

U. S. S. BRUTUS,
C/o Postmaster,
San Francisco, Calif.

9 November, 1918.

My dear Sir:-

1. We have arrived at the Naval Coal Depot, California City, as you no doubtless are aware, by having received our arrival telegram Wednesday, 1:00 p.m. November 6, 1918. Immediately after making fast, got in touch with quarantine officials and going over with the station launch, collected the necessary materials for purpose of fumigation to be performed the next day, Thursday, November 7th, 1918, as per program.

HYDRO-CYANIC GAS
USED IN ALL COM-
PARTMENTS.

2. At 8:00 a.m. Thursday, November 7th, 1918, the quarantine officials with medical officer in charge, reported on board and the preparatory work, necessary for fumigation was started, (Hydro-cyanic Gas being used), by noon, everything was in readiness and the charges were set off, taking in all compartments, mess rooms, store rooms, sleeping quarters, galleys, engine rooms, fire rooms, bunkers, and all ship's holds.

A THOROUGH FUMI-
GATION.

3. There was not a small hole in the BRUTUS that was not reached by this powerful gas which was held in the ship until late that evening, with the exception of the chart room, (an entirely new house where the chronometers were located) which I deemed inadvisable to have the gas around; everybody being out of the ship during the time fumigation was going on.

COPY CERTIFICATE
OF FUMIGATION
ENCLOSED.

4. Enclosed you will find a copy of certificate furnished by the quarantine officials as to the performance of fumigation which was in every way effective and satisfactory, and while I am on the matter, I would like to express to you the very courteous treatment that has been afforded us by the quarantine officials and their entire cooperation as to the required fumigation and their desire to do all they could for any of the Naval ships along these lines. The officer in charge, a very delightful gentleman by the name of Surgeon W.A. Korn, has done everything he could to expedite matters in every way.

VERY FEW RODENTS
FOUND.

5. There were not many rodents found in the holds and store rooms immediately after fumigation, but I am satisfied that it has been a very good thing for us and something which is generally needed in a ship at least once a year.

MINIMUM PERSONNEL
DURING FUMIGATION

6. It was fortunate that I had made previous arrangements to have only a handful of men come down with the ship and assist in the fumigation, as we would have been seriously handicapped with the entire crew and no place to accommodate them at the coaling plant.

PROBABLY DEPARTURE
DATE.

7. In accordance with our arrangements, the balance of the crew reported on board yesterday morning, Friday, November 8th, 1918 and the work of coaling immediately began. We shall probably not be able to finish much before Wednesday evening, November 13th, 1918 in that case, shall not be able to go to sea before Thursday, as it will be necessary to swing ship before putting her on Coast courses. Shall endeavor if possible to do this Thursday morning, as I note by coming down from Mare Island, that although her deviations are not very large, still some have changed their names.

REFERENCE TO
OFFICERS FOR
TRAINING.

8. Have received your notification of the seven officers to be sent for training, and Mare Island has notified me that they have been sent up there temporarily by the 12th Naval District, until this coming Wednesday, when they will be sent down with the balance of any stores left at the yard for us.

NO INFLUENZA
ABOARD AT PRESENT
DATE.

9. Up to the present time, everyone of my personnel are well, both officers and crew and we are having no trouble along those lines, which I hope will continue. They seem to have gotten the Influenza by this time fairly well under control at Mare Island Navy Yard, and while we have suffered a great deal in this vessel from the lack of personnel to perform the necessary work, still, under the circumstances we have done fairly well, taking all into consideration with the helping out of working parties through the kindness of the Commanding Officer of the Receiving Ship, Mare Island.

BRUTUS HAS MOSTLY
GREEN CREW.

10. As I mentioned to you before, we had previously transferred nearly all of our experienced personnel (for the good of the Service) to the Receiving Ship at Mare Island Navy Yard, and have now on board, a crew, the major part of which, have never been to sea before, and up to this writing, have not been able to have any drills whatever aboard ship. They are working very well and things are progressing as well as could be expected. I am hoping that we will be able to show a big improvement in them by the time they are three or four months on the ship.

COLD STORAGE EXPERT
TO TAKE PASSAGE.

11. The Commandant, Navy Yard, Mare Island, has allowed me to take the man in charge of the Ice Machine installation all the way to San Diego and we are making a lot of good use of him at this present time, the machine is working very well, but as in most machines of high pressure, points of weakness where leaks occur need more or less setting up: He has been of invaluable aid

to us and I am of the opinion that after we leave San Diego, we will know a great deal more about the machine than we ever thought we would acquire. I have ordered sufficient C.O. Gas to last us for a period of atleast six months or more and I do not anticipate any trouble at all with the cold storage after we depart.

FORWARD CREW
SPACE VERY
NICELY FURNISHED.

12. The forward crew space is certainly a delightful acquisition in this vessel, and with the blower and forced ventilation system, it should be very comfortable indeed below decks, even in warm weather, taking into consideration the wooden decks above and awnings: Also the store rooms are splendid and adequately arranged and I believe we are prepared to handle about anything that comes along.

SHIP LOADING TO
CAPACITY OF HOLDS.

13. I shall put every pound of coal I can in the holds, and I think we can stow nearly 4,000 tons below including the bunkers.

PREPARATION OF
ALLOWANCE LIST
C & R.

14. There is one more matter that I would like to mention and that is that there is in preparation, an allowance list for this ship in the C & R department at the Navy Yard. In reference thereto, I have written a letter to the Construction Officer through the Commandant requesting him if possible to postpone the making of an allowance list for the BRUTUS until such time as I could get up a list of our requirements. A copy of my letter is enclosed for your information.

ADDITIONAL MOTOR
SAILER NECESSARY.

15. The enclosed will explain itself, and while I am on the subject, I would like to mention the fact that I think it would be advisable for us to have an additional motor sailer, at this present writing, davits necessary for hoisting her have not been installed, and in fact, the additional boat was disallowed, although requested by me shortly after arriving in the yard. Should it be possible for us to have the additional boat, it could be kept temporarily, atleast, stowed on one of the hatches in chocks until such time as we could have davits made capable of hoisting her, in that case, she could be handled by one of the cargo booms. She would not be in the way on board, as it would be the first boat to get out. The 24 foot type motor sailer would be the most adaptable for our work it is believed.

JAPANESE STEWARD
FOR COMMANDER-IN-
CHIEF.

16. I have taken up the matter of the Japanese Steward for you, and although I have overhauled several in the City, have not been able to find a man that I think would be suitable for your requirements, I regret very much that I am unable to locate one, I shall not, however, relinquish my search in this direction, and as it will probably be necessary for me to go down to Town the fore part of next week, I shall make a further search; I hope ere this that you have received the former Steward (Chinese) of the Commandant of the Mare Island Navy Yard, as Captain George had informed me that he would be

entirely willing to send you his man if it was satisfactory to yourself.

Respectfully yours,

Jack Driggs

Enclosures - 3.

Rear Admiral Fullam, U.S.N.,
San Diego,
Calif.