

Logbook
of
Seaman 1st Class R. Kueppers
Sailing School Ship “Horst Wessel”
Kiel
Spring Training Cruise 1937
1 April – 12 June 37

This is a translation of a 1937 original cruise logbook written by a German Navy sailor on the then-named "Horst Wessel".

It was presented to

**Eric J. Shaw
Captain, U.S. Coast Guard
Commanding Officer
USCG Barque "Eagle"**

by

Horst and Margit Boettge

on board of USCG Barque "Eagle" on 18 June 2004 in Charleston, SC.

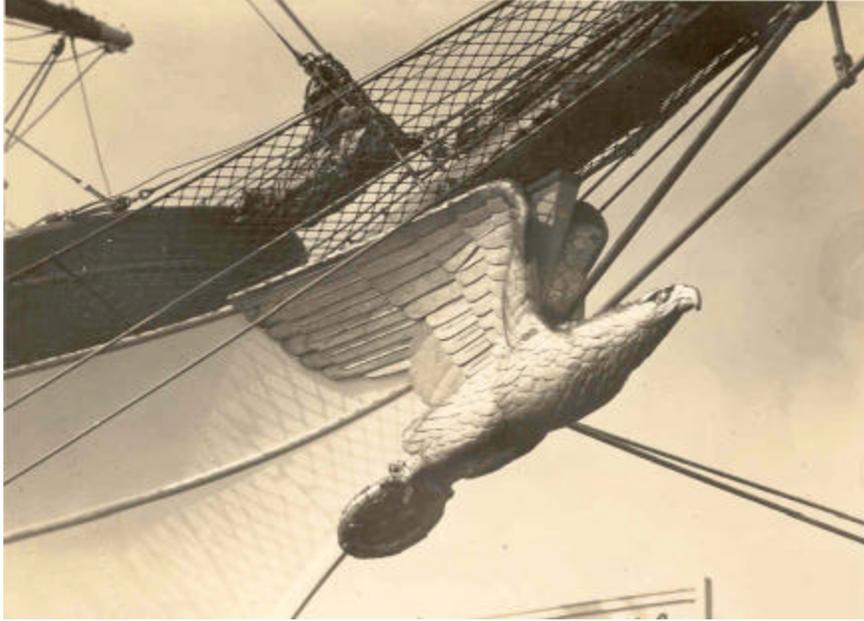
We also presented an original photo album from a different cruise of the "Horst Wessel" to Captain Shaw.



The logbook and the photo album were found and purchased by us in an Antique and Military Memorabilia store in Franklin, NC.

Translations by Horst and Margit Boettge

S.S.S. “Horst Wessel”



The Bow of the Vessel

Bon Voyage!

General Information About The Log

The logbook is an official document, it needs to be legibly written with ink and to be kept in good condition. Date and day to be written in the left margin. Titles and paragraphs should be used frequently.

Sketches and drawings are very valuable and should be added to the text. To make the log more interesting, photographs and picture post cards may be added. The flags of countries visited, and passing ships must be entered in the log. Criticism in official matters must not be entered.

The entries must include:

1. Maneuvers and all work on board
2. Matters of interest
3. Maneuvers of the vessel
4. Description of voyages
5. Descriptions and sketches of larger ports

The descriptions of ports should include:

- a. Best anchorages or docking areas
- b. Weather and current conditions
- c. Piers for launches and distance to anchorage
- d. How and where to obtain fresh water
- e. Local supply for fuel and oil
- f. If defended, what type of armament
- g. City, military, and harbor officials
- h. Health conditions
- i. General information about the harbor, political background, places of interest, daytrips and entertainment
- j. Population of city, importance of commerce, ships traffic, main imports and exports.
- k. All observations in private life of official and general interest.

Specifically: Descriptions of shore leaves, including details and personal impressions.
Copying items from travel books and brochures is prohibited.

The names of all officers conducting courses are to be entered on the first page at the beginning of the instruction notes.

Officers and Non-Com's of the "Horst Wessel"

Commanding Officer	Capt Thiele
Executive Officer	Lt/C Gerstung
D.O. 1	Lt/C Opdenhoff
Z.O.	Lt Kuehn
D.O. 2	Lt/C Rossow
Z.O.	Lt(j.g.) Pinkepank
Adjutant	Lt Mutius
Purser	Lt/C Wuttke
Physician	Lt/C Stutz, M.D.
Chief Boatswain	Knetsch
Chief Boatswain	Kahle
Chief Boatswain	Mross
Boatswains	Spaeth
	Jung
	Stiel

First Division

Seaman 1st Class Russow

Seaman 1st Class Gnauck

Seaman 1st Class Barsch

Seaman 1st Class Warkentien

Seaman 1st Class Lange

Seaman 1st Class Asmussen

Seaman 1st Class Kamper

Seaman 1st Class Link

Second Division

Seaman 1st Class Huber

Seaman 1st Class Barsch

Seaman 1st Class Loehnert

Seaman 1st Class Pusspack

Seaman 1st Class Raudzius

Seaman 1st Class Horn

Seaman 1st Class Zeplin

Seaman 1st Class Maeder

Group 14

CPO Horn

Seaman 1st Class Craft

Seaman 1st Class Groeteke

Seaman 1st Class Schmeil

Seaman 1st Class Radue

Seaman 1st Class Woellner

Seaman 1st Class Kueppers

Seaman 1st Class Russ

Seaman 1st Class Schorling

Seaman 1st Class Rahlf

Seaman 1st Class Kretschner

Seaman 1st Class Krueger

Seaman 1st Class Luko

Seaman Engelmann

"My Military Career"

On 1 January 1934 I joined the Navy as a Seaman Apprentice. My first training assignment was on the "*Dinholm*". After 3 months on the "*Dinholm*", I was transferred to M.T.I. (Naval Training School) for three months of Seamanship training. Afterward followed training in a "Sperrschule" (Mining Operations School). In October 1934 I was transferred to the 1.B. Flotilla. Was promoted to Seaman on 1 January 1935 and served on the B. Flotilla for two years. During this period I also attended a Submarine Training School and passed the courses. On 1 January 1936 I was promoted to Seaman 1st Class. I was transferred to NonCom Officer's Training School and after six months training was assigned to the "*Horst Wessel*" where I presently continue my Seamanship education.

Kiel

1 Apr 37

Transferred from 1st M.L.A to Sailing School Ship "*Horst Wessel*".

After completion of my training at 1st M.L.A. went on leave and thereafter reported back to the school. The next day I packed my sea bag and reported with several other sailors to a launch to be transported to "Bluecher Pier" and, after reporting on board of *Horst Wessel*, we familiarized ourselves with our new assignment.

Kiel

From Friday

2 Apr through

11 Apr 37

Friday began with getting her in shape. She just came out the shipyard and a complete scrubbing was necessary.

On Saturday we worked until 1600 and got to know the Sandstone, also known as the "Prayerbook". We washed and scrubbed, and scrubbed and washed. Besides that, some painting also needed to be done. After that we had our first shore leave until "Rise and Shine". Sunday was my first watch; I was assigned Signal Mate duty. The following week was filled with the same cleaning routine, interrupted only by periodic inspections by the Captain and the Executive Officer. Both stressed every time the reason and importance of training on board of a sailing vessel. Finally, the following Sunday, she was clean again as she should be. Now our seamanship training would begin and we were anxious to know what lay before us.

Kiel
Monday
12 Apr 37

At 0900 "cleaning the deck" was completed and the real training began. First came the work station assignment and soon we would be very familiar with our stations. I was assigned to a main top yard station. It was a real strange sensation for all of us to be at that height, standing on the horses and doing the assigned work. The afternoon was more of the same. It was a delight for all to hit the "basket" (*hammock*) for the night.

Kiel
Tuesday
13 Apr 37

The morning was a repeat of the previous day with sail exercises with both watches participating. In the afternoon each watch had separate training exercises and different station assignments. We made quite some mistakes here because being not familiar yet with all the riggings. Later, from 1630 to 1700 we had a singing rehearsal to be recorded later by a Hamburg radio station.

Kiel
Wednesday
14 April 37

Prior to "reporting for duty", assignments were made for galley and cleaning duties. After that, we had division exercises; beginning with launching and retrieving lifeboats; also setting a warp anchor. In between we also received some compass instructions. At 1330 sail exercises again under the command of the XO and at 1520 instructions on how to maintain a logbook. After all this, it was cleaning and keeping personal effects in good shape and another day of learning and increasing our knowledge was over.



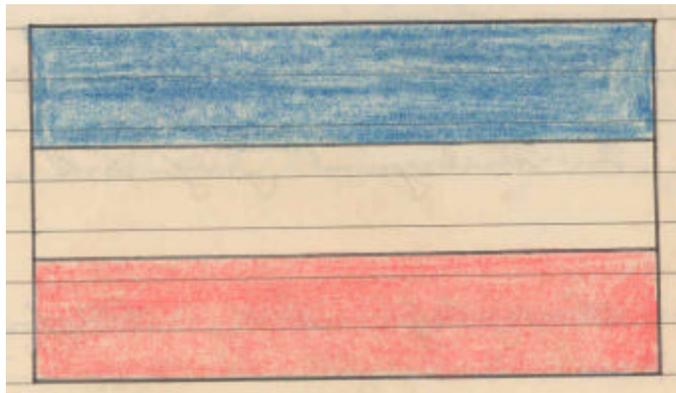
Horst Wessel during sail exercise (left).

At right *Gorch Fock*.

Docked at Bluecher Piers, Kiel.

Kiel and
Bay of Kiel
Thursday
15 Apr 37

Horst Wessel cast off and departed Bluecher Pier at 0915 sharp for our first cruise. The course was set toward the Bay of Kiel. The weather condition was overcast and calm. We set sails and made tacking and jibing maneuvers near the Kiel lightship. We also made periodically "buoy over board" maneuvers to give every watch the opportunity to lower and retrieve dinghies. Several other exercises were also made in the Bay of Kiel. During the maneuvers and exercises an S-Boat (*PT boat*) passed us at full speed. On our way back we passed a Dutch freighter and returned to Bluecher Pier around 1815. From 2000 through 2100 we were back in the riggings for night sail exercises. Finally, thanks heaven, we hit the hammocks at 2115.



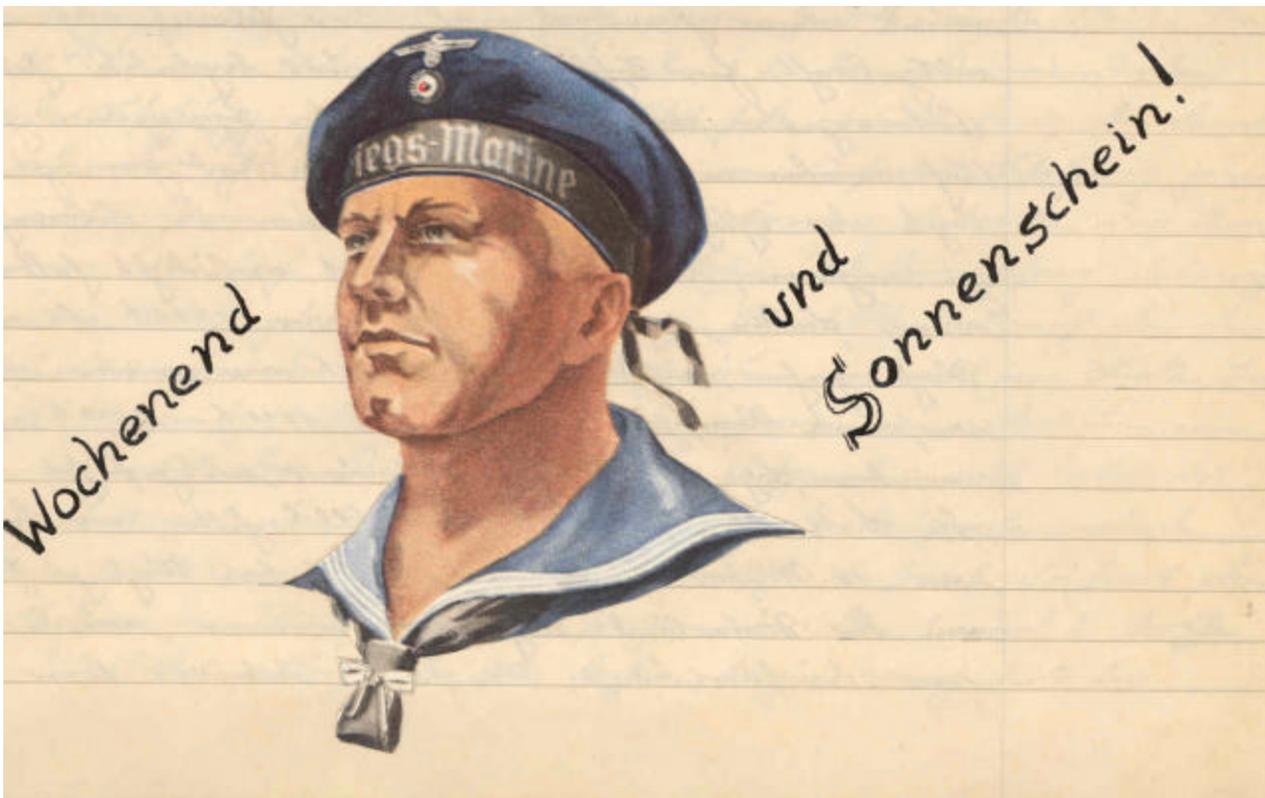
The Dutch National Ensign

Kiel
Friday
16 Apr 37

After the morning "clean ship" ritual, a shipyard crew came aboard and we cast off at 0830. We went out to adjust the compass and were back at the pier at 1130. During that time we had theoretical classroom instructions about tacking and jibing. In addition we also had a short introduction in the handling of the speed log and depth sounder. At 1330 was again "clean ship" and afterward the recording of our songs. The Hamburg Radio Station was to transmit them on 20 April (*Hitler's birthday*).

Kiel
Saturday
17 Apr 37

Starting 0700 was cleaning the bunk areas and utility boxes. After this "clean ship" again until 1145. Afternoon one hour clear the deck, one hour logbook entries, and one hour wash clothing and personal hygiene.



Weekend and Sunshine!

Kiel
Sunday
18 Apr 37

Rise and shine at 0700. The Sunday duty plan was in effect with "clean ship" from 0830 to 100; afterwards "clear deck".

Kiel
Bay of Kiel
Monday
19 Apr 37

Cast off at 0730 together with "*Gorch Fock*". We had set sails prior to cast off and left under light wind conditions and sailed toward Laboe. The regular "clean ship" routine was suspended this morning because we had reporters and a filming crew on board to document the life on a sailing vessel in honor of our supreme commander of the Armed Forces. Had some "pass in review" exercises in the shrouds, standing on the ratlines and waving our caps. Naturally some of the caps got lost overboard and the individuals had to take the laughter. After we passed Laboe, the film crews on board and on a tender filmed the combined sailing maneuvers of "*Gorch Fock*" and "*Horst Wessel*". After that came a "Passing in formation" together with "three cheers to the Fuehrer". Around 1130 a tender picked up our film crew. At 1145 was chow time and at 1230 back to our regular watch routine. The missed morning "clean ship" routine caught up with us at 1400 through 1500. Afterward again a "buoy (man) overboard" exercises with our watch manning the dinghy. At 1600 came a 15 minute rest period and also the end of our watch period with the starboard watch taking over. Afterward again classroom training of using speed logs and lead lines. At 1700 sails were furled and "clear deck". The top sail crew had to go up again to unfurl and furl it again because the deck officers didn't think it went fast enough the first time. We anchored at 18 meter depth with 80 meters chain scope. Anchor position bearing to Schoenbeck Day Beacon was 221° and 173° to Neuland Light. Anchor light was lit at 1928. "*Gorch Fock*" was anchored app. 1,000 meter distance. "Blue Monday" was finally over.

Bay of Kiel
Tuesday
20 Apr 37

Tuesday began with "clean ship" 0730 to 1000. Today our commanding officer was promoted to "Kapitän zur See" (*Captain*) and both watches lined up on the starboard side and honored him with a little serenade. At 1045 in celebration of the Fuehrer's birthday, it was "ready for review" in blue dress uniform and white caps. The First Officer presented the crew to the Captain. The Captain promoted three crew members to the next higher ranks and also thanked the crew for the promotion serenade. Benches and tables were set up and the Captain made a speech in celebration of the Fuehrer's birthday. The celebration began with his favorite marching song, the "Badenweiler March". After it, we sang the first and third verses of "Fly, German flag, fly". At the end of the ceremony we sang the German national anthem. No duties or exercises were scheduled for the afternoon and in the evening we listened to our previously recorded songs, "Blue is the ocean" and two other sea shanties on the radio. Everyone was happy with our performance.



Bay of Kiel
Wednesday
21 Apr 37

We heaved anchor at 0915 under a stiff breeze and set sails immediately. During "clean ship" members of group 14 had 45 minutes launch duty. We made a jibe exercise and the maneuver was explained to us. Afterward group instructions about seamanship, speed logs, and depth soundings. At 1030 we passed an anchored test tender from the Holtenau air base. We made another turn at 1115 with the 2nd starboard watch on duty until 1230. Received foul weather gear at 1400 and immediately put it on. At 1455 during another jibe, the port side main top gallant yardarm broke. I immediately all sails were furled and the engine was started. We set course toward Kiel Harbor and our cruise took an unscheduled end. Instead of sailing to Flensburg we had to stay in Kiel until the damage was repaired. It was on our watch to get the loading boom ready. We passed Kiel lightship at 1820 and made fast at Bluecher pier app. 2000.



The broken yard

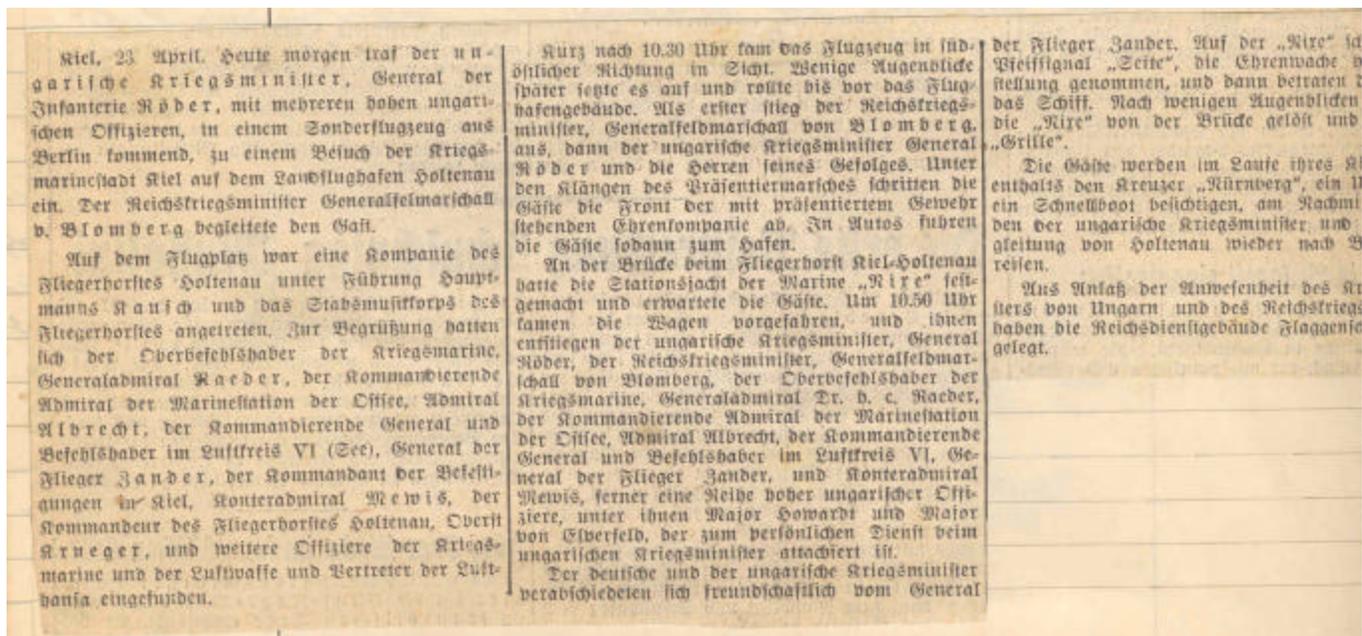
Kiel
Thursday
22 Apr 37

After "clean ship" was review and receiving orders. After that, more instructions and reviews of previously taught materials. Around noon a repair tender arrived to remove the broken yard. At 1330 more launch exercises and marlinspike training. Around 1630 we went off-duty.

Kiel
Friday
23 Apr 37

The same routine as yesterday with instructions, including depth sounder displays and the use of the "man overboard buoy at night". At 1100 the 2nd Division started sail exercises setting the fore top gallant sails. Chow time at 1130. Later this afternoon, the usual preparations for Saturday's "clean ship".

Today Bluecher Pier also had a couple of VI P visits. The Hungarian Secretary of Defense and General Field Marshall von Blomberg visited the Kiel Naval Base and the Secretary of the Navy with his Aide visited the destroyer "Max Schulz". Details in the newspaper clipping below.



Kiel
Saturday
24 Apr 37

Starting 0700, everyone cleaning and stowing hammocks, bunks and quarters. From 0800 through 1130 again the "Clean Ship" ritual. After meal time until 1600, log book entries, cleaning and mending personal gear and personal hygiene. Our watch has had port duties until Sunday 0800 with my duties being signal operator. This was the end of another week of our training.

Weekend

Kiel
Sunday
25 Apr 37

At 0730 "rise and shine". "Clean ship" from 0830 – 1000 and after that "off duty".



"Horst Wessel" and "Gorch Fock" under full sails in the Bay of Kiel.

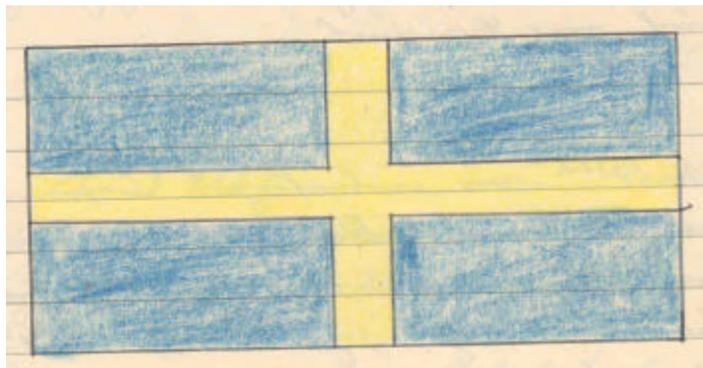
Kiel
Monday
26 Apr 37

After "clean ship" each watch had classroom instructions. Around 1000 a crew from the shipyard delivered and installed the new yard. At 1230 the "clear to leave port" signal was given and we traveled under power until we passed the Kiel lightship at 1400. After passing the lightship, we set sails in rainy weather. Crews not on duty attended instructions and at 1720 was "clear deck". At 2000 the port watch I went on duty. At 2050 the command "secure all sails" was given and we anchored at 2058 with the starboard anchor. Anchor position bearings were Kjels Buoy 351°, Fehmarn Belt lightship 057°, and Fluegge Bay light 099°. Water depth was 13 m and a chain rode of 80 m was paid out. Port watch I I on watch duty from 2200 until 2400. After I handed the watch over, I was glad to hit the "basket" for the night.

Heave anchor!

Western Baltic Sea
Tuesday
27 Apr 37

All portholes were shut, anchor crew was heaving anchor, all sails were set and at 0915 the command "clear to sea" was given. Because of calm winds we did not make much headway. All watches had sail exercises until 1130. After the noon meal at 1230, our watch went on duty. Starting 1400 it was sail exercises for the port watch II only with a lot of tacking and turning maneuver simulations. One of my top sail crew members got caught by and pulled down with a block and almost fell down. But he luckily he got a grip and stayed up. A lesson learned the hard way; "One hand for yourself and one hand for the ship". While underway, we passed a Swedish freighter. During the evening muster the XO announced that on 1 May there will be a sports competition on board, including entering the riggings, tug-of-war, wrestling, boxing, etc. After the evening inspection was "clear for anchoring", and we anchored at 2015 with 20 meter water depth, 80 meter chain rode, bearings Kjels Buoy 004° and Fehmarn Belt lightship 104°.



The Swedish Ensign

Western Baltic Sea

Wednesday

28 Apr 37

The plan for today was to get under way at 0915 but because of a total calm, we stayed at anchor. Regardless of the calm, all watches had sail exercises under beautiful blue sky. The best weather we have had so far. Lunch was at 1145 and 1315 back to work. During muster, the XO informed us that some of the competition can not be completed because of time limitations. We still completed quite a few competitions, including tug-of-war and rowing the launch around the vessel. The winners were the port watch I I and starboard watch I . The finals will come on 1 May. At 1605 was trial run for the sail exercise competition planned on 1 May. Later we launched dinghies for some fun on a mirror-like sea. Everybody was happy with a day like this and to make it perfect, it was also payday for the month.

Western Baltic Sea

Thursday

29 Apr 37

At 0730 we lowered dinghies for another rowing competition. The port watch 1 won it with 6 min 4 sec. Again it was beautiful calm spring day. From 0815 – 0900 again “clean ship”. After this, more sail exercises. At 1030 a competition to heave a 25 m long anchor chain. The winner was the starboard watch. We needed 4 min 37 sec. We heaved anchor at 1105 and set all sails, but we were becalmed again and dropped anchor at 1240 again. The afternoon passed with instructions for the port watch.

Western Baltic Sea

Friday

30 Apr 37

Instructions for all watches until 1100. After it, the big sail competition between the crews in the fore top sails and main top sails started under the command of the XO. The main top sail crew was the clear winner of this competition and our watch was the overall winner of the events. At 1330 we heaved anchor and set sail under light wind and set course toward the island of Ruegen with an average speed of 5 – 6 knots. We sailed throughout the night under clear skies. During our watch from 2000 to 2400 we sang some shanties and also had some exercise in the main top sail. It will be almost impossible to forget a week such as this on a tall ship. It cooled off quite a bit when our relief came at 2400 and I was glad when I could crawl in my hammock.

At Sea

Saturday

1 May 37

May Day!

May is finally here. Rise and shine at 0630 and we were just off of Arkona. “Clean ship” until 0930 and we anchored at 0945 and an eventful day began, including the remaining sports competitions. At 1015 was Captain’s muster and the XO presented the crew to the Captain. The Captain then held a speech about the importance of the First of May National Holiday. Just a few years ago, the May Day was under the slogan “Proletariat of the

World Unite". He told us in detail the madness of this slogan. Today it is a holiday for all the working German people and all this thanks to the wisdom of the Fuehrer and we as soldiers must protect them to be able to work in peace. We felt a bond with all the German working people and confirmed it with our pledge to our German Fatherland and our Fuehrer. We had lunch at 1100 and at 1200 noon we listened to the Fuehrer's May Day speech. At the conclusion of the speech we sang the National Anthem and the Horst Wessel Song. Afterward we finished the last of the sports competitions; including boxing, wrestling, and the final tug-of-war. The winner of it was our watch. The winners received their awards around 1700 which included books, pictures, cigars, and the athletes received additional special food delicacies. The Captain and the other Officers expressed their appreciation of a job well done. That concluded the sports competition and was followed by the evening meal. Everyone really dug into this one because we developed a big appetite during the various competitions. As an extra reward, everybody received a bottle of beer. This concluded our May Day Holiday at anchor under beautiful weather.

Weekend.

Off Ruegen
Sunday
2 May 37

Rise and shine at 0700 and at 0730 we set a stern anchor to get bow faster toward the intended course, heaved the anchor and set sails under wind at force 2 – 3. Again we had beautiful weather, but a bit on the cool side. Nature showed us shortly thereafter that weather is an unpredictable thing because we found ourselves in a thick fog. The fog horn was activated in the "sailing vessel underway" mode. We had breakfast shortly after we got under way and then "clean ship" from 0916 – 1030. Our course was set toward Stubbenkammer on the island of Ruegen. We arrived at our destination still in a thick fog, furled sails and dropped anchor. Even though it was only a short distance away, we could not see land because of the thick fog. Later was personal hygiene and some free time. The fog cleared around 1400 and we could finally see the coast of Ruegen with her steep white cliffs. We launched all boats to transport us to shore. The port watch was scheduled first. Dress code: Blue uniform and sea boots. We went ashore and climbed up into the "Mountains". The climbing felt about the same as on board to go up in the riggings. Arriving at the highest point at the "Koenigsstuhl" (*King's Chair*) we looked around. Down below us, the ship looked small and insignificant. It was quite a sight from up here with all the white cliffs around us. Didn't have much time for other sightseeing's. After a quick glass of beer, down we went again for our 1630 scheduled trip back to the ship. After we were back on board, the starboard watch left for the same trip. Later that evening we had our nightly singing and this concluded the weekend.



Sassnitz

Off Ruegen
Monday
3 May 37

Heaved anchor at 0730 and set sails with our watch manning the capstan and used the same stern anchor maneuver as yesterday. We set course toward Sassnitz but made little headway because of little wind. Around 12 noon the commanding officer of the Sassnitz garrison came alongside for a visit and tour of the ship. We arrived at the port of Sassnitz and docked at 1430 with the help of a line crew at the pier. An SA contingent greeted us at our arrival. After docking was a short "clean ship" routine and afterward the public was invited to tour the ship. Later we had shore leave except for the watch on duty. We visited a mansion, converted to a training facility. There I met my former boot camp corporal and talked quite a bit about the past and the present. Said good bye to him and went back to the ship for meals. Later we went back on shore and got "stuck" in a Bar until shore leave was over.

Sassnitz
Tuesday
4 May 37

At 0600 "rise and shine", then "clean ship" until 0845. After it, everybody brought their hammocks and dirty laundry on deck to be exchanged for clean ones. After Captain's muster we had "clear to leave port". We had to make a 180° turn and used a warp anchor and the engine to leave the pier. Everything went smoothly. After we cleared the harbor entrance, course was set toward the "Sund" (a Strait between Denmark and Sweden). From 1400 – 1500 compass instructions. Later from 1600 – 1700 instructions about Rules of the Road, Navigation Lights, and Collision Avoidance. Later came some "buoy (*man-overboard and turning*) maneuvers", following by "clear deck". Our watch was on duty from 2000 – 2400. The following watch furled all sails and went under power through a shallow area of the Sund. After passing the area, it was under sails again. Again it was a day with beautiful weather.



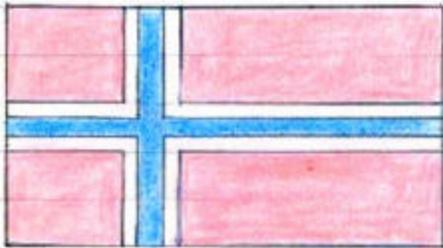
At sea
 Wednesday
 5 May 37

"Rise and shine" at 0630' followed by buoy maneuvers and Captain's muster. Then navigation instructions until 1130. Watch duty, including general work, from 1230 until 1600. From 1600 – 1720 repairing and cleaning personal belongings. Later we had buoy maneuvers again.

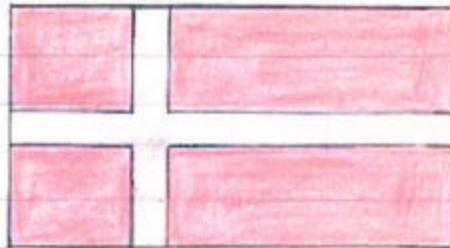
At sea
 Thursday
 6 May 37

On watch duty from 0000 – 0400. Around 0300 the wind calmed down and we made just about 3 knots. Rise and shine at 0630. In a distance we saw the Merchant Marine Training Ship "Deutschland" at anchor and at 0800 we anchored a couple of 100 meters away from her. Shortly thereafter a boat from the "Deutschland" came alongside bringing her Captain for a visit to our Captain. From 0830 – 0930 was "clean ship" and after that, changing from working uniform to "all white". Boat shuttles between the two vessels gave officers and crews the opportunities to visit the other ship.

The *“Deutschland”* is a full three-mast training sailing vessel for cadets of the German Merchant Marine and was commissioned in 1927. At 1130 was chow time and at 1400 the order “heave anchor” was given. It was a surprise for the crew because everyone anticipated that we would stay at anchor for the rest of the day. We set all sails in a good breeze with moderate seas and the *“Deutschland”* disappeared beyond the horizon shortly thereafter. A large Norwegian-flagged Tanker, all painted in white; and a Danish Steamer passed us during the afternoon. The Skagen lightship was abeam at 1600 and our watch ended at 1820. After evening chow it was “clear by hammocks” and “lights out”. That was the end of nice Ascension Day at sea.



The Norwegian National Ensign



The Danish National Ensign



Training Vessel *“Deutschland”*

At sea

Friday

7 May 1937 We had our watch from 0400 – 0800. Wind at force 5 – 6. Around 0530 the Norwegian coast line came in sight. It was a beautiful sight with the cliffs and towering mountains, some still covered with snow. Some of us have never seen views such as this. At 0930 was “clean ship” and muster by the captain. He had the somber duty to inform us about the crash of the Zeppelin (*Airship*) “Hindenburg” during landing in the United States with many casualties. He also informed us that it was a heavy blow for the future of airships and for the German nation. But it should not discourage since the German airship technology has an excellent reputation in the world. After the announcement the order “Attention, face the National Ensign” was given and the Ensign was lowered to half-staff. At 1120 was a “buoy maneuver” and after it was “clear deck”. From 1400 – 1700 “clean ship” and from 1820 – 2000 watch duty. No watch duty for us during the night and it was a pleasure to sleep through the night.

At sea

Saturday

8 May 1937 At 0630 “rise and shine” and at 0830 “Clean ship”. The port side watch II was on duty from 0800 – 1230. The weather was lousy with little wind and pea soup fog. Had to change to winter gear because of the cold temperatures. 1130 was chow time and 1400 – 1600 cleaning clothing and log book entries. On watch again from 2000 – 2400. Order came around 2100 to furl the royals. The fog was as thick as ever and the fog horn sounded eerie and monotonous. We were glad to be relieved from watch duty and to hit the “basket”.

Weekend!

At sea

Sunday

9 May 1937 Because of the Sunday duty routine, “rise and shine” was at 0700. After breakfast scrubbing the deck from 0830 – 1020. During this routine another “buoy maneuver” was ordered. At 1030 was muster in work outfit and health check by the ship’s physician. From 1230 – 1600 on watch again. The weather was still bad but the fog was not as thick and disappeared later that evening.

At sea

Monday

10 May 1937 On watch duty from 0000 – 0400. It was around 0400 when I saw for the first time in my life a whale. He came as close as 20 meters to the ship, surfaced a couple of times and then disappeared. The wind was fairly calm and we were running at about 2 knots. Had several “set the royals”, “furl the royals” during our watch. “Rise and shine” again at 0700, then breakfast and after it a “buoy maneuver” followed by scrubbing the deck. At 0900 marlinspike training to know all about knots and splices. It was followed by sail exercises with unfurling, furling and reefing. After lunch the ship’s physician gave us a 30 minute lecture about venereal diseases and their prevention. From 1445 – 1600 instructions about the Rules of the Road and from 1600 – 1700 marlinspike again, this time covering the most used knots. A Swedish fishing vessel approached us around 1700 to sell us a fresh catch of

fish but after several tries he gave up because of the language barrier. After dipping our respective flags, he left.

At sea

Tuesday

11 May 1937 On watch duty from 0400 – 0800, I was assigned to look-out duty. We again had beautiful weather. An inspection was scheduled in the morning with our division getting away with demonstrating lowering and heaving of a lifeboat. Shortly before the end of our watch another “buoy maneuver” was ordered. Up to now our course was toward the Scotland I slands. Now it was changed toward the city of Molde in Norway. The afternoon was filled with instructions about the compass and nautical charts. From 1630 – 1720 again several “buoy maneuvers” followed by “clear deck”. Our watch was from 1820 – 2000 with some scheduled singing followed by “clear by hammocks”. Because the condition of the crew quarters of port watch II were not passing muster, we have had the honor to scrub the quarters again from 2000 – 2115.

At sea

Wednesday

12 May 1937 On watch duty from 0800 – 1230. Half of our watch was work duty including maintenance work. A whaler passed us shortly after lunch after a successful hunt with large Blue Whales fastened to both sides of the vessel. Both of our vessels wished each other “have a safe voyage”. We could not identify the nationality of the whaler because he did not fly a flag. From 1400 – 1545 marlinspike instructions. Mending and cleaning of personal items from 1600 – 1730. Our watch started at 2000 under good weather and we sailed at about 6 knots. At 2300 the wind had increased to force 6 and we ran 13 knots. All the royals and topsails were furled with the ship heeling about 14°. It was a totally different feeling being up in the rigging and furling the sails under these “moderate” conditions. It gave us an indication what would happen under more severe conditions. Made a jibe maneuver at 2300. It was daylight for over 23 hours being at such high northern latitude.

At sea

Thursday

13 May 1937 After “clean ship” at 1000 the captain made an inspection of the ship to assure him of the cleanliness and condition of the vessel. The remainder of the morning was filled with various instructions and sailing maneuvers. Was in command of our watch from 1230 – 1600. Shortly before “clear deck”, the order “Buoy (*man*) overboard” was called. During the evening hours a German ore carrier was passing us. The sunset was a spectacular sight, seeing the fire ball setting on the horizon.

At sea

Friday

14 May 1937 Our watch was from 0000 – 0400, it was filled with a lot of tacks and jibes with the help of two other watch crews. All this was done under very cold breeze. We entered Geiranger Fjord in the morning. “Clean ship” until 1000, followed by instructions. After lunch was free time until 1545. It was beautiful weather and the views of mountain peaks with green vegetation at the lower portions and snow at the higher elevations was spectacular. We could see isolated colorful houses and villages nestled on the bottom and side of the fjord cliffs. We made a turn

at a small town near the end fjord and set a return course. In a distance we also saw six waterfalls, called the six sisters. Shortly before our turn we set out a dinghy with our "on board artist". He made some sketches of our ship from a mountain top. On board he was busy sketching and painting our ships routine. During our return trip we also had to catch up with our missed "clean ship" routine. But even throughout the work we have had many chances to admire nature at its best. We anchored at the fjord entrance for the night. We heaved the anchor at 0400 during our watch and got ready to set out the motor launch and the dinghies.

Molde Fjord

Saturday

15 May 1937 Our watch was relieved at 0700 and after breakfast it was our turn to scrub the mess area and the deck. At 0845 it was "change to work uniform, sea boots and overcoats". We arrived at Molde shortly after 0900, again a picturesque and colorful city. Both watches were "clear to maneuver". Our division had launch duty and it was our responsibility to bring the launch to the pier. The order "full anchor" was given, the boarding ladder was installed, and a dinghy was lowered. Later, the motor launch also was lowered. Shortly after 1000 we piped the German Consul on board. "Clean ship" was completed at 1130 and after lunch it was to clean and mend personal belongings and also taking showers. Thereafter shore leave until 2400. Everyone received 1 Norwegian Kroner, the equivalent of 0.62 German Mark as spending money on shore. We enjoyed the shore leave very much. Molde is a small city with a population of app. 3,000. It is a popular tourist destination and we made many contacts with natives. We could communicate fairly well because many of the citizens' could understand German. After some coffee and pastries, and our allowance was almost gone. At 2400 I was on the last scheduled launch for my return to the ship.

Whitsunday in Norway

Molde

Sunday

16 May 1937 After "rise and shine", the morning greeted us again with beautiful weather. Our division left the ship at 0830 for a lengthy hike. We marched through the city singing German songs. Most everyone opened their windows and doors to watch us passing by and listened to our songs with delight. Many of them waved us welcome. Then up a mountain we went, breaking out in a good sweat. We stopped occasionally at small springs to hydrate us again. We took a lot of photos during the hike and at the mountain peak. Below was the city and the fjord, and as a background snow-covered mountains with some of them surrounded by clouds with the peaks just showing through. We started our return trip after a rest stop on a lake. During our descent we were treated by a family, refugees from the Spanish civil war, with milk and raspberry juice. We thanked them with a couple of German songs. We were back on the ship at 1500 and after a meal we got ready again to meet people. The ship was open for visitors from 1500 – 1900 and after a bottle of beer with them we gave them a tour of the ship. After that, we left with them for shore leave and visited a coffee house. At 2300 we were back at the ship.

Whit-Monday A Norwegian National Holiday

Molde
Monday

17 May 1937 17 May is a Norwegian National Holiday and it started already early in the morning and throughout the day with shooting salutes. In honor of this national holiday the *Horst Wessel* was decked in flags over the tops and she looked beautiful all dressed up. Today it was the starboard's watch for the hike. During that trip one of our officers was bitten by a poisonous snake. Luckily the situation was brought under control quickly by him sucking out the poison and he just suffered a swollen arm. The remaining crew on board had "clean ship" duty and afterwards free time. The weather was nice in the morning, but later a light rain started until late afternoon. At 1500 the ship was open again for visitors. In the city itself was a parade with Bands, Boy Scouts, Students, and other civic organizations participating. The mayor gave a speech at the end of the parade. We didn't stay much longer with our Norwegian friends and returned to the ship. We were surprised to find still many visitors on board. After we had some food we went ashore again and visited the parents of our new friends and had a very good time with coffee and pastries. We exchanged travel experiences and also talked about our new Germany and our leader. The Norwegians greeted us with a very friendly and open attitude. Many of the citizens also purchased German emblems on board. On that note a very pleasant Norwegian holiday and Whit-Monday came to an end.



Godvangen, the point of departure for Stadheim.

One of the many waterfalls in the fjords.

Molde

Tuesday

18 May 1937 With the holidays over, the normal routine was in full effect again. Instructions were scheduled for most of the day. The sails were unfurled to dry out. A Norwegian delegation, including a Major, came on board for lunch and a tour of the ship. Afterward we entertained the delegation with some German songs. They thanked us with a hearty applause. My watch was from 1600 – 1800 and during that time my Norwegian friends came on board to say good-bye and we promised to stay in contact. At 1900 soccer game between a Norwegian and our ship's team was played with the Norwegians winning and after that it was shore leave until 2200.

Molde

Farewell from Molde!

Wednesday

19 May 1937 "Rise and shine" for watch duty at 0530 and all clear to leave. The boarding ladder was secured and at 0630 it was "heave anchor". The course was set to the mouth of the fjord. The people on shore waved us good bye which we returned. We kept on looking back at Molde until it disappeared. After we cleared the fjord, sails were set at 0945. The wind blew at force 4 -5 and all sails were full. The afternoon was filled with instructions and our division was off-duty for the rest of the night.



At sea

Thursday

20 May 1937 On watch duty from 0800 – 1230, sailing parallel to the Norwegian coast under sea duty plan. Navigation instruction in the afternoon under the direction of the division officer. Weather was hazy with periodic rain.

At sea
Friday

21 May 1937 Sailed again under sea duty plan and our watch was from 0000 – 0400 sailing at force 4 winds. "Clean ship" in the afternoon. A German cruise ship with vacationers on board passed us at 1900 with course to Norway. He came and passed us close by and it was exciting to see a German cruise ship after all the time at sea and greetings were exchanged between the passengers and our crew.



Funicular Railway,
Bergen

Bergen

One of the most beautiful cities of Norway

At sea

Saturday

22 May 1937 Saturday the usual "clean ship" routine until 1130. The afternoon gave us division-wide weekend showers. Showers were restricted to weekends because of the limited amount of freshwater available at sea. The daily water allowance was 3 liters per head. After that it was cleaning of personal effects and logbook entries. Had watch duty from 1600 – 1820.

Weekend!

End of week 7!

At sea

Sunday

23 May 1937 We had watch duty from 0400 – 0800 and we peeled potatoes and prepared water for personal hygiene during part of this time. We started to prepare the loading boom to get ready to lower the launch. About this time the tip of Skagen came into sight. "Clean ship" from 0830 – 0945 after that was muster followed by free time. All of a sudden the "All hands ready for maneuver" was ordered. A steamer was crossing our bow in a very short distance. The foresail came down and we made a collision avoidance maneuver, but we were still on a collision course. The steamer then made a 180° course change. This was a completely false maneuver and a gross mistake by the officer on duty on the bridge of the steamer. We anchored at 1130 with bearings of 224° Giesholm, 330° Skagen, and Albeck at 273°. Water depth 27 meters and chain rode of 80 meters paid out. In the afternoon all dinghies were set out for sailing. At 2030 it was "All clear to hammocks".

At sea

Monday

24 May 1937 Heave anchor at 0915 and all sails set. As an exercise, a warp anchor was set to hold the stern and bring the bow into the wind. We anchored again around 1130 and had sail exercises. In the afternoon each division had to go out with the launch to set and retrieve the warp anchor. Later this evening a new American yacht passed us; it was built at the Germania Shipyard in Kiel. With all this work done, the day was over in no time and we were ready to hit the "basket".

At sea

Tuesday

25 May 1937 At 0915 it was "heave anchor" under beautiful sunny skies, smooth seas and total calm. Around 1100, still in total calm we set anchor again with a few "buoy overboard" drills and navigation instructions in the afternoon. At 1930 was "clear deck".

At sea

Wednesday

26 May 1937 The weather was the same as the previous day. After "clean ship" the morning was filled with seamanship instructions and again the warp anchor routine. In the afternoon again

seamanship and at 1430 sail maneuvers with repeated furling, unfurling, and reefing. After that it was cleaning and mending personal belongings until 1630. Later the evening almost the whole crew was on deck to read, to sing, or otherwise make use of the free time on this nice evening.

At sea

Thursday

27 May 1937 At 0915 it was "heave anchor" and our passage to Kiel began. We had a strong wind with several thunderstorm gusts. The morning was filled with buoy maneuvers. In the afternoon the wind became so strong that we needed life lines on the upper deck. The speed was between 10 - 15 knots and the ship was heeling 15 – 20°. We sailed through the "Great Belt" (*a major strait connecting the Kattegat and the Baltic Sea between Denmark and Sweden*). During the night both watches had to come up for several tacking and jibing maneuvers.

At sea

Friday

28 May 1937

Laboe in sight

After five weeks at sea, the Laboe Naval Memorial was coming into sight (*This memorial was built in 1936 as a memorial for WW I sailors killed in action and after WWI I designated for sailors of all nations killed in action*). Everyone thought we were going to sail into Kiel harbor, but no such luck. The Exec told us we are going to cruise to the Flensburg Foerde (*a long bay in the Baltic Sea between Denmark and Germany*) and to anchor near Gluecksburg. Besides a lot of tacking we also made many "buoy maneuvers". We also had a demonstration to see the effects of a sea anchor. Two navy torpedo boats were passing us during this demonstration. After this we set course to enter the Flensburger Foerde. Our watch started at 2000 and the port watch had to stay with us on deck because of the frequent tacking going up the narrow Foerde. We were quite tired after all this work and at 2200 the other watch came on to relieve us. We dropped anchor at 0130 and furled all sails.

At sea

Saturday

29 May 1937

Anchoring at Gluecksburg

The day started with the usual "clean ship" until 1230. "Heave anchor" at 1230 and set sails with both watches. We sailed further up the Foerde, passing meadows in full bloom with little white houses with red roofs in between. Arrived at Gluecksburg around 1700. We anchored and set out dinghies and the motor launch. The port boarding ladder was lowered and after that it was "clear deck". Gluecksburg is a small town with a population of app. 1,000. We decided to stay on board to have a little party and afterward we hit the baskets.

Weekend
and
Sunshine.

Two more weeks!

Gluecksburg

Sunday

30 May 1937

A sunny day greeted us coming on deck after "rise and shine". No shore leave for us this morning because it was our turn for watch duty with the "clean ship" ritual until 1000. After that a few of us rigged one of the dinghies and sailed the rest of the morning. We continued our sailing trip after lunch until evening. It was a beautiful day with a lot of other sailboats out there. Sightseeing vessels with bands playing on board traveled between Flensburg and other villages. We stayed on deck most of the evening to enjoy the sunset. During this time we unfortunately received a somber message that the battleship "*Deutschland*" was attacked and bombed by Bolshevik aircraft and suffered over 20 casualties (*Note: This incident happened during the Spanish civil war*). After we heard it confirmed on the radio, the national ensign was immediately lowered to half-staff.

Gluecksburg

Monday

31 May 1937

21st Anniversary of the Battle of the Skagerrak.

The weather did not hold up the way it was yesterday.

Today is the 21st anniversary of the greatest sea battle between the German and English fleets in 1916 which ended in a victory of our side. The Captain called a special muster at 1030 in honor of this event and after it a short ceremony in the aft quarters. Lt/C Rossow gave us an interesting account about this battle. We sang a patriotic song after the presentation. Our Captain, a participant of this battle gave us some of his experiences that happened during the battle. We paid close attention to his words and we could feel the patriotism of the German sailors going into this battle. He also commented on the cowardly act by the red bandits attacking the "*Deutschland*" in Spain (*Note by translator: This incident happened in the port of Palma de Mallorca*). This attack resulted in 23 German sailors killed and 70 wounded. Following the announcement, Taps was played and we stood at silent attention honoring our fallen comrades. After this solemn ceremony we had free time. Went ashore after lunch to visit a good friend living in the area and returned in the evening on a narrow-gauge railroad train. The citizens of Flensburg had their flags flying at half-staff because of the attack on our battleship.



Johann Kinau, known under the nom de plume "Gorch Fock", a writer of many sea shanties was killed in action on the cruiser "*Wiesbaden*" during the battle of the Skagerrak.

Our sister ship was christened after him
"*Gorch Fock*".

Gluecksburg
Tuesday
1 June 1937

Had work detail the whole morning including cleaning all masts. We also took on food and other supplies. At 1330 it was "All clear to sea", the stern anchor was set to swing the ship and sails set. We had the wind in our favor and sailed under full sail out to the Foerde. The Captain was in his element to get us through the narrow channel at a fast clip. After leaving the Foerde behind us we made several buoy and tacking maneuvers with wind at force 6 – 7. At 1800 we anchored, depth 15 meters, chain rode 80 meters, bearings: Small Werks lightship 206°, Schleimuende 322°. At 2100 "clear by hammock", no singing was scheduled tonight because of the ensign flying half-staff.

At sea
Wednesday
2 June 1937

Heaved anchor at 0915 and set sail. The wind blew up to force 9. For this reason we did not set the tops and royals and sailed under reefed sails. Two watches were used for any sail maneuvers. We were heeling up to 30°. Half of the current watch crew stayed on deck during lunch and we relieved them after our lunch. Both watches were used during jibe and tacking maneuvers. During our whole cruise this was the most difficult but also the best weather (for sailing.) We anchored at 1430, depth 15 meter, chain rode 120 meter, bearings: Schleimuende 047°, Bordersburg Windmill 310°, and Lockreis 208°. In a distance the cruiser Koenigsberg was also at anchor. The afternoon was filled with cleaning personal belongings.

At sea
Thursday
3 June 1937

After "clean ship", at 0915 it was "ready about to sea". The Captain observed our sail exercises and he was not impressed with what he saw and we had to do it again in the afternoon with jibe and tacking maneuvers. The wind was again in our favor and we anchored again near Schleimuende at 1700.

At sea
Friday

4 June 1937 The Captain observed and critiqued our progress in navigation, seamanship etc. We got away with seamanship and rules of the road and survived the grilling by 1145. In the afternoon the Chief Boatswain assigned us our cleaning stations and at 1700 it was free time with standby duty. At 1800 it was "Heave anchor" and setting all sails under a light fog with the port watch I I on duty, I was assigned cabin duty. We were relieved at 2000 and it was "clear for hammock". We anchored around 2100 in the Bay of Eckernfoerde. The starboard watch furled the sails.

Eckernfoerder Light
Saturday

5 June 1937 The usual "clean ship" in the morning and at 1100 "heave anchor" with the port watch I I manning the capstan. This time we traveled under power to near Eckernfoerde and set anchor there. The boarding ladder, the dinghies, and the motor launch were lowered. Today was payday and after cleaning personal belongings, logbook entries and showers it was shore leave until 2400 which I took advantage of.

The last weekend on board of *Horst Wessel*.

Eckernfoerde
Sunday

6 June 1937 After "clean ship" we started a sail setting competition between the fore and mainsail crews. We competed for the cup we won at the May Day competition. We, the mainsail crew have had the best time in unfurling and furling, but because of a mistake we were disqualified and the foresail crew received the cup. Port I I watch went on duty and I was assigned as runner to the exec. After that it was free time until 1800. Later was a beer night scheduled for us cadets with the officers and non-coms participating. We had fried potatoes and fried fish for dinner and everyone received three bottles of beer. Division Officer LT/C Rossow reminded us of our duties as a non-com and to train our recruits in the ideas of our Fuehrer. Our nice and relaxing gathering ended at 2200.

Kieler Bucht
Monday

7 June 1937 "Clear to sea" at 0700 and we traveled under power through the bay and anchored near the town of Schilksee. During the whole day it was work detail with painting, scrubbing, and washing to get the ship in Bristol shape for inspection and visitors. At 1700 we were relieved from duty.

(End of original logbook entries.)

