

The submarine, with the dory of the *E. B. Walters* in tow, then approached the *Verna D. Adams*. The master and crew of this schooner had left the vessel before the submarine approached them. The four men who had sunk the two other schooners rowed over to the *Verna D. Adams* and boarded her. The men from the submarine stayed aboard the *Adams* longer than aboard any of the other vessels. Capt. Mosher of the *Adams* says that he had a large supply of stores aboard, especially of canned foods, and believes many articles were removed from the schooner and taken aboard the submarine. The *Verna D. Adams* was sunk by a bomb placed aboard in the same manner as was done with the other two vessels.

After disposing of the three Canadian vessels the submarine turned its attention to the *J. J. Flaherty*, which was boarded and destroyed in the same way as the others.

On the morning of August 26 the raider captured and sank by bombs the Canadian fishing schooner *Gloaming*, 130 gross tons, in latitude 46° 02' N., longitude 57° 35' W.

After the attack on the *Gloaming* the *U-156* began her homeward voyage. On August 31 the U. S. S. *West Haven*, 5,699 gross tons, a Naval Overseas Transportation ship, was attacked and shelled in latitude 44° 20' N., longitude 51° 09' W.; but succeeded in escaping. The *West Haven* sent a radio message from the above location: "8.25 a. m. Attacked by an enemy submarine which opened fire upon us. Immediately brought guns into action. At 8.46 a. m. enemy submarine ceased firing and turned broadside to."

The *U-156* was the only one of the enemy submarines dispatched to the American coast that failed to return to her base in safety. After remaining in the North Sea during the concentration there, this vessel which had worked such havoc with the fishing industry of the Atlantic coast attempted to run the northern mine barrage. She struck a mine and was so damaged that she sank in a short time. Twenty-one survivors were landed on the Norwegian coast shortly after the signing of the armistice; the fate of the rest of the crew is unknown.

THE CRUISE OF U-140.

Within a week (June 22, 1918) after the *U-156* had commenced her voyage to the American Atlantic coast the *U-140*, a cruiser submarine mounting two guns and commanded by Korvettenkapitan Kophamel, left Kiel for the same destination. She proceeded north of the Shetland Islands and had her first encounter of the voyage on July 14, when an allo was received from the U. S. S. *Harrisburg*,³² giving her position as latitude 45° 33' N., longitude 41° W.

On the 18th the American tanker, *Joseph Cudahy*, 3,302 tons gross, which had been obliged to fall behind her convoy because of her slow speed, reported that she was being gunned in latitude 41° 15' N., longitude 52° 18' W. Two days later the cruiser *Galveston* announced that she had received a radio purporting to come from the *Cudahy*

³² The *Harrisburg* sighted the *U-156* three days later.

reporting her position from a confidential reference point. In view of the vessel's speed, which was known to be 9 knots, and of the fact that her armament consisted of 3-inch guns, it was believed that this message was a decoy; that the *Cudahy* had been captured and that her confidential publications were in the hands of the Germans. The message, however, proved to be genuine, the merchant ship having escaped without damage.

On the 26th the British steamer *Melitia*, 13,967 gross tons, was gunned in latitude 38° 42' N., longitude 60° 58' W., and later the same day the *British Major*, 4,147 tons gross, was attacked by the submarine in the same locality; both vessels escaped.³³

The following day the *U-140* registered her first sinking when in latitude 38° 25' 36'' N., longitude 61° 46' 30'' W., she captured the Portuguese bark *Porto*, 1,079 gross tons, bound from Savannah to Oporto. Capt. Jose Tude d'Oliveira da Velha made the following statement to the American naval authorities:

The *Porto* sailed under the Portuguese flag. Including myself there were 18 in the crew. Every member of the crew was Portuguese. On the 11th of July we sailed from Savannah, Ga., bound for Oporto with a cargo of 600 bales of cotton and barrel staves. We had on board provisions for six months. The ship's stores were of a general nature. The *Porto* was not armed. The submarine was first seen July 27, about 11 a. m. It was then about 2 miles off the starboard bow. She was on the surface and gradually approached us. When the submarine was about 2 miles off she fired three shots, after which we hove to. The submarine then came alongside the bark, while we were still aboard, and tied up. The commander of the submarine and one officer and a seaman who spoke Spanish asked for the ship's papers. I gave the commander of the submarine all the ship's papers, including the manifest, bill of lading, and everything. None of the nautical instruments were taken by the Germans because we managed to conceal them. One of the first things they inquired about was whether or not we had on board any pork or chickens. When I replied yes, they proceeded to remove all the pork and chickens we had on board. While we were tied alongside, the Germans for five hours took the supplies from our ship and put them on the submarine by the use of planks. In addition to the pork and chickens the crew took practically all of the ship's stores. None of the crew of the *Porto* helped in removing the supplies from our ship to the submarine, it was done by the crew of the submarine. No member of the crew of the *Porto* at any time boarded the submarine. The crew of the *Porto* did not wait until all the supplies were removed to the submarine, but shoved off in the two large lifeboats from the *Porto* after about half an hour. After shoving off in the lifeboats we remained in sight of the bark and the submarine until the bark was sunk. The *Porto* was sunk at about 5.30 p. m. with bombs and shell fire. No ships were seen at any time while the submarine was in our sight.

The commander was tall and slim, with a short mustache, dressed in brown. I did not notice whether or not he had on any stripes. The commander was about 35 years old. There must have been about 90 men composing the crew of the submarine, as they were all on the deck at one time or another. The *Porto* was 216 feet long, and as the submarine lay alongside she was just a little bit smaller.

The submarine was painted gray. The gun on the stern was larger than the gun on the bow. I do not know the caliber of the gun. The stern gun was about 15 feet long.

³³ The *Melitia* exchanged shots with the submarine, but the range was too great for effective fire from either.

and the bow gun about 12 feet long. She had one conning tower located in the center. The number "U-19" was painted in white on the bow. The submarine had no flag or ensign. The German commander did not give me a receipt for my ship. Some of the crew of the *Porto* engaged in conversation with the submarine crew in Spanish, but it only concerned the provisions. Neither I nor any member of the crew ascertained how long the submarine had been out or what their plans were. The commander conversed with me through an interpreter who was a member of the crew of the submarine and who carried binoculars and did not wear a hat. The interpreter through whom the submarine commander spoke, spoke a very pure Spanish, and I believe he was not a German.

On July 30 the American S. S. *Kermanshah*, 4,947 gross tons, was attacked by the submarine in latitude $38^{\circ} 24' N.$, longitude $68^{\circ} 41' W.$ In an interview with Robert H. Smith, master of the ship, with the United States naval authorities, he says:

The *Kermanshah*, owned by the Kerr Steamship Corporation, arrived at New York July 30, 1918, from Havre via Plymouth, in water ballast. She carried three naval radio operators and an American-armed guard crew of 21 men under the command of M. Coffey, C. G. M., U. S. N. Her armament consisted of one 4-inch gun astern and a 2-pounder forward.

On July 30, at 11.45 a. m. (ship's time), while in latitude $38^{\circ} 24' N.$, longitude $68^{\circ} 41' W.$, the captain was standing in the chart-room doorway and sighted the wake of a torpedo headed toward the after part of the port side of the *Kermanshah*. He ran on deck, let the ship run off about four points to starboard, and the torpedo missed the stern by 10 or 15 feet. The helm was eased a trifle so that the ship would not be swinging too quickly to starboard in the event another torpedo was sighted. The ship had no sooner steadied a little when the wake of another torpedo was seen approaching amidships on the starboard side. The captain immediately put the helm hard to starboard with the idea of throwing the ship in a course parallel to that of the torpedo. In this he was successful, the torpedo passing the starboard bow about 5 feet away.

As soon as the second wake was sighted the commander of the armed guard fired one round from the 4-inch gun astern, the shot being directed at the spot the wake started from. The explosion that followed sounded like the bursting of the shell against a hard object, which gave the captain the impression that a hit had been made. After following a northerly course at full speed of 9.5 knots for about 15 or 20 minutes, the submarine was sighted on the horizon about 4 miles distant, the gun crew immediately opening fire. After a few rounds it was seen that the submarine was out of range and fire was stopped. As the submarine made no attempt to chase or fire on the ship, the captain believes there is some basis for assuming that the first shot had some effect.

Allo and S O S messages were sent out immediately after the first torpedo missed, giving position and stating that the *Kermanshah* was being attacked and pursued.

At the time of the attack there was fine, clear weather, the sea fairly smooth, with moderate south winds. The regular watch was on the aft gun platform; there were lookouts in the crow's nests on the fore and main masts, but no periscope was sighted.

There was no telescope aboard the ship, and Capt. Smith having viewed the submarine through ordinary binoculars, could furnish no identifying description. He did not know whether any guns were mounted on her deck.

At 7 p. m. (ship's time), when about 60 miles north (true) of his noon position, Capt. Smith was about to alter his course to the westward when the gun crew fired at a periscope sighted off the starboard beam. After dark several decided changes were made in the course and the submarine was not sighted again.

Earlier in the day one of the gun crew reported to the watch officer the sighting of a small two-masted vessel. Capt. Smith is of the opinion that it was a disguised submarine, but could furnish no further details or reason for his belief.

The next victim of the *U-140* was the Japanese steamship *Tokuyama Maru*, 7,029 gross tons, which was torpedoed 200 miles southeast of New York, in approximately latitude $39^{\circ} 12' N.$, longitude $70^{\circ} 23' W.$, on August 1 at about 8 o'clock in the evening. The ship struck "was hit on the starboard side under the bridge with a torpedo," remained afloat long enough to send an allo, but the submarine which launched the torpedo was never sighted.

Another large ship was successfully attacked by the raider three days later, when the tanker *O. B. Jennings*, a vessel of 10,289 gross tons, after successfully avoiding a torpedo attack, was sunk by gunfire after a battle lasting over two hours, in latitude $36^{\circ} 40' N.$, longitude $73^{\circ} 58' W.$ In his preliminary report to the naval authorities, Capt. George W. Nordstrom said:

While on a voyage from Plymouth, England, to Newport News, Va., in ballast, on August 4, 1918, in position $36^{\circ} 30' N.$, $73^{\circ} 20' W.$, a torpedo was sighted about 1,000 yards, four points on port bow; by maneuvering ship, torpedo missed and passed 3 to 4 feet astern. At 9.30 a. m. the submarine opened fire from a distance of about 8 miles, and we immediately hoisted our flag and opened fire, after we broke our smoke boxes out and made a smoke screen, changing course often to hide ship behind smoke screen. At this time the submarine was observed five points abaft port beam. The submarine followed us and kept shelling until 11.40 a. m., having our range finely all the time, several shells bursting so close to ship that ship's side was punctured in several places. At 11.40 a. m. a direct shot hit the engine room through the counter, smashing port engine and wrecking main steam line. Several men were wounded. At the same time another shell hit magazine and exploded, destroying all ammunition. Previous to this one man was killed by gunfire and some minor wounded on deck. I pulled my colors down and sent out wireless calls. I surrendered at 11.45 a. m., ordered all hands in the boats, and abandoned ship. Pulling away from the ship, the submarine came up and interrogated boat crews, took second officer prisoner, asking the boat crew where the captain was, and the crew answered, that the captain was killed. Then the submarine returned to ship and commenced to shell her. We pulled away to northward until out of sight, and then hauled around to westward. At 3 p. m. all boats together, sails set, course given by captain, compass regulated, and commenced to sail for land. During the night the first officer's boat and chief engineer's boat dropped out of sight. At 8.30 a. m. we were picked up by Italian steamship *Umbria* and given food and relief. This ship took us down off Currituck beach, put the boat into water, and we sailed for shore. We landed 3.30 p. m. August 5, 1918.

At 9.30 a. m. sent out allo call and at 9.50 approximately sent out S O S at irregular intervals thereafter. The surrender call was sent out on emergency set, as dynamo was smashed.

Breech locks for our guns were thrown overboard upon the approach of the submarine to the life boats. The telescope sights were left with the chief engineer's boat. Moving pictures were made of the *O. B. Jennings* and her lifeboats from the deck of the submarine.

A more complete description of the attack, together with the conversation of the survivors with the crew of the submarine, a

description of the raider, and the account of the rescue of survivors by the U. S. S. *Hull*, is given in the report of the aid for information, first naval district, to the Bureau of Operations.

At 9 a. m. (ATS), August 4, 1918, while proceeding at a speed of 10 knots, a torpedo wake was sighted four points off port bow. Helm was put hard astarboard and quarters was sounded and full speed ahead ordered. *Jennings* had been zigzagging and continued to do so, holding the same course. About 9.30 a. m. several shots were fired by the submarine, which was then sighted. The *Jennings* opened fire on the submarine, which was then apparently 7 miles away. Shots from *Jennings* fell short. *Jennings* continued at full speed, zigzagging and using smoke boxes. Submarine continued firing, discharging about 40 or 50 shots at two-minute intervals. At 11.40 a. m. shot from submarine exploded in the engine room of the ship, disabling the engine and wrecking the main steamline. A few minutes later another shell hit the magazine, exploding and destroying all the ammunition remaining. Prior to this time the *Jennings* had fired about 60 rounds at irregular intervals, causing submarine to submerge twice. During the engagement submarine fired 150 rounds at approximately two-minute intervals. At 11.45 ship's flag was struck and wireless call sent out that the *Jennings* had been captured. In this connection it had been the intention to use the word surrendered instead of captured.

Preparations were immediately made for abandoning the ship and at 12.20 p. m. all survivors had left the ship in three small boats. Position of *Jennings* at this time was latitude 36° 40' N., 74° W. Submarine then approached the *Jennings* and continued shelling her. The boats drew away from the vicinity and at 2.20 p. m. the *Jennings* turned on port side and sank slowly, disappearing from view 15 minutes later. At this time the lifeboat in charge of the first officer, W. J. Manning, was about half a mile away from the *Jennings*. The lifeboat in charge of the chief engineer, Albert Lacy, was 2 miles ahead of the first officer's boat and the boat in charge of the captain was ahead of the chief engineer's boat, thus the actual sinking of the *Jennings* was observed only by the first officer's boat. After the crew abandoned the ship and before they were permitted to leave the vicinity the three boats were called to the side of the submarine, and a conversation between the second officer of the submarine and the men in charge of the three lifeboats took place as follows: The officer of the submarine said: "We got you at last; I knew we would. What damage did the shell in the engine room do?" Reply: "Put the engine out of commission." Question: "Where is the captain?" Answer: "He is dead." Question: "Where is the chief wireless operator?" Answer: "I don't know; he must be dead, too." The above conversation was carried on by one of the men in the captain's boat, during which time the captain and the chief wireless operator were both present, but the captain's clothes had been placed on the body of the second steward, who had been killed and left on the deck of the *Jennings*.

The chief engineer was in charge of one of the lifeboats, and in this lifeboat was also one Rene Bastin, second officer on the *O. B. Jennings*, who had joined the ship at Southampton, England. Bastin insisted that he be permitted to speak with the officer on the submarine and, despite the fact that he was slightly wounded, jumped from the lifeboat to the deck of the submarine and began speaking rapidly in German to the officer and men on the deck, finally shaking hands with them and without further conversation with his companions in the lifeboat went below decks of the submarine and never returned. The men and officers on the *O. B. Jennings* had been suspicious of this man during the entire voyage. At the time he joined the ship in Southampton he claimed to be a Belgian and produced proper credentials to substantiate his claim. He spoke French and German fluently. The captain of the *O. B. Jennings* feels confident that this man could have been carrying no confidential documents to the officers aboard the submarine.

The submarine was about 300 to 325 feet in length, and the top of the conning tower was about 20 feet from the surface of the water, very rusty looking, with a guard around the propeller. It was armed with two guns, 6-inch caliber, barrel 20 feet long. They were placed fore and aft and about 6 feet from the conning tower. There were two periscopes about 5 inches in diameter on the conning tower. No masts or wireless visible. Three officers and 30 men were observed on the deck of the submarine, all dressed in regulation blue uniforms. The hat of the men had the inscription: "Undersee Boat Deutschland Undersee Hamburg."

At 2.20 a. m., August 5, two boats in charge of the first officer and chief engineer were picked up by the U. S. S. *Hull*. About 30 minutes before this occurred a submarine was sighted moving slowly along the surface. Submarine passed about 50 yards from first officer's boat and about 300 yards from the captain's boat. Submarine was about 200 feet long, conning tower about 20 feet from the surface of the water.

The U. S. S. *Hull* searched the vicinity for 30 minutes, endeavoring to locate the captain's boat, but without success, as the captain refused to show any lights or answer any signals, believing, as he stated later, that the U. S. S. *Hull* was the supposed submarine sighted about 30 minutes earlier. The only fatality was that of the second steward. Several of the crew sustained minor injuries from shrapnel.

The reference to Rene Bastin made in the account of the rescue of the survivors of the *O. B. Jennings* is explained and amplified by the following letter from the American Consulate at Havre, France:

I have the honor to report that, on January 4, 1919, Mr. Rene Henry Bastin, formerly second officer of the American S. S. *O. B. Jennings*, of New York, came to this consulate and asked for relief and transportation to the United States, giving the following explanation of his situation:

The American S. S. *O. B. Jennings* (gross tonnage 10,289 and net tonnage 7,890), owned by the Standard Oil Co., Capt. Nordstrom, sailed from Plymouth, England, for Newport News, Va., on July 20, 1918. On August 4, 1918, when about 60 miles east of Newport News, it was attacked by a German submarine and sunk by gunfire. Mr. Bastin was taken aboard the submarine as a prisoner of war, remaining on the submarine for nearly three months, until its arrival at Kiel on October 25, 1918, when he was transferred to a prisoners' camp.

The enemy submarine was *U. K. 140*, being an armored cruiser submarine, 375 feet long, drawing 23 feet, with freeboard 3 feet above the water line, armed with four 6-inch guns, carrying 35 torpedoes and having eight torpedo tubes and seven sets of engines. Mr. Bastin says that the submarine carried a crew of no less than 102 men, including the captain, seven officers, and a special prize crew.

During Mr. Bastin's enforced stay aboard the submarine he had many exciting experiences. On August 5, 1918, the submarine sank the American S. S. *Stanley Seaman* (?), of Boston. On August 17 it sank the Diamond Shoal Lightship and four steamers, whose names are unknown to Mr. Bastin. On August 22, 1918, the submarine torpedoed and sank a large British passenger steamer called the *Diomed*, of Liverpool (gross tonnage 4,672). On September 20, 1918, the submarine attacked a British tanker, the S. S. *Lackawanna*, of Liverpool (4,125 tons), which, being armed, succeeded in shooting away the conning tower of the submarine. (Note: It might be stated here that on August 16 the *Lackawanna* had an engagement with the German submarine *U-156*, which is described in detail in this publication, under activities of the *U-156*.) On October 1, 1918, the submarine attacked a convoy but was driven away by destroyers. It succeeded, however, in torpedoing an unknown ship.

While confined in close quarters aboard the German submarine Mr. Bastin naturally suffered great hardship and mental torture. On several occasions the submarine was closely attacked by destroyers, which dropped depth charges in dangerous proximity. On these occasions Mr. Bastin said that the faces of the entire German crew blanched

with terror and he himself and the four or five other prisoners from different ships sunk by the submarine awaited momentarily their end. The effect of this long continued mental strain may well be imagined. Only those of robust physique and well-balanced mentality could stand the strain.

Mr. Bastin said that the prisoners received the same food as the crew, this being, in rotation, boiled barley one day, boiled rice the next day, and boiled macaroni the third day, with roasted barley as a substitute for coffee. The prisoners were permitted on deck only one and one-half hours each day, of which one hour was in the morning and one-half hour in the afternoon. The remainder of the time was passed in the close and noisome atmosphere of the engine rooms in the depths of the submarine. While the ventilation was as good as can be attained on a submarine, the air was so heavy with odors that the men were in a drowsy condition and slept most of the time. On the whole, Mr. Bastin said that the treatment of the prisoners aboard was bad and the supply of food inadequate. He felt sure that the German crew had been forced aboard in Germany and everything was done according to the strictest military discipline. As above stated, the submarine arrived in Kiel on October 25, 1918. For some days previously there had been great discontent among the crew and plans were made to attack their officers and join with other submarine crews as soon as they landed.

On October 29 the crew received an order to put to sea to fight the British fleet. They refused to obey the order and, joining with other submarine crews under the leadership of a sailor from the *Seidlitz*, who had been for two years in a submarine, they began the revolt, the signal for which was a bombardment of the main street of Kiel by a German cruiser in port. The prisoners of war were released for the day only with orders to return aboard at night.

On November 5, Bastin, with his comrades, was transferred to Wilhelmshaven and was then interned on the German cruiser *Hamburg*.

On November 9 the prisoners were told that the armistice had been signed and that a revolution had broken out in the British, as well as the German navy; that Marshal Foch had been shot and that the peace conditions would be favorable for Germany. In confirmation of these statements the Germans showed the prisoners an article in a local newspaper.

On November 10 there was a great illumination of the German fleet and a celebration in the city of Wilhelmshaven. On November 11 the real terms of the armistice being known, everybody was depressed and everything was quiet.

On November 21 the prisoners were escorted from Wilhelmshaven to the American officers' camp at Karlsruhe, where, according to Mr. Bastin, there were about 20 American officer prisoners from the Flying Corps.

Mr. Bastin was released and left the camp at Karlsruhe on November 29 and proceeded to Villingen, about 20 miles from the Swiss frontier, where he was cared for by the American Red Cross. On December 1 he arrived at American Base Hospital No. 26, AP. O. 785, and it was from that point that he came by rail to Havre and presented himself as a destitute American seaman, entitled, under our laws, to relief and transportation.

Naturally, Mr. Bastin had none of his original papers, all having been lost or taken from him by the Germans. He showed me, however, Special Order No. 445, of the adjutant of the American base hospital above mentioned, relating to him, and also a permit issued to him at the German camp. Mr. Bastin stated that he was born in Ostend, Belgium, on June 21, 1889, and that he went to New York in June, 1918, and took out his first papers for American citizenship. Not being yet an American citizen I could not issue to him an American seaman's identification certificate. As a destitute American seaman, however, I relieved his immediate needs, provided for subsistence and lodging and, after conferring with the American naval port office, I arranged with the master of the U. S. S. *Newton* to accept him as a consular passenger

aboard that vessel to the United States. The U. S. S. *Newton* sailed from Havre for Newport News, Va., via Plymouth, England, on January 11, 1919.

On August 5 the *Stanley M. Seaman*, a four-masted schooner of 1,060 gross tons, bound from Newport News to Porto Plata, San Domingo, with a cargo of coal, was halted in latitude $34^{\circ} 59' N.$, longitude $73^{\circ} 18' W.$ by a shot from the *U-140*. The crew of the schooner took the boats at once and rowed to the submarine, where they delivered their papers. They informed the German officers that they "had left the schooner in a hurry and were without sufficient food and water," whereupon the submarine took their boats in tow and returned them to the schooner, where they were permitted to provision. They were ordered to run a line from the stern of the schooner to the bow of the submarine and after so doing were permitted to leave the vicinity.

The day following the sinking of the *Stanley M. Seaman* the *U-140* sank the American steamship *Merak* (formerly Dutch), 3,024 tons gross, 4 miles west of Diamond Shoals Lightship. The *Merak* was proceeding at about 8 knots an hour, when at 1.40 p. m. a shot from the submarine crossed her bows. The weather was so hazy that the submarine, which was 4 miles off the port bow, was invisible, but the flashes of her guns could be seen. The *Merak* put about at once and made for shore, steering a zigzag course. The submarine pursued, firing at intervals of about a minute. The *Merak*, which was not armed, ran aground after the submarine had fired her thirtieth shot and the crew took to the boats. The Germans drew up to the steamer, boarded her from the deck of the submarine, placed their bombs, and as soon as these had exploded, called the lifeboats alongside and questioned the captain of the *Merak*. After checking up the captain's answers in Lloyds, the submarine officer gave him the distance to shore and turned his attention to other vessels which were in sight at the time: The Diamond Shoals Lightship, 590 gross tons, the British steamer, *Benclench*, and the American S. S. *Mariners Harbor*. Of these vessels the first was sunk by gunfire, the second escaped after being chased and gunned for some time, and the third escaped attack of any kind. The *Mariners Harbor* was, however, close enough to the lightship to observe the attack upon her, and a summary of her captain's story as submitted to the naval authorities tells of the afternoon's work of the *U-140*:

The *Mariners Harbor*, of 2,431 tons gross, operated by the New York and Porto Rico Steamship Co., and commanded by Capt. Hansen, left Porto Rico for New York July 31, 1918, with a cargo of sugar.

At 1.45 p. m. (Saturday), August 6, 1918, in latitude $35^{\circ} 01' N.$, longitude $75^{\circ} 24' W.$, proceeding to Diamond Shoals Lightship at 9 knots, the report of gunfire was heard offshore and south of the lightship. At this time the sea was choppy, weather fine, visibility excellent.

The firing was off the starboard bow of the *Mariners Harbor*. The course was altered to NW. for about 15 minutes. Through the glasses the captain could see the lightship and one ship on either side of her. One of the ships appeared to be of about five or six thousand tons, and the other one was much smaller. The larger ship seemed to be inside the lightship and the smaller one appeared to be outside of the lightship.

Shells were observed to be dropping about the ships into the water, causing a considerable spray to arise. The firing was not regular. Usually two shots were reported with an interval of a few seconds between them. Then an interval of from three to five minutes and sometimes longer would follow. The captain estimated that about eight shells were fired during the first 10 minutes of the attack.

At 2.12 p. m. (Saturday) the *Mariners Harbor* intercepted the following radio message: "KMSL S. O. S. Unknown vessel being shelled off Diamond Shoal Light Vessel No. 71. Latitude 35° 05', longitude 75° 10'."

The course of the *Mariners Harbor* was then changed to N. and it was observed that the report of the firing became more distinct. Subsequently the course was changed to NW. and then to due W. for a short time, and the report of the firing became quite faint. Finally the course of the *Mariners Harbor* was steered N. and the engines were stopped when the ship reached a point about 10 miles WSW. of Cape Hatteras, in 8 fathoms of water. It was then about 5 o'clock.

The firing seemed to cease for about a half hour, when it commenced again, SSW. of the ship's position, and continued until shortly after 6 o'clock.

At 5.50 (Saturday) the *Mariners Harbor* received the following radio message: "Gunned, steering S. 55 E. *Bencleuch*."

At 6 p. m. a ship was sighted astern of the *Mariners Harbor* proceeding at a low rate of speed on about an ENE. course. She came alongside the *Mariners Harbor* and Capt. Hansen hailed her captain through a megaphone. The name of the ship was the American S. S. *Cretan*, of about 1,000 tons, engaged in passenger service.

The captain of the *Cretan* inquired about the firing and asked Capt. Hansen if he was going out. Capt. Hansen informed him of what he saw, and stated that he intended to proceed after dark.

At 6.25 (Saturday) the *Mariners Harbor* received the following message: "Ceased firing after 37 shots, 23.25, steering toward Lookout."

The *Cretan* and the *Mariners Harbor* stood together until 6.30 p. m., when the *Mariners Harbor* proceeded along the beach, followed by the *Cretan*. After about a half hour the *Cretan* stopped, but the *Mariners Harbor* continued on her E. by N. course until Cape Hatteras was reached.

At dusk (7.15 p. m.) the *Cretan* came up to the *Mariners Harbor* and the course was resumed. When offshore about 7 miles the captain observed that the Diamond Shoal Lightship was not in sight, although the ship was in range of its visibility.

At 8.30 p. m., what appeared to be a small steamer was observed off the starboard bow coming from the southwest and steering northeast for the position of Diamond Shoal Lightship. She was showing a masthead light, and a red side light could be seen through the glasses. The lights were very low in the water and proceeding at a high rate of speed. The *Mariners Harbor* and the *Cretan* were running completely darkened. The night was dark, with no moon to be observed.

The captain believes this vessel to be a submarine, and the *Mariners Harbor's* helm was ported, followed by the *Cretan*, and a due west course steered for about 2 miles. The lights on the unknown vessel remained in view for about 15 minutes.

The *Mariners Harbor* and the *Cretan* then followed the course which the unknown vessel was steering.

Capt. Hansen is of the opinion that this unknown vessel was a submarine, and that it was steering this course expecting to meet his ship. The submarine undoubtedly observed the ship during the attack and saw her head for the shore. At that time the sun was between the submarine and the *Mariners Harbor*, and the captain believes

this accounts for the fact that the submarine did not shell him, although his position was about the same distance away from the submarine as the lightship—the three positions forming a triangle.

During the entire attack the captain estimated that between 50 and 60 shells were fired.

At 10 p. m. a message was received that the Diamond Shoal Lightship had been sunk.³⁴

On the morning of August 10, the following radio message was intercepted by several ships and stations: "S O S 36 N. 73 W. Help. We are running extreme danger. We are being attacked. Lat. 36 N., long. 73 W. S. D. Z." The U. S. S. *Stringham* hurried to the assistance of the endangered vessel, which proved to be the Brazilian steamer *Uberaba*. The result of her mission is evidenced by the following message received by the Bureau of Operations: "Enemy submarine sighted lat. 35° 51' N., long. 73° 21' W. Dropped 15 depth charges. Searching vicinity Brazilian steamer. Call letters S. D. Z. Escaped undamaged."³⁵

Three days later the U. S. S. *Pastores* engaged the *U-140*. The story of this action is taken from the war diary of the *Pastores* dated August 13:

At 5.32 p. m., G. M. T., this date, in latitude 35° 30' N., longitude 69° 43' W., this vessel changed course from 269° true to 330° true in order to cross a restricted area in approach route before moonset. Zigzag combined plans Nos. 1 and 2 had been carried on all day. At 5.43 p. m., G. M. T., the officer of the deck noted a splash about 2,500 yards distant, a little on the starboard quarter, and heard the report of a gun. With his glasses he discovered a large enemy submarine lying athwart our course 6 or 7 miles distant, a little on the starboard quarter, and firing at this ship, apparently with two guns. From size of splash it appeared that these guns were of about 6 inches in caliber. Went to battle stations and commenced firing at submarine at extreme range with armor-piercing shell at 5.46 p. m., G. M. T. The enemy fired about 15 shots, none of which came closer than 1,500 yards, after which she headed around toward us or away from us and ceased firing. This ship fired nine rounds at extreme range from after 5-inch 40-caliber guns, all of which fell more than 3,000 yards short. Ceased firing at 5.50 p. m., G. M. T., after enemy had ceased, and proceeded on course at full speed. Submarine disappeared about 5 minutes later.

For a week following the engagement with the *Pastores* nothing was heard of the *U-140*, and when, on August 21, she resumed her activities she was far to the northward of the scene of her former operations. At that time she attacked and, after a brief fight, sank the British steamer *Diomed*, 7,523 gross tons, bound from Liverpool to New York.

³⁴ Statements of Louis Hansen, master of the *Mariners Harbor*, to United States naval authorities.

³⁵ On a subsequent visit of the S. S. *Uberaba* to the United States, in February, 1919, a request was made by the officers and men of that ship through the Brazilian naval attaché at Washington, for permission, which was granted by the Navy Department, to present to the officers and men of the U. S. destroyer *Stringham* an American flag in silk and a silver loving cup brought from Brazil to express their heartfelt esteem for the timely succor given, and to further strengthen the bonds of confidence and affectionate gratitude between the United States and Brazil.

We left Liverpool in convoy with the *Harrisburg*, *Plattsburg*, *Baltic* (White Star steamer), *Belgie* (White Star), *Katoomba*, *Dunvegan Castle*, and the guide ship *Lancashire*. We were joined afterwards by the *Ortega*. There were eight destroyers in the convoy. They left at approximately 15 W. As soon as the convoy was broken up, the various vessels dispersed and followed the routes and courses prescribed in the sailing instructions. All the vessels were transports so far as the chief officer is advised, and with the exception of the *Harrisburg* and *Plattsburg* were commanded by a captain of the Royal British Naval Reserve. The average speed of the *Diomed* was 15½ knots. The day before the *Diomed* was sunk she ran 400 miles.

I came on watch at 4 a. m., relieving the second mate. At 4.30 a. m. I took stellar observations. I just finished the work on these observations at about 4.50 when an object was sighted on the starboard beam, distant about 4 miles. By this time it was about half daylight, perfectly clear sky, smooth water, and light air. I ordered the helm hard a starboard for the purpose of bringing the object astern. I sent the midshipman to tell the gunners to stand by, but not to open fire until they got further orders, as I could not tell from the first examination whether the object was a submarine or whether she was a torpedo boat.

In the meantime the ship was swinging and when the object was about a point off the starboard quarter she opened fire. I am under the impression that she was not moving in any direction. As soon as she fired her first shot we opened fire at about 5,000 yards distance, but I could not observe the fall of the shot. The captain was in the chart room when the submarine was sighted and came on the bridge whilst the ship was swinging under a starboard helm. As soon as our first shot was fired I left the bridge and ran to work the after gun, the captain taking charge of the ship. The gun was a 4.7-inch British Admiralty gun. The fourth shot that the submarine fired struck the *Diomed's* starboard quarters, and from then on the submarine registered several hits. By the time we fired 12 rounds the steampipe to the steering gear, which was on the poop, had been carried away and we could not get to our ammunition locker, which was located just on the foreside and underneath the steering engine house, on account of the dense volumes of steam; the shot which carried away the line completely disabled the steering gear.

We had a hand-steering gear, but it was impossible to hook it up and use it because it would have taken half an hour to rig it under the most favorable circumstances. No orders were passed to connect the hand-steering gear because the dense volume of steam which prevented our getting at the ammunition locker also stopped any possibility of so doing.

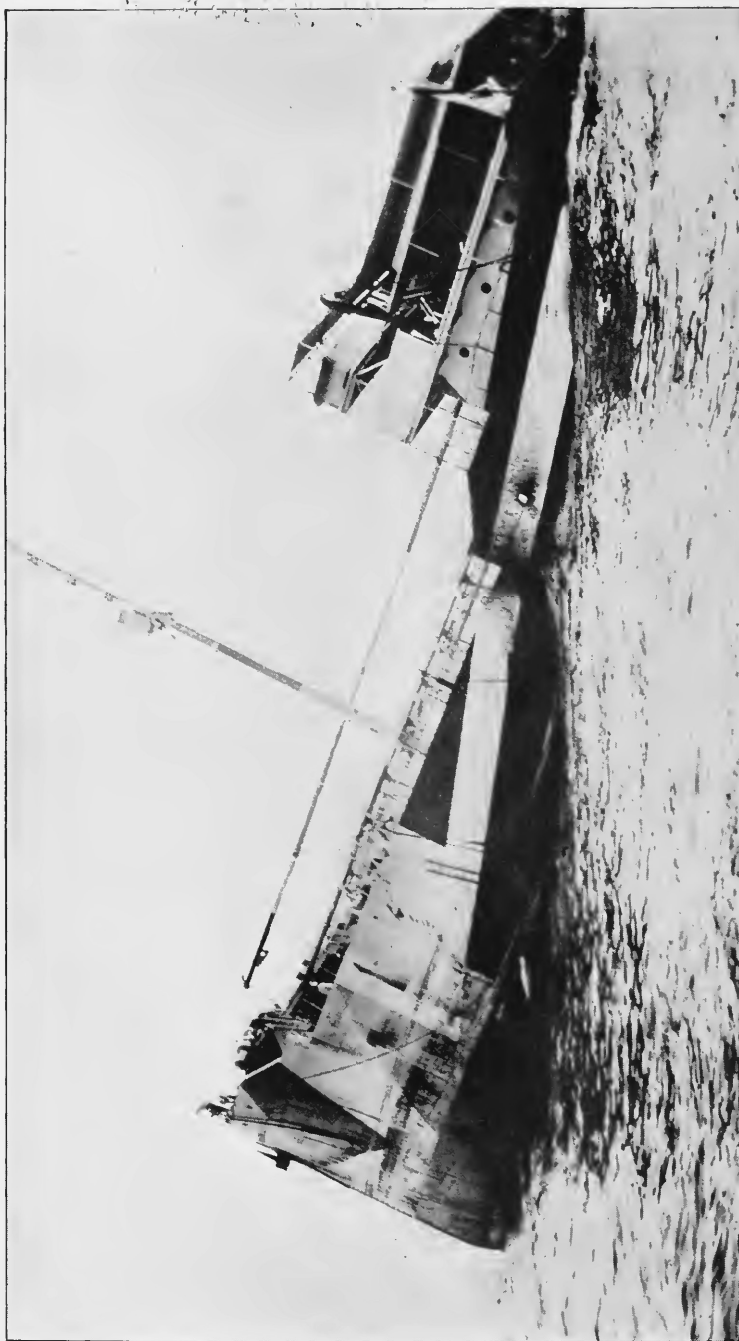
In the meantime the submarine was dropping shells all around and upon our poop. The splash of the German shells made our spotting observations almost impossible. We were spotting from the roof of a locker immediately forward of the gun, because under the circumstances it was impossible for the spotting officer to make himself heard by the gunner from the top, since there were no voice tubes from the after gun to the maintop.

As soon as I found that passing the ammunition was impossible on account of the dense volume of steam, and also from the fact that the officer in charge and his petty officer in the ammunition party were severely wounded, I gave the command to cease firing. We then made an attempt to ignite the smoke boxes, but as these did not ignite readily I ordered the poop to be left in order to try and prevent casualties.

As far as maneuvering of the ship is concerned, the chief officer is not in a position to give any information, except that from the time the steam line was carried away up to the time the vessel surrendered she was going ahead at full speed. She swung somewhat to port after the main steering line was carried away. When the chief officer left the quarter-deck the submarine was shelling the port side of the ship. After leaving the quarter-deck I reported to the captain that the gun was out of



GERMAN U-BOAT SHOWING SAW-TEETH ON THE BOW USED FOR CUTTING NETS.



SINKING OF AMERICAN S. S. FREDERICK R. KELLOGG.

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action and offered the suggestion, in order to prevent unnecessary waste of life, that the ship be abandoned. The captain agreed to this suggestion and the ship was abandoned in good shape.

The captain's boat, in which I left the ship, was held alongside the ship as long as we thought it proper to hold her there. By the time we joined the other boats, which were lying about a quarter of a mile off the ship waiting for us, the submarine had steamed to a position quite close to the other boats. I was never less than 250 yards from the submarine, but I tried to observe all I could of her construction and general appearance. The submarine passed our boats as she went to take up her position to sink the ship, which she did by firing three salvos of two rounds each from a distance of about 300 yards, and the ship immediately commenced to list to port and finally sank on her port side about 15 minutes after the first salvo had been fired. When the ship sank we were about 600 yards from her. The position at the time of sinking was latitude $40^{\circ} 43' N.$, longitude $65^{\circ} 15' W.$ ³⁶

The day after the sinking of the *Diomed* the *U-140* attacked the American cargo vessel *Pleiades*, 3,753 gross tons, bound from Havre to New York. The submarine, which was lying awash and not underway, was sighted at 7.10 p. m. from the crow's nest of the ship by a member of the armed guard crew.

The *Pleiades*, of 3,700 gross tons, owned by the Luckenbach Co., left Havre August 4, 1918, for New York. On August 22, at about 7 p. m. (ship's time), in latitude $39^{\circ} 43' N.$, longitude $63^{\circ} 11' W.$, a member of the armed guard in the crow's nest reported a suspicious object two points off the starboard bow, distant 5 or 6 miles. The weather was clear, but the first officer on the bridge could not make out the object and ascended to the crow's nest. By this time the object was dead ahead. The first officer recognized that what the lookout had taken to be a funnel was the conning tower of the submarine.

The submarine was awash, not underway, and in the slight swell of the sea the first officer could make out the bow and stern alternately exposed below the water line. He noticed a gun forward and aft, but could not distinguish other details at that distance beyond the fact that she was a big submarine, at least 300 feet long, and that her conning tower was amidships.

At 7.10 p. m. the course of the *Pleiades* was changed from S. (true) to SW. by W. $\frac{3}{4}$ W., at her regular speed of $9\frac{1}{2}$ knots. A few minutes later the lookout reported that the submarine had submerged.

At 8 p. m. the flash of a gun was seen off the port beam and a shell fell 1,000 yards short of the *Pleiades*. A submarine was sighted, lying awash, distant between 3 and 4 miles. The position of the ship was $39^{\circ} 34' N.$, $63^{\circ} 25' W.$ There was a full moon, in the rays of which the submarine lay, making an excellent target. The *Pleiades* swung her stern to the submarine and worked up a speed of 12 knots.

All told the submarine fired four shots, the interval between the first and second being three of four minutes and between the other two about two minutes. The second shot fell off the ship's port quarter from 500 to 1,000 yards short; the third and fourth shots struck astern from 700 to 1,000 yards short.

The *Pleiades* fired 13 shots from her after gun, a 4-inch 40. Beginning with the fourth shot the range was got and thereafter the shells fell close, although none of them hit the submarine. The submarine was heading S. and quickly moved out of the moon's rays after the first half dozen shots and no longer presented such a good target. Within 15 minutes after the first shot the submarine submerged. It was then

³⁶ From the examination of Chief Officer Alfred E. Batt by the aid for information at New York.

two or three points off the port quarter. The first officer believes the submarine fired only four shells, because the armed guard's shots were so well aimed as to lead the submarine to decide to submerge quickly.

The first officer explains the failure of the submarine either to pursue the *Pleiades* or to maneuver around her to get her in the path of the moon's rays on the grounds that she was not of a speedy type.

Two radio messages were sent out by the *Pleiades*. The first was an ALLO, sent at 7.15 p. m. The other was an S O S S S S message, sent at 8.15, approximately. It was acknowledged by a shore station, but the first officer was unable to state which one.

The *Pleiades* arrived at New York August 25.³⁷

After the attack on the *Pleiades* the *U-140* began her homeward voyage and on September 5 made an unsuccessful attack on the British tanker *War Rane*, 5,559 gross tons, en route from Grangemouth, England, to Halifax, Nova Scotia, in ballast. At 11.30 a. m. in latitude 51° 27' N., longitude 33° 24' W., the *War Rane* sighted a periscope and then the track of a torpedo close alongside, which passed immediately under the engine room, but did not hit the ship. The ship had been stopped for minor engine repairs and when the submarine was sighted orders were given for "full speed ahead." After a delay of five minutes she steamed ahead, zigzagging, until the submarine was well astern. The submarine came to the surface and gave chase. Later the submarine opened fire. Two rounds were fired at three-minute intervals between shots. The last seen of the submarine, she was heading south and the *War Rane* escaped.

The *U-140* having sustained some damage resulting in a slight leakage, delayed her passage and she was joined on September 9 by the *U-117* which came to her assistance. The two then proceeded in company for a time toward Germany by way of the Skaw and Albach Bay. The *U-140* arrived at Kiel on the 25th of October, 1918.

THE CRUISE OF U-117.

The *U-117*,³⁸ commanded by Kapitanleutnant Droscher, left her base early in July, 1918. This vessel was one of the cruiser, mine-laying type of German submarines, and combined the errand of sowing mines on the American coast with that of destroying tonnage by direct attack. Her approach to the American coast was heralded by an attack on the British steamer *Baron Napier*, July 26, when in latitude 45° 26' N., longitude 32° 50' W.

On August 10 she attacked the fishing fleet in the vicinity of Georges Bank. Before the day had ended the submarine had sent to the bottom nine small motor schooners—the *Katie L. Palmer*, 31 tons; the *Aleda May*, 31 tons; the *Mary E. Sennett*, 27 tons; the *William H. Starbuck*, 53 tons; the *Old Time*, 18 tons; the *Progress*,

³⁷ Statement of John McNamara, chief officer of the *Pleiades*, to the American naval authorities.

³⁸ After the surrender at Harwich the *U-117* was one of the submarines sent to America for use in the Liberty loan campaign.

34 tons; the *Reliance*, 19 tons; the *Earl and Nettie*, 24 tons; and the *Cruiser*, 28 tons. The *Albert W. Black*, 54 tons, was fired on but succeeded in escaping, and the *Gleaner*, 45 tons, after seeing one of the victims disappear under the waves, fled without molestation.

All of the fishermen witnessed the sinking of at least one schooner besides their own; some had conversation with the officers and crew of the submarine, while others, who were taken aboard the submersible were able to furnish fairly good nontechnical descriptions of the raider.

I am a French Canadian,

said Fred Doucette, engineer of the *Aleda May*,

and 32 years old. Have been in the fishing business 15 years. We sighted the submarine when we were SE. of Georges Banks. I think that the water there is about 70 fathoms. We sighted the submarine between 9 a. m. and 10 a. m. I was engineer, and the first I knew about it was when I was told to start the motors. Just at that time I heard the first shot, which jarred the boat. I opened the engine wide open, then we heard another shot. The submarine was then about one-fourth mile from us, coming toward us. A shell struck and cut our mainsail off. The smoke from the shell was black. Then we got into our dories. They took the skipper, a young fellow, and myself and told us to go aboard the submarine. They took our dory and then three Germans, two of whom were sailors, got on board with *Aleda May*. The officer had a jersey sweater on, with blue serge pants. Had devices on hat. He spoke English. They took our picture from the bridge, as we came alongside, with a small camera.

They were aboard the *Aleda May* and took all our food. They took onions, candles, watermelon, bananas, and meat, and cleaned out all our provisions. They took a hose which I had there, also a can of gasoline and a can of cylinder oil. Took rubber boots and shoes. Also took the bow line and dumped it in the dory.

The bomb was painted red, about the size of a big tomato can. They screwed a fuse into the metal on the top of the bomb. They then lowered it down the side of the vessel. They tied the fuse with piece of rope when they lowered it down the side. They then took a screw driver and shoved it into the end of the fuse and it snapped. Then they said, "Row off quickly. We have seven minutes." About every minute there seemed to be a snap. It seemed more than seven minutes to me. I should say it was nearer 10 minutes. The officer began to look anxious, and then it exploded, without much noise. The boat settled slowly, and the officer said "There she is; that is war." There was a handle on the side of the bomb to carry it with. There was a second bomb in the dory and this gave me a good chance to get a description of it. It was 7 or 8 inches high; 6 inches around; nose was 3 inches long and about 1½ inches in diameter. The handle was just large enough to take hold of. We were on the deck of the submarine for a whole hour. The bow slanted; top was round; stern went right down to the water. There were two tight wires stretched from forward aft, over conning tower.

There was a steel plate (washboard) on each side of submarine to keep the spray off their feet. This board was about 2 feet high. There was a saw tooth for cutting the wires which ran about 14 or 15 feet from the bow, and seemed to be quite heavy. There were turnbuckles at after end of wire for torting up wire.

The submarine was about 300 feet long. Her hold was about 6 or 7 feet above water. There were two guns, one forward and one aft. The forward gun was about 50 feet from conning tower. The after gun was closer to conning tower, probably 30 feet.