

Navigating the History of *Tuscania* – Who, What, When, Where, Why - and How

By Marilyn Claire Savelkoul Gahm, July 2025

Why and When?

After retiring in 2005, my husband Tom and I relocated to our lake home in the north woods of Wisconsin, near Spooner. I was familiar with Spooner history and historians as I had indexed several volumes of *The Historical Collections of Washburn County* prior to moving to Washburn County. My initial project was to read the local weekly newspapers, which had begun publication circa 1900, looking for articles on a variety of topics, both for my own interests and those of local historians and residents.

One day, I turned to the front page of the Thursday, 7 February 1918, *Spooner Advocate* (still published today, a weekly now as it was then). The front-page article reported that the residents of the entire town had stood still when the news arrived. The troopship *Tuscania*, carrying 18 local men to Europe to fight in the Great War, had been torpedoed and sunk. Who among the Spooner “soldier boys” had died? Had anyone lived?

The next Thursday’s edition of the *Advocate* - February 14, 1918 - announced that all the “boys” had survived. A photograph of each soldier accompanied the article. Considering the chaos that surrounded the issuance of the names of survivors and casualties, it was amazing that the people of Spooner in Washburn County knew the fates of their local soldiers so soon. Actually, a syndicated story published inside this issue of the *Advocate* indicated that one of the Spooner soldiers was missing.

“Wow! I never heard of any ship called *Tuscania*, or any of this,” I thought. Upon my return home, I did a Google search and found a short Wikipedia article on *Tuscania*. I summarized this event in a paragraph or two for the local historian who was researching veterans.

My fate was sealed. The lure had been cast, and I took the bait. Years later, I am still working on finding out more about *Tuscania* – and along the way, have voyaged both physically and electronically with people in many parts of the world, piecing the story together.

As to “why?” – my own curiosity.

In World War I parlance, U.S. soldiers, usually called “Sammies” at the time, not the familiar “doughboy” we use now, were called “boys” – regardless of their age. And so I fondly call the men aboard *Tuscania* “my boys.” I think I would have liked to have known some of them very much. But there are others I think I would not have liked so much.

Many of the men aboard the ship went home to live apparently happy and productive lives, as loving husbands, good fathers, praiseworthy employees, community supporters. Some achieved fame. But some did not live exemplary lives. One can only speculate what the lives of the passengers post-*Tuscania* would have been, had they not experienced this act of war and carried their war experiences with them into their future lives.

Some who died soon after the end of the world war have obituaries that note their early deaths were due to *Tuscania*-related or war-related health issues. What good might these men have contributed to their worlds? Or would they have turned to alcohol or drug abuse – to crime, especially violations of unpopular alcohol Prohibition laws – to violence? Would they have experienced numerous marriages and alienated children – crime and subsequent punishment – killing others or themselves, or committing murder.

Many times I sighed “Oh, no!” as I discovered a sad or unfortunate fact as I did research. A report of a survivor’s suicide was always particularly shocking. Some of the survivors were murdered. I always considered it very ironic when I learned that a survivor of the *Tuscania* sinking had himself died by drowning years later.

The men’s biographies on this website are what is called “warts and all.” No attempt has been made to camouflage or whitewash situations which caused difficulties in the men’s lives. These are facts, found in public records, discoverable by anyone.

The U.S. Army in in the first world war was segregated. White and Black troops were not mixed in the same unit. However, men of Asian descent or Native American descent were considered “white” which accounts for one man of Chinese descent and several Native Americans, who were not even considered citizens, aboard *Tuscania*. However, there were a few men on board whose census and other records now indicate they were likely part-Black, and they or family members are sometimes termed “Black” or mulatto on census records. As it was termed at the time, they “passed for white.”

Several men who sailed – and died – on *Tuscania* had fathers or grandfathers who had served in the Civil War, some even casualties of that war. Some of their ancestors fought – and died - for the Confederate States of America. I always wondered how a family felt about one of their sons or grandsons fighting or dying in 1918 to save the Union that an earlier family member had fought to dissolve.

Who? The first "Steven"

Finding the work of Steven Schwartz of Renton, Washington, in 2016 was an enormous bonus. Steven, whose grandfather George Schwartz survived the sinking, had spent years piecing together a passenger list for the American soldiers aboard. His major resource was 1918 newspapers, which had typeset thousands of names, often supplied to them with spelling and other mistakes, under the duress of time-sensitivity. He was also working without the number

of resources available on today's Internet - including the *Tuscania* passenger list. Supposedly "lost" at the time of the torpedoing, the incoming and outgoing troop transport lists were not released until 2017.

Schwartz researched original documents, such as military records and census materials, and was especially valuable for Washington state information, and images and personal reminiscences of relatives of *Tuscania* passengers. Schwartz made his information available to the public on his RootsWeb website. And then he graciously shared with me a flashdrive with 8,400 resources on it. Schwartz has now discontinued work on the *Tuscania*. My project would not have possible without him.

His website was available from 1996 to 1999 at <http://freepages.history.rootsweb.ancestry.com/~carmita/>.

It then moved to [50megs.com 1999-2003](https://freepages.rootsweb.com/~carmita/history/about/legend.html), then in 2003 to rootsweb in 2003 (<https://freepages.rootsweb.com/~carmita/history/about/legend.html>).

As of January 2025, it is available at: <https://freepages.rootsweb.com/~carmita/history/>.

I also owe Schwartz gratitude for his diligent work on some difficult life stories of men aboard.

<https://sites.rootsweb.com/~wisauk/tuscania.htm>

It was Steven Schwartz's model that inspired me to expand the early biographies he had begun, with information on parents, spouses, children and siblings, and to document a soldier's military records as well as personal ones.

How?

Online searching continued on Google and databases, both free and subscription. Eventually I would subscribe to Ancestry.com, Newspapers.com and Fold3.com.

My personal visits to the Edward T. Lauer archives for *Tuscania* at the Wisconsin Veterans Museum in Madison, Wisconsin, and the Milwaukee County Archives in Milwaukee, Wisconsin, followed.

Google searches were profitable for such diverse items as university affiliations or patents, and especially for online obituaries, for those people (usually children of *Tuscania* men) who have died in recent years.

I first "met" Jenni Minto when I contacted the Museum of Islay Life on the isle of Islay (pronounced "eye-lah") in Scotland, where she was the curator. She is currently (2025) a member of the Scottish Nationalist Party and resigned from the museum, being elected to the Scottish Parliament in 2021. Jenni Minto was named the Minister of Public Health & Women's Health in March 2023.

Jenni was very helpful in her response to my initial contact, but believed her husband, Les Wilson, might be even more helpful.

And that is how I discovered the treasure that is Les Wilson. When we “met” – via email – Les was finishing the manuscript of his book, *The Drowned and the Saved*, which recounted the loss of SS *Tuscania* (February 1918) and HMS *Otranto* (October 1918), both carrying American troops to war in Europe, both sunk off Islay, both depositing their dead to be buried and their living to be tended on the small island of Islay by its small population.

This book was awarded the Saltire Prize for the best history book published in Scotland in 2018.

Besides being an author, Les is an award-winning documentary filmmaker and talented photographer. I benefited tremendously from an onsite Islay expert, and his lovely images.

Other emails connected me with such diverse people as a historian in British Columbia, Canada, and the Dreadnought Project in the United Kingdom. Relatives of those aboard were also helpful - and it was always a delight to connect with a descendant.

What?

But it wasn't until 2017 that the passenger lists of *Tuscania* were made available, first through the database of www.Fold3.com and then on www.Ancestry.com. The gradual release of the U.S. Veterans Administration Master Index records – which probably I alone refer to as VAMI – was another gold mine of information. This source helped with "positive identification" of *Tuscania* soldiers since these records contained military serial numbers, to match with the ship rosters that carried soldiers home from war. Often, the death date on these records made it possible to trace a man's life accurately.

Whereas Steven Schwartz had to rely on inaccurate and incomplete newspaper records, my access to the passenger lists of *Tuscania* (the “outgoing” records) revealed a man's name, his rank and unit, his next-of-kin's name, address and relationship (like “father”). The matching ship return records of the soldiers (the “incoming” records) revealed this same data, but now included the man's military serial number, which was only instituted by the U.S. Army for enlisted men following the sinking of *Tuscania*. Those enlisted men who died on *Tuscania* did not have serial numbers. Army officers in World War I were not assigned serial numbers.

The "incoming" records included the name of the ship on which the soldier returned to the U.S. from war. The dead exhumed from the cemeteries of Islay are also listed on ship records. I was unable to locate ship records for those dead from Islay who were re-buried at Brookwood Military Cemetery outside London, England.

The next-of-kin information, which sometimes differed between outgoing and incoming records, helped identify parents, wives and other relatives, and their residences.

The Veterans Administration Master Index cards provided date of birth, date enlisted, date discharged and the man's address in the recent time period after the war. The presence of the serial number made it possible to confirm with the "incoming" (ship return) records that I had found the correct man. And in many cases, the date of death (sometimes lacking in these records, however) was vital in identification.

The next gold mine occurred on 1 April 2022, with the release of the 1950 U.S. census data. Updated information on a man's residence, spouse, children and occupation became available. A serious issue with researching men on this ship, especially those born in the 1880s, is that only a tiny portion of the U.S. federal census for 1890 is available, since the majority of records was lost in a 10 January 1921 fire in the Commerce Building in Washington, D.C. "to the woe of researchers ever since," as the National Archives website phrases the destruction.

Some U.S. states, like Texas, have their World War I military records loaded onto Ancestry.com.

For those who died on *Tuscania* or in the war, the *United States, World War I American Expeditionary Forces Deaths, 1917-1919* file on FamilySearch.org was valuable.

Who? - the second Steven

Another Steven was about to make an important contribution.

Steve Argo and I connected in 2017. He was a history teacher at the Baraboo (Wisconsin) High School who also had become intrigued by the story of *Tuscania* – as Baraboo is the home of the "Baraboo 21" survivors of the ship.

Argo concentrated on fund-raising, designing and establishing the only U.S.-based memorial to *Tuscania*. The city of Baraboo, always proud of its "Baraboo 21," supported the memorial, which was unveiled on 10 November 2018 in Lower Ochsner Park on the banks of the Baraboo River in Baraboo, Sauk County, Wisconsin. The monument's sculpture was designed by Homer Diehn. I supplied much of the text using my researched data for the four pedestal reading stands that surround the sculpture. An account of this project and photographs of the unveiling can be found in the final chapter of my book, *The Sinking of the Tuscania*, on this website.

In 2018, through the sponsorship of Les Wilson and Jenni Minto, I and my husband were privileged to be invited to attend the May 2018 centennial commemorations held on the isle of Islay, Scotland. An account of these activities can be found on this website under "100th Anniversary, Islay, Scotland (2018)." I was extremely fortunate to be one of 100 people invited to meet Princess Anne at the commemoration. I never expected that I would ever meet royalty.

Although the COVID-19 pandemic was painful for many, I found the time spent isolated to be fruitful for the final part of my project – producing a full biography of each of the 2,179 American passengers aboard. I originally called the personal part of the ship's history "The

Faces of *Tuscania*” since one of my goals was to locate at least one photograph of each man aboard – a goal not yet attained.

Who? - the third Steven

And now another Steven became intrigued by the story of *Tuscania*. Steven Trout, long-time chair of the English department at the University of Alabama, and as of 2025 a professor there, proposed to Cornell University that he write a book – *Remember the Tuscania!* Soon, he became aware of a woman named Marilyn in northern Wisconsin who had been voyaging on *Tuscania* for some time. And another collaboration began. This book will be published in 2026.

Many others besides Steven Schwartz, Les Wilson, Jennie Minto, Steve Argo and Steven Trout have contributed to my voyage. Especially valued were the relatives of the men aboard whom I encountered, via email, along the way. The day I “introduced” the descendant of a survivor to the descendant of his rescuer on Islay via email was particularly memorable. Several of them are credited in my book, *The Sinking of the Tuscania*, in part 28.

What?

The pros and cons of the resources I used:

All records

Much information found online is erroneous. I included some in my book, *The Sinking of the Tuscania*, and I made an entry in the book’s index for “false information.”

There was much misinformation at the time of the sinking in 1918, since the War Department claimed to have no passenger rosters. Serial numbers were not in use until after the sinking. “Dog tags,” attached to cotton strings, fell off. “Eyewitness accounts” - especially years later - were fictitious. “Impostors” - as Steven Schwartz termed them - jumped on the bandwagon of fame and claimed to have been on board either as passenger or crew, and reported equally fictitious events. Those researchers who rely only on early accounts will without doubt include inaccurate data. Those who rely on recent accounts which used erroneous earlier accounts also will be led astray.

Steven Schwartz’s Documentation

Schwartz’s work provided an invaluable foundation, and an inspiration for military details, but was hindered by the lack of access to records and documentation, because little or inaccurate information was available online several years ago.

Find A Grave – findagrave.org

This site, when the record is complete, includes burial locations (unless unknown), birth/death dates and locations, cemetery details, and links to parents/spouses/children/siblings.

There are also many incomplete records, with perhaps only the year of birth or death, instead of a precise date, and often the place of death may be the “last residence” and not the actual site where death occurred.

Find A Grave is a valuable resource – but use it with caution as it is a “do-it-yourself” website with individuals contributing records, and they or perhaps someone else to whom the record was transferred, or Find A Grave itself, have the task of maintaining them. Therefore, it has much possibility for human error, and may have incorrect data as well as inaccurate linkages to incorrect parents, spouses and children.

This free database can be accessed by anyone, but a person must be registered to add information or suggest alterations to the person/group named as the contributor for each record. If the burial site is not known, there are also options such as “burial details unknown.”

Steven Schwartz had offered much information to those who maintain records, as well as having placed “flowers” – short notes on the record. My goal was to have each of the *Tuscania* men’s records on Find A Grave either have a flower (added by Schwartz or me) and/or a reference to their ship experience in the text of the record.

Both Schwartz and I also created original records for some men. He transferred many of his records to me.

Each man’s burial record on Find A Grave was also entered into a “virtual cemetery” which has almost 2,000 records in it. A link exists on this website on the homepage. The *Tuscania* virtual cemetery is at: <https://www.findagrave.com/virtual-cemetery/999669>

Upon completion of a man’s biography, I would make suggestions to record maintainers to change or correct information on a record, and would provide information on records of parents, spouses and children to link family groups together.

Some record maintainers, within a few minutes of receiving a suggestion, would reject my extensive work since it conflicted with their information, and without performing any further validating research of their own. Some would question my sources, which is a valid question, so citations were supplied to verify the data. Some contributors would accept the information instantly, while others excelled in revamping the record, to their credit. Based on the new information the maintainer received from me, the person would dig even further and add original documents or obituaries.

Therefore, if the burial record’s maintainer was unwilling to add suggested data, or confirm it, the Find A Grave record may still contain errors.

Fold3.com

This fee-based military database was the first to offer the passenger rosters for World War I troop transports. Using these lists made it possible for the first time to prepare an accurate master list of those aboard *Tuscania*.

I searched a man’s name plus the word OUTGOING to find the *Tuscania* records, and the man’s name plus INCOMING to find his return voyage. And then I read each page of the outgoing records to make

sure I had found everyone. If someone was not on this passenger roster, I ignored a man's claim to have been on board.

Once I found the names of some of the ships that returned the exhumed bodies from Islay, I searched for each name of the dead, again to ensure my list of those on board was accurate.

Actually a few different ship roster lists exist for each man, and sometimes there are subtle differences among the page variations. These have been noted in my documentation, often with an internet address to the various "pages" found on the Fold3 database.

This resource also provided the man's military serial number, used in his return voyage paperwork, since no *Tuscania* passenger had such a number when heading to Europe. Knowing the serial number made it possible to match the "incoming" ship roster to the U.S. Veterans Administration Master Index record, and the veteran headstone application at time of burial.

Knowing the person's next-of-kin also opened many doors, to track relatives and residences. Since many men cited their mothers as next-of-kin, this also made it possible to determine the new married name of mothers who had remarried since the soldier was born, and where she may have relocated.

The city/state from which a *Tuscania* soldier is said to have entered the war is derived from the city/state of his next-of-kin, not his actual, physical residence at the time he entered the Army. So if a man were living in Wisconsin, and his next-of-kin was his married sister in California, the soldier would be listed as a resident of his next-of-kin's home and a soldier from California. This led to countless newspaper editors publishing stories about a supposed *Tuscania* survivor/casualty with the message that "No one here knows anyone of that name." One newspaper, thwarted after trying to discover a soldier's next-of-kin who was supposedly a town resident, discovered the man's wife was indeed a resident, but had kept her marriage secret and was still using her birth surname. And that was no longer a secret!

Military records

The United States declared war on Germany on 6 April 1917. The small U.S. Army needed to add and mobilize millions of men rapidly. Among the first steps was registration for the draft (conscription).

National registration day for the draft was set for 5 June 1917. All the men who sailed on *Tuscania* would have registered on that date except for:

- Those who registered early – usually late May or early June – likely because they were going to be unavailable at a certain location on 5 June 1917
- Those who registered late – either because they were not available at a site that day, or they might have been trying to avoid registration
- Those exempt from registration because they were already in military service, which could include the National Guard
- Those who were too old or too young – but some of them enlisted anyway and ended up on *Tuscania*
- Slackers – the World War I-era term for men who were later termed "draft dodgers." They were either intentionally avoiding the draft, or unintentionally did something intended to get them in trouble with the draft board, like relocate without providing a forwarding address to the original registration site. But it is rather comical that, due to apparent bureaucratic inefficiency, some of

the men who were already in some U.S.-based training camp or even on *Tuscania* would have their names prominently published in their hometown newspaper as someone who failed to answer a draft questionnaire or report for a physical. Slackers were arrested; a few men ended up on *Tuscania* because they had been apprehended for failing to have to registered and instantly became soldiers to avoid severe penalties.

All World War I draft card registrations for men listed in the biography section of this website registered on 5 June 1917 unless otherwise noted.

It is quite common to find inaccurate birth years on World War I draft registrations. The date and month of birth are usually accurate, but a man often altered his birth year. Men often subtracted or added one year from their actual birth years, in an attempt to appear younger or older.

By the time the man registered for the World War II draft (in varying years, but often in 1942), the birth year was often “adjusted” from his first draft registration – and is likely more accurate, or it had become the birth year commonly referenced by that man later in life.

Since several men aboard *Tuscania* were illiterate, the draft registrar wrote down a man’s name – likely in “sounds- like” fashion – and then the man signed his mark, an “X.” This led to some “creative spelling” of a man’s first and last names, and therefore this type of record should be used with caution.

The physical description of a man, other than eye color and hair color, was subjective on World War I draft cards. All the registrars, at every registration location across the country, decided if a man was tall, medium or short – and if he was of stout, medium or slender build. One can only imagine the differences between a registrar’s opinion in Minnesota with its tall men of Scandinavian descent and one in another state as to relative height and build.

By World War II, this system had changed to a definitive statement of height (5 feet, 10 inches) and weight (180 pounds). Only a few *Tuscania* men had an exact statement of height on their World War I draft cards.

[Ancestry.com](https://www.ancestry.com)

Only the domestic records of the fee-based Ancestry.com database were accessed, not the international ones.

This database has an impressive number of records and contributed family trees. Since the family trees are contributed by users, caution must be exercised in their use. There are some stunningly inaccurate family trees online, linking people to relatives to whom they have no connection, usually people of the same or similar names.

Ancestry.com offers the same outgoing/incoming ship records as Fold3.com introduced. It also offers Social Security records in more detail than the other databases used. But it offers only a summary of the U.S. Veterans Administration Master Index cards (found on FamilySearch.org).

I would input a man’s name, birth year/state, death year/state, parents and spouses into the search system. Then I would click on “Pictures” in the lefthand side of results, which yielded both photographs as well as documents.

I began by searching his father's details, then his mother's, then his siblings, his spouse(s) and children. Finally I turned to the man himself.

[FamilySearch.org](https://www.familysearch.org)

After mining Ancestry.com, I turned to the free database – Family Search ([familysearch.org](https://www.familysearch.org)) – offered by the Church of Jesus Christ of Latter-Day Saints (LDS).

This database has many of the same records as those found on Ancestry.com, but is valuable for these records:

- U.S. Veterans Administration Master Index, complete record – a man's birth, often death, serial number, rank and unit, and residence soon after the war
- More birth and death records, in more detail – as in the actual record, not a summary
- Access to international data not available on Ancestry.com without a more expensive international subscription
- For casualties of World War I – the file “American Expeditionary Forces” list of deaths, by state, by cause of death (killed in combat, disease, etc.) and with rank.
- A list of sources, in chronological order – like birth, military, marriage, children, death – which supplemented Ancestry.com records.

The limitations on number of residences and spouses on this database sometimes makes it necessary to compose several variations of searches.

I usually searched FamilySearch.org after Ancestry.com. I began by asking for Search > Records and input “Veterans Administration Master Index.” Once I located that record, I would look for “Sources and Images” to fill in any information not found on Ancestry.com.

[Newspapers.com](https://www.newspapers.com)

A valuable resource, with the caveat that there are areas of the United States whose newspapers are sparsely available on this database (like Colorado) and others that are profusely blessed with availability. Not only do some locations have numerous newspapers that cover a certain town or county, but these papers were diligent about collecting local news.

Newspapers.com is continually adding newspapers to its database, but quantity and quality of papers differ widely.

So even if a man's new home in California does not print his obituary, his hometown in Wisconsin may supply the data.

Newspapers are valuable for data like marriages, and lovely descriptions of wedding ceremonies, attendants, locations and attire. This marriage information sometimes seems to be lost in the records that make it onto FamilySearch.org or Ancestry.com. Announcements of the precise dates for births of babies or deaths of parents can fill in missing data in other records.

Of course, newspapers must be used with caution because of the likelihood of “typos” (typographical/spelling errors) which may make it difficult or impossible to find an article. Also,

since the indexing of the paper is done automatically, sometimes a hyphenated word (“Burbank”) will not be located.

Men on *Tuscania* could have changed their surname before or after the war – or sailed on *Tuscania* with a different name or spelling variation, which makes searches more challenging.

My goal was to find at least one article about the man’s presence on *Tuscania*. Sometimes there was only one – while others had numerous articles. It seems that almost every town newspaper in Oklahoma is on Newspapers.com – so mentions of Oklahoma soldiers during the war overflowed.

I was also lucky to find articles in mid- to late 1917, which discussed a man’s draft status and often departure from home to war.

When searching Newspapers.com, it is useful to know the typical usage of men’s names during the time period. If (fictitious) Daniel Kenneth Smith had sailed on *Tuscania*, he might be found in newspapers of the day as “Daniel Kenneth Smith” – “Daniel K Smith” - “Daniel Smith” – “Dan Smith” – “D.K. Smith” – or even “Ken Smith” if that was the name he was known by.

To find obituaries, it was useful to use regular word order but also to invert the order - “Smith Daniel Kenneth.”

Searching a man’s full three names was likely to turn up marriage records and legal actions.

It was also typical in the time period to abbreviate common men’s names – Wm., Jas., Jno., Chas. = so alternative searches were also used.

When researching women’s names, for example, Mary Ann Jones, who later married a Williams and then a Hudson, I would search Jones, William and Hudson as surnames separately to find records that corresponded to the various time periods when that surname was used, including at time of death.

Although conventional wisdom claims that divorce was not common in the late 18th and early 19th centuries, it seems fairly common among the families of *Tuscania* soldiers. The search for some men was complicated by the fact that their mothers had divorced, perhaps remarried, and sometimes “dad” absented himself from the soldier’s life thereafter. Some men used their stepfather’s surnames, resulting in confusing census entries. There was apparently little legal “change of name” actions undertaken.

Once married, a woman sometimes lost her identity and became someone’s wife. Often obituaries of *Tuscania* men’s spouses or mothers will only identify wives as “Mrs. John Smith” in the newspaper headline. And occasionally, HER name will not appear in the obituary at all, but only as Mrs. John Smith.

Geographic entries are listed in this order: city – county (parish, borough) – two-letter U.S. state code. If the man was born or died in a foreign country, this information is added. Some of the

countries in which men were born no longer exist – or were established after both of the world wars. Attempts have been made to identify the country name at the time of the man’s birth and what its current (2025) national name is.

Census entries are in chronological order at the end of a man’s record. Years that end in “0” (zero), as in 1920, are federal (U.S.) censuses. States also conducted their own censuses, with the year often ending in “5.” These state censuses are denoted as “1905 WI state census,” for example.

After the year, the location of the residents is given. An address is shown, is discoverable.

Then, in descending order, for the early censuses, are the man’s parents and siblings.

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Order of entries on each record:

Abbreviations – state codes

b. = born

d. = died

NOK = next-of-kin

State abbreviations

Order of entries

IMAGES

Personal photographs, military records, birth & death, obituary

Life (newspaper articles in chronological order)

Wife/wives

Father

Mother

Stepmother(s)

Stepfather(s)

Children (files separated by their birth mothers)

Siblings

Half-siblings

Step-siblings

Employer establishments – house residences (images)

TEXT:

Name

Name variations

Military – WWI & WWII drafts, National Tuscania Survivors Association, Veterans Administration
Master Index

Birth & death – burial – Find A Grave

Father

Mother

Spouse(s)

Children

Step-children

Notes

Pre-war

Wartime

Post-war

Obituary

Social Security Number

Censuses (federal & state)

Nonprofit operation:

Please note: No one was charged a fee when I supplied copies of my research. Before this website was introduced, copies of materials were supplied to requestors using paper copies and/or flash drives, at my expense. No fees were requested for postage to mail information or for flash drives. Images used in documents were credited whenever possible and were used under the principle of “fair use” for educational, not-for-pay purposes.

Website design:

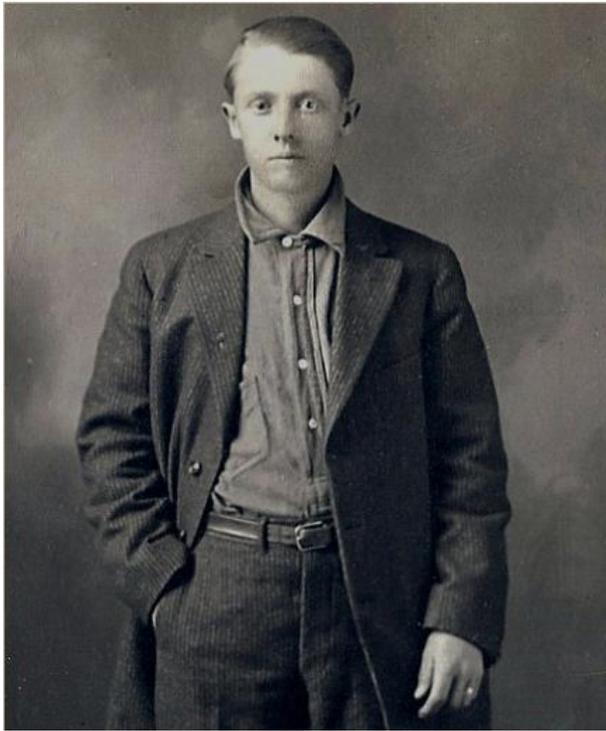
The website www.tuscania1918.org was designed and enabled by North of Eight Design & Marketing of Spooner, Wisconsin. Several other website designers had fled in terror when I proposed the scope of this site. Not only did North of Eight meet the challenge, they far exceeded my expectations. Many thanks!

In the middle of the night:

When writing my book, I would often awake at 2 a.m. or 2:30 a.m., and a new thought would float into my mind. “Wait! What happened to the wreck of *Tuscania*? Investigate that in the morning!”

But I would also often see images during those early hours of the day. One of the images I can never disperse from my mind, an image that haunted me many nights, is the photograph of one of the casualties – Patrick Henry White.

Born in Texas in 1895, Patrick died at age 24, either in his lifeboat after leaving *Tuscania* or when the boat crash-landed on the rocky shores of the isle of Islay, Scotland. His body was first buried on Islay in grave 25 in the temporary Port Charlotte cemetery for casualties. His body was exhumed from Islay and returned to the U.S. in August 1920 aboard the ship *Antigone*. Patrick was laid to rest in the Oakland Cemetery in Dallas, Dallas County, Texas.



It would appear from his photograph that Patrick was not too familiar with having his picture taken, since he is gazing rather apprehensively and stiffly at the photographer. I'm sure he is probably wearing his "Sunday best" but has one side of his collar flipped up and his shirt askew. But his hair is carefully slicked down. I assume that, unsure what to do with his arms, he stuck his right hand in his pants pocket – or the photographer suggested this pose. Patrick is forever a bit awkward - forever unsure about this photo thing – forever young.

Was this a photo taken at the request of a family member before Patrick left for war? Was he also apprehensive about leaving home and the military experience ahead of him, which could be fatal and meant he would never come home?

This project is dedicated to those men, like Patrick Henry White, who lost their lives on *Tuscania* – and will be forever young.