

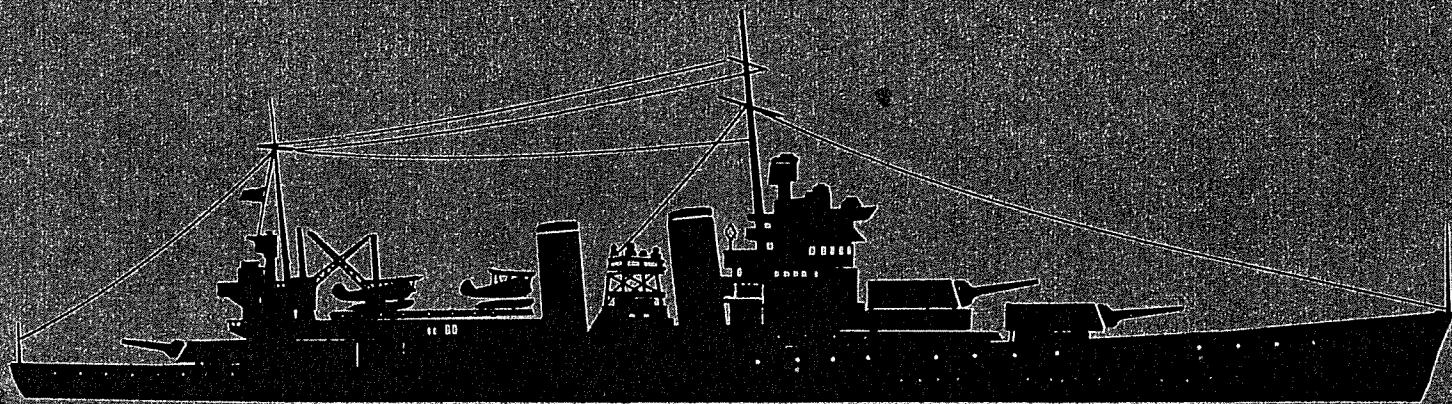
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Box 7; Folder = Logs of the President's Trips:
Inspection Cruise through the West Indies,
December 3-14, 1940

Original retained for preservation



LOG
OF THE
PRESIDENT'S INSPECTION CRUISE
THROUGH THE WEST INDIES
ON BOARD THE U. S. S. TUSCALOOSA
3-14 DECEMBER
1 9 4 0

THE PRESIDENTIAL DETACHMENT

U. S. S. TUSCALOOSA, Presidential Flagship,
Captain L. P. Johnson, U.S.N., Commanding.

U. S. S. MAYRANT, Escort Vessel,
Commander H. D. Clarke, U.S.N., (Comdesdiv-16),
Lt. Comdr. E. A. Taylor, U.S.N., Commanding.

U. S. S. TRIPPE, Escort Vessel,
Lt. Comdr. R. L. Campbell, Jr., U.S.N., Commanding.

THE PRESIDENT'S PARTY

T h e P r e s i d e n t

Mr. Harry L. Hopkins, Guest of the President

Personal Staff

Major General Edwin M. Watson, U.S.Army,
Secretary to the President; Military Aide
Rear Admiral Ross T. McIntire, (MC), U.S.N.,
The President's Physician
Captain Daniel J. Callaghan, U.S.N., Naval Aide

Staff

Lieutenant W. R. Loud, U.S.N. (Communications)
Chief Pharmacist George A. Fox, U.S.N.

Chief Boatswain's Mate W. A. Bartos, U.S.N.
Chief Yeoman F. J. Terry, U.S.N.

Secret Service

Embarked in U.S.S. TUSCALOOSA

Mr. Thomas J. Qualters
Mr. Dale B. Whiteside
Mr. James M. Beary
Mr. James J. Rowley
Mr. Howard S. Anderson

Embarked in U.S.S. TRIPPE

Mr. J. Frank Blackistone
Mr. Vernon D. Spicer

Embarked in U.S.S. MAYRANT

Mr. Thomas F. Reynolds - - - United Press Associations
Mr. Douglas B. Cornell - - - The Associated Press
Mr. George E. Durno - - - International News Service

Mr. Leo A. deWaard, Post Office Inspector



Original retired for preservation

I T I N E R A R Y

<u>Arrived</u>	<u>Place</u>	<u>Departed</u>	<u>Miles</u>
.	Washington, D. C.	2 December	. . .
3 December	Miami, Florida	3 December	1120
4 December	Guantanamo Bay, Cuba	4 December	589
5 December	Kingston, Jamaica	5 December	187
5 December	Portland Bight, Jamaica	5 December	36
6 December	Beata Island	6 December	316
7 December	Aves Island	7 December	465
8 December	Port Castries, St. Lucia	8 December	185
8 December	Gros Islet Bay, St. Lucia	8 December	4
8 December	Fort De France, Martinique	8 December	35
9 December	St. John Harbor, Antigua	9 December	166
10 December	Navidad Bank	10 December	475
11 December	West Caicos Island	11 December	240
11 December	Mayaguana Island	12 December	55
12 December	Long Island	12 December	110
13 December	Eleuthera Island	13 December	137
14 December	Charleston, S. C.	14 December	545
15 December	Warm Springs, Ga.	15 December	365
16 December	Washington, D. C.	<u>722</u>
		TOTAL	5752

N A R R A T I V E

Monday 2 December

During the latter part of November the President had come to the conclusion that he had best inspect at first hand the tentative sites of a number of the naval bases which the United States had gained permission to construct in British territory, under long term lease, in exchange for the fifty destroyers transferred to Great Britain. The President had cruised to Newfoundland in August of 1939, and having neither the time nor the inclination to go as far south as British Guiana, he decided to visit only the base sites located in the British West Indies, omitting Trinidad, the President being quite familiar with the features of that place, having been there previously. No publicity had been given to the details of the President's projected cruise, other than he would depart Washington by train today and later embark in a naval vessel at a "southern port," to be gone for an indefinite period. Captain Dan Callaghan, the President's Naval Aide, had quietly arranged to have the heavy cruiser TUSCALOOSA withdrawn from regular service and made ready to cruise the President. Two escort vessels, the destroyers MAYRANT and TRIPPE, had been given similar orders and word had been received that the three vessels were in all respects ready and were standing by at Miami.

The President and members of his party, consisting of Pa Watson, Harry Hopkins, Ross McIntire, Dan Callaghan, Chief Pharmacist Fox, Chief Yeoman Terry, and the ever present Secret Service men, entrained

at the Union Station just before noon, and a few minutes later were rolling out of Washington enroute to Miami. The usual crowd of newspaper correspondents, broadcasting representatives, photographers and newsreelmen were passengers on board the President's train as it pulled out of Washington and on our way southward during the rest of this day speculation was rife as to where the President was going, what he was planning to see, who would accompany him, when he would be back, etc., etc.

Tuesday 3 December

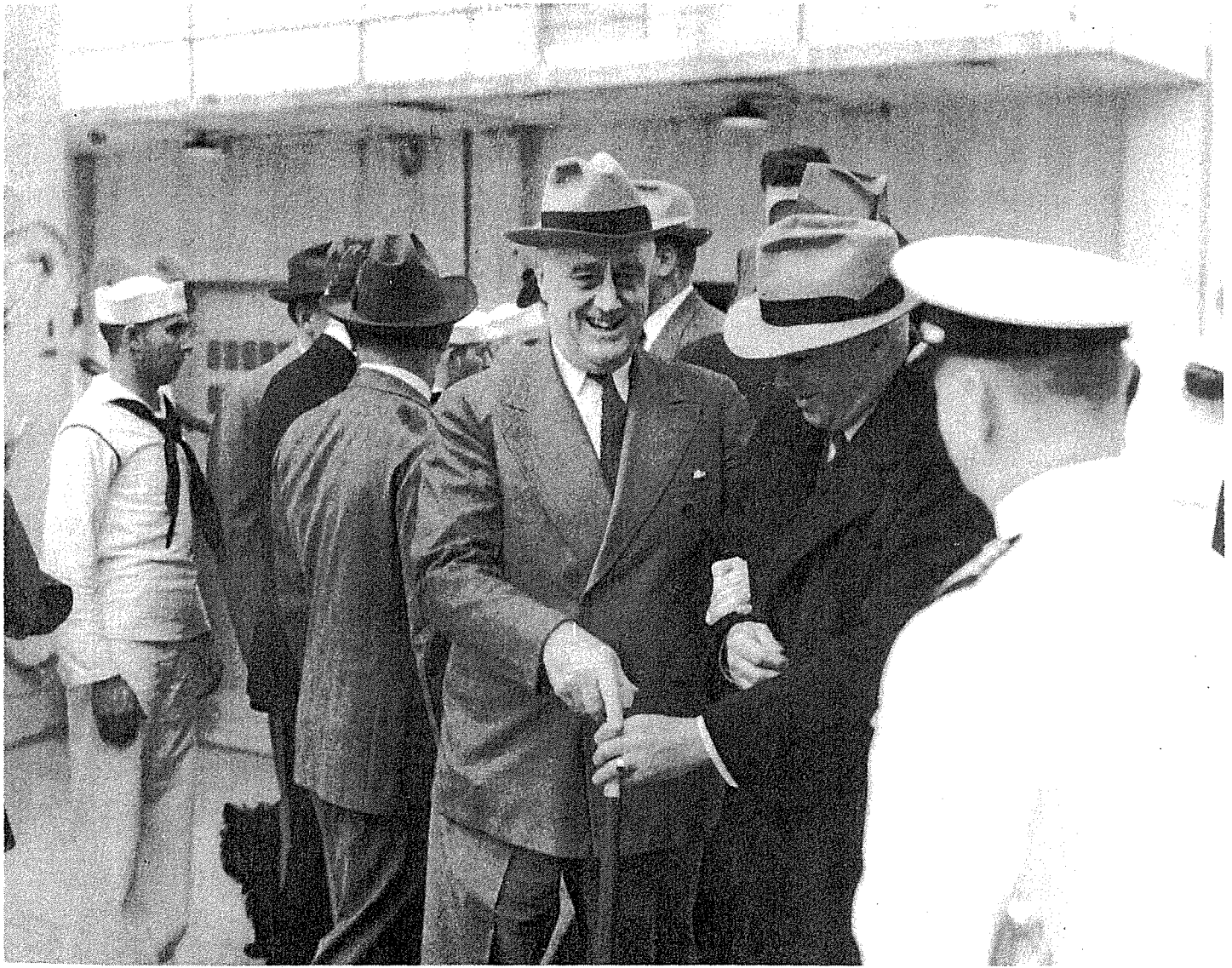
We had run according to schedule during the night and consequently it appeared that we would arrive in Miami at one o'clock this afternoon, as planned. Pa Watson had informed the gentlemen of the press that the President would hold a short press conference in his car at noon, and some hope ran through the train that the President might at this time give some indication as to what his plans were for the next few days. These hopes proved to be false though, for after the usual salutations had been exchanged, the President, in answer to a direct question as to where he was going, told the press he wished he knew. In a lighter vein he went on to say that while he had deceived them by mentioning some phoney islands at the start of the previous cruise, he wouldn't do it again. The President then admitted that we were going to Christmas Island to buy Christmas cards then on to Easter Island to buy Easter eggs. After the President had made it known that it was possible to take only the "Three Musketeers" (Messrs. Reynolds, Durno and Cornell) aboard ship, he was

then implored to designate a point along his planned route to which the press might travel by plane with the probability of seeing the President again during the course of his trip. This hot potato was tossed back with the usual skill when the President told them how in the summer of 1919 he had unintentionally been responsible for keeping Herbert Bayard Swope sitting on the end of a dock in Lisbon for two weeks waiting for the NC boats to complete a flight which had been carefully planned as the first continuous regular flight of planes across the ocean, and which the President, then being the Assistant Secretary of the Navy, had hoped and felt would not consume more than three days. The President replied in the affirmative when the press asked if "Fala," his newly acquired Scottie, was going to sea with his master, stating that the little dog was a very good sailor, the chief trouble being to keep the crew from feeding him. The conference ended in a round of laughter when a newspaperman asked if the President didn't have the same trouble with Pa Watson.

The deductions drawn by the local population from the heretofore unexplained presence of the TUSCALOOSA at Miami proved to be logical ones when the President's train entered the city at one o'clock. It was a beautiful afternoon, flooded with Florida sunshine, and the schools had excused their pupils early to afford them an opportunity to see the President. Large crowds of men, women and children lined the route which the President's automobile took from the train to where the TUSCALOOSA was moored at Municipal Pier No. 3, and the applause was heavy and continuous from the time the President would first come into view until he had passed well out of sight. It

was one of the largest and most spirited demonstrations on the occasion of a little publicized appearance that the President had witnessed for some time. At about 1:30 the automobiles carrying the President and his party drew abreast of the TUSCALOOSA, and after acknowledging the cheers of the huge crowd gathered in the vicinity of the TUSCALOOSA, the Presidential party went on board, the President being received with full honors upon his arrival on board. As he reached the deck, the President's flag was hoisted at the maintruck, and at 1404 TUSCALOOSA was underway and standing out of the harbor, preceded by MAYRANT and followed by TRIPPE. The only press representatives who were to accompany us on the cruise were the Three Musketeers aforementioned, and they had embarked in the MAYRANT upon detraining at Miami.

While proceeding out of the main ship channel of beautiful Biscayne Bay, with the skyline of Miami as a background, TUSCALOOSA fired a 21-gun salute to the President at 1414, and at 1500, after clearing the harbor, MAYRANT and TRIPPE took anti-submarine position B-1 on starboard and port bows, respectively. Increased speed to 27.5 knots and a course was laid for Guantanamo Bay, Cuba, via Santaren and Old Bahama Channel and Cape Maysi. All hands of the President's party spent the rest of the afternoon and the early evening shaking down aboard the TUSCALOOSA as all good sailors do at the start of a cruise. (Ed. Note: Pa Watson will probably be mighty pleased should he ever read the preceding sentence.)



Captain Johnson greeting the President at Miami.

Wednesday 4 December

We had maintained 27 knots through a smooth sea all during the night and the day dawned sunny and clear. During the forenoon two Navy patrol planes, a part of the Neutrality Patrol forces operating from the Guantanamo Bay Base, zoomed low over the three ships of our detachment in order to establish our identity. At 1315 speed was decreased to six knots and the TUSCALOOSA steamed along the south coast of Cuba, 500 yards from shore and inside the 15 fathom curve while the President, Admiral McIntire, General Watson and Captain Callaghan trolled from the stern. Ross McIntire won the fishing prize of the day by catching a four-pound Barracuda, the only fish caught. He had about a hundred feet of line out, and as this was probably the first time a fish was caught from a ship as large as the TUSCALOOSA, underway, it tends to prove that ships do not frighten fish. TUSCALOOSA came to anchor in berth #25, Guantanamo Bay, Cuba, in 6 fathoms of water at 1519, the following ships being present: LANSDALE, RUSSELL, LIVERMORE, MADISON, SAPELO and MONTCALM.

Shortly after we had anchored, the Commandant of the Naval Station at Guantanamo Bay, Captain George W. Weyler, U.S.N., came on board and for the next half hour the President conferred with the Commandant and the senior Marine and Medical officers of the base, going over plans for the extensive development of the base then in progress.

Our two escort destroyers had gone in to the fuel dock each to take on 55,000 gallons of fuel oil, while the TUSCALOOSA commenced

taking 144,000 gallons from a barge alongside. Pay Clerk Learson, of the TUSCALOOSA, who had been the Naval Aide's yeoman before attaining warrant rank, and Chief Yeoman Terry, his successor, took a ship's boat and went off up the bay to Caimanera to lay in a stock of Cuban cigars which were available there in extremely good quality and at very moderate prices. They returned with a sizeable supply of assorted cigars and these were later made available to all members of the President's party, as well as to TUSCALOOSA personnel.

The Commanding Officer, U.S.S. RUSSELL, Lieutenant Commander J. C. Pollock, U.S.N., called on the President at 1615 and left the ship a few minutes later.

Fueling operations having been completed in a routine manner, the three vessels of the Presidential Detachment got underway at 2238 and stood out, enroute Kingston, Jamaica, course 188, speed 22 knots.

Thursday 5 December

The overnight run from Guantanamo was without incident, the sea being smooth and the weather warm. With the MAYRANT stationed ahead and the TRIPPE following astern, TUSCALOOSA entered the harbor of Kingston, Jamaica, and came to anchor in 7 fathoms of water at 0838. Prior to our arrival a radio message had been sent to Sir Arthur F. Richards, Governor General of Jamaica, stating that the President would be pleased to have him and a number of others come on board during the morning and remain for luncheon, during which it was planned to cruise to Portland Bight, 36 miles distant, for an inspection of the proposed fleet base at that place. With a thought

for the comfort of his prospective guests, the President included in his message a request that those invited wear informal clothes, rather than uncomfortable official uniforms, the day already giving promise of being an exceedingly warm one.

At 0845 Captain C. B. Turner, R.N., Captain in charge of the port, and Captain Percy Jeffs, Army Aide-de-Camp, called officially and left the ship at 0910. The United States Consul General, the Honorable Hugh H. Watson, came on board to make an official call on the President at 0929, departing at 1050. Only side honors were being accorded to the visiting officials, it having been agreed upon to dispense with the usual formalities, including gun salutes.

At 1120 the Governor General of Jamaica, Sir Arthur F. Richards, Lady Richards, Colonial Secretary and Mrs. A. W. G. H. Grantham, Director of Public Works M. P. Martin-Cooper, and two children, Master Fraser Richards and Miss Maurine Grantham came on board and were received by the President. A few moments after the President's guests had come on board, vessels of the detachment got underway for Portland Bight, where TUSCALOOSA came to anchor in 11 fathoms of water at 1410. The weather during the journey to Portland Bight was delightful and the President entertained his guests at a buffet luncheon served on the communication deck. Besides the members of the President's personal staff, the following named officers from TUSCALOOSA were also present at this luncheon:

Captain Lee P. Johnson, Commanding.
Commander Thomas D. Warner, Executive Officer.
Lt. Comdr. Adolph H. Oswald, Gunnery Officer.
Lt. Comdr. Joseph O. Saurette, First Lieutenant.

The Governor General and his party transferred from TUSCALOOSA to MAYRANT at 1445 for passage back to Kingston. The MAYRANT's return trip to Kingston gave the Three Musketeers ample opportunity to obtain Sir Arthur's reaction to the President's visit and judging from the length of the radio despatches which were sent by the newsmen a very satisfactory interview must have taken place. Two of the Governor General's authorized quotations seem to warrant a place in the record. The first was a statement to the newspapermen, "You must get accustomed to the admiration other people feel for your President." In reply to a query as to how the people of Jamaica viewed the prospective establishment of a United States Naval base in Jamaican territory, Sir Arthur said, "The people of Jamaica recognize it to be of immense benefit to the island apart from its military or naval significance. The money it will bring, the employment and the tourist attractions for Americans will be most welcome."

While the MAYRANT was returning her passengers to Kingston, the President and Captain Callaghan left the ship in a motor whaleboat to fish in nearby waters and to inspect the locality at closer hand. Admiral McIntire and Pa Watson were in a motorboat on a like combination inspection-fishing trip, and while trolling a school of small Mackerel were breaking all around both boats. Several strikes were had by the President and Captain Callaghan, but Admiral McIntire won the prize of the day with a small Mackerel weighing about two pounds.

The President and his fishing companions returned to the ship at about five o'clock and at 1757 we took departure from Portland Bight for Beata Island on course 110, speed 19.5 knots.

Friday 6 December

TUSCALOOSA lay to off Beata Island at 0945 in order to rendezvous with two Navy patrol planes from San Juan, P. R., one of which had as a passenger Post Office Inspector deWaard bringing White House mail pouches which had previously been flown from Miami to San Juan. Contact with planes was made according to plan, but patrol plane 54-P-1 damaged her tail surface in transferring mail from the plane to the ship's boat which had been sent alongside after she landed close aboard TUSCALOOSA. When it developed that plane 54-P-1 would be unable to take off on the return trip until she could taxi to shallow water for further inspection and repair of the damage sustained, TUSCALOOSA at 1326 anchored to westward of Beata Island in 15 fathoms of water to stand by plane until temporary repairs could be accomplished. While this was being done, the President and Harry Hopkins left the ship in a motor whaleboat to troll in adjacent waters. Several strikes were had, the fish being small and hard to hook. The President snagged a gold, pink and purple fish weighing about a pound which could not be identified by name, while Harry Hopkins caught a little Runner also weighing about a pound.

Upon completion of repairs to the damaged plane, both aircraft took off on the return trip to San Juan and at 1518 we were again underway, enroute to Aves Island on course 103, speed 22.

The President, his aides and Mr. Hopkins were guests of Captain Johnson at dinner this evening, and later attended a smoker held on the well deck. The President, Pa Watson, and Harry Hopkins officiated

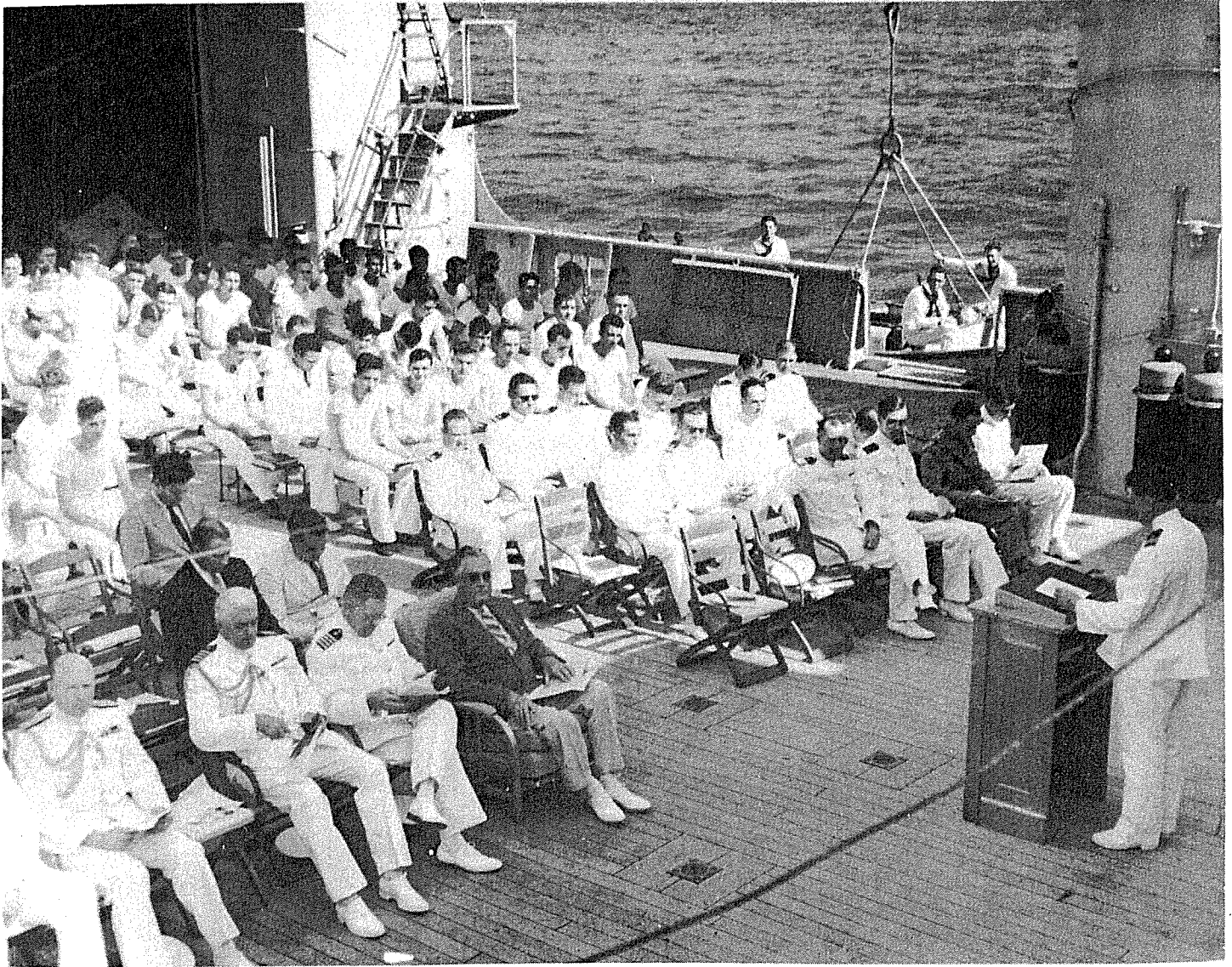
as judges of the boxing bouts, which were followed by a "hot drumming" contest, several selections by an amateur "Hill Billy Band," and an excellent technicolor movie, "Northwest Mounted Police," starring Gary Cooper, Madeleine Carroll and Paulette Goddard.

Saturday 7 December

When Aves (Bird) Island was sighted shortly after three o'clock this afternoon, we had covered 465 miles since leaving Beata Island just 24 hours before. This small, low-lying, uninhabited island is the breeding ground for thousands of sea birds, and is nothing more than an exposed reef in the Caribbean. The President had last visited this spot in February, 1939, aboard the U.S.S. HOUSTON, at which time he also witnessed the closing phases of the annual Fleet Problem involving the larger part of the United States Fleet which had cruised from West Coast bases mainly for this purpose.

The seas in the vicinity of the island were quite choppy at this time, and so the President, General Watson, Admiral McIntire and Captain Callaghan fished from the forecastle of the TUSCALOOSA, the President bringing half a Red Snapper to the deck, and Admiral McIntire catching a 3-pound Snapper, a 4-pound Trigger Fish and a Jack weighing 6 pounds. Harry Hopkins and George Fox took a ship's boat and trolled in the vicinity of the island. This proved to be a fortunate move, for Harry caught the largest legitimate fish of the trip, an 8-pound Grouper, and also boated a 5-pound Barracuda. Needless to say, the day's fishing prize went to Harry.

Having seen enough of Bird Island, we were underway again at



Divine Service on Board TUSCALOOSA, Port Castries, St. Lucia, December 8th.

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1736, enroute to Port Castries, St. Lucia, B.W.I., on course 123, at a speed of 13 knots.

Sunday 8 December

Weather continued to be of the best, and after a leisurely run at 13 knots during the night, TUSCALOOSA and escorts anchored off Port Castries, St. Lucia, at 0835 in 17 fathoms of water. During the morning the U.S.S. MOFFETT, flying the broad pennant of Captain W. L. Ainsworth, U.S.N., Commander Destroyer Squadron Two, had requested and received permission to join the President's escort during the time we were to be in the vicinity of St. Lucia.

Chaplain F. W. Meehling, attached to the TUSCALOOSA, conducted Divine Services in the open air on the well deck this morning, the President and members of his party attending.

At 1058 the U. S. Consular Agent at St. Lucia, Mr. Alan G. Peter, called officially and was received by the President. At 1105 Sir Henry B. Popham, Governor of the Windward Islands, called on the President, being accompanied by his Aide-de-Camp, Mr. A. Denell Winslow; and Mr. Allan A. Wright, the Administrator of St. Lucia. The President conferred at length with these officials regarding suitability of the region for a Naval base, their conversation touching on aviation facilities, water supply, barracks, subsistence of personnel, sanitary conditions, and whether or not the surrounding territory would lend itself to the installation of the necessary artillery protection. At 1140 the President, the aforementioned British officials and Mr. Peter embarked in ship's boat and made a

detailed inspection of the inner harbor, returning to the ship at 1230. Our detachment got underway a few minutes later, and while the President entertained his guests at luncheon in the cabin, cruised to Gros Islet Bay, St. Lucia, coming to anchor there at 1314, in 12 fathoms of water. An interesting bit of history in connection with Gros Islet Bay is that, on Pigeon Island in this bay, Admiral Lord Rodney maintained one of his main bases in Revolutionary days. His old forts and crude barracks still stand on the island.

Sir Henry and his party left the TUSCALOOSA at 1405, transferring to the U.S.S. MOFFETT, which had been pressed into service to return the Governor's party to Port Castries.

At 1424 we got underway and stood out of Gros Islet Bay, bound for a point just outside Martinique territorial waters off the harbor of Fort De France, speed 25 knots. Our destination was only 35 miles away, and so at 1543 TUSCALOOSA and the two escorts lay to off Fort De France awaiting the arrival of the U.S.S. SIMS, bringing Commander E. J. Blankenship, U.S.N., (Ret.), our Naval Observer at Martinique, and Mr. Bocker, the United States Consul there, to the TUSCALOOSA for a conference with the President. These two officials came on board from the SIMS at 1610, and after the President had conferred for almost an hour with them, regarding local conditions, they left the ship at 1705 to return to Fort De France.

During the time consumed by the conference mentioned above, the attention of nearly all the others who could beg, borrow or steal a pair of binoculars, was focused on the French aircraft carrier BEARN, which had sought comparative safety in the harbor of Fort De France

following the collapse of the French Government. This vessel had been under the constant surveillance of our Neutrality Patrol for many months. The BEARN was laid down in January, 1914, as a battleship of the NORMANDIE class, but was not launched until April, 1920, construction having been suspended during the World War. She was later redesigned as an aircraft carrier, conversion having begun at La Seyne in 1923, with final completion in May, 1927. Capable of accommodating about 40 planes, for operational purposes, the vessel has a full load displacement of 25,000 tons, an overall length of 599 feet, extreme beam of 115 feet, maximum draft of 30 feet, and a designed speed of 21.5 knots. At the time the BEARN sought safety in Fort De France, she was engaged in transporting to France 110 American-made fighting planes for use against the Germans. It was understood that the planes had since been removed to shore, and that due to prolonged exposure to sun, wind and rain, they were no longer capable of taking to the air without extensive repairs.

TUSCALOOSA, MAYRANT and TRIPPE were underway at 1707 at 11 knots speed, enroute to St. John Harbor, Antigua, some 160 miles to the northward, where we were due to arrive the following morning. Escort destroyers had reported their fuel running low and accordingly at 1905 TRIPPE was temporarily detached from the formation with orders to proceed to San Juan, refuel and rejoin the TUSCALOOSA Tuesday morning.

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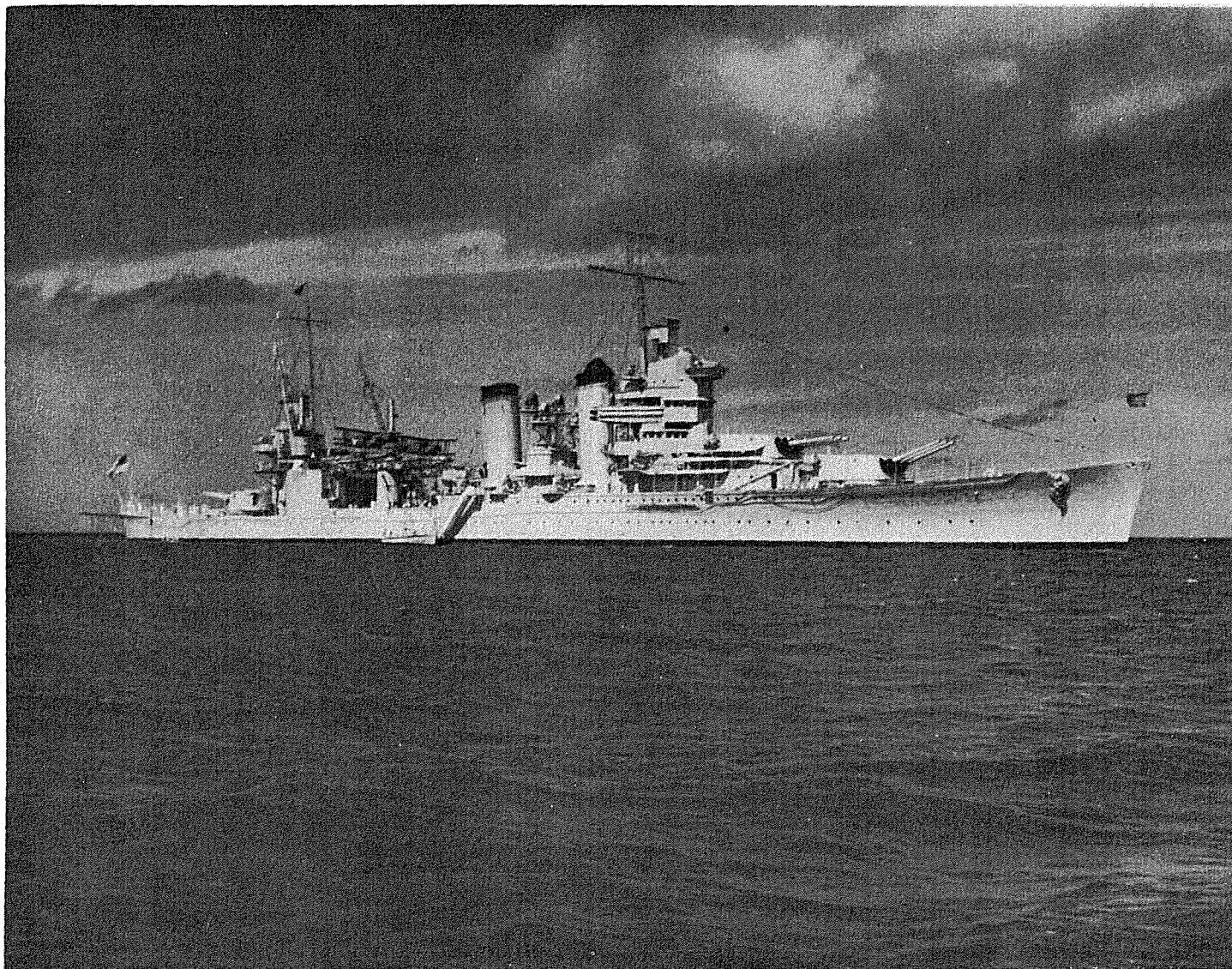
Monday 9 December

After an uneventful run at 11 knots speed during the night, TUSCALOOSA and MAYRANT anchored off St. John Harbor, Antigua, at 0832 in 7 fathoms of water. Harbormaster Griffen and the Chief of Police, Major Branch, came on board at 0943 and left TUSCALOOSA at 0950. Navy Patrol plane 54-P-1 brought mail from San Juan in the custody of Post Office Inspector Carlton, and after the President had given attention to the mail requiring his signature, the White House pouch was started on its return trip at 1145.

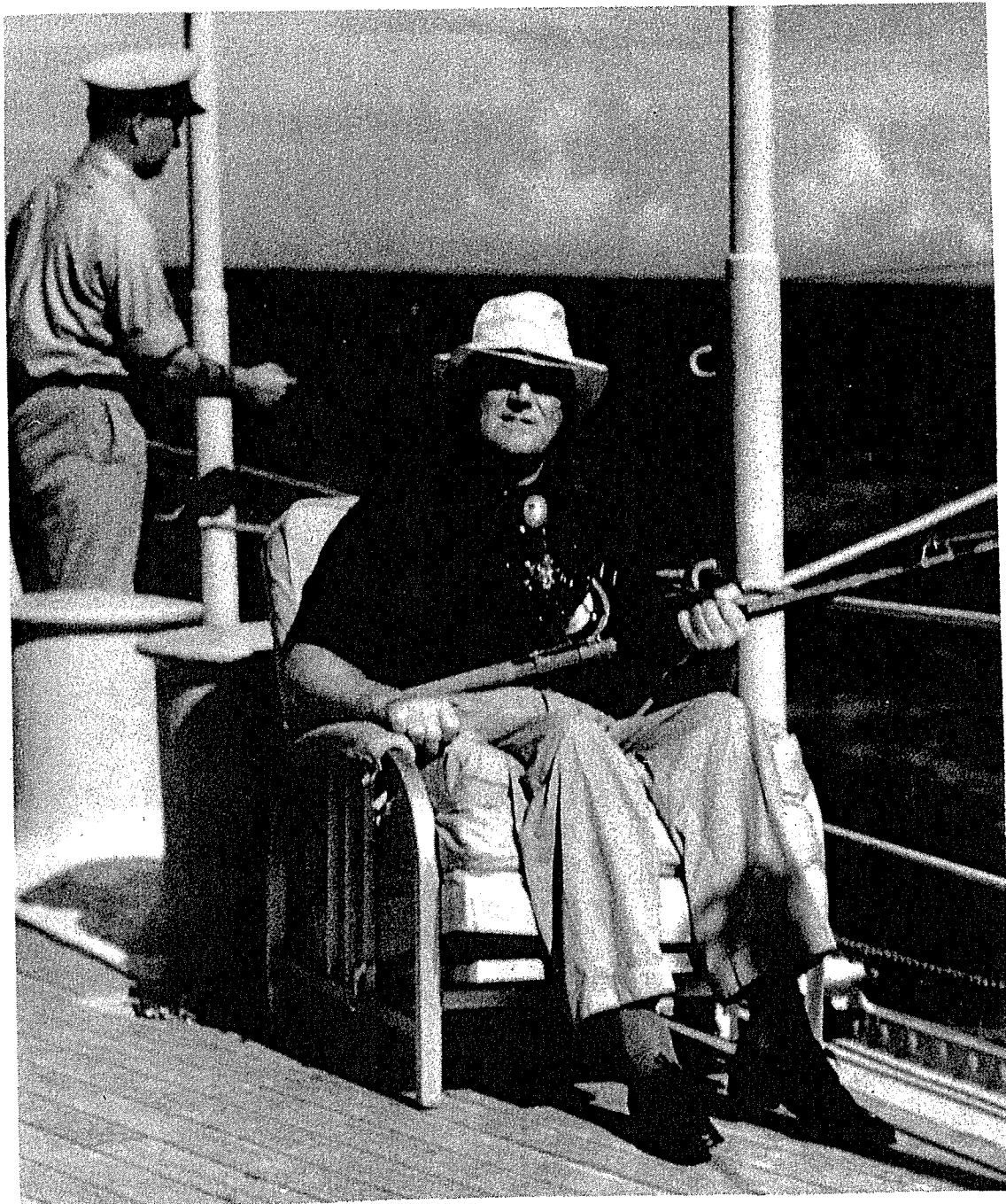
Shortly before noon His Excellency, Sir Gordon J. Lethem, Governor of the Leeward Islands; the Administrator of Antigua, the Honorable Herbert Boon; and the Governor's Aide-de-Camp, Captain M. P. Stebbings, came on board, were received by the President, and remained on board for luncheon as the guests of the President. After luncheon the President conferred with the Governor and the Administrator regarding the United States defense activities that were planned for Antigua, with particular reference to the use of Parham Sound as a patrol plane base. The Governor and his party left the ship at 1340, and at 1450 TUSCALOOSA departed St. John Harbor, enroute to Navidad Bank via Mona Passage, speed 18 knots. MAYRANT had departed St. John at 1300, with orders to proceed with despatch to San Juan, replenish her fuel supply and join up again Tuesday afternoon.

The President and the members of his party were dinner guests of the Wardroom Mess this evening, and after dinner attended movies shown on deck. The feature picture was titled, "I Love You Again,"

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U. S. S. TUSCALOOSA anchored off St. John Harbor, Antigua, B. W. I.



The President trolls through Mona Passage.

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starring William Powell and Myrna Loy. The showing of this picture was preceded by the initial number of "Hobby Lobby," a short subject, showing scenes of Mrs. Franklin D. Roosevelt towards the conclusion of the reel.

Tuesday 10 December

At 0100 TRIPPE rejoined the formation and took station 1500 yards ahead. At 1000, while proceeding through Mona Passage, speed was reduced to 7 knots while the President trolled from the stern. The water here was over 1500 feet deep, and the President's decision to try his luck was based mainly on the contents of a radio message which he had received from Ernest Hemingway recommending the locality as one in which many big fish had been caught and suggesting the use of a feathered hook baited with a piece of pork rind. The President trolled for an hour or more, without even a strike, and so fishing operations were discontinued at 1130, following which speed was increased to 25 knots. While back on the TUSCALOOSA's fantail this morning, the President gladly responded when he was asked to be photographed with the Chief Petty Officers of the ship, and a very nice picture was obtained showing the President with a fishing pole in his hand, flanked by about 40 CPO's.

MAYRANT rejoined the formation during the late afternoon, having topped off with fuel at San Juan the night before.

Upon anchoring in 17 fathoms of water on Navidad Bank at 1646, Dan Callaghan and Pa Watson went trolling in the motor whaleboat, despite the choppy sea. The President, Ross McIntire and Harry Hopkins

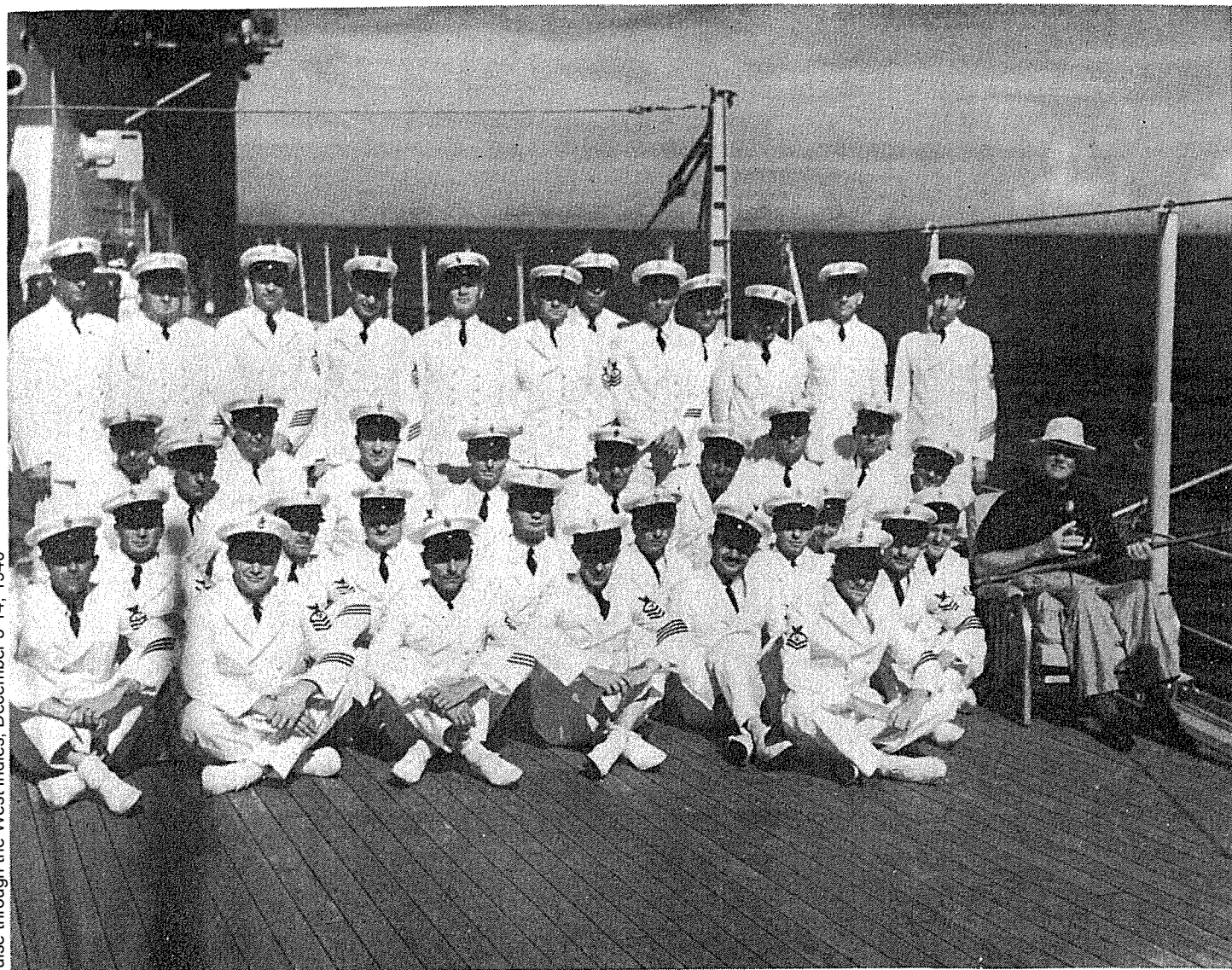
fished from the forecastle, Ross landing a 2-pound Grouper. Out in the boat, things went better, Pa landing a 6-pound Tuna and Dan reeling in a 7-pound, 30-inch Barracuda, the latter winning the day's fishing prize. When the boat returned and had been hoisted in, TUSCALOOSA upped anchor and got underway for West Caicos Island, where we expected to arrive the following morning.

Tonight's dinner was a merry one, for 57 years ago today, the world had been made richer by the addition of one more Watson. Congratulations were in order and all hands wished Pa many happy returns. After dinner, the President, Harry, Pa, Dan and Ross went on deck to witness the screening of a very entertaining movie, "Tin Pan Alley," with Alice Faye and Betty Grable.

Wednesday 11 December

TUSCALOOSA and escorts lay to off West Caicos Island at 0955 unable to anchor due to deep water. At 1040 the President and the members of his party left TUSCALOOSA in ship's boats to fish in the vicinity of the island, a spot which had proven in the past to afford the best fishing in the Bahamas. The seas were too rough to troll out by the reef and so the boats were forced to remain in the lee of the island close to the shore. The President caught a 5-pound Grouper and Pa Watson trailed with a 4-pound Jack. The fishing party returned to the ship at 1245.

A White House pouch had arrived by Navy plane during the morning and signed mail was despatched on its return trip after the President had given the contents of the pouch his attention following



The President with the TUSCALOOSA'S Chief Petty Officers.

luncheon on board. Our detachment got underway at 1452 and at 1747 arrived off the western end of Mayaguana Island, the eastern end of which was shrouded in a heavy rain squall. The United States Coast and Geodetic Survey ship HYDROGRAPHER was sighted at 1807 anchored in the entrance to Abraham Bay. This vessel informed us that there was no safe anchorage to be had in the vicinity, and as darkness was approaching, the ships of our detachment remained underway all night, steaming slowly on course 102 and 282 at 6 knots, five miles south of the island. During the early evening the President and his party attended the movies on deck, being entertained with a showing of "They Knew What They Wanted," featuring Carole Lombard and Charles Laughton. A particularly timely short subject, "Gateway to Panama," (March of Time) was also enjoyed.

Thursday 12 December

The TUSCALOOSA and escorts devoted three hours of the morning to conducting an investigation of the southern coast of Mayaguana Island, utilizing various courses and speeds from 0730 until 1040, when we took departure for Long Island, B.W.I., at a speed of 25 knots on course 290.

During the morning the President received a radio message from Secretary of State Hull containing the shocking news that Lord Lothian, British Ambassador to the United States, had suddenly passed away at two o'clock Thursday morning. The President immediately sent the following radio despatch to the State Department:

"For transmission to His Majesty, The King of England:
USS TUSCALOOSA - At Sea - I am shocked beyond measure to hear
of the sudden passing of my old friend and your Ambassador,
the Marquis of Lothian. Through nearly a quarter of a cen-
tury we had come to understand and trust each other. I am
very certain that if he had been allowed by Providence to
leave us a last message he would have told us that the great-
est of all efforts to retain democracy in the world must and
will succeed. (Signed) Franklin D. Roosevelt."

In view of our unsuccessful attempt to find a suitable anchor-
age at Mayaguana, and the information developed by the survey con-
ducted during the morning, the President sent the following radio
message to the Secretary of the Navy:

"Please hold in abeyance all negotiations for use of and
installations on Mayaguana Island. No anchorage for surface
vessels in northeast trades such as we have experienced that
locality."

At 1639 TUSCALOOSA came to anchor off southern end of Long
Island in 12 fathoms of water with 45 fathoms of chain to the port
anchor. Again the seas were too rough to put out in ship's boats so
the President and a number of the others bottom fished from the fore-
castle. Pa Watson caught a 2 $\frac{1}{2}$ -pound Red Snapper, Dan Callaghan
caught a Mango Snapper weighing about a pound and a half, while Ross
McIntire caught a little Bass weighing only a half pound. Just
before sunset the President hooked a very large fish and played it
for almost two hours on a light rod before his line parted and the
fish escaped.

We were underway again at 1937, making 15 knots towards
Eleuthera Island where we were to arrive in the morning for a sched-
uled visit with H.R.H. the Duke of Windsor, arrangements for the
rendezvous having been made by radio despatch.

Friday 13 December

At 0753 TUSCALOOSA and destroyer escorts came to anchor in Miller Anchorage, Eleuthera Island, B.W.I., in 12 fathoms of water. In acknowledgment of his message of condolence on the death of Lord Lothian, the President received the following message from the King of England:

"I am very grateful for your kind message on the tragic death of my Ambassador, Lord Lothian. It was always most gratifying to me that his personal relations with you were so happy and cordial, and I know, as you do, how devoted he was to the ideals which inspire our two people. (Signed) George R."

Word having been received that the plane had taken off bringing H.R.H. the Duke of Windsor, Governor General of the Bahamas, for his scheduled meeting with the President, Pa Watson sent a message to the MAYRANT hinting to the Three Musketeers that something quite interesting would probably occur on board TUSCALOOSA today, and suggesting that they come over early, remain for luncheon in the wardroom, and watch developments. The President and Pa then embarked in a motor whaleboat, Harry Hopkins and Ross McIntire taking another, and the four shoved off for an hour's fishing in the vicinity of the anchorage. Harry Hopkins hooked a 36-inch Grouper which was played by Admiral McIntire, who really gave the fish a working over on the way in, taking only a few minutes to reel in 250 yards of line with 20 pounds of fish on the other end. This fish was by far the largest caught during the entire trip, but was not a legitimate catch for determination of fishing honors, two members of the party having handled the rod. Pa Watson most emphatically protested even the

mention of this fish in connection with any claims to piscatorial ability, employing colorful language at times to establish the fact that Harry hooked the fish, Ross played it and the crew finally boated it. Pa Watson caught a 6-pound Barracuda, 36 inches long, while the other boat was struggling with the big Grouper, the President catching only a little Yellowtail, about 6 inches long and weighing only half a pound. Ross McIntire's boat returned to the ship early so that he and Harry could prepare for the Duke's visit, but the President and Pa fished until the giant 4-motored Navy patrol plane bringing the Duke of Windsor from Miami landed close aboard TUSCALOOSA at 1116, then they returned, going on board shortly before H.R.H. and his aide, Captain Vyvyan Drury, came on board at 1125. TUSCALOOSA, MAYRANT and TRIPPE manned the rail in honor of the Duke and he was received with full honors upon his arrival on board, with the exception that no salute was fired. Captain Dan Callaghan met the Duke at the gangway and conducted him to the communication deck where the President was waiting to welcome him. A very pleasant buffet luncheon was served at noonday, the following persons being present:

The President

H.R.H., The Duke of Windsor
Captain Vyvyan Drury, Aide-de-Camp

Mr. Harry L. Hopkins
Major General Edwin M. Watson
Rear Admiral Ross T. McIntire
Captain Daniel J. Callaghan

Captain Lee P. Johnson
Commander Horace D. Clark
Lieutenant Commander E. A. Taylor
Lieutenant Commander R. L. Campbell
Lieutenant Commander J. C. Lester

The President and the Duke were engaged in conversation before, during and after luncheon, and went very thoroughly into the problems which faced the Duke in the administration of his Governorship of the Bahamas, and those which were occupying the President's attention at the present time in choosing a location for the naval base which the United States was to construct in the Bahamas. About 1:45 the Duke indicated that he would be glad to answer any questions which Messrs. Reynolds, Cornell and Durno might wish to ask, and our three gentlemen of the Fourth Estate literally jumped at the chance. The Duke told the newsmen that this was not his first meeting with the President, he having met him in 1919 when the President was the Assistant Secretary of the Navy and the two of them were inspecting the Regiment of Midshipmen at Annapolis. With respect to the base sites, the Duke pointed out that the establishment of the base in the Bahamas would be most welcome to the people of the islands, and that "whatever the President wants, we will give him the best we have." The Governor General went on to say that he was very much interested in establishing throughout the Bahamas something on the order of the Civilian Conservation Corps in the United States, and that he hoped to confer with CCC officials in the United States during the early part of 1941, the President having indicated that he would be glad to give the Duke a letter of introduction to the proper people in Washington.

The Duke and his Aide-de-Camp, Captain Drury, left the ship a few minutes after two o'clock, and shortly after took off on the return trip to Miami in the Navy plane which had brought them from there to Eleuthera. Back on the communication deck, the President

signified that he had some additional information to impart which he felt would be of interest to the press, although he mentioned at the start of his remarks that a large part of what he was to say was confidential and could therefore not be published, it being supplied for "background." As the President continued to talk he pointed out that the need for numerous bases to serve as Atlantic outposts embraced far more than just the defense of the Panama Canal, such bases being vital to the defense of the United States, Central America as a whole, and South America. The President emphasized that the farther away from the American continent a potential attack can be kept, the safer it is for the continent itself. The President stated that with a little dredging an excellent harbor could be had at the Jamaica base site, that the St. Lucia and Antigua sites were quite satisfactory, although the proposed base at Mayaguana was by no means satisfactory, because of the absence there of a lee and an anchorage, a ship seeking to anchor being either in a thousand fathoms or on the beach. It was remarked that even though some of the locations were mainly for aircraft bases, supplies would still have to be brought in by the ship method. In closing, the President sketched the highlights of his talks with the British officials he had conferred with during the past few days and also dispelled the darkness which our newspapermen had been in during the week by announcing that we would dock at the Navy Yard in Charleston, S. C., the following afternoon, leave for Warm Springs shortly after docking, spend most of Sunday at Warm Springs and arrive in Washington about the middle of Monday afternoon. When the subject got around to mileage, the press volunteered the

information that they hadn't been seasick, whereupon the President said that there had been a little difficulty among the members of his party but he thought they would live until tomorrow.

The three ships were underway for Charleston at 1447 and during the evening all hands started to pick up loose ends in preparation for our disembarkation on the morrow. The President and his party went to the movies after dinner, witnessing a showing of "U. S. Navy, 1940," (March of Time), and "Arizona," starring Jean Arthur and William Holden.

Saturday 14 December

This was to be our last day at sea for we had held to schedule and were to arrive at Charleston about four o'clock this afternoon. Fort Moultrie fired a 21-gun salute to the President when we passed at 1426 and the Charleston Navy Yard fired a like salute at 1530 just before TUSCALOOSA moored to the south pier at the Navy Yard. At 1610 the Honorable Burnet R. Maybank, Governor of South Carolina, accompanied by Mayor Lockwood of Charleston, Congressman L. Mendel Rivers, Rear Admiral W. H. Allen, Commandant of the Navy Yard, and Major General Charles P. Summerall, U.S. Army, (Ret.), came on board to call on the President. A large party of news correspondents and photographers came on board at 1630 and the President received them in his cabin for a short press conference and to permit them to take photographs. One particularly good picture was taken showing the President, tanned and looking very fit after ten days at sea, patting Fala, his little Scottie, who had taken a position close to the

President's chair to see what went on at a shipboard press conference. The President answered a number of questions, but indicated that he had given out most of his stock of news during the long conference with the Three Musketeers the afternoon before. A local newspaperman asked if the President felt that the South could play any distinctive part in National Defense and the President replied by asking him that of the million four hundred thousand people who were to be trained, how many would be trained in the South. The press conference ended on this note and preparations were started for transferring to the President's waiting train in uptown Charleston.

The good weather that we had enjoyed all during the week had not held through to this day, and the sky was overcast with rain-clouds and a slight rain was falling when the President left the TUSCALOOSA at 1643. TUSCALOOSA fired a 21-gun salute to the President upon his departure and at the last gun hauled down the President's flag. It was only a short ride to the train, and just before six o'clock we pulled out of Charleston enroute to Warm Springs, Georgia, where the President was to spend the following day in the company, among others, of Mr. Basil O'Connor and Mr. Aubrey Williams, NYA Administrator, both of whom had joined the President's party when he arrived at Charleston. Harry Hopkins remained behind when we left Charleston, as he planned to spend the week-end as the guest of Governor Maybank before returning to Washington.

Sunday 15 December

Our train reached Warm Springs at nine o'clock this morning and a short while later the President and his party left in automobiles for the Warm Springs Foundation, where the day was spent in rest and in quiet Sunday visiting. The President enjoyed a belated Thanksgiving dinner with the patients at the Foundation. The party returned to the train during the late afternoon and at five o'clock that evening we were again traveling towards Washington, where we expected to arrive Monday afternoon after a trip of 5752 miles, 3545 of which had been at sea.

Monday 16 December

The President's train covered the 722 miles from Warm Springs to Washington according to schedule and pulled into the Union Station at 3:00 P. M.