Ireland, 11 Mar 1917.

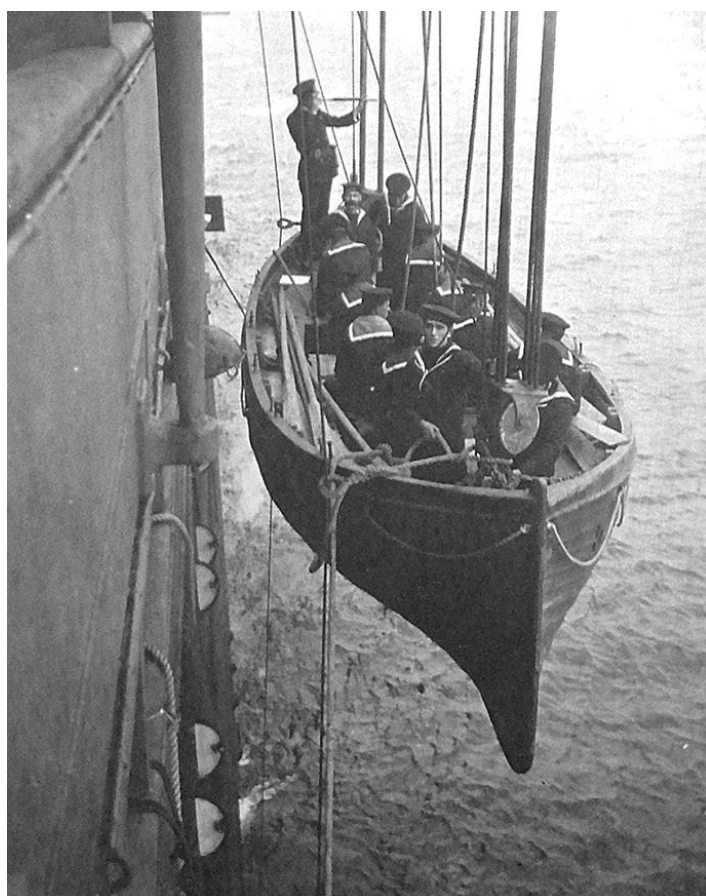
<sup>68</sup> SS *Alston*: cargo ship; built 1903 by John Priestman & Co, Sunderland for Webster & Barraclough, West Hartlepool. Transferred to Japanese registry 1923. Wrecked off Tongochato, Korea, 8 Mar 1927.

<sup>69</sup> *Valkyrien*: wooden schooner; built 1901 by A Jensen, Svendborg. Wrecked near Reykjavik, Iceland on 18 Dec 1919.

<sup>70</sup> SS *Corinthian*: passenger ship; built by Workman, Clark & Co Ltd at Belfast for the Allan Line, Liverpool; entered service 1900. Wrecked in Bay of Fundy, 14 Dec 1918.

little rusty in morse. Crew at various drills & party painting white bands on funnels. Also rigging gaff on foremast & mainmast 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 3<sup>rd</sup>. 9.15am misty weather arrived. RV & joined Flag. *Doris*, *Venus*, *Juno* exchanged 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 snapshot. 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 31<sup>st</sup> inst.



*Seaboat Drill* (Naval-History.Net)

Friday Sept 4<sup>th</sup>. Cruising with *Venus*. Morning exercised GQs & fire control. 4pm sighted steamer. Ordered *Venus* to give chase & examine. Reported her as the *s/s Ormiston*<sup>71</sup> of the Ormiston Steamship Co Ltd bound from Port Talbot to Sand-say [sic]. House flag etc correct, so ordered her to proceed. 7.22pm *Venus* parted company & we proceeded to Berehaven at fifteen

---

<sup>71</sup> SS *Ormiston*: cargo ship; built 1907 by Alexander Stephen & Sons Ltd, Govan for the Orm Steamship Company (R & C Allan), Glasgow. Struck a mine and sank on 8 Apr 1940 in the English Channel.

knots. Weather hazy but fine with moon. Nothing of importance through the night, we only passing one tramp steamer.

Saturday Sep 5<sup>th</sup>. Arrived Berehaven at 6am. Only sighted the Gull Lt [at] 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 [for] 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, RN came on board with his staff. We were all lined up to receive him & our Cap<sup>n</sup> introduced him to us all. At 4.30pm hove up anchor & proceeded to Halifax N.C. [sic] at fifteen knots. As we left the land the weather improved & by midnight it was fine & clear with bright moonlight. Admiral & Cap<sup>n</sup> dined in our mess & he by all accounts is a very nice fellow. 11.30pm stopped the *Oriana*<sup>72</sup> 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 6<sup>th</sup> 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 & today got the Carpenter's mate to take same with great success. Afterwards we sang "God Save the King." At lunch the Cap<sup>n</sup> 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*<sup>73</sup> 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 Noordam*.<sup>74</sup> 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* [*Calnbick*?]<sup>75</sup> 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 7<sup>th</sup> 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 GQs. Admiral came round and seemed very pleased with my Frd supply party. Afterwards went to .303 aiming floating targets. Did some very good firing. 11.30am having received the position of the *Noordam* through the *Franconia*<sup>76</sup> 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

---

<sup>72</sup> *Caronia's* deck log identifies this ship as '*Oceana*'. SS *Oceana*: cargo ship; built 1895 by Alexander Stephens & Sons Ltd. Transferred to Swedish registry 1904. Scrapped 1933.

<sup>73</sup> Presumably during a period of RNR training.

<sup>74</sup> SS *Noordam*: built 1901 by Harland & Wolff for the Holland-America Line. Damaged by striking a mine in Oct 1914 and again in Aug 1917. Remained in commercial service throughout WW1. Scrapped 1928.

<sup>75</sup> The identity of this ship is uncertain.

<sup>76</sup> RMS *Franconia*: Cunard liner; built by Swan, Hunter & Wigham Richardson at Newcastle; entered service 1911. Torpedoed by UB-27 and sank on 4 Oct 1916.

full ahead fired two shells across her bow. She immediately stopped & went full astern. 30pm<sup>77</sup> Lieut McConkey, midshipmen & wireless operator boarded & on boarding he reported 290 Germans & Austrians on board. The forage officer Lieut Hanson RNR & Lieut Parks RNR with twelve mariners went on board & took charge of the ship, McConkey & boarding party returning. 6.25pm proceeded back to eastward, the *Noordam* keeping 4 points on Port Bow, speed 15 knots. The *S/S Noordam* is a twin-screw steamer of 7970 nett tonnage belonging to the Holland American [sic] Line. Wind & sea freshening. The *Noordam* 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 8<sup>th</sup> 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 [h]as 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* & 7.0pm 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 Noordam*. 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 9<sup>th</sup>. 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 10<sup>th</sup>. Day commences fine after a dirty night of rain & wind. Forenoon exercised collision stations & abandon ship. 11am American liner [*City of*] *New York*<sup>78</sup> passed bound to the eastward. 2.40pm signalled French barquentine; she had nothing to report. 3.30pm signalled the *s/s Saxonian*<sup>79</sup> 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 11<sup>th</sup> 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 Cap<sup>n</sup> 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.

---

<sup>77</sup> *Caronia's* deck log indicates this occurred at 3.00pm.

<sup>78</sup> *City of New York* generally known as *New York*: built 1888 by James and George Thompson, Glasgow, for the Inman Line (Liverpool), later part of the American Line. Later commissioned as a US Navy troop transport. Returned to commercial service in 1920; sold for scrap 1923.

<sup>79</sup> *SS Saxonian*: oil tanker; built 1914 Cartsdye Shipbuilding, Greenock, for Lane & Macandrew. Sunk by gunfire from U-54 on 7 Feb 1917.



Saturday, 12<sup>th</sup> 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 [h]as dropped considerably. Now blowing a gale, ship spraying for[e] 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 13<sup>th</sup> September 1914. Lovely fine clear morning, quite warm again. Firemen looked very well at divisions after Cap<sup>n</sup> 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 14<sup>th</sup> September. Passed Sable Island<sup>80</sup> 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 is 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 south[w]ard 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 & Cap<sup>n</sup> went on shore. We are also taking in 250 tons of pig iron for ballast. Went ashore 4pm with Lieut Comdr Howson RNR. it is not much of a town in the way of buildings. We went on board of the R[oyal] 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 16<sup>th</sup> 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 boat & turned in early as my watch from 3am to 9am tomorrow. Received our mail today; this is the second since we commissioned.

---

<sup>80</sup> Sable Island is a small island 160 nautical miles southeast of Halifax, Nova Scotia.

Thursday 17<sup>th</sup> 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 Cap<sup>n</sup> Smith. Had a lovely drive over



*Rear Admiral Hornby and Staff with Caronia's Officers (Wikimedia)*

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 [h]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 board 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 11<sup>th</sup> 1914. Fine but cloudy. Nothing of importance this day. Still coaling.

Saturday Sep 19<sup>th</sup> 1914. Day commences fine but dull. At 8am Admiral's Flag transferred to HMS *Glory*.<sup>81</sup> Still busy coaling. At 4.30pm hove up anchor & proceeded to sea. No-one except Cap<sup>n</sup> 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.

---

<sup>81</sup> HMS *Glory*: 'Canopus' class pre-dreadnought battleship (14300 tons; 18 kts; 2x12-inch, 12x6-inch, 10x12-pounder, 6x3-pounder guns; 4x18-inch torpedo tubes).

Sunday Sep 20<sup>th</sup> 1914. A bright sunny morning, calm sea. 6.30am stopped s/s & found she was the Govt. Collier 36 s/s *Boukadra*.<sup>82</sup> 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*,<sup>83</sup> New York to Qubeck [Quebec], (English) ship. 10pm s/s *St Paul* & s/s *New Amsterdam*<sup>84</sup> crossed our bow bound to New York. 11pm stopped the s/s *Exeter City*<sup>85</sup> of Bristol bound East. Our squadron out there now consist[s] of the following ships: HMS *Glory* (Flag) Battleship, & Cruisers *Niobe*,<sup>86</sup> *Suffolk*,<sup>87</sup> *Lancaster*, *Glasgow*,<sup>88</sup> *Good Hope*,<sup>89</sup> *Berwick*, *Essex*, *Bristol*, *Carmania*, *Caronia*. Ships underlined are now in the West Indies. We have also two French, the *Condé*<sup>90</sup> & *Descartes*<sup>91</sup> under our Admiral. 3.30pm stopped the oil tank steamer *Oriflamme*<sup>92</sup> of London. Nothing of importance through the night.

Monday Sep 21<sup>st</sup>. 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<sup>93</sup> & also the loss of my old ship HMS *Pegasus* at Langabar [Zanzibar?],<sup>94</sup> 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 23<sup>rd</sup> [22<sup>nd</sup>]. Hazy weather still. Usual patrol duty. Expect to keep this up for some time. Afternoon stopped & examined s/s *Potsdam*,<sup>95</sup> same Co as *Noordam*. Everything correct so allowed her to proceed. Hear the *Noordam* kept for 6 days in Queenstown & 188 Germans &

---

<sup>82</sup> SS *Boukadra*: built 1910 by Wm Gray & Co Ltd, West Hartlepool for F C Strick & Co Ltd, Swansea. Requisitioned by Japanese Government 1941; renamed *Aoki Maru*. Bombed and sunk 13 November 1944 in Manila Bay.

<sup>83</sup> SS *Bermudian*: built 1904 by Sir James Laing & Sons at Deptford for the Quebec Steamship Co Ltd, London. Broken up 1934.

<sup>84</sup> *Caronia*'s deck log only mentions *St Paul*..

<sup>85</sup> SS *Exeter City*: built 1887 by Blyth Shipbuilding for the Bristol City line. Scrapped 1925.

<sup>86</sup> HMS *Niobe*: 'Diadem' class protected cruiser (11000 tons; 20.5 kts; 16x6-inch, 14x12-pounder, 3x3-pounder guns; 3x18-inch torpedo tubes).

<sup>87</sup> HMSs *Suffolk*, *Lancaster*, *Berwick*, *Essex*: 'Monmouth' class armoured cruisers (9800 tons; 23 kts; 12x6-inch, 10x12-pounder, 3x3-pounder guns; 2x18-inch torpedo tubes).

<sup>88</sup> HMSs *Glasgow*, *Bristol*: 'Town' class light cruisers, (4800 tons; 25 kts; 2x6-inch, 10x4-inch, 4x3-pounder guns; 2x18-inch torpedo tubes).

<sup>89</sup> HMS *Good Hope*, a 'Drake' class armoured cruiser, would be sunk at the Battle of Coronel on 1 Nov 1914.

<sup>90</sup> *Condé*: 'Gloire' class armoured cruiser, (9996 tons; 21 kts; 2x7.6-in, 8x6.5-inch, 3x3.9-inch, 18x1.9-inch, 4x1.5-inch guns; 4x17.7-inch torpedo tubes).

<sup>91</sup> *Descartes*: 'Descartes' class protected cruiser, (3960 tons; 19.5 kts; 4x6.5-inch, 10x3.9-inch, 8x1.9-inch, 4x1.5-inch guns; 2x18-inch torpedo tubes).

<sup>92</sup> SS *Oriflamme*: oil tanker built 1899 by Armstrong, Whitworth & Co for Lane & Macandrew. Struck a mine and sank on 25 Nov 1917 off The Nab.

<sup>93</sup> HMS *Carmania* was effectively *Caronia*'s sister ship, also converted to an AMC. On 14 Sep 1914, she intercepted and sank the German AMC *Cap Trafalgar* in a furious close quarters action off Trindade Island in the South Atlantic.

<sup>94</sup> HMS *Pegasus*, a 'Pelorus' class protected cruiser, was sunk in a surprise attack by the German light cruiser *Königsburg* while repairing her engines in Zanzibar harbour on 20 Sep 1914.

<sup>95</sup> SS *Potsdam*: passenger liner; built 1900 by Blohm + Voss for the Holland-America Line. Scuttled as a blockship at Cherbourg in 1944. Scrapped 1947.

Austrians made prisoners. Evening heard of the sinking of HMS *Aboukir*, *Hogue* & *Cressy* by submarines.<sup>96</sup>

September 23<sup>rd</sup>. 24<sup>th</sup>. 25<sup>th</sup>. 26<sup>th</sup> & Sunday 27<sup>th</sup>. Patrolling off Ambrose Lt. & guarding the Northern channel. We have signalled & investigated numerous vessels & have boarded the *Caserta*<sup>97</sup> of Genoa, *Frederik VIII*<sup>98</sup> of Copenhagen, *Leander*<sup>99</sup> Norwegian, *American*<sup>100</sup> of Rotterdam at night. If Capt<sup>n</sup> is in any doubt regarding a vessel we go close & switch on our search light. On Friday 25<sup>th</sup> the *s/s Adriatic*<sup>101</sup> passed close under our stern bound in loaded with passengers who gave us some hearty cheers. Saturday 26<sup>th</sup> 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 27<sup>th</sup> usual routine. Evening went down to *Lancaster* & put a mail on board. Understand she leaves for Halifax tomorrow to coal.

Monday, 28<sup>th</sup> September. *Lancaster* left 4am. Here by ourselves today. Evening *Niobe* joined us. Cap<sup>n</sup> 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 28<sup>th</sup> to Sunday October 4<sup>th</sup>. 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 Halifax 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 4<sup>th</sup> to Sunday Oct 11<sup>th</sup>. 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<sup>102</sup> competition for the whole of the crew.

---

<sup>96</sup> These three obsolete cruisers of the 7<sup>th</sup> Cruiser Squadron (sometimes referred to as the 'Live Bait Squadron') were torpedoed and sunk by a single U-Boat (U-9) within a space of two hours on 22 Sep 1914 in the southern North Sea.

<sup>97</sup> SS *Caserta*: Italian passenger liner; built 1904 by Armstrong, Whitworth & Co for the Bucknall Line. Italian registry 1905. US Navy troopship during WW1. Scrapped 1928.

<sup>98</sup> SS *Frederik VIII*: passenger liner; built 1913 by A G Vulcan at Stettin for Scandinavian America Line. Scrapped 1936.

<sup>99</sup> SS *Leander*: built 1892 for Graham, Anderson & Co, London; Torpedoed by UB-57 on 20 Oct 1917 off Flamborough Head.

<sup>100</sup> SS *American*: oil tanker; built 1892 by Palmer's Shipbuilding, Jarrow, for the American Petroleum Company, Rotterdam. Scrapped 1933.

<sup>101</sup> RMS *Adriatic*: White Star liner; built 1906; requisitioned as troopship during WW1. Scrapped 1935.

<sup>102</sup> A removable liner inserted into a gun barrel to allow small calibre ammunition to be used for target practice. This is probably referring to .303 rifle practice.

Wednesday 7<sup>th</sup>. This morning sent mail on board *Suffolk*. Afternoon the *France*<sup>103</sup> and *Campania*<sup>104</sup> 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*<sup>105</sup> 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.



*Officers at .303 Rifle Practice*

Thursday 8<sup>th</sup>. 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* [h]as gone to Halifax. 5pm quite a flap on as through a New York paper saying s/s *United States*<sup>106</sup> & 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 reservists 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 *Amolco*,<sup>107</sup> an American steamer.

Friday Sep 9<sup>th</sup> & Saturday 10<sup>th</sup>. 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.

---

<sup>103</sup> SS *France*: Compagnie Générale Transatlantique passenger liner; entered service 1910. Requisitioned 1914 by French Navy as AMC but found unsuitable. Reconfigured as troopship/hospital ship. Returned to commercial service 1920; scrapped 1935.

<sup>104</sup> RMS *Campania*: Cunard passenger liner; entered service 1893. Purchased by Royal Navy 1915 as seaplane carrier. Sunk following collision with HMS *Glorious* in the Firth of Forth on 5 Nov 1918.

<sup>105</sup> SS *Kent*: cargo ship; built 1899 by Hawthorne Leslie & Co, Newcastle, for Federal Steam Navigation Co Ltd. Scrapped 1934.

<sup>106</sup> SS *United States*: passenger liner; built 1903 by Stephen & Sons, Glasgow for the Scandinavian American Line. Damaged by fire and scrapped 1935.

<sup>107</sup> SS *Amolco*: oil tanker; built 1914 by Fore River Shipbuilding, Quincy, MA, for Petroleos Mexicanos SA. Wrecked off Port Isabel, Texas on 22 Aug 1951; scrapped 1954.

An ideal day as regards weather, lovely & warm. Engineer officers take their own divisions from today.

Monday Oct 12<sup>th</sup>. Nothing much of importance this day. Evening stopped the *Roumanian Prince*<sup>108</sup> & got some papers.

Tuesday Oct. 13<sup>th</sup>. 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*<sup>109</sup> 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 *Brindilla*.<sup>110</sup>

Wednesday Oct 14<sup>th</sup>. 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 effect 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 15<sup>th</sup> Wind & sea having moderated Cap<sup>n</sup> decides to take prize in tow. 11.15am sent boat with line & provisions. Understand Cap<sup>n</sup> of prize making things as uncomfortable as possible for the prize crew. Noon tow line fast & proceeded. At 0.40pm [12.40pm], 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 five stokers on board & again took her in tow. 6.40pm proceeded & towed prize throughout the night at 9 knots.

Friday Oct 16<sup>th</sup>. 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. 17<sup>th</sup>. 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 HMS *Hawke* sunk by German submarines.<sup>111</sup>

Sunday Oct 18<sup>th</sup>. Thick fog, prize keeping station on us by sound of our steam whistle. 8.22am made Sambro Buoy, 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

---

<sup>108</sup> SS *Roumanian Prince*: oil tanker; built 1913 by Tyne Iron Shipbuilding Co Ltd for Prince Line. Sank 24 May 1933 in Dakar after grounding on a reef.

<sup>109</sup> RMS *Pannonia*: Cunard passenger liner; entered service 1903. Requisitioned as troopship 1916. Returned to commercial service and scrapped 1922.

<sup>110</sup> SS *Brindilla*: oil tanker; built 1894 by AG Vulcan at Stettin for Deutsch-Amerikanische Petroleum. Transferred to US registry 1914. Scrapped 1923.

<sup>111</sup> HMS *Hawke* was an 'Edgar' class protected cruiser launched in 1891. On 15 Oct 1914 she was torpedoed and sunk by the same U-9 that had sunk the *Aboukir*, *Hogue*, and *Cressy* three weeks earlier.

Admiral with his staff came on board so we are now flagship again. 12.45 *Lancaster* sailed. 4.25pm two colliers came alongside, the *Calcutta*<sup>112</sup> of London & the *Boukadra* of Swansea. Prisoners went ashore under escort.

Monday Oct 19<sup>th</sup>. 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 20<sup>th</sup>. Busy coaling. Evening gun watches set as understand a strange vessel reported off the port.

Wednesday Oct 21<sup>st</sup>. Coaling. Evening Comdr Smith, No.1, Scott Williams & self dined at club with Cap<sup>n</sup>. 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.<sup>113</sup> *Niobe* arrived 3pm & is coaling right through. (At dinner my first experience of Moose stake [sic]).

Thursday Oct 22<sup>nd</sup>. Busy coaling. I went ashore 4am [sic] & met Dr Scott. We went across to Dartmouth & had a very fine walk back to club & met Bisset & Tongue. Asked them to dine with us & we all had a very fine fish supper.

Friday 23<sup>rd</sup> Oct. Still coaling. Morning went ashore with Morgan & did some shopping. My noon till 8pm watch.

Saturday 24<sup>th</sup> 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 [a] treat to get out of the dust. Strong NW'ly wind, ship spraying for'd. Evening, wind and sea moderated.

Sunday 25<sup>th</sup> 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 26<sup>th</sup> October, 27<sup>th</sup>, 28<sup>th</sup>, 29<sup>th</sup>, 30<sup>th</sup>. 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 *Brindilla* has been released.<sup>114</sup> Our photo club going very strong, am getting together quite an interesting lot.

---

<sup>112</sup> SS *Calcutta*: cargo ship; built 1907 by Furness Withy & Co for Nelson, Donkin & Co. Sank on 1 Aug 1918 after collision in the SW Approaches.

<sup>113</sup> Lumsden's Horse was the name given to the Indian Mounted Infantry Corps. Originally formed in Calcutta, elements took part in the Second Boer War (1899-1902).

<sup>114</sup> On the outbreak of war, *Brindilla* had been bought by Standard Oil Co. from Riedermann Line and transferred from German to American registry. The British viewed this as legal trickery to avoid seizure, but the US resented the apparent interference with its trade. *Brindilla's* seizure was contested by her American owners and the case was submitted to a Prize Court, resulting in the ship's release on 30 October.

Saturday 31<sup>st</sup> October. A lovely bright sunny day. As usual very busy with vessels leaving New York. 3.55pm s/s *Columbia*<sup>115</sup> stopped & we sent a boat for papers. 5.30pm stopped *Frederik VIII* (Dane) & *Caserta* (Italian), boarded both. These two s/s were our first ships to board off New York & that was on Sep 23<sup>rd</sup>. 8.30pm hoisted both sea boats & proceeded full speed for Halifax.

Sunday Nov 1<sup>st</sup>. An ideal day, nice & warm. Steaming full speed to reach Halifax as early as possible tomorrow.

Monday Nov 2<sup>nd</sup>. 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 3<sup>rd</sup>. Finished coaling at 8.15am & at 9.15am proceeded to sea back to our old beat. Weather fine but hazy.

Wednesday, Nov 4<sup>th</sup>, Thursday 5 Nov, Friday 6<sup>th</sup> Nov, Saturday 7<sup>th</sup>. 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 Cradock's squadron.<sup>116</sup> 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 8<sup>th</sup> November to Sunday 15<sup>th</sup> 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 *Orduna*<sup>117</sup> P.S.N.C. (charted by Cunard Co) to send Mr McLean home our bar keeper who [h]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 woodwork. 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 15<sup>th</sup> to Sunday Nov 22<sup>nd</sup>. Patrolling the southern beat. We have not so many steamers as on the Northern. We have now signalled & stopped nearly 200 steamers to date.

---

<sup>115</sup> The identity of this ship is uncertain.

<sup>116</sup> On 1 Nov 1914, the German East Asia Squadron under Vice-Admiral Maximilian Graf von Spee virtually annihilated a weaker British squadron under Rear Admiral Sir Christopher Cradock. The Royal Navy lost two armoured cruisers (including HMS *Good Hope* mentioned earlier) and 1,660 men, against German casualties of three wounded. The defeat was a significant blow to British prestige and precipitated a furious response by the First Sea Lord, Admiral 'Jackie' Fisher, who despatched two modern battlecruisers, *Invincible* and *Inflexible* to hunt down and destroy von Spee's squadron, which they eventually did at the Battle of the Falkland Islands on 8 Dec 1914.

<sup>117</sup> SS *Orduna*: passenger liner; built by Harland & Wolff for Pacific Steam Navigation Company; entered service 1914. Attacked by surfaced U-boat on 9 Jul 1915 but escaped without damage. Scrapped 1951.



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 [a] treat to hear from home. Thursday, Friday, Saturday usual patrol, weather much colder. In fact, several night temperature[s] below freezing. Got two lots of papers this week from s/s *Ballia* [*Baltic*?]<sup>118</sup> & *Trent*.<sup>119</sup> Sunday usual routine. RC had church in 2<sup>nd</sup> class saloon & Church of England in Armoury.

Sunday 22<sup>nd</sup> to Sunday 29<sup>th</sup>. 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*,<sup>120</sup> 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 Cap<sup>n</sup> went on board. 5.30pm our sea boat returned & we proceeded. Full guns crews out throughout the night as hear German cruiser *Karlsruhe* about.<sup>121</sup> 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 Cap<sup>n</sup> who has seen it in paper Harold Cayzer wounded.<sup>122</sup> Forenoon in my watch had to go hard a port to clear large 30ft spar, apparently lower mast of some ship.

Sunday 29<sup>th</sup> November to Sunday 6<sup>th</sup> December. Daylight arrived at Halifax and at 8am anchored in harbour. Afternoon came alongside dockyard short of graving dock. Monday evening *Princess Royal* arrived.<sup>123</sup> Tuesday daylight *P[rincess] Royal* left, destination unknown. Nothing of importance through week. Lieut. Comdr. Howson & self taking day on & day off landing each day for drill.

Sunday 6<sup>th</sup> Dec to Saturday 12<sup>th</sup> 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 Comd<sup>r</sup>. Evening dined with Mr Morrow at club. Thursday morning landed seamen & mariners for sham fight; morning HMS *Essex* arrived here. 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

---

<sup>118</sup> *Caronia*'s deck log mentions a boat transfer with SS *Baltic* on Wednesday 18 November. SS *Baltic*; passenger liner; built by Harland & Wolff for Cunard; entered service 1904. War service as troopship. Scrapped 1933.

<sup>119</sup> SS *Trent*: mail ship; built by Robert Napier of Govan for the Royal Mail Packet Company; entered service 1900. Requisitioned for Admiralty service 1915. Returned to commercial service 1919; scrapped 1922.

<sup>120</sup> HMS *Bulwark*: 'London' class pre-dreadnought battleship. Destroyed by accidental explosion off Sheerness on 26 Nov 1914, with the loss of 741 of her crew.

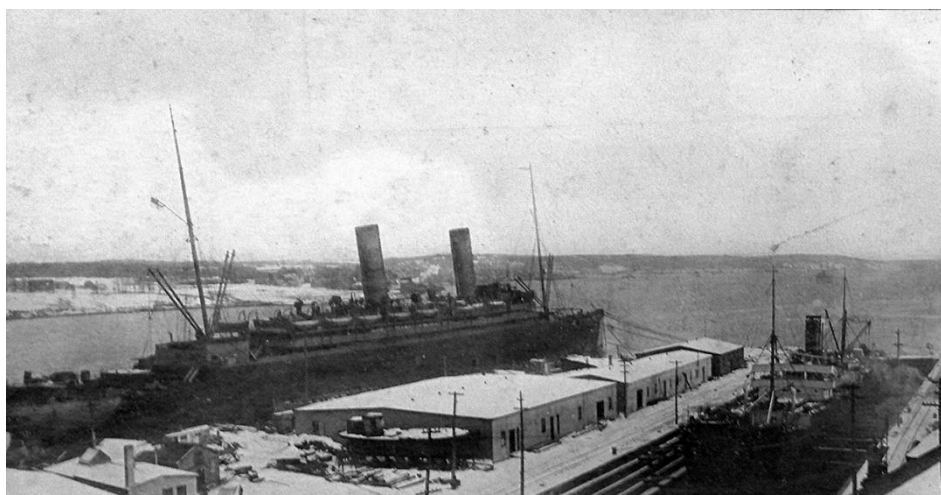
<sup>121</sup> In fact, the German light cruiser *Karlsruhe* had already been destroyed by accidental explosion on 4 Nov 1914, en route from the coast of Brazil to Barbados.

<sup>122</sup> Captain, later Major, Harold Cayzer was with the 11<sup>th</sup> Hussars at Messines. They were shelled all day, retired at dusk for a rest but the fighting resumed overnight. 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.

<sup>123</sup> HMS *Princess Royal*: 'Lion' class battlecruiser, probably en route to the Caribbean to prevent Admiral von Spee's East Asia Squadron from reaching Germany via the Panama Canal.

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 13<sup>th</sup> to Saturday Dec 19<sup>th</sup>. 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 [this time] as first time heavy snow. Had afternoon tea at club [and] 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 *Charybdis* arrived,<sup>124</sup> 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 17<sup>th</sup> Capt<sup>n</sup> 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 NW arm. Friday 11<sup>th</sup> my day on board. Nothing worthy of note. All our fellows are having good skating now.



*HMS Caronia Alongside at Halifax*

Saturday Dec 19<sup>th</sup>. My birthday. Aboard all day. In evening went ashore with Comdr & McConkey & 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 [20<sup>th</sup>]. Usual routine. morning church parties.

Monday [21<sup>st</sup>]. Houston & Scott having leave from Cap<sup>n</sup> went 20 miles inland to trappers hut for shooting. Bennett paymaster off to Toronto. Morning Niobe arrived & afternoon HMS *Suffolk* left.

---

<sup>124</sup> HMS *Charybdis*: 'Astraea' class protected cruiser launched 1893, (4360 tons; 18 kts; 2x6-in, 8x4.7-inch, 10x6-pounder, 1x3-pounder guns; 4x18-inch torpedo tubes).

Tuesday [22<sup>nd</sup>], Wednesday [23<sup>rd</sup>]. Laid up with bad chill. Wednesday afternoon HMS *Princess Royal* arrived here. She [h]as come up from Bermuda & 48 hours ago crew in whites. Temperature on their arrival here 7°, bitterly cold. Hear her decks one sheet of ice. Houston & Scott back – had a good time.

Thursday 24<sup>th</sup>. 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 NW arm in club boat. Called on Mr Keith & dined with him at City Club.

Friday 25<sup>th</sup> 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[o]. Afternoon Mr Keith came on board & evening Comdr & self went with him to his house & spent a very pleasant time. (Morning *Princess Royal* left).<sup>125</sup>

Saturday [26<sup>th</sup>]. Usual Saturday but of course to[o] 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 27<sup>th</sup>. 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 28<sup>th</sup> December to Sunday [Tuesday?] [29<sup>th</sup>]. My morning watch. Afterwards went to lunch on board the s/s *Sable Island*,<sup>126</sup> an s/s taken over by the Canadian Government to patrol with others the Gulf [Bay?] of Fundy. Lieut Lindsay RNR in charge of s/s *Sable I[sland]*. Lieut Comdr Elliott RNR in charge of the fleet of patrol ships.

Tuesday 29<sup>th</sup>, [Wednesday] 30<sup>th</sup> December. Nothing of importance these days.

Wednesday [Thursday?] 31<sup>st</sup>. 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 1<sup>st</sup> January. Morning received mail. Evening Comdr & self dined ashore & went to pictures. Very quiet.

Saturday 2<sup>nd</sup> to Sunday 10<sup>th</sup> January. Nothing of importance. My day on.

---

<sup>125</sup> Following the destruction of von Spee's East Asia Squadron by a British squadron, which included the battlecruisers *Invincible* and *Inflexible*, under Vice-Admiral Sturdee, on 8 Dec 1914, *Princess Royal* was recalled to normal duty with the 1<sup>st</sup> Battlecruiser Squadron at Rosyth, returning in time to participate at the Battle of Dogger Bank on 24 Jan 1915.

<sup>126</sup> HMCS *Sable Island*: Farquhar & Co steamer, chartered in 1914 by the Canadian government as an auxiliary vessel for patrol duties. Disposal unknown.

Sunday 3<sup>rd</sup>. Usual church parties in morning. Cap<sup>n</sup> 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 4<sup>th</sup> January. On board all day. Evening very thick fog.

Tuesday 5<sup>th</sup> 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 6<sup>th</sup> January. Much warmer. Busy coaling in stream.

Thursday 7<sup>th</sup> 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, 8<sup>th</sup> January. Still coaling. Finished at 6pm. Evening Comdr & self went to theatre play (Her Only Son). It was quite good.

Saturday January 9<sup>th</sup>. Usual Saturday routine & preparing for sea.

Sunday 10<sup>th</sup>. 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 11<sup>th</sup> January. Passed Nantucket Lt. 9.30am. 7.57pm Fire Is Lt. & arrived off Ambrose at 9.40pm. Met HMS *Suffolk* & stopped. Transferred Lieut Marx RN who took passage from Halifax; also 32 bags of mails. Hear HMS *Charybdis* been in collision with Ward liner & [h]as now proceeded to Bermuda under convoy of HMS *Essex*.<sup>127</sup> Now patrolling Northern beat.

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

Wednesday 13<sup>th</sup> 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 14<sup>th</sup> 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*.<sup>128</sup> 9.20 unknown steamer had to fire 3 times. When she stopped & boarding officer boarded s/s *Kronprinz Frederik* (Dane).<sup>129</sup> 11.30pm stopped s/s *Stalheim*,<sup>130</sup> a Norwegian steamer.

---

<sup>127</sup> *Charybdis* was laid up at Bermuda until transferred to harbour service in 1917. Subsequently converted to a merchant ship, she was loaned to a commercial operator in 1918; returned to the navy in 1920, she was broken up in 1923.

<sup>128</sup> The identity of this ship, which *Caronia's* deck log names '*Macheline*', is uncertain.

<sup>129</sup> *Kronprinz Frederik*; steamer: built 1901 by Hellerup Shipyard for Alfred Christensen & Co. Disposal unknown.

<sup>130</sup> SS *Stalheim*: built 1912 by Fredrikstad Mek. Versted for J B Stang, Oslo. Torpedoed near Sicily by U-49 on 1 Jul 1917 and U-60 later the same day, then shelled by UC-52 on 7 Jul before finally reaching port. Sunk by German bombing in Apr 1942.

Friday 15<sup>th</sup> 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*,<sup>131</sup> Dutch steamer bound for Rotterdam.

Saturday 16<sup>th</sup> 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*<sup>132</sup> (Dutch) & at 8.10pm stopped & boarded the s/s *Zyldyk* [Zyldyk?].<sup>133</sup>

Sunday 17<sup>th</sup> January. Drizzling rain all day. Normal Sunday routine.

Monday 18<sup>th</sup> January. Midnight Sunday thick fog. 8am came to anchor. Lost Star'd anchor & 45 fathoms of chain. Busy all day finding spare bower anchor.

Tuesday 19<sup>th</sup> January. Still thick fog. Afternoon cleared, boring sweeping. 11am HMS *Ocean* arrived & relieved HMS *Suffolk*.

Wednesday 20<sup>th</sup> 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 21<sup>st</sup> January. Morning commenced sweeping operations. in the night a fall of snow. Noon discontinued operations & hove Kedge inboard.

Friday 22<sup>nd</sup> January. Fine clear morning, very cold. GQs afterwards & carried out .303 practice, (HMS *Glory* towing target). 11am stopped to proceed to steamer s/s *Delaware*<sup>134</sup> oil tank British bound for London. 9.30pm fired blank charge at Danish s/s *Skinfane* [*Skinfaxe*?]<sup>135</sup> bound to Hoosin's [?]. At 10pm allowed s/s to proceed.

Saturday 23<sup>rd</sup> 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*<sup>136</sup> 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 29<sup>th</sup> as our relief crew of stokers have left Liverpool in the *Corsican*<sup>137</sup> today. Not looking forward to breaking a fresh lot in.

---

<sup>131</sup> SS *Gorredyk*: cargo steamer; built 1902 by Furness, Withy & Co, Hartlepool for Robert M Sloman Jr, Hamburg. Transferred to Dutch registry 1909. Detained in New York 1917 and confiscated on 21 Mar 1918. Released Jul 1919. Scrapped 1931.

<sup>132</sup> SS *New* [*Nieuw*] *Amsterdam*: passenger liner; built by Harland & Wolff for Holland America Line; entered service 1906; scrapped 1932.

<sup>133</sup> SS *Zyldyk*: cargo steamer; built 1900 by Sir James Laing & Sons Ltd, Sunderland. Acquired by Holland America Line 1909. Scrapped 1931.

<sup>134</sup> SS *Delaware*: oil tanker; built 1893 by David J Dunlop & Co, Glasgow for F E Bliss, London. Acquired by Anglo-American Oil Co Ltd, London, 1900. Scrapped 1929.

<sup>135</sup> SS *Skinfaxe*: cargo ship; built 1908 by Helsingors Iron Ship Construction for Steenberg & Co, Copenhagen. Wrecked 25 Oct 1945.

<sup>136</sup> RMS *Transylvania*: Anchor Line passenger liner: requisitioned as a troopship in 1915, she was torpedoed and sunk by U-63 on 4 May 1917 in the Mediterranean.

<sup>137</sup> SS *Corsican*: built 1907 by Barclay, Curle & Co at Glasgow for the Canadian Pacific Line. Employed as troopship 1914-1917. Wrecked near Cape Race 21 May 1923.

Sunday 24<sup>th</sup> January. A fine morning. Afternoon turning to NE'ly 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 25<sup>th</sup> January. Morning drill with drizzling rain, wind & sea decreasing. Heard of action in North Sea & sinking of German man-of-war *Blücher*.<sup>138</sup> Sorry we did not back [luck?] more. Afternoon *Pannonia*<sup>139</sup> 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 26<sup>th</sup> January. Beautiful day, cold but bright sunshine. Morning GQs & fire control exercise with HMS *Essex*, & 4pm range exercise.

Wednesday 27<sup>th</sup> January. Thick & hazy. Intended to carry out quarterly firing but same had to be abandoned.

Thursday 28<sup>th</sup> 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 [sic] her firing. It is a very interesting thing to see.

January 29<sup>th</sup>, Friday. Afternoon closed *Essex* & took her mail.

Saturday 30<sup>th</sup> 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 31<sup>st</sup> 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 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 1<sup>st</sup>. 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 2<sup>nd</sup>. Now sleeping in Dr Scott's cabin as with the two electric heaters temperature still below freezing in my own cabin.

---

<sup>138</sup> Battle of Dogger Bank, 24 Jan 1915. Acting on intelligence from intercepted signals, British battlecruisers under Vice-Admiral Sir David Beatty ambushed a smaller force of German battlecruisers under Rear Admiral Franz von Hipper. In a confused action, both sides suffered casualties but Hipper, low on ammunition, chose to run for home. The British pursuit was marred by signalling errors which resulted in Beatty's ships concentrating their fire on the obsolete *Blücher*, while allowing Hipper's more valuable ships to escape. Hailed in Britain as a victory, the action highlighted systemic problems in British command and control and ammunition handling which were largely unheeded.

<sup>139</sup> RMS *Pannonia*: Cunard passenger liner; built by John Brown & Co, Glasgow; entered service 1903. Employed as troopship 1916-1918. Scrapped 1922.

Wednesday February 3<sup>rd</sup>. 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 7<sup>th</sup>. 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 8<sup>th</sup> 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 hove up anchor & proceeded. 10am came to anchor again owing to thick fog. 10.58am fog cleared & we again proceeded to position of[f] New York. Wind strong S'ly.

Tuesday 9<sup>th</sup> 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 *Karlsone* [*Karlsruhe?*] & *Dresden* about.<sup>140</sup> 5pm HMS *Niobe* passed bound for Halifax.

Wednesday 10<sup>th</sup> 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 13<sup>th</sup> put mail on board SS *Orduna*. Monday 15<sup>th</sup> HMS *Glory* left. We took over southern beat, HMS *Niobe* taking over northern. Received mails this day. Monday 22<sup>nd</sup> 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 24<sup>th</sup> Feb to March 1<sup>st</sup>. Usual coaling routine while in port. Hear of the loss of *Clan Macnaughton*.<sup>141</sup> Sat'day 27 11am HMS *Niobe* arrived

March 1<sup>st</sup> Monday to Saturday March 20<sup>th</sup>. Hove up anchor & proceeded 2.48pm for New York. Arrived 5.30pm Wednesday 3<sup>rd</sup>. Usual patrol duties on Southern & Northern beats till March 20<sup>th</sup> when relieved by HMS *Niobe*. Afternoon proceeded to Halifax.

---

<sup>140</sup> Neither ship was actually in the vicinity. *Dresden* had escaped destruction at the Battle of the Falkland Islands and was still in the Pacific preparing for commerce raiding in the Indian Ocean. On 14 March 1915 she was cornered by a superior British force at Robinson Crusoe Island and scuttled herself to avoid capture. *Karlsruhe* had already been destroyed by accidental explosion on 4 Nov 1914.

<sup>141</sup> HMS *Clan MacNaughton* was a Clan Line cargo liner converted to an AMC. Part of the 10<sup>th</sup> Cruiser Squadron, she foundered in the North Atlantic on 3 Feb 1915 with the loss of 281 crew.

March 22<sup>nd</sup>. Arrived Halifax & anchored at 7am. HMS *Cumberland*<sup>142</sup> & HMS *Calgarian*<sup>143</sup> in port. Forenoon exercised abandon ship. My boat first lowered & first away. Unfortunately on unloading the boats a fireman P Donelly 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.



*Lt Cdr Roden in Cold Weather Clothing*

March 23<sup>rd</sup>. Forenoon went ashore with Dr Scott to arrange funeral. Met Commdr. Kendall RNR HMS *Calgarian*.

March 24<sup>th</sup>. Enquire [sic] aboard in forenoon re death of P Donelly; Commdr Kendall president of court. Afternoon funeral party landed at 1.30pm with Commander Smith for funeral. Luckily a fine day. The 1<sup>st</sup> Lieut & myself went over to the *Calgarian*.

March 25<sup>th</sup>. Afternoon Houston & self went ashore. Called on the Blacks. Evening dined at the Halifax with Dr Scott & his wife.

Friday March 26<sup>th</sup> 1915. Afternoon Commdr & Self went ashore & called on Mrs Scott & Mrs McConkey 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.

---

<sup>142</sup> HMS *Cumberland*: 'Monmouth' class armoured cruiser (9800 tons; 23 kts; 12x6-inch, 10x12-pounder, 3x3-pounder guns; 2x18-inch torpedo tubes).

<sup>143</sup> HMS *Calgarian* was an Allan Line liner converted to an AMC. Torpedoed and sunk by U-19 on 1 Mar 1918.



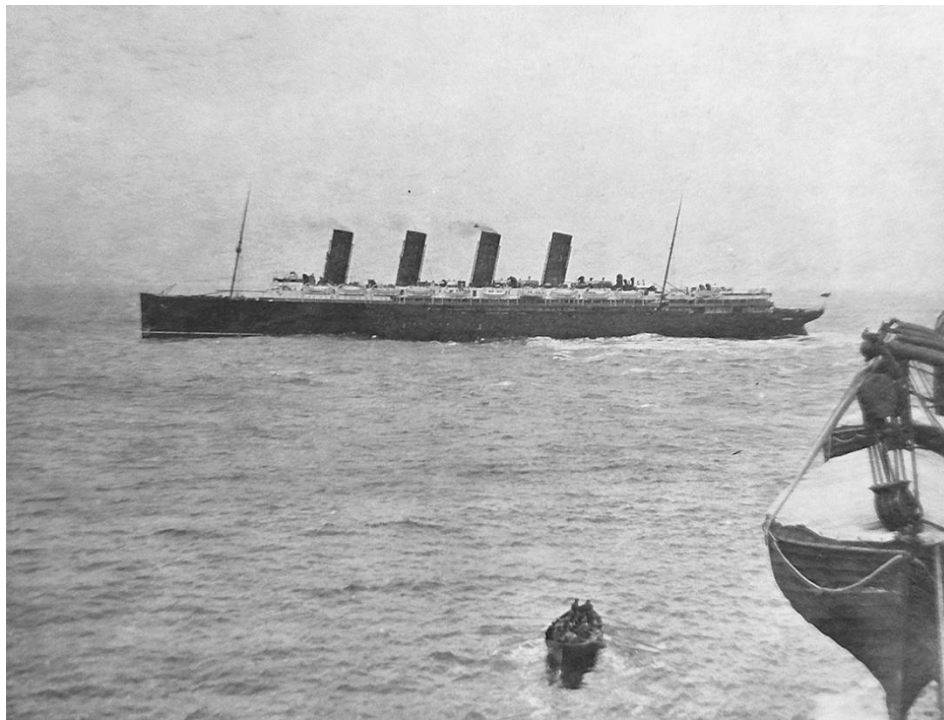
Saturday March 27<sup>th</sup>. Left at 9.30am for New York. Blowing hard with high sea from the SW, shipping heavy sprays for'd. Very cold; sprays freezing as they come on board.

Sunday 28<sup>th</sup>. Weather improving. In morning before church Cap<sup>n</sup> gave out Princess Mary's Xmas gift. Nothing unusual through the week cruising off New York

Good Friday. Sunday routine. An ideal day.

Saturday 4<sup>th</sup> 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 5<sup>th</sup> April. Weather improving 2am & by 8pm quite fine again. 9am put mail on board RMS *Lusitania*.



*Transferring Mail to RMS Lusitania*

Monday (Easter) April 5<sup>th</sup>. Hear S.O.S call was from s/s *Prinz Maurita* [*Prins Maurits?*],<sup>144</sup> a Dutch steamer believed now lost with all hands of[f] C. Hatteras. 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 6<sup>th</sup>. Afternoon HMS *Glory* & *Calgarian* arrived. We took over Northern beat, *Calgarian* south, *Glory* between us.

---

<sup>144</sup> Possibly belonging to the Royal Netherlands Shipping Company.

Wednesday April 7<sup>th</sup>. *Prinz Eitel Friedrich* interned at Newport News.<sup>145</sup>

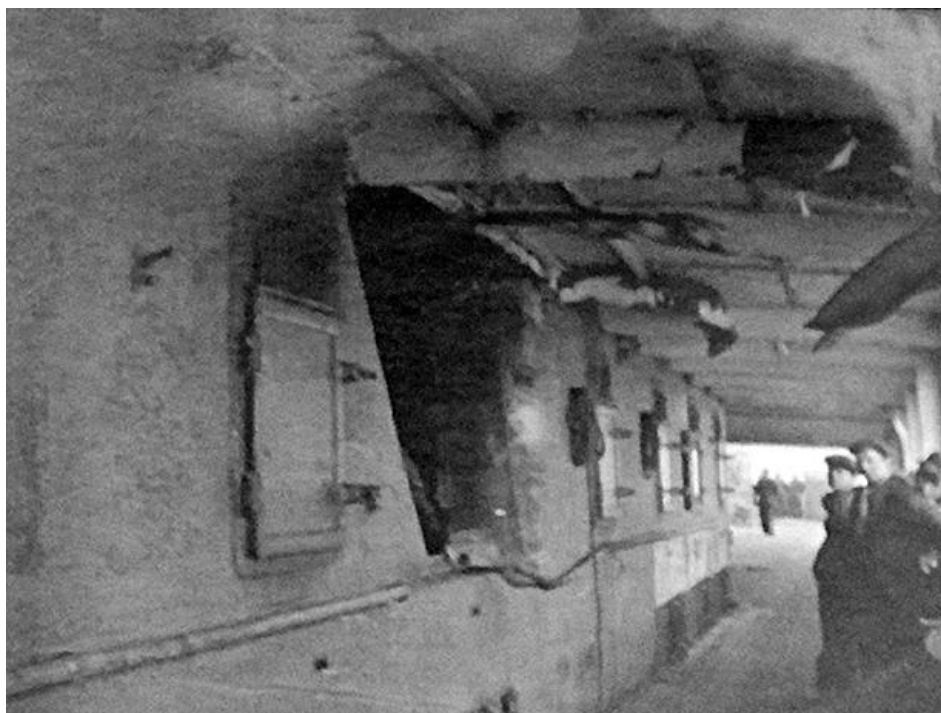
Thursday, April 8<sup>th</sup>. Afternoon Admiral P Hornby came on board.

Friday April 9. Morning Cap<sup>n</sup> 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 Cap<sup>n</sup> L[itchfield] guest of the mess.

Saturday April 10<sup>th</sup>. Afternoon Cap<sup>n</sup> Litchfield left by RMS *Transylvania*.

Sunday April 11<sup>th</sup>. Usual routine. Evening Cap<sup>n</sup> N[orton] gave a lecture on the war; first of a series he intends to give on same. Very interesting.

Tuesday April 13<sup>th</sup>. At 9pm while on Northern beat we were in collision with the large American six masted schooner *Edward B Winslow* of Portland Main[e], 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.<sup>146</sup>



*Damage from the Collision with the Edward B. Winslow*

---

<sup>145</sup> SMS *Prinz Eitel Friedrich* was a German passenger liner converted for war service as an auxiliary cruiser. Initially part of Admiral von Spee's East Asia Squadron, she was detached for independent operations in the Pacific and South Atlantic, sinking eleven ships between Aug 1914 and Mar 1915. On 11 Mar 1915, she deliberately entered Newport News harbour where she was interned.

<sup>146</sup> *Edward B. Winslow* was a six-masted wooden schooner, built in 1908 by Percy Small, Bath, MA for E W Clark, Portland, ME. Damage to both ships seems to have been minor, and the Admiralty is reported to have paid for repairs to the *Winslow*. The *Edward B. Winslow* was destroyed by fire on 10 Jul 1917 off the French coast. It was rumoured that a German spy had enlisted onto the crew and deliberately set fire to the ship.

Saturday April 17<sup>th</sup>. HMS *Cumberland* arrived, & morning HMS *Glory* left for Halifax.

Sunday April 18<sup>th</sup>. At 2.30am HMS *Niobe* arrived & we left for Halifax.

Saturday [sic] April 19<sup>th</sup>. Thick fog at times. 7.20pm arrived Halifax, splendid land fall. Evening received 32 sacks of mails.

From April 19<sup>th</sup> to Sat. April 24<sup>th</sup>. 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*<sup>147</sup> with the home mail.

Sunday 25<sup>th</sup> April. Morning heavy fall of snow, usual Sunday routine.

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

Tuesday 27<sup>th</sup> April. Very hot day - 90°.

Wednesday 28<sup>th</sup> April. Cold damp & miserable, give you some idea of the rapid change. Hear *Crown Prinz William* [*Kronprinz Wilhelm*]<sup>148</sup> now interned at Newport News, last German Flag on the high seas. 8 to 12 pm heavy electrical storm; very fine sight.

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

Monday 3<sup>rd</sup> May. Morning HMS *Niobe* arrived. 1pm received signal from flag to proceed to Halifax. 7pm passed a Battle Cruiser ('Princess Royal' class).<sup>149</sup>

Wednesday May 5<sup>th</sup>. Daylight entered Halifax & anchored morning. HMS *Glory* arrived. Commenced coaling ship.

Thursday & Friday, May 6<sup>th</sup>, 7<sup>th</sup>. At Halifax. Friday hear about loss of *Lucania* [*Lusitania*?].<sup>150</sup>

Saturday 8<sup>th</sup> May. Left Halifax at 4am for Liverpool. Weather very cold with drizzling rain.

Sunday 9<sup>th</sup> May. Usual Sunday routine. Before service Cap<sup>n</sup> Norton addressed the men. Afternoon still cold & miserable, passed several growlers (name given to small icebergs).

---

<sup>147</sup> RMS *Hesperian* was an Allan Line liner. She was torpedoed by U-20 on 4 Sep 1915 and sank two days later while under tow to Ireland.

<sup>148</sup> SMS *Kronprinz Wilhelm* was a German passenger liner converted to an auxiliary cruiser. Operating chiefly in the South Atlantic, she captured and/or sank 15 ships between Sep 1914 and Mar 1915. On 14 Sep 1914 she fell in with *Caronia*'s severely damaged sister ship *Carmania* which had just sunk the auxiliary cruiser *Cap Trafalgar*. Fearing a trap, the *Kronprinz Wilhelm* declined action which she would almost certainly have won. She entered self-internment at Newport News on 11 Apr 1915.

<sup>149</sup> *Caronia*'s logbook indicates this was HMS *Queen Mary*.

<sup>150</sup> This entry is difficult to interpret. The original handwriting clearly says 'Lucania' which was the name of a Cunard liner that had been damaged by fire and scrapped in 1909. It seems likely that Lt Cdr Roden is referring to RMS *Lusitania*, which sank after being torpedoed by U-20 off the Irish coast on 7 May 1915, with the loss of 1,198 passengers and crew. The deaths of 128 American citizens was a significant factor in the United States' declaration of war two years later.

Monday 10<sup>th</sup> May. Thick damp fog all day.

Tuesday 11<sup>th</sup> May. Fog cleared & it turned out a nice day.

Wednesday 12<sup>th</sup> May. Overcast & clouding. Afternoon heavy swell from North & by the evening blowing strong from NE with a nasty sea.

Thursday 13<sup>th</sup> May. Strong NE'ly wind & sea, overcast & cloudy. Received wireless submarines active off Irish coast & instructed to proceed to fixed position.

Friday 14<sup>th</sup> May. Zig zag courses proceeding up Irish Sea. Sharp look out for submarines, all guns manned. Howson, McConkey, Annall & Self in charge of after group of guns.

Saturday 15<sup>th</sup> May. Fine run of channel, calm with light airs. Morning arrived off port. Destroyer came out to meet us. Docked "Sandon"<sup>151</sup> 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 15<sup>th</sup> May to.....

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

---

<sup>151</sup> Sandon Dock, Liverpool.