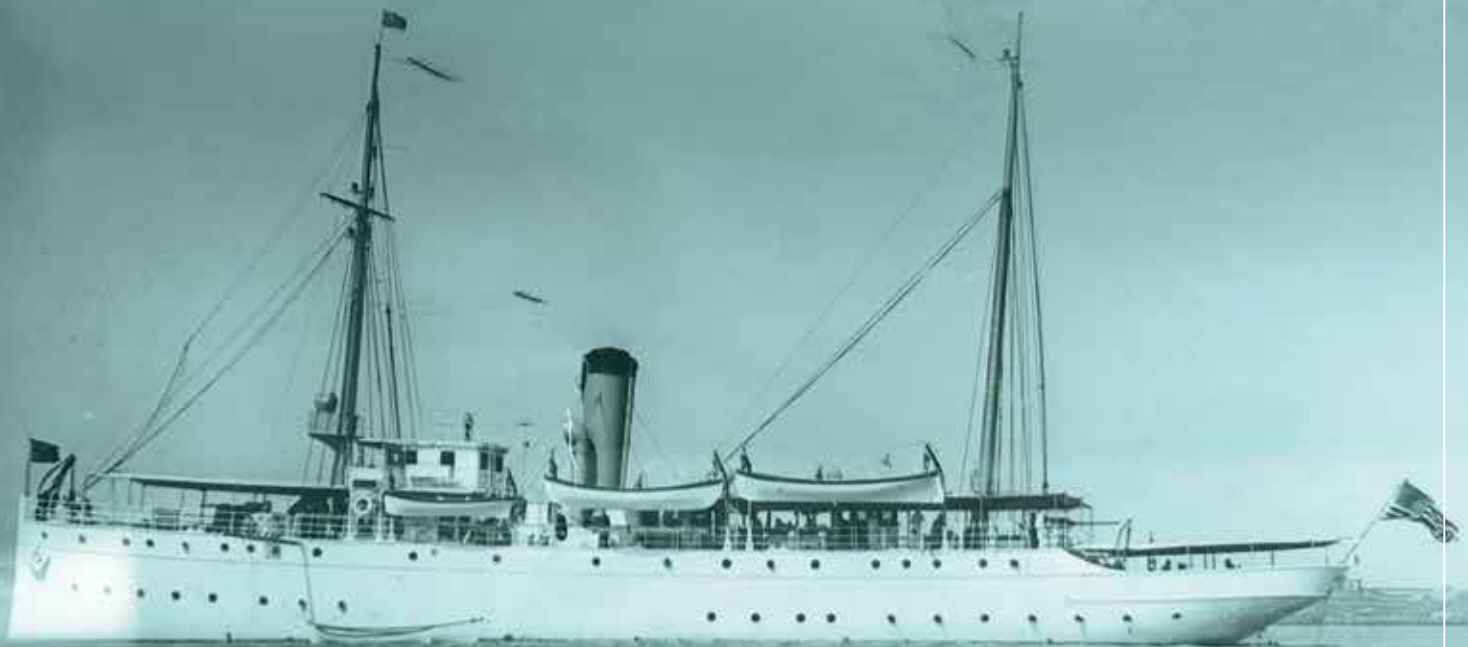




# REMEMBER THE TAMPA!

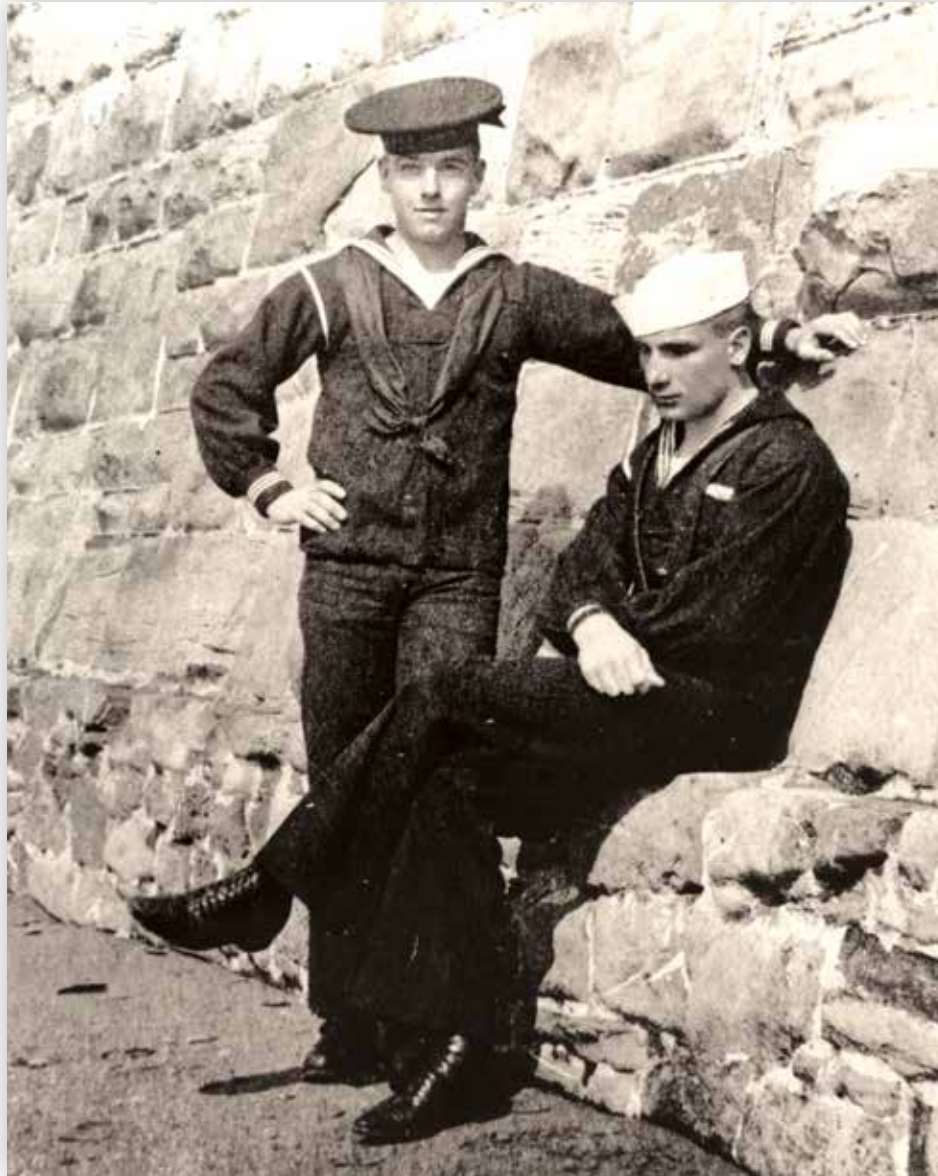
*A Legacy of Courage During World War I*



WRITTEN BY

NORA L. CHIDLOW, COAST GUARD ARCHIVIST & ARLYN DANIELSON, COAST GUARD CURATOR

UNITED STATES COAST GUARD HISTORIAN'S OFFICE



■ Seamen Norman Walpole, left, and Alexander Saldarini, right, at Gibraltar, circa 1917-1918. They were childhood friends from Weehauken, New Jersey, who died together when TAMPA was sunk on 26 September 1918. (Saldarini Collection, U.S. Coast Guard Heritage Assets Collection & Archives)



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**SPECIAL THANKS  
TO THE FOLLOWING PEOPLE:**

*Robin Gonzalez,  
Tampa Bay History Center, Tampa, Florida*

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West Wales Maritime Heritage Society, U.K.*

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Tampa researcher, U.K.*

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TAMPA Purple Heart researcher*

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Porthcawl Museum, Porthcawl, South Wales, U.K.*

*Nancy Turner,  
TAMPA researcher*

*Brian Garry, American Legion Post #5,  
Tampa, Florida*

*and all the descendants of TAMPA's crew!*

# Introduction

**W**ORLD WAR I, the “War to End All Wars,” introduced an entirely new and more ravaging scale of warfare on both land and at sea. Both sides used new weaponry, techniques, and strategies to devastating effect during this conflict. During this time, the United States was undergoing many industrial, societal, and technological advancements and changes, which enabled it to become a big supplier of raw and finished goods to European allies fighting the war. When the United States declared war on Germany on 6 April 1917, American military personnel from all of the armed services were thrust directly into the conflict. The United States Coast Guard, newly formed in 1915, was no exception. Starting in the later summer months of 1917, six United States Coast Guard cutters, ALGONQUIN, MANNING, OSSIPEE, SENECA, TAMPA and YAMACRAW, were sent overseas on convoy duty. Each cutter served with distinction and bravery. TAMPA was the only one who never returned, and she has since served as a poignant reminder of the ultimate human sacrifice made to ensure victory against a determined foe.

One hundred years ago, the German submarine UB 91 torpedoed and sank TAMPA on 26 September 1918, off the coast of England. Forever committed to the depths of the ocean was a wartime crew of dedicated, patriotic, and hopeful husbands, fathers, sons, brothers, uncles, and cousins. This included 111 Coast Guardsmen, four Navy men, and 15 British Royal Navy men and dockworkers. They left for the war zone - some seeking adventure and romance, some carrying out a patriotic duty - with every intention of returning. Instead, their lives were cut short just weeks before the official end to the conflict, leaving a wake of devastation and loss for those left behind. TAMPA's brief, but illustrious, story is one of selfless service, valor, and ultimately human tragedy amidst the wreckage of war.

Her crew came from all walks of life. They developed a strong, unbreakable bond unlike any other, and served gallantly until the end of their lives. TAMPA's story on these pages is not only told from her military point of view, but also through the eyes of her crew.



## Background

The United States Coast Guard originated in 1790, when the Secretary of the Treasury, Alexander Hamilton, proposed the creation of a maritime service. Congress passed a bill creating the new cutter system on 4 August 1790. The federal government disbanded the Continental Navy in 1785, and the Constitution did not include any provisions for creating a navy. Thus, between 1790 and 1798, these cutters were the only federal vessels protecting the nation's coastline, trade and maritime interests.

Over the next century, the Revenue Cutter Service, as it became known, fulfilled its missions admirably and with unswerving dedication, serving under the Navy in wartime. However, by the early part of the twentieth century, many Revenue Cutter vessels were aging and operated using obsolete technology and machinery, requiring frequent and extensive repairs. CAPT COMDT Ellsworth P. Bertholf wrote a letter on 9 August 1911 to the chairman of the House of Representatives Committee on Interstate and Foreign Commerce stating that "with a fleet of 37 vessels, the average efficient life of each being about 20 years, there should be provided two new vessels annually in order to keep the fleet in efficient condition." As a result, two new cutters were authorized and approved for construction.

## Construction, Naming, and Launching

TAMPA, originally MIAMI, was initially to be built at the Norfolk Navy Yard, but the Newport News Ship Building and Dry Dock Company, in operation since 1886 and known for its government contracts, won the bid. At 190 feet and 1050 tons, she was built along the lines of two older Revenue cutters, TAHOMA and YAMACRAW. The contract, signed on 26 May 1911, called for the cutter to be completed within one year. Another Revenue cutter,

the UNALGA, was simultaneously constructed with identical plans. UNALGA and MIAMI were referred to as cutters #22 and #23, but the numbers were flipped for mechanical reasons in January 1912. CAPT William C. Reynolds supervised construction from Washington, but sent CAPT Richard O. Crisp onsite for most of the construction period. CAPT



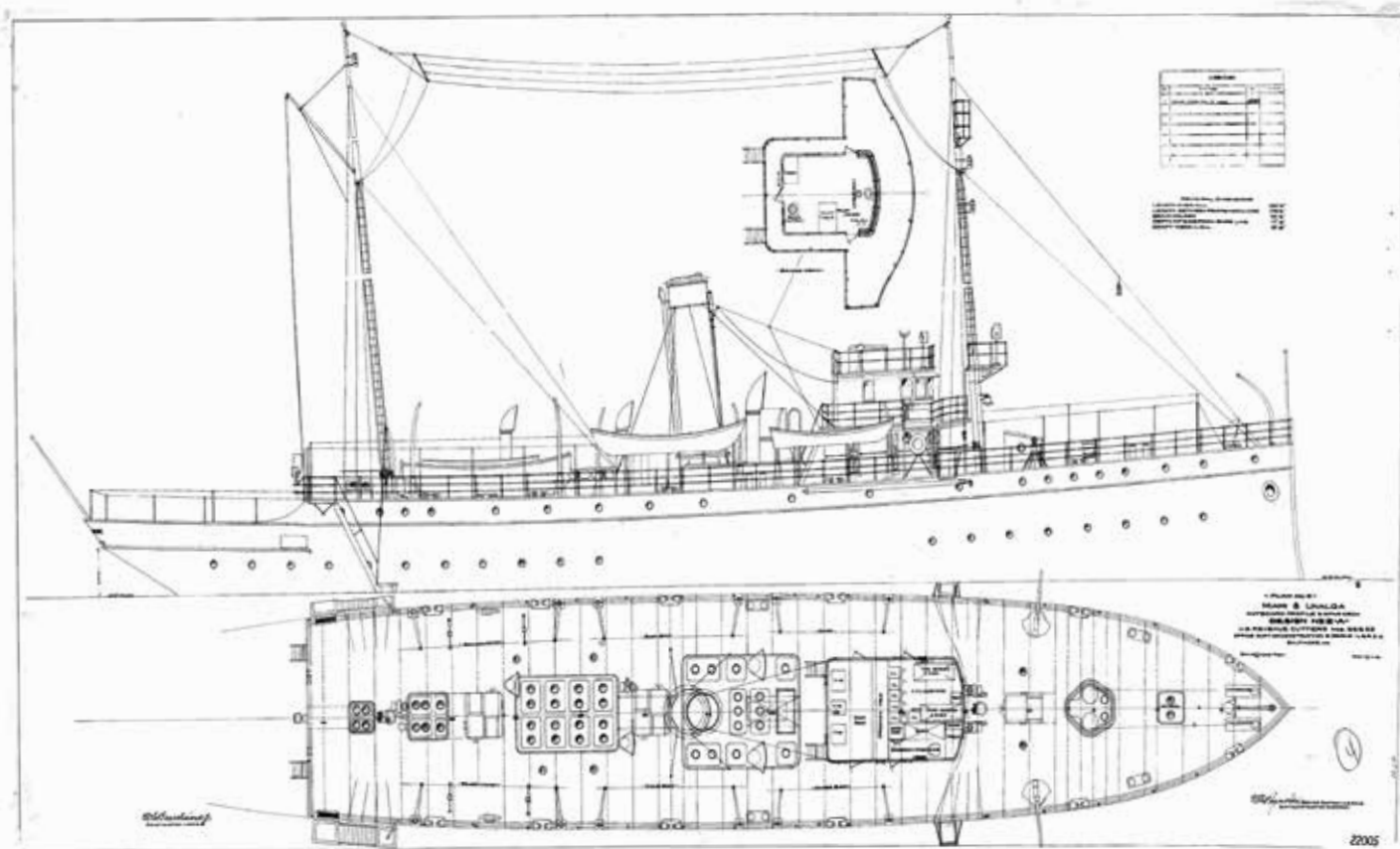
■ **CAPT Richard O. Crisp as a cadet, 1887**  
(U.S. Coast Guard Heritage Assets Collection & Archives)



■ **William C. Besselievre**  
(U.S. Coast Guard Heritage Assets Collection & Archives)

Crisp submitted weekly reports to CAPT Reynolds on MIAMI's progress, and collaborated closely with William Gatewood of the shipyard, and William C. Besselievre, the constructor of the Revenue Cutter Service. CAPT Crisp, a veteran of the Spanish-American War, served as UNALGA's first commanding officer following her commission. In 1914, he narrowly escaped death when the ship he was commanding at the time, TAHOMA, hit an uncharted reef in the Aleutians and sank. CAPT Crisp later became the official historian for the Coast Guard and finished in 1922 the official history of the Coast Guard during World War I that CAPT Charles E. Johnston had started in 1919. CAPT Johnston had died in 1920 while working on it.

Both cutters were launched on 10 February 1912, with MIAMI hitting the water first, followed by UNALGA about 20 minutes later. It was the third double ship launching in the shipyard's history. At a cost of \$250,000 each, they were constructed under the newly created Eight Hour law, which established the present day eight hour workday. They were to be launched on



■ Plans for cutter #22, MIAMI (National Archives Cartographic Branch, RG 26)



■ Jules Garnier Darnou  
(U.S. Coast Guard Heritage Assets Collection & Archives)

27 January, but ice forced them to reschedule.

Her launching was attended by dignitaries from the Treasury Department, the Revenue Cutter Service, the Army, the Navy, and Congress. MIAMI's sponsor was Miss Mary Barnes Richardson, the daughter of Rep. William

Richardson of Alabama, senior member of the House Committee on Inter-state and Foreign Commerce.

Named for the city of Miami, Florida, MIAMI was built to replace FORWARD, one of 35 Revenue



■ CAPT A.L. Gamble  
(Reprinted with permission of Gamble family)

Service cutters that were becoming obsolete. FORWARD, built in 1882, was decommissioned in 1912 after 31 years at sea, and her captain, Aaron L. Gamble, and her crew were transferred to MIAMI, including a young Jules Garnier Darnou, who rose in rank to gunner's

mate and went down with TAMPA. The transfer formally commissioned MIAMI, and CAPT Gamble served on her until October 1913. He later was the commanding officer of the Yard at Baltimore, Maryland from 1923 until 1926.



■ **Launching of MIAMI, c. 1915**

*(Tampa Bay History Center)*



■ **MIAMI on ice patrol, c. 1916.**

*(U.S. Coast Guard Heritage Assets Collection & Archives)*

MIAMI's interiors were not complete when she was launched, nor was she ready for a full crew until the summer of 1912. CAPT Crisp kept a running list of potential applicants, including Charles Klingelhofer, who would lose his life on TAMPA six years later. He was a boat builder who lost an eye in the service and was subsequently unemployed.

MIAMI completed her sea trials in April 1912 off the Virginia coast in the Chesapeake Bay. Arriving at Arundel Cover, Maryland on 10 May, MIAMI remained there until she was placed in commission on 19 October. Her first station of duty was Key West, Florida, arriving there in early November.

## Ice Patrol

After the sinking of TITANIC on 14 April 1912, it became clear that ice patrols in the far north Atlantic ice fields were needed for safe maritime navigation. In 1914, the International Convention for the Safety of Life at Sea signed an agreement that would eventually establish the International Ice Patrol. This started out as a Navy responsibility that soon fell to the Revenue Cutter Service with its extensive experience in Alaskan waters and Bering Sea patrol. However, there was some discussion as to whether a new vessel, designed just for ice patrol duty, should be constructed. Byron R. Newton, the Assistant Secretary of the Treasury, wrote to the Honorable James Wickersham, House of Repre-





■ Crew of TAMPA on ice patrol, c. 1916.

(Satterlee Collection, U.S. Coast Guard Heritage Assets Collection & Archives)

sentatives, on 19 December 1913 that it was absolutely impossible to construct any kind of vessel to fulfill the duties of an ice breaker.

Instead, two existing Revenue Service cutters, MIAMI and SENECA, were chosen for official ice patrol duty. The ice patrol season lasted from February to May, on 15 day alternating duties – ice patrol and hurricane duty – reporting ice locations to government hydrographic offices in New York at four each morning to ensure that departing ships were aware of ice conditions. Twice a day, morning and afternoon, wireless messages were sent to all ships giving similar information up through the 1916 ice patrol season.

*The ice patrol season lasted from February to May, on fifteen day alternating duties—ice patrol and hurricane duty—reporting ice locations to government hydrographic offices in New York at four each morning to ensure that departing ships were aware of ice conditions.*

There were no collisions with icebergs during the first year of the International Ice Patrol.

MIAMI and SENECA broadcast ice warnings to mariners and shipping executives, and ice patrol reports provided a wealth of information for various publications. Ice patrols were suspended during World War I and resumed in 1919.

## **Gasparilla Festival and Florida Duty**

MIAMI enjoyed a close and affectionate association with the city of Tampa, Florida, her homeport while on hurricane duty in that area. The city held a Gasparilla

Carnival in February of each year, and MIAMI's inaugural participation was in 1913. By then, Walker W. Joynes had become her captain. That year, while awaiting the arrival of the pirate schooner GASPARILLA VIII, MIAMI's infantry section left to participate in the carnival's parade, while the commanding officer and ward room officers attended the Coronation Ball. A silver prize cup was awarded to the infantry section as the best military marching body during the festival's parade in 1915. In honor of her close and friendly relationship with the city of Tampa, MIAMI was renamed TAMPA on 1 February 1916. TAMPA's final participation in the Gasparilla Carnival was in February 1917.

The Revenue Cutter Service and the United States Life Saving Service merged on 28 January 1915 to form the present day United States Coast Guard. By this time, most of Europe was already at war. During this time of

■ **Gasparilla Carnival advertisement, 1916**  
(Tampa Bay History Center)



transition, ratings were brought into alignment with the Navy. This realignment proved difficult for the Coast Guard. Surfmen in the United States Life Saving Service were not adequately trained for cutter service. Likewise, seasoned cuttermen did not have small boat experience. To this end, transfers across the two agencies were infrequent because of reductions in rating. Transfers, however, became widespread when the war broke out, but surfmen who signed up for sea duty were often disgrated in rank due to this lack of training. When Surfman Felix G. Poppell reported on board TAMPA in July 1917, he was automatically disgrated to ordinary seaman.

Amidst this transitional period, MIAMI continued her ice patrol duties, under the command of CAPT Johnstone Quinan, who was at the helm from November 1913 until March 1915. CAPT Quinan had retired from the service when World War I broke out, but was called back into service as an information aide for the Seventh Naval District.

Bernard Holt Camden was MIAMI's captain from March to December 1915. He later served as the commanding officer of the Yard from 1919 to 1923.

TAMPA's last captain, Charles Satterlee, boarded TAMPA in December 1915. From a prominent Connecticut family with roots going back to medieval England, Satterlee was unknowingly embarking on the final phase of a distinguished Coast Guard career. He was to complete a three year tour of duty on board TAMPA and was seriously considering retiring from the service to take up gentleman farming, following in his father's footsteps. He was awarded the Distinguished Service Medal for service during the Spanish American War.



■ CAPT Charles Satterlee, c. 1918  
(Satterlee Collection, U.S. Coast Guard Heritage  
Assets Collection & Archives)

# World War I

**D**uring the first three years of World War I, the United States followed a policy of neutrality. However, in early 1917, Germany announced a campaign of unrestricted submarine warfare and broke off diplomatic relations with the United States. Coast Guard cutters were placed on heightened alert while awaiting further orders. On 22 March 1917, CAPT COMDT Bertholf issued Confidential Order No. 2, "Mobilization of the U.S. Coast Guard When Required to Operate as a Part of the Navy."

The first part of the order was called "Plan One: Acknowledge." Cutters were assigned to naval districts, and captains were required to report via code telegram their vessel's exact position. TAMPA, however, was considered an independent cruising vessel and thus reported directly to headquarters in Washington.

With the entry of the United States into the war on 6 April 1917, the Coast Guard was officially transferred to the United States Navy. Repairs and orders for fuel, oil, and supplies were handled by the Navy, while the Coast Guard took care of personnel matters. The Coast Guard was returned to the Treasury Department by Executive Order 3160 on 28 August 1919.

When World War I broke out, the Coast Guard was a small service with less than 4,000 men. By the time the war ended, the total number had risen to 6,500. In contrast, the Navy had a tremendous growth, rising from 69,000 men to more than half a million. The number of Navy officer promotions quickly arose as its size increased. Temporary promotions were doled out to Navy officers, but were not extended to the Coast Guard officers. As a result, many Coast Guard officers found themselves under the supervision of considerably younger and far more inexperienced Navy officers. By July 1918, when the Naval Appropriations Act went into effect, Coast Guard personnel were granted the same temporary promotions as the Navy. Because only 8,835 men served in the Coast Guard during World War I, the service experienced a higher percentage of casualties than any other branch of the military.





■ Captain Commandant  
Ellsworth P. Bertholf  
*(U.S. Coast Guard Heritage Assets Collection & Archives)*

# Recruiting

Prior to World War I, recruits signed aboard a cutter and were trained by veteran shipmen. Many Coast Guardsmen who were foreign born left the service to fight for their countries, forcing the Coast Guard to actively recruit for shipboard vacancies. However, some of her foreign born crew opted to stay in the United States and obtain their American citizenship. Harold Tonneson, a Norwegian citizen who emigrated to the United States in 1901 and enlisted in the Coast Guard in 1909, received his American citizenship papers in 1917 while on TAMPA.

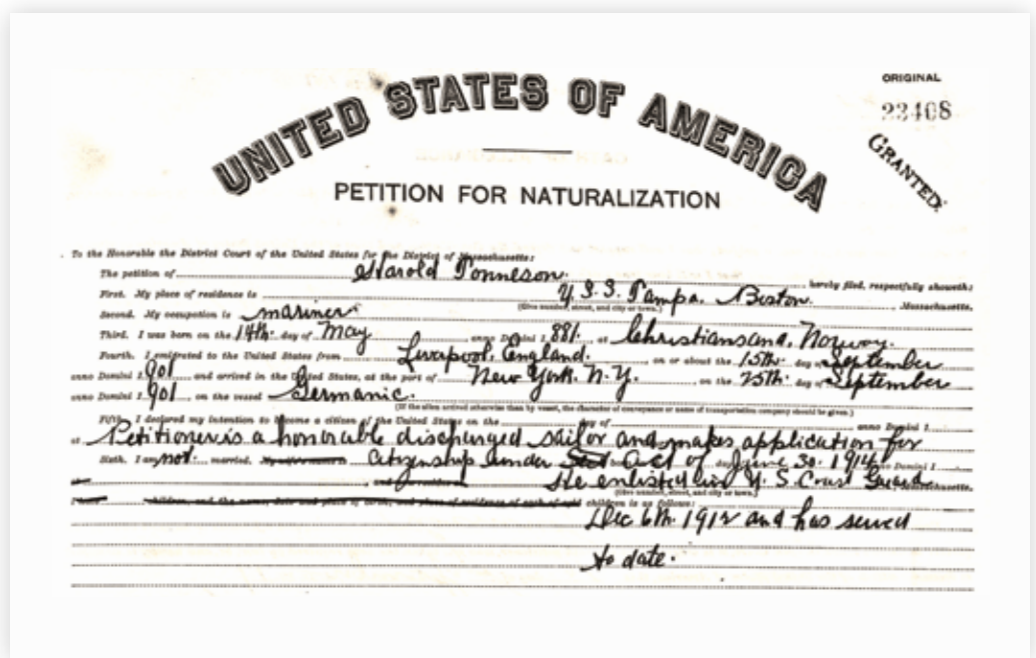
When the United States entered the war in 1917, recruiting shot up to an all time high as wartime shipboard complements increased. The first Coast Guard recruit training station was at the Revenue Cutter Service School of Instruction, later the Coast



■ Wamboldt and Homer Sumner (Tampa Bay History Center)



■ Coast Guard recruiting poster (Library of Congress)



■ Harold Tonneson's citizenship papers, showing his address as TAMPA in 1917. (National Archives, RG 21, Naturalization records)





■ **Irving Slicklen** (*Reprinted with permission of the Slicklen family*)

Guard Academy, in Fort Trumbull, Connecticut. By 1918, the Academy was training 500 recruits in addition to its officer corps. Many of these new recruits, enlisting for one year, were assigned to cutters going to the war zone. Enlistments were extended to the duration of the war, but not exceeding three years. TAMPA began actively recruiting for war service in February 1917, but recruitment did not peak until April.

Some men volunteered for Coast Guard duty to avoid being drafted into the Army—yet Wamboldt Sumner was drafted in Florida and assigned to TAMPA with his brother, Homer. And then there were mere boys looking for a sea adventure. Irving Slicklen, who

was quite tall for his age, walked down to the local recruiting office in Manhattan after school one day in March 1918. He came home a newly enlisted first class boy and told his mother. She, in turn, told his grandmother, who was appalled that a 15-year-old boy could have been accepted for military service. His grandmother ran all the way down to the recruiting office, forgetting she was in her bedroom slippers, and begged them to release her grandson, citing his age. His father, an attorney, was then called home, but it was too late. Slicklen's application was already being processed for sea duty.

## War Service: 1917-1918

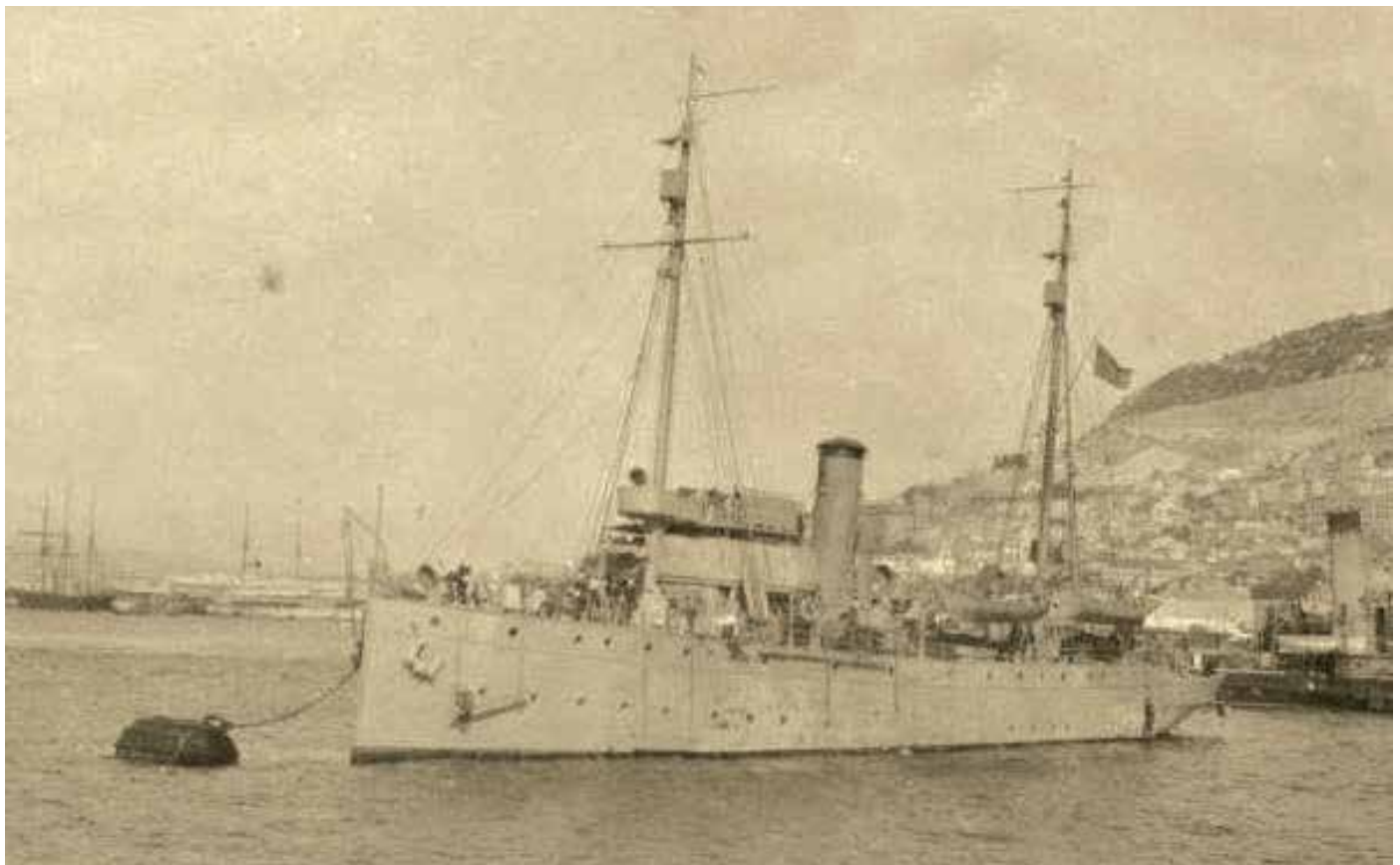
TAMPA was one of six long distance cruising cutters selected in July 1917 for overseas convoy duty in the war zone of the North Atlantic. She was chosen in part for her large coal bunkers and water tanks, which allowed for long distance cruising. These cutters were part of Squadron 2, Division 6 of the Atlantic Fleet Patrol Forces.

In preparation for overseas service, TAMPA, anchored at Key West, Florida, received 50 gallons of slate colored paint and 10 gallons of heat-resistant slate colored paint for her smokestack. Under the command of the Seventh Naval District, TAMPA sailed along the coast of Florida in the Atlantic Ocean and the Gulf of Mexico, in search of German submarines and vessels in distress. Training was provided on board for naval reservists, and maneuvers with other warships were performed as TAMPA waited for orders to sail overseas. They finally came on 6 July 1917, and she sailed out of Key West, Florida at four o'clock that afternoon to Brooklyn, New York.

TAMPA underwent a refitting at the Brooklyn Navy Yard in preparation for convoy duty. She arrived in Boston, Massachusetts on 4 August, and, the next day, exchanged nine crew members for nine of ONONDAGA's crew. Incidentally, ONONDAGA was also one of the six Coast Guard cutters sent overseas. TAMPA's guns were unbolted from her decks in preparation for the addition of four three-inch guns from ANDROSCOGGIN the next day. New flags of several European nations were requested. Charts and navigation publications for foreign ports and geographical areas, along with codebooks, Navy publications, and other flags and pennants were stocked on board. Any unnecessary equipment was offloaded and stored at the Boston Navy Yard. TAMPA was then transferred to the Atlantic Iron Works shipyard in East Boston, where additional men reported

for duty. Ten additional depth charges were loaded on board on 16 August. TAMPA had her hull scraped and painted on 7 September, and left Boston a week later, on 15 September. The next two days were spent conducting sea trials and gun drills. Arriving back in Brooklyn on 19 September, her crew was given liberty. TAMPA took on 175 tons of steaming coal and sailed to Gravesend Bay, New York on 22 September.

On 29 September 1917, TAMPA sailed out of New York, bound for Halifax, Nova Scotia. She departed Halifax on 6 October and began a wartime zigzagging pattern as she approached the Azores around 14 October. Anchoring at Punta Delgada three days later, TAMPA recoaled and replenished her water tanks. She departed for Gibraltar on 21 October, arriving there



■ TAMPA at Gibraltar, 1918 (United States Naval History and Heritage Command)



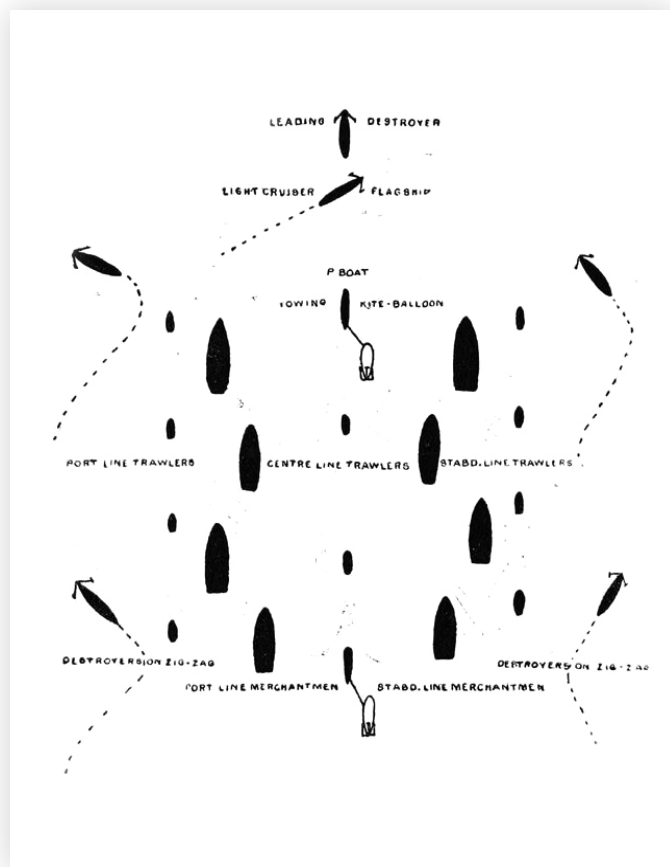
late in the evening of 26 October, the last of the Coast Guard cutters to make port. The following day, TAMPA reported for duty and was assigned ocean escort for her first convoy to England.

The Allied convoy system was introduced on a gradual basis from the start of the war in 1914. North Atlantic convoys were established by the British Admiralty in May 1917 to stem the catastrophic losses to German U-boats of Allied merchant and troop ships transiting the North Atlantic and Mediterranean Sea region. As the convoy system became widespread, Allied shipping losses dropped considerably throughout 1917 and 1918. TAMPA's war service, escorting 402 merchant steamers safely between Allied ports during the conflict, contributed notably to the convoy system's overall success.

*The most dangerous part of a convoy's journey was early in the cruise, when they were still in the danger zone, where submarines lay in wait.*

Coast Guard cutters, in their early days in the war zone, served as danger zone escorts, protecting merchant convoys that were approaching or leaving Gibraltar.

Danger zone was a submarine infested area between ports and open ocean. The danger zone escorts remained with convoys up to thirty hours after leaving Gibraltar. Convoys were escorted into Gibraltar beginning 24 hours prior to arrival. To the north, in British waters, escorts were carried out in similar fashion, but for longer periods of time. However, there was a shortage of appropriate ships for ocean escort duty, so usually just one vessel was tasked to each convoy. Convoys varied in number from six to over 30 ships. The most dangerous part of a convoy's journey was early in the cruise, when they were still in the danger zone, where submarines lay in wait. Submarines operated on the surface much of the time, and crews learned to spot periscope and submarine wakes, as well as surfaced submarines. A torpedo going at full speed under water gave the appearance of swiftly moving fire-like foam. When sightings occurred, cutters set general quarters, increased to full speed, and turned



■ **Diagram of operations for convoy duty, 1918** (Wheeler Collection, U.S. Coast Guard Heritage Assets Collection & Archives)

in the direction of the submarine so that gun crews could fire a few shots at the submarine before it sank beneath the surface.

Ocean escorts also had the duty of rounding up ships that had gone astray from the convoy. Convoy duty was especially difficult in the winter months, when the days were short and the nights were long, and the ocean turbulent due to storms. Convoys could only travel as fast as the slowest moving merchant ship in the formation, which at times did not exceed five knots. Escorts could also take anywhere between three days to two weeks in port to take on fuel, resupply, do repair work, and allow the crew to have down time. Periods of dull moments on board, heightened with the thrill of several close calls, often distorted the passage of time for many of TAMPA's sailors.

Each time TAMPA set out on a convoy, her gun crews were ready and on standby for the entire voyage, despite low visibility much of the time. A surfaced submarine was usually not sighted until about three miles away, and periscopes at less than a mile away. In fact, her logbooks record several close calls with

*There was the constant danger of nighttime collisions, when ships sailed under the cover of total darkness with their lights off as a security measure.*



■ TAMPA's gun crew, c. 1917-1918  
(Reprinted with permission of the Miller/Williams family)

submarines. TAMPA fired six shots at a submarine that fired at the steamer SUZANNE MARIE at 7:20 in the morning of 19 November 1917. The submarine eventually gave up and submerged.

There was the constant danger of nighttime collisions, when ships sailed under the cover of total darkness with their lights off as a security measure. Just after midnight on 21 November 1917, lookouts on TAMPA noticed shining lights. It was soon discovered that merchant vessels BILBSTER and MAUBAN had collided in the darkness. TAMPA took the 36 men from the BILBSTER on board and then rejoined the convoy. Three days later, on 24 November, TAMPA found herself in a battle with another submarine, firing 21 rounds of ammunition.

TAMPA spent Christmas 1917 in Plymouth and sailed out early the next morning on another convoy patrol. Not too long into the cruise, merchant vessels BENITO and TREGENNA were torpedoed three minutes apart in sight of TAMPA. Both were sunk minutes later, but not before the crew of TAMPA witnessed the mayhem of people jumping into the waters to save their lives. Seaman Stanley Shields Cooke, on TAMPA, vividly described the scene in a letter to his parents. This letter miraculously escaped the censor's pen, arrived at Cooke's Colorado home, and was published in the local newspaper.

# Crew

**T**AMPA's final company consisted of 130 men, including 111 Coast Guard officers and enlisted men, four Navy men, and 15 British Navy men and dockworkers. The crew came from all walks of life, both native and foreign born, the sons of farmers, bankers, tailors, lawyers, and businessmen. Home for these men included New York City; Tampa and Key West, Florida; Denver, Colorado; even Russia and Norway, just to name a few. Many signed up for active duty as soon as the United States declared war on Germany in April 1917, although some had been part of TAMPA's crew for several years. They were expected to serve a minimum of one year on board, but many reenlisted while at sea.

Jules Garnier Darnou, Charles Klingelhoef, Gerassimos Mehalatos, and William Weech served on TAMPA for nearly all of her service. Darnou, Mehalatos, and Klingelhoef were part of FORWARD's crew, who was transferred to TAMPA when she was commissioned in 1912 as MIAMI. Weech joined the crew a few days later. All four were lost when TAMPA was sunk in 1918.

The Naval Appropriations Act of 30 June 1914 allowed foreign born crew who had served an enlistment of not less than four years in the Navy and/or Marine Corps and had received an honorable discharge to obtain American citizenship. CAPT COMDT Bertholf personally ensured that foreign born enlisted men in the Revenue Cutter Service were eligible for American citizenship. He also recommended to Congress the same year that Public Health Service physicians be permitted to serve on large cutters. TAMPA, however, did not have a doctor on board until LTJG Hadley Howard Teter, United States Navy, joined her crew in July 1918, a mere two months before her demise. The death of German national Albert Hahn on TAMPA at sea was what brought this about.

Because Germany was considered the enemy, German-born crew serving on TAMPA during the war were forced to obtain an honorable discharge, with the option of applying for American citizenship that would allow for reenlistment. TAMPA had a few German-born crew serving on her, including 3d Class Boatswain's Mate Albert Hahn. Born in Germany in 1883, Hahn came to the United States in 1910 and joined TAMPA just nine days after she was commissioned in 1912. He was honorably discharged and reenlisted several times. At some point, he was forced to leave the vessel until his citizenship papers came through in February 1917, but returned to TAMPA just before she left for Gibraltar. Sadly, the 34-year-old Hahn was killed at sea in May 1918 when a deck gun misfired during a drill. His body was kept on board for three days until TAMPA reached port and then sent to the United States for burial.

## Leisure

Rest and relaxation for TAMPA's crew consisted of time ashore participating in fun activities, such as dances, baseball games, swimming, bicycling, hiking, and fraternizing with the locals. In Gibraltar, the crew enjoyed sightseeing in a port that had little entertainment other than going to the local movie theater and socializing with the locals. They also participated in military duties, as Gibraltar was a naval base.

The port of Gibraltar was a melting pot of people, languages, and culture. A British naval base was initially established there in 1704, and, by World War I, it had become known as Base Nine, a hub of naval activity, with vessels from all nations and sea services converging there.

Coast Guardsmen mingled with other navy personnel and the locals while on liberty. It was an exciting adventure for personnel, who had never been so far away from home, but eventually the novelty wore off when the monotony of convoy duty became reality. There was also the scarcity of American goods, mentioned in

letters written home by TAMPA crew. CAPT Satterlee mentioned in a letter to his family that plum pudding he received as a Christmas present "will taste good". Other ports of call where TAMPA stopped at included Plymouth, a lively town with plenty of entertainment, and Pembroke, a small, out of the way Welsh village. Due to censorship, crew could not specify their exact location in letters home, but instead sent postcards. The images on the postcards was how loved ones at home tracked TAMPA's movements during the war.

TAMPA's crew was well liked as Seaman Giles C. Stedman, stationed on OSSIPPEE, struck up a close friendship with Wamboldt "Bo" Sumner, TAMPA's ship's writer. In August 1918, while TAMPA was in dry dock at Gibraltar, Stedman and Sumner spent two nights on shore patrol in the beautiful Alamelda Gardens. Stedman believed this would turn into a lifetime friendship after the war, but that was the last time they saw each other. Early in the morning of 5 October, OSSIPPEE docked at Gibraltar, and reveille had just been sounded by the bugler at Base Nine, when he shout-



■ **Base Nine, Gibraltar, as seen from TAMPA**  
(Reprinted with permission of the Daniels family)



■ **TAMPA crew preparing for shore leave at Gibraltar** (U.S. Coast Guard Heritage Assets Collection & Archives)





■ Benjamin Nash Daniels, in center with hat, on TAMPA in the war zone. (Reprinted with permission of the Daniels family)



■ Postcard sent home by Algy Bevins. Note “Somewhere” written before the date. (Florida State Archives)



■ Last shore leave of TAMPA crew, seated in wagon, Gibraltar, August 1918 (Tampa Daily Times, 26 September 1934)

ed at the top of his voice “THE TAMPA WAS SUNK LAST WEEK AND EVERYONE WENT DOWN.” The loss of TAMPA was the subject of conversation for the next few hours. The next day, OSSIPÉE sailed over TAMPA’s grave enroute to Pembroke. When the crew disembarked that evening in Pembroke, they were immediately swarmed by local girls who asked if the news about TAMPA was true. There wasn’t a dry eye that night. Stedman eventually learned that Sumner had been especially well liked by the girls because he loved to talk to everyone, and mentioned that in a letter to Sumner’s mother the following year.

After Allied ships had seen six months of war service, crew were given free trips on the British railroad. For TAMPA crew, this would have commenced in late April 1918. CAPT Satterlee took advantage of this to visit his family’s ancestral home, Sotterley Hall, in northwest

England in July 1918. He visited twice and had lunch with the owner, Mrs. Violet Barne, a war widow with four young children. CAPT Satterlee described his first visit in a letter home, and promised to write about his second visit, but, alas, he took those thoughts to his grave.

■ (l-r): Norman Walpole, Alexander Saldarini, Harold Irish, and Edward Shanahan somewhere in Gibraltar, c. 1918. Note “USS TAMPA” written in chalk on the ground. (Saldarini Collection, U.S. Coast Guard Heritage Assets Collection & Archives)



## Final Days, Torpedoing and Loss

On 5 September 1918, TAMPA and her crew were given a special commendation by Navy Rear Admiral Albert Niblack, commander of Squadron 2, Division 6 of the Atlantic Fleet Patrol Forces, praising her exceptional war service, high morale, and crew capabilities:

*“This excellent record is an evidence of a high state of efficiency and excellent ship’s spirit and an organization capable of keeping the vessel in service with a minimum of shore assistance. The squadron commander takes great pleasure in congratulating the commanding officer, officers, and crew on the records which they have made.”*

On 17 September 1918, TAMPA set off on her final convoy. At noon on 26 September, running low on coal, CAPT Satterlee requested permission to detach from the convoy. That request was denied due to the danger of sailing alone in broad daylight in submarine infested waters. He made a second request at 4 pm, as

they were now dangerously low on coal. Granted this time, TAMPA, at 4:15 pm, proceeded full steam ahead towards Milford Haven, Wales, her lights turned off as a security measure.

TAMPA, sailing alone at dusk, with her silhouette visible against the nighttime sky, was sighted by a German submarine, UB-91. At 8:15 pm, UB-91 launched a torpedo which blasted a hole in TAMPA’s hull amidships. This was followed by a second explosion, caused either by ignited coal dust or depth charges being detonated as water filled the ship. TAMPA sank with all hands in less than three minutes. There were no witnesses, and the submarine resurfaced at 8:25 pm to look for debris and bodies, but found nothing. When TAMPA did not arrive in port at her expected time, a British seaplane and two Royal Navy PC boats were sent in search of her the following day. The seaplane was the first to spot an eight square mile debris field. Eventually, three U.S. Navy ships – DAVIS, STOCKTON, and WILKES - confirmed the wreckage.



■ **Torpedoing of TAMPA.** Painting by John Wisinski. (U.S. Coast Guard Heritage Assets Collection & Archives)



■ **The UB-91, 1918.** (Associated British Ports/David Swidenbank)



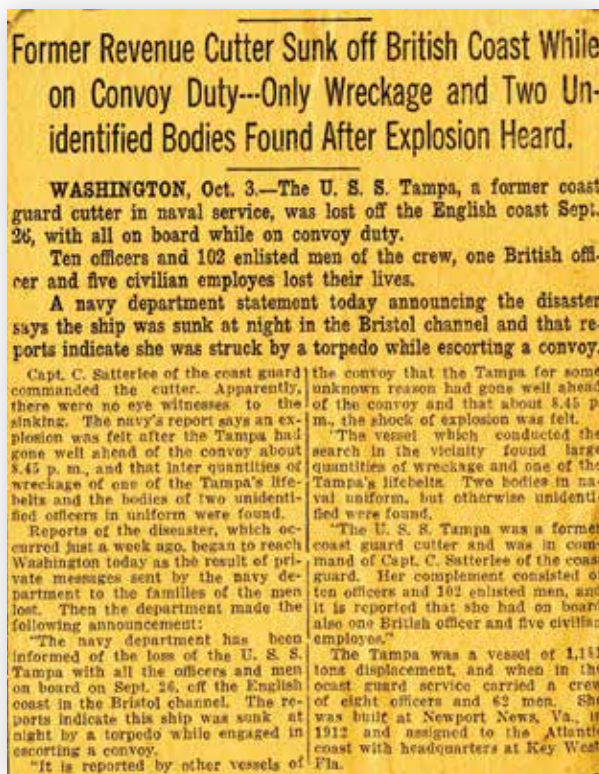
The remains of Seaman Alexander Saldarini were found at sea about two weeks later, identified through the relatively new practice of dog tags, and reburied at sea due to its condition. Two bodies washed ashore in Pembroke several weeks later, one being positively identified as Seaman James Fleury. The other was never identified, and both were buried in Lamphey Churchyard, Pembrokeshire.

Initially, another German submarine laid claim on sinking TAMPA, but that quickly foundered. It was not until July 1940, when the UB-91's logs were located in a German archives, that it was confirmed that she had sunk TAMPA.

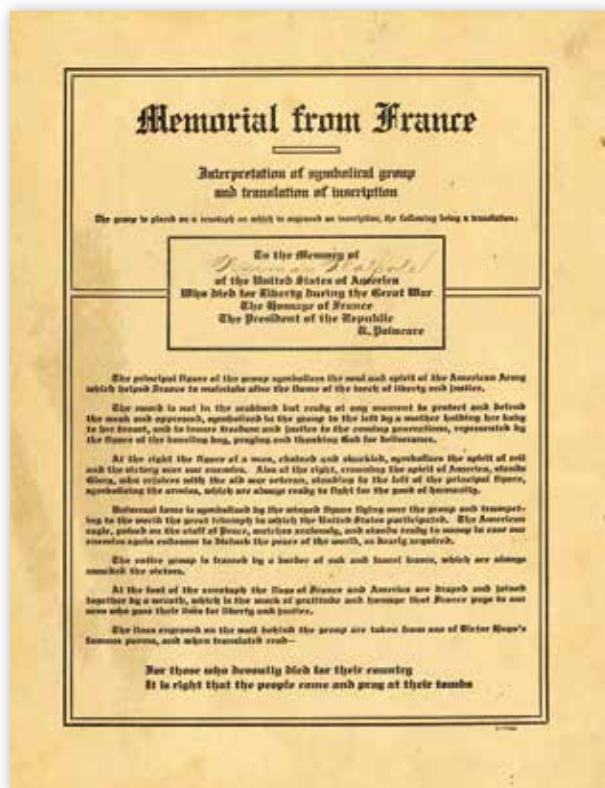
## Official and Public Reactions

Official and public reactions to the sinking unfolded over the days, weeks, and months after TAMPA was lost. Early stage information accumulated was kept under wraps by naval officials until details could be accurately ascertained. Families of lost crewmen were not notified of the sinking until 3 October, when the Coast Guard sent out telegrams - barely a moment before newspapers reported TAMPA's demise the same day and the next morning. Some families were notified by local newspapers before receiving the official word from the Coast Guard. Seaman Joseph Lieb wrote in his last letter that he was expecting to be home soon. As his birthday was 6 October, his family was in the midst of planning a birthday homecoming celebration when they received the telegram about his death. Seaman Norman Walpole's parents and sister had enjoyed an evening at the theater and the devastating telegram was waiting for them at home.

The complete destruction of an American warship and loss of her entire crew in foreign waters quickly became an international tragedy. It was a painful cut felt keenly throughout the world. France issued memorials in each of the crew's names, and memorials sprang up in family graveyards and city parks in the United States.



■ Newspaper clipping from 3 October 1918, announcing the fate of TAMPA (Satterlee Collection, U.S. Coast Guard Heritage Assets Collection & Archives)



■ The French government issued memorial certificates to TAMPA's crew, this one awarded to Norman Walpole. (Reprinted with permission of Walpole family)



■ TAMPA memorial card, 1926. (U.S. Coast Guard Heritage Assets Collection & Archives)

The personal devastation resulting from the catastrophe hung over the families and fellow Coast Guard shipmates for years. The loss of TAMPA hit close to home for Secretary of the Navy Josephus Daniels. His cousin, Benjamin Nash Daniels, was a machinist on the ship. Benjamin, in his letters home, showed a strong distaste for the Navy, probably because of how they treated their Coast Guard counterparts. He was the son of a lighthouse keeper, who enlisted in the Coast Guard thinking he could avoid being sent overseas. He hated the service and going home to his wife and three-year-old son was a recurring theme in his letters.

In the decade immediately following the sinking and the end of the war, families, friends, and former colleagues erected various memorials throughout towns, cities, and states associated with the lost crew. The city of Tampa started a fundraising campaign, "Remember the TAMPA!," to sell war bonds.

One of the most poignant displays of respect and honor was a memorial service at St. Peter's Church in Key West, Florida on 7 October 1918 for TAMPA's eleven black crewmembers. Base 16 at Key West granted leave for any Navy or Coast Guard personnel wishing to pay their respects.

Thomas Bothwell, whose son Roy was lost with TAMPA, recorded the impact of the loss in his letters to the Satterlee family. Bothwell's only other child, Harold, was killed in action in France just weeks before TAMPA was torpedoed, but he did not receive this news until 12 October 1918. Probably as a way to deal with his overwhelming grief, Bothwell tried to maintain a connection with other TAMPA families. In his letters, he shares the same personal feelings most parents would experience over the loss of a beloved child:



*“God gave us the two best boys that were ever given to a mother and father. We were always watching and waiting for them to come home, but now they are watching and waiting for us to come, and we know you were always doing the same for your son.”*

[14 NOVEMBER 1918 LETTER FROM THOMAS BOTHWELL TO SUSAN MEECH SATTERLEE, SATTERLEE COLLECTION, U.S. COAST GUARD HERITAGE ASSETS COLLECTION & ARCHIVES]

In 1919, Fleury’s body was removed from its original burial place in Wales to his hometown of Jamaica, New York. When the LAKE DARAGA, the ship carrying Fleury’s body, docked in Hoboken, New Jersey, Bothwell escorted Fleury’s mother, Rosa, widowed several years earlier. 111 coffins were laid out on the docks. Knowing that Fleury’s body was the only TAMPA body found and positively identified, Mrs. Fleury mused aloud to Bothwell that she

*‘did not know why God had favored [her] out of so many others who were denied.’*

[30 NOVEMBER 1919 LETTER FROM THOMAS BOTHWELL TO CAPT SATTERLEE’S FAMILY, SATTERLEE COLLECTION, U.S. COAST GUARD HERITAGE ASSETS COLLECTION & ARCHIVES]



■ **Memorial service for Seaman James Fleury, Queens, New York, 1952.** (Hamilton Cochrane Collection, U.S. Coast Guard Heritage Assets Collection & Archives)

The Coast Guard sent eight officers to the memorial service that the family held in Jamaica in 1919. Bothwell and his wife, Laura, along with the parents of LT James Frost, another TAMPA victim, attended. It was not until 1952 that the Coast Guard held an official memorial ceremony at his grave in Jamaica.

## Eagle Boats

In 1917, Henry Ford claimed that he could apply the same principles of mass manufacturing used to produce automobiles to ships, and without skilled shipyard labor, thereby cutting production costs. Interested, the Navy drew up a contract with Ford in January 1918 to deliver 100 steel-hulled subchasers by the end of the year. The term Eagle boat was coined in March 1918 after a *Washington Post* editorial called for “an eagle to scour the seas and pounce upon and

destroy every German submarine.”

The first Eagle boat was laid down in May 1918, but not commissioned until late October of the same year. As construction progressed, Ford could not keep up with the terms of the contract due to quality control issues. Ships simply could not be mass produced the same way automobiles were. By August, Ford realized he would only be able to finish 28 boats. The contract was generously extended to November 1919.

Of the 60 Eagle boats actually constructed, five were turned over to the Coast Guard – McGOURTY, SCALLY, BOTHWELL, EARP, and CARR – all renamed for TAMPA officers who were lost. 12 other subchasers that were never designated Eagle boats were also named for TAMPA crew. They were primarily used



■ The BOTHWELL, c. 1920 (U.S. Coast Guard Heritage Assets Collection & Archives)

to capture rumrunners during the Prohibition era of the 1920s. However, their service was short-lived, not being feasible for water duty, and they were placed out of commission by 1921.

Thomas Bothwell was not aware of these five Eagle boats until he received a letter in early 1920 from the executive officer of the BOTHWELL requesting a photo of his son to display on board. Feeling proud, he inquired where she was stationed and learned she was at Baltimore, Maryland. On his way home alone from his brother-in-law's funeral in Pittsburgh, Pennsylvania. Bothwell made a detour to Baltimore and boarded the BOTHWELL for a grand tour by her crew. He left extremely impressed. At the time, the BOTHWELL was believed to be the only TAMPA Eagle boat in commission.

## TAMPA Cutters

In 1918, the Navy christened a destroyer, the USS SATTERLEE, with the Satterlee family present. CAPT Satterlee's six-year-old niece, Rebecca Satterlee, formally christened the cutter with her parents and aunt at her side. The first of three subsequent Coast Guard cutters named TAMPA was christened at Norfolk, Virginia in 1921. CAPT Satterlee's best friend, CAPT William Wheeler, served as her first captain. She was decommissioned in 1947 and sold to a private citizen. The SARANAC was renamed TAMPA before she was commissioned as the third TAMPA on 27 May 1947. She was decommissioned in 1954 and sold five years later. The present TAMPA, christened in 1984, is homeported in Portsmouth, Virginia.



■ The christening of the Navy destroyer USS SATTERLEE in 1918. (l-r): Rebecca Satterlee, her parents Celona and Elmer Satterlee, and her aunt, Alice Satterlee (*Satterlee Collection, U.S. Coast Guard Heritage Assets Collection & Archives*)



## Coast Guard Memorial

Shortly after the war ended, the Coast Guard began to think about establishing a memorial at Arlington National Cemetery in memory of those who perished during the conflict. Captain William J. Wheeler, who commanded the *SENECA* on convoy duty during the war, and was close friends with CAPT Satterlee, spearheaded the creation of the memorial. Many TAMPA families, in addition to dignitaries from around the world, were in attendance at its dedication on 23 May 1928. A large white granite pyramid bears the names of Coast Guardsmen who gave their lives in World War I, including those who served on TAMPA.

## Gold Star Mothers

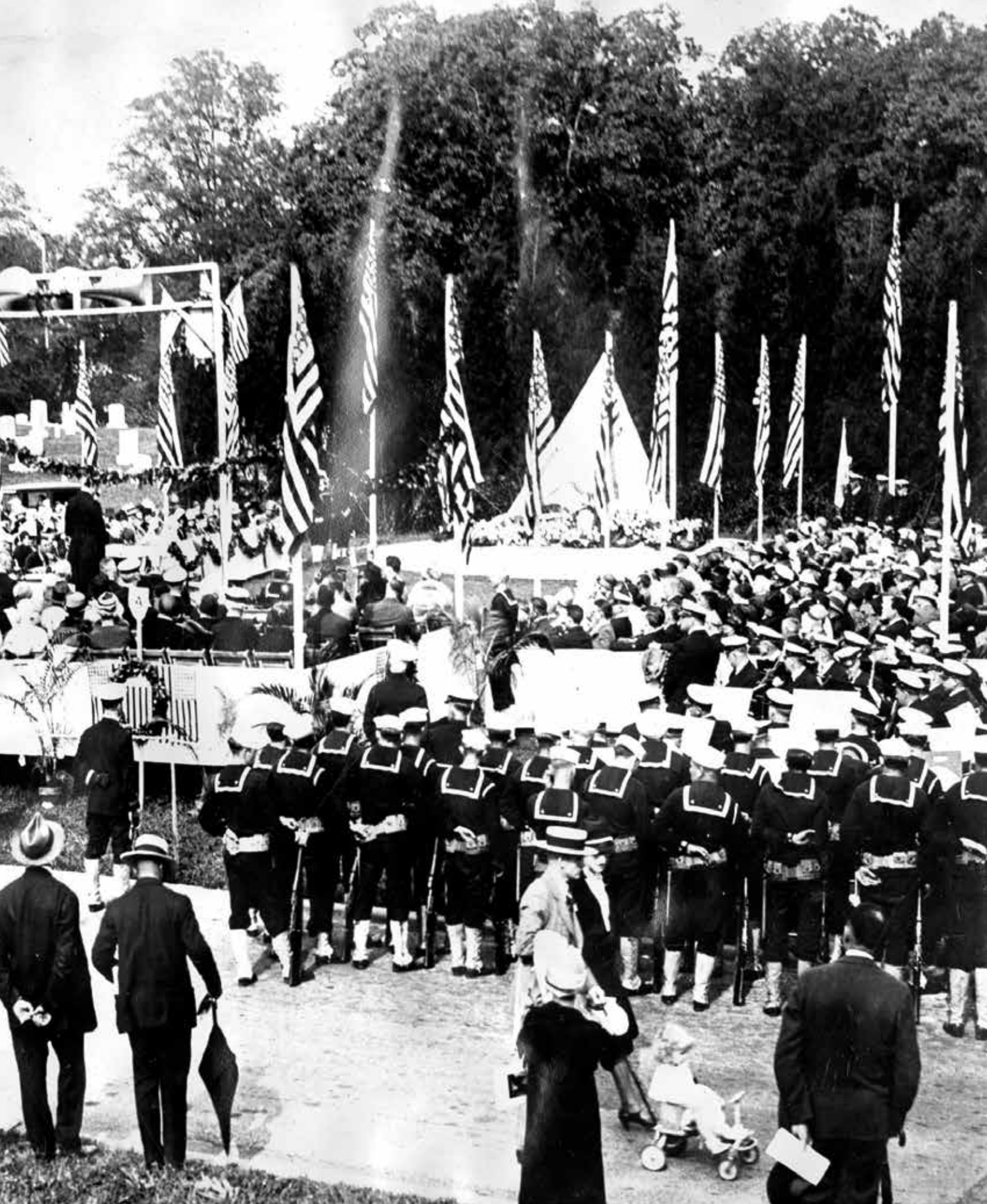
American Gold Star Mothers was a patriotic organization founded during the war to acknowledge and support those families who had lost a son or husband in the line of duty. During the conflict, families displayed in their windows a red and white flag with a blue star in the center indicating they had a son or husband serving in the war. This was replaced by a gold star if he was killed in action; hence the name Gold Star Mothers. Many TAMPA mothers became Gold Star Mothers upon the loss of the ship and her crew.

Thousands of American soldiers and sailors who lost their lives in active duty were buried in one of eight European WWI cemeteries established and maintained by the American Battle Monuments Commission. Six cemeteries are in France, one is in England, and one is in Belgium. Soon after the war ended, Gold Star Mothers and New York Mayor Fiorello LaGuardia were among the first Americans to lobby for a federally funded pilgrimage

■ **Coast Guard Memorial Dedication Ceremony at Arlington National Cemetery, 23 May 1928** (*U.S. Coast Guard Heritage Assets Collection & Archives*)







bill in Congress, which would allow grieving Gold Star Mothers to personally visit the cemeteries in Europe and pay their final respects at the graves of their loved ones.

On 2 March 1929, Congress finally passed a law to fund and organize a series of pilgrimages to Europe. This federal program, unlike anything ever tried before or since the Great Depression, sent over 6,700 Gold Star Mothers and widows on an all-expenses-paid visit to the graves of their sons and husbands who had perished in World War I. The pilgrimages took place between 1930 and 1933, and were organized and carried out by the Army Quartermaster Corps with great compassion and precise attention to detail. 26 TAMPA mothers and widows accepted the official government invitation and sailed over as Party D on the PRESIDENT ROOSEVELT, leaving New York on 27 May 1931. For TAMPA mothers and wives, whose sons and husbands were lost at sea, the main feature of their pilgrimage was a memorial wreath toss service at sea held on 30 May 1931, as the ship approached the English Channel and the site of TAMPA's watery grave. An anchor shaped wreath, along with a hydrographic drift bottle containing the names of the pilgrims on board, was ceremoniously thrown into the ocean. Controversially, black and white Gold Star Mothers were segregated throughout the entire pilgrimage. White Gold Star Mothers were treated to first class accommodations from start to finish, while black Gold Star mothers were forced to accept second class lodgings and sail separately to Europe on converted freighters. This unequal treatment was highly offensive to the black Gold Star Mothers, many of whom turned down their pilgrimage invitations. Despite the controversy, one black TAMPA Gold Star Mother elected to go, Mrs. Elizabeth Holland, mother of Boy 1/c William Holland. She sailed as part of Party E on the AMERICAN BANKER, which departed New York on 29 May 1931. The entire pilgrimage lasted about four weeks, and for many of the grieving mothers

and wives, it provided a sense of closure and peace on a very heartbreaking experience. On 23 June 1936, a joint congressional resolution was passed making the last Sunday in September as Gold Star Mothers Day.

Mrs. Anna L. Shanahan, the mother of Bayman Edward Francis Shanahan, Jr, was a Gold Star Mother who made the pilgrimage in 1931. She was active in many veterans organizations, and was a national officer with the American War Mothers. At the time of her death in



1941, Mrs. Shanahan was a state officer with the American Gold Star Mothers.

■ **Anna Shanahan** (*National Archives, RG 92, Records of the Office of the Quartermaster General, 1774-1985*)

## Purple Hearts

The Purple Heart originated from an honor George Washington bestowed on a handful of men during the Revolutionary War. It was called the Badge of Merit and was made of a purplish cloth in the shape of a heart with the word merit sewn across the center. At the time of TAMPA's loss, the Purple Heart was not in use. General Douglas MacArthur, as the United States Army Chief of Staff, had the medal restored as an Army award on 22 February 1932. President Franklin Delano Roosevelt, signed Executive Order 9277 on 3 December 1942, extending eligibility to the Navy, Marine Corps, and Coast Guard. Finally, on 12 November 1952, President Harry S. Truman signed Executive Order 10409, allowing for the awarding of the Purple Heart to be retroactive for actions after 5 April 1917. Recipients must have been wounded and died as a result of direct enemy action. This automatically made the crew of TAMPA eligible for the Purple Heart. However, she was overlooked until 1999, when James Bunch, a retired Coast Guardsman, proposed to COMDT James Loy that Purple Heart be awarded to her crew.





■ **Gold Star Mothers memorial service for those lost at sea, 1931** (*National Archives, RG 92, Records of the Office of the Quartermaster General, 1774-1985*)

82 years after she sank, on 11 November 1999, TAMPA's crew were posthumously awarded the Purple Heart in a ceremony at the Coast Guard Memorial at Arlington National Cemetery. Three relatives of TAMPA crew - Mildred McGourty Blair, the daughter of 2nd LT John McGourty; John Henry Nix, relative of Jacob Darling Nix; and Ralph Poppell, relative of Felix Poppell - received Purple Hearts on behalf of their ancestors. Since then, a total of 36 TAMPA Purple Hearts have been awarded, with more descendants stepping forward.

TAMPA's crew were the earliest Coast Guard recipients of the Purple Heart. What makes this even more unique

is that TAMPA's 11 black crew – James Jenkins Adams, Herman Carmichael, William Benson Clements, Herrick Leopold Evans, William Holland, Maurice Hutton, Eston Drew Legree, Perry Roberts, William Weech, Francis Le-Roy Wilkes, and James Cristopher Wilkie – were the first uniformed minority Coast Guardsmen to die in combat and thus the first minority to receive the Purple Heart.

## 2018 Perceptions

101 years after TAMPA's loss, her service during World War I remains at the forefront of the Coast Guard's collective memory, and is a significant part of its distinguished history. 130 men showed unwavering devotion to duty and made the ultimate sacrifice for their country.

# USS TAMPA OFFICERS



Photo: Satterlee Collection, U.S. Coast Guard Heritage Assets Collection & Archives

## **Charles Satterlee**

**CAPTAIN,  
43, GALES FERRY, CT**

Satterlee was TAMPA's commanding officer. He served 23 years in the service, starting as a cadet in 1895, and was considering retirement when TAMPA was sunk. His father was a Revenue Cutter Service officer who took up farming in retirement. Satterlee was an officer of the highest caliber and integrity. His letters home portray a man who valued hard work and devotion to duty. They also provide a vivid description of wartime England and Satterlee's love of rural leisurely pursuits, such as gardening and exploring small villages and farm communities.



Photo: Waesche Collection, U.S. Coast Guard Heritage Assets Collection & Archives

## **Archibald Howard Scally**

**1ST LIEUTENANT,  
35, BALTIMORE, MD**

After he graduated from the Revenue Cutter Service's School of Instruction in 1906, Scally served on TAHOMA with CAPT Satterlee on her world cruise in 1909. Married with a stepson, Scally often participated in deck court proceedings on TAMPA and served as one of her censors. His wife, Camille, was the youngest TAMPA Gold Star widow to take the pilgrimage in 1931.



Photo: National Archives, RG 26

## **John Thomas Carr**

**1ST LIEUTENANT OF ENGINEERS,  
40, WAKEFIELD, MA**

Carr served in the Navy during the Spanish-American War and received a bronze medal for his service during the Battle of Santiago in July 1898. He joined the Revenue Cutter Service in 1905.



Photo: Satterlee Collection, U.S. Coast Guard Heritage Assets Collection & Archives

## **Roy Ackerman Bothwell**

**1ST LIEUTENANT,  
28, BROOKLYN, NY**

He was a 1910 graduate of the School of Instruction and was TAMPA's longest serving officer. In 1917, Bothwell was ordered to ALGONQUIN, but chose to remain on TAMPA due to his deep friendship with CAPT Satterlee. His brother, Harold, was killed in action in France on 14 August 1918, but their parents did not learn of his death until 12 October 1918. They were the only children of their parents.



Photo: Tampa Times, 11 October 1918

## **Jules Garnier Darnou**

**GUNNER,  
42, MURPHYSBORO, IL**

The son of a French painter, Darnou enlisted in the Navy at age 15 in 1891, and later joined the Revenue Cutter Service. The crew of FORWARD, including Darnou, transferred to TAMPA when she was commissioned in 1912. He had planned to retire to Tampa with his wife, and had just returned to TAMPA after being hospitalized at Gibraltar.





### **James Marsden Earp**

1ST LIEUTENANT,  
30, BALTIMORE, MD

Earp graduated from the School of Instruction in 1912 and joined TAMPA in August 1917. He served on the Board of Investigation into the death of Albert Hahn in May 1918.

Photo: James Marsden Earp Collection, U.S. Coast Guard Heritage Assets Collection & Archives



### **Charles Henry Klingelhofer**

CARPENTER,  
42, BALTIMORE, MD

The oldest of nine children, Klingelhofer enlisted in 1911 and boarded the TAMPA the following year. Previously, he was a boat builder who lost an eye, likely in a building accident.

Photo: Vess family



### **James Alexander Frost, Jr**

1ST LIEUTENANT,  
30, SAN ANTONIO, TX

The son of a chief clerk in the Quartermaster's Department at Fort Totten in Brooklyn, Frost was the oldest of thirteen children and the only son. His family moved to Brooklyn, New York when he was a boy. Frost was recognized for gallantry in leading a rescue party during a flood rescue in Galveston, Texas prior to his service on TAMPA.

Photo: U.S. Coast Guard Heritage Assets Collection & Archives

### **Wilhelm Knudsen**

MACHINIST, 33, COPENHAGEN, DENMARK

Knudsen came to the United States in 1912 and joined the Coast Guard in February 1913. He became an American citizen in 1917 in Boston while stationed on TAMPA.



### **John Farrell McGourty**

1ST LIEUTENANT,  
36, NEW LONDON, CT

In addition to his regular duties, McGourty was one of TAMPA's censors. He wrote often to his wife, asking her to keep sending snapshots of their infant daughter, and describing his off-duty activities and efforts to make the best of a very difficult wartime situation. McGourty also mentions his annoyance at having to read an endless stream of sentimental love letters sent by the crew to their stateside sweethearts. His wife learned of his death while recovering from the influenza epidemic of 1918. Sadly, McGourty saw his daughter only once in his lifetime.

Photo: Blair family

### **William Hickey**

BOATSWAIN, 33, EDINBURGH, SCOTLAND

Hickey was a cabin boy in the British Royal Navy. After emigrating to the United States in 1909, he joined the Coast Guard. His wife, Lizzie, was a 1931 Gold Star pilgrim.

# CREW

## James Jenkins Adams

CABIN STEWARD,  
23, KEY WEST, FL

Adams was employed at Ybor City Ice Company prior to enlisting in 1913. He may have been the first black Coast Guardsman to have a small boat named for him, a subchaser used for rumrunning purposes.

## Robert Leake Agee

FIREMAN,  
22, VOSHALL, MO

A coal miner prior to enlistment, he boarded TAMPA in August 1917 and was an excellent swimmer. He was married with three children. When Agee's father received the news of TAMPA's loss via telegram, he hurried down to the newspaper offices for more information on the death of his only child.

## Earle Clarke Bell

ASSISTANT MASTER AT ARMS,  
23, DOVER, FL



A farmer's son, Bell was one of the first of TAMPA's crew to enlist following the outbreak of the war, signing up in April 1917. His family learned of his death in a telephone call from the *Tampa Times*. Photo: *Tampa Tribune*, 10 October 1918

## Algy Knox Bevins

WATER TENDER,  
23, DAVENPORT, FL



Algy Bevins was employed at Ferman Motor Cars before enlisting in April 1917 with his brother Arthur. Their father, William, was a dockworker at the Jacksonville, FL shipyards. The Bevins brothers were close friends with the Mansfield brothers, who also perished. Photo: *Florida State Archives*

## Arthur Lee Bevins

FIREMAN, 25,  
DAVENPORT, FL



Arthur was the older brother of Algy Bevins, and was employed at American Supply Company prior to enlisting in April 1917. Photo: *Florida State Archives*

## John Nicholas Bouzekis

SEAMAN,  
23, PASHALAMANI, GREECE

He emigrated to the United States in 1917, and enlisted in July 1917 at Philadelphia, PA. Bouzekis was on TAMPA almost three months.

## Leonard Richardson Bozeman

SEAMAN,  
24, TAMPA, FL



Known as "Boisy," Bozeman was a checker for Southern Lumber Company prior to enlisting in June 1917. His last letter home was written on 23 August 1918, and, upon hearing the news of his death, his father, Thomas, remarked "Even though this news should prove true, I would rather he be where he is, than to be home and a slacker." His mother, Emma, was a 1931 Gold Star pilgrim.

Photo: *Tampa Times*, 3 October 1918

## William Richard Bozeman

1/C MACHINIST, ACTING,  
29, TAMPA, FL



Bozeman enlisted in December 1916 or November 1917, and was a cousin of Leonard Bozeman. He was an expert boilermaker prior to enlistment. When the USS MAINE, which served in the Spanish American War, was raised in Havana, Cuba, Bozeman was running the engines and pumps. Photo: *Tampa Times*, 4 October 1918

### **John Robertson Britton**

ORDINARY SEAMAN,  
22, CHARLESTON, SC



Britton, who enlisted in November 1916, was accused of raping a 15-year-old British girl in July 1917, causing him

to be detained on shore for almost two weeks. The charges were later dropped. *Photo: Charleston News & Courier, 3 November 1918*

### **Roy Wallace Burns**

FIREMAN, 23,  
BROCKTON, MA

Burns enlisted in June or August 1917.

### **Alfonso Joseph Busho**

SEAMAN,  
21, SAULTE STE. MARIE, MI

A French-Canadian by birth, Busho was on TAHOMA with CAPT Satterlee on her world cruise in 1909, at the age of 12. He was very loyal to CAPT Satterlee and followed him for the rest of his career.

### **Arthur Robert Campbell**

SEAMAN,  
22, BROOKLYN, NY



A teacher prior to enlisting in June 1917, Campbell was an amateur athlete in high school, winning many prizes.

He received his basic training at the School of Instruction before boarding TAMPA. *Photo: Brooklyn Daily Eagle, 4 October 1918*

### **Herman A. Carmichael**

BOY 1/C, 18,  
TAMPA, FL

Enlisting in March 1917, Carmichael was often reported for insolence and disrespect while on TAMPA. He was close friends with Eston Drew Legree, also on TAMPA, whose mother was the executrix of Carmichael's will.

### **William Benson Clements**

ELECTRICIAN 2/C,  
20, BOSTON, MA

Raised by his grandmother, Clements upon graduation from high school enlisted in the merchant marines and spent a stint in South America. He transferred to the Coast Guard in July 1917 and served as a radio operator on TAMPA.

### **Walter Randolph Connell**

BOY 1/C,  
19, TAMPA, FL



The oldest son of a carpenter, and an employee of Baker Brothers Market, Connell enlisted in May 1917.

His entire service was on TAMPA.

*Photo: Tampa Times, 5 October 1918*

### **Stanley Shields Cooke**

SEAMAN,  
25; DENVER, CO



The son of a physician, Cooke attended the University of Colorado, graduating in three years before taking a job at Remington

Arms Company in Bridgeport, CT.

A year later, he transferred to Lake Torpedo Company, also in CT. He enlisted in May 1917 and was on TAMPA by August of that year.

Cooke was to detach from TAMPA in September 1918 and head back to the United States for naval officers' training. *Photo: Denver Post, 4 October 1918*

### **Richard Edward Cordova**

SEAMAN, 26  
KEY WEST, FL



Cordova was of Cuban descent and the son of a cigar maker. He enlisted in April 1917. *Photo: Dean*

*Lopez Funeral Home, Key West, FL*

# CREW

## Francis William Creamer

SEAMAN,  
25, BROOKLYN, NY



Creamer was orphaned at the age of eight and raised by his grandmother. He joined the merchant marines in California

before transferring to the Coast Guard in 1916. After the United States entered World War I, Creamer told his grandmother that he put in a request for overseas service, but she was unaware that it had been granted until news of TAMPA's sinking hit newspapers.

*Photo: National Archives, RG 41, Application for Seamen's Protection Certificates, 1916-1941*

## Joseph Cygan

MASTER AT ARMS,  
27, NEW BEDFORD, MA

Enlisting in 1913, Cygan was devoted to CAPT Satterlee after he fished him out of a bad situation in 1909. He had a subchaser named after him. His mother, Josephine, was a Gold Star pilgrim in 1931.

## Benjamin Nash Daniels

MACHINIST 1/C,  
25; BALTIMORE, MD



Daniels was the son of a lighthouse keeper and a second cousin of Secretary of the Navy Josephus Daniels. He was an

assistant lighthouse keeper prior to serving on TAMPA. Married with a 3-year-old son, Daniels wrote extremely detailed letters home. Due to censorship, he could not give his exact location in letters, but sent postcards home as an alternate. This was common practice, with other crew members doing the same thing. Daniels mentions baseball games, boxing, swimming, hiking, and sightseeing on shore leave. He even mentions how local girls didn't compare much with American girls. A sad Christmas at sea, miles away from home, is also described. Daniels did not care much for the Navy and says "I didn't know what home meant until I went overseas". He just wanted to go home, and that was a recurring theme in his letters.

*Photo: Daniels family*

## Arthur Joseph Deasy

QUARTERMASTER,  
23, BROOKLYN, NY



Trained at the School of Instruction after he enlisted in April 1917, Deasy was the star of the baseball team there. The son

of a real estate agent, he was very enthusiastic about being in the service. His mother, Catherine, went on the Gold Star Mothers pilgrimage in 1931. *Photo: Brooklyn Daily Eagle, 4 October 1918*

## Charles Dechrit

ORDINARY SEAMAN,  
20, BROOKLYN, NY

Dechrit had a difficult time adjusting to military discipline on board TAMPA.

## William Francis Deering

FIREMAN,  
25, EAST BOSTON, MA

Born and raised in Boston, he was the oldest of eight children and the son of Canadian parents.



## Edgar Francis Dorgan

SEAMAN,  
21, WOODHAVEN, NY



Dorgan, who enlisted in April 1917, was the youngest of three children. He trained at the School of Instruction before

going to sea on the MOHAWK, which sank in October 1917 after a collision with a British steamer. Dorgan transferred to TAMPA only the day before the collision. Photo:

*Atlee B. Donaghy Collection, U.S. Coast Guard Heritage Assets Collection & Archives*

## Gilbert James Doyle

SEAMAN,  
24, BROOKLYN, NY



The second of five children, Doyle enlisted in June 1917. His father, James, was a well-known newspaperman. He

was due for a furlough and had planned to go home for a visit. Prior to enlisting, he was the secretary to the cashier of the National Bank of Commerce and a student at New York University. Doyle's mother, Jennie, was a Gold Star Mothers pilgrim in 1931, and wrote the Gold Star Mothers March.

*Photo: Brooklyn Daily Eagle, 4 October 1918*

## Albert Cecil Emerson

BOY 1/C,  
20, TAMPA, FL



Prior to enlisting in December 1916, Emerson was a clerk at H.S. Delcher's department store. He lived with his aunt,

who had not heard from him in two months when TAMPA was torpedoed.

*Photo: Tampa Times, 4 October 1918*

## Herrick Leopold Evans

BOY 1/C,  
19, KEY WEST, FL

Evans' father, Herrick, was a cook for the Revenue Cutter Service.

## Clarence Milton Faust

ORDINARY SEAMAN,  
20, CHICAGO, IL:



The son of an attorney, Faust was an office boy prior to enlisting in March 1918. He was sent to New York for training

and promoted to Petty Officer, 2nd class, for firing on and wounding a prowler on an ammunition ship.

*Photo: Chicago Daily Tribune, 4 October 1918*

## William Leonard Felton

ORDINARY SEAMAN,  
18, KEY WEST, FL



Enlisting in April 1917, Felton was quarantined for one liberty and 25 hours for tampering with TAMPA's electric

lights in February 1918. *Photo: Dean Lopez Funeral Home, Key West, FL*

## Norman Wood Finch

SEAMAN,  
19, SPRINGFIELD, MA



Known as "Goldy" in high school, Finch was the middle of three brothers. His father was a teacher. There was

a special memorial service for him at St. Peter's Episcopal Church, Springfield, in November 1918.

*Photo: The Oriole, Technical High School, Springfield, MA, 1913*

## James Marconnier Fleury

SEAMAN,  
30, JAMAICA, NY



From one of the oldest families in Jamaica, Fleury enlisted in March 1917 and served on MOHAWK before transferring

to TAMPA. His body was one of two that washed ashore near Pemroke, Wales in the weeks following the loss of TAMPA and buried at Lamphey Churchyard, Pembrokeshire, Wales. It was later reinterred in the family plot in 1919, but he did not receive a full military funeral until 1952.

Fleury's mother, Rosa, claimed that she communicated with him after his death via an Ouija board, and that he told her he was reunited with his father, who had died in 1908, and that TAMPA had been sunk by a Zeppelin. He signed his messages with "Jamie", a name only used by his mother, who had never had a spiritual experience before. *Photo: Brooklyn Daily Eagle, 10*

*November 1919*

# CREW

## *Peter Fonceca*

BOY 1/C,  
18, EAST BOSTON, MA

Of Portuguese descent, Fonceca's father, who emigrated to the United States in 1890, was a cook for the Revenue Cutter Service. His mother, Carolina, was a Gold Star Mothers pilgrim in 1931.

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## *Charles Emmitt Galvin*

MASTER AT ARMS,  
24, TAMPA, FL



Galvin, who worked at Perry Paint & Glass, enlisted in May 1917, and served on TAMPA with his brother, William, who

opted out of the service and headed home just weeks before TAMPA was lost. Charles was not much of a letter writer, so William did all the letter writing. Their parents had not heard from them for two months when TAMPA sank. William never got over the death of his brother, and their mother, Mary, was a 1931 Gold Star Mother pilgrim. *Photo: Tampa*

*Times, 4 October 1918*

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## *Francis Charles Garrett*

WATER TENDER,  
22, FLIP, MO

Garrett enlisted in January 1917.

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## *Charles Edward Greenwald*

STEERAGE COOK,  
26, ALBANY, NY

Prior to enlisting in March 1918, Greenwald was a machinist for Rathbone Sard & Co.

## *George Henry Griffiths*

ELECTRICIAN 2/C,  
22, MINEOLA, NY

Griffiths enlisted in June 1917 and trained at the School of Instruction as a wireless operator eight months before his death. A crack shot and an excellent swimmer, he was an electrician prior to enlisting. He served as TAMPA's wireless operator, and his mother, Caroline, was a Gold Star Mothers pilgrim in 1931.

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## *Hans Hansen*

QUARTERMASTER,  
17, HVITMOLLE, SWEDEN

Hansen had a subchaser named after him.

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## *Arthur Thomas Harris*

SEAMAN,  
25, BROOKLYN, NY

Harris, who enlisted in May 1917, was a graduate of City College, now New York University, and had taken a post graduate course at George Washington University while employed in the Bureau of Standards and the Customs Service.

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## *Otto Guenerious Harrison*

FIREMAN,  
21, BROOKLYN, NY

The son of an architect, Harrison was one of five brothers who apparently were lifelong bachelors. He was a theater usher prior to enlistment in 1917. His mother, Dora, was a 1931 Gold Star pilgrim.

## *William Pizza Hastings*

FIREMAN,  
21, PHILADELPHIA, PA

Hastings was employed in a railroad roundhouse prior to enlisting in July 1917.

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## *Harold Michel Haughland*

SEAMAN,  
26, HAUGLAND, NORWAY

Haughland was an automobile repairman Racine, Wisconsin, before enlisting in 1917.

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## *John Francis Healy*

SIGNAL QUARTERMASTER,  
23, BROOKLYN, NY



Healy, who was on a championship baseball team in high school, enlisted in April 1917, and received his

training at the School of Instruction. He was ordered to TAMPA just two weeks before her demise. While overseas, Healy became engaged to a British girl. His brother, Patrick, attended the Coast Guard memorial service for Fleury in 1952.

*Photo: Sharpe family*

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## *William Holland*

BOY 1/C,  
20, OCALA, FL

Holland, who enlisted in December 1916, was from a large family. His mother, Elizabeth, was the only black TAMPA Gold Star Mother to partake in the pilgrimage to Europe in 1931.

### Hubert Holstein

ELECTRICIAN 3/C,  
19, PHILADELPHIA, PA

Enlisting in February 1917, Holstein spent his entire military career as a radio operator on TAMPA. The son of an artist/engraver, he enrolled in radio school after completing his second year of high school in 1916. He tried to enlist several times, but was not accepted until his 18th birthday. "We have suffered a terrible loss, but he could not have died a more glorious death", said his mother, Jennie, with tears in her eyes as she sailed for Europe as a Gold Star Mother in 1931.

### Maurice James Hutton

COOK,  
35, WASHINGTON, D.C.

The fourth of six children of a fireman, Hutton was married at the time of his death.

### Harold Benjamin Irish

COAL HEAVER,  
21, HARTFORD, CT



Irish was a machinist at Terry Steam Turbine at the time of his enlistment in March 1918. He received his training at the

Pelham Bay (NY) Naval Training Station, and boarded TAMPA in May 1918. His mother, Mary, was a 1931 Gold Star Mother pilgrim. *Photo:*

*Alexander Saldarini Collection, U.S. Coast Guard Heritage Asset Collection & Archives*

### Hans Ivar Johanson

MACHINIST 1/C,  
30, BOHNSLAND, SWEDEN

Johanson emigrated to the United States in 1908, and became an American citizen in 1914. He enlisted in May 1917 and served on the SENECA before joining TAMPA.

### Carl Ivar Johnson

ORDINARY SEAMAN,  
23, RAGAN, NE



Johnson was drafted into the service in March 1918, and asked to be exempt due to muscular rheumatism, but it was denied. His mother, Frieda, was a 1931 Gold Star Mothers pilgrim.

*Photo: Robert Knight*

### Edward William Kelly

OILER 1/C,  
29, MAXWELL, NE



The son of a farmer and the oldest of five children, Kelly's real name was Edward Kelleher. His mother died when he was 14, and he left home a year later, returning only once in his lifetime. Traveling widely, he occasionally wrote home, but never gave a return address. During the war, regular communication was established and he expressed a desire to see his family again.

### John Cieslw Kosinski

COXSWAIN,  
22, ZUKOW, RUSSIA



At the time of his enlistment in April 1917, Kosinski had no family, but was engaged to Stella Saierska, who was

listed as his next of kin. *Photo:*

*Baltimore Sun, 29 September 1918*

### Bert Hunter Lane

BOY 1/C,  
23, LAKELAND, FL



The son of a shipyard carpenter, Lane enlisted in April 1917. He was court martialed for standing improper

watch on TAMPA. *Photo: Tampa Times, 8 October 1918*

### Ludvig Andres Larsen

MASTER AT ARMS,  
27, KRISTIANSAND, NORWAY

Larsen emigrated to the United States in 1910 and was naturalized in 1916. He had always dreamed of a career in the Coast Guard, and was honorably discharged and reenlisted five times. He enlisted in September 1912, and his U.S. address was always whatever vessel he was serving on.



# CREW

## **Clement Minor Lawrence**

SEAMAN,  
21, NEW YORK, NY

Enlisting in April 1917, Lawrence trained at the School of Instruction before going overseas. The son of the assistant secretary of the New York City Board of Education, he transferred to TAMPA from ONONDAGA in August 1917. His brother, Oliver, attended Fleury's memorial service in 1952.

## **Shelby Westen Layman**

SEAMAN, 25, RINEYVILLE, KY



The oldest of seven children of a farmer, Layman enlisted in May 1917. He was a bridge builder for Structural Erection

Company in Wilmington, OH in civilian life. *Photo: Layman Family*

## **Eston Drew Legree**

BOY 1/C, 19, TAMPA, FL

Legree, who enlisted in February 1917, was the oldest of seven children. His family emigrated to Florida from Cuba in the 1890s.

## **Joseph Robert Lieb**

SEAMAN, 18, BROOKLYN, NY



Lieb, who enlisted in April 1917, was from a large Jewish family who had come to the United States in 1909. His last letter was received by his family only the week before, saying that he would probably be coming home soon. Lieb,

who had two brothers overseas in the Army, was studying law when he enlisted, and trained at the School of Instruction before boarding MOHAWK. His second and final assignment was TAMPA. His mother, Flora, was a 1931 Gold Star pilgrim.

*Photo: Brooklyn Daily Eagle, 8 October 1918*

## **Angus Nelson MacLean**

FIREMAN, 23, SNEADS, FL



Employed at Tampa Foundry & Machine Company, MacLean enlisted in April 1917.

The son of a farmer, he was the oldest

of seven children, and had two brothers overseas in the Army. *Photo:*

*Tampa Times, 5 October 1918*

## **Frederick Mansfield**

FIREMAN, 23, &

## **Percy Mansfield**

BOY 1/C, 19, TAMPA, FL



FREDERICK MANSFIELD

Frederick enlisted in April 1917, just one day after his brother Percy. Frederick was employed at Murrell's Grocery prior to enlistment.

Their father, James, at work in an Alabama shipyard, knew something was wrong one day

and headed home. The telegram arrived only a couple hours after he arrived home. Their older brother, George, was also on TAMPA, but was transferred off with a bad case

of the flu. Their mother, Julia, was a Gold Star Mothers pilgrim in 1931.

*Photo: Tampa Times, 5 October 1918*

## **Gerassemos Mehalatos**

OILER 1/C,  
36, CEPHALONIA, GREECE

Mehalatos, who had a subchaser named after him, arrived in the United States in 1903 and was naturalized in 1909. He enlisted in September 1912 as a coal heaver on TAMPA and spent his entire service on the ship.

## **John Fred Miller**

COXSWAIN,  
30, JAMAICA, NY



Miller, whose real name was Johann Topolski, was born in England. He came to the United States with his family in

1892, after his father died. He was naturalized in 1897, but joined the British merchant marine after his mother died in 1899. He joined the Coast Guard at the outbreak of World War I. Prior to enlistment, Miller was an engineer and was on ONONDAGA before transferring to TAMPA. *Photo: Williams family*

## Harold George Myers

BOY 1/C,  
18, TAMPA, FL



Myers, who enlisted in April 1917, spent his entire service on TAMPA. He would have joined a vaudeville show if his

friend and fellow TAMPA shipmate Paul Webb had not persuaded him to enlist. A wireless operator on TAMPA, Myers went on board just before the ship went overseas. In his last letter home, he asked his family to set a place for him at Thanksgiving dinner. *Photo: Tampa Bay Times, 12 July 2000*

## Benjamin E. Nelson

ACTING WATER TENDER,  
25, ELROY, WI

Nelson transferred to TAMPA from MOHAWK. He was given 25 hours extra duty for tampering with TAMPA's electric lights in February 1918.

## William Foster Newell

ELECTRICIAN 3/C,  
19, JACKSONVILLE, FL



The son of a baker, Newell's one-year enlistment expired in April of 1918 and he attempted to obtain home leave. Prior

to enlisting, he owned a private wireless outfit and communicated with TAMPA and other ships. *Photo:*

*Dean-Lopez Funeral Home, Key West, FL*

## Jacob Darling Nix

SHIP'S WRITER,  
30, ESTELLE, SC



A bookkeeper at Tampa National Exchange Bank for eight years, Nix enlisted in July 1917. The bank held

his position for his return. He and another TAMPA sailor, Wamboldt Sumner, wrote an editorial for the *Tampa Tribune*, "Says Navy is Being Overlooked By Some", which was published in May 1918. *Photo: Tampa Times, 11 October 1918*

## Wesley James Nobles

BOY 1/C,  
20, GASPARILLA, FL

Nobles, who enlisted in April 1917, worked on a dredge in civilian life.

## Robert Norwood

BOY 1/C,  
18, SAN ANTONIO, TX

Norwood, possibly an Indian, was born in Colombia, South America, and orphaned during a rebellion. He was one of four children raised by missionaries for the American Bible Society.

## Charles Walter Parkin

BOY 1/C,  
17, GREYSTONE, RI



Parkin was born in England, an only son, and came to the United States in 1905 with his family. He was an office

boy who tried to enlist in the Coast Guard several times, but was not accepted due to his age. He finally got his wish in April 1918, and, after a short training stint at the School of Instruction, served on TAMPA until her demise. His mother, Annie, was a Gold Star Mothers pilgrim in 1931.

*Photo: Charles W. Parkin Collection, U.S. Coast Guard Heritage Assets Collection & Archives*

## Felix George Poppell

ORDINARY SEAMAN,  
19, QUAY, FL

The son of a tax assessor, Poppell enlisted in July 1917. His family received an engrossed Roll of Honor bearing his photograph from the French government in 1919. His mother, Isabelle, was a 1931 Gold Star pilgrim.

## Anders Poulsen

ASSISTANT MASTER AT ARMS,  
26, VOER, DENMARK

Poulsen enlisted in March 1916 or 1917.

# CREW

## Francis Hugh Quigley

CARPENTER 2/C,  
26, WALLINGFORD, CT



The oldest of five children of a farmer, Quigley enlisted in February 1911. His entire service was on TAMP A.

The city of Wallingford named a park and a street in his memory.

*Photo: Quigley family*

## William Henry Reynolds

SEAMAN,  
22, SANDERSON, FL

Reynolds, who enlisted in July 1917, was originally from Georgia. His grandfather was a Confederate soldier during the Civil War.

## John Irving Richards

SEAMAN,  
18, DORCHESTER, MA

Richards, who enlisted in May 1916, was on GRESHAM before transferring to TAMP A. His father was the superintendent of a streetcar garage. Richards had a subchaser named after him.

## Perry Edward Roberts

COOK,  
40, KEY WEST, FL

Prior to enlisting in August 1914, Roberts was a waiter for a private family.

## Robert Green Robertson

BOY 1/C,  
18, BIRMINGHAM, AL



A former *Tampa Tribune* newspaper boy nicknamed Tootsie, Robertson enlisted in 1916, and spent his entire

career on TAMP A. His father was in the brokerage business and his mother was an invalid. Robertson wrote interesting letters detailing his sea adventures and said he did not want to return home until the war was over. *Photo: Tampa Times, 6 October 1918*

## Jimmie Ross

BOY 1/C,  
16, TAMP A, FL



Ross, whose real name was Vincenzo Guerreira, emigrated from Italy to the United States with his family in 1909

after his mother died. He was the youngest of four sons of a tailor. He often saw TAMP A when she was in port in Tampa, and visited her deck, dreaming of adventures at sea. When the war broke out, Ross enlisted under an assumed name, fearing his father would object. During TAMP A's final overhaul in Gibraltar, just prior to her last voyage, he was granted shore leave but lost it due to another crew member playing a practical joke on him. Ironically, his last name meant warrior in Italian. *Photo: Tampa Bay History Center*

## Alexander Louis Saldarini

QUARTERMASTER,  
20, UNION HILL, NJ



Saldarini was the son of a real estate developer. He sent home several wonderful photographs of life on

TAMP A and on shore. His remains, found about three weeks after TAMP A went down, were one of just three bodies found. His mother, Bertha, was a Gold Star Mothers pilgrim in 1931, and later served as president of the Ladies' Auxiliary of the local American Legion post. *Photo: Alexander Saldarini Collection, U.S. Coast Guard Heritage Assets Collection & Archives*

## Michael Sarkin

SEAMAN,  
27, SOUTH FRAMINGHAM, MA  
Born in Russia, Sarkin transferred to TAMP A from MOHAWK.

## Paul Bartley Schwegler

SEAMAN,  
25, WASHINGTON, D.C.

Enlisting in 1916, Schwegler was the son of the general auditor at Marlin Rockwell Loading Corporation. He attended the Polytechnical Institute in Kansas City, MO, and left to join the calvary of the Missouri National Guard for an expedition to Mexico in 1915. He joined the Coast Guard upon return and was expecting leave for a visit home when TAMP A was lost. Schwegler's entire Coast Guard service was on TAMP A. His mother, Ida, was a Gold Star Mothers pilgrim in 1931.



## Francis Richard Scott

FIREMAN,  
26, MUSKEGON, MI



Scott enlisted in June 1917 with his best friend, William Williams. They both sailed their final voyage on the

TAMPA. Scott was a papermaker prior to enlistment, and boarded TAMPA in May 1918. After the war, Scott's brother married Williams's sister. His mother, Ida, was a Gold Star pilgrim in 1931. *Photo: Muskegon Chronicle, 21 October 1918*

## Edward Francis Shanahan, Jr.

BAYMAN,  
21, JERSEY CITY, NJ



Shanahan, who enlisted in June 1917, was the son of the local superintendent of the Borden

Milk Company. An excellent swimmer, Shanahan was an assistant to TAMPA's medical officers, liked his duties, and told his parents in his last letter not to worry about him. His mother, Annie, was a 1931 Gold Star Mothers pilgrim. *Photo: Alexander Saldarini*

*Collection, U.S. Coast Guard Heritage Assets Collection & Archives*

## Irving Alexander Slicklen

BOY 1/C,  
15, NEW YORK, NY



Slicklen, who was tall for his age, enlisted one day after school in March 1918. When he got home, he told his mother, who in

turn told his great-grandmother. She was so appalled that a 15-year-old boy could have enlisted that she ran all the way to the recruiting office in her bedroom slippers. Unfortunately, Slicklen's application was already being processed for sea duty. His father, an attorney, was called home and attempted to get him released from service to no avail. Reluctantly, his parents gave him their blessing. He served only six months. Slicklen's mother, Margaret, was a Gold Star Mothers pilgrim in 1931. *Photo: Reynolds family*

## John Smith

COXSWAIN,  
28, LIBAU, RUSSIA:

Smith, whose real name was Peter Skelte, enlisted in April 1917.

## Homer Bryan Sumner

SEAMAN,  
19, TAMPA, FL



One of nine children, Sumner was a clerk at Maas Brothers (today Macy's) and a former *Tampa Tribune* newspaper boy. He

enlisted in December 1916, just six months before his older brother Wamboldt, who was drafted. *Photo:*

*Tampa Tribune, 29 September 1918*

## Wamboldt Sumner

SHIP'S WRITER,  
24, TAMPA, FL



A bookkeeper at the Tampa National Exchange Bank (now Bank of America), Sumner was selected for service in June

1917. He never dreamed he would be drafted due to being slightly overweight, and said it was an opportunity to keep an eye on his younger brother, Homer. In one of his last letters home, he said "making Fritz duck his periscope is a pleasing pastime for the [Coast Guard] Tampa." He was well liked among the girls of Pembroke, Wales, where TAMPA would recol. One of his last letters, written with Jacob Nix, was published in the *Tampa Tribune* in May 1918. Wamboldt was to be married after the war, and his fiancée returned her 5 diamond engagement ring to his mother. The family still has it today.

*Photo: Cline family*

## John Edgar Talley

FIREMAN,  
20, OAKHURST, FL



Enlisting in April 1918, Talley spent his entire service on TAMPA. He wrote home often and spoke highly of

TAMPA's officers. A subchaser was named for Talley. *Photo: Tampa Tribune, 13 October 1918*

# CREW

## Francis Joseph Taylor

ELECTRICIAN 1/C,  
25, CAMBRIDGE, MA



In August 1918, while in Gibraltar on TAMPA, Taylor jumped overboard to save a drowning British officer. He had

a subchaser named for him, and his mother, Anna, was a Gold Star Mother pilgrim in 1931. *Photo: Satterlee Collection, U.S. Coast Guard Heritage Assets Collection & Archives*

## Louis Avery Thomas

SEAMAN, 20, CHARLESTON, SC

Thomas was the son of a policeman.

## Charles Henry Thompson

BOY 1/C,  
19, KEY WEST, FL



Thompson enlisted in April 1917, on probation. His father was born in the Bahamas.

*Photo: Dean Lopez*

*Funeral Home, Key West, FL*

## Harold Tonneson

COXSWAIN,  
37, BROOKLYN, NY



Born in Norway, Tonneson came to the United States in 1901 and enlisted in 1912. He served more than 10 years

in the Navy and the Coast Guard, and was on the BEAR when she was sent to find the missing explorer Vihljalmar Steffanson in 1913. Tonneson became an American citizen in September 1917 while on the TAMPA, just before he left for the war zone. *Photo: Dean-Lopez Funeral Home, Key West, FL*

## Julius Maxim Vallon

FIREMAN,  
23, NEW YORK, NY

An only child, Vallon enlisted in September 1917, and served on the MOHAWK before transferring to TAMPA.

## Louis Franklin Vaughan

SHIP'S WRITER,  
19, TAMPA, FL



Enlisting in April 1917, Vaughan was an assistant bookkeeper at Peninsular Telephone Company, where his father

was the superintendent. He had just recovered from an operation in August 1918 and was anxious to transfer to the aviation branch. Vaughan had reached as far as he could go in the Coast Guard until his twenty-first birthday, and was only one of two Coast Guard yeomen stationed in the war zone. A subchaser was named after him, and his mother, Ellen, was a Gold Star pilgrim in 1931. *Photo: Tampa Times, 3 October 1918*

## Norman Stanley Walpole

ACTING QUARTERMASTER,  
20, WEEHAUKEN, NJ



The third of four children of an accountant, Walpole was employed at the Equitable Life Assurance Society of

New York before joining the service. He served at the Mexican border with the National Guard in 1916 before transferring to the Coast Guard. His family had sent him a large package for his birthday, which was 7 October. *Photo: Sharpe family*

### **Paul Other Webb**

BOY 1/C,  
19, ST. PETERSBURG, FL



Webb enlisted in March 1917 with his best friend Harold Myers, who also went down with TAMPA. The City of St.

Petersburg, Florida, had a ceremony in Williams Park honoring him and his crewmates. His mother, Veronica, was a Gold Star pilgrim in 1931. *Photo: Railsback family*

### **William Weech**

WARDROOM STEWARD,  
31, KEY WEST, FL

Weech enlisted in February 1907 and had been on TAMPA since 1912 as a first class boy. American Legion Post #167 in Key West is named for Weech.

### **Justin Plummer Wiley**

ACTING WHEELMAN,  
23, DORCHESTER, MA

The son of an insurance agent, Wiley served one enlistment in the Navy before enlisting in the Coast Guard. His only brother, George Percy Wiley, was killed in France before 1918. Their mother, Agnes Gubian, was a 1931 Gold Star pilgrim.

### **Francis Leroy Wilkes**

SEAMAN,  
21, NANTUCKET, MA



Newly married in March 1918 before going overseas, Wilkes was descended from the first slave family

in Nantucket to gain freedom. His brother, Roger, also served in the Coast Guard during World War I and survived. Francis Leroy Wilkes Square in Nantucket is named for him. *Photo: Nantucket (MA) Historical Association*

### **James Cristopher Wilkie**

STEERAGE COOK,  
28, CHARLESTON, SC



Wilkie had prior experience in the hospitality business before enlisting. He had a wife and three young

children at home. *Photo: Bonaparte family*

### **William James Williams**

FIREMAN,  
24, CALUMET, MI



Enlisting in June 1917 on the same day as his best friend, Francis Scott, Williams was assigned TAMPA in

May 1918. After the war, his sister married Scott's brother. *Photo: Muskegon Chronicle, 21 October 1918*

### **Fred Wesley Wyman**

WATER TENDER,  
23, GOFFSTOWN, NH

Wyman enlisted in May 1918. The Wesley Wyman Loyal Legion Post in Goffstown is named in his memory.





# NAVY CREW

## **Carl Lewis Dalton**

PHARMACIST'S MATE, 2/C,  
22, GASTONIA, NC

Dalton, who enlisted in June 1915, was the fourth Navy officer assigned TAMPA in chronological order. He was on board only 46 days, having reported the same day TAMPA went into dry dock at Gibraltar for repairs. His brother was with the expeditionary forces in France.

## **David A. Hoffman**

ENSIGN,  
22, BOSTON, MA



Hoffman, the oldest of four children, was a Harvard graduate, finishing in three and a half years.

His parents had an arranged marriage before coming to the United States from Russia. His father was a tailor and his mother owned a dry goods store. Hoffman was the first of the four Navy men assigned to TAMPA in chronological order. His brother, Irwin, an artist, commissioned paintings of CAPT Satterlee and Hoffman for the Coast Guard Academy, where they still hang today. His mother, Minnie, was the oldest TAMPA Gold Star Mother still living in 1959. *Photo: Hoffman family*

## **Edward Reavely**

ENSIGN,  
23, SALE CREEK, TN



The second Navy man to report on TAMPA, Reavely enlisted in April 1913 at age seventeen, with his father's

consent. *Photo: Robert Pendleton*

## **Hadley Howard Teter**

LTJG, ASSISTANT SURGEON,  
27, CONSHOCTON, OH



A 1916 Ohio State University School of Medicine graduate, Teter, the third Navy man, enlisted in June 1917, to join TAMPA.

Two of his brothers were also doctors, and he was an ear, nose, and throat specialist. The son of a painter, Teter was TAMPA's first and only shipboard doctor.

*Photo: Journal of the American Medical Association, Vol. 71, No. 17, 26 October 1918*

## BRITISH ROYAL NAVY PASSENGERS

### **James Frederick Brett**

PETTY OFFICER TELEGRAPHIST,  
ROYAL NAVY, 31

### **Henry Girvin**

STOKER, ROYAL NAVY RESERVE, 29

### **George William Hodge**

ABLE SEAMAN,  
ROYAL NAVY RESERVE, 29

### **Henry James Hodge**

ABLE SEAMAN,  
ROYAL NAVY RESERVE, 31

### **Ernest Albert Whitworth Holder**

HOLDER, OFFICER'S STEWARD,  
2ND CLASS, ROYAL NAVY, 23

### **Ernest William Jefferies**

ABLE SEAMAN, ROYAL NAVY, 23

### **John Lakey**

CHIEF ENGINE ROOM ARTIFICER,  
2ND CLASS, ROYAL NAVY, 30

### **John Milliken**

STOKER, 1ST CLASS, ROYAL NAVY, 24

### **John Reginald Radcliffe**

ORDINARY TELEGRAPHIST,  
ROYAL NAVY, 18

### **Harry Ervin Welch**

LEADING STOKER, ROYAL NAVY, 28

## ADMIRALTY EMPLOYEES, HM DOCKYARD, GIBRALTAR

### **Charles Robert Cornall**

HIRED JOINER, 34

### **William John Hobbs**

HAMMERMAN, 38

### **Edwin Skyrme**

SHIPWRIGHT, 43

### **Henry Walter Vaughan**

SHIPWRIGHT, 28

### **William Henry Walters**

JOINER, 29

# TIMELINE OF EVENTS

**26 MAY 1911** | Contract signed to build MIAMI

**10 FEBRUARY 1912** | Launching on the James River in Newport News, VA

**APRIL 1912** | Completes sea trials

**FEBRUARY 1913** | Initial participation in Gasparilla Festival, Tampa, FL

**DECEMBER 1915** | Charles Satterlee boards as her final captain

**1 FEBRUARY 1916** | MIAMI is renamed TAMPA, after the city of Tampa, FL and begins ice patrol duty in the North Atlantic

**FEBRUARY 1917** | Final participation in Gasparilla Festival

**6 APRIL 1917** | The United States enters World War I

**6 JULY 1917** | TAMPA receives orders for overseas duty and sails to Brooklyn, NY

**4 AUGUST 1917** | Arrives at Boston, MA

**19 SEPTEMBER 1917** | Sails back to Brooklyn

**29 SEPTEMBER 1917** | Leaves New York

**26 OCTOBER 1917** | Makes port at Base 9, Gibraltar

**27 OCTOBER 1917** | First convoy duty as Ocean Escort

**25 DECEMBER 1917** | Christmas at Plymouth, England

**5 SEPTEMBER 1918** | Receives special commendation from RADM Albert P. Niblack, Commander of Squadron 2, Division 6 of the Atlantic Fleet Patrol Forces

**26 SEPTEMBER 1918** | Torpedoed and sunk with all hands by UB-91 off the coast of England

**11 NOVEMBER 1918** | Armistice signed, officially ending the war

*“We sailed again in a day or two and this time we passed right over the grave of the Tampa, going to Pembroke, Wales. The Tampa had been sunk only a few miles from there, and it was here in this little town of Pembroke, where only six of the United States ships visited, that the loss was deeply felt. When we went ashore that night, all the girls in town swarmed around us and asked about the boys on the Tampa. Gee, it was sad.”*

—EXCERPT FROM A LETTER BY SEAMAN GILES C. STEDMAN, OSSIPPEE,  
TO MRS. MITTIE ROBERTS, MOTHER OF WAMBOLDT AND HOMER SUMNER, 27 MARCH 1919

England

London



FOR MORE INFORMATION,  
PLEASE CONTACT SCOTT PRICE, CHIEF HISTORIAN,  
UNITED STATES COAST GUARD HISTORIAN'S OFFICE,  
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