

4 November, 1918.

My dear Sir:

1. At this writing we expect to get away from the Yard on Wednesday, the 6th instant, go alongside the coal station at California City and immediately get ready for the fumigation which will be made on Thursday morning, the coaling to start on Friday, the 8th. The slight delay in getting the ship ready has been occasioned by the inroads of the influenza epidemic among the yard workman personnel, but all available men have been put to work on the ship in an effort to have her completed within the specified time.

HEALTH OF PERSONNEL: 2. The weather latterly has been rainy, which has to some extent handicapped us in the handling and loading of all kinds of stores, as it has been inadvisable to expose the men to prolonged dampness when so much pneumonia is about. On this date we have no one on the hospital or binnacle list, and it is the first time in several weeks that there has not been a number of our crew suffering from the effects of the epidemic. My Medical Officer has been most indefatigable in his efforts, and it is, of course, largely due to his constant attention that I am able to make this report.

SMALL CREW FROM YARD: 3. I have arranged for the vessel to leave the Yard with as small a complement as practicable, in order to have a minimum number of men at California City during fumigation. as conditions at that place will not permit of any great assemblage of men. The fumigation, I can assure you, will be thorough in every way and will be certified to by the Angel Island quarantine officials.

COAL, STORES & PROVISIONS: 4. We hope to finish the coaling by the 12th, taking a full load in the lower hold and also full bunkers. With reference to stores, if we are obliged to leave any behind on the Yard, although I do not think there will be any considerable quantity, we can get them on board at California City, prior to sailing, together with our fresh stores. As to provisions, we shall be very well supplied with all descriptions of dry stores, and prepared to handle any requirement along those lines. Or fresh meats, as I mentioned to you in a previous letter, I am taking only a sufficient quantity to last the ship until shortly after our arrival at San Diego, in order to make sure of the cold storage plant.

COLD STORAGE PLANT: 5. The Commandant, Construction Officer, and the Engineer Officer are doing their very best to have the ship suitable in every way, in addition to which the Commandant has given his personal attention to the matter of the cold storage plant's efficiency. I must say that I am very well pleased indeed with the work in all matters which has been performed at the Mare Island Yard, for despite the many breaks in their plans, because of sickness among the force, the work has progressed right along. All departments have given to us about everything we have asked for, and many things which were not, and I am of the opinion that you will be very well pleased with the alterations made. As mentioned in previous letter, I have requested that the Commandant allow the man in charge of installation of the refrigerating plant go with

the BRUTUS, at least during her stay at California City, if not as far as San Diego, in case of breakdown. Up to the present time we have great hopes that the plant will show up to complete satisfaction. The installation has been as good as they could possibly make it, and a close watch has been kept on it and everything done to insure maximum efficiency.

SEXTANTS: 6. I find that I cannot get the number requisitioned, six, at short notice; have located five, only two of which are really fit, the other three will have to be recut. However, we can contrive to make out, temporarily at least, with these two in addition to those now on board. The six which I had located previously have been disposed of, for sextants are quite scarce in the market, as you know. Keuffel and Esser informed me that they believed they could fill the order in a month, but I shall endeavor to make the ones mentioned above answer for the present.

WATER: 7. As to the drinking water proposition: The Contract at San Francisco is \$3.50, and on looking over old bills I find that the San Diego contract is \$1.50 per M gallons, so have decided to keep in the bottoms the Sacramento River water, which is good enough for boiler purposes, and upon arrival at San Diego pump out and fill with drinking water after using all possible for boiler purposes. The water now on board cost nothing, having been taken from the Sacramento River at ebb tide by the Yard water barge. It is quite fresh, but not suitable for drinking. In addition to this there is sufficient drinking water on board to last us to San Diego.

STAY AT SAN DIEGO: 8. You will see from the above that I am presuming that you will give me enough time in San Diego to take necessary supplies, both fresh water and provisions. However, should you wish to alter this plan from force of circumstances and cannot give us the required time there, please advise me by wire prior to the 10th, if possible.

SWINGING SHIP: 9. Prior to going out to sea it will be necessary to swing ship for compass adjustment, and this may delay me half a day, but I shall perform it in the early morning if possible.

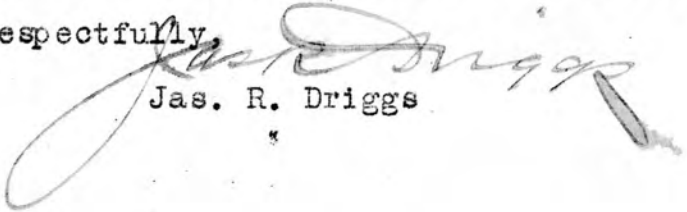
INFLUENZA PRECAUTION: 10. In order to prevent any possible infection of influenza, in accordance with your ideas I shall not allow liberty at either San Francisco or California City. This will make it a little hard on the men, at the beginning of a cruise, as they have been under strict quarantine at the Yard for about a month. However, now that the physical condition of the personnel is good, the standard of health must be maintained.

INEXPERIENCED CREW: 11. For the good of the service, as you have been informed previously, we transferred most of our trained men to the Receiving Ship here. The complement has been filled up by more or less inexperienced men, in addition to which we are takin

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a number for training, principally quartermasters, gunner's mates and coxswains, graduates of land schools, so that by far the major part of our crew will be somewhat green. However, with the trained petty officers which have been retained, satisfactory results are expected within a reasonable time.

Respectfully,



Jas. R. Driggs

To:
Rear Admiral W.F. Fullam, U.S.N.,
San Diego, California.

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