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Box 7; Folder = Logs of the President's Trips:
Crimea Conference and Great Bitter Lake, Egypt,
January 22-February 28, 1945

[Part 1 of 4]

Log of the President's Trips: Crimea Conference and Great Bitter Lake, Egypt,
January 22 - February 28, 1945

ny Archive: Tully papers

THE WHITE HOUSE,
WASHINGTON

March 16, 1945.

M E M O R A N D U M

The President has authorized that you be given a personal copy of the following described logs of his official travels.

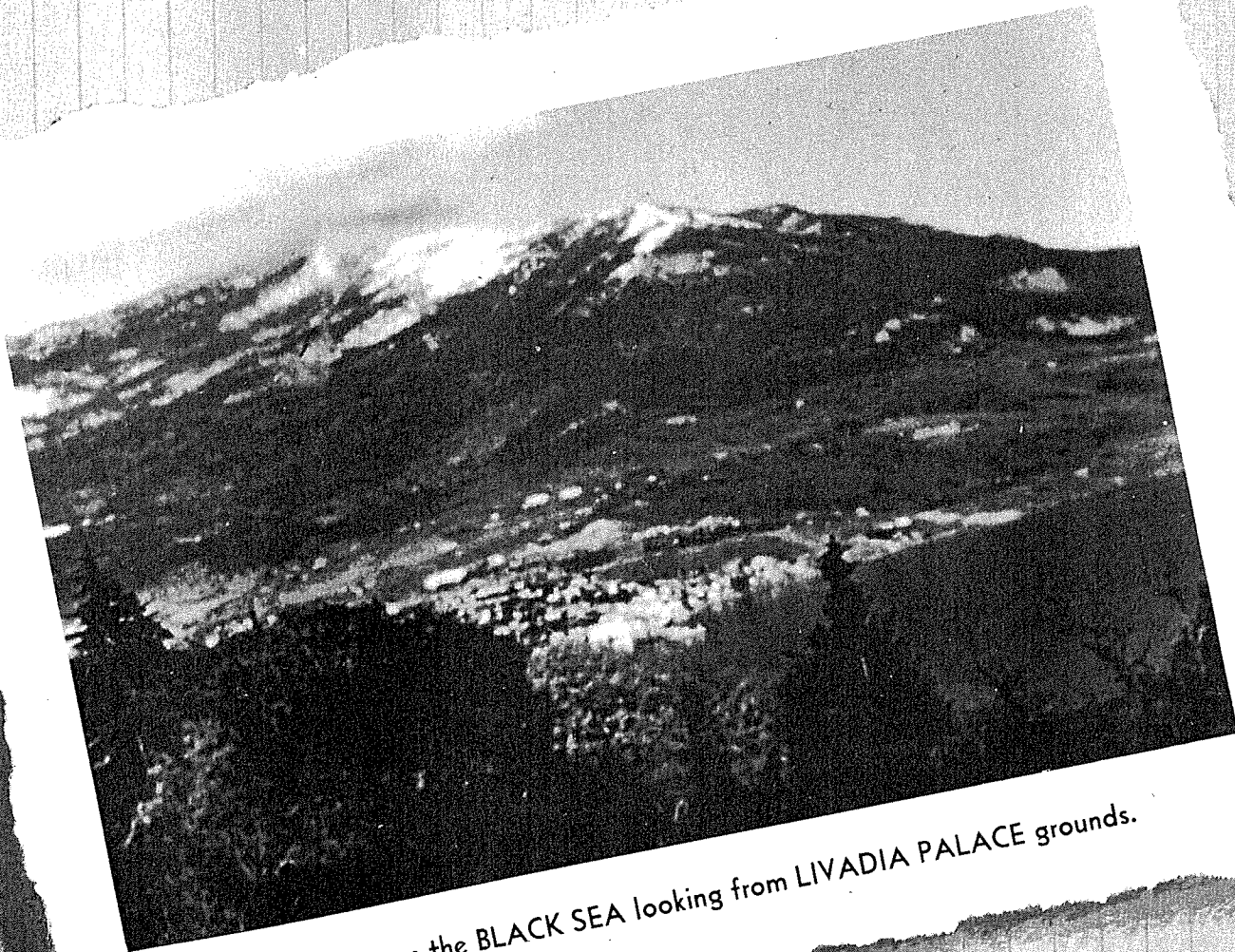
The President directs that for the present, and until the termination of the war, these logs be considered in a "RESTRICTED" status; that none of the material contained in the logs shall be used for republication in any form; or that the contents be discussed so that quotations may be used for publication.

WILSON BROWN,
Vice Admiral, U.S.N.,
Naval Aide to the President.

ORIGINAL RETIRED FOR PRESERVATION

**THE PRESIDENT'S TRIP TO
THE CRIMEA CONFERENCE AND
GREAT BITTER LAKE, EGYPT.**

JANUARY 22 TO FEBRUARY 28, 1945



YALTA on the BLACK SEA looking from LIVADIA PALACE grounds.

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THE PRESIDENT'S PARTY

T H E P R E S I D E N T

Mrs. John Boettiger
Fleet Admiral William D. Leahy, U.S.N.
Vice Admiral Ross T. McIntire, (MC), U.S.N.
Vice Admiral Wilson Brown, U.S.N.
Major General Edwin M. Watson, U.S.A. (Died at sea, 2-20-45).
Commander Robert N.S. Clark, U.S.N.
Commander John A. Tyree, Jr., U.S.N.
Commander Howard G. Bruenn, (MC), U.S.N.R.
Lt-Commander George A. Fox, (HC), U.S.N.
Major Henry W. Putnam, A.U.S.
Lieutenant Robert W. Bogue, U.S.N.R.
Lieut(jg) William M. Rigdon, U.S.N.
Chief Warrant Officer Albert M. Cornelius, U.S.A.
Chief Steward Arthur S. Prettyman, U.S.N.
Gunner's Mate 1/c Harold L. Helm, U.S.N.

Honorable James F. Byrnes - Washington to Yalta
Honorable Edward F. Flynn - Washington to Yalta
Honorable Stephen T. Early - Washington to Algiers
Honorable Edward R. Stettinius - Malta to Yalta; Alexandria
Honorable Averell W. Harriman - Malta to Yalta
Colonel Richard Park, Jr., U.S.A. - Malta to Deversoir
Honorable Harry L. Hopkins - Malta to Algiers
Mr. Charles E. Bohlen - Malta to Algiers
Major DeWitt Greer, U.S.A. - Malta to Algiers
Sergeant Robert Hopkins - Malta to Algiers
Miss Kathleen Harriman - Yalta
Commander John V. Smith, U.S.N. - Yalta
Honorable John G. Winant - Alexandria to Algiers
Honorable S. I. Rosenman - Algiers to Washington

Newspapermen - from Algiers to Washington

Mr. Merriman Smith - Mr. Douglas Cornell - Mr. Robert G. Nixon

Secret Service Detail

Mr. Michael F. Reilly	Mr. James M. Beary*
Mr. Guy H. Spaman*	Mr. Walter A. Haman*
Mr. Charles W. Fredericks*	Mr. Roger Williams*
Mr. John H. Dorsey*	Mr. Elmer R. Hipsley*
Mr. Roy H. Kellerman*	Mr. Robert R. Hastings*
Mr. Dewey E. Long*	Mr. Frank B. Wood

Secret Service Detail
(continued)

Mr. James J. Rowley	Mr. John Campion
Mr. Roland M. Savage	Mr. James H. Griffith
Mr. Burrill Peterson	Mr. Daniel O'Driscoll
Mr. Rubert E. Holmes	Mr. Wilmer K. Deckard

* Traveled in company with the President.

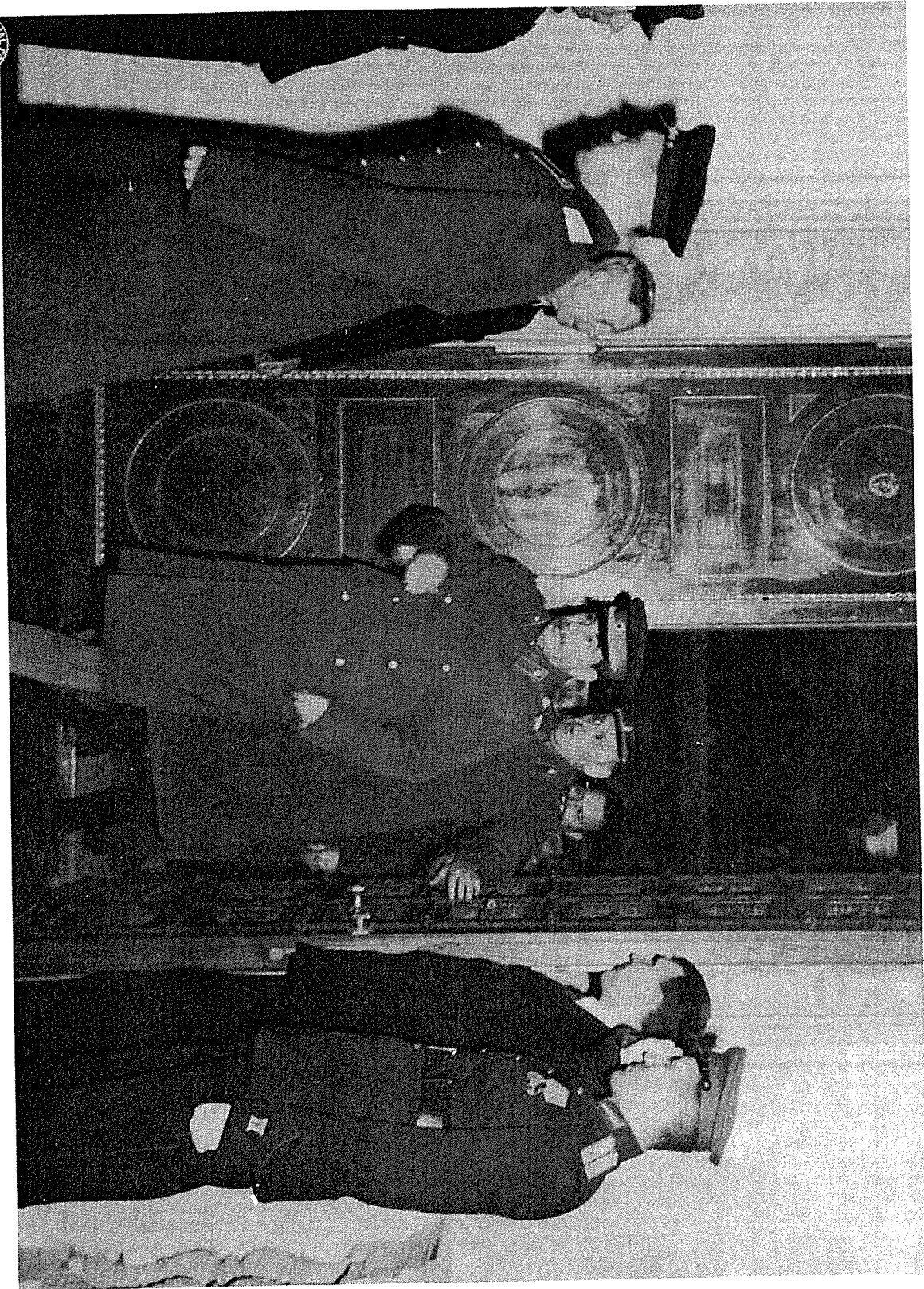
Messmen Detail

Chief Steward Sotero Abiba, U.S.N.
Chief Steward Silvestre Brazal, U.S.N.
Chief Steward Federico Calinao, U.S.N.
Chief Steward Pio Estrada, U.S.N.
Chief Cook Mariano Floresca, U.S.N.
Chief Cook Celedonio Ordon, U.S.N.
Chief Cook Alfredo Orig, U.S.N.
Chief Cook Isidro Sarate, U.S.N.



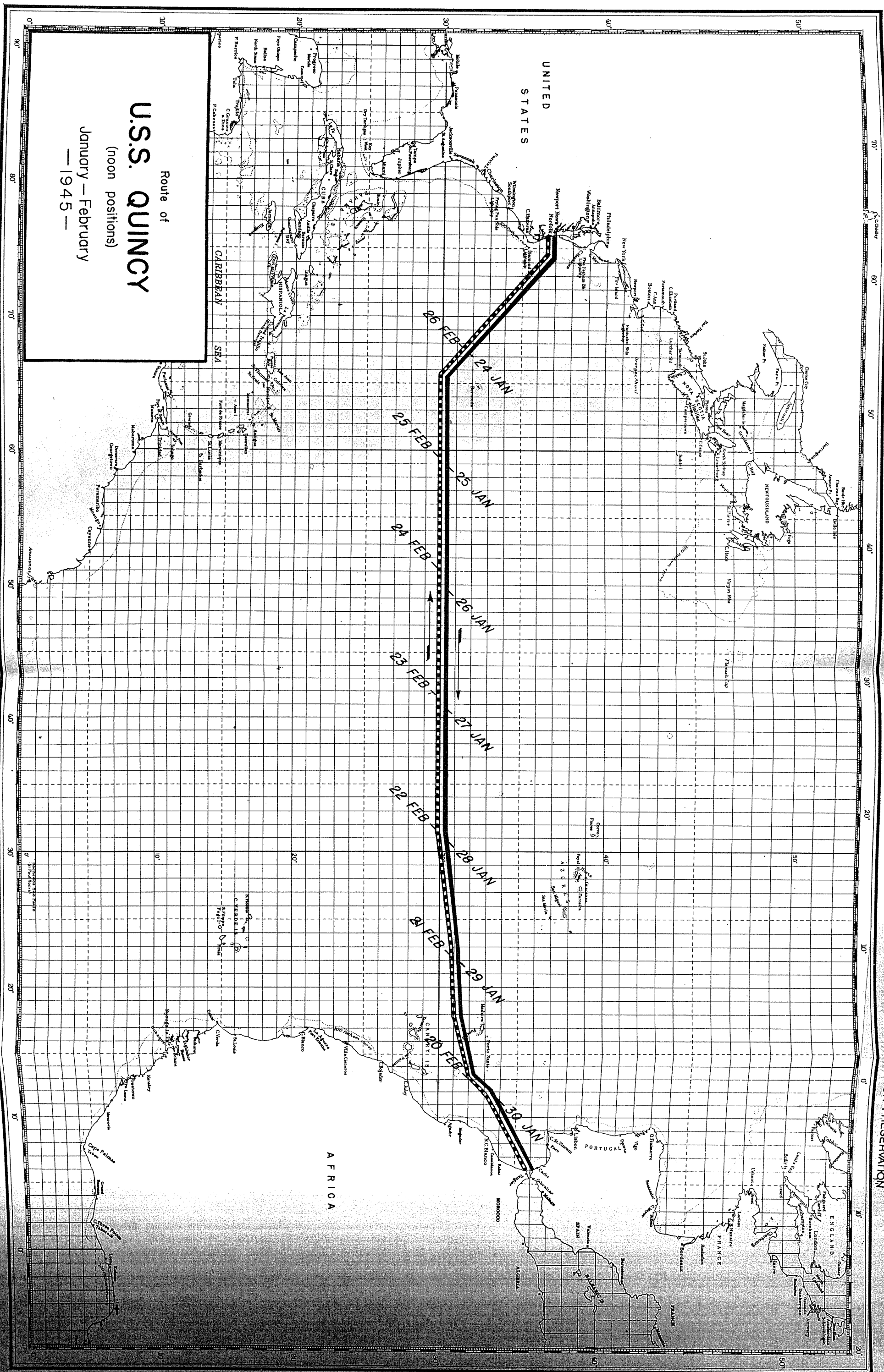
The Big Three at Yalta.

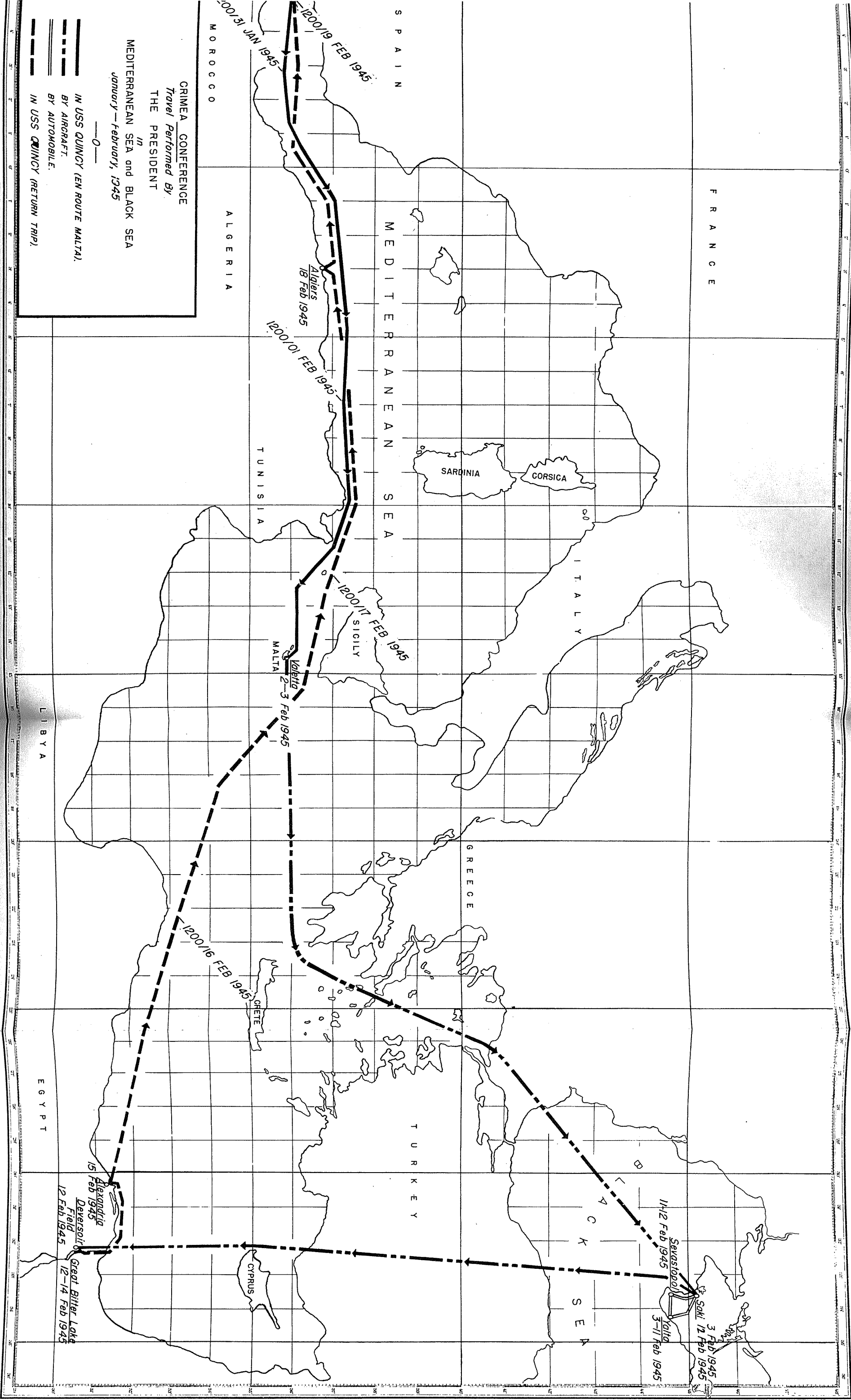
Marshal Stalin arrives at Livadia to welcome the President to the U.S.S.R.



I T I N E R A R Y

<u>Arrived</u>	<u>Place</u>	<u>Departed</u>
- - - - -	Washington, D.C.,	2247, 1-22-45
0630, 1-23-45	Newport News, Va.,	0830, 1-23-45
1000, 2-2-45	Malta	0330, 2-3-45
1230, 2-3-45	Saki, Crimea, USSR,	1300, 2-3-45
1800, 2-3-45	Yalta, Crimea, USSR,	1600, 2-11-45
1900, 2-11-45	Sevastopol, Crimea, USSR	0700, 2-12-45
1025, 2-12-45	Saki, Crimea, USSR,	1055, 2-12-45
1530, 2-12-45	Deversoir Field, Egypt (Great Bitter Lake)	1600, 2-14-45
1030, 2-15-45	Alexandria, Egypt,	1600, 2-15-45
1000, 2-18-45	Algiers, Algeria,	1600, 2-18-45
1825, 2-27-45	Newport News, Va.,	2215, 2-27-45
0600, 2-28-45	Washington, D.C.	- - - - -





FOREWORD

When the President left Washington on 22 January 1945, the war situation was in general as follows:

(a) On the German Western Front American troops, after a considerable period of tension, had definitely stopped the German attempted thrust through the Ardennes and, in spite of cold and snow, were regaining lost ground and imposing severe losses on the Germans in munitions and men. On the south of the line a new German threat was developing in Alsace and the French were showing great concern about the security of Strasbourg.

(b) On the Italian Front the Germans were holding Allied forces to almost fixed positions. This was due in large part to the weather, but also because neither side had a sufficient superiority for a successful offensive. Prime Minister Churchill had received some encouragement from Marshal Stalin for his plan to break the Italian stalemate by an amphibious operation to the Northern Adriatic. Such an operation would require American troops and American landing craft, and our Joint Chiefs of Staff had consistently opposed it as a wasteful dispersion.

(c) The long awaited Russian winter offensive had been underway decisively for about ten days and had already made such rapid progress geographically as to indicate either a complete collapse of the German Eastern Line defenses or a deliberate withdrawal by the Germans to the defenses of their own homeland. On 21 January our G-2 estimate predicted early decisive countermeasures by the Germans pushing down from the North against the Russian flank. The Russian offensive had been delayed so long that some of the American and British press had begun to express doubt as to the Russian intention to destroy German military power. Vague rumors were afloat about a separate peace. However, Marshal Stalin had readily agreed to receive a delegation from General Eisenhower for the purpose of coordinating united effort against the Germans. Marshal Stalin had assured Ambassador Harriman

that he had started his winter offensive a week ahead of time, in spite of unfavorable weather conditions, in order to relieve the German pressure on the American-British-French forces in the West.

(d) German submarines were showing more initiative and fight in the Atlantic and English Channel than they had displayed for the past several months. German submarines and aircraft were believed to have been almost wholly withdrawn from the Mediterranean.

(e) Turkey had agreed to allow merchant vessels and government vessels of the Allies to pass through the Dardanelles to the Black Sea. The Russians had restored some of the port facilities at Odessa and Sevastopol. This promised to bring about an important change in the supply lines from the United States to Russia.

(f) Three British carriers and a considerable portion of the British Fleet had moved to the Indian Ocean and reported to Admiral Nimitz as a task force in the Pacific. No definite plan had been developed for their employment because of their short radius and the great distances involved in the Pacific.

(g) The Allied Forces - British, American and Chinese - had pushed the Japs out of Northern Burma; Akyab had been occupied by an amphibious commando operation; Mandalay was threatened and the clearing of the entire Burma Road was in sight.

(h) The French Government was pressing hard to be included in Pacific operations and had indicated determination to take an active part in the restoration of French Indo-China.

(i) The United States Pacific campaign had proceeded on schedule with clock-like precision. The successful landing on Luzon on 9 January had assured the early recapture of the Philippines and placed all of the Japanese sea communications to the south in an almost untenable situation, both from American air power and American naval power. Our submarine, air and surface attack had continued a relentless

destruction of Japanese mercantile and naval power. The establishment of B-29's on Saipan had brought the Japanese Homeland within frequent heavy bomber range. In spite of our successes, however, it was realized that time and patience would be required to completely subjugate the Japanese nation. Russian participation on the Asiatic Mainland held the greatest promise for a speedy kill.

(j) The Chinese situation had been discouraging for the past six months, largely because of the failure of the forces of the Generalissimo to trust and work in harmony with the so-called Communist troops in the North. The discord within China had resulted in General Stilwell's withdrawal and the assignment of General Wedemeyer as Chief of Staff to the Generalissimo. General Hurley had been appointed as American Ambassador to China with the specific mission of attempting to unite all of China against the Japanese. Our occupation of the Philippines occurred just in time to compel the Japanese Army to abandon their effort to capture Kunming and Chungking. This enabled General Wedemeyer to assemble the forces available to him for future offensive action.

(k) On the home front President Roosevelt held his Fourth Term Inaugural ceremony only two days before our departure. Notwithstanding the overwhelming vote of confidence from the country, he was faced at home with many serious problems, among which were the continuance of the supply of necessary munitions, the confirmation of his appointment of Henry Wallace as Secretary of Commerce, and the Congressional battle over his confirmation, and the proposed Work or Fight bill. The press of the country continued to demand early action to assure a positive foreign policy.

Prime Minister Churchill had been pressing for a tri-partite conference for many months. Marshal Stalin had shown no great enthusiasm for a conference but had expressed his willingness to meet the President and the Prime Minister in the Black Sea area. He had declined to meet anywhere in the Mediterranean on the

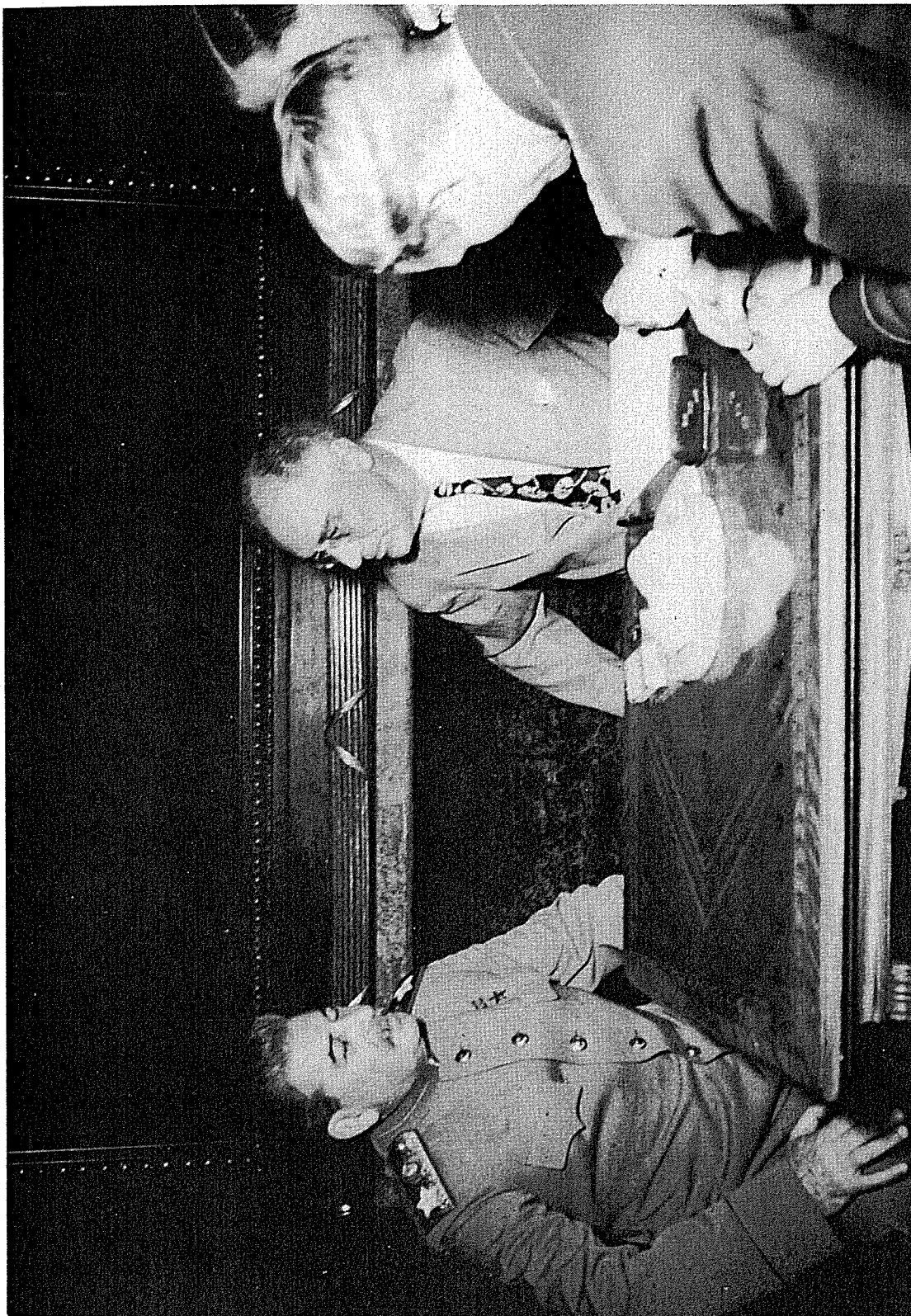
plea that he must maintain absolute personal control over his armies. After many exchanges it was finally agreed to meet at Yalta in the Crimea. This meeting place was selected by us as having the best climatic and living conditions of any of the Black Sea area. It had the very great objection, however, that the Aegean, the Bosphorus and the Black Sea were not yet clear of mines, so that the plan had developed for the President to proceed to Malta by ship in the expectation of flying from Malta to the Crimea, where Admiral Hewitt's flagship, the U.S.S. CATOCTIN, was to await us to provide a communication link and quarters on board if the shore accommodations proved unsuitable. The Secretary of State and the Joint Chiefs of Staff and their planning sections were to fly to Malta and to await the Presidential party there.

During the President's five weeks absence from the United States there were times when it looked as if decisive action against the Germans might be hoped for at any time. Early in February Russian advances toward Berlin were so rapid as to give rise to the hope that the German line had been definitely broken. But at the end of February, however, although still hard pressed from both the East and West and suffering continuous air attacks, German resistance showed little sign of breaking.

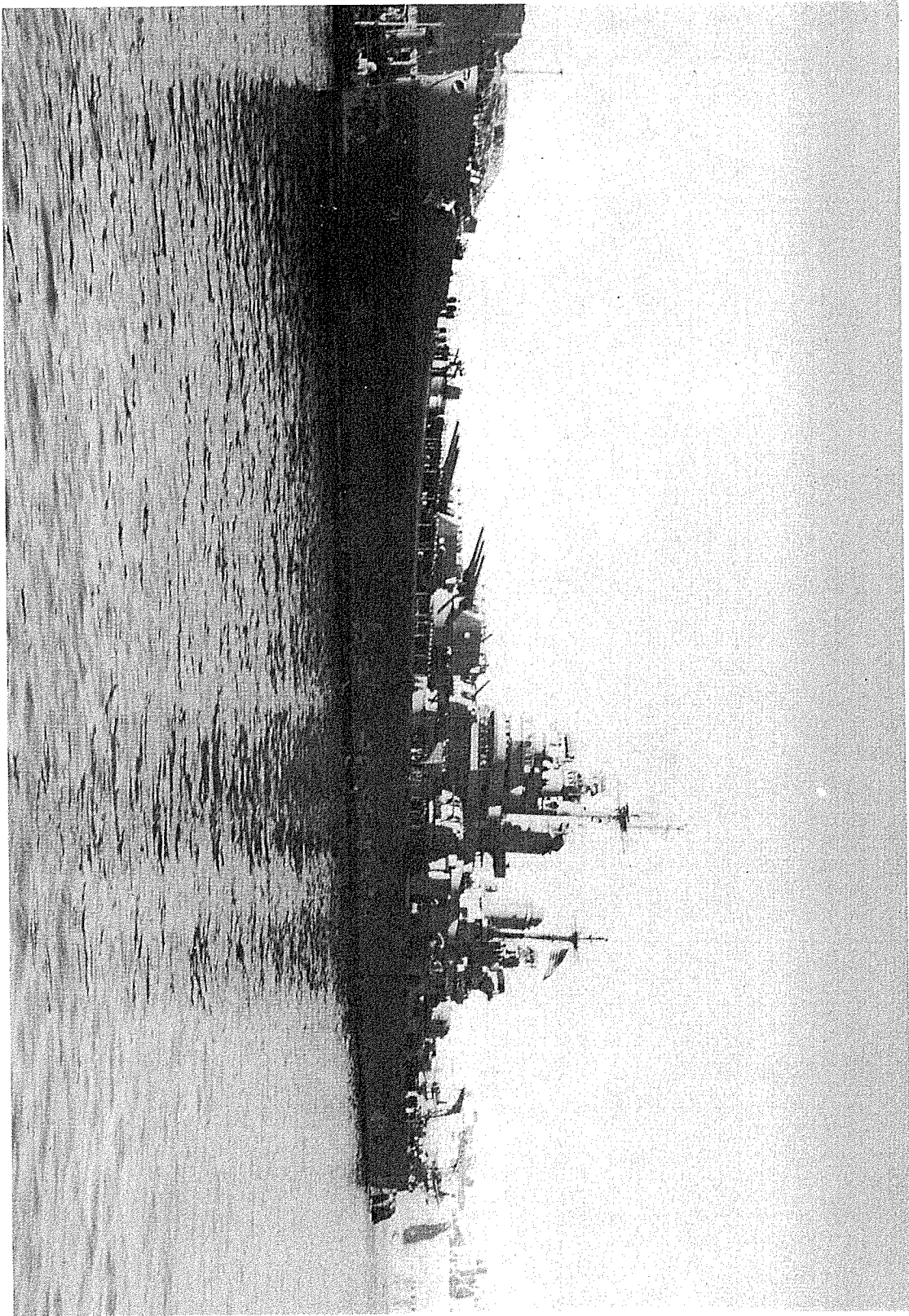
In the Pacific, American forces continued the successful occupation of Luzon; we were promised the complete capture of the entire Philippines in six months; and on 19 February three Marine divisions landed on Iwo Jima and were steadily overcoming stubborn Japanese resistance.

The communique issued by the Crimea Conference received general enthusiastic applause throughout the United States. Some columnists criticised minor issues, but the whole world was impressed by the evident feeling of unanimity among the Heads of the Allies. This reassurance came at a time when it was most helpful to our own forces and bad news for the enemy. It must be expected that political agreements have a rough road to travel before effective peace machinery can be established. But the military agreements appear to have received enthusiastic support of all concerned.

Wilson Brown, Vice Admiral, U.S.N.



The President and Marshal Stalin at Livadia.



The heavy cruiser QUINCY arriving at Malta.

LOG OF THE TRIPMonday, January 22nd.

The President, accompanied by Fleet Admiral Leahy, Vice Admiral McIntire, Justice Byrnes, Mr. Flynn, and Lieutenant Colonel and Mrs. Boettiger, arrived at the Bureau of Printing and Engraving "station" at 2220 and boarded the special train. Lieutenant Colonel Boettiger saw the President and Mrs. Boettiger aboard and then returned to the White House. Vice Admiral Brown, Major General Watson, Mr. Early, and the other members of the party had boarded the train earlier in the evening.

2247: The Presidential special train departed Washington for Newport News, Va. The route followed was via the Richmond, Fredericksburg and Potomac Railroad to Richmond, Va., and thence to Newport News, Va., via the Chesapeake and Ohio Railroad. One stop - an operating stop at Richmond - was made enroute.

Tuesday, January 23rd.

0625: Our train arrived at Newport News (it was still dark at this hour) and was parked under the cover of pier number six, located within the limits of the U.S. Army Port of Embarkation. The train was met by Brigadier General John R. Kilpatrick, U.S.A. (Commanding General of the Port of Embarkation) and Captain Elliott M. Senn, U.S.N. (Commanding Officer of the heavy cruiser U.S.S. QUINCY). Distance traveled, Washington, D.C., to Newport News, Va., 192 miles.

The QUINCY was moored to the south side of pier #6, a few feet away from the track where our train was parked. The use of the facilities of this pier made the transfer of our personnel and baggage an easy matter. The railroad tracks within this pier are sunken to afford egress from the train at platform level, and it was not necessary to use the special elevator or a special ramp. This, together with the darkness that prevailed at the time of our arrival, afforded complete secrecy to cover the President's movements.

0800: The President and members of his party left the train and went aboard the QUINCY. By request, no honors, other than sideboys, were rendered the President as he arrived on board. The party was met at the ship's quarterdeck by Captain Senn and his Executive Officer (Commander Munroe B. Duffill, U.S.N.), and the various Heads of Departments of the ship.

To receive the President the special brow was used by the QUINCY. It had been rigged from the main deck, about amidships, to extend inside the pier and almost abreast the President's special railroad car. It was set up in two sections so as to reduce the angle of rise as much as possible.

As in the BALTIMORE, a sistership of the QUINCY, the President occupied the Captain's quarters. Mrs. Boettiger occupied the Flag quarters, and the other members of the party occupied quarters on the second deck in the wardroom country. Mrs. Boettiger, Admirals Leahy, McIntire and Brown, General Watson, Mr. Byrnes, Mr. Early and Mr. Flynn messed with the President in his quarters. The other members of the party messed in the wardroom or other appropriate messes.

The QUINCY had installed the special ramp on the starboard side, leading from the main deck to the first superstructure deck. The elevators were installed on the port side - one to provide access from the main deck to the first superstructure deck, and the other from the first superstructure deck to the second superstructure deck. This arrangement afforded the President an alternate means of access to the first superstructure deck and access to the Flag bridge on the second superstructure deck.

0830: The President gave the word for the QUINCY to get underway when ready, and, at 0831, the cruiser unmoored and departed from Newport News for sea.

0910: While still in Hampton Roads, the destroyer U.S.S. SATTERLEE joined up with the QUINCY and took station ahead.

0921: We passed through the submarine net-gate and out of Hampton Roads.

1005: We entered the Chesapeake Bay channel and set cruising speed of 21 knots.

1006: The light cruiser U.S.S. SPRINGFIELD joined our task group and formed column astern of the QUINCY.

1032: We passed buoy 2CB abeam to port. At this point the destroyers U.S.S. TILLMAN and U.S.S. HERNDON joined our task group and, together with the SATTERLEE, formed an

anti-submarine screen ahead. Commander Albert R. Heckey, U.S.N. (Commander Destroyer Division 34) was embarked in the TILLMAN. The QUINCY, SPRINGFIELD, SATTERLEE, TILLMAN and HERNDON were now operating together as a special task group with Captain Senn in the QUINCY as the Officer in Tactical Command.

1316: Our task group passed buoy X-S (the buoy marking the entrance to the swept channel to the Chesapeake Bay) abeam to port, and course 131 was set; speed was increased to 22.5 knots; and the task group commenced zigzagging in accordance with prearranged plan.

Despite inclement weather, the President spent most of the forenoon on deck observing the many activities in the Hampton Roads and Chesapeake Bay areas.

At sunset the ship was darkened. The ship cruised darkened out each night throughout the journey.

2000: The President and members of his Mess attended movies in the Flag cabin. The motion picture shown was "Our Hearts Were Young and Gay".

The average temperature today was 43 degrees (wet bulb thermometer); the weather was inclement; the sea moderate to rough.

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The heavy cruiser QUINCY is a sistership of the BALTIMORE, the man-o'-war in which the President cruised to Hawaii and the Aleutians in July-August 1944. Originally scheduled to be named the ST. PAUL, her title was changed to QUINCY in honor of the heavy cruiser QUINCY that was lost in November 1942 in action off Savo Island, north of Guadalcanal.

The QUINCY is commanded by Captain Elliott M. Senn, U.S.N. Her Executive Officer is Commander Munroe B. Duffill, U.S.N. Both Captain Senn and Commander Duffill have been with the ship since its commissioning; Commander Duffill first as Navigator and since October 16, 1944, as Executive Officer.

The present QUINCY was built at the Fore River Shipbuilding Company, Quincy, Mass. She was launched on June 23, 1943, and was placed in commission on December 15, 1943.

Although in commission but little more than a year, she has seen considerable combat service and has participated with credit in two major campaigns - the Invasion of Normandy (June 1944) and the Invasion of Southern France (August 1944). The QUINCY returned to the United States in September 1944 and is at present a unit of the Atlantic Fleet. She claims the distinction of having fired the first Allied shot during the Normandy Invasion and also the distinction of having been the first Allied ship fired on by the enemy in that action. For conduct during this engagement Captain Senn was awarded the Silver Star Medal and his Executive Officer, Navigator, First Lieutenant, Gunnery Officer and Engineer Officer were awarded the Bronze Star Medal.

The QUINCY claims the honor of being the first United States man-o'-war to have been inspected by General Eisenhower, Supreme Allied Commander in the European Theatre. This was at Belfast during May 1944, about three weeks before "D-Day".

Wednesday, January 24th:

Rain persisted throughout the day and the sea was somewhat heavy, so that our screening destroyers had a difficult time maintaining position. One of the destroyers reported having experienced a 61-degree roll during the forenoon. Course and speed were maintained by our group, however, despite the unfavorable weather and sea.

1200: Position and data:

Latitude: 31-55-30 North

Longitude: 67-13-00 West

Distance made good since departure: 567 miles.

Weather: Light rain.

Average temperature: 59.

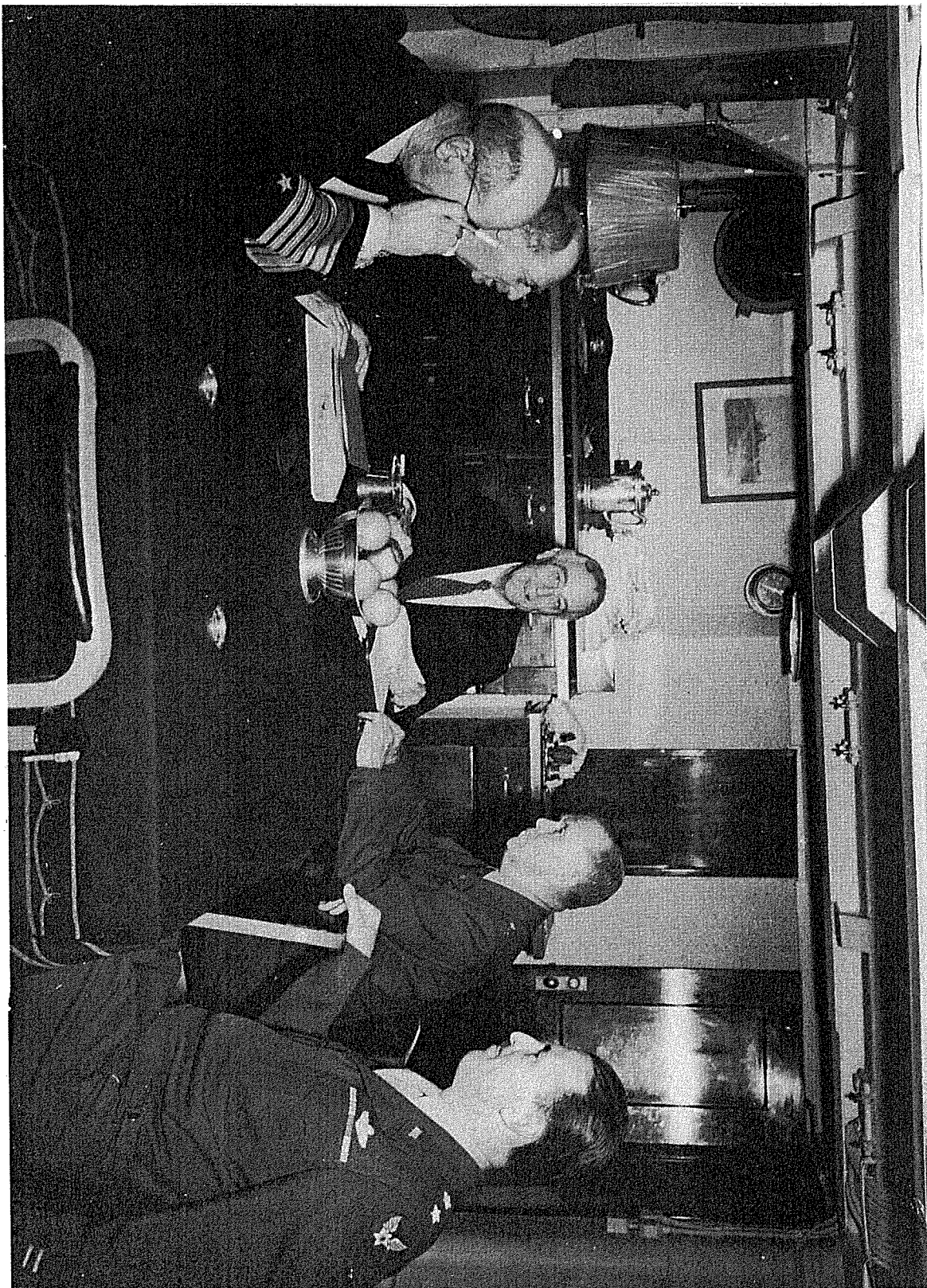
Sea: Moderate to rough.

1300: Captain Senn was a luncheon guest of the President.

2000: The President and members of his Mess attended movies in the Flag cabin. The picture shown was "Here Come The Waves".



Captain Elliott M. Senn, "skipper" of the QUINCY.



Malta: February 2nd: The President meets with his Joint Chiefs of Staff.

2010: The task group changed course to 090.

2231: The SATTERLEE was directed to leave formation and, when well clear, to transmit by radio an urgent dispatch (Justice Byrnes' message to the White House informing them of the President's approval of an Executive Order directing the seizure of the facilities of the Bingham and Garfield Railroad Company, in Utah). The SATTERLEE did not rejoin our group but proceeded to Bermuda and there awaited the arrival of the TILLMAN and HERNDON.

Thursday, January 25th:

0100: Ships of task group set clocks ahead one hour to conform to Zone Plus Three time.

1200: Position and data:

Latitude 30-00 North

Longitude 58-32 West

Distance made good since noon 1-24-45: 493 miles.

Distance made good since departure: 1060 miles.

Weather: Slightly cloudy.

Average temperature: 63

Sea: Slight to moderate.

Task group changed speed to 21 knots.

1658: The QUINCY slowed to 10 knots while maneuvering to transfer mail and dispatches to the TILLMAN, then following astern. Transfer was made by floating the mail in a powder can, streaming it from the QUINCY's stern with a manila line. The can was successfully recovered by the TILLMAN, who then resumed her position in the screen. The President and Mrs. Boettiger were on deck and were most interested witnesses to this operation. The TILLMAN was directed to transmit the despatches by radio after her relief as escort tomorrow forenoon and to deliver the mail to the Commandant at the Naval Operating Base, Bermuda, for transportation by air to Washington.

1729: The QUINCY resumed speed of 21 knots.

2000: The President and members of his Mess attended movies. The picture shown was "The Lady In The Window".

Friday, January 26th:

0448: The TILLMAN and HERNDON were detached from our task group and directed to proceed to Bermuda, where they were to be rejoined by the SATTERLEE and await orders from the Commander in Chief, U.S. Atlantic Fleet.

0450: The United States destroyers CARMICK (Commander N. R. Curtin, U.S.N., Commander Destroyer Division 35, embarked), ENDICOTT and DOYLE joined our task group and formed anti-submarine screen on the QUINCY and SPRINGFIELD.

During the day aircraft from the escort carrier U.S.S. CROATAN, operating to the northward of our course, furnished air coverage along the path of our advance.

The weather had moderated by now and the President spent more than an hour on deck this forenoon enjoying the warm sun.

1200: Position and data:

Latitude 30-04-30 North
Longitude 49-38-30 West
Distance made good since noon 1-25-45: 459 miles.
Distance made good since departure: 1519 miles.
Weather: Clear and warm.
Average temperature: 65
Sea: Slight to moderate.

Task group changed speed to 22.5 knots.

2000: The President and members of his Mess attended movies in the Flag cabin. The picture shown was "The Princess and the Pirate".

Saturday, January 27th:

0000: Steaming on course 090 at speed 22.5 knots.

0100: Ships of our task group set clocks ahead one hour to Zone Plus Two time.

1200: Position and data:

Latitude: 30-04-30 North
Longitude: 40-18-00 West
Distance made good since noon 1-26-45: 488 miles.
Distance made good since departure: 2007 miles.
Weather: Slightly cloudy.
Average temperature: 67.5
Sea: Slight sea running from the south.

1315: Task group changed course to 087.

The President was on deck for approximately an hour during the forenoon and again for about an hour in the late afternoon.

2000: Movies in the Flag cabin. The feature film was "The Fighting Lady". The President and all members of his Mess attended.

Sunday, January 28th:

0300: We crossed the 35th Meridian, West Longitude, and entered the "European-African-Middle East Theatre of War".

1115: The President and members of his party attended divine services. The services were conducted by the ship's chaplain (Lieutenant Duane A. Brady, Chaplain Corps, U.S.N.R.) on the main deck, amidships.

1148: We sighted the U.S. Army hospital ship "S.S. ACADIA", bearing 078, distant 13 miles.

1200: Position and data:

Latitude 30-34-00 North
Longitude 30-33-00 West
Distance made good since noon 1-27-45: 506 miles.
Distance made good since departure: 2513 miles.
Weather: Warm and slightly cloudy.
Average temperature: 63
Sea: Smooth to slight sea, running from the south.

Task group changed speed to 21 knots.

1230: We sighted the light cruiser U.S.S. SAVANNAH and the destroyers U.S.S. MURPHY (Captain John S. Keating, U.S.N., Commander Destroyer Squadron Seventeen, embarked), U.S.S.

FRANKFORD and U.S.S. BALDWIN, with whom we were to rendezvous this afternoon. This group had departed from Hampton Roads on January 21st and had proceeded at a slower speed because of fuel limitations. At the same time we also sighted the oil tanker U.S.S. CHEMUNG and its escort, the destroyer U.S.S. McCORMICK. These two groups of ships were both bearing 067, distant 16 miles, when first sighted.

1323: The SAVANNAH reported for duty as relief for the SPRINGFIELD and took station in column astern; our task group then changed course to 086.

1327: The SPRINGFIELD was released from our task group.

1335: The CARMICK, ENDICOTT and DOYLE, having been relieved in our screen by the MURPHY, FRANKFORD and BALDWIN, were released by our task group commander. The SPRINGFIELD, after fueling from the CHEMUNG, was under orders to proceed to the Canal Zone and the CARMICK, ENDICOTT and DOYLE were to proceed to Casablanca. The CHEMUNG and McCORMICK were enroute to the Azores.

1400: The crew of the QUINCY held a field meet on the ship's fantail. The events - three-legged races, a battle royal and a tug-of-war - plus the presence of the President and members of his party, brought out a large number of spectators, and the afternoon was thoroughly enjoyed by all hands.

During the day patrol planes operating from bases in the Azores were sighted while making searches along the path of our advance.

1910: Our task group changed course to 084.

2000: The President and members of his Mess attended movies in the Flag cabin. The picture shown was "Laura".



Malta: Prime Minister Churchill and his daughter (Section Officer Sarah Oliver) call on the President and Mrs. Boettiger.



Malta: The Joint Chiefs of Staff report to the President.

Monday, January 29th:

0000: Steaming on course 086, speed 21 knots.

0100: All ships of task group set clocks ahead one hour to Zone Plus One time.

1056: A heavy smoke was sighted beyond the horizon to port which attracted considerable interest and speculation. Because of the distance involved, no investigation was made to determine the source of this smoke.

1200: Position and data:

Latitude 31-13-36 North

Longitude: 21-41-00 West

Distance made good since noon 1-28-45: 460 miles.

Distance made good since departure: 2973 miles.

Weather: Warm and slightly cloudy.

Average temperature: 64

Sea smooth.

Task group changed speed to 22.5 knots.

1400-1500: The President worked on his mail.

Twice during the day units of our screen reported sound contacts on what they thought to be submarines. At 1110 the MURPHY reported the first contact and left the formation to investigate. Later, at 1345, the BALDWIN reported a possible contact and left the formation to investigate. The MURPHY lost her contact and the BALDWIN reported her's to have been on a large fish.

2000: The President and members of his Mess attended movies in the Flag cabin. The picture shown was "To Have and Have Not".

2115: We made radar contact on Madeira Island, bearing 025, distant 84 miles.

Tuesday, January 30th.:

0430: Task group changed course to 058.

0950: The destroyers U.S.S. NIELDS and U.S.S. LAUB joined our task group and took station in the screen. These vessels had sailed from Oran on Monday, January 29th, to augment our screen while we were in the dangerous waters in and about the Straits of Gibraltar.

1004: Task group changed course to 059.

1200: Position and data:

Latitude 33-01-00 North

Longitude 12-03-00 West

Distance steamed since noon 1-29-45: 509 miles.

Distance steamed since departure: 3482 miles.

Weather: Slightly cloudy.

Average temperature: 57

Sea smooth.

Task group increased speed to 22.7 knots.

1220: In a brief ceremony in the President's cabin, Edward F. Laukagalis, Machinist's Mate first class, U.S.N. (home address, Philadelphia, Pa.), on behalf of the crew of the QUINCY, presented the President a handsome brass ash tray. The ash tray was made by Laukagalis and was fashioned from a piece of the case of a 5" shell that had been fired by the QUINCY during her first combat engagement - the Invasion of Normandy (June 6, 1944). The tray is hand engraved as follows:

"Presented to President Franklin D. Roosevelt on his birthday, 30 January 1945, aboard the U.S.S. QUINCY. From the U.S.S. QUINCY - Captain E. M. Senn, U.S.N. - A souvenir of her first engagement - Invasion of Normandy - 6 June 1944".

The ash tray also bears an engraved replica of the President's shield and the Navy shield.

This evening the President was tendered a birthday dinner party by the members of his Mess. In addition to various other gifts, he was presented at this time with a scroll, designed and fashioned by Mr. Early and others of the party, on which is shown a record of the previous war conferences attended by the President; a record of the QUINCY's position as of noon each day at sea during this cruise to date; and the signature and an expression of the personal sentiments of each member of the party. There were five birthday cakes, including one baked by the ship's bakers the top of which was decorated in the design of the President's flag.

2225: Task group changed course to 098.

2305: We passed a convoy of six ships abeam to port, distant 5,000 yards.

2306: Task group changed course to 058. At 2317 we changed course to 056, and at 2400 changed speed to 25 knots.

During the night air coverage was furnished our group by two Navy "Catalinas" operating from American bases in North Africa.

Wednesday, January 31st:

0015: Our task group made radar contact on Larache, a point on the coast of West Africa, bearing 087, distant 89 miles.

0100: All ships of the task group set clocks ahead one hour to Greenwich Civil Time.

0325: Radar contact was made with the destroyer U.S.S. CHAMPLIN, enroute from Oran to join our group, and the CHAMPLIN was directed to take station in our submarine screen.

0350: We sighted Cape Spartel Light, bearing 086.5, distant 30 miles.

During the hours from 0400 to 0640 the task group steamed on various courses and at various speeds while

making the approach to and passing through the Straits of Gibraltar. A few of the party were up to watch the passage of the Straits. We entered by waning moonlight and had full daylight before we were through. It was a beautiful sight and well worth the early rise.

0640: Passage of the Straits having been completed, course was set at 098 and speed at 21 knots.

0846: The CHAMPLIN came alongside the QUINCY and transferred a shipment of White House mail. This mail had been transported from Washington to Oran by air and brought out from Oran in the CHAMPLIN.

1152: The MURPHY, FRANKFORD and BALDWIN were detached from our task group and departed for Oran.

1201: Our task group changed speed to 21.5 knots. At 1230 the QUINCY catapulted two observation seaplanes to assist in the air search along the path of our advance. Air coverage was now being furnished us by two "Venturas" and a Navy blimp operating from American bases in North Africa.

1200: Position and data:

Latitude 35-43-00 North

Longitude: 02-52-00 West

Distance steamed since noon 1-30-45: 505 miles.

Distance steamed since departure: 3987 miles.

Weather: Clear and warm.

Average temperature: 62

Sea smooth.

1600-1700: The President worked on his mail during the afternoon, signing all mail received in the pouch that arrived this forenoon.

1905: Our task group crossed Greenwich Meridian and entered into East Longitude.

2000: The President and members of his Mess attended movies in the Flag cabin. The picture shown was "The Unknown Guest".

2205: Numerous changes of course were made by the task group during the afternoon and evening and 2205 found us steaming on course 079.

ORIGINAL RETIRED FOR PRESERVATION



Malta: From the deck of the HMS SIRIUS, Fleet Admiral King salutes the President as he passes by in the USS QUINCY.