

LOG OF THE
PRESIDENT'S VACATION TRIP
TO
KEY WEST, FLORIDA
17-23 NOVEMBER 1946

Log # 1

Compiled by
Chief Yeoman Charles J. Langelo, U.S.N.

Edited by
Lieut. Commander William M. Rigdon, U.S.N.
And
Captain James H. Foskett, U.S.N.

LIST OF THE PRESIDENT'S PARTY

THE PRESIDENT.

Fleet Admiral William D. Leahy, U.S.N., the President's Chief of Staff.
Honorable John R. Steelman, Director of War Mobilization and Reconversion.
Honorable Charles G. Ross, the President's Press Secretary.
Honorable Clark M. Clifford, the President's Special Counsel.
Major General Harry H. Vaughan, U.S.A., the President's Military Aide.
Brigadier General Wallace H. Graham, the President's Personal Physician.
Captain James H. Foskett, U.S.N., the President's Naval Aide.
Honorable Edwin A. Locke, the President's Special Assistant.
Honorable John Caskie Collet, Federal Judge.

STAFF:

Commander R. W. Wasson, U.S.N.R., U.S.S. WILLIAMSBURG.
Lieutenant Commander J.W. Jones, U.S.N., U.S.S. WILLIAMSBURG.
Lieutenant (jg) N.H. Kane, U.S.N., Navy Department.
Chief Radio Electrician M. J. Gauthier, U.S.N. Navy Department.
C. J. Langelo, chief yeoman, U.S.N., Office of Naval Aide to the President.
A. J. Sagi, chief electronics mate, U.S.N., Navy Department.
P. C. Taylor, chief pharmacist's mate, U.S.N., U.S.S. WILLIAMSBURG.
W. R. Burdette, chief photographer's mate, U.S.N., U.S. Navy Photoscience Laboratory.
C. K. Ainsworth, chief photographer's mate, U.S.N., U.S. Navy Photoscience Laboratory
J. Santiago, chief steward, U.S.N., U.S.S. WILLIAMSBURG.
I. Esperancilla, chief steward, U.S.N., U.S.S. WILLIAMSBURG.
A. Fortalez, chief steward, U.S.N., U.S.S. WILLIAMSBURG.
J. Sevilla, chief cook, U.S.N., U.S.S. WILLIAMSBURG.
D. C. Rohles, electronics mate first class, U.S.N., Navy Department.
J. A. Girubino, radioman first class, U.S.N., Navy Department.
W. E. Hester, radioman second class, U.S.N., Navy Department.

SECRET SERVICE:

Mr. James J. Rowley
Mr. Howard S. Anderson
Mr. Gerald A. Behn
Mr. John T. Gorham
Mr. John E. Champion
Mr. Kenneth B. Hale
Mr. Richard G. Kauffman
Mr. James M. Hirst
Mr. Paul J. Usher
Mr. Floyd M. Boring
Mr. Arthur R. Breor
Mr. William F. Shields
Mr. William B. Abert

LOG OF THE PRESIDENT'S VACATION TRIP

Sunday, 17 November:

The President, accompanied by his guests, the Honorable Charles G. Ross, the President's Press Secretary; the Honorable Clark M. Clifford, Special Counsel to the President; Brigadier General Wallace A. Graham, Medical Corps, U.S.A., the President's personal physician; Captain James H. Foskett, U.S. Navy, the President's Naval Aide; and Mr. Edwin A. Locke, Special Assistant to the President, departed from the White House at 0904, by motor car, for the Washington National Airport. Mrs. Truman accompanied the President to the airport to see him off to Key West, Florida, on his brief vacation trip.

At the airport, the President bade farewell to Mrs. Truman, and, with members of his party, boarded the Presidential plane.

Other passengers to embark on the Presidential plane were Lieutenant Commander William M. Rigdon, U.S.N., Assistant to the Naval Aide to the President; Mr. James J. Rowley, Supervising Agent, White House Secret Service Detail; and Mr. John Campion of the U.S. Secret Service.

At 1015, the Presidential plane, piloted by Lieutenant Colonel Henry Myers, U.S.A., took off from the National Airport for Key West. It was raining, cold and dreary when we departed Washington. The weather cleared about 1100, so that our flight to Key West was routine and uneventful.

The Presidential plane landed at the U.S. Naval Air Station, Boca Chica, about five miles distant from Key West, at 1510.

The President, first to leave the plane, paused at the gangway in order to permit photographs to be taken, then descended and greeted the officials assembled to welcome him to Florida. Among those on hand at Boca Chica to meet the President were – Rear Admiral Ralph Davison, U.S.N., Commandant Seventh Naval District; Rear Admiral C. W. Syter, U.S.N., Assistant Chief of Naval Operations (Coordinator of Undersea Warfare); Captain H. M. Cooper, U.S.N. Commanding Officer, U. S. Naval Air Station, Key West, and Senior Officer Present, Key West; Captain W. A. Saunders, U.S.N., Commanding Officer, Submarine Base, Key West; Captain A. G. W. McFadden, U.S.N., Commander Fleet Sound School, Key West; Captain J. T. Ruhsenberger, U.S.N., Commander Anti-Submarine Development Squadron One; Captain W. E. Davis, U.S.N.; Captain Frank Sutton, U.S.N.; Captain E. S. Hutchinson, U.S.N., and Lieutenant Colonel Clifford E. Singleton, U.S.A.

The President then greeted and spoke briefly with members of the White House Press Association who had preceded him to Key West to cover his visit here. These

gentlemen had arrived at Boca Chica at 1450 in a chartered plane of the Eastern Air Lines- they included:

Newspaper Correspondents:

Mr. Merriman Smith	United Press
Mr. Robert Nixon	International News Service
Mr. Ernest Vaccaro	Associated Press
Mr. Felix Belair	New York Times
Mr. Joseph Short	Baltimore Sun
Mr. Joseph Fox	Washington Star
Mr. Edward Folliard	Washington Post
Mr. John O'Brien	Philadelphia Inquirer
Mr. Paul Healy	New York Daily News
Mr. Charles Vandevender	New York Post
Mr. Thomas Twitty	New York Herald Tribune
Mr. William Strand	Chicago Tribune
Mr. Eugene Davis	Transradio News
Mr. Sam Shaffer	Newsweek
Mr. Larry Laybourne	Time

Radio:

Mr. Don Fisher	National Broadcasting Co.
Mr. John Adams	Columbia Broadcasting System
Mr. William Coyle	American Broadcasting Co.
Mr. Reginald Turner	Mutual Broadcasting System

Still Photographers:

Mr. George Skadding	Life Magazine
Mr. John S. Thompson	Acme Newspictures
Mr. Arthur Scott	International News Pictures
Mr. John Rous	Associated Press Photos

Motion Picture Pool:

Mr. John Garvey	Fox Movietone News
	MGM News of the Day
	Paramount News
	Pathe News, Inc.
	Universal Newsreel, Inc.

Mr. Carrol S. Linkins, Western Union Representative, Mr. Dewey E. Long, White House Transportation Officer; and Secret Service Agents Boring, Behn, Hale, Kauffman, Usher and Hirst were also passengers in this advance plane.

After the exchange of greetings and pleasantries, the President and members of his party embarked in waiting automobiles and the motorcade of a score or more cars bearing the Presidential party, welcoming officials, and members of the press and radio group, proceeded down the Key Highway to the Submarine Base at Key West, where the President was to make his temporary headquarters.

With the President in his car were Rear Admiral Styer, Captain Foskett and Captain Cooper. Admiral Styer, whose headquarters are in Washington, had preceded us to Key West to be on hand to serve as liaison officer of our party. As Coordinator of Undersea Warfare, he has administrative jurisdiction over many of the Naval activities located in Key West.

Admiral Davison, who had flown down from his headquarters at Jacksonville to be on hand to welcome the President to the Seventh Naval District, remained at the airport and departed for return to Jacksonville later in the afternoon.

As the motorcade neared the center of the town of Key West, we found the streets lined with people who had gathered for a glimpse of their President. The President smilingly returned the greetings of the waving crowds by raising his hat to them.

At the Submarine Base, officers and enlisted personnel, spaced at four-foot intervals, lined the streets to the Commandant's House in a "man-the-rail" ceremony. The President's flag was hoisted over the Administration Building at 1535 on the President's arrival at the Commandant's quarters. By special request, no honors were rendered other than by the Marine Guard paraded at the Gate.

Shortly after his arrival at his quarters, the President talked by telephone with Mrs. Truman at the White House and informed her of his safe arrival.

The party soon shifted to lighter clothing as it was quite warm at Key West. Then after a casual inspection of their pleasant and spacious quarters, the President and members of his party settled down to spend the remainder of the day relaxing and resting after their five-hour plane ride from Washington. Quartered in the Commandant's House with the President were Mr. Ross, Mr. Clifford, General Graham, Captain Foskett and Mr. Locke.

The area immediately surrounding the Commandant's quarters had been roped off and was restricted. Marine guards were stationed about the area, standing continuous sentry duty, permitting only the members of the party and those persons issued special security passes to enter the area. This precaution, coupled with the presence of Secret

Service agents about the Commandant's quarters, afforded complete security for the President.

Members of the press and radio group were berthed and messed at the Bachelor Officers' Quarters at the Submarine Base.

At 1653, the Presidential plane, with Lieutenant Commander Rigdon as passenger, took off from the Naval Air Station, Boca Chica, for return to Washington, D.C. Lieutenant Commander Rigdon made the trip to Key West for the purpose of noting preparations made for the party's stay at Key West and to supplement their needs, if required. The plane reached Washington, on the return flight, at 2130.

It should be mentioned here that an advance party, consisting of Commander R. W. Wasson, U.S.N.R. Lieutenant commander J.W. Jones, U.S.N., of the U.S.S. WILLIAMSBURG; Lieutenant (jg) Neal H. Kane, U.S.N., Chief Radio Electrician M. J. Gauthier, U.S.N., of the Navy Department; Assistant Supervising Agent Anderson, agents Gorham, Breor, Shields, and Abert of the White House Secret Service Detail; Charles J. Langelo, chief yeoman, U.S.N., from the office of the Naval Aide to the President; W. R. Burdette and C. K. Ainsworth, chief photographers' mates of the U.S. Navy Photoscience Laboratory, Anacostia, D.C.; Preston C. Taylor, chief pharmacist's mate, U.S.N., chief stewards J. Santiago, I. Esperancilla, and A. Fortalez; and chief cook J. Sevilla, U.S.N. of the U.S.S. WILLIAMSBURG, departed from the U.S. Naval Air Station, Anacostia, D.C., at 1020, Friday, November 15th, via Navy transport plane for Key West, Florida.

The advance party arrived at the Naval Air Station, Boca Chica, Florida at 1640 on November 15th. Personnel and baggage were transported by automobile to the U.S. Naval Submarine Base, Key West, a distance of about five miles, where the advance party was assigned accommodations for messing and berthing.

At Key West, Mr. Anderson conferred with officials of the Submarine Base and local city officials concerning arrangements to facilitate the President's movements and afford him the maximum of comfort and security. He was assisted in this by Mr. Cecil Sewell of the Jacksonville office of the Office of Naval Intelligence, and Mr. Louis Padgett, supervising agent of the Atlanta Field Office of the Secret Service, Atlanta, Georgia.

Commander Wasson, and the stewards and cooks were directed to the Commandant's House on the Submarine Base, where they commenced the task of making ready the quarters to be occupied by the President and his party. The quarters had been vacant for some time and there was very much to be done in preparing them for the President's arrival. They were ably assisted in making the quarters attractive and livable by Mrs. Saunders, wife of Captain Saunders, commanding the Submarine Base, and Mrs. Johnson, wife of Captain Johnson, executive officer.

Lieutenant Commander Jones, Lieutenant (jg) Kane and Chief Radio Electrician Gauthier went to work setting up a communications system for direct rapid communication with the White House. The Navy Department made available teletype equipment with special direct land wire service between the White House map room and the Communications Office at the Submarine Base, Key West. Arrangements were also made for a standby radio key circuit through Radio Central in Washington to the White House and for radio teletype service between Key West and Washington in the event wire facilities failed.

The Commandant, Seventh Naval District, made personnel available to help effect these installations. The communications personnel of the Submarine Base, under the supervision of Lieutenant Mary V. Raftus (W), U.S.N.R., rendered valuable assistance to Lieutenant Commander Jones in setting up the communication system.

Chief Yeoman Langelo set up an office in the Code Room, directly across the street from the Commandant's House, in the same area that the communications facilities were set up.

At 1730, on Saturday, November 16, Rear Admiral C. W. Styer, U.S.N., of the Navy Department, arrived by Naval aircraft from the Naval Air Station, Anacostia, D.C. In this same aircraft were four enlisted personnel who were originally scheduled to arrive with the advance party on November 15th, but who were left at Anacostia because of insufficient space on the plane. These men were A. J. Sagi, CETM, U.S.N., D. C. Rohles, ETMlc, U.S.N., J. A. Girubino, RMLc, U.S.N., and W. E. Hester, RM2c, U.S.N. They had come down from the Navy Department to assist Lieutenant Commander Jones.

By 1200 on Sunday, November 17th, all preparations were complete.

At 1335, Supervising Agent Anderson, in company with other Secret Service agents, station officers and other personnel, local police officials and members of the Florida Highway Patrol, departed by automobiles for the Naval Air Station, Boca Chica, to await the arrival of the President. Included in the motorcade was a 1946 Buick, blue cabriolet (top removed) that had been placed at our disposal by Mrs. A. J. Mills of 526 Angela Street, Key West, Florida, for the President's use during his stay at Key West.

Monday, 18 November:

An ideal Florida day, warm and bright, dawned on Key West.

At 0745, the President, General Graham and Captain Foskett donned their bathing suits, left their quarters and walked several blocks to the swimming pool on the Base where they swam and exercised for about twenty minutes. They were joined there by Admiral Styer and Captain Saunders.

At 0815, the President and his party returned to quarters.

At 1000, the President, Mr. Clifford, Mr. Ross, Mr. Locke, Admiral Styer, General Graham, Captain Foskett, and Captain Saunders, walked to the beach on the Base and went swimming again. The beach there is of smooth white sand and is excellent for sun bathing and swimming.

The President and his party returned to quarters at 1130. After lunch, they all napped and later lounged about their quarters for the remainder of the day. All definitely agreed that the ideal Florida weather was a welcome change from the winter cold of Washington.

Invitations had commenced arriving by this time from people who wished to entice the President to the allegedly more alluring "garden spots" of Florida to spend the remainder of his vacation. The President had to regretfully decline them all because of his short stay and already crowded schedule.

At 1805, Ensign R. W. Illgen, U.S.N.R., arrived with mail from the White House. The mail had been flown from Washington to Key West via Navy aircraft. Overnight accommodations were furnished Ensign Illgen at the Bachelor Officers' Quarters of the Submarine Base.

Tuesday, 19 November:

The President arose about 0700, to be greeted by another ideal day; clear, sunny and warm.

Dressed in their swimsuits, the President, together with General Graham and Captain Foskett, left the house at 0805 and walked to the swimming pool. After a twenty-minute workout there they returned to the Commandant's House.

At 0920, Ensign Illgen departed with Presidential mail for the White House. The mail was flown from the Naval Air Station, Boca Chica to Washington.

At 0930, Chief Radio Electrician Gauthier, having completed his temporary additional duty with the Naval Aide, departed Key West to return to the Navy Department.

At 0950, the President, accompanied by General Graham, Captain Foskett, Mr. Clifford and Mr. Locke, again attired in their bathing suits, walked to the Submarine Base beach where they swam and sunned themselves. A medicine ball was taken along and Captain Foskett, General Graham, Mr. Clifford and Mr. Locke tossed it around a bit while the President watched.

While the President and his party were at the beach, Mr. Ross, accompanied by Admiral Styer, Captain Hutchinson, and some members of the press group, boarded the

Submarine Cobbler, (Commander W. G. Homan, U.S.N., commanding). The submarine got underway and stood out to sea to a distance of about 20 miles south of Key West, and then submerged to a depth of 300 feet. While thus submerged, Mr. Ross called his group together for a press conference. This is believed to have been the first undersea conference ever held by a White House press secretary.

The President and his party returned to their quarters at 1210.

At 1326, the Submarine COBBLER stood in and tied up alongside the dock at the Submarine Base, and Mr. Ross and his party disembarked.

After lunch, the President took a nap. Mr. Clifford, General Graham and Captain Foskett went deep-sea fishing, with Captain Saunders (Commanding Officer of the Submarine Base). Their catch included a 12-pound grouper and a 7-pound Spanish mackerel.

The President had awakened in time to greet the returning fishing party. Later in the afternoon the President talked by telephone with Mr. Myron Taylor from New York.

A 1700, the President and his party received members of the press at a small reception in the Commandant's quarters. Guests also included a number of the senior officers of the Naval Base. By 1830, all guests had departed.

At 1715, Ensign Fabian J. Paffe, Jr., U.S.N.R., arrived with Presidential mail from the White House. The mail, as before, had been flown from Washington to Boca Chica. Accommodations for staying overnight were arranged for Ensign Paffe at the Bachelor Officers' Quarters.

After dinner, the President and his party lounged about the quarters, and spent the evening at home, taking it easy.

Wednesday, 20 November:

The weather today was a repeat of that of the two previous days – a bright sun afforded an ideal warmth and encouraged one to take things slow and easy.

The President, after arising, walked to the swimming pool, swam for about twenty minutes, and then returned to quarters. He was accompanied by General Graham and Captain Foskett.

At 0920, Ensign Paffe departed for the Naval Air Station, Boca Chica, with Presidential mail to be flown to Washington, and ultimate delivery to the White House.

At this time, a message was received from Lieutenant Commander Rigdon at the

White House that the President's plane had departed Washington, D. C. at 0800, and that embarked in the plane were Fleet Admiral William D. Leahy, U.S.N., the President's Chief of Staff; Honorable John R. Steelman, Director of War Mobilization and Reconversion; Judge John Caskie Collet; and Major General Harry H. Vaughan, U.S.A., the President's Military Aide. They had been invited by the President to join him at Key West.

Preparations were made by the President and his party to drive to the Naval Air Station, Boca Chica, to greet his guests on their arrival.

At 1030, the President took the wheel of the Presidential automobile, and with Admiral Styer, Secretary Ross, Captain Foskett, and Mr. Locke as passengers, drove off from the Commandant's House. On leaving the Submarine Base, they proceeded through Key West and up the Miami Highway for a distance of about 32 miles. Supervising Agent Rowley, Agents Padgett, Gorham and Albert followed in a Secret Service car.

The President timed his arrival at the Boca Chica Naval Air Station at 1150, where he greeted the station officers.

As the Presidential plane was not due to arrive until about 1240, the President made a foot tour of the Naval Air Station. Many of the latest Navy secret devices were on display for the President along the line on the airfield. Captain J. R. Ruhsenberger, U.S.N., Commanding Officer, Anti-Submarine Development Squadron One, conducted the tour and explained each device. The President showed a keen interest in all phases of the display. The President was shown a plane equipped with rockets; a depth control device; a periscope for airplanes invented by Lieutenant James Pickard, who was present and was greeted by the President; a sonar buoy; a high voltage camera for night photographs, which was demonstrated for the President; a plane loaded with bombs; a mail pick-up rig; a magnetic airborne detector equipment, which was demonstrated; and the Blimp K-52, which the President boarded and inspected.

The commercial photographers present up to this point were not permitted to take photographs in view of the secret nature of the devices shown the President. However, members of the press took motion pictures and still shots of the President embarking and disembarking from the Blimp.

The President then, with the group on tour, walked to the control tower, and climbed up to the top, where he inspected the aerological office and the control equipment.

At about 1235, the President and his group returned to the area where the plane was due to land and chatted with members of the press.

At 1240, the Presidential plane landed and taxied to the area where the President and his party were waiting.

First to leave the plane was Admiral Leahy, followed by Mr. Steelman, Judge Collet and General Vaughan, who greeted the President with, "Hi, Boss!"

The President greeted his guests, and then he again took the wheel of the Presidential automobile. With Admiral Leahy and Agent Boring in the front seat, Mr. Steelman, Judge Collet and General Vaughan in the rear seat, the President drove off, followed by other members of his party, and the Secret Service agents.

Along the highway to Key West, the President stopped the motorcade near a scenic spot on the road, and the photographers were permitted to take pictures of the party.

The President then continued on to the Submarine Base, arriving at about 1300. The newly arrived guests were quick to make themselves comfortable in their quarters at the Commandant's House which they were to occupy during the remainder of the President's vacation stay in Key West.

At 1830, Ensign J. J. Willis, U.S.N.R., arrived with Presidential mail from the White House. Similarly, this mail was flown from Washington to Key West. Accommodations were also made at the Bachelor Officers' Quarters for Lieutenant Colonel Henry T. Myers, U.S.A., pilot of the Presidential plane, who was to remain in Key West until the President's departure for return to Washington, D.C.

At 1900, the President, accompanied by his entire party left their quarters for the Officers' Club, where they attended a reception and buffet dinner given in his honor by the officers of the Naval Base.

At 2100, the President and his party returned to quarters, where they spent the remainder of the evening lounging about.

Thursday, 21 November:

At 0800, the President and his party left their quarters for the pier on the Submarine Base, where they boarded the crash boat DOLPHIN for passage to the Anti-Submarine Development Squadron Base, for the purpose of boarding the Submarine U-2513.

At 0810, the President and his party (Admiral Leahy, Doctor Steelman, Mr. Ross, Mr. Clifford, General Vaughan, Admiral Styer, General Graham, Captain Foskett, Judge Collet, Mr. Locke, Lieutenant Colonel Myers, Commander Wasson, Secret Service Agents Rowley, Anderson and Padgett, Chief Yeoman Langelo, Chief Photographers; Mates Burdette, Ainsworth and Giese, Stewards Santiago and Esperancilla), boarded the U-2513. The President's flag was broken in the U-2513 as he went aboard.

The U-2513 was commanded by Lieutenant Commander James Burr Casler, U.S.N., of Chillicothe, Missouri, a veteran of the war in the Pacific, with Lieutenant A. J. Miller, U.S.N., of Flushing, New York, as executive officer. It is one of the German submarines which was surrendered to the British at the end of the war. The submarine was brought from Hamburg to Londonderry, along with 20 other U-boats. American crews picked it up there, along with 6 other German boats, and brought it to Portsmouth, New Hampshire under its own power. The U-2513 was assigned to Key West in April of this year for experimental purposes. Through overhaul and installations of American make, this type boat has been operating successfully since December 1945. It is understood that the Germans and English have experienced considerable difficulty operating this type of boat. Our crews have had little trouble with them except for scarcity of spare parts, which has since been solved by the manufacture of the parts here in the United States.

The U-2513 is a high speed type boat. With its streamlined construction, it is capable of making 16 knots while submerged, and with its secret "Schnorkel" breathing device, it can remain submerged much longer than any of our submarines.

At 0815, the U-2513 was underway from alongside the dock. Members of the press were not permitted to accompany the President and his party on this trip because of the many secret experimental devices installed on board.

The submarine stood out to sea and proceeded to the diving area.

At 0829, all hands were ordered below. The order was obeyed promptly. Word was then passed to "rig ship for diving."

At 0837, the President, Mr. Ross, Mr. Clifford, Dr. Steelman and Admiral Styer were served breakfast in the "wardroom." Service for the party had to be performed in several relays. There was scarcely room to move about below decks. Accommodating our group of 22, in addition to the crew of 61 men and 6 officers, really placed "breathing space" at a premium.

During a bull session below, Mr. Ross remarked jokingly, "It took an order from President of the United States to get Admiral Leahy and Hank Myers down in a submarine."

At 0930, the submarine commenced its dive, and at the times indicated, reached the following depths:

- . 0932 - 100 feet.
- 0935 - rigged ship for silent running, a procedure effected to make as little noise as possible in order to escape detection.
- 0936- went to flank speed, 15 knots.

0938 - reduced speed considerably, preparatory to deeper submergence.
0940 - 250 feet.
0946 - 350 feet.
0949 - 400 feet.
0953 - 450 feet.

The ship leveled off and cruised at this depth for about one minute.

By this time, the air in the submarine was stuffy and humid – and many of us realized it could hardly be fair to ever begrudge the extra 50 per cent compensation paid the personnel of the submarine service. However, at no time was the slightest apprehension felt by any member of our party for his safety. Instead, one could not but notice and admire the perfect teamwork exhibited by the officers and crew at their assigned diving stations. Their businesslike performance greatly impressed the President and was commented on very favorably by him. This teamwork was the result of excellent instruction and long hours of drill – training by which each member of the crew is taught and impressed with the responsibility that the lives of everyone on board depends on a perfect performance of duty by all hands. A single exception usually means disaster to all.

At 0954, the order to surface was given and by 1000, the submarine had risen to a depth of 50 feet, or periscope depth. The President manned the periscope and became an interested spectator as to what was going on above the surface. During the surfacing to this level, the port engine became flooded, which caused smoke to escape into the after battery room. This was soon corrected.

At 1010, the order was given to “stand by to surface and blow up on one main engine” (starboard engine).

At 1015, the ship surfaced.

At 1020, the President, Captain Foskett, Mr. Locke, and the commanding officer of the submarine climbed atop the conning tower. They were later followed by members of the party. The Navy photographers also came topside and made motion pictures and still shots of the group.

While the area atop the conning tower was still wet in places, the President sat down, as did some other members of his party. When they realized what they had done and commented on it, the President remarked smilingly that they were merely covering up to claim that their wet seats came from the sea water on the conning tower, while actually they became wet from “apprehension” while the submarine was submerged.

At 1037, the Destroyer Escort U.S.S. WILKE (DE 800) (Lieutenant Commander R. J. Dressling, U.S.N., commanding) which had followed us out to the diving area and was on station about 2000 yards abeam to port, fired a demonstration salvo of practice hedgehogs and depth charges.

At 1046, the WILKE commenced a high speed run, and at 1055, let go salvos of live hedgehogs and depth charges. We noticed that at a distance of 2000 yards each explosion resounded against the U-2513 with a noticeable impulse.

At 1100, the U-2513 headed for its base. The WILKE took station in column about 2000 yards astern, and followed us in.

During the return to base, Captain Casler of the U-2513 signed cards for the President and his entire party on board, certifying them as "Honorable Members of the Ancient Order of Deep Dunkers." Inscribed on the certificate were the submarine insignie, and the words, "Be it known that (space for name) has invaded the Reigns of Davy Jones Locker to a depth of 450' in the U.S.S. Ex-2513, with the President on board 21 November 1945."

Mr. Ross remarked he could now boast that he had reached a depth of 750 feet -- 300 feet during his press conference yesterday and 450 feet today.

At 1155, the U-2513 was tied up alongside the dock at the Submarine Base. The WILKE tied up alongside the dock across the way. Secret Service agents Gorham, Abert, Hirst, and Captain Bass of the Florida Highway Patrol had been embarked in the WILKE.

On arrival alongside the dock, the commanding officer of the U-2513 presented to the President a large "Deep Dunkers" certificate and a photograph of his ship and crew. The Navy photographers took motion pictures and still shots of the presentation.

At 1200, the President and his party disembarked. His flag was hauled down as he left the ship. He greeted members of the press who were on the dock, then walked to the pier where the crash boat DOLPHIN was waiting. All except Mr. Ross embarked, where he met with the newspapermen and briefed them on the President's visit to the U-2513.

After lunch and a nap at their quarters, the President, accompanied by Admiral Leahy, Mr. Locke and Captain Foskett, embarked in the crash boats DOLPHIN and SANDY, and at 1505 left on a fishing trip. Supervising Agent Rowley, Agents Gorham and Boring, Captain Bass of the Florida Highway Patrol and Chief Steward Santiago, accompanied them.

Admiral Leahy made the first strike, catching a large grouper. Later he landed a Spanish mackerel, a barracuda, and a Pompano Jack. The President caught a Spanish mackerel, a barracuda, and a grouper. Captain Foskett caught a barracuda.

At 1805, the party returned to quarters.

At 2100, the President, accompanied by members of his party, left the quarters and walked to the tennis courts on the Base, where an enlisted men's dance was in full swing. At the President's approach, the orchestra stopped playing, and "Attention" was sounded. The jubilant gathering soon crowded around the area where the President and his party stood. Captain Saunders presented the various sponsors of the dance to the President and members of his party.

Over a microphone set up on the dance floor, the President made a few impromptu remarks, expressing his pleasure at being there as the official guest of the U. S. Navy. The President jokingly remarked about the rivalry between members of the various branches of the armed services of our country. Then, assuming a serious strain, he stressed that when our country was endangered, they forgot their differences and all turned to and worked together as one great team to win two of the greatest wars in history. He spoke of the consequences had we lost the war to the dictatorial powers. He stressed that our great country belonged to them, the young men and young women who helped make it great, and pleaded to them to keep it great. He urged them to read the Constitution – because the Constitution was the Government of the United States – and to abide by the Constitution. He told them that we are living in the greatest country in the greatest age in history.

At the close of his remarks, the President and his party returned to quarters, where they remained during the rest of the evening.

Friday, 22 November:

Ideal weather continued.

At 0800, the President, accompanied by Admiral Leahy, Mr. Ross, Mr. Clifford, Mr. Steelman, General Vaughan, Mr. Locke, Admiral Styer, Judge Collet, Captain Foskett, Lieutenant Colonel Myers, Captain Saunders and his 13 year old son, Bill Saunders, Secret Service Agents, Navy photographers, and a few members of the press, walked to the dock on the Base, and embarked in the U.S.S. STRIBLING (DD 867) for a sight-seeing voyage to Dry Tortugas, Florida.

The STRIBLING, (Commander Philip W. Mothersill, U.S.N., commanding) is a destroyer of the 2200-ton class. Until June 1946, she was under the command of Commander John D. "P.T. Boar" Bulkeley, U.S.N., who took the ship to Washington, D.C. last Christmas so that he might appear for the premiere showing of the movie, "They Were Expendable," which story he made famous.

The members of the press were embarked in the U.S.S. O'HARE (DD 889) (Commander Robert Leach, U.S.N., commanding), which departed from the Submarine Base at 0715.

At 0812, the STRIBLING, flying the President's flag, was underway and stood out to sea. The President and members of his party proceeded to the bridge, from where they watched as the ship worked up to a flank speed of 28 knots. Later they left the bridge and proceeded individually to look the ship over and generally make themselves comfortable.

The sea was smooth and, at 28 knots, the ship rode very comfortably. At this speed the STRIBLING soon overhauled the O'HARE, and at 1000 passed her to starboard. Members of the press embarked in the O'HARE waved greetings to the President as we passed.

At 1015, the O'HARE took station in column, about 1200 yards astern, slightly off our port quarter so as not to follow exactly in the sizeable wake churned up by our 28-knot speed.

At 1121, while the STRIBLING was dead in the water, the President and his party disembarked into the DOLPHIN which had been brought alongside and proceeded to the dock at the Fort Jefferson National Monument on Dry Tortugas.

Similarly, the O'HARE stopped astern of us and disembarked the members of the press who joined us ashore. When these two groups met on the dock they made quite a sizeable gathering.

At the landing on Dry Tortugas, the President was greeted by Mr. Russell A. Gibbs, Custodian of the Fort, who offered his services as guide for the President and his party for a lecture-tour of the Fort and the island.

Mr. Gibbs, with his wife and child, have been living on the island for about two years. He is one of the six people on the island employed by the National Park Service, Department of the Interior. Three families live here, where they stay practically all of the time except for an occasional trip to Key West for supplies.

The fort is a six-sided structure about half a mile in diameter with walls 8 feet thick and 45 feet high. It was designed for a garrison of 1500 men and an armament of 450 cannon. It has three gun tiers and is surrounded by a breakwater moat.

Mr. Gibbs first explained the construction of the Fort, in that the brick and stone were brought down from New England by sailing vessel; that prisoners, slave labor, and regularly hired brick masons were employed; that the fortifications were built during the nineteenth century for the defense of the American coast, to protect the shipping route from the Gulf to the Atlantic and to prevent enemy seizure of the island for a base of operations against the United States.

At this point, Mr. Clifford, noting the size of the party on tour, jokingly remarked that this was probably the greatest invasion the fort ever had.

Continuing on tour, the President was shown gun emplacements and archways within the casemates. From atop the structure was visible large sections of the Fort that had been gutted by fire. Strewn about the area were rusted cannon of 16" bore, which cannon made the Fort obsolete before construction was completed.

One of the very interesting facts of the history of the Fort was the story of Dr. Samuel A. Mudd, Maryland physician who set the broken leg of fugitive John Wilkes Booth, President Lincoln's assassin. Convicted of conspiracy, Dr. Mudd was sentenced to life imprisonment at hard labor, and arrived at Fort Jefferson in 1865, where he spent about 4 ½ years before he regained his freedom by pardon. His pardon was occasioned by the fact that occasional outbreaks of yellow fever occurred at the Fort, and in 1867, a major epidemic attacked 270 of the 300 men stationed there. Dr. Mudd, released from confinement, and with the help of a Dr. Whitehurst of Key West, worked day and night to arrest the fever scourge.

The President and his party were shown one of the areas of Dr. Mudd's confinement, where the President posed for a picture. On being informed by the guide that Dr. Mudd was confined with a ball and chain about his leg, the President jokingly asked the guide if there were any balls and chains available now so that he might leave a few members of his party here.

The tour completed, the President and his party returned to the dock landing, where he thanked the guide and signed the register.

The President and his party then boarded the crash boats DOLPHIN and SANDY, preparatory to some fishing. On embarking in the SANDY, Mr. Clifford bet the President five dollars on the biggest fish, and the largest catch,

boat against boat, which challenge the President accepted. The President's group included Admiral Leahy, Mr. Ross, General Vaughan, Admiral Styer, General Graham and Captain Foskett. Captain Saunders and young Bill Saunders, and Captain Bra Saunders, the 70-year old fishing guide, also accompanied the President. In the SANDY, Mr. Clifford's group included Dr. Steelman, Judge Collet, Mr. Locke, and Colonel Myers. Members of the press returned to the O'HARE.

Both the DOLPHIN and SANDY then got underway, and proceeded to an area about 4 miles off the island of Dry Tortugas where the fishing parties started competing for the prizes set up.

It can be revealed here that preceding the President's fishing try on this trip, some members of the DOLPHIN'S crew had already caught some fish, and it was planned to weigh these fish in with the competing catch.

Notwithstanding this collusion, however, the President made the first catch, a large grouper, weighing about six pounds. The President also made the second catch, a three-pound yellow tail. Thereafter he caught two more yellow tails for a total weight of about fifteen pounds of fish. Admiral Styer caught a grunt fish; General Graham a two-pound yellow tail; Captain Foskett a grouper and two yellow tails; Admiral Leahy could only confess he was a bad fisherman on this trip.

While the President and his group were fishing, an occasional cheer went up from the SANDY, about 200 yards off our starboard beam, every time one of Mr. Clifford's group caught a fish. It appeared that they were having better luck, though we in the DOLPHIN were hoping that the cheers were only sounded to impress us – and rightfully so, because they were having better luck – as we ruefully found out later.

At 1339, the groups secured from fishing, and the DOLPHIN and SANDY were underway, and proceeded to the waiting destroyers. They arrived alongside about 1350.

The President and his party returned to the STRIBLING. The STRIBLING and the O'HARE were soon underway and proceeded to the Submarine Base at Key West, cruising enroute at a speed of 31 knots.

During the return passage, Mr. Ross used the facilities of the STRIBLING'S radiotelephone to talk with members of the press in the O'HARE and post them on the President's fishing luck.

When it was learned that Mr. Clifford's group caught the larger weight of fish, the President confessed to Mr. Clifford that even by weighing in the fish

already on board the DOLPHIN when he started fishing, his group had failed to beat Mr. Clifford's group. Had it not, however, the President jokingly remarked he might not have confessed the perfidy.

At 1650, the ship was slowed to standard speed and anchor and mooring details set. The President walked to the forecastle, watched for a few minutes the preparations being made to come alongside, and then went to the quarterdeck to join the members of his party.

At 1702, all lines were over and the ship was pulled to the dock and was secured.

The President thanked the commanding officer of the STRIBLING for the passage afforded, and the facilities extended, and at 1705 left the ship with members of his party. His flag was hauled down as he left the ship. The group walked to their quarters where they arrived at 1710.

After a busy day, the President and his party spent the evening at their quarters, relaxing and lounging about the house.

Saturday, 23 November:

At dawn, the Submarine Base hummed with preparations for the President's departure from Key West. Personnel were again chalking off at four-foot intervals marks for "manning the rail." Automobiles, busses, and station wagons were being made ready, while at the Little White House, as the Commandant's quarters were often referred to, the stewards arranged for bags to be packed.

At 0915, all preparations for departure were completed.

At 0930, the President and his party embarked in automobiles, departed the Submarine Base, and proceeded to the Naval Air Station at Boca Chica. Personnel again "manned the rail" along the streets of the Submarine Base as the President passed through. On his departure from the Submarine Base, the President's flag was hauled down.

The people of Key West were out en masse to greet the President on departure and waved and cheered as he passed along the five-mile route to the Air Station. The President smilingly returned the greetings of the crowds by raising his hat to them.

At 0935, the President and his party, escorted by members of the Florida Highway Patrol, arrived at the Naval Air Station where his plane was parked on

the ramp. On hand to greet the President were a number of local officials who included Mr. George Smathers, Mr. William W. Demeritt, Mr. Frank Bentley, Mr. Louis Carbonell, Mr. Clarence Higgs, Mr. George Young, Mr. John M. Spottswood, Mr. Albert J. Mills, and Mr. Gerald Saunders. On hand, too, were all of the senior officers of the Naval Base and members of the press.

The President said goodbye to the groups assembled, and then thanked the members of the Florida Highway Patrol for their helpful services, talked with members of the press, and then at 1030, boarded his plane. He was followed aboard by members of his party.

As the President's plane taxied to the take-off strip, members of the press embarked in the chartered plane of the Eastern Air Lines, which plane followed us to the take-off strip.

At 1038, the President's plane was in the air, to be followed immediately by the Eastern Air Lines plane.

It had been prearranged that Colonel Myers was to delay a few minutes enroute by taking the President on an aerial tour of Miami in order that the press plane might overtake us and reach the Washington National Airport first. This plan was agreed to so that the members of the press might be landed first and be on hand in Washington when the President arrived.

At 1435, the chartered plane landed at the National Airport and the members of the press disembarked.

At 1440, the Presidential plane landed. The President, looking very tanned and rested, was first to leave the plane. He paused at the gangway and waved to the group assembled to greet him. He then descended, followed by members of his party, spoke briefly with members of the press, embarked in the waiting automobiles, and returned to the White House.

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Total distance traveled: Air –	Washington, D. C. to Key West, Florida, and return, 2242 miles.
Sea –	Via DD: Key West to Dry Tortugas, and return, 120 miles Via Submarine: To diving area and return, about 20 miles.
Auto --	About 50 miles.

