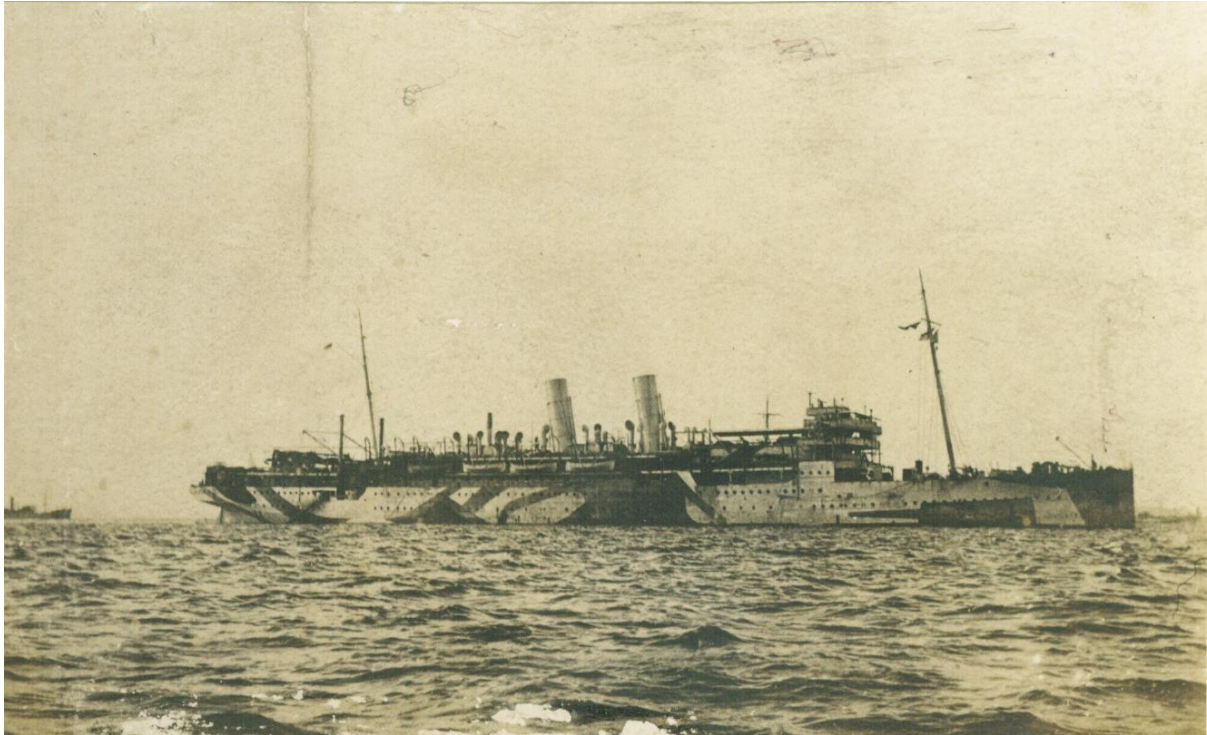
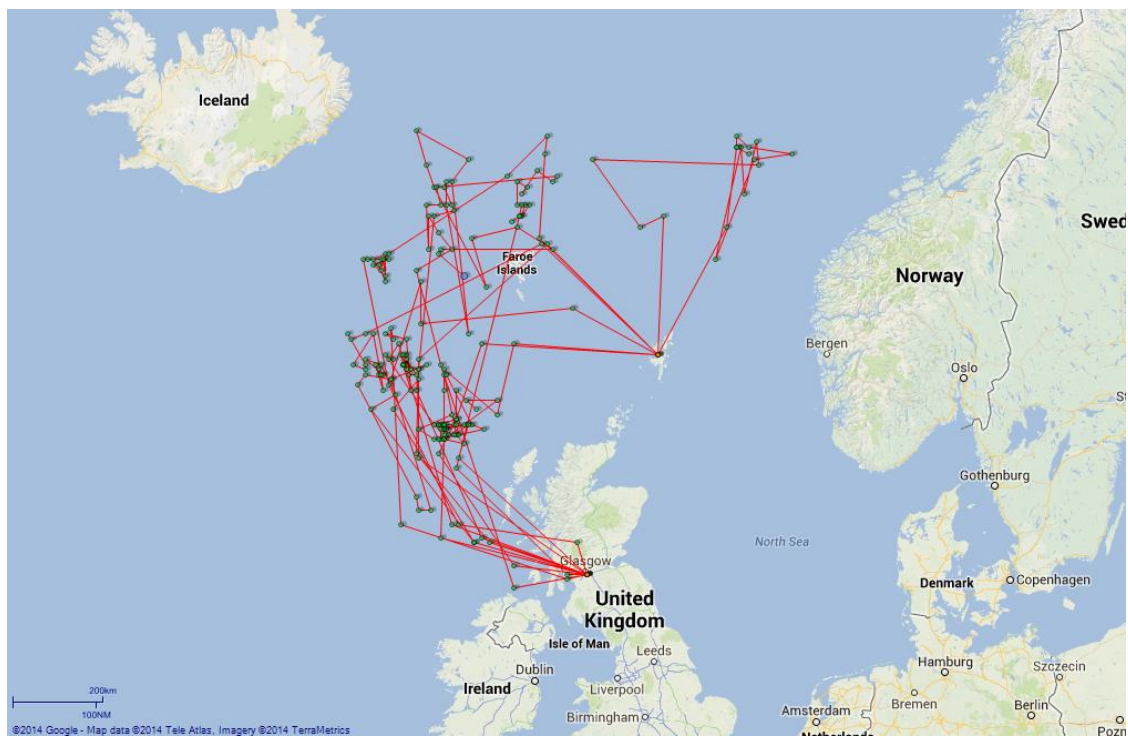


1915

HMS Mantua



HMS Mantua in 1918 with 'dazzle' paintwork



The voyages of HMS Mantua in 1915 (from NavalHistory.net). See also for ship's logs for the same period.

January 1st

Start of the year. Nothing to report the previous or succeeding two days except that the weather is bad, life is generally very dull and monotonous, and the war hanging heavily on everyone's mind. People full of hope with the advent of the new year but I have great misgivings as to our being able to finish war this year or the next. One can only be thankful that things have not been worse for us considering our state of unpreparedness.

January 7th to 21st

At Liverpool to coal. After 27 days at sea continuously, it was simply delightful to be in a comfortable house again and with Elsie with me. We received the sad news of the loss of HMS Formidable on January 1st. She was torpedoed or mined in the Channel, Captain Loxley and many others drowned, also Lt Cdr Street, who was with me on the 'Rattler'.

January 10th to 15th

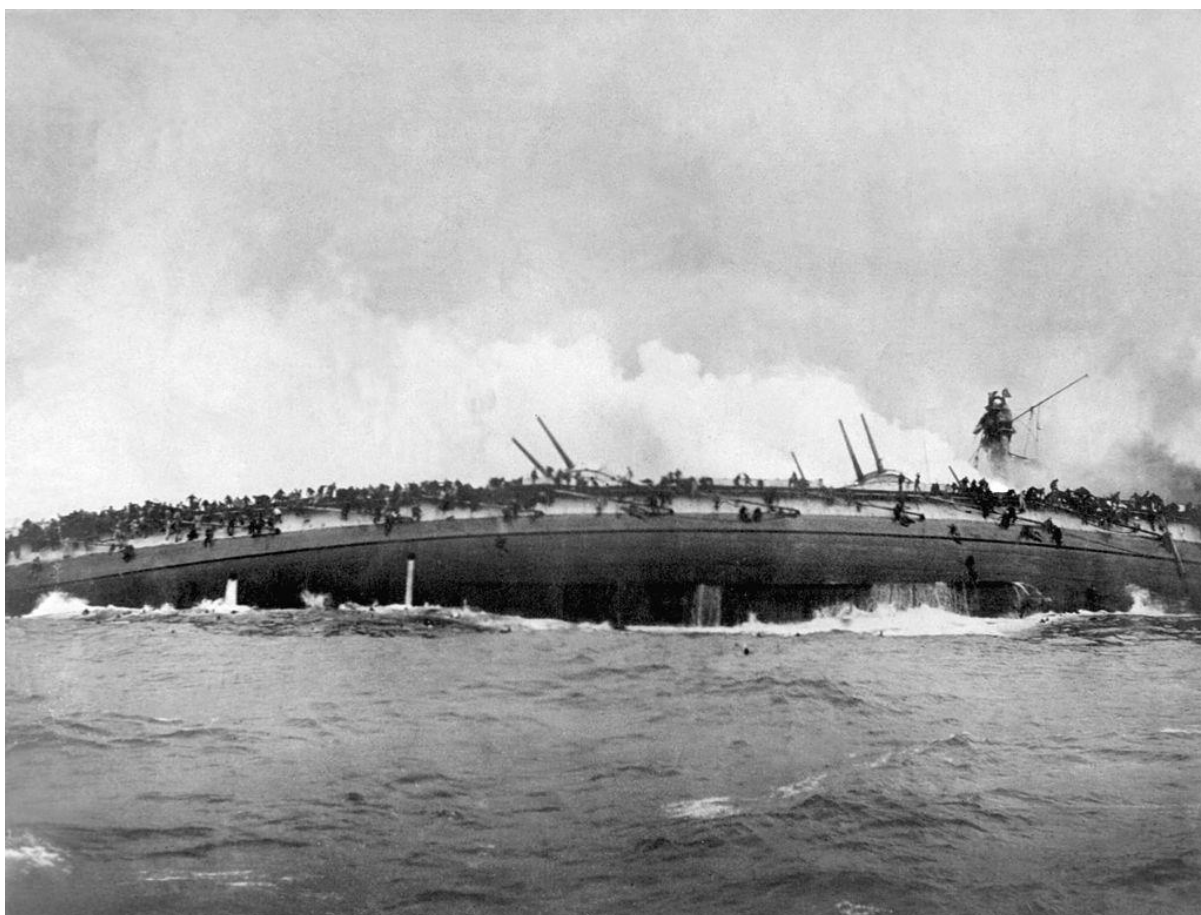
On short leave

January 21st to February 15th

At sea patrolling Faroes, Iceland and Sule Skerry.

January 26th

Sinking of 'Blucher'. We received the cheering news of the sinking of the German battleship 'Blucher' A long range by a squadron of battle cruisers under the command of Sir David Beatty.



At the Battle of Dogger Bank the 'Blücher' was targetted by the British Battleships. She capsized and sank killing approximately 750 of the crew.

January 30th

Submarine reports. Submarines were reported in the Irish Channel so that they are now venturing further afield and ships will have to be take extra precautions. It is fortunate that none of us have been torpedoed, for no uneasiness was felt about them when I left last week and we were going slow part of the time in a straight line - instead of fast speed and zig zagging.

February 2nd

Submarine warfare. News received of sinking of merchant ships without warning by German submarines, a further demonstration of 'frightfulness'. They threaten soon to make deadly warfare on all our shipping by this means.

February 15th to 24th

At Glasgow to coal

February 18th Submarine warfare German piracy by means of submarines is to begin today, but although they will no doubt do us much harm, their horrible policy will not apparently help very much.

February 24th to March 22nd

At sea on patrol off Faroe Islands

March 22nd to April 2nd

At Glasgow to coal

April 2nd to the 28th

At sea on patrol off Faroe Islands

April 28th to May 29th

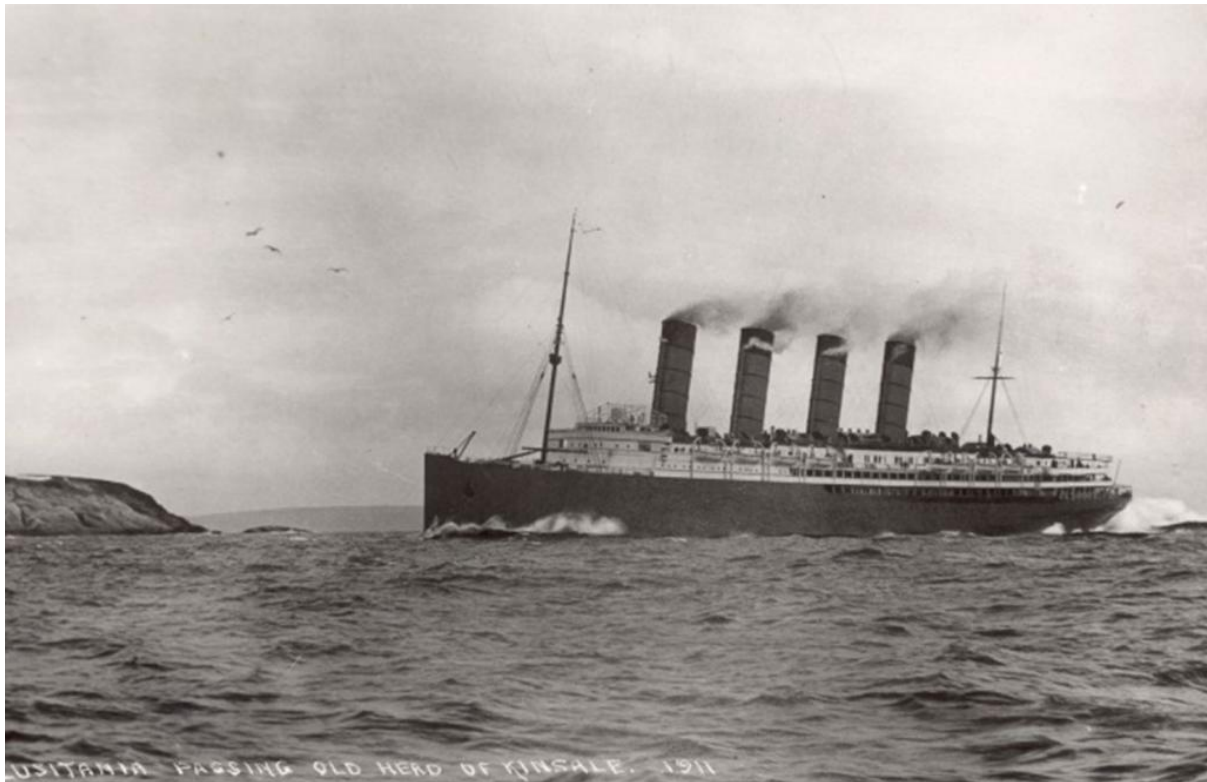
At Glasgow for docking following grounding off Mull of Kintyre

May 7th to 19th

On leave to Warwick and Portsmouth

May 7th

Lusitania. Whilst at Marble House, the news was received with the appalling disaster to the 'Lusitania', which has been torpedoed by German submarine off the South of Ireland. The ship was full of women and children, the loss of life terrible and the sufferings of all most piteous to hear of. She was apparently torpedoed without warning and sank in a very few minutes. The latest frightful crime of Germany has shocked the whole world, and so awful is it that one can hardly believe it possible that man could do such a thing, even in war without making some efforts saved life.



'Lusitania' in 1911

[note - The Lusitania was a British passenger liner sunk by a German U-boat on May 7, 1915, off the coast of Ireland. The sinking resulted in over 1,190 deaths, including 128 American citizens, and sparked international outrage, particularly in the United States.]

May the 8th

The children. On arrival at Southsea (3 Whitehall Rd) we found the children well and it was a great joy to me to see them again after an absence of four months.

May 14th

Laurence Bird. Laurence Bird (cousin, Captain in Berkshire Regiment) received orders to go to the front today. We saw him off in good spirits from the Town Station (Portsmouth). He was only lately lamenting his misfortune in not seeing active service, but I assured him he would have plenty before the war is over. It is inexplicable that people still cling to the idea that the strife will soon be over, but they can give no reason for this. If one differs one is dubbed a pessimist, but I am and have been convinced that it will be a matter of years and not months.

May 24th

Italy. Italy, hitherto neutral, has now joined the Allies against the Central Powers, which will help us considerably, let's hope.

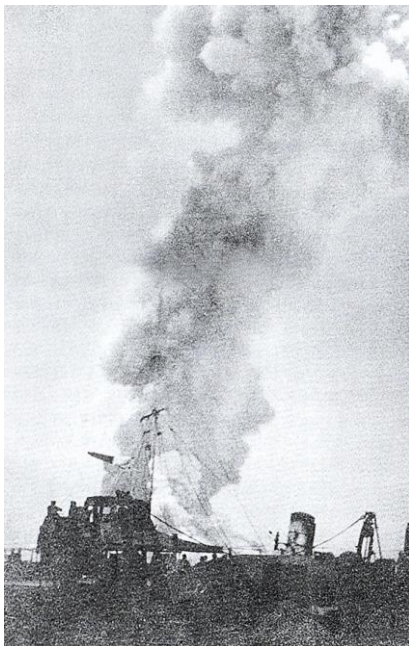
May 28th

Lieutenant Commander Peaty and the loss of HMS Majestic and HMS Princess

Irene. Lieutenant Commander Peaty left the ship today to everyone's satisfaction and my own. He has behaved very badly, chiefly through drink. He is to go to RN Barracks Devonport where he will have scope for his abilities, which are brilliant in some directions. At 11:00 PM we cleared from the docks and proceeded to sea on another of our deadly dull 'stints'. This has been a trying day and the loss of the battleship 'Majestic' (mine or torpedo) in the Mediterranean and the sudden blowing up of the 'Princess Irene' was depressing news. The latter was a minelayer and was full of mines. She was literally blown to atoms and not a single soul survived.



HMS Majestic sinking off Gallipoli



Smoke rising from HMS Princess Irene after the explosion that destroyed the ship killing all but one of those on board

[note – HMS Majestic was attacked by torpedo fired from submarine U-21, killing 49 men. HMS Princess was moored a couple of miles off Sheerness in the Medway, having just taken on board a full load of mines. It is thought that a fault in one of the mines lead to the explosion]

May 28th to June 20th

At sea patrolling Atlantic

June 20th to July 1st

At Glasgow to coal

June 21st

On leave at Warwick

June 22nd

Spring joys. I felt inexpressibly happy on waking this morning and realising where I was. The shadow of this terrible war though pervades all. The cuckoo's note, birds singing, and lovely green of the trees, blossom, etc made one forget momentarily to react more forcibly when thought of the pity of it all.

June 26th

Trains. Terrence to the station with me where he took a profound interest in the trains, signals, etc, like I used to as a boy, in fact, we used to spend whole days at this same station collecting engine numbers. *[note – see CT's notebook and trainspotting diary]*

July 1st to 26th

At sea patrolling North Atlantic

July 18th

War News. Disquieting news by the WT of a very considerable set back to the Russians towards Warsaw. This was followed on Wednesday the 21st by news of a big German advance on that capital. The strikes at home, too, are most discomfoting and people do not yet seem to realise what we have contended with in this war.

[note - on the 15/7/1915, the South Wales miners went on strike over differences in pay across the country which lasted about 4 months. Coal was essential for transport especially of the naval vessels but also in the production of steel.]



Welsh miners leaving the pithead at the start of the strike in July 1915

July 24th

Patrol duties - News. In the forenoon we received orders to proceed to Glasgow again and left patrol. The weather this time has been very good, and the monotony of this work is its principal drawback, otherwise, one has nothing to complain of except the deprivation of news of one's kin. Depressed news by WT daily keeps us informed of the events of the world, and we also obtain a considerable amount of literature from ships boarded, especially those from America. They usually give us a good supply of news from the US, and it is interesting to have the news of the war from a neutral country.

July 26th to August 3rd

At Glasgow to Coal

August 3rd to 22nd

At sea patrolling North Atlantic

August 5th

A case of suicide. A sad and gruesome event happened in the early hours. Some men were going to get sand from the hold when one of them espied a man hanging from a beam. He was so startled and the place was almost dark that he ran for assistance and on cutting the body down, life was found to be extinct. I held an inquiry in the forenoon. The man's name was Anderson (AB). From what we could gather, his brothers, sisters and parents had died of consumption and he found he himself had the disease, and it so preyed upon his mind that he committed suicide. At 4:15 PM, I committed his remains to the deep with the customary naval honours, the ship's engines being

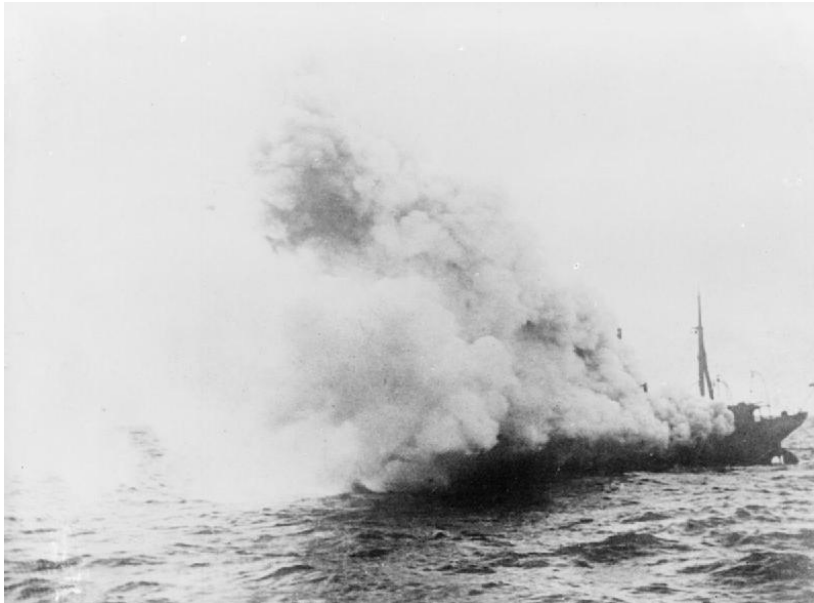
H.M.S. "Manlius", Thursday 5th day of August, 1914.													
From		To		At									
Hour	Patent Log	Distance Run Miles	Standard Compass	Direction of Drift per mile	Wind Direction	Force	Weather	State of the Sky	Height of Barometer Attached Thermometer	Temperature Air	Wet Bulb	Position 8.0 a.m. 8.0 p.m.	Latitude N S Longitude W E
REMARKS													
1	7	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
2	7	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
3	7	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
4	7	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
5	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
6	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
7	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
8	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
9	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
10	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
11	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
12	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
Observer on Watch for Weather													
Course and Distance made good		Latitude N S D.R. 10.20		Longitude W E D.R. 10.20		Number on Log		Provisions consumed		Fresh Water		Fuel	
194		10.20		10.20		3		Bk		Tms		Expended for all purposes	
Variation		True Bearing and Distance		Course to the 14 hours ending at Noon		Fresh Meat		Dried Meat		Expended 10		Coal	
25.5		10.20		10.20		Vegetables		Dried Vegetables		Expended 10		Coal	
						Bread		Dried Bread		Expended 10		Coal	
P.M.													
1	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
2	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
3	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
4	8	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20	10.20
5	8	10.20	10.20	10.20</									

August 8th

August 10th

Loss of India and Meteor. The 'India' one of the ships of this squadron, lately taken up from the P&O Company, sunk off the coast of Norway by enemy submarine, and a good

many lives lost. We also hear of the German armed ship 'Meteor' being surrounded and sunk by our cruises.



SMS Meteor on fire shortly before she sank. She was on her second voyage to lay mines in the Moray Firth. HMS Ramsey spotted her and as they were preparing to board Meteor turned and opened fire sinking her. In retaliation several cruisers that had picked up Ramsey's call approached Meteor at which point the captain ordered her to be scuttled to avoid capture.]

August 19th

Celebration. Being the anniversary of our leaving Tilbury and being yet alive, we celebrated the end event by a bottle of champagne.

August 22nd to 27th

At Shetland to coal

August 27th to September 9th

At sea patrolling North Atlantic

September 9th to 16th

At Glasgow to coal

September 10th to 15th

On leave at Warwick

16th of September to October 7th

At sea patrolling North Atlantic

September 19th

War News - Taxation. Very boisterous weather with very depressing news from the Russian sphere of the war which continued for the next few days culminating in the taking of Vilna [*note – Vilnius*] by the Germans. New and heavy taxation to be introduced in this country which will cause a flutter.

September 27th

News. The news cheerful from the Western Front, where we had made a series of advances. Nothing to relate beyond the usual patrolling and boarding occasional vessels and stopping others for enquiring.

[note – this refers to the Battle of Loos, which was the first major offensive by the British. It was also the first time the British had used gas. Despite initial advances, by the 28/8/1915 the Germans had recovered all of the lost ground. There were an estimated 50,000 British casualties, almost twice that of Germany and led to the resignation of Field Marshal French and his replacement by Haig.]

October 7th to 10th

At Shetland to coal

October 10th to 17th

At sea patrolling off Norway

October 11th

News. The news today very distressing about Belgrade, which is said to have been taken.

October 27th to 30th

At Shetland to coal

30th of October to November 3rd

At sea on patrolling north of Faroes

November 3rd to 14th

Glasgow to coal

November 5th to 12th

On leave at Portsmouth

November 11th

The children - Uniform. I decided to return today. Pipey and I left for Victoria in the afternoon. The children did not in the least understand or care about my leaving. They seemed to look upon me as a casual visitor! It was raining hard outside (the cinema in Leicester Square) and whilst we were waiting at the door I was accosted by a young man who told me to 'get him a taxi and look sharp'. So much for the King's uniform in war. He evidently thought that I was a 'chucker out' [*note – a bouncer!*]. I advised him to join the army and learn!

November 14th to December 6th

At sea patrolling North Atlantic

November 24th

Conditions. The weather execrable and the ship rolling and knocking about very uncomfortably. The next week 1 of depression, boredom and generally more or less miserable. The war, I suppose, begins to get on one's nerves. There seems nothing but blackness ahead, and things do not progress towards victory or peace.

December 6th to 9th

At Shetland to coal

December 9th to 20th

At sea patrolling North Atlantic

December 20th to January 22nd

At Glasgow for docking

December 20th

State of the ship. To Prince's dock Govan. The constructor people came on board about the defects to the bottom which are becoming serious and I have been worried lately as the water pressure on the 'tank tops' increases and the ship leaks freely. They anticipate a long refit this time and it troubles me to think of the ship again out of action as a result of the grounding last April.

December 21st to 30th

On leave at Southsea

December 24th

Christmas Eve. Preparing for Christmas, a delight to be remembered and fortunate for me that I am so placed as to be on leave at this time. We put up holly about the house

to the amusement of the little fellows and I did some shopping. Hung up 'stockings' full of small things from Father Christmas (in whom the children still have great faith).

December 25th

Christmas Day. Intense excitement of the children. They had their larger toys, of which each received a goodly number, taken in the nursery in the morning, after they had subsided a little from the excitement of the stockings. It was touching to see it all. In the afternoon we took the children to a party where there was a lovely Christmas tree, games etc. They had a thoroughly good time. Altogether a very happy day with only the terrible war cloud to mar it.

December 31st

New Year's Eve. At midnight there was a terrific din, every whistle of craft and factory blowing for all they were worth. One's thoughts were naturally sad on the eve of the new year, with the war still going on, worse than ever and not a gleam of peace visible. One prays and hopes that this year may see it through, but with grave doubts.