

Contributed by Nick Cimino

LOG of  
ASIATIC CRUISE.

by  
Geo. Robt. Bose. U.S.N.

U.S.S. Black Hawk (Tender)



U.S.S. SICOURNEY T.B.D. #81.  
Philadelphia, Pa. May 31, 1922.

Received orders to prepair for transfer to  
U.S.S. Black Hawk at Brooklyn, N.Y.

6:00 P.M. Left Phila. for New York, N.Y.

8:00 P.M. Arrriaved at New York and proceeded  
to Brooklyn Navy Yard.

9:20 P.M. Reported on board U.S.S. Black  
Hawk for duty.

U.S.S. Black Hawk.

June 1, 1922.

9:15 A.M. Quaters for muster. Assigned to  
Division 5, ships number 5205.

U.S.S. Black Hawk.

Brooklyn, N.Y. June 2, 1922.

Orders to sail for Newport, R.I. June 4, 1922.  
Securing gear for sea.

U.S.S. Black Hawk.

Brooklyn, N.Y. June 3, 1922.

6:00 P.M. Navy tugs along-side.

6:10 P.M. Under way for Newport, R.I.  
Standard speed 12 knots.

7:23 P.M. Passed statue of Liberty off Stbd.,  
beam.

9:05 P.M. At sea.

*Geo W. B. Rose*

U.S.S. Black Hawk.

At sea: Newport, R.I. June 5, 1922.

9:00 A.M. Laying too out-side harbor entrance in heavy fog. 10:20 A.M. Fog lifted. Proceeded up harbor to Newport, R.I. Dropped anchor in Narragansett Bay off Fort Moultri.

U.S.S. Black Hawk.

Newport, R.I. June 6, 1922.

No remarks.

U.S.S. Black Hawk.

Newport, R.I. June 7, 1922.

No remarks.

U.S.S. Black Hawk.

Newport, R.I. June 8, 1922.

No remarks.

U.S.S. Black Hawk.

Newport, R.I. June 9, 1922.

No remarks.

U.S.S. Black Hawk.

Newport, R.I. June 10, 1922.

U.S.S. Black Hawk.

Newport, R.I. June 11, 1922.

No remarks.

*Geo Robert Base*

U.S.S. Black Hawk.  
Newport, R.I. June 12, 1922.

No remarks.

U.S.S. Black Hawk,  
Newport, R.I. June 13, 1922.

No remarks.

U.S.S. Black Hawk.  
Newport, R.I. June 14, 1922.

Preparing to get underway for trip to  
Gibraltar, June 15, 1922.

U.S.S. Black Hawk.  
Newport, R.I. :: Sea June 15, 1922.

10:50 A.M. Underway , standard speed 12 knots.  
12:05 P.M. At sea.  
Weather:- Fair. Sea:- calm.

U.S.S. Black Hawk.  
Second day at sea. June 16, 1922.

Weather:- Over-cast. Sea:- Slightly rough.  
10:00 A.M. Passed S.S. America headed for  
United States.

U.S.S. Black Hawk.  
Third day at sea. June 17, 1922.

Weather:- Fair and warmer. Sea:- Rough.  
Ships position at Meridian: Lat.  $40:52^{\circ}$  N.  
Long.  $60:04^{\circ}$  W.

*Robert Base*

U.S.S. Black Hawk.

Fourth Day at Sea: June 18, 1922.

Weather: Fair. Sea: Calm.

Ships position at Meridian: Lat. 40-16 N.

Long. 52-57 W.

Moving pictures on top side.

U.S.S. Black Hawk.

Fifth Day at Sea. June 19, 1922.

Weather: Fair. Sea: Calm.

Ships position at Meridian: Lat. 39-19 N.

Long. 47-05 W.

9:45 A.M. Sighted sailing vessel (bark) dead ahead.

11:05 A.M. Passed sailing vessel and made out name to be Enquenía Emillia of New Bedford, Mass.

2:08 P.M. Passed west bound steamer off Port beam.

U.S.S. Black Hawk.

Sixth Day at Sea: June 20, 1922.

Weather: Fair. Sea: Calm.

Ships position at Meridian: Lat. 39-55 N.

Long. 37-46 W.

Pay Day. Moving pictures on top side.

U.S.S. Black Hawk.

Seventh Day at Sea: June 21, 1922.

Weather: Fair. Sea: Calm.

Ships position at Meridian: Lat. 39-52 N.

Long. 34-22 W.

Passed west bound steamer.

U.S.S. Black Hawk.

At sea.

*Geo Hobt Moore*

U.S.S. Black Hawk.

Eighth Day at Sea: June 22, 1922.

Weather: Over-cast. Sea: Slightly rough.

Ships position at Meridian: (not obtained)

Passed west bound sailing vessel off Stbd.-  
beam.

Passed Azores Islands off Stbd. beam. Distance  
about 87 miles south.

Moving pictures on top side.

U.S.S. Black Hawk.

Ninth Day at Sea: June 23, 1922.

Weather: Over-cast. Sea: Slightly rough.

Ships position at Meridian: Lat. 39-11 N.

Long. 22-47 W.

Moving pictures on top side.

U.S.S. Black Hawk.

Tenth Day at Sea: June 24, 1922.

Weather: Fair. Sea: Slightly rough.

9:15 A.M. Changed course. Expect to arrive

at Gibraltar Monday Morning, June 26th.

Meridian: 578 miles out.

Moving pictures on top side.

U.S.S. Black Hawk.

Eleventh Day at Sea: June 25, 1922.

Weather: Fair. Sea Calm.

Ships position at Meridian. (not obtained).

Church services, at number four hold.

Moving pictures on top side.

Expect to arrive in Gibraltar in morning,  
where we will stay for about five days, every  
man getting liberty.

*Geo Robert Bone*

U.S.S. Black Hawk.  
Gibraltar, Spain: June 26, 1922.

9:00 A.M. Standing in from sea; entering  
Gulf of Gibraltar.  
10:45 A.M. H.M.T. Energetic came along-  
side and took us along-side U.S.S. Brazos.  
1:10 P.M. Left oil tanker and moored to  
bouy #2 in side break-waters, 1/4 mile  
from city of Gibraltar.

U.S.S. Black Hawk.  
Gibraltar, Spain: June 27, 1922.

Moored to bouy #2 off Gibraltar. No  
remarks worthy of notation.

U.S.S. Black Hawk.  
Gibraltar, Spain: June 28, 1922.

English Cruiser Venidict stood out to sea.  
Received word that Vice Admiral Anderson  
and wife would make trip to China on board  
this vessel.

U.S.S. Black Hawk.  
Gibraltar, Spain: June 29, 1922.

Destroyer Squadron 15 entered port and  
moored to bouys inside break-water.  
Destroyers will accompany Black Hawk on  
trip to Asiatic Waters.

U.S.S. Black Hawk.  
Gibraltar, Spain: June 30, 1922.

Moored as before. No remarks.

*Leo Hobbs*

U.S.S. Black Hawk.  
Gibraltar, Spain: JULY 1, 1922.

Moored as before. Went on trip to Lena,  
Spain and over Rock of Gibraltar.

U.S.S. Black Hawk.  
Gibraltar, Spain: July 2, 1922.

Moored as before. No remarks.

U.S.S. Black Hawk.  
Gibraltar, Spain: July 3, 1922.

Moored as before. Destroyer Squadron  
headed out to sea enroute to Malta.  
Received orders to sail, upon arrival of  
Rueben James #245, to Marseilles, France  
to receive Vice Admiral Anderson and wife  
on board for trip to China.  
U.S.S. Ashville came into port.

U.S.S. Black Hawk.  
Gibraltar, Spain: July 4, 1922.

Sun rise: All ships in port, including  
English, dressed ship in honor respect  
of Indipendence Day. English Receiving  
ship displayed our colōrs at fore-mast  
with their own at half mast, acknowledging  
defeat.

Meridian: Salutes of 21 shots were fired  
by U.S.S. Ashville, H.M.S. Receiving Ship  
and Fort of Gibraltar.

Happy hour on top-side where contests of  
all kind were held. 6:00 P.M. Band concert  
by ships band. 8:00 P.M. Moving Pictures.

*Geo. W. B. Bone*



U.S.S. Black Hawk.  
Gibraltar, Spain: July 6, 1922.

10:20 A.M. U.S.S. Rueben James #245  
arrived from England with Vice Admiral  
Anderson's baggage and transferred same  
to Black Hawk. Securing gear for sea.  
7:00 P.M. Under-way for Marseilles, France.  
7:20 P.M. Standing out to sea. (Med)  
8:10 P.M. Rock of Gibraltar out of sight.

U.S.S. Black Hawk.  
At Sea: July 7, 1922.

Weather: Hot. Sea: Calm.  
Land in sight off port beam. Off coast  
of Spain.  
Passed several steamers on opposite course.  
Concert and moving pictures on top-side.

U.S.S. Black Hawk.  
At Sea: July 8, 1922.

Weather: Hot. Sea: Calm.  
Passed a few steamers and schooners off  
port and stb'd sides on opposite course.  
Expect to arrive in Marseilles in the  
morning, July 9th., where Admiral will  
hoist flag on board.  
Concert and moving pictures on top-side.

*Geo Robert Rose*

U.S.S. Black Hawk.  
At Sea:- Marseilles, France.  
July, 9, 1922.

6:10 A.M. Steaming up harbor to dock in Marseilles, France.

7:10 A.M. Tugs mooved us out in-to mid-stream. Anchored in mid-stream off city.

9:35 A.M. Vice Admiral Anderson and wife came aboard for trip.

1:10 P.M. Underway for Malta after a few hours stay in Marseilles.

Weather: Fair. ; Sea: Calm.

U.S.S. Black Hawk.  
At Sea: July 10, 1922.  
Enroute from Marseilles to Malta.

11:00 A.M. Passed Sardenia Islands off Port hand. Passed several steamers off Stbd and port beam.

Weather: Hot ; Sea:,Calm.

U.S.S. Black Hawk.  
At Sea :-: Malta. July 11, 1922.

6:05 A.M. Passed small Island off Stbd hand. Passed several steamers.

4:10 P.M. Steaming into Malta harbor.

H.M.T. Ancient came along side and moored us to bouy #9A-9B in Grand Harbor off Fort St Angelo and city of Valletta, Malta.

U.S.S. Black Hawk.  
Valletta, Malta. July 12, 1922.

8:10 A.M. British Admiral came on board

8:25 A.M. Salutes of 13 shots were fired by U.S.S. Ashville as Admiral left ship.

cont.

*Edw. H. Bone*

U.S.S. Black Hawk.  
Vallette, Malta. July 12, 1922.  
continued.

10: 05 A.M. Governor general of Malta  
came on board.

10: 40 A.M. Salutes of 19 shots were fired  
by U.S.S. Ashville as Governor left ship.  
Vice Admiral Anderson Made all official  
calls in which ceremonies were carried on.

List of ships in Port:

U.S.S. Ashville.  
Destroyer Squadron 15.  
H.M.S. King George 5th.  
H.M.S. D 10.

U.S.S. Black Hawk.  
Valletta, Malta. July 13, 1922.

4:00 P.M. Vice Admiral Anderson gave  
dance on quater deck.  
8:10 P.M. Underway for Port Said.

U.S.S. Black Hawk.  
At Sea: July 14, 1922.  
Enroute from Malta to Port Said.

Weather: Hot. Sea: Calm.  
no Remarks.

U.S.S. Black Hawk.  
At Sea: July 15, 1922.  
Enroute from Malta to Port Said.

Weather: Hot. Sea: Clam.  
no remarks.

*Geo Robert Bone*

U.S.S. Black Hawk.

At Sea: July 16, 1922.

Enroute from Malta to Port Said.

Weather: Hot. Sea: Calm.

Passed steamer off port beam on opposite course.

U.S.S. Black Hawk.

At Sea:- Ismailia, Egypt.

July 17, 1922.

4:45 A.M. Sighted land off port bow.

6:10 A.M. Entering Suez Canal, Port Said off Stbd Beam.,

Passed English and French Cruisers. No stop at Port Said.

1: 10 P.M. Half way through canal in small lake and dropped anchor off town of Ismailia, Egypt where we will stay for about nine days sending parties to Cairo, Egypt to see Pyramids.

U.S.S. Sapelo and Squadron 15 in port.

U.S.S. Black Hawk.

Ismailia, Egypt. July 18, 1922.

Anchored as before.

No remarks except: Town of Ismailia reported to be no good for liberty.

U.S.S. Black Hawk.

Ismailia, Egypt. July 19, 1922.

First party to Cairo shoved off at 6:00 A.M. and will be gone for two days and then second party will leave. No special remarks.

*Geo Robert Rose*

U.S.S. Black Hawk.  
Ismailia, Egypt. July 20, 1922.

Weather exceedingly hot. Secoun party  
shoved off for Cairo.

9:00 P.M. First Party returned from Cairo  
and reported trip to be excellent.

U.S.S. Black Hawk.  
Ismailia, Egypt. July 21, 1922.

Anchored as before. Second party returned  
from Cairo.

U.S.S. Black Hawk.  
Ismailia, Egypt. July 22, 1922.

Anchored as before. Making preperations  
for getting under way.

10:00 A.M. All hands up anchor. Under-way  
for Aden, Arabia.

11:35 A.M. Entered small lake and droped  
anchor; waiting for two steamers to clear  
canal.

1:25 P.M. Up anchor and proceeding through  
canal.

4:50 P.M. Out of Suez Canal, entered Red  
Sea. Passed city of Suez off Stb'd Beam.

5:10 P.M. Vice Admiral flag hauled down and  
Rear Admiral flag hoisted. Proceeding  
through Red Sea to Aden, Arabia; in Asiatic  
Waters.

*Geo. Root Bone*

U.S.S. Black Hawk.

At Sea: July 23, 1922.

Weather hot: Sea calm.

Passed several steamers off Port and Stb'd beam. Gun practice on quater deck.

Red Sea hottest place in the world durring months of June- July- and August.

U.S.S. Black Hawk.

At Sea: July 24, 1922.

Weather hot. Sea: calm.

7:10 P.M. Received wireless from Prebble that man was sick on board and needed attention at once.

7:15 P.M. Changed to oposite course and started back. Prebble ordered to make full spe speed ahead to meet us.

12:20 A.M. Sighted U.S.S. Prebble and Squadron 15. All search lights in action playing around destroyers.

12:45 A.M. Sick man on board. Proceeding to Aden.

1:00 P.M. Destroyers passed off Stb'd beam.

U.S.S. Black Hawk.

At Sea: July 25, 1922.

Weather hot. Sea calm.

Gun practice on quater deck. Average on 200 yard range- 111 out of possible 125. Expect to ariave in Aden the 27th.

Passed several steamers off Port and Stb'd beam.

*Geo Robt Y Bove*

U.S.S. Black Hawk.  
At Sea: July 26, 1922.

Weather hot: Sea Calm.  
Passed small Island off Stb'd beam.

U.S.S. Black Hawk.  
At Sea: July 27, 1922.

Weather hot: Sea calm:  
6:10 A.M. Passed U.S.S. Wilmington  
headed for States after 18 years Asiatic  
duty. Granted her permission to proceed  
on duty assigned.  
12:15 P.M. Land sighted dead ahead.  
In gulf of Aden.  
2:10 P.M. Arrived in Aden and anchored  
in mid-stream off city.

U.S.S. Black Hawk.  
Aden, Arabia. July 28, 1922.

Anchored as before.  
City of Aden quarenteened. No liberty.  
U.S.S. Sapelo and destroyer Squadron 15  
in port.

U.S.S. Black Hawk.  
Aden, Arabia. July 29, 1922.

Anchored as before. No remarks worthy  
of notation.

*Geo. Abbott*

U.S.S. Black Hawk.  
Aden, Arabia. July 30, 1922.

Anchored as before.  
Making preparations for getting underway.  
6:00 P.M. Underway for Colombo, India.  
Standing out to sea.  
Salutes of 13 shots were fired by shore  
battery in courtesy to Rear Admiral  
Anderson.

U.S.S. Black Hawk.  
At Sea: July 31, 1922.

Weather hot. Sea calm.  
Storm warnings up.

U.S.S. Black Hawk.  
At Sea. July- August 1, 1922.

Weather hot and windy. Sea rough.  
Water breaking over well deck and  
quater deck.  
Passed steamer off port beam.

U.S.S. Black Hawk.  
At sea. August 2, 1922.

Weather hot and windy. Sea rough.  
Water spraying decks.

U.S.S. Black Hawk.  
At Sea. August 3, 1922.

W eather hot; sea slightly rough.



U.S.S. Black Hawk.  
At Sea. August 4, 1922.

Weather hot. Sea calm.  
Passed steamer off port beam.  
Expect to arrive in Colombo the 6th.

U.S.S. Black Hawk.  
At Sea. August 5, 1922.

Weather hot. Sea calm.  
PAY DAY.  
Passed steamer off port beam.

U.S.S. Black Hawk.  
Colombo, Ceylon: August 6, 1922.

3:20 P.M. Standing in from sea.  
3:25 P.M. Pilot came on board.  
3:40 P.M. Secured to bouy inside break  
waters, 1/4 mile from city of Colombo.

U.S.S. Black Hawk.  
Colombo, Ceylon. August 7, 1922.

Moored as before.  
Two Destroyers came along side for oil.  
Official calls were made on board by:-  
British Vice Admiral; Governor of Ceylon;  
and British General. ( Regular ceremonies )

U.S.S. Black Hawk.  
Colombo, Ceylon. August 8, 1922.

Moored as before. No remarks.

*Edw. R. Moore*

U.S.S. Black Hawk.  
Colombo, Ceylon. August 9, 1922.

Moored as before.  
One British gun-boat and three light  
cruisers in port.

U.S.S. Black Hawk.  
Colombo, Ceylon. August 10, 1922.

5:00 A.M. Destroyer Squadron 15 left  
for Singapore.

U.S.S. Black Hawk.  
Colombo, Ceylon: At Sea: August 11, 1922.

6:00 A.M. Under-way for Singapore.  
Standing out to sea.  
Passed small island off Port beam.  
Passed several steamers.

U.S.S. Black Hawk.  
At Sea: Enroute- Singapore. August 12, 1922.

Weather hot: Sea calm.  
Passed steamer off port beam.  
No remarks worthy of notation.

U.S.S. Black Hawk.  
At Sea: Enroute- Singapore. August 13, 1922.

Weather hot: Sea calm.  
Church on quater deck.  
No remarks worthy of notation.

*Geo. Robert Boase*

U.S.S. Black Hawk.

At Sea: August 14, 1922.

Weather hot: Sea calm.

4:10 A.M. Sighted land one point off port bow.

5:25 A.M. Entering Strait Settlements.

Passed several Islands off Stb'd Hand.

U.S.S. Black Hawk.

At Sea: August 15, 1922.

Weather- overcast: Sea calm.

Passed small Island off Stb'd hand.

Received word that we would proceed to China before going to Manila.

U.S.S. Black Hawk.

Singapore, Strait Settlement.

August 16, 1922.

6:10 Sighted Singapore off port bow.

9:05 A.M. Stood in from sea and dropped anchor in bay 1-1/4 mile off City of Singapore.

Ships in port: U.S.S. Pecos, Destroyer Squadron 15 and B.H.

Chief W.T. died on U.S.S. Prebble at sea August 14 and was taken to morgue at Singapore awaiting word from States, as to what to do with body.

Received orders to proceed from Singapore to Chefoo, China.

U.S.S. Black Hawk.

Singapore, Strait Settlement.

August 17, 1922.

As before. No remarks.

*Geo. R. Brown*

U.S.S. Black Hawk.

Singapore:- At Sea. August 18, 1922.

Making preparations for getting underway.

6:00 A.M. Destroyers left for Chefoo.

12:20 P.M. Underway for Chefoo, China.

Standing out to sea.

Two men deserted at Singapore.

U.S.S. Black Hawk.

At Sea: August 19, 1922.

Weather overcast: Sea calm.

In China Sea where typhons are noted  
this time of the year.

P.M. Heavy rains.

U.S.S. Black Hawk.

At Sea: August 20, 1922.

Weather overcast: Sea calm.

Steaming as before.

Church servicer on quarter deck.

U.S.S. Black Hawk.

At Sea: August, 21, 1922.

Weather overcast. Sea calm.

11:00 A.M. Received typhon warnings.

3:40 P.M. Sea getting rough and wind about  
force three.

Admiral ordered ship to put into port.

Received word that Destroyers had put in  
to port at Mankwn, China.

4:10 P.M. Changed course and headed for  
Amoy, China.

6:55 P.M. Sighted land two points off

continued.

*Geo Robert Bone*

U.S.S. Black Hawk.  
August 21, 1922. (continued)

Stb'd bow. Standing into port.  
12 Mid. Entering harbor of Amoy, China.  
Typhon near. Seas rough.

U.S.S. Black Hawk.  
Amoy, China: At Sea. August 22, 1922.

3:04 A.M. Stood into port and dropped  
anchor in bay, about 3 miles from city of  
Amoy, China.  
Typhon passing. No danger.  
6:10 A.M. Received orders to get under way  
for Chefoo, China.  
6:15 A.M. Under-way and standing out to sea.  
Passed several vessels off port beam.

U.S.S. Black Hawk.  
At Sea. August 23, 1922.

Staeming as before enroute Amoy - Chefoo.  
Weather fair: Sea calm.

U.S.S. Black Hawk.  
Chefoo, China. August 24, 1922.

9:00 A.M. Standing into port.  
11:20 A.M. Dropped anchor in harbor about  
two miles from city of Chefoo, China.  
Destroyer Squadron 15, U.S.S. Aberando,  
U.S.S. Huron, and two Chinese ships in  
port.

*Geo. Holt Bone*

U.S.S. Black Hawk.  
Chefoo, China. August 25, 1922.

Admiral Anderson took command of Asiatic  
Station, relieving Admiral Strouse.  
Flag shifted to U.S.S. Huron.  
Salutes of 17 shot were fired by U.S.S.  
Huron as flag was shifted.

U.S.S. Black Hawk.  
Chefoo, China. August 26, 1922.

Anchored as before. No remarks.

U.S.S. Black Hawk.  
Chefoo, China. August 27, 1922.

Anchored as before. No remarks.

U.S.S. Black Hawk.  
Chefoo, China. August 28, 1922.

Anchored as before. No remarks.

U.S.S. Black Hawk.  
Chefoo, China. August 29, 1922.

Anchored as before. No Remarks.

U.S.S. Black Hawk.  
Chefoo, China. August 30, 1922.

Anchored as before.  
U.S.S. Buffalo stood into port and came  
along side to unload stores.

*Geo. Robert Boro*

U.S.S. Black Hawk.  
Chefoo, China. August 31, 1922.

Anchored as before.  
Unloading stores from U.S.S. Buffalo.

U.S.S. Black Hawk.  
Chefoo, China. September 1, 1922.

Anchored as before.  
Worked all night unloading stores.

U.S.S. Black Hawk.  
Chefoo, China. September 2, 1922.

Received warning of typhon and made all possible preparations for same.  
Wind exceedingly strong and sea rough.  
All motor boats sent into beach behind break-waters for shelter.  
Heavy rains. Ships pitching about on moorings.

U.S.S. Black Hawk.  
Chefoo, China. September 3, 1922.

Typhon still raging. Destroyers dragging anchor. All destroyers getting under way and seeking shelter behind small islands.  
U.S.S. Noa lost port anchor.  
Received word that Barge had gone on beach and was total wreck. Whale boat on rocks.  
Several boats broke loose from destroyers.  
8:00 P.M. Typhon passing. Weather clearing.  
No Definate reports on boats.

*Geo W. H. Bone*

U.S.S. Black Hawk.  
Chefoo, China. September 4, 1922.

Weather clear. Sea calm. Typhon passed.  
7:00 A.M. Motor boats came back from  
beach. Barge and whale boat on rocks,  
damage not known. Working party sent over  
to get boats off rocks.  
4:10 P.M. U.S.S. John D. Ford came into  
port from Manila bringing mail.

U.S.S. Black Hawk.  
Chefoo, China. September 5, 1922.

As we are now at our station, I think it  
best to enter just what days there is  
something doing and not just daily routine.  
Here-after nothing will be entered unless  
some special event has taken place and thus  
a variation in dates will occur.

U.S.S. Black Hawk.  
Chefoo, China. September 9, 1922.

Crews dance held on board from 8P.M. to  
Midnight. Dance was attended by young  
ladies from Chefoo and Shanghai.  
Dance was great success and all had a  
wonderful time.

U.S.S. Black Hawk.  
Chefoo, China. September 20, 1922.

Fleet stunt night at Y.M.C.A. where acts  
of all sort were pulled off. Exerbiton  
Waltz, Fox Trot, and One step were put on  
by Walls and my-self. I was dressed in  
Mrs. Browns clothes. Made good.

*Geo Robert Bone*



U.S.S. Black Hawk.  
Chefoo, China. September 26, 1922.

Body of deceased gunners mate came on board  
from Russia to be taken to Manila.

U.S.S. Black Hawk.  
Chefoo, China. September 28, 1922.

9:15 P.M. Darken ship and battle manouvers.  
Huron, Black Hawk and Pecos guarding harbor  
while 43rd. Div. tries to enter.  
10:25 P.M. Retreat from drill.

Chefoo China, September 29, 1922.

1:50 P.M. General Alava stood in from sea  
and anchored behind break water.

3:37 P.M. Admiral Anderson returned on board  
Huron.

5:55 P.M. Ralph Banta Sea 2/c., died on board from  
Tuberculos meningitis. Remains to be taken to  
Manila and sent to the States.

Chefoo: at sea. September 30, 1922.

9:30 A.M. Destroyer Squadron, Black Hawk,  
Huron, Pecos and mine detachment underway  
for Shanghai.

8:40 P.M. Darken ship and battle manouvers.  
Destroyer Squadron vs Huron, Black Hawk,  
Pecos and Mine laying detachment.

9:20 P.M. Destroyers sighted. Battle practice.  
11:45 P.M. Retreat from drill.

*Geo. W. B. Rose*

Manila, P.I., January 13, 1923.

Received word that Russian refugee ships arrived at Mariveilles and were placed under quarantine. Destroyer sent out to do guard duty.

It is understood by the Manila papers that after a few weeks of quarantine, the refugees will be allowed to land in Manila. There are 1,500 women and children and seven small ships. Medical attention to the sick is being taken care of by Naval doctors. Food and clothing is being furnished by the people of Manila. These people were forced to leave Russia by the Reds and have been refused entrance to China, Japan and other smaller countries. The fleet is under the command of Admiral Starks. It is hoped by the public that Governor Gen. Woods will call a meeting and will give all help possible for these people.

Manila, P.I., Jan. 20, 1922.

6:15 P.M. Destroyer number 213 hoisted Zed ie general recall.

6:45 P.M. 213 got under way and went out under concealed orders. Later it was found out that she had received orders to stop Russians from landing some 200 miles from Manila. No other reports have been received.

Manila, P.I., Jan. 22, 1922.

Two more Russian ships were sent to Mariveilles bay for quarantine.

One ship reported that she had had a collision with her sister ship and had sunk her, losing all lives on board.

*Geo. Robt. Boser*

U.S.S. Black Hawk.  
Manila, P.I. March 1st., 1923.

8:05 AM. U.S.S. Hulbert sounded distress call and rescue parties were sent over from every ship. Flair back had occurred in after fire room and fuel oil line carried away causing a big fire. At that time there were six men in the fire room; one watch of three coming off and a watch of three going on. All means were used to extinguish fire but was impossible until steam was turned into fire room. The six men in fire room at that time, fought the fire as best as possible but all were burned to death. Brown, the water tender in charge of the watch was seen to rush to the main feed line and shut it off. That saved the ship. He dropped just after accomplishing this. Flair back was caused from using natural draft.

U.S.S. Black Hawk.  
At Sea: Manoeuvring off Marivelis.

7:10 A.M. Just as destroyer number 224 came on range, O. Carlsten, Gunners mate 1/c. shot and killed himself on after gun deck. He had crawled up under gun cover and as destroyer came on range had shot himself, thus no one heard the shot. Carlsten was a fine fellow and well liked by all the crew. As to why he committed suicide, no one knows. He had had no domestic troubles, owed no bills and had no enemies. After all, death is not bad.

*Geo. Robert Bove*

U.S.S. Black Hawk.

Manila, P.I. - At Sea. April 7, 1923.

Preparing to get under way for Shanghai, China.

1:00 P.M. Under way. Standing out to Sea.

1:10 P.M. Flair back on U.S.S. Sicard #346.

Three men badly burned. One taken to hospital at Cavite, P.I.

7:30 P.M. Battle maneuvers. 38th. and 45th.

Div vs Black Hawk.

9:30 P.M. Destroyers failed to capture us. War problem not solved. Continued battle.

11:10 P.M. Secure from general quarters. Black Hawk victorious over 12 destroyers.

U.S.S. Black Hawk.

Enroute Manila, P.I. to Shanghai, China.

April 8, 1923.

Weather fair. Sea calm.

Church on mess deck at 10:00 A.M.

Band concert on top side.

7:30 P.M. Battle practice. Reports will be logged to-morrow.

U.S.S. Black Hawk.

Enroute Manila, P.I., to Shanghai, China.

April 9, 1923.

6:05 A.M. Sighted land off port bow. Islands belonging to Japan.

Defeated last night in Battle practice after 1 hour and 40 minutes fight.

7:30 P.M. Darken ship and battle practice.

8:01 P.M. Captured by three destroyers playing near islands. Put two out of commission.

Weather fair: Sea calm. Slowly getting cool.

*Geo. Robert Bose*

U.S.S. BLACK HAWK

Enroute Manila, P.I. to Shanghai, China.

April 10, 1923.

7:40 A.M. Heavy fog set in. Speed reduced to 10 knots. Not expected to arrive at Shanghai until night of eleventh.

U.S.S. BLACK HAWK

Enroute Manila, P.I. to Shanghai, China.

April 11, 1923.

Heavy fog. Still at low speed. Expect to anchor out side of break water at mouth of Yangtze to-night.

8:10 P.M. Anchored at mouth of river. Pilot came on board. Will proceed up river tomorrow.

U.S.S. Black Hawk.

Shanghai, China; April 12, 1923.

7:00 A.M. Got underway and proceeded up river to Shanghai.

10:50 A.M. Moored to French bouy in Wangpoo river off Shanghai.

Expect to stay until 23 of April.

U.S.S. BLACK HAWK

Shanghai, China; April 13.

Moored as before. Liberty at 1:00 P.M. for all hands possible.

No remarks.

*Geo. R. H. Boss*

U.S.S. Black Hawk  
Shanghai, China; April 14, 1923.

Moored as before.  
8:10 A.M. Japanese man of war stood in and moored  
to bouy just ahead.  
No Remarks worthy of notation.

U.S.S. BLACK HAWK  
Shanghai, China; April 15, 1923.

Moored as before. No remarks.

U.S.S. Black Hawk  
Shanghai, China; April 16, 1923.

Moored as before. No remarks.

U.S.S. BLACK HAWK  
Shanghai, China; April 17, 1923.

Moored as before. No remarks.  
??

U.S.S. BLACK HAWK  
Shanghai, China; April 18, 1923.

Moored as before. Rumors about trouble at  
Hankow, China. Destroyers expected to get under  
way any day and proceed to Hankow.  
No definite dope has been received.

U.S.S. BLACK HAWK  
Shanghai, China; April 19, 1923.

Moored as before. No remarks.

*Robert Boze*

U.S.S. BLACK HAWK.

Shanghai, China; April 20, 1923.

Moored as before. PAY DAY.

No remarks worthy of notation.

U.S.S. BLACK HAWK

Shanghai, China; April 21, 1923.

10:20 A.M. Received word that we would proceed up river on morning of 22nd. No definite news. U.S.S. Huron and destroyer squadron division 38 due in to-morrow.

U.S.S. Black Hawk

Shanghai, China; April 22, 1923.

Preparing to get under way. Orders from Huron to proceed to mouth of river and await her arrival.

2:00 P.M. Underway. (?Shanghai College?).

5:10 P.M. Anchored at mouth of Yangtze river awaiting arrival of Huron from Japan.

U.S.S. Black Hawk. April 23/ 1923.

At Sea: Enroute Shanghai to Tsingtau, China.

9:58 A.M. Under way fro Tsingtau, China. Destroyers went to Hankow, China. Trouble growing worse.

Expect to stay in Tsingtau until 14th May. when destroyers and Huron will meet us; then proceed to Chefoo for summer.

*Robert Bone*

U.S.S. BLACK HAWK

At Sea; Tsingtau, China; April 24, 1923.

4:15 P.M. Sighted land off port beam. Expect to get in by 7:00 P.M.

6:20 P.M. Anchored in harbor 1/4 mile from city of Tsingtau.

Tsingtau looks to be a good port. Will see tomorrow. YES!/( "#\$%&' ) I thought so!

U.S.S. Black Hawk

Tsingtau, China; April 25, 1923.

8:00 A.M. U.S.S. Pecos and mine layer #9 stood in from sea and anchored in harbor just off city. No definite orders as to sailing. Trouble still raging in Hankow.

U.S.S. BLACK HAWK

Tsingtau, China; April 25, 1923.

Anchored as before. No remarks.

U.S.S. BLACK HAWK

Tsingtau, China; April 27, 1923.

Anchored as before.

Trouble in Hankow still raging. No word from destroyers. Expect to stay here until about 14th of May. Good port. Rumors about making Tsingtau the U.S. Naval summer quarters for the Asiatic Fleet. Lets hope so.

U.S.S. BLACK HAWK

Tsingtau, China; April 28, 1923.

Anchored as before. No remarks.

*Geo. Robert Bose*



U.S.S. BLACK HAWK

Tsingtau, China; April 29, 1923.

Anchored as before.

Church services on mess deck. About twenty visitors from ashore came to church.

Base Ball game: BLACK HAWK vs Japanese College. Results of game will be loged to-morrow.

U.S.S. BLACK HAWK

Tsingtau, China; April 30, 1923.

Anchored as before.

Results of yesterday's game. Jap. College 25. B.H. 12. This was our first time out and team had no practice at all. Jap team had been practicing for a month. Will beat them when we come back in Oct.

No word as to when destroyers will leave Hankow. Trouble still raging. Hope they stay a while longer as this is a good port and all hands are having a heck of a time.

U.S.S. BLACK HAWK.

Tsingtau, China; May 1, 1923.

Anchored as before.

Another month and no prospects of going back to the States. Don't want to anyway.

No word from destroyers. Still expect to leave by 14 of this month. Lets hope not.

Typhon season is just starting in. Last time in typhon was in Chefoo. This port is noted for them and it won't be advisable for us to stay too long as the shelter for a ship here is very poor. Two German ships were sunk last year in typhon in outer harbor.

*Geo. A. H. Rose*

U.S.S. BLACK HAWK

Tsingtau, China; May 2, 1923.

Anchored as before. No remarks.

U.S.S. BLACK HAWK

Tsingtau, China; May 3, 1923.

Anchored as before. No remarks.

U.S.S. BLACK HAWK

Tsingtau, China; May 4, 1923.

Anchored as before.

38th. Division stood in from sea and anchored in harbor. Reported a good trip from Kobe, Japan.

U.S.S. BLACK HAWK

Tsingtau, China; May 5, 1923.

Anchored as before. No remarks.

U.S.S. BLACK HAWK

Tsingtau, China; May 6, 1923.

Anchored as before. No remarks.

U.S.S. BLACK HAWK

Tsingtau, China; May 7, 1923.

Anchored as before.

Received word that destroyers had left Hankow and were proceeding to Tsingtau.

Huron still in Shanghai.

*Geo A. H. Bose*

U.S.S. BLACK HAWK

Tsingtau, China; May 8, 1923.

Anchored as before.

Received word that Huron left Shanghai and was proceeding to Tsingtau.

All ships will assemble here before going to Chefoo.

U.S.S. BLACK HAWK

Tsingtau, China; May 9, 1923.

Anchored as before.

43 Division stood in from sea and anchored in harbor. Trouble at Hankow reported to be among natives and no damage done to American interests.

U.S.S. BLACK HAWK

Tsingtau, China; May 10, 1923.

Anchored as before.

U.S.S. Huron stood in from sea and anchored in harbor.

45th. Division stood in from sea and anchored in harbor.

U.S.S. BLACK HAWK

Tsingtau/ China; May 11, 1923.

Anchored as before.

Orders as to departure, not yet final.

It is thought that we get underway on the 14th. for Chefoo, where target practice,

landing force and short range battle practice will be held.

*Geo. A. H. Rose*

POETRY AND OTHER BUNK  
by  
ME-MYSELF.

## MY GIFTS.

I.

Long years I wrought upon my little gifts;  
Then came and knocked at your half open door-  
Timid and tremulous. You smiled at me  
And bade me enter- I could ask no more.

II.

Kneeling beside you, I unwrapped my gifts-  
Unfolded each that you might look and see:  
Sweet Innocence, and Faith, and Hope, and Trust  
And Loyalty to Truth, and Modesty.

III.

And over all, and compassing the rest,  
A love as high and holy as the stars:  
Builded of Youth's divinest dreams,  
The Great One Dream- all these were yours.

IV.

You took each gift up in your smooth white  
hands,  
And fingered it a moment- as a child  
Might play with some new toy- then, growing  
tired,  
You tossed each in the corner there, and smiled

V.

Oh! you were kind- you called me goodly names,  
You looked into my eyes and bade me stay;  
But I, who builded all upon my dreams,  
Must take my little gifts and go away.

VI.

I shall not seek another altar shrine  
On which to lay the gifts I made for you:  
I could not give them now to some one else-  
My childish dreams that never will come true.

VII.

But there's a quiet place out in China,  
Where all night long the sad winds come and  
play;  
There I shall go and dig a little grave  
Beneath the trees- and lay my gifts away.

continued-



The kindly leaves will whisper over me,  
The lonely stars will watch me from above;  
And I shall come away content,  
To pity you - Oh! you who can not love.

End      Writen 8-17-22

*Geo. Noble Case*

FAREWELL SONG OF Mrs. ROACH.

Sung at the orchestra's show on board the  
USS CHAUMONT upon return to United States.

(To tune of)

" YOU LEFT ME OUT IN THE RAIN"

Now that I must say good bye, boys,  
Time for our parting is near;  
My heart is aching, It's almost breaking,  
My boys, you'll always be a memory to me;  
Remember boys although we are a thousand miles  
apart,

I love you each and every one, way deep down  
in my heart;  
God Bless you -  
Words fail to express my thoughts but-  
Good luck to you boys, Farewell to thee.

FAREWELL SONG TO Mrs. ROACH and CAPTAIN.

Sung by KREMAN, Gunner's Mate lc.

(To tune of)

"THAT OLD GANG OF MINE"

Oh! how we hate to see the time when we must  
all part,

And loose our friends and shipmates that we  
love down in our hearts;  
There's one we love and to us she is close,  
Our love and best wishes to you Mrs. ROACH;  
God bless you-  
The same to you Captain and we hope that  
we'll meet again.

Composed- June 1924 by

*Geo Robert Jones*

Opening and closing song of Orchestra's  
show on USS CHAUMONT.

(To tune of Californis)

Californis, here we go,  
Back to the land of sleet and snow;  
Your bowers and flowers may bloom in the sun,  
We're leaving and greiving for the only place  
to have real fun;  
Your sunkist fruit is rotten too,  
It couldn't be peddled by an Irish Jew;  
So open up your Brass gates and don't be slow,  
California, here we go.

Say there New York, here we come,  
Right back where we started from;  
Your flowers and bowers may wither in fall,  
Your snow and your skating,  
We're coming back and that is all-  
So paint the statue of Liberty blue,  
Open up your dance halls too;  
Send the Mayor to get some rum,  
Say there New York, here we come.

Composed June 1924 by-

*Geo Robert Bore*



## T-H-E G-A-L-L-E-Y.

Though time may dim each cherished scene  
 That I once knew at sea,  
 And dull each sence which once was keen.  
 I hope there'll sometimes be  
 A vision come before my eyes  
 Until my senses rally,  
 And catch the smell that used to rise  
 Above the old ship's galley.

Could fairer feasts be set for kings  
 Than used to great our eyes?  
 The range heaped high with liscious things;  
 The biscuits and the pies;  
 The soup in caldrons steaming hot;  
 The golden hot cakes flying;  
 The coffee boiling in the pot;  
 The eggs and bacon frying.

Let others dine in big hotels  
 But give me galley fare!  
 I've paid the price for fancy smells  
 And garnished dishes rare;  
 I've tasted many a costly brew  
 But none of them can tally,  
 With some I've eaten with the crew  
 From out the old ship's galley.

I've banqueted and dined in state  
 In wealthy restaurants;  
 I've waited long and feasted late  
 In swell bohemian haunts;  
 But I'd have gladly missed them all  
 To line up in the alley,  
 With our old gang, and hear mess call  
 Out-side the old ship's galley.

M-A-Y-B-E ? ? ?.

-----

## S-H-I-P-M-A-T-E-S.

He steals the shirt right off your back,  
 He calls you dirty names;  
 He borrows all your tobac,  
 Nor thanks you for the same.

But when you'r sick he'll stand your watch,  
 He proves a loyal friend;  
 Yes, that's the kind of SHIPMATES,  
 You'll find in the U.S.N.

## P-R-O-S-P-E-C-T-S.

Mary has a C.P.O.,  
 She'll marry him some day;  
 If Congress, in it's wisdom,  
 Gives him a raise of pay.

## OUR COMMISARY.

We've heard of daring deeds a-plenty,  
 Both on land and sea;  
 Have seen the turret gunners,  
 And the field artillery;  
 Read about Napoleon,--  
 Horatius at the bridge;  
 Understand the conduct,  
 Of the men at Vimy Ridge;  
 But the Commisary Steward,  
 Of the old Black Hawk's crew;  
 Is the champ of all the mighty braves,  
 That history ever knew;  
 For wheather it was courage,  
 Or this hombre "pulled a bone";  
 He fed us dogs and sauer-kraut,  
 While in the peedie zone.

*"Somewhere"*

It's a sizeable place, at this "somewhere",  
 As big as the world war zone;  
 We like it at times, yet we hate it,  
 For it causes us many a groan.

We left from the Port for "somewhere",  
 And we traveled "somewhere" on the sea;  
 Till we landed again at "somewhere",  
 And it sounds mighty funny to me.

We left "somewhere" for "somewhere",  
 And we're anchoring "somewhere" for a spell;  
 It's got so when one mentions "somewhere",  
 We're almost tempted to yell;  
 There's a "somewhere" in the Pacific and Atlantic,  
 And a "somewhere" some place at the front;  
 It is "somewhere" the boys are maneuvering,  
 Just "somewhere" bearing the brunt.

It's "somewhere" the censor is cutting,  
 "Somewhere" from the letters I write;  
 It seems we're in "somewhere" for ever,  
 And it has us most ready to fight.

At night we no longer have nightmares,  
 We dream one continuous trip;  
 From "somewhere" back home to "somewhere",  
 When we sleep, "into" "somewhere" we slip.

Geography's gone to the races,  
 The faces of maps are all changed;  
 "Somewhere" in "Somewhere" via "Somewhere",  
 Till our minds are completely deranged.

Ye Gods, Has the world gone mad completely,  
 Will sanity e'er reign again;  
 Will we ever go back from "somewhere" to earth,  
 If so, please tell us when.

## IN THE EAST, YES, IN THE EAST.

By the moss grown church at Naic,  
 Looking lazily at the sea;  
 There's a Gu Gu girl a-sitting,  
 And I know she waits for me.  
 As the wind blows through the palm trees,  
 I think that I hear her say;  
 "Come back you Yankee Sailor,  
 Come you back to me to-day".

Her petticoat is yellow,  
 Her chemise it is green;  
 And her name is TUESA,  
 My chocolate colored queen.  
 I saw her first a smoking,  
 On an overgrown cheroot;  
 And wasting dainty kisses,  
 On a dirty nigger snoot.

When the mist was on the rice field,  
 And the shadows coming low;  
 She would get her little banjo,  
 And sing so soft and low.  
 With her arm around my shoulder,  
 And her cheek pressed close to mine;  
 We used to watch the men-o-war,  
 Coming up Cavite line.

But I've left it all behind me,  
 And it's miles and miles away;  
 And there ain't no mobiles running,  
 From here to Naic bay.  
 But I'm learning in the home town,  
 What the three year sailors say;  
 When you hear the East a-calling,  
 You cannot stay away.

## N|A-V-Y-G-H-O-W.

(If you don't like your Uncle Sam).

If you don't like your beans and your hardtack,  
If you don't like your slum-gullion stew;  
No matter what you eat, the tables always neat,  
And there's no kick thats comming from you.

If you don't like your thirty monthly,  
And you'r sore at the commisary too;  
Just remember my boy, it's not your mother,  
It's Beacham, feeding you.

## G-O-O-D-B-Y-E.

Little bank roll, ere we part,  
Let me clasp you to my heart;  
All this year I've clung to you,  
You've been faithful and also true.

Little bank roll, then some day,  
Some sweet Jane will come this way;  
To this gay and festive spot,  
I'll remain, but you will not.

## APPROPRIATE BOATS.

For happy people:	Transport.
For gentle people:	Tender.
For pen and ink artist:	Liner.
For dogs:	Barque.
For surgeons:	Cutter.
For barbers:	Clipper.
For kissers:	Smack.
For jokers:	Jolly-boat.
For tramps:	Bum-boat.
For poor people:	Dingy.
For grave-diggers:	Dug-out.
For tired people:	Wherry.

## GIBRALTAR

Gibraltar has the strongest fortification in the world. The town of Gibraltar, lying just at the foot of the Rock and built on the slopes, has a population of about 18 thousand, most of which are Spanish.

The English have possession of Gibraltar and have it fortified to the extent of over 1,000 guns, all of which are hid about the rock. Gibraltar in its self is a very quaint and its inhabitants live on nothing a day.

To the right of Gibraltar is the coast of Africa which is nothing but a long stretch of mountains; one of which drew the attention of all, stands aloft from all the rest and above the clouds, making a beautiful piece of scenery. This being the first time I have ever seen a mountain sourring above the clouds, it was quite interesting and a treat for my water strained eyes.

*Robert Bone*



SOUVENIR FROM GIBRALTAR

## VALLETTA, MALTA.

Valletta is built on the slopes of one of the five islands that compose Malte. The people are of a mixed race including English and Italian. Valletta has a population of about 20 thousand and the city itself is pretty large.

Malta was once held by Napoleon but later taken over by the English. Although Malta is controlled by England, it has a self government, the only one of the many English possessions that have self government.

Malta is guarded on all sides by forts and is a great British Navy base.



*Geo Robt Bone*

## ISMAILIA, EGYPT.

The small town of Ismailia, just half way through the Suez Canal, is bordered by the great Sahara and a small lake.

The population and area are both exceedingly small and the town itself is very dirty.

The people are very quaint; men wearing dressed and wemon wearing veils over their face with a small piece of cain extending over the nose.

A few hours ride from Ismailia is the city of Cairo. Cairo is a pretty large city, having street cars, dance halls and a number of large buildings.

Just out of Cairo, a few hours ride on a camel, are the Pyramids and Sphinx, these being one of the seven wonders of the world. It is a wonderful trip over the Sahara to these places of wonder, and I must confess that I enjoyed our stay in Egypt even if it was 118 degrees in the shade.

*Geo Robt Bone*



COLOMBO, CEYLON.



Colombo is a pretty large town on the island of Ceylon. She is noted for her production of tea and valuable stones.

The people of Colombo are natives of India and are black. A ride around the city and vicinity in a richachee, brings many interesting sights such as Budah's Temple, Sleeping Budah, the Holy Elephants, Old Dutch ruins and etc.

Although our stay in Colombo was very short, it was worth while and very interesting.

*Gov. Robt Bone*

## SINGAPORE, STRAIT SETTLEMENT.

Singapore is a large town on the main land of the Malay peninsula. It has a population of about three hundred thousand, most of which are chinese. The chinese living in very unhealthy quarters.

On the right hand side is the residential section of the chinese while over the bridge to the left are the residents of British, large buildings, temples and etc.

A ride through the town in a ricachay brings to light many interesting sights and gives one an impression or idea of the way the chinese people live. Also one will soon see that the girls are not at all bad looking but are pretty, clean and neatly dressed.



*Edw. Robt. Rose*

## Chefoo, China.

Chefoo is a small town in the northern part of China and has a population of about 18 thousand. Although it has not been civilized as far as other parts of China, the people make a good showing and some times a little money. That is when we were in. Chefoo has a Navy Y.M.C.A. where services and all other activities are held by the Gobs. There is also, in the Y, a pretty fair resturant where a good meal can be obtained at little costs. A ride or walk through and around Chefoo gives one the first real thrill of the Orient and sights that will never be forgotten.

*Horobitz*

## SHANGHAI, CHINA.

Out of all the ports that we have visited I have found Shanghai to be the best. Not only for the amusements but for places of interest.

Shanghai is quite an Americanized port on the Wangpoo River and is a rather large shipping port. Infact most all of the American, British and French China ~~imports~~ commercial shipping is handled here.

The New World, an amusement house, is one of the most interesting places that I have been to in my life. Here one may see chinese vaudeville, tea rooms, sales rooms, infact every thing imaginable. The New World covers about three square blocks and it took me about five hours to make a complete tour of the place.

The thing that brought Shanghai into my heart is a young lady whom I met at the College and a former friend of Lottie Maes'. She ~~is~~ a most wonderful girl and I must say that she sure did show me the place in a first class style.

I have been to Shanghai three times with the ship and one time on a fifteen day leave so I know Shanghai like it was my own home and it sort of puts me at a disadvantage at telling about it's good and bad.

I must say again that I will always have a longing to return to Shanghai and the Orient.

## HONGKONG, CHINA.

HongKong is a British port located in the southern part of China. Although it is an interesting port I can not say that I like it as well as I do Shanghai.

The city of HongKong is built up on the side of a large hill. (Or should I say mountain)? It is a beautiful sight to lay at anchor in the harbor at night and gaze over the lighted hill. There seemed to be more of an chinese touch to HongKong than Shanghai. While there I had the pleasure to witness three chinese funerals. They are the most queer (things) that I have ever seen. Burning paper money, hired mourners crying and even at one funeral they had a paper house that they burned. As the one who dies goes, so does all of his earthly possessions.

We are now at sea on our way to HongKong again. This date of writing is about one and a half years later. I will learn more of the city during our future stay in this port.

PORTS TOUCHED.

New York, N.Y.  
Newport, R.I.  
Gibraltar.  
Marseilles, France.  
Valletta, Malta.  
Ismailia, Egypt.  
Aden, Arabia.  
Colombo, Ceylon.  
Singapore, S.S.  
Chefoo, China.  
Shanghai, China.  
Amoy, China.  
HongKong, China.  
Manila, P.I.  
Mariveles, P.I.  
Olongapo, P.I.  
Manila, P.I.  
Shanghai, China.  
Tsingtao, China.  
Chefoo, China.  
Chinwangtao, China.  
Pekin, China. (leave)  
Chefoo, China.  
Shanghai, China. (leave)  
Hankow, China. (leave)  
Weihiwei, China. (leave)  
Dairen, Manchuria.  
Port Arthur, Chosen.  
Tsingtao, China.  
Yokohama, Japan.  
Kobe, Japan.  
Shanghai, China.  
Olongapo, P.I.  
Manila, P.I.,  
Nasugbu Bay, P.I.  
Manila, P.I.  
Mariveles, P.I.  
Olongapo, P.I.  
Manila, P.I.  
HongKong, China.  
Shanghai, China.  
(Transport).

PORTS TOUCHED-(continued)

Honolulu, Hawaii.  
San Francisco, Calif.  
San Diego, Calif.  
San Pedro, Calif.  
Corinto, Nig.  
Balboa, C.Z.  
Panama City.  
Colon, C.Z.  
Port Au Prince  
Hampton, Rds., Va.  
Philadelphia, Pa.

"INDEX TO OFFICE HINTS"

<u>PAGE.</u>	<u>SUBJECT.</u>
1.	Recommendation for Bad Conduct Discharge.
2.	Orders to take up accounts.
3.	Special Order Discharge, request for.
4.	Report- Discharge and reenlistment of man.
5.	Increase in enlisted man's pay(4 years)
6.	Transfer orders and letter of transmittal.
7.	(a) Orders to close out accounts. (b) (How to transfer man)
8.	Request for transportation for enlisted personnel.



SMITH, Ralph E.  
#542-22-89.

From: Commanding Officer.  
To : The Chief of the Bureau of Navigation.

Subject: Smith, Ralph E., Sealc., #542-22-89,  
Re: Recommendation for Bad Conduct  
Discharge.

Reference: (a) Article 1688- (1)-(d) Navy Reg.  
1920.  
(b) Paragraph D-8302 BuNav. Manual.

Enclosure: (A) Transcript of Service. NNav 21.

1. In accordance with approved sentence of Summary Court Martial the above named man was placed on six (6) months probation January 1 1922.

2. On 9 February 1922 Smith was placed on report for having another man's liberty card in his possession, shirking duty and being under the influence of intoxicating liquors, not having been ashore for a period of forty eight hours.

3. In view of Smith's unsatisfactory record, as evidenced by enclosure (A), and the opportunities given him while serving at this command, the Commanding Officer, USS BRUCE, is of the opinion that he is not a fit subject for further retention in the Naval Service.

4. It is therefore recommended that authority be granted the Commanding Officer, USS BRUCE to discharge SMITH with a Bad Conduct Discharge in accordance with sentence of Summary Court Martial and facts as outlined above.

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Commanding.

From: Commanding Officer.  
To : Supply Officer.  
Subject: Name, rate service number.,  
Order to take up accounts.  
Reference: (a) Par. 6040 BuNav Manual.

1. In accordance with reference (a) you are hereby authorized and directed to take up accounts of above named man at one half (1/2) commencing 2 March 1922.

2. (Name) reported onboard (Name of ship) without pay accounts on (date of reporting).

Commanding.

Note: Taking up of pay accounts of man 15 days after reporting on board without pay accounts as outlined in above reference. This note not to be embodied in letter.

"SPECIAL ORDER DISCHARGE"

From: WOODS, Albert J., F2c., #233-86-52.  
To : Chief of the Bureau of Navigation.  
Via : Official Channels.

Subject: Special order discharge, request for.

ENCLOSURE: (A) Affidavits.

1. It is requested that I be discharged from the U.S. Naval Service by Special Order Discharge.

2. My reasons for making this request are:

(a) I am needed at home to help my father on the farm as he is unable to do the labor.

(b) On account of sickness at home.

3. I have never attended a trade school.

4. My home address is:

5. I have no allotment or insurance.

6. I enlisted ----- for a period of four full years.

7. If this request is granted my address after discharge will be --.

Albert J. Woods.

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1st ENDORSEMENT USS BRUCE Place Date.

From: Commanding Officer.  
To : Chief of the Bureau of Navigation.

1. Forwarded approved.

John W. TIMMONS.

From: Commanding Officer.  
To : The Chief of the Bureau of Navigation.

Subject: (Name, rate, service number);  
Re: Discharge and reenlistment of.

ENCLOSURES: (A) Service Record Form Nav 1.  
(B) Shipping Articles Form NNav 351.  
(C) Beneficiary Slip, form NNav 521.  
(D) Honorable Discharge form NNav 6.

1. Enclosures (A), (B), and (C) are forwarded for the information and files of the Bureau.

2. Enclosure (D) is forwarded for preparation of continuous service certificate.

3. (Name) was discharged from the USS.... on (date) and reenlisted on board on (date).

Commanding.

"ENLISTED MAN'S INCREASE IN PAY"

From: Commanding Officer.  
To : Disbursing Officer - - - -

Subject:

1. You will credit the account of (Name) (rate) with the pay of his grade after (Number of years) service, from (date), he having completed (number of years) service, exclusive of any time lost on account of absence without leave (including over leave, desertion and imprisonment while in civil arrest resulting in sentence and while serving said sentence); sickness disease or injury resulting from his own intemperate use of drugs or alcoholic liquors; or other misconduct; furlough without pay inactive duty Naval Reserve Force; non-preformance of duty because imprisoned while in arrest resulting from coutr martial sentence and while serving said sentence, or any other period which may not be considered as time served.

Commander, U.S. Navy,  
Commanding.

The Disbursing Officer.  
Pay No. \_\_\_\_\_

"TRANSFER ORDERS"

Fl20

From: Commanding Officer.  
To : SMITH, Charles E., Englc., USN.  
Subject: O R DERS.

1. Upon receipt of these orders you will proceed as your transportation may direct to the U.S.S. ----- at ))))-- , and upon your arrival there report to the Commanding Officer of that vessel for duty.

2. Necessary transportation will be furnished you by the Supply Officer, R.S., N.Y., N.Y.

Gordon W. Haines.

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File 120 A.

From: Commanding Officer.  
To : Commanding Officer, R.S. Phila. Pa.  
Subject: Transfer of enlisted personnel.

Enclosure: (A) Service record.  
(B) Health record.  
(C) C.S.C. # ----  
(D) "M" File.  
(E) Receipt.

1. There are forwarded herewith the above enumerated enclosures on the following named man who is this date being transferred to the vessel under your command for general detail:

THATCHER, James B., CBM., (#) U.S. Navy.

2. Transfer pay accounts will be forwarded immediately upon receipt from the Supply Officer carrying the accounts of this vessel.

3. Please acknowledge receipt of man and enclosures on attached copy of this letter.

Gordon W. Haines.

"CLOSE OUT ACCOUNTS OF MAN"

From: Commanding Officer.  
To : Supply Officer, Des Div. 27.  
Subject: Transfer of accounts.

1. Youx are hereby authorized and directed to close out the accounts of the below named man and forward same to (place).

THATCHER, James B., Englc. USN.

Gordon W. Haines

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"TRANSFER OF MAN"

1. Fill Nav form #8 and send to bureau.
2. Change watchbquarter and station bills bulletin board and liberty list.
3. Change abandon ship cards.
4. Change muster list.
5. Change ration record.
6. Change ship's card record of man.
7. Enter service record.
8. Enter health record.
9. Notify O.O.D. to log.
10. Notify storekeeper to collect Gov. Property.
11. Order paymaster to transfer accounts.
12. Write up orders.
13. If an officer: (A) Fill NNav form 64.  
(B) Fitness report.

" REQUEST FOR TRANSPORTATION"

File 149

From: Commanding Officer.  
To : Supply Officer, R.S., N.Y., N.Y.  
Subject: Transportation and Subsistence,  
Issue of.

1. It is requested that the necessary transportation and subsistence from Receiving Ship, New York, N.Y., to the Receiving Ship at Charleston, S.C., be issued to (name) (rate) (Service number.) U.S. Navy.

2. Attached hereto are certified copies of his orders.

Gordon W? Haines.