

## HENRY SPENCER COVINGTON

HENRY SPENCER COVINGTON was born Jan. 23rd 1895, and on Dec. 13th 1917, enlisted in the U. S. Navy. He was a son of William Green Covington, and Mrs. Elizabeth Montgomery Covington. The father was born in Halifax County, and the mother, whose maiden name was Elizabeth Montgomery, was a native of Iredell Co., in this State. He was a grandson of Ed. G. Covington, who for many years was a very successful farmer and merchant. This grandparent did service in the war between the States. The educational qualifications of young Covington were limited to the Public Schools of this County, the pupil working during his vacations on his father's farm, near Yanceyville. At the time of the beginning of the World War, he was in the employ of Swift & Co., Washington, D. C.

Before our country entered into the great struggle, this young man enlisted in the U. S. Navy, and was accepted for service as "Fireman." His enlistment papers being signed by the Naval Recruiting Station at Washington. D. C., he was immediately sent to the Naval Station at Portsmouth and from there, to the U. S. Ship, "Nevada," on which ship he did service for two months. From the "Nevada," he was transferred to the U. S. Ship, "Utah," and received intensive training, during the manoeuvres around Hampton Roads and Yorktown. His ship, "The Utah" was ordered to go over-seas for service in European waters, and sailed on August 29th 1918. This ship went across without a convoy, and while she was attacked three times by Submarines, unsuccessfully, and also was lost for three days in a terrible storm, north west of the Azores, she arrived safely at Bantry Bay, Ireland. At this place, she joined the 6th Battle Ship Division, and became its Flag-ship. For three months operating from this Base, the "Utah" did Patrol and Convoy duty. When his ship was sent to Portland and was held there for sometime, this young sailor was fortunate enough to secure liberty, which enabled him to visit the following places: Queenstown, Dublin, Cork and London. On his way to England, he passed through Wales. His

ship was actively engaged in the manifold duties of Sea Service up to the time of the signing of the Armistice.

The end of the war, however, did not bring the closing of his labors, and he had the opportunity of passing through some very rare experiences before his discharge. His ship was in the convoy which escorted President Wilson into Brest, and also in line when the German High Seas Fleet surrendered to the Allies, beyond the Scapa-Flow. The "Utah" was a part of the convoy which escorted President Wilson back from Brest. From this place, the ship with the entire Atlantic Fleet, set sail for New York and anchored for several weeks in the North River. From here he was sent to Guantonomo, Cuba, and was in tropical waters for more than three months. He was given a short leave in Cuba, which enabled him to see most of the interesting places on that island, and also Hayti. Going further south, he stopped at Port de France, near Martinique, and while there, saw the ruins of St. Pierre. From this place he brought back as a souvenir, the picture of one of the two survivors of the eruption of Mt. Peele. His ship went back to Guantonomo, and after remaining there for three days, sailed with the entire Atlantic Fleet to New York. The next duty performed by his ship was that of standing by in the famous Trans-Atlantic Aeroplane Flight. This ship was stationed about four hundred miles south of Greenland, in the land of ice and whales. His ship was sent back to New York, from there to Hampton Roads, then back to New York, where it took a part in the convoy of President Wilson, on his return from his last voyage to France. After this duty was performed, the ship was sent to Newport, R. I., for a stay of two weeks; thence to the Navy Yard for repairs. Here he was detached from the "Utah," and sent to the Receiving Ship at the Washington Navy Yard, and there discharged, August 16th 1919.