

WEEKLY ROUGH LOG.

U. S. S. ALBANY

Sunday, January 5, 1913.—Moored at Pagoda Anchorage, River Min, China,—Liberty parties to the Pagoda, but financial stringency caused by the Christmas liberties in Shanghai prevent any one from making a houseboat trip to Foochow. Still, Mamoi is not so bad, there is a very interesting temple and three compradores who handle John Weiland's S. F. cerveza. Cleared hawse of a round turn and an elbow. British Vice Consul called aboard and was saluted with five guns upon his departure.

January 6—W. Boyle, dynamo buster, 3rd class, reported his time out but that's all the good it did him. American Consul made an official visit on board at 3:13 and received a seven gun salute. Turned our ship-wrecked mariners over to the civil authorities.

January 7—Clearing the hawse seems to be regular routine in the Min River. Frankie Underdown and his "segar" report themselves as number two for the week and are studying up on the sailing dates of transports. Got underway at 9:04 a. m. and stood down river, stopping at 11:35 a. m. off Matsu Island to discharge pilot. The Paymaster sold at public auction the effects of P. Ford, deceased, and the deodand of two deserters. At 10:50 p. m. anchored in the outer harbor of Amoy. Distance from Pagoda Anchorage—207 miles. While entering the harbor we bumped into a small sampan. It carried no lights and seemed to be deserted and used as a stake boat for fishing nets.

January 8—At 8:40 a. m. got underway and stood into inner harbor, mooring near Kulang-seu side at 10:10 a. m. Exchanged boarding calls with the Japanese torpedo boat SHINONOME.

January 9—Signs of life are being noticed in the baseball team and it is hoped that we will get a few games when we hit the Islands. Regular quarterly examinations for advancement being held. What do you know about seamanship, signals, ordnance, or machinery? Break out the "Rook's Handy Book" and study up.

January 10—Rigged new radio aerial. At 3:00 p. m. the heel rope on radio mast carried away, allowing mast to drop onto main deck. Made quite a bit of noise but did no serious damage. Held searchlight drill and exercised 3-pounder crews at 8:00 p. m.

January 11—The enlistment of Krug, A. P. (F.1c.) expired this date. At 4:45 p. m. got underway and stood out for Manila Bay to prepare for target practice. Received three bags of mail from the States; the mail orderly "brung it aboard"—at least he's willing to bet he did.

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Sunday, January 12, 1913—Underway- China Sea, enroute from Amoy, China. to Manila Bay, Philippine Islands. - Steaming under three boilers, averaging 14.7 knots. A moderate sea on the port quarter causing quite a roll and keeping unsecured articles on the move. It's funny, but whenever you get that qualmy feeling amidships your thoughts invariably revert to the "Chicken ranch" and your wonder what in the devil made you ship in the outfit. The Old Grouch says, "Sein' as how three-fourths o' this world is water, it' pears to me like it wuz made more f'r th' convenience o' fish than it wuz f'r men". Crossed the Tropic of Cancer during the mid-watch. Uniform changed to "whites".

Janury 13—Sighted Piedra Point Light at 4:32 a. m. and Luzon all the day. Passed abeam of Corrigidor at 3:04 p.m. and at 5:05 p.m. anchored off Cavite. Two lighters of "concentrated steam" alongside at 5:30. Rigged ship for coaling. Distance run from Amoy—680 miles. Thirty-six men advanced in rating; ten new petty officers among the bunch.

January 14—Commenced coaling at 6:50 a. m. and finished at 10:15 a. m. taking aboard 217 tons. Transferred one G. C. M. prisoner to the "Stone Frigate" at Cavite. Received twelve men from the MOHICAN. U. S. S. CINCINNATI stood in from Swatow China, at 5:40 p. m. anchoring close by.

January 15—CINCINNATI got underway at 7:05 a. m. and swung ship. U. S. N. A. NANSHAN arrived in port at 7:40 p. m. All hands busy receiving G. S. K. stores from the Yard—we wonder if the regulation pajamas are among them. Shifted our old Colt's Automatics for two of the new model Benet-Merci, 30 caliber.

January 16—U. S. S. CHAUNCEY and U. S. S. DALE laying out the target range. Submarines A-2 and A-4 maneuvering in bay from 8:00 to 9:30 a. m. Transferred four men to Cañacao for docking and general overhauling. At 5:20 p. m. the U. S. N. A. ABAREDA, with draft of men for China river gunboats, got underway and stood out.

January 17—Battery and Fire Control Drills on the bill of fare three times daily. Berry, R. (Oiler) was honorably discharged from this ship and the Naval Service by reason of expiration of enlistment. U. S. S. CHAUNCEY shifted anchorage to Manila. Bradley, R. L. (Sea.) is in the market for a book entitled "Crows, Their Habits, and How to Tame Them." Has been having bad luck with his "bird".

January 18—U. S. S. WOMPATUCK stood in at 12:45 p. m. Berry, R. re-enlisted for four years general service. The short extension of enlistment plan does not seem to appeal to the Asiatic "gob". Liberty for the 3rd and 4th sections.

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Sunday, January 19, 1913—At anchor, Cavite, P. I., Hongkong Smith. (B. M. 1c.) is the first man of the week to pass in his time check. At present there are on board 13 men doing overtime, and each and every one of them offer a reward for any authentic information regarding when and where they will be transferred to the States.

January 20—Got underway at 8:36 a. m. and shifted berth about a mile and a half nearer Manila. Transferred one man to Canacao Naval Hospital. Berry, R. (Oiler), the longest timer aboard, left the ship on a fourteen day furlough, C. N. Williamson (Y1c.) lost his way in the rice-paddies near Santa Ana, returning with a eleven hour liberty fracture.

January 21—Settling down to steady work getting into A-1 shape for target practice. Sight-setter's, loading, fire-control, and ex-caliber drills daily, nightly, and between times. The Cincinnati bunch swear they are going to corral both the red-rag and the trophy, but we have a hard-boiled hunch they can't do it. Let's take 'em back to the States with us! What do you say? We've held the highest scores for the last two years and the trophy is beginning to feel like a plankowner—just keep up the good work and maybe the Department will change the lettering to read—"Trophy for excellence in naval gunnery presented ANNUALLY to the Albany, the vessel with the habit of making the highest score in her class at the annual record target practice". The Cincinnati received a new captain.

January 22—So as not to interfere with battery drills liberty is restricted to Wednesdays, Saturdays, and Sundays until the Carnival. Fine dope—will give a few of us a chance to save a little dinero, the amount of liberty we've been getting lately has made our bank accounts look like a shrapneled target.

January 23—Sounded Fire Call at 4:47:20, lines laid and first stream at 4:39:3; second stream at 4:49:45. Some change of weather in the last three weeks—snow in Shanghai, but here warm enough to make "corking" mats" on the top-side feel perfectly comfortable

January 24—Passing showers of rain thruout the day. Notice posted to the effect that the Transport Thomas sails for the States on February 2nd all the overtime men packing their bags for the 'steenth time.

January 25—Got underway at 9:24 a. m. and in company with the Cincinnati moved over inside of Manila Breakwater, anchoring at 10:04. Baseball team ashore for practice. Forty-eight hours liberty for 1st and 4th sections. Sham battle at Ft. Wm. McKinley during the ninth watch.

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U. S. S. ALBANY

Sunday, January 26, 1913.—At anchor, Manila, P. I., U. S. S. RAINBOW stood into Cavite and anchored at 12:50 p. m. The signal force attended a reception on the Cincy's bridge and report a "perfectly dee-lightful" time. The bridge was decorated with priceless "International" and "N. C." tapestries. Tea, cakes, bumboat fruit and gossip were lavishly dispensed. Our society scribe says that the function will be returned, a tarpaulin muster being taken to defray the cost of the catering.

January 27.—Got underway at 9:95 a. m., anchoring about half-way between Manila and Cavite at 9:57. Battery and Fire Control drills are running with the regularity of a standard chronometer. McFaul, of the gunner's gang, finished his hitch.

January 28.—Submarines maneuvering in the bay. Transferred 8 men to Canacao Hospital for repairs and readjustment. Received 4 marines from Olongapo, and one ink destroyer from the gunboat PAMPANGA. Chauncey and Dale stood in and anchored at 5:00 p. m.

January 29.—Painting ship, sorter givin' the old girl a fresh Carnival costume. Underway at 9:04 a. m. under one boiler and stood into Manila. The "Bucket" came along and wanted a race, but as "Black-gang Bill" said, "there wasn't fire under enough cans", and we had to take her wake. Anchored inside breakwater at 9:47. Baseball game with the Cincinaati; score 5 to 2 in favor of the one sticker.

January 30.—U. S. Revenue Cutter Unalga anchored nearby at 3:00 p. m. The Unalga is on her way around from Norfolk, Va., to report for duty on the West Coast. Being in the Mediterranean during the commencement of the Balkan trouble she held down the Turkish Station until the arrival of the Special Service Squadron.

January 31.—Paymaster brought -P-20,000. aboard and distributed Carnival fuel to the crew. The "Overtime Club" is no more. Twenty-one men being transferred to the Mohican for further transfer to the Receiving Ship at Mare Island, Cal., via the Transport Thomas. "Rusty" Bryan, the most beautiful man on the Asiatic, who gained fame thru going to sleep in O-Suwa Temple, Nagasaki, and being mistaken for a Billiken, was included in the draft.

February 1st.—U. S. S. Saratoga stood in from Woosung at 1:50 a. m. H. Osborne, chief radio electrician and "Staff Photographer", received his large pieceee chit and will ship over on the Cavite Station. News received from Northern Luzon that the S. S. Yingchow, enroute from Amoy to Manila with 175 passengers is disabled with a broken tail shaft and is drifting at the mercy of the monsoon. The Cincinnati left the harbor at 2:30 p. m. having received rush orders to proceed to her relief. At 3:00 p. m. the destroyers Chauncey, Dale, and Decatur stood in and anchored. 48 hours liberty for two sections.

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U. S. S. ALBANY

Sunday, February 2, 1913—At anchor, Manila, P. I., U. S. ARMY TRANSPORT THOMAS stood out for the United States at 2:30 p. m. That's the best thing in the Philippines—the transport sailing back. The U. S. U. MONADNOCK stood in and anchored at 3:00 p. m. The Carnival is underway and making "kn-nots", Two section liberty parties daily while it lasts.

February 3rd—At 7:10 the CINCINNATI returned from her search for the YINGCHOW; whom she discovered helpless off the Scarborough Reefs and towed into port. The skipper of the YINGCHOW says that "the crew of the CINCINNATI did more work in two hours, and did it in a more seamanlike manner, than the crew of a merchantman could do in a day". Also says that notwithstanding the fact that he's English he is going to salute the Fourth of July with four bombs every year. H. Osborne re-enlisted on board and was transferred to the Naval Station. Cavite CHAUNCEY, DALE, and DECATJR came inside of breakwater and anchored at 10:20 a. m. Fisher, S. F. (Pvt) returned aboard from a 30 day unauthorized leave of absence.

February 4th—"Molly Sake" Newell, the armorer, while cruising in a benzine barouche ashore had an attack of tire trouble and failed to return aboard for breakfast. The gig was returned from cavite. Transferred 4 men to the Hospital. Held Battery and Manning the Rail Drills.

February 5th—Sounded Fire Call at 9:40 a. m. first stream 9:42:35; second stream 9:54:50. Collision Call at 9:45; mat ready at 9:54:30. Jack Hayden (GM1c) left ship on 5 days leave. Baseball game with the Torpedo Flotilla resulted in our first victory for many moons; slipping the citrus to the black boat men by a score of 3 to 2. The resulting gain in confidence should mean more victories. S. S. SIBERIA stood in at 8:00 p. m.

February 6th—George, R. C. (Sea), while on watch as cabin orderly, fell out of gunport into the soupy waters of Manila Bay. Unofficial rumor has it that charges of "leaving ship and station without permission from proper authority", "leaving his post without being properly relieved" and "going in swimming at an unauthorized time and place" will be preferred. Sent landing force ashore for drill at 9:05 a. m.

February 7th—Landing Force ashore at 7:45 a. a. to take part in military parade. German gunboat LUCHS stood in from Batavia, Java, at 10:23 a. m. Ensign A. L. Lanphier, U. S. N., reported aboard for duty. Received three men from MONADNOCK.

February 8th—Vacancies caused by the recent transfer of short-timers were filled by a draft of 46 men from the MOHICAN, and one man from the CHAUNCEY. Another 48 hours liberty for two sections. Slats Sander's bunch of pill-heavers are getting their stride—morning game with the MONADNOCK; six to one in our favor, afternoon game with the SARATOGA, winning again with a score of eight to one.

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Sunday, February 9th, 1913—At anchor, Mania, P. I.—Crews from this ship participated in the Carnival Regatta; cutter winning 3rd place, whaleboat 3rd; punt 1st; and dinghy 2nd. Russian cruiser ASKOLD moored to Blue Funnel Buoy at 5:50 p. m. after exchanging salutes with Fort Santiago and the SARATOGA.

February 10th—SARATOGA started coaling at 7:00 a. m. The Carnival formation breaking up; MONADNOCK, RAINBOW, and Torpedo Flotilla standing over toward Cavite. Jack Hayden returned from his furlough looking about thirteen years younger.

February 11th—Underway at 7:00 a. m. and stood over to Cavite, anchoring at 7:40. Commenced coaling at 8:15, taking 500 ton of dirty diamonds aboard by 3:35 p. m. Received three men from the Hospital and three from the MONTEREY. German gunboat LUCHS fired salute of seven guns at 11:25 a. m. Submarines A-4, A-6, and A-7 exercising in bay.

February 12—CINCINNATI got underway at 8:30 and anchored in mouth of harbor. Received stores and ammunition from lighters. Have a new long point target shell this year. Six men whose time expires prior to March 15th were transferred to MOHICAN to catch Transport Logan for the States. Assistant Surgeon J. V. Howard, Chief Carpenter S. P. Meads, and Machinist S. L. Almon, reported aboard for duty. P. A. Surgeon A. B. Clifford, Gunner L. Wittmann, Machinist N. R. George, and Carpenter S. C. Burgess were detached from duty aboard and will take the Transport LOGAN to the U. S. Torpedo flotilla maneuvering in bay.

February 13th—Took on stores for commissary department. One bright young man copped on to what he supposed was a can of soda, was going to help clean up his part of ship, the "soda" turned out to be tapioca who ever heard of scrubbing paintwork with pudding!!! Got underway at 8:37 a. m. and shifted anchorage to north-west part in Manila Bay—"Skinny" Chandler, painter and peerless prevaricator, ran afoul of the Regulations and was slipped a summary at the mast. Gunner A. Bouquett, U. S. N., reported on board for duty. At 11:35 a. m. German gunboat LUCHS stood out for China ports.

February 14th—CINCINNATI stood into Cavite at 10:50 a. m. Russian cruiser ASKOLD fired 13 guns salute at 11:40 a. m. Sent three men to Canacao. At 5:20 p. m. picked up sub-caliber target and stood inside Manila breakwater, anchoring at 7:13 p. m.

February 15th—Bloodshed on the berth Beck!!! Deary Crary and A. L. Acker mixed mattets up a bit at mess!!! We refuse to state who was winner—both men outweigh us. U. S. A. T. LOGAN left Quartermaster's Dock at 12:01 p. m. and stood out into stream.

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Sunday, February 16, 1913—At anchor, Manila, P. I., Liberty party ashore at 9:00 a. m. U. S. S. SARATOGA stood in and moored to buoy off Pier No. 5 at 12:40 p. m. Talking to some of the Cincy's man ashore—new men in the tropics and they're having hallucinations, heat's going to their heads, or to put it in vulgar parlance, they have the "jimms" and really imagine that the trophy will belong to them after the coming practice!!!

February 17—Underway at 8:50 a. m. and proceeded to N. W. part of Manila Bay, anchoring at 10:24 a. m. CINCINNATI stood out at 9:05 and picked out training grounds off Sangley Port. SARATOGA maneuvering during morning and anchored up in the Arayat-Pampanga district shortly after noon. Battery drills are working out in the rough spots and it looks a copper-riveted cinch for the ALBANY to stand at her old place—the head of the list—for the coming year.

February 18—"Skinny" Chandler struck another reef in the regulations and was incarcerated in the coop for space of five days fasting and reflection. Buckley, J. J (Flc.) extended his enlistment for a period of one year—the first man aboard to take advantage of the new ruling. SARATOGA making practice runs from 3:10 to 8:12 p. m. At 7:10 p. m. the Russian cruisers ASKOLD got underway and stood out to sea.

February 19—U. S. S. RAINBOW stood into Manila at 9:30 a. m. S. S. MANCHURIA arrived from the States at 6:05 a. m. The Barcelo, who is doing "steam-launch" duty to the Fleet, brought three bags of U. S. mail alongside in the afternoon. The Fire Control party is pulling off a fresh stunt every day—the latest is to parade up and down the fore-and-aft bridge and warble arias, a la Eyetalian opera, "Tow-Oh-five-four, scale three-nine". Started quite a discussion in the starboard gangway—one man arguing that they were imitating Neapolitan street singers, another said they were in training for signals.

February 20—U. S. S. DECATUR maneuvering in during forenoon watch. Barcelo collected mail for the States, Rumored that the NANSHAN will go to Mare Island Yard for repairs next month.

February 21—The Fleet returned to Manila for the "week-end". Hoisted S. O. P. pennant, the Admiral on a short trip to Baguio the summer capital of the Islands. Anchored inside of breakwater at 6:25 p. m. CINCINNATI arriving at 6:35, and the SARATOGA at 10:04 p. m.

February 22—WASHINGTON'S BIRTHDAY. Full dressed ship at 8:00 a. m. All ships in harbor, both merchants and men-o'-war, in holiday attire. Fleet fired national salute of 21 guns at noon. "Number-one chow" for dinner, including REAL mince pie!!! Received from the U. S. S. WILMINGTON, via MCHICAN, eight men. Transferred two men to the RAINBOW. Baseball game in the afternoon with the Y. M. C. A. resulted in our defeat, score 5 to 3. Several wild throws in the first allowing the civilians to score heavily.

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Sunday, February 23, 1913—At anchor, Manila, P. I., Received commissary stores on board. It coming alongside the motor launch did a ram stunt, escaping with the loss of a running light and a bent forward stanchion. Party of fifty men attended a "movie" show aboard the SARATOGA, three reels of the Johnson Ketchel fight being shown.

February 24—At 8:20 a. m. Torpedo Flotilla stood out from Cavite. Hoisted the hook at 1:30 p. m. and returned to our lonesome anchorage. At 3:35 p. m. U. S. S. CHAUNCEY stood out from Cavite. Summary Court makes the first "landsman" we've had aboard for several years. SARATOGA and CINCINNATI exercising with searchlights during night watches. So far we hav'n't heard of the Cincy diggin' any of the talkative stuff from the read-lead pot to put on their battery. We wouldn't mind making a liberty with their dinero.

February 25—Fifty-seven varieties of rumors daily regarding being ordered to the States. General opinion is that immediately after target practice we will be relieved by either the RALEIGH or GALVESTON. The Old Grouch says, "Twixt you an' mean' th' scuttlebutt—I got it straight fr'm a geek that knows a guy wot talked to a feller who's got a buddy aboard the Flagboat, an' HE sez that th' CONSTELLATION is comin' aroun' th' Horn with a deck-load o' ditty-boxes an, th' hold full of new regulation pyjammers an' will relieve th' ALBANY." Scraping paint off the target shells.

February 26—Underway from 8:20 to 11:18 a. m. exercising battery on practice runs, using sub-caliber target. Transferred four men to Canacao.

February 27—Mail steamers CHIYO MARU and CHINA arrived during the morning watch. Received two bags of States mail. Night firing drill with three-pounders. Sent working party ashore to Cavite Yard for stores.

February 28—Received two "juice-jerkers" from the shore stations to fill u shortage in the electrical gang. Stood inside of Manila breakwater at 5:17 p. m. Starting in to bore-sight the battery. The 'Frisco papers just received have a long interview with some disgruntled gob who smears it on thick about the "fearful" hardships of the men on the Asiatic Station." Yep, it's too bad!!! It's a wonder any of us live thru them—only one pay-day a month, the money doesn't last long enough for the liberty we get, and they only feed us three meals a day, no whipped cream in the Java, and not a finger-bowl on the mess tables!!!

March 1st—Regular Saturday quarters omitted. Boresighting battery. Fire Control and Sight-Setter's Drills during the morning. Two more days until the big noise!!!

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Sunday, March 2, 1913.—At anchor, Manila, P.I.—Under way at 7.00 a.m. and set course for target range, anchoring at 9.01 a.m. RAINBOW and CINCINNATI making practice runs over range in afternoon. Tested out searchlights and held drill during night watch.

March 3.—RAINBOW steamed on the range and commenced elementary practice at 9.03 a.m., finishing at 12.10 p.m. At 1.36 p.m. the CINCINNATI began firing main battery. Did pretty fair work, but not good enough to entice the "black ball bunting" away from our foremasthead. Seemed to have more of a penchant for target poles than bull's-eyes. Got under way at 5.21 p.m. and fired Night Practice at 8.30; finishing in four runs, making a percentage of about 58.

March 4.—At 12.30 a.m. the WOMPATUCK brought target screens aboard for official examination. Made practice runs and checked up range. CINCINNATI fired her Night Practice from 7.40 to 11.00 p.m.—"sorter" hung one over on us, but why should we worry? The five inch are the babies that will bring home the bacon!!!

March 5.—Under way at 6.17 and commenced firing main battery at 8.02 a.m., finishing at 10.30, beating our own record by making 87 hits out of possible 105, with very creditable time. Guess that trophy stays on her stanchion!!! We're there with the habit of winning!!! Plugman on No. 6 smashed his thumb in the breechblock, but his place was immediately taken by Holman, P.E. (BM2c), the gun making ten hits!! Quick thinking and prompt action like this show the result of casualty drill. The Commander-in-Chief came aboard and congratulated the Captain on the score of the ship. Under way at noon for Olongapo, anchoring at 4.04 p.m. Tugs brought battle target alongside.

March 6.—Under way at 6.03 a.m. and stood out to sea with target raft for SARATOGA'S battle practice in tow. SARATOGA fired first ranging shot at 9.20 a.m. Rake observation party on the poop. The ricochet of an 8-inch shell sounds like a train of "empties" rambling thru a yard. "Sarah" finished firing salvos at 11.35. Dropped target raft at 4.50 p.m. and came to anchor in harbor of Olongapo.

March 7.—Under way for Manila Bay at 6.31 a.m. Came to in position as illuminating ship for torpedo defense practice of SARATOGA at 11.32. Commander-in-Chief came aboard unofficially to witness practice. SARATOGA opened fire on first run at 7.30 p.m., passing at 7.36; finished second run at 8.48 p.m.

March 8.—Under way for Manila at 6.30 a.m. and anchored inside of breakwater at 8.10 a.m. Ensign K. F. Smith detached and ordered to the CINCINNATI. All hands manned the rail and gave him a send-off that could have been heard in Mariveles. Two section liberty party ashore for 48 hrs. Received draft of 33 men from the MOHICAN.

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Sunday, March 23, 1913.—Moored off French Bund, Shanghai, China.—Liberty party on the beach for a quiet Sunday. Regular 8.30 muster. "Acey-Deucy" League furnishes about the only excitement aboard. The crew of the HELENA are all wanting transfers to this wagon—wonder why?

March 24.—Made regular quarterly test of diving gear. Chief gunner's mate says that the bottom of the Whangpoo is not exactly tropical in temperature. The Yangtze Fleet are holding their target practice in North Channel this week. Unofficially stated that we will hold small-arms practice before leaving this port.

March 25.—Held infantry drill. This change of weather from the "Islands" is causing quite a number to forsake the topside and hunt the steam-pipes below. Latest "scuttle-butt extra" has it that hereafter we will get paid twice a month.

March 26.—Fire and Collision Drills during the forenoon. Paymaster sold the effects of two deserters at public auction. At 1.53 p.m. the French torpedo gunboat D'IBERVILLE got under way and stood out. A Chinese cruiser passed down stream at 2.30 p.m.—The Chinos are still using the same sad bugle call for "Attention" and "Carry On"—"Oh, where did he die?"—"Chefoo!!"

March 27.—At 8.09 the Dutch cruiser HOLLAND came up stream and moored to buoy just above. Held General Quarters and assigned new men to their stations. Commanding Officers of the U.S.S. EL-CANO and the British river gunboat KINSHA called officially. Captain held mast at 11.30. "Shotgun" Tatro makes the following statement:—"I admit that I paid the sampan man. I gave him four (4) clackers. That's twenty cash too much."

March 28.—The case of Willis, a ship-fitter from the RAINBOW, who was killed ashore last November by Dutch sailors, has been reopened. Several witnesses from the ALBANY sent over to the Dutch cruiser HOLLAND to attend Court of Inquiry. Received one man from the U.S.S. SAMAR.

March 29.—Second and Fourth sections ashore for 48 hours. At 10.00 p.m. a large fire broke out on the Pootung side abreast this ship. At 10.35 sounded Fire Quarters, wet down the decks and awnings, and sent Fire and Rescue Party ashore to render assistance. Turned on searchlights to aid the fire-fighters. Piped down at 11.00 p.m. Fire burning furiously at midnight and spreading rapidly. All men-of-war in the harbor sending parties ashore. Several junks in flames.

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Sunday, March 30, 1913—Moored off French Bund, Shanghai, China—Fire in the godowns on the Pootung side still burning. At 12.17 a.m. sounded the General Alarm and assembled all hands at their quarters. Paraffine flowing from the burning buildings caught afire and spread over the river. Several Chinese burned to death. Launch from the English cruiser NEWCASTLE came alongside in a sinking condition. Made preparations for slipping cable and getting underway. Sent motor boat to render assistance to endangered craft. About 2.00 a.m. Fire and Rescue Party returned aboard. Fire apparently under control. At 4.22 p.m. the French torpedo gunboat D'IBERVILLE stood in and anchored. March 31—The “heros” of the Fire party are around the decks exhibiting their honorable scars—and the places where their eyebrows used to be. Look for new bum-boats—the paraffine that floated down the river has been salvaged and has made comparative millionaires of quite a few Chinos.

April 1st—U.S. Naval Auxiliary ABARENDA stood in during the morning watch. Two of our Manila absentees returned aboard. Pirates attacked and looted a steamer on the Canton-Hongkong run and killed several passengers——a little work in store for the West River gunboat boys. Just mention piracy to the “folks back home” and they'll say it isn't possible now-a-days—well, “mebbe so, mebbe so!!!”

April 2—Held “Abandon Ship” drill. U.S.S. SARATOGA stood in and anchored in lower reach. At 8.00 a.m. halfmasted colors, Greek ensign halfmasted on the main, in respect to the late King George of Greece.

April 3—A debating society holds sessions three times daily on the second deck, forward, just abaft the chain locker—question on the table:—“Which Race Most Conclusively Proves the Darwinian Theory—Yid or Harp?”—orators (?):—Spike the Wood Butcher and Rosy the Pill Pounder. Intervention by the Anti-Noise Association is expected daily. Held Battery Drill.

April 4—Shanghai is getting very “Friscopolitan” in its habits—earthquake shock reported at 6.45 p.m. No damage done; the temblor not being felt aboard. Received one man from the Rainbow. British gunboat NIGHTINGALE was towed down stream at 10.35 a.m.

April 5—Saturday morning quarters and inspection. Paid crew at 1.00 p.m. Quarter's rate for Mex—\$0.483; Hongkong's \$0.479. 1st and 3rd sections on 48 hours liberty.

WEEKLY ROUGH LOG

U. S. S. ALBANY.

Sunday, April 6, 1913.—Moored off French Bund, Shanghai, China.—The German cruiser EMDEN stood in and moored to N.D.L. Buoy at 7.30 a.m. Yesterday afternoon as Casey, W. J. (Lds.) sat upon the fo'csle imbibing the balmy spring ozone and listening to the soft and songs of the sampan coolies, a fee-ro-shus jumpship germ stole silently aboard over the boom, and, seeing this lone sailor gazing so longingly at the Bund, crept upon his victim unaware and bit him in the region of the ankle. This morning the said Casey was returned aboard by the minions of the law. Alas !!! Such is life in the far, Far East !!!.

April 7.—Liberty party returned burdened down with their last month's chits. At 11-10 the German gunboat LUCHS got underway and passed down river. Held Landing Force Drill in preparation for the coming small-arms practice,

April 8.—The French torpedo gunboat D'IBERVILLE broke a Rear-Admiral's flag at 9.40 a.m. At 1.35 the German cruiser EMDEN got underway and stood out. Good bunch of fellows on that EMDEN—several of our shipmates have made visits aboard lately and all report SOME time !!! Tsingtau? Ja !!!

April 9.—The British gunboat KINSHA stood down stream at 5.45 a.m. All divisions busy daily at sighting drill. Chinese cruiser TUNG CHI stood up towards Kiangnan Navy Yard at 5.55 p.m. Received two bags of mail from the States.

April 10.—Slats Sanders has broken out the baseball bunch for "Spring" practice—gettin' in form to trim the Japs 'round Yokohama. Battery Drill during the morning. The Old Grouch says. "Git hep t' yu'self on this overleave game—y're liable t' spoil a good liberty ship !!!

April 11.—Marine detachment left the ship for drill ashore at 9.00 a.m. At 11.00 a.m. the British gunboat NIGHTINGALE shoved off from the cruiser NEWCASTLE and stood down stream. Strollum, G. W., chief master-at-arms, reported from the SARATOGA for duty aboard this vessel.

April 12.—News to the effect that China will be officially recognized by the U. S. in the near future. It is probable that the ALBANY was the last American man-o'-war to salute the "Dragon Flag" (Lion Hill Fort, Nanking, November 16, 1911), and was the first to receive a salute from the "white flag Rebel fleet", (Chinkiang, November 19, 1911.) How about letting us be the first to return the compliment? At 6.15 a.m. German cruiser EMDEN stood in 2nd and 4th sections ashore for a 48-hour liberty. [115]

WEEKLY ROUGH LOG

U. S. S. ALBANY

Sunday, April 13.—1913. Moored off French Bund, Shanghai, China. Sent church party ashore. Anderson, (BM2c) in charge.

April 14.—1913. At 10.30 the British gunboat Nightingale stood up river. Transferred Parker, F. R. (CMAA) to the Helena for duty; the crew unite in wishing him the best of luck aboard the "Swan." Received one "lightning jerker" from the Helena. At 10.40 a.m. the collier Abarenda stood upstream and came alongside, port side. Commenced coaling at 11.05 a.m. finished at 6.45 p.m. having taken aboard 448 tons. The 2nd Division and Marines hold the honor of the day for the fastest work.

April 15.—Abarenda cast off at 6.00 a.m. a German cruiser Emden unmoored and stood out at 6.35 a.m. General Field Day—giving the ship a bath. French torpedo gunboat d'Iberville stood down stream at 6.25 p.m. Three new Chinese cruisers, built by the Vickers Co. of England, have just been delivered in Shanghai.

April 16.—Landing Force left ship at 7.50 a.m. and marched to target range for small arms practice. Held Fire Quarters. "Jack" Fields of the Saratoga, at one time ship's writer of this vessel, came aboard to stand examination for permanent as Chief. Landing Force returned at 4.13 p.m.—Ensign J. C. Hilliard and Ensign H. E. Parsons were detached and ordered to temporary duty aboard the Saratoga. Transferred 3 witnesses in the Holland murder case to the Helena.

April 17.—Pilot Langley came aboard. At 9.55 a.m. got underway for Hankow, three boilers, natural draft. Passed Woosung at 11.30 a.m. At 9.40 p.m. overhauled and gave our wake to the Portuguese gunboat Adamaster. Lights of Chinkiang abeam at 11.53 p.m. There is no "day light navy" pidgin on the Albany's bill-o'-fare.

April 18.—At 3.00 a.m. passed Nanking like a pay train passing a tramp—kicking out 17 knots—that's speed for night river travel !!! Wuhu astern at 7.20 a.m. At 8.10 passed steamer Chin Mei Maru aground on shoal above Haines. Sighted and passed the Villalobos at 9.20; the Quiros at 9.40 a.m. About 6.30 p.m. passed a small Chino village and received a one gun salute. Anchored for the night at 9.46 p.m. near lower end of Hunter Island.

April 19.—Underway at 5.21 a.m. At 9.20 passed Jap cruiser lying off Shi Hui Yao. Anchored off Hankow Bund at 3.29 p.m. in 6 fms of water. Distance from Shanghai 612 miles. Paid crew and sent liberty party ashore. Men of war in port—German gunboat Luchs, Jap cruiser Chiyoda, British sloop Cadmus, French gunboat Doudart d'Lagree.

WEEKLY ROUGH LOG.

U. S. S. ALBANY

Sunday, April 20, 1913—Moored in Yangtze-Kiang, off Hankow, China. Exchanged official calls with U. S. Consul-General and Commanding Officers of foreign men of war. At 1.05 the Portuguese gunboat Adamaster stood up stream and moored. At 9.55 p.m. U.S.S. Villalobos arrived and moored near this ship.

April 21—German river gunboat Otter stood down the river at 7.05 a.m. The Old Grouch says—"I've studied th' matter over fore, aft, an' th' only explanashun is that th' national sport uv th' ancient Chinks wuz wall building—they musta hed reg'lar leagues an' giv' pennants.

April 22—Portuguese gunboat Adamaster stood out at 6.10 a.m. Sighted both anchors at 2.00 p.m. One of the liberty party did a Steve Brodie down the Bund landing steps and didn't miss a one—the steps were not injured. While on watch as sentry on the poop, Thornton, J. H. (Pvt), heard the "Call of the Beach" and "didn't stop to say good-bye, didn't stop to reason why", but stole away silently in the stilly night.

April 23—French gunboat Doudart d' Lagree sent landing force of 25 men ashore at 6 40 a.m. Weather is cutting capers—barometer fell .27 in 18 hrs. The missing marine was returned aboard. Heavy electrical storm thruout the night—incessant thunder and lightning. Two fires caused by lightning on Hankow side of river.

April 24—At 9.00 a.m. British gunboat Woodlark stood in from Nanking, anchoring near Cadmus. Twenty-ix men advanced in rating; only one new petty officer in the bunch, Pat O'Riley catching a coxswain's crow. At 1.30 p.m. the American steam yacht Columbia of New York (Mr. Ladew, owner) stood in. The Columbia is making a trip around the world. Heavy thunder storm thruout the day.

April 25—The French Consul-General called on the Commanding Officer. Overhauled battery. Transferred one seaman to the Villalobos. Aired hammocks and held field day.

April 26—General court-martial convened aboard at 10.35 a.m. Received one man from the Villalobos. At 4.45 p.m. the French gunboat Doudart d' Lagree got underway for lower river ports. Liberty party of 2 sections ashore at 11.00 a.m. Villalobos held searchlight drill during dog and night watches.

WEEKLY ROUGH LOG.

U.S.S. ALBANY

Sunday, April 27, 1913.—Moored in Yangtze-kiang, Hankow, China.—Received aboard the 1913 edition of the "Blue Book"—perhaps the most welcome change in the Regulations is that apprentice seamen only are required to keep a month's pay on the books. It is expected that we will get our back money next pay day.

April 28.—Boat Drill for deck divisions. Marine detachment ashore for a five-mile hike. Sighted anchors during afternoon watch. Sent Hays, A. (C.P.), ashore to Hankow Hospital with an acute case of pneumonia. At 11.00 p.m. Japanese gunboat SUMIDA stood down river and anchored. Heavy electrical storm during night watches.

April 29.—At 12.15 a.m. a large fire, apparently oil tanks, broke out in German concession. Boarding visits exchanged with Japanese gunboat. Several men who "hate to get up early in the morning" received treatment for sleeping sickness at the mast. Rain thruout the day.

April 30.—Another midwatch fire at 12.05 a.m. in the lower end of the British concession. The heavy rains have caused a 12-foot rise in the river since our arrival. Held Fire Drill and called away Fire and Rescue Party. Published sentences of several Summary Courts.

May 1st.—At 7.50 a.m. Murphy Lott (F2c), a member of the steamer's crew, fell overboard from the boom ladder. Both life boats and the steamer sent to the rescue, the latter picking up the man some distance astern where he was clinging to the "doughnut" dropped by the sentry on the poop. Lott was returned aboard full of Yangtze nectar and crammed to the hatch with resolutions to wear his life belt hereafter. Rigged ship for coaling. Sighted anchors again.

May 2.—Sent tally party ashore. Coal lighters alongside at 7.35 a.m., commenced coaling at 8.00. The Captain, accompanied by his staff, the U.S. Consul-General, and the Commanding Officer of the U.S.S. VILLALOBOS, made an official visit to Wuchang to congratulate General Li, Vice-President of the Chinese Republic, on the recognition of the Republic by the United States. Finished coaling at 8.25 p.m., having taken aboard 382 tons. A coolie from one of the Customs launches fell overboard and was drowned—at least we suppose so—he hasn't come to the top yet. "Johnny" Eagan (C.B.M.) finished in the Service and was given a "big ticket."

May 3.—General field day after coaling; no inspection; quarters for muster at 11.30 a.m. VILLALOBOS sighted anchors at 10.45 a.m. The usual 48-hour liberty granted to two sections. J. Eagan left for Shanghai via merchant steamer.

WEEKLY ROUGH LOG.

U.S.S. ALBANY

Sunday, May 4, 1913.—Moored in Yangtze-kiang, Hankow, China.—At 10.00 a.m. British gunboat NIGHTINGALE stood in from down river. All foreign men-o'-war in port informed that we would salute the flag of the Chinese Republic at 10.00 a.m., May 5th. At 2.12 p.m. about 500 Chinese soldiers passed up river in junks.

May 5.—At 8.12 got underway and in company with the VILLALOBOS stood up river to Wuchang, anchoring at 9.00 a.m. At 10.00 a.m. fired national salute of 21 guns in recognition of the Republic of China, Chinese ensign at main. Chinese flagship returned salute with U.S. ensign at main. At 10.16 General Li Yuan-hung, the Vice-President of China, came aboard and was received with due honors. Upon his departure a salute of 19 guns was fired. At 10.42 fired salute of 13 guns to Rear-Admiral Hsu, Commanding 2nd Chinese Squadron; salute being returned by his flagship, the CHU TUNG. The Captain and the U.S. Consul-General made official calls on the Civil Governor of Hupeh Province and the Minister of Foreign Affairs. Rear-Admiral Hsu made return official call at 1.50 p.m. At 3.23 p.m. got underway and returned to Hankow. It was truly a "Chinese" day, and the commissary steward capped the climax with a Belascoesque touch of realism—chop suey for supper !!!

May 6.—Civil Governor of Hupeh made return call on the Captain, and was saluted with 17 guns on departure. At 8.00 a.m. full dressed ship, British ensign at main, and at noon fired 21 gun salute in honor of the anniversary of the accession of King George to the throne of England. Paid crew during afternoon watch.

May 7.—Received six "short-timers" from the VILLALOBOS. Hays, A. (C.P.) was returned on board from Hankow Hospital.

May 8.—At 3.44 a.m. got underway and stood down river. At 3.55 struck and sunk a sampan crossing river carrying no lights. Lowered both life boats and dropped life buoys. Life boats returned at 4.25 with three Chinos—they claimed that there was one 12-year old boy lost. "Hab got four piecee men sampan-side; smallo boy makee finish; three piecee left!" Returned to Hankow and delivered the unfortunates to the VILLALOBOS and then proceeded down river, speed about 15 knots. At 2.03 p.m. anchored off Kiukiang. Underway at 4.30 p.m. and anchored for the night off Hwong Yuen Chin Custom-house at 7.35 p.m.

May 9.—Underway at 4.55 a.m. Passed Ngankin at 6.20—two Chinese gunboats and the French cruiser MONTCALM at anchor. At 4.17 p.m. anchored off Nanking. Austrian cruiser KAISER FRANZ JOSEF I stood in at 8.15 p.m.

May 10.—Two Russian destroyers passed standing up river at 5.15 a.m. Italian cruiser MARCO POLO and the Dutch cruiser HOLLAND stood in during forenoon watch. At noon fired national salute, Chinese ensign at main, salute returned by Lion Hill Fort with U.S. ensign at staff. Ming tomb visiting parties ashore.

WEEKLY ROUGH LOG.

U.S.S. ALBANY

Sunday, May 11, 1913.—Moored in Yangtze-kiang, Nanking, China.—Got underway at 10.04 a.m. for Shanghai. Passed Chinkiang and exchanged call letters with the U.S.S. SAMAR at 12.45 p.m. Distance from Nanking to Chinkiang—47 miles ; time of passage 2 hours, 41 minutes—not so worse for a 14-year old craft ! ! At 6.55 p.m. passed French cruiser DUPLÉIX standing up river. Anchored for the night at 7.21 p.m. near Plover Point Buoy.

May 12.—Underway at 4.55 a.m., 4 boilers, making about 17 knots. At 7.31 passed Woosung and stood up the Whangpoo. Passed 1 Chinese and 5 Japanese men-of-war at anchor off Woosung Bar. At 8.55 a.m. moored off French Bund, Shanghai. Transferred two men to the HELENA, one man to the QUIROS. Received seven men from the CINCINNATI.

May 13.—At 4.55 a.m. British cruiser NEWCASTLE got underway and stood out for Hankow. Received coal lighter alongside and commenced coaling at 10.45 a.m. Only one lighter delivered at a time and slow work. Knocked off at 7.00 p.m. Ensigns J. C. Hilliard and H. E. Parsons returned on board from temporary duty aboard the SARATOGA. The Portuguese cruiser ADAMASTER was wrecked on Dumb Bell Rock on the Kwangtung Coast near Hongkong ; all hands saved.

May 14.—Turned to in coal lighter at 5.30 a.m., finishing at six bells, having taken aboard yesterday and to-day a total of 300 tons. Sorensen, G. P. (Sea.) one of the men recently received from the VILLALOBOS reported the expiration of his enlistment.

May 15.—Exercised crew at General Quarters, Battery, and Fire Control Drills. Commanding Officer of German gunboat JAGUAR called on the Captain. A heavy typhoon reported from Manila ; 58 lives lost.

May 16.—Vice-Admiral Nawa, Commander of 3rd Japanese Squadron, and the Commanding Officer of the Japanese cruiser TSUSHIMA made return official call on the Captain. Marine Detachment ashore for one of their regular "strolls." At 2.10 p.m. the German gunboat JAGUAR shifted anchorage to berth above this ship.

May 17.—German gunboat NURNBERG stood in from Yangtze ports and moored to N.D.L. buoy at 7.20 a.m. Captain inspected crew and ship. Two Chinese cruisers stood down stream during forenoon watch. The regular 48-hour liberty.