CAPTAIN FRANK J. BAILEY

and the

New York Naval Militia/U.S. Navy Reserve

at

Buffalo, New York

THOMAS BAILEY HAGEN

Captain, SC, USN (Ret.)

Erie, Pennsylvania

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CAPTAIN FRANK J. BAILEY
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Frank J. Bailey (1874-1961), Captain, NYNM and Lt. Commander, USNR, was a charter member, “plank owner”, of the NEW YORK NAVAL MILITIA (NYNM) Buffalo unit in 1907, and subsequently was among the first in the country to be qualified under the Naval Reserve Act of 1915, which established what we know today as the U.S. NAVY RESERVE (USNR). He was instrumental in the construction of the Naval Militia Boat House in 1932 during his tenure as Buffalo’s longest serving Commanding Officer (1924-1938), and served with distinction in World Wars I and II. Without question, the early history of the NYNM/USNR in Buffalo, prior to World War II, is inextricably linked with Captain Bailey.

EARLY YEARS
FRANK JOEL BAILEY was born 22 Nov 1874 at his family homestead, 259 Swan Street in Buffalo. He was the second of five children of Isabella Nugent Dowd (1847-1923) and Joel Green Bailey (1840-1916), and was a direct descendant of John Bailey (Bayly) from England who was one of the founding settlers of Newbury, Mass. in 1635. Frank Bailey was also the great great grandson of General Jacob Bailey (Bayley), who not only distinguished himself in the Revolutionary War, and prior to that in the French and Indian War, but also was the founder of Newbury, Vt. and a founding father of the State of Vermont.

Frank Bailey attended Central High School in Buffalo and, at age 16 in 1891, joined F.G. & G.R. Sikes, Civil Engineers and Contractors, as a transitman with surveying crews in and around Buffalo and as a draftsman. A half century later, Bailey would write of George R. Sikes: “He was a great man and his influences and teachings have helped many young men to lead better lives .... He was the first man I worked for as a boy ... and his sterling character made a lasting impression carried through the years.”

Bailey developed an early interest in the sea and sailing. As a youngster he made his “first cruise” about 1889, at age 14, when he and three friends rented a row boat with a sprit sail and sailed to Point Abino, Ontario for a two week camping trip. In following years, he and his best friend and neighbor, Frank Maytham, took rides on Maytham family owned tug boats in the Buffalo harbor and out onto Lake Erie. By 1893, Bailey was active at the Buffalo Yacht Club, handling and owning a variety of sailboats over the next quarter century, from 25 ft to 40 ft, as well as a 19 ton 64 ft yawl, Gitana, of which he was a part owner and the Master from 1912-1917.

In 1896, at age 21, Bailey and his best friend entered Stanford University in Palo Alto, Calif., where Bailey studied Civil Engineering. Stanford, founded in 1891, advertised in the East to attract students to the “Harvard of the West” with little or no tuition cost. Bailey had an advantage of free travel to and from California because of a railroad pass from his father, a locomotive engineer for the New York Central R.R. (His mother travelled extensively throughout the country, in the 1890’s and early 1900’s, on her husband’s pass, in her national office as Grand Treasurer of the Grand International Auxiliary [GIA] to the Brotherhood of Locomotive Engineers.)
After three years at Stanford, Bailey returned to Buffalo in 1899. He soon was engaged to Ida Frances Manner (1879-1921), whom he met before going off to Stanford. She was the lovely 20 year old daughter of a successful German immigrant butcher and sausage maker, located at Genesee and Hickory Streets in Buffalo. They were married in 1901 and their only child, Isabella Sophia Bailey (Hagen), was born in 1905.

For his first ten years back in Buffalo, Bailey worked for his best friend's family firm, Drake & Maytham, Vessel Agents. During the first two of those years, before he was married, he sailed as a lookout and wheelsman on Great Lakes freighters, including the steamers: Newburg, Brazil, Lackawanna and Maytham and on a number of Buffalo harbor tugs. From 1909 to 1910 he was employed as Assistant Superintendent of the Buffalo Engineering Co.

Along the way, Bailey took a stenography course at Bryant & Stratton Business Institute. That skill helped him land a job in 1910 as private secretary to the Sales Manager for Buffalo’s legendary luxury automobile manufacturer of that day, The Pierce Arrow Motor Car Co. He soon advanced in the Sales Department becoming Assistant Sales Manager in 1915, and in his words, “Expert Salesman”.

**NEW YORK NAVAL MILITIA**

In the meantime, the 3rd Separate Division of the New York Naval Militia (NYNM) was formed in Buffalo on 27 Jul 1907 under the command of Lieut. Edwin C. Sornberger, NYNM. Bailey, at age 32, enlisted as a Seaman, becoming one of the 42 charter members or “plank owners” of that unit.

The NYNM traced its roots back to the Revolutionary War and its first organized unit in 1889 as the Provisional Naval Battalion. It was mustered into State service as the 1st Battalion Naval Reserve Artillery in 1891, and in 1892 it became the Naval Militia. By the time of World War I, there were 26 states and territories with a Naval Militia; however, the Navy Reserve concept that developed in 1915, from the nucleus of the Naval Militia, caused most states to discontinue their Naval Militia after World War I. Today, the NYNM is the only active federally recognized Naval Militia with continuous unbroken service to its country and state.

Because of Bailey's boat handling knowledge, ability and experience, he was soon promoted in Buffalo's 3rd Division to Gun Captain and within six months of joining, to Boatswains Mate 1st Class. On 3 Aug 1909, Buffalo received its first training vessel when the USS Hawk (IX-14) was loaned by the Navy to NYNM and placed under the command of Lieut. Thomas W. Harris, NYNM, a Buffalo architect. Even though it was a U.S. Navy vessel, it was required at that time, in inland waters, to have a licensed pilot for the Great Lakes, and it was appropriate that a crew member having that responsibility be a commissioned officer. Since Bailey had secured a license as a Master and First Class Pilot earlier that year, had attended college and passed the officer qualifying exams, he was commissioned an Ensign, NYNM on 9 Sep 1909, by Governor Charles Evans Hughes.2

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1 The New York Naval Militia (NYNM) up until about 1915 was referred to as Naval Militia, New York (NMNY).

2 Charles Evans Hughes (1862-1948) went on to be the unsuccessful Republican candidate for President of the United States in 1916 and later would serve as Secretary of State and Chief Justice of the U.S. Supreme Court.
Bailey was promoted by Governor Martin Glynn to Lieutenant (jg), NYNM (3rd Div, 3rd Batt.) on 24 Feb 1914, the same year that Congress passed the Naval Militia Act placing the state organizations under the supervision of the Navy Department. While the Naval Militia officer’s uniform at that time looked, at first glance, the same as the regular Navy, it differed in several respects: The gold buttons had the words “NAVAL MILITIA N.Y.” around the outer edge instead of seven of the 13 stars on the regular Navy buttons; the officers cap device had an adaptation of the seal or coat of arms of the state on one-half of the shield and the other half with the U.S. stars and stripes; and, on shoulder boards, instead of the line officer’s star, there was an anchor with the same shield as on the cap device. This all changed sometime after the passage of the Naval Reserve Act of 1915 and up to World War I, when the uniform became the same as the regular Navy.

When the Naval Reserve Act of 1915 was passed by Congress, a year after World War I had started in Europe, Bailey became among the first in the country to pass Navy examinations and receive a “Certificate of Qualification” on 6 Jul 1916 from Secretary of the Navy Josephius Daniels, which qualified him for active duty U.S. Navy service in the National Naval Volunteers (NNV) in the event of national mobilization.3

During the years leading up to World War I, Bailey performed active duty for training aboard the following ships, all as an NYNM officer except on the USS Prairie when he was enlisted:

- 1908 – USS Prairie (Aux. Cruiser)
- 1909 – USS Hawk (IX-14)
- 1910 – USS Nebraska (BB-14), USS Hawk (IX-14)
- 1911 – USS Hawk (IX-14)
- 1912 – USS Utah (BB-31), USS Hawk (IX-14)
- 1913 – USS Alabama (BB-8), USS Hawk (IX-14)
- 1914 – USS Kearsarge (BB-5), USS Hawk (IX-14)
- 1915 – USS New Jersey (BB-16), USS Hawk (IX-14)
- 1916 – USS Hawk (IX-14)

Surviving from that period are Bailey’s original orders from the New York Adjutant General, “By Command of the Governor”, and authorized by the Secretary of the Navy, to cruise on board the USS Kearsarge (BB-5) between 14 and 28 Aug 1915.4 That particular cruise involved 26 officers and 312 enlisted men of the NYNM Rochester-based 3rd Battalion, including the Buffalo unit and Lieut. (jg) Bailey and his best friend, Lieut. (jg) Frank Maytham. Kearsarge, with a normal complement of 40 officers and 514 enlisted, was only Bailey’s fifth two week cruise on an active duty Navy ship, and in a fitness report titled “Report on Naval Militia Officers” dated 26 Aug 1915, the Kearsarge’s Commanding Officer, Commander H.H. Christy, USN, wrote this about Lieut. (jg) Bailey, NYNM, who was assigned as a junior officer in the 3rd Division: “Manner of performing duty – very good. Proficiency and adaptability (1) very good (2) very good. Is fairly forceful and quite energetic. Handles men quite well. Has possibilities of development.”

3 NNV line officers serving on active duty, between 1917 and 1918, had a gold ring around the star on their sleeves to differentiate them from regular line officers, but that practice ceased, after the USNRF replaced NNV.

4 Kearsarge was only America’s fifth battleship (not counting two short lived prototypes) built between 1895 and 1900 when Kearsarge was commissioned as the first of a two ship class which included USS Kentucky (BB-6). Kearsarge was only America’s fifth battleship (not counting two short lived prototypes) built between 1895 and 1900 when Kearsarge was commissioned as the first of a two ship class which included USS Kentucky (BB-6). Classified as a pre-dreadnought coast-line battleship, Kearsarge was the only battleship, ever, not to be named for a state of the union. At 375 ft, she was 15 feet shorter than WWII Gearing Class destroyers and two-fifths the length of the last Iowa (BB-61) Class of battleships at 888 feet.
WORLD WAR I

In Bailey’s civilian occupation, Pierce Arrow transferred him, in 1916, to their sales agency in Detroit and then to New Haven, Conn; however, when the U.S. entered World War I on 6 Apr 1917, he immediately returned to Buffalo and offered his services. At age 42, Bailey was ordered to active duty as a Lieutenant (jg), NNV on 30 Jul 1917 and placed on recruiting duty in Buffalo where he enlisted and trained the 11th Division NYNM (NNV).

On 22 Oct 1917, Bailey received orders to transfer the 80-100 men to the 52nd Street Armory in Brooklyn, and he was ordered by the Commandant of the Third Naval District to the Summerville Training Station at the Summerville Armory, Charlotte, NY, as Executive Officer. Although he was on active duty in the NNV, his orders were sent via “Commodore, Naval Militia,” who was Commodore R.P. Forshew, NYNM. After a week at Summerville, Commodore Forshew conducted an inspection. Apparently being satisfied with what he saw, Bailey was ordered to break camp and take the 500 men and seven officers to Pelham Park Training Station at Pelham Bay in the Bronx, arriving there 2 Nov 1917.

USS Nebraska

Two weeks after arriving at Pelham Bay, Bailey was ordered to the Atlantic Fleet battleship on which he had made a summer cruise in 1910, USS Nebraska (BB-14), reporting on board 17 Nov 1917. He was at sea two days later for squadron maneuvers, and stood his first Officer of the Deck (OOD) watch while at anchor at Hampton Roads on 30 Dec.

The Nebraska, assigned to the Third Division, Second Squadron of Battleship Force One, was a 441 ft. pre-dreadnaught, Virginia-class battleship with a normal peacetime complement of 40 officers and 772 enlisted. She was commissioned in 1907, and had sailed with the Great White Fleet 1908-09, as well as serving at Vera Cruz, Mexico in 1914 and again in 1916.

By Navy tradition, the OOD often pens a poem or rhyme as the first entry in a ship’s Log Book at the beginning of a New Year. In the Nebraska’s Log Book at the start of 1 Jan 1918, while Nebraska was at anchor at Base No. 2, Hampton Roads, Va., is this entry by the OOD, a fellow NNV officer and friend of Bailey’s, Lieut. (jg) H.W. McEwen, Jr:

The weather is clear and No’th West wind cold,
In berth twenty five, York River of old.
With sixty fathoms on the port bower chain,
And ten and one-half under foot again.
The sentries were posted, the lookouts relieved
In the use of hot coffee the gun watch believed
Control looks thru flaps in the new weather screen,
Scanning the sea for a Hun submarine.
The anchor watch, shoulders haunched in the air,
Scrambled hourly on deck with a look of despair.
While the signalmen slunk in the lee of the tower
The radio men had their busiest hour.
The boats were all hoisted and pretty much wrecks,
The Corporal reports, “All well below decks”
The Captain’s orderly came up for a blow,
But found it too cold so he ducked down down below.
The Quartermaster goes for'ard his readings to get,
And stops on return by the galley, you bet.
He loads up with canned Willie, smacks by the peck,
And a can full of Java for the Officer of the Deck.
All throu the watch goes the thump — thump
Of the engineman's friend, the old feed pump.
The Old Year has gone and with hearts full of cheer,
We welcome the first of A Happy New Year.

Effective that same 1 Jan 1918, Bailey was promoted to Lieutenant, NNV. Six months later on 1 Jul. the NNV designation was phased out and he was transferred to the U.S. Naval Reserve Force (USNRF) which had been in existence since the beginning of the war for reservists who did not come from the various Naval Militias.⁵

In a letter dated 12 Apr 1919 to Commodore Forshew, sent at Forshew's request while Bailey was serving on the USS Northern Pacific at the New York Navy Yard, Bailey wrote a "Brief History of my connection with Naval Militia and U.S. Navy", which included the following regarding his early service on Nebraska as a Watch and Division Officer (4th Division) ---

Was in the big storm [15] January 1918 [off Cape Hatteras] when the U.S.S. Michigan [BB-27], which was just ahead of us, lost her mast. I was on watch in the foretop platform at the time, and saw the mast roll over to port and the Michigan sheer out of line, which I reported to the bridge. Six of the men in her top were killed and [13] others badly injured.⁶

During battle practice, I had charge of the port six inch [6 inch 50 caliber] battery on the Nebraska, which was the only battery in the fleet that got off the 20 shots in the required time. Firing the 20 shots from each gun in 2 min. 24 sec., one gun No. 2 firing 19 of these shots by percussion. I was complimented at the end of practice for the good work done by my battery.

An indication of America's impressive battleship might at the time, is an 18 Apr 1918 entry in Nebraska's Log Book listing 19 battleships, including Nebraska, "in fleet column" with the USS Pennsylvania (BB-38) as "fleet guide" at sea on maneuvers, and these were not all of the battleships in the Atlantic Fleet.⁷

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⁵ Sometime during or right after World War I, the Navy adopted a File Number (service number) system for its active and reserve officers. Bailey had a very low File Number in the 19,000 range (19798). By the late 1950's the numbers were over 600,000. File Numbers are no longer used by the Navy, having been replaced by Social Security Numbers.

⁶ The USS South Carolina (BB-26) came to the Michigan's assistance. Also damaged in that storm were the USS Virginia (BB-13) and USS Rhode Island (BB-17), both having their fore and main topmasts carried away.

⁷ In addition to the Pennsylvania and the Nebraska, the fleet column of the 19 battleships included: USS Missouri (BB-11), USS Ohio (BB-12), USS Georgia (BB-15), USS Virginia (BB-13), USS New Jersey (BB-16), USS Connecticut (BB-18), USS Vermont (BB-20), USS Michigan (BB-27), USS Minnesota (BB-22), USS Louisiana (BB-19), USS Kansas (BB-21), USS Arkansas (BB-33), USS Arizona (BB-39), USS Oklahoma (BB-37), USS Utah (BB-31), USS Nevada (BB-36), and USS New Hampshire (BB-25). (Five of these battleships would be sunk or severely damaged on 7 Dec 1941 at Pearl Harbor.)
On 16 May 1918, *Nebraska* received on board at Hampton Roads, with full honors from the President's Yacht, *USS Mayflower* (PY-1), the body of Carlos M. DePena, the Ambassador from Uruguay to the United States. On orders from the Commander Battleship Force One, *Nebraska* was placed on detached duty to deliver the Ambassador's body to Montevideo, Uruguay, arriving 10 Jun 1918, in company with *USS Pittsburgh* (ACR-4), the flagship of the Commander-in-Chief of the Pacific Fleet, Admiral Caperton.

For the trip to South America, *Nebraska* had a Brazilian Navy officer, Lieut G.S. Nunes, on board as a liaison officer. On several occasions Bailey was a boarding officer on foreign merchant ships. Here is Bailey's account of that trip from his letter to Commodore Forshew:

> Going down south we overhauled and boarded every vessel we sighted, firing a shot across their bows, then lowering a boat with boarding party to examine their papers and cargo. When crossing the Equator [on 27 May 1918 at Lat. 00° 00' 00", Long. 38° 20' 00" West] Old Father Neptunus Rex and Davy Jones with court attendants initiated every one of the crew, and as we had about 1300 men aboard it took nearly all day, so sailed under the black flag with skull and cross bones for a day.

> We stopped on our way down at Bahia [Brazil] and took on coal which was loaded in small barges by women and rowed out to the ship with long sweeps. Had a chance to go ashore and see the city and sights. The crew were not allowed ashore on account of Yellow Fever in the city. Saw seven funerals during the few hours there.

> We stopped next at Rio de Janeiro [Brazil] where we also took on coal and had a chance to visit the wonderful city several times. Was one of party to accompany Captain on a beautiful automobile trip around the outskirts and through the city. The Brazilian Navy detailing cars for the trip with a Brazilian officer in each to point out places of interest.

Once in Montevideo, Bailey was one of six officers to act as an aide to his Commanding Officer, Captain Guy H. Burrage, USN, and to accompany him on parade through the streets of Montevideo to the Ambassador's last resting place. After nearly a week in Montevideo, *Nebraska* departed for Rio de Janeiro on 15 Jun with three women family members of the Brazilian Ambassador to Uruguay on board for a ride to their home in Rio. From Rio, the *Nebraska*, in company with the cruiser *USS Raleigh* (C-8) as far as Key West and then in company with the destroyers *USS Lawrence* (DD-8) and *USS Perry* (DD-11) from Key West to Hampton Roads, escorted the Brazilian battleship *Sao Paulo* to the U.S. Coaling stops were made at Bahia, Barbados, Guantanamo, Key West, and Hampton Roads, arriving there on 26 Jul 1918.

According to Bailey's diary for that cruise, there was great concern about German U-boats operating along the Atlantic coast and in the Caribbean. While *Nebraska* had a zig-zag camouflage pattern painted on her hull to make range finding by a submarine more difficult, she still was vulnerable to a U-boat attack due to the slow speed (rarely over 9 knots) she had to maintain because the *Sao Paulo* could not keep up with *Nebraska*'s designed speed of 19 knots or usual standard cruising speed of 10 to 12 knots. *Nebraska* sent a working party to repair a boiler on the *Sao Paulo*, and finally on 25 Jun temporarily assigned 40 men to the Brazilian ship to assist, mostly in her engine spaces.

On 2 Aug 1918, *Nebraska*, in company with the destroyer *USS Hopkins* (DD-6), escorted the *Sao Paulo* from Hampton Roads to New York, her final destination. Immediately after arriving there the next day, *Nebraska* and *Hopkins* left for Boston where *Nebraska* entered the Boston Navy Yard for repairs and
bottom cleaning. During the trips to Boston and back to New York on 15 Sep, the *Nebraska*, with all boilers on line, cruised at 17 knots.

Back in New York, *Nebraska* was assigned to the Cruiser Transport Force for convoy escort duties. On 17 Sep 1918, *Nebraska* was the principal escort for a fast (13 knots) British merchant convoy (HX 49) of 18 ships, taking them around the north coast of Ireland to a rendezvous with British escorts that would protect the convoy for the rest of the voyage to Liverpool. *Nebraska* returned to Hampton Roads on 3 Oct and two days later, her Commanding Officer, having been promoted to Rear Admiral, was detached and succeeded by Captain Daniel W. Wurtsbaugh, USN. Bailey would make one more convoy voyage on the *Nebraska* before being detached on 6 Nov 1918 in New York.8

During his year on the *Nebraska*, Bailey was one of only three of the NNV/USNRF officers who regularly stood Officer of the Deck (OOD) watches when the *Nebraska* was in port or at anchor. On at least one occasion he stood an OOD watch underway, but the underway OOD duties were exclusively with the regular USN officers despite NNV/USNRF officers comprising about 30-50% of the wartime complement of more than 50 officers.

**USS Tenadores**

Bailey was transferred to the troop transport *USS Tenadores* as Assistant to the Executive Officer, reporting on board 10 Nov 1918, the day before the Armistice was signed, ending World War I. The 485 ft. *Tenadores* built in 1913 in Belfast, Ireland, was owned by the United Fruit Co. and had initially been chartered as a troop ship by the War Department soon after the war began in April 1917.

The chartered S.S. *Tenadores* was one of four troop ships in Convoy Group I of a four group convoy of 10 troop ships and four cargo ships to be the first convoy to France, leaving New York on 14 Jun 1917 and arriving at St. Nazaire 2 Jul 1917. Of that first convoy, *Tenadores* was the first ship to land American troops on French soil. The S.S. *Tenadores* was subsequently taken over by the Navy on 12 Apr 1918 and commissioned as a Navy troop transport on 17 Apr 1918. In all, *Tenadores* (under contract and as a Navy ship) made a total of 14 turn-around voyages, a record that none of the other 44 American troop ships achieved. Although, not a big ship at 7,782 gross tonnage, Tenadores carried a total of 17,370 passengers to and from France during her wartime service.

On only Bailey’s second voyage to France on the *Tenadores*, she ran aground shortly after midnight (12:33 AM) 28 Dec 1918 off the north west point of the Ile d’Yeu, at Les Chiens Perrins, Latitude 46° 43’ 48” North and Longitude 2° 24’ 23” West. That location was about 150 miles southeast of Brest, France and about 50 miles due south of St. Nazaire in the treacherous Bay of Biscay. There was heavy fog that night and the Ile d’Yeu fog whistle was working only intermittently at the time of the grounding.

The first ship to answer the *Tenadores* S.O.S. was the troop transport *USS Wilhelmina* at 12:40AM and stood off at some distance to render assistance. At 3AM, a French life boat from the Ile d’Yeu life saving station at Port Breton arrived, followed by the minesweeper *USS G.H. McNeal (SP-312)* about 4:20AM. Later that day, 28 Dec, the self-propelled barge, *USS Seneca (SP-1240)*, and the salvage tug *USS Favorite*

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8 *Nebraska* would continue convoy duty, and after the Armistice, was used to bring troops home from France. By 1 Jan 1919 her complement of officers and men was drastically reduced, undoubtedly to accommodate the troops she was bringing home, i.e. all of the USNRF officers were gone and only 24 USN officers were left. Ultimately, *Nebraska* was decommissioned on 2 Jul 1920, rendered incapable of further warlike service on 9 Nov 1923 in accordance with the Washington Treaty limiting Naval armament, and was sold for scrap.
(IX-45) arrived followed by four American minesweepers: B.H.B. Hubbard, William J. Courtney (SP-375), W.T. James (SP-429) and City of Lewes (SP-429). (All of these minesweepers and the other vessels had been civilian ships that kept their former names after they were drafted and adapted into Navy wartime service.)

After having made so many successful trips back and forth across U-boat and mine infested waters during wartime, it was unfortunate that on this first trip after the Armistice was signed that Tenadores would meet this fate, as well as her new Captain, who had taken command just 16 days before the grounding! Fortunately, there was no loss of life and only several minor injuries.

In his letter of 12 Apr 1919 to Commodore Forsheew, Bailey also wrote about his experience on that stormy and cold winter’s night in the Bay of Biscay –

Was on the Tenadores [having left Hoboken, NJ on 18 Dec.] when she was wrecked on the Isle d’You [sic] in the Bay of Biscay off the coast of France [on the way to Bordeaux]. We went on the rocks shortly after midnight [28 Dec 1918] while trying to avoid a mine field. She struck hard on starboard side midships and filled rapidly. We stood by the life boats until daylight and then transferred the crew to mine sweepers which came to our assistance.

Before daylight we had settled with a bad list to starboard and the sea was picking up, so the Captain [Commander J.B. Gilmer] called away No. 5 life boat (which happened to be mine, or the one I had charge of) and ordered it to be brought around on the port side in the lee of the ship. I accompanied it in the surf and around the stern. This was the first boat lowered from the ship, and the only boat that was lowered on the starboard side as the seas increased and after watching how my boat was tossed about decided they would not risk the lives of the crew of another. We brought her around safely and my small boat experience came in very handy.

Also had charge of one of the first boats to leave the ship with [the only] passengers (65 Italian Sailors going home [from the U.S.]) to the minesweepers and made several trips back and forth during the morning. About four o’clock in the afternoon was called to make another trip in motor boat towing life boat. Had a hard time through sea but landed the men safely on the minesweeper [USS G.H. McNeal] and had orders to send the boat back [without Bailey] if possible; but she never got back as it was turned over and the crew washed ashore all saved [by local fishermen], and we took them off the island the next day.

The minesweeper [USS G.H. McNeal] took me into St. Nazaire, about 50 miles away [on 28 Dec] where we spent five days in an Army camp, and saw all I wanted of the Army during that time.9 The Red Cross furnished us with clean underclothes, socks, sweaters, handkerchiefs etc. and in

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9 Along with Bailey on the McNeal, were 16 other officers and a Wardroom Steward from the Tenadores and the 65 passengers of a Royal Italian Navy detachment as well as all of the money, records and classified publications from the ship. Another 161 men were transferred to the Seneca that day, and between 29 Dec and 31 Dec, 103 more crewmen were transferred to the Hubbard. The last 14 officers, including the Captain, Executive Officer and Department Heads, and 30 enlisted abandoned ship at 10:45AM, 31 Dec, with the Captain the last to leave the Tenadores with the colors still flying. The USS B.H.B. Hubbard took them to St. Nazaire. Further salvage efforts were attempted on 1 and 2 Jan 1919, but abandoned because Tenadores was breaking up. After being a Navy ship for only eight and one-half months at the time she stranded, the Tenadores name was struck from the Navy List on 18 Feb 1919.
order to take a bath we had to go to the delousing camp. [On 30 Dec 1918, Bailey sent a cryptic Cablegram to his wife from Embarkation Camp #1, at St. Nazaire, France saying: “SAFE FRANCE. HOME LATER. FRANK”.

From there went [as a passenger in stateroom 118] aboard the [Transport] U.S.S. Huron [a prize of war, the former cruise ship, Friedrich Der Grosse, of the North German Lloyds Line] and started back to the States [from St. Nazaire on 3 Jan] with 3000 wounded aboard [and all of the Tenadores crew]. Struck heavy weather in the Bay of Biscay and had to go south of the Azores before running out of it. During the storm the ship rolled 44 degrees on either side. In the storm of 1918 while on the “Nebby” [Nebraska] we rolled 38 degrees and thought that was the limit, but found it wasn’t.

Soon after Bailey and the crew of the Tenadores arrived in Hampton Roads, Va. on the USS Huron, a Court of Inquiry into the loss of the Tenadores was ordered on 20 Jan 1919 to begin 22 Jan on board the Huron. The entire crew was mustered and informed of the Inquiry which was completed four days later with the recommendation that the Captain and the Navigator each be brought to trial before a General Court-Martial. See Appendix I for the results of their General Courts-Martial.

USS Northern Pacific

On 26 Jan 1919 at Hampton Roads, Bailey was ordered detached (presumably with most of his shipmates) from the Tenadores (still officially his duty station) by the Commander Cruiser and Transport Force and ordered on 28 Jan to “proceed to such port as the U.S.S. NORTHERN PACIFIC may be and report to the Commanding Officer of that vessel for temporary duty.” At the time, the Northern Pacific was in the New York Navy Yard. Once in New York, the Commanding Officer of the Tenadores, on board the Northern Pacific, delivered those orders to Bailey and detached him from the Tenadores on 15 Feb.

Bailey officially reported on board the Northern Pacific on 19 Feb 1919, the day after Tenadores was struck from the Navy List, and was assigned as a watch and division officer. Interestingly, the Commanding Officer of the Northern Pacific, Captain Louis J. Connelly, was the Commanding Officer of the Tenadores when Bailey reported aboard that ship three months before, and Connelly was a member of the General Court-Martial boards for both the Captain and Navigator of the Tenadores who also were temporarily assigned to the Northern Pacific as presumably most of the Tenadores crew.

The USS Northern Pacific was a 525 ft. former passenger steamer from the west coast that was taken over by the Navy in November 1917. She made a total of 13 turn-around voyages to France carrying a total of 28,866 passengers to and from France. On 1 Jan 1919 she also ran aground, off Fire Island, NY with troops on board, 19 days after Capt. Connelly took command. Refloated on 18 Jan, she was taken to the New York Navy Yard where she was later decommissioned on 20 Aug 1919. (Eventually, Northern Pacific was sold to the Pacific Steamship Co and while being towed to their yard at Chester, Pa was destroyed by fire on 2 Feb 1922.)

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The 3,000 wounded seems like a high number for one voyage; however, Huron’s maximum troop carrying capacity was 3,400. Undoubtedly, the 3,000 on this voyage were not all wounded because Huron only brought back a total of 1,546 wounded the whole time she was in service.
About a month after the Courts-Martial of the Tenadores Captain and Navigator were concluded, Bailey was released from active duty on 14 Apr 1919 while on the Northern Pacific, where he served a little longer than he did on board the Tenadores before it ran aground.\textsuperscript{11}

BETWEEN THE WARS
Following the War, Bailey returned to Buffalo and rejoined Pierce Arrow, soon becoming the District Representative in Amsterdam, NY for the Pierce distributor in Albany. Tragically, in 1921, his wife of 20 years died at age 42 from spinal meningitis. To help care for his 15 year old daughter, his widowed mother joined him, and two years later she too died.

In the fall of 1922, Bailey considered securing his own dealership in Amsterdam for two new automobile brands, Wills Sainte Claire and Durant; however that never materialized, and it was probably just as well because Wills went out of business five years later and Durant was gone in 10 years. After his daughter graduated from Amsterdam High School in 1923 and went off to Lake Erie College, Bailey left Pierce Arrow and the automobile business and returned to Buffalo in 1924 where he became an insurance salesman, a civilian occupation he would follow the rest of his life.

Bailey affiliated with the Buffalo insurance agency, Armstrong-Roth-Cady Co., and rejoined the Buffalo unit of the NYNM and the USNRF. In September 1924, Lieut. Bailey, USNRF became Commanding Officer of the 11\textsuperscript{th} Division USNRF and NYNM. (The USNRF became just USNR on 1 Jul 1925.)\textsuperscript{12} Although Bailey had been promoted to Lieutenant, NNV/USNRF while on active duty during World War I, he had not been promoted in the NYNM until Governor Alfred E. Smith promoted him on 10 Jan 1925, and very shortly thereafter, to Lt. Commander, NYNM on 28 Jul 1925. A year and a half later, on 1 Jan 1927, he was promoted to Lt. Commander, USNR.

By 1930, Lt. Commander Bailey’s 11\textsuperscript{th} Fleet Division (part of the THIRD Battalion, headquartered in Rochester) was the largest single division of its kind in the country comprising 95 enlisted and seven officers; but, only 55 of those men were being paid due to the unit being over strength. Because of the size and success of his division, Bailey worked hard to have it upgraded to battalion level. He succeeded on 1 Jan 1932 when the two divisional NINTH Battalion USNR/NYNM was created for Buffalo with him in command, and occurring just as the new Naval Militia Boat House was completed and the Buffalo unit celebrated its 25\textsuperscript{th} Anniversary.

In those peacetime years between the World Wars and during the Great Depression, U.S. military forces were drastically reduced and officer promotions, for both active and reserve, were few and far between; however, in the NYNM, Bailey was promoted to Commander on 1 Oct 1935 by Governor Herbert H.

\textsuperscript{11} The civilian ships taken over temporarily by the Navy during World War I for transport service, including USS Tenadores and USS Northern Pacific, as well as USS Wilhelmina and USS Huron, were never assigned hull numbers in the Transport Classification (AP) because they were all stricken from the Navy List prior to 17 Jul 1920 when the hull numbers we know today were first assigned.

\textsuperscript{12} Since the passage of the Naval Reserve Act of 1915, the U.S. Navy Reserve has evolved from NNV to USNRF to USNR, and since 2006 to just USN under the “One Navy” concept where Reservists now serve in the Reserve Component (RC) of the U.S. Navy along with those in the Active Component (AC), and the Naval Reserve became the Navy Reserve.
Lehman. Also at that time, there was not the plethora of awards and medals for commendable or meritorious service, for both active and reserve personnel, that there are today.

**The Boat House**

Bailey was very proud of the NAVAL MILITIA BOAT HOUSE, which he was instrumental in having built, just north of the Buffalo Yacht Club at the foot of Porter Avenue. It supported Buffalo’s Navy training vessel and supplemented the unit’s offices and drilling facilities located in the National Guard’s 174th Regiment Armory at 184 Connecticut St.

As early as 1911, the New York legislature passed a bill appropriating $5,000 (about $120,000 today) for erecting a Naval Militia Boat House to support the NYNM training vessel, but the legislation was vetoed by Governor John A. Dix. Efforts to build a Boat House intensified under Bailey’s leadership, and while $25,000 was appropriated, it was not enough for the building they needed.

Finally, in 1930, his efforts over the six years since taking command came to fruition when the Boat House was authorized to be built, reportedly at a cost of $50,000 (about $700,000 today), during the administration of Governor Franklin D. Roosevelt. The Boat House, which was Bailey’s pride and joy, was completed in 1932 in time for the 25th Anniversary of Buffalo’s NYNM 3rd Separate Division that had grown into the new NINTH Battalion USNR/NYMN, just established that year.

According to the printed program for a joint “Review and Parade” by the 174th Infantry, New York National Guard, and the 9th Battalion USNR/NYMN, in honor of Bailey’s retirement in 1938, it was noted that the erection of the NYNM Boat House “was due largely to Bailey’s efforts, and since that time he has worked untiringly to develop and beautify the waterfront area adjoining and north of the Naval Militia reservation.”

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13 Between World Wars I and II, if an officer’s rank in the Naval Militia was higher than in the USNR, the state abbreviation, i.e. “NY” in gold, would be worn above the line officer’s star or corps device above the stripes on uniform sleeves.

14 In the 1936 Annual Report of the N.Y. Adjutant General, the valuation of the Boat House was listed at $75,000 (about $1.2 million today). Interestingly, in 1919, Roosevelt, as Acting Secretary of the Navy, approved the recommendations of the Court of Inquiry and the Commander of the Cruiser and Transport Force to bring General Courts- Martial action against the Captain and Navigator of the USS Tenadores for the loss of that ship.
Training Duty

After World War I and until his retirement in 1938, Bailey performed active duty for training on the following vessels 15—

- 1921 – USS Eagle #51 (PE-51)
- 1922 –
- 1923 – USS Eagle #21 (PE-21)
- 1924 – USS Sturgeon Bay (IX-27)
- 1925 – USS Sturgeon Bay (IX-27)
- 1926 – USS King (DD-242), USS Sturgeon Bay (IX-27)
- 1927 – USS Humphreys (DD-236), USS Sturgeon Bay
- 1928 – USS Reid (DD-292), U.S. Sub Chaser 103
- 1929 – USS Flusser (DD-289), U.S. Sub Chaser 103
- 1930 – USS Sands (DD-243), U.S. Sub Chaser 103
- 1931 – USS Wickes (DD-75), U.S. Sub Chaser 103
- 1932 – U.S. Sub Chaser 103
- 1933 – USS Claxton (DD-140), U.S. Sub Chaser 103
- 1934 – USS Badger (DD-126), U.S. Sub Chaser 103
- 1935 – USS Herbert (DD-160), U.S. Sub Chaser 103
- 1936 – USS Wyoming (BB-32), USS YP-63
- 1937 – USS Decatur (DD-341), USS YP-63
- 1938 – USS Arkansas (BB-33), USS YP-63

In addition to his early NYNM years serving as a junior officer and designated pilot on Buffalo’s first training vessel, USS Hawk, Bailey later became the Commanding Officer of Buffalo’s three other training vessels prior to World War II; namely, USS Sturgeon Bay (IX-27), U.S. Sub Chaser 103 and USS YP-63 (Ex-USCGC Dexter). See Appendix II for more about these ships.

Retirement

When Bailey reached the mandatory retirement age of 64 for both USNR and NYNM, on 22 Nov 1938, he retired effective 1 Dec 1938 as a Lt. Commander, USNR, and was transferred to the Honorary Retired List. (There was no paid retirement program for Reservists at that time). In recognition of his leadership, long tenure, and war service, Governor Herbert H. Lehman promoted him to Captain, NYNM on the NYNM Retired List effective 21 Nov 1938.

At the time of Bailey’s retirement, there were many accolades and testimonials honoring his dedication, accomplishments and long service. They came from high ranking Navy and Army officers, public officials, shipmates and his wide circle of friends. Perhaps capturing the essence of all of them, was a letter received by him about six months after his retirement, from an active duty officer, Lt. Commander H.S. Covington, USN, Commanding Officer of the destroyer USS Decatur DD-341 on which ship Bailey had made a summer cruise in 1937. Lt. Commander Covington (Naval Academy Class of 1922) on 2 May 1939 wrote ---

Naturally, I note with much regret, that you were recently retired. Permit me to say, Commander, with all sincerity, that the active Naval Reserve has suffered a real loss thereby. It should be a great comfort to you to know that your service both in the active forces and in the Reserve merits so thoroughly a “well done”.

Well done, indeed! The Buffalo unit under Bailey’s command consistently received national and state awards and recognition over the 14 years of his leadership. During those years and after his retirement until World War II, Bailey was looked upon as the ranking Naval Officer and spokesman about the Navy on the Niagara Frontier.

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15 The IX hull numbers are assigned to vessels described as “Unclassified – Miscellaneous (auxiliary ship)".
Two and one-half years after his retirement, just prior to World War II, the New York Adjutant General called upon Bailey's services once again. In a 17 May 1941 telegram, he designated Captain Bailey, NYNM (Ret.) as "Officer-in-Charge and Control" of the "Naval Militia Armory" at the 174th Regiment Armory at 184 Connecticut Street in Buffalo, upon the entry of the 11th Division USNR/NYNM into Federal service. Bailey performed that duty until 1942 when he, himself, became actively engaged in the war effort.

WORLD WAR II
Immediately following Pearl Harbor on 7 Dec 1941 and America's entry into World War II, Bailey, as he had done in World War I, volunteered his services to the Navy. There was some discussion that he might go to the NYNM staff as a Captain, to replace those called to active federal service, but he wanted to be back on active U.S. Navy duty himself; so, he persisted with the Navy. In the meantime, in 1942, he became a civilian "Naval Engineer" in the Buffalo office of the War Production Board.

Finally, his persistence with the Navy paid off. On 29 Dec 1942 he was ordered to temporary active duty as a Lt. Commander, USNR (Ret.) at age 68, and was found "physically fit to perform active duty at sea or on foreign service." Disappointed that he didn't get sea duty, he was glad to be back in uniform and use his extensive experience as a sea going line officer in his new duties as a "Naval Advisor" to the War Production Board.

He was temporarily stationed in Buffalo, New York City, Washington and Philadelphia, and then his permanent independent duty station as the only Naval Advisor in Erie, Pa for the 5th War Production Board Region out of Cleveland, Ohio. In that position from February 1943 to November 1944, he monitored Navy contracts for war materials, and acted as a trouble shooter with manufacturers and suppliers in Northwestern Pennsylvania. Sometime in the Fall of 1943, his job title was changed to Field Officer for the Navy Department's Industry Cooperation Division of the Office of Procurement and Material, but the duties remained essentially the same.

On 11 Nov 1944, Bailey was transferred to the Material Redistribution & Disposal Administration in New York City and soon thereafter to their Boston office as Assistant to the Officer-in-Charge, a Supply Corps Commander. As the war was winding down, the Navy Material Redistribution & Disposal Office (MRDO) was tasked with redistributing and/or disposing of surplus material and they required the expertise and assistance of an experienced line officer.

Pursuant to Navy policy, however, as more and more younger officers were being commissioned during the War, the Navy began a progressive release of older retired officers from temporary active duty. Although the Officer-in-Charge of MRDO Boston attempted to have Bailey's service continued, he was, nonetheless, detached from active duty at MRDO Boston on 15 Apr 1945, and after Terminal Leave was released from active duty on 9 Jun 1945, at age 70! Bailey returned to inactive duty status on the Honorary Retired List, having served on temporary active duty longer than he served on active duty in World War I. (He subsequently was transferred, from the Honorary Retired List to the new U.S. Naval Reserve Retired List, with pay, effective 29 Jun 1948, in accordance with Public Law 810 of 29 Jun 1948 as amended.)
RECOGNITION

Just after the fighting in World War II ended, and shortly before the instrument of Japan’s surrender was signed on 2 Sep 1945, the Secretary of the Navy, James V. Forrestal, wrote to Bailey on 22 Aug 1945, noting that he had been placed on an inactive duty status two and one-half months before, and thanking him “for the valuable services rendered ... to the Navy and your country during a state of war.”

On 20 Aug 1947, Secretary of the Navy James V. Forrestal, wrote once again, this time awarding Bailey a LETTER OF COMMENDATION and the RESERVE SPECIAL COMMENDATION RIBBON. A unique one time award, the Reserve Special Commendation Ribbon was established by the Secretary on 16 Apr 1946, to be awarded only to those Navy and Marine Corps officers of the Organized Reserve who had officially commanded at the battalion, squadron or separate division level, in a meritorious manner, for a period of four years between 1 Jan 1930 and 7 Dec 1941. Bailey’s CITATION reads as follows:

In recognition of your faithful and meritorious service to the Government of the United States as Commanding Officer of the NINTH Battalion, THIRD Naval District, United States Naval Reserve, prior to World War II. During these years of peace, you patriotically looked ahead to a time of future need and, by giving freely of your time and ability, often at great personal sacrifice, supervised the recruitment, administration and training of your Division [sic.] to make it a valuable component of the Organized Naval Reserve. By your zeal and devotion to duty in maintaining your Division [sic.] ready for mobilization, you performed a valuable service to the preparedness of your county and upheld the highest traditions of the United States Naval Service.

Indeed, many of the officers and men trained during Bailey’s years commanding the Buffalo unit, went on to distinguish themselves in World War II. Prominent among them is Lt. Commander Francis Thomas, USNR, the Command Duty Officer (CDO) on the USS Nevada (BB-36) at the time of the attack on Pearl Harbor on 7 Dec 1941. Lt. Commander Thomas received the Navy Cross for getting that ship, the only battleship, underway and skillfully maneuvering it, without a pilot, tugs or a full crew, through the chaos in the harbor, finally beaching it to avoid it sinking in the channel because of the severe bomb and torpedo hits sustained as she was underway. Another of Bailey’s officers, Commander J.A. Frank Neal, who served at sea in WWII, was the Commanding Officer of the Buffalo unit when its first stand alone “USNR Training Center – New York Naval Militia Armory” (across from the Boat House), was built and dedicated on 23 Jan 1950 at a cost of $360,000 (about $3.3 million today), since replaced by the building housing the current Navy Operational Support Center (NOSC).

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16 James V. Forrestal (1892-1949) served as a Lieut, USNRF Naval aviator in World War I, as Secretary of the Navy, 1944-47 and as the first Secretary of Defense, 1947-49. In 1954, the aircraft carrier USS Forrestal (CVA-59) was named in his honor.
During his USNR/NYNM career, Bailey received the following military awards:

<table>
<thead>
<tr>
<th>U.S. Navy Reserve</th>
<th>New York Naval Militia17</th>
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<td>World War I Victory Medal w/Transport clasp18</td>
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<td>American Campaign Medal (WWII)</td>
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<td>World War II Victory Medal</td>
<td>New York Naval Militia Sharpshooters Badge</td>
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<tr>
<td>Naval Reserve Medal with two bronze stars</td>
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FINAL YEARS

After briefly returning to Buffalo following his World War II duty, Bailey, his daughter Isabella Bailey Hagen (1905-1996) and his grandson, settled in Erie, Pa where the Navy had transferred him in 1943. He returned to his longtime civilian occupation, becoming affiliated as a salesman in the Erie Office of the Connecticut Mutual Life Insurance Company.

Prior to his release from active duty, however, Bailey spent his Terminal Leave period at the Sampson, N.Y. Naval Hospital for complaints about stiffness of the neck and headaches, but he was released from the hospital with no real diagnosis or resolution. Later examinations by orthopedic specialists revealed that Bailey suffered from a broken neck that was determined to have occurred when the rear of his stopped car was struck by a truck with failed brakes, while he was in the performance of his Navy duties, about six months before being detached from active duty. Awarded a 50% service connected disability by the Veterans Administration, he subsequently filed a claim with the Navy. Following a lengthy review period, the Secretary of the Navy on 16 May 1955 ordered the correction of Bailey’s Navy records to show that he was incapacitated for active service at the time of his release from active duty on 9 Jun 1945, and that he be placed on the U.S. Navy Retired List by reason of physical disability effective 10 Jun 1945.

It was a proud and memorable day for both Bailey and his only grandchild and adopted son, Thomas Bailey Hagen, when Lt. Commander Bailey, USNR (Ret.) administered the Oath of Office at Hagen’s commissioning as an Ensign, Supply Corps, USNR at the Navy Officer Candidate School (OCS), Newport, RI on 1 Nov 1957. Bailey then passed on to his grandson, now a Captain, SC, USN, (Ret.), the sword Bailey received from Lieut. Thomas W. Harris, NYNM when Bailey was commissioned in 1909. That

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17 Because of Bailey’s WWII service and his receipt of the American Campaign Medal, he also appears to have been eligible for the New York State Medal for Merit that was established after WWII and perhaps other New York State awards based on the meritorious circumstances causing SECNAV to award him the Reserve Special Commendation Ribbon.

18 For the World War I Victory Medal, Bailey was entitled to three clasps (Battleship, Convoy and Transport); but, Navy policy allowed for only one clasp with a corresponding bronze star on the ribbon. Bailey chose “Transport” for his last two duty stations. The Army, however, allowed clasps and ribbon stars for each engagement, a lasting source of irritation to Bailey.
sword, now over 100 years old, was used by Captain Hagen throughout his 30 year active duty and Navy Reserve career.

Over the years, Bailey was active in a number of military, fraternal and civic organizations, including the following: Founder and President of the Navy Association of Western New York; Charter member, American Legion Naval Post #368 and a member of the National Naval Affairs Committee of the American Legion; Military Order of the World Wars; President of Buffalo Chapter of Naval Reserve Officers Association; Board of Directors of New York National Guard & Naval Militia Relief Society; Exalted Ruler of the Amsterdam Elks Lodge No. 101; and the Rotary Club of Amsterdam, NY.

In addition, he was a member of: Buffalo’s Washington Masonic Lodge F & A.M. #240 and the Buffalo Consistory; Shriners Ismailia Temple in Buffalo and Zem Zem Temple in Erie; President, Buffalo Chapter, National Sojourners and National Commander of the Sojourners “Heros of 76”; Sons of the American Revolution; Military & Parade Committee of the Citizens’ Advisory Committee of the City of Buffalo on the occasion of the 100th Anniversary (1926) of the opening of the Erie Canal; participation in the dedication of the Peace Bridge in 1927, and the City of Buffalo Centennial in 1932; Buffalo Yacht Club; Erie Yacht Club; and Charter Member and first President of the Disabled American Veterans Post 73 in Erie.

Captain Bailey died at Erie, Pa on 17 Jul 1961, at age 86, and was buried with full military honors in the Bailey Family plot at Forest Lawn Cemetery in Buffalo. He was reinterred later in the Bailey-Hagen Family plot at Laurel Hill Cemetery in Erie, Pa where his daughter is also buried. (Never remarried, his wife who died 40 years before is interred in her Manner Family plot at St. John’s Lutheran Cemetery in Buffalo.)

A Sailor’s Sailor, Captain Bailey faithfully served the United States Navy and the State of New York for more than 30 years, including serving on more than two dozen different Navy ships, from patrol craft to battleships, and in two World Wars. Captain Bailey was a pioneer Citizen-Sailor and remarkable patriot who eagerly volunteered for service when others his age would not consider it or be qualified. He was an inspiring and energetic leader who never failed to command the respect and admiration of all who served with him during his long, colorful and distinguished Naval Militia and Navy Reserve career. Bravo Zulu!

“Fair Winds and Following Seas”
APPENDIX I.

GENERAL COURTS-MARTIAL
OF THE
CAPTAIN AND NAVIGATOR OF THE USS TENADORES

Within six weeks of the completion of the Court of Inquiry into the stranding on 28 Dec 1918 and the ultimate loss of the troop transport, USS Tenadores, a General Court-Martial for her Commanding Officer, Commander James B. Gilmer, USN began on 7 Mar 1919 to be immediately followed by the General Court-Martial of Tenadores Navigator, Lt. Commander Roy C. Doull, USNRF on 14 Mar 1919.

Commander Gilmer, a career Naval officer who had been promoted to Commander just prior to taking command of the Tenadores on 2 Dec 1918, was brought before a General Court-Martial ordered by Vice Admiral Albert Gleaves, Commander, Cruiser Force (formerly Cruiser and Transport Force) U.S. Atlantic Fleet at his headquarters in Hoboken, N.J. The President of the seven member court was Rear Admiral William T. Swinburne, USN (Ret.). Interestingly, one of the members of the court was the man Gilmer relieved on the Tenadores, Captain Louis J. Connelly, and Gilmer's self chosen defense counsel was Captain John D. Wainwright, USN who commanded Tenadores from the time she was put into Navy service until Capt. Connelly took over briefly before Gilmer.

Gilmer's trial concluded on 12 Mar 1919 with Gilmer being found guilty of the two charges brought against him: “I. Through Negligence Suffering a Vessel of the Navy to be Run Upon a Rock and Lost [Stranded]”, and “II. Culpable Inefficiency in the Performance of Duty.” The official record of the court proceedings does not show the verdict rendered at the conclusion of the Court-Martial. However, that same day, the Convening Authority, Adm. Gleaves, returned the record to the court with the statement that “the sentence adjudged by the court is not adequate to the offense found proved” and directed the court “to reconvene for the purpose of reconsidering its sentence.” The court reconvened that day, reconsidered and determined a new sentence, which also is not shown in the record. The new sentence, whatever it was, apparently met with Adm. Gleaves approval, but the Bureau of Navigation upon review, recommended on 22 Apr 1919 that the sentence be mitigated to the loss of 20 numbers on the promotion list in Gilmer’s temporary grade of Commander and 20 numbers in his permanent grade of Lt. Commander. Ultimately, the Secretary of the Navy, Josephius Daniels, on 21 May 1919, mitigated the sentence further to a loss of 10 numbers in Gilmer’s temporary grade of Commander and a loss of 10 numbers in his permanent grade of Lt. Commander.

The Navigator, Lt. Commander Doull, a career Merchant Marine officer who had served on the S.S. Tenadores for about a year before volunteering for Navy service after the Navy took over his ship, was brought before a General Court-Martial on 14 Mar 1919, also presided over by Rear Admiral Swinburne.

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19 Vice Adm. Albert Gleaves (1858-1937), Naval Academy Class of 1877, was promoted to Admiral and was Commander-in-Chief of the Asiatic Fleet before retiring in 1921. He received both the Navy and the Army Distinguished Service Medals for his service as Commander, Cruiser and Transport Force. A noted Naval historian, he wrote a history of the Transport Force as well as several other books, including a biography of Capt. James Lawrence, USN, famous for his War of 1812 saying: “Don’t Give Up the Ship”, which was immortalized in the battle flag of his friend Commodore Oliver Hazard Perry on his flagships, the U.S. Brigs Lawrence and Niagara in the decisive Battle of Lake Erie 10 Sep 1813. Earlier in his career, Gleaves was credited with improving torpedo steering devices, and was Commander of the Atlantic Fleet Destroyer Force. He has been quoted as saying: “To seamen a ship becomes endowed with human virtues and faults; she ceases to be a mere inanimate thing.” In 1939, the USS Gleaves (DD-423), lead ship of a class of destroyers, was named in his honor.
Doull was a Lieutenant at the time of the accident but was promoted just prior to the Court of Inquiry. The President of the Court and only two of the other members of Doull’s court were the same as on Gilmer’s court. One of those who served on both courts was Capt. Connelly, who was succeeded by Gilmer on the Tenadores and then became Commanding Officer of the USS Northern Pacific where both Gilmer and Doull were temporarily stationed. Another member of Doull’s court was Commander Raymond A. Spruance who as Admiral Spruance would distinguish himself in World War II.

Doull’s trial concluded on 17 Mar 1919 with him being found guilty of the only charge brought against him: “Culpable Inefficiency in the Performance of Duty,” and he was sentenced to the loss of $50 per month of his pay for six months.

The sentences for Gilmer and Doull for the loss of a ship were relatively mild when compared to the General Courts-Martial sentences given to two officers for drunkenness on shore leave in Bahia, Brazil while serving on the USS Nebraska with Bailey. One of them, a Lieutenant (jg), NNV, was fined $100 per month for six months and the loss of 50 numbers. The other, an Ensign, USNRF, was fined $50 per month for six months and also lost 50 numbers. Not being career officers, perhaps the loss in numbers may not have been of too much concern to them, but potentially would be career ending for a regular officer.

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20 In 1975, the USS Spruance (DD-963), lead ship of a new class of destroyers, was named in honor of Admiral Spruance (1886-1969), Naval Academy Class of 1907.
APPENDIX II.

NYNM/USNR TRAINING SHIPS
AT BUFFALO
PRIOR TO WORLD WAR II

I. USS HAWK (IX-14) • 1909-1917
Length 145’; Beam 22’; Draft 11’, Speed 14k

*Hawk* was the first and most interesting of the training ships in Buffalo. A handsome ocean-going Yacht with the sleek lines of a clipper ship and resembling the little larger Presidential Yacht, *USS Mayflower (PY-1)*, *Hawk* was built in Scotland in 1891 as the *Hermione* for the Duke of Connaught, a younger brother of future King George V. Purchased in 1896 by American Industrialist, Mark Hanna, *Hawk* subsequently was bought by the Navy on 2 Apr 1898 for the Spanish American War. As a dispatch boat, *Hawk* saw service blockading Cuba, including attacking and destroying a Spanish cargo ship, *Alphonso XII*, bound for Cuba. Decommissioned later that year, she was recommissioned in 1900 and loaned to the Ohio Naval Militia at Cleveland where she served for nine years. *Hawk* was transferred to NYNM at Buffalo on 3 Aug 1909 and served there until 1917 when the Navy took her to the Great Lakes Naval Training Station at Chicago, during World War I when the Buffalo NYNM unit was serving on active duty.

*Hawk* was decommissioned on 21 May 1919 and joined the Reserve Fleet, but was recommissioned once again in 1922 and assigned to the 9th Naval District at Chicago. She operated on the Great Lakes until her final decommissioning on 14 Feb 1940, and was sold to the Indiana Salvage Co. ten days later. However, in a *Buffalo Evening News* article of 15 Apr 1941, it was reported that *Hawk* was going to be fitted with Diesel engines and return to Navy service, but there is no record of that actually taking place. The news article reported Captain Bailey as saying that *Hawk’s* coal fired 1,000 hp steam engine was a curio among marine engines because it drove the screw counter-clockwise, just the opposite of all other marine engines.

II. USS STURGEON BAY (IX-27) • 1922-1928
Length 245’; Beam 42’; Draft 24’; Speed 10k

*Sturgeon Bay*, a wooden hulled freighter, was built by Lake & Ocean Navigation Co. at Sturgeon Bay, Wisconsin in 1918. Acquired by the Navy on 24 Sep 1921 from the U.S. Shipping Board, she was assigned to the 9th Naval District at Chicago. On 7 Jun 1922, she was transferred to the 3rd Naval District for use as a floating Armory at Buffalo. In a severe winter storm with a blizzard and 84 mph gale force winds on 8 Dec 1927, *Sturgeon Bay* broke loose from her moorings at the foot of Porter Ave. Although with doubled-up lines and chained to bollards, with the water rising 11 feet to the top of the dock, the strain and floating ice in the fast rising Niagara River were too much and the bollards themselves broke loose. With LCDR Bailey and ENS Harvey Klopp on board, she drifted down river, but suddenly came completely about, when Bailey and Klopp finally were able to break through the ice on the forecastle to drop an anchor. When the water receded, *Sturgeon Bay* was high and dry seven feet out on a shore side bank. Salvagers could not move her until another storm came along and she refloated herself off the bank. *Sturgeon Bay* was decommissioned and struck from the Navy List on 7 Feb 1928. Sold to Donahue Stratton Co. on 5 Mar 1928, she was towed to Milwaukee, where she later accidently burned at the dock.
III. U.S. SUB CHASER 103 • 1928-1936
Length 110'; Beam 15'; Speed 12-16k

SC-103, built at Elco Co., was commissioned 7 Mar 1918, and served in European waters during the remainder of World War I. She had been with USNR in Bridgeport, Conn. where she was determined unfit; however, she was then loaned to the Michigan Naval Militia in 1926. In 1928 she was transferred to USNR/NYNM in Buffalo after the loss of the Sturgeon Bay. When Buffalo acquired the YP-63 in 1936, at Bailey’s urging, S.C. 103 was loaned on 25 Sep 1936 to the Buffalo Council of the Boy Scouts of America for Sea Scout training. She was damaged by a storm three years later and sank at her berth just north of the NYNM Boat House in September, 1939. SC-103 was salvaged and its wooden hull disposed of by burning in 1940.

IV. USS YP-63 (EX-USCGC DEXTER) • 1936- WWII
Length 100'; Beam 23'; Draft 4.5'; Speed 12k

Built in 1925 at Bay City, MI as the steel-hulled Coast Guard Patrol Boat, Dexter, she was assigned by the Coast Guard to Boston 1925-1927, Pascagoula, Miss. 1927-1935, and Buffalo 1935-1936. Transferred to the Navy and placed in service as YP-63 with USNR/NYNM unit at Buffalo in 1936, she continued there until World War II when YP-63 was assigned to the Atlantic Sea Frontier and eventually at the Naval Operating Base, Trinidad, BWI. Placed out of service, struck from the Navy Register and sold in 1946, she remained in civilian service under a series of names: Kingfisher, Jamaica, Trinidad and Bucaneer. Finally, she was sunk as a dive attraction in Lake Michigan off Chicago in 2010.
SOURCES

AUTHOR
The author of this story is Captain Bailey’s grandson, CAPTAIN THOMAS BAILEY HAGEN, SC, USN (Ret.) who was raised by Captain Bailey. Captain Hagen was born in Buffalo and moved to Erie, Pa in 1943 as a youngster with his mother and grandfather. He served on active duty during the Cold War as the Supply Officer of the Atlantic Fleet destroyer, USS Harwood DDE-861, and as Issue Control and Fleet Liaison Officer at Naval Supply Depot, Newport, R.I. The remainder of his 30 years Navy service was in the Reserve Component, retiring in 1986. In 2011, Captain Hagen became the 41st person to receive the Navy Supply Corps School’s “Distinguished Alumnus Award” from the Navy Supply Corps Foundation and the Navy Chief of Supply Corps. Captain Hagen’s civilian career was spent at the Erie Insurance Group where he rose from part-time file clerk, while in college, to Chairman & CEO. Subsequently, he served as Pennsylvania Secretary of Commerce and Secretary of Community and Economic Development. Currently, he is Chairman/Owner of Custom Group Industries in Erie and also serves as the Chairman of the Board of the Fortune 500 listed Erie Insurance Group.