

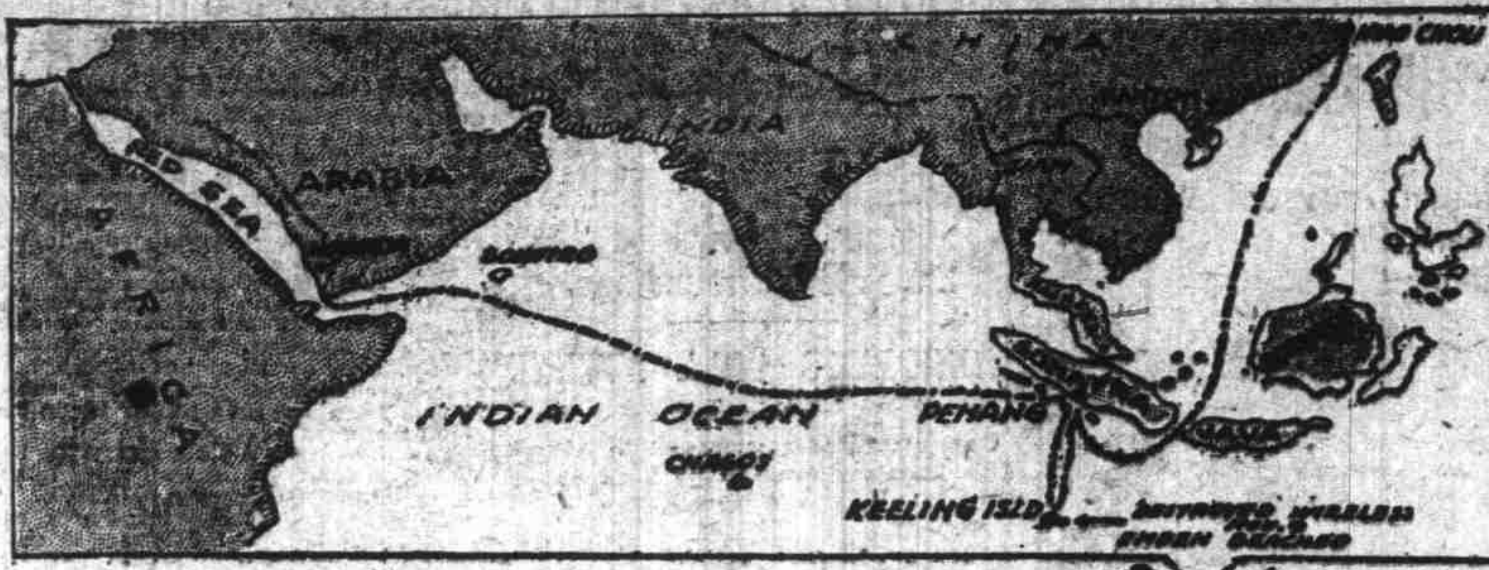
THE ODYSSEY OF THE EMDEN

CAREER OF GERMAN SEA RAIDER IS RICH IN BOLD ADVENTURE

Officer Aboard Craft That Sank Enemy's Ships Tells of Many Adventures.

TRIALS COME IN DESERT

Overland Trip in Arabia Is Beset With Terror-inspiring Experiences.



Map showing the route followed by Lieutenant von Muecke of the Emden and his men. The sea raider was beached near the Keeling Island after having destroyed British, French and Japanese ships, after which Lieutenant von Muecke and his party proceeded on their way as best they could.

The following article, which was originally published in the *Odyssey of the Emden*, is incomparably the most thrilling story of adventure produced in the war. It tells how von Muecke and 49 other men saw their ship destroyed and later escaped from the hostile Cocos Island and finally reached Germany after some of the most amazing experiences in the Indian ocean and the Arabian desert. The complete story is here told for the first time.

By Lieutenant Von Muecke.

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WHEN Japan entered the great war on the side of our enemy, our ship *Emden*, was at our Asiatic base, Tsing Tau.

Besides the *Emden* our east Asiatic naval forces consisted of the armored cruisers *Schornkorat* and *Gneisenau*, and the light cruisers *Nürnberg* and the *Leipzig*.

We also had five gunboats, which were: *Cormoran*, *Itis*, *Jaguar*, *Tiger* and *Luchs*, and two destroyers. There also was an armored sloop belonging to our ally, Austria, namely, *Kaiserin Elisabeth*.

Our gunboats and the two destroyers and also the Austrian cruiser *Kaiserin Elisabeth* were destroyed by the Anglo-Japanese fleets.

Our two heavy and two light cruisers succeeded in eluding the combined Anglo-Japanese fleets; and while these four made their way to the south Atlantic the *Emden* remained in the Indian ocean, and for months gave the Anglo-Japanese squadron a merry chase, destroying over 70,000 tons of British shipping and doing other damage to the enemy's ships and property.

One way or other we kept on escaping the attention of the Japanese fleets, who were searching for us.

Of course, the Japanese naval officers were not a match for our resourceful captain.

Every time we felt that we were in a tight hole and that we would have to measure swords with our enemy, we found some way to get out of it; at last we became past masters in this great game of high sea hide and seek.

But the best we ever did was when we thought we had to fight the heavy armored Japanese cruiser which was trailing us just outside Kiao-Chau. As we left Kiao-Chau, we were sure that we had to fight this Japanese cruiser. It would have been madness for us to attempt to put up a fight with the Japanese, as we knew well that her heavy guns would have certainly out-gunned us, and we would have been sunk long before we would be in position to hit the enemy's ship.

How Enemy Is Dummied.

So we utilized the dummy funnel which we always carried on board.

Our *Emden* was four-funnelled, and we made her appear three-funnelled.

We replaced the British white ensign and red man-of-war ensign with that of the British white ensign; then we lined up the crew along the railing.

We had on board some 100 men, and had in the past fraternized with the British sailors.

These sailors instructed the whole crew in giving British orders, and before we sighted the dreaded Japanese cruiser, we were enabled to give cheers like those of the British crew.

At last, when we came by the Japanese ship, with our dummy funnel sending out black smoke, our newly hoisted British ensign flying from the mast and our sailors cheering like genuine Britishers, we passed by the enemy with whom we exchanged salutes.

From that time on we roved over the high seas, and did as much damage to the enemy as was possible.

After sinking several ships, and after re-provisioning our ship, one night we stood off near Madras. That was in the early part of September.

One of our engineers some years ago had worked there and knew the place well. That evening this sailor told our captain that he knew on our personal knowledge that there were several oil tanks near the entrance to the harbor.

This was good news, we waited till dark, and about 9 p. m. we stole into the inner harbor, and after locating the tanks with searchlights, we shelled them.

Before the shore batteries had time to fire on us, we had cleared off to the sea.

The following morning we could still see the flames far off in the horizon. Thus we destroyed millions of gallons of oil belonging to the enemy.

In the early part of October, perhaps on the tenth, we reached an island in the Indian ocean, and there we sighted the called Diego Garcia and is one of the group called the Cocos islands. These islands were originally Spanish, but now they are British possessions.

Later we learned that there were not more than 40 Europeans and about 400 or 450 natives there.

This island is situated half way between the African coast and Sumatra.

When we entered this little water inlet, we learned that no one in that ocean desert were yet aware of the breaking out of the European war.

We at once sent a message to the shore and established friendly relations with the British residents; so we could all enjoy a long from a steamer which had captured previously in the Indian ocean. We could have easily captured the island and seized all the coal and provisions there, but we needed urgent repairs on our machinery; so we wished to stay there for a few days in peace.

Some of our engineers repaired one of the motor boats belonging to the British residents, for which they received baskets full of coconuts.

These people live a simple life, and from the beginning we fell in love with the place.

Towards the end of October, late in the afternoon, we were about nine or ten miles off Penang.

We hoisted our dummy funnel, and some more, we made our ship look like a British cruiser; then we made for

the entrance of the harbor, where stood an unknown cruiser and many ships behind.

We steamed towards her until we were within 600 or 700 yards, and then we sent her two torpedoes, both of which took effect and the unknown cruiser which we later found out to be the Russian cruiser *Jemichug*, sank immediately.

At the time we had fired the two torpedoes we also sent her a salvo of 100 shots. Our shots also sent to the bottom several sailing ships in the harbor.

French Cruiser Mousquet Sunk.

On leaving Penang, we were steaming at full speed and at about 25 miles out we met a steamer. Just then we sighted a warship in the horizon, which we took to be a large British cruiser.

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of our men, whom we buried at sea, and after many vicissitudes, having already traversed nearly 900 miles, on November 20, we sighted the shores of Sumatra. Fearing enemy's ships, for some time we kept a good distance from the shores.

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At last, on the 23rd day of March, we landed at Makallah.

During our last voyage we had lost three more members of our crew, whom we had buried at sea; thus of 40 men and 17 men landed at Makallah, a city belonging to our Turkish ally.

At Makallah, we abandoned our ship for a paltry sum to a Portuguese merchant, and began to look for a resident consul.

At last, through the assistance of the Portuguese merchant to whom we had sold our ship, we had arranged matters for several of his caravan driver friends to give us safe conduct to Hodeida on the Red Sea.

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he had us understand that unless we parted with one of our rifles he would immediately return to his black lord.

We did not consider it wise to put one of our modern rifles in the hands of our day old friend. We had to let him have his way and return to his black lord of the desert.

We knew that our destination lay due west and besides, as we marched towards the west we found the climate was beginning to get somewhat cool.

We traveled at the rate of 30 miles per night and slept or sluggishly dozed about in the shelter of the hut during the daytime.

On the second night of our journey over the desert, two more of our comrades succumbed to the heat.

I must confess I began to fear the desert spirits. With our hands we dug graves in the sand and buried our brothers together. God bless them, and may never another person tread those horrid desert sands to see the sand heap we erected.

I, from that time on, began to feel a chill. I began to feel the desert night. We knew we all had that feeling but we were too proud to communicate our feelings to one another; yet everyone of us knew that every one else knew each other's inexplicable fear.

On the third day of our second desert journey, we lost another comrade but on the fourth day we lost three; but during the last journey we lost one man per day. At last we arrived at Sade-El-Chahal.

Our number was by this time reduced to 28 men. But from that time on our tragic journey began.

No sooner had we arrived at the outskirts of the small town of Aba-Arish than we encountered a strong band of Yemen Arabi, who was up in arms against the Turks. As soon as we sighted them we changed our course from west to north. They were all mounted Arabi, and the country we were by this time travel-

ing was hilly, which enabled us to save ourselves from extermination at the hands of these Yemenites. Nevertheless, two of our comrades were killed and four slightly wounded.

Thus on April 21 we reached Yambo on the Red Sea coast. Our number had been reduced to 20, some of whom were wounded. Their wounds were not so serious as to stop them from continuing the rest of the journey.

Attacked by Bedouins.

At Yambo we met Turkish officers who spoke German. They assisted us to procure horses and insisted that we should enjoy their hospitality for several days. But we realized that our slightly wounded men needed a doctor's care, so we left Yambo for Medina, which is the terminus of the Hedjaz railway that runs north to Damascus.

We would have arrived in that city in three days, but on the second day after we had left Yambo we were attacked by a band of Bedouin Arabi, who surprised us during our midnight march.

During the encounter our wounded brothers were all killed.

The remainder of us arrived at Medinet on the 27th day of April.

We boarded a train that afternoon. Trains on the Hedjaz railway run like the tramp steamer, that is, whenever a ship is due to stop there.

It took us 15 hours from Medina to Damascus, and out of the original 20 men and 7 officers who had left the *Emden*, only 14 of us are left.

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